



### ATTENTION: ALL MEMBERS!

As described in our letter to you in the last Newsletter, the Society is in financial trouble. The Board of Directors is working hard to turn this situation around, and things are starting to look up once more. We have instituted many of your suggestions (thank you all for writing) for increasing our income. But much of this will be some time bearing fruit. In the meantime, we need a quick and substantial infusion of money to pay off work that has been done already on the next Bulletin, and to get it to the printer. How quickly we can pull this off is entirely up to you.

We are asking each and every one of you to please dig down and send us a special donation. If everyone does so, we can make do with as little as \$8.00 per member. If you can afford more, by all means, please do. Remember that a portion of any donation you make to us is tax-deductible... the more you give, the more you can deduct!

If we can raise \$8,500 in the next month, we can have a Bulletin in your hands within weeks. The magazine is all wrapped and ready to go to the printer. We have held it back for over two months because of our financial crisis. How badly do you want to see it? It's up to all of us. An \$8.00 contribution is only about 2¢ per day over a year. Less than a tankful of gasoline. Come on gang... we can do this easily, and be reading a great new 40 page Bulletin before you know it.

Dick Symmes  
(for the Board of Directors)

### HIGHLIGHTS OF THE JANUARY 1988 MEETING OF THE B&MRRHS BOARD OF DIRECTORS

The January meeting of the Boston & Maine Railroad Historical Society was called to order by Chairman Ursillo. After the reports of all officers and committees, normal order of business was suspended to allow for discussion and action on the letter enclosed with the November-December Newsletter concerning the dues structure.

Carl Byron, who volunteered to coordinate the membership response, noted that approximately twenty percent of the membership responded to the letter, which was very heartwarming. There were also several members in attendance at the meeting, which indicated a high membership interest in the proceedings at hand. The following is not a complete record of the discussion, (Carl has promised to provide that in the near future), but a general outline of the meeting.

The first order of business was discussion on the dues structure that was presented to the membership last month. Carl reported that the membership response on this item was split about down the middle, with some opting for the new dues and maintain our quality, and others suggesting that we keep the dues the same, and cut back on services. (Dissection of the individual items will follow the general report).

As discussion proceeded around the Board, after reviewing the operating expenses for the next few years, it became apparent that the B&MRRHS needs more operating capital. Review of many of the "money saving" items submitted by the membership and those in attendance would either not save a great deal of money, or in one or two cases, actually raise costs.

Now the bad news. As of March 1, 1988, the basic dues are going to be raised to \$25.00, with the proportional increases in the additional categories. We must stress most emphatically that this was not a decision that was made lightly, as in "we're in trouble, let's raise the dues". Discussion, on a "point-counterpoint" basis went on for six months, two committees were formed and gave reports, the negative aspects of increases, such as membership drop, were looked into, but in the final, bottom line decision, a dues increase was the only workable solution.

We will now take a look at the individual points of discussion which followed the vote to increase the dues structure. The first point of discussion was the BULLETIN.

### BULLETIN

The BULLETIN is our flagship, and our pride and joy. As such, we are very reluctant to mess around too much with it. Several members suggested cutting out the dealer network, but this has proven over the years to be a decent revenue-producer, and also a constant source of new members. One point that we wish to make, is that cutting down the BULLETIN press run, as some members suggested would be actually counter productive. The more of something that you print, the lower the per-piece price goes. If we were to cut the BULLETIN printing run to accommodate just the membership, we would, in effect, double the cost per-issue, and put us into more trouble than we are now. In theory, cutting the press run sounds logical, but in practice would be a disaster.

We are looking into some other cost-saving factors, such as slightly reducing the thickness of the paper that it's printed on, and reducing the amount of color in the BULLETIN. The jury is out on these points until next month.

### NEWSLETTER

There was much discussion concerning whether the B&MRRHS even needed the Newsletter, and it was decided that some method was needed to inform the membership of meetings, Society functions, and other information. We covered whether or not it should be in the current format, or be done on a word processor, but the typeset format saves us more in press time and paper than the typesetting costs. Plus, with the word processor and Xerox copying, we could not reproduce photographs. The only option that we have left is to revert to third-class mail again: but, as with the BULLETIN above, the jury is still out.

### SPECIAL PROJECTS

Several money making special projects were briefly touched upon, the first is the new videotapes that we began marketing last month. Initial sales of these have been very promising, and we are looking for more material to work with! Model railroad cars are also a good money maker for the B&MRRHS, and we are pursuing this too, but with the holidays, progress has not been as rapid as hoped for. We do expect to announce a new car within the next month or two, though, and will begin taking orders at that time.

Other projects in the works are production of duplicate slides from collections in the B&MRRHS Archives, and also printing of photographs. We are always looking for more ways to make

money, and welcome your suggestions. Remember, the more we can supplement the dues, the more we can provide for you! And of course, as always, extra hands make the work go faster and smoother.

### IN CONCLUSION

This has been quite a year for the B&MRRHS, as you are no doubt aware. There have been some tight times, but there has also been much progress in the right direction, too. The Board of Directors and Officers of the Society need your continued support, and also ask for your help. We've made some mistakes in the past (and probably will again in the future - we're only human!) but are making progress against the storm. We have a new book in the works, and videotapes on the market; we have a crossing shanty in the final stages of restoration; our meeting attendance is always growing, undoubtedly due to the quality programs (including our visits to North Conway, Bellows Falls and the North Shore Model Railroad Club, which have more or less become yearly traditions); and our ledger is starting to look a little healthier.

We realize that with the higher dues, we may lose some of you out there. We ask that you look at the quality of the B&M BULLETIN, the Newsletter, and the other benefits of membership, such as access to the Archives, and the many items that are available only from the B&MRRHS; that you might miss out on, and consider whether you might pass up that passenger car kit this month and re-up with the B&MRRHS. We are looking into the possibility of your being able to charge your membership, on MasterCard or Visa, and/or a billing plan for the dues. We want to make it easy for you to pay your dues!

In conclusion, we have "spilled our guts out" to you in the last couple of Newsletters, because you, the membership, has a right to know what is going on in your Society. We appreciate the many kind words of encouragement that we received in the mail recently, and at the membership meetings, and we will try to justify both your faith in us, and the dues increase, to you. Thank you for your time, patience and understanding.

### CONCORD NH FIRE DESTROYS FORMER B&M SHOP

Fire sparked by a welding torch destroyed an industrial building on December 30, 1987, sending thick black smoke into the sky and causing \$250,000 to \$500,000 damage, fire officials said.

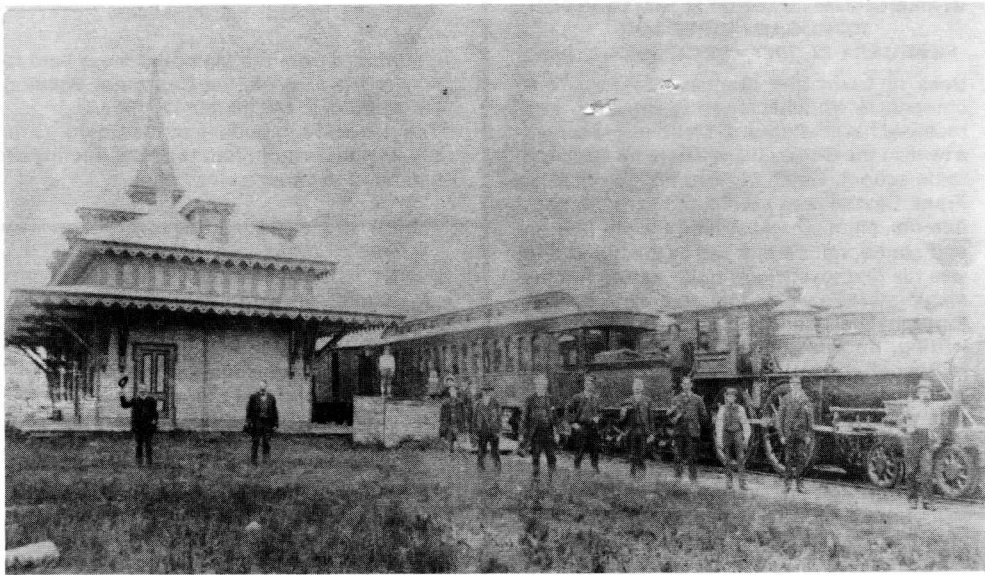
More than 100 firefighters from Concord and about 10 nearby communities helped battle the blaze in the city's commercial south end. There were no injuries.

Single-digit temperatures and winds gusting to 40 m.p.h. hampered the firefighters efforts. Black smoke was visible from as far away as Manchester, more than 15 miles away.

Fire destroyed the 55,000 square-foot building, which contained four businesses and once served as a major maintenance facility for the Boston & Maine Railroad. From the Boston Globe. From Steve Butterworth.

Join Yankee Clipper Rail Tours for a Luxury Rail Cruise to Eastern Canada! Plan now to join in this once in a lifetime opportunity to be aboard an all-Pullman special train destined for the northern reaches of eastern Canada's rail system. For more information, contact Yankee Clipper Rail Tours, Box 634, Revere Station, Boston, Mass. 02151.

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### MYSTERY PHOTO CONTEST!

Our resident old-photo-discoverer Joe Shaw recently uncovered this beauty at a reception, and thought that we should share it with the membership. But, we thought that as long as we were going to print it, and share it, we might as well have some fun with it, too!

Can you identify the location of the above photo? While not too much remains of this scene today, we'll give you a hint or two. The station is (was) located on the Eastern Railroad and the track that the train is sitting on is still in service.

Since this is perhaps a more difficult contest than we've had before, we'll come up with a nice prize too! The winner will receive a color 16x20 enlargement of the two RS-1's at night that was printed in the October Newsletter. (It looks a lot nicer in color than in black-and-white!) In the case of more than one correct entry, the winner will be drawn from all correct entries at the April membership meeting.

### B&MRRHS ARCHIVES COMMITTEE ANNUAL REPORT FOR FISCAL YEAR 1987

The B&MRRHS Archives Committee continued to make progress in building and cataloging the Society's collection of historical materials during the year. A deluge of donations from the public occurred as a result of Dick Symmes' publicity campaign that resulted in letters to the editor appearing in newspapers throughout New England. Member John C. Alden generously donated several large cartons of books, pamphlets, photos, and papers from his collection. From Mrs. Ralph G. Fritch came a large group of books, pamphlets, photographs and artifacts from her late husband, a former B&M official. Mrs. Russell B. Allen donated an important collection of photos showing construction of the New Engine Terminal and various bridges and buildings during the early 1930s when her husband was a B&M resident engineer. Various mechanical department records were donated by A.H. Critchett, Richard F. Dole and John C. Hutchins. Walter W. Wright, Robert J. Brown and Henry V. Taves donated important paper items, clippings and scrapbooks, and numerous photos were donated by Emma A. Hunt and from the late J. Drennan Lowell. Flora Hammond donated a quantity of items from her aunt Marium Foster of Keene, N.H., who was a long time correspondent for the old B&M employees magazine. A large collection of original annual reports of the B&M and predecessor companies to the Massachusetts Department of Public Utilities was acquired from the DPU, thanks to the efforts of MBTA Librarian George Sanborn.

Over 250 person hours of time were spent cataloging, organizing and preserving items at our Archives location at the University of Lowell. My appreciation is extended to the following committee members for their many hours of volunteer work throughout the year: Len Bach-

elder, John Barr, Steve Butterworth, Tom Field, Adrian Gintout, John Goodwin, Leroy Hutchinson, Forrest Mack, Russ Munroe, Peter Stott, Dick Symmes and Frank Willard.

Thanks to the successful efforts of the Society's Grants Committee, a foundation grant was received which made possible the purchase of two new file cabinets for photographs, a negative storage cabinet, and acid-free materials for mounting photos and storing negatives.

Much work has been accomplished in cataloging the Dana D. Goodwin collection of photos and negatives, thanks to countless hours of work by John Goodwin. So far, over 4000 photos have been cataloged on computer.

Numerous inquiries were received during the year requesting information from the Archives on such subjects as stations, equipment, maps, accidents, and employees. Although we were not able to provide the desired information in all cases, we were able to respond positively to some of the inquiries. We were especially pleased to be able to provide information to several local historical organizations and individuals regarding local efforts to preserve the former B&M stations, to assist in providing some information necessary for National Register nominations and to assist in local preservation awareness. Also encouraging were the number of requests for information from architectural and engineering firms, showing that the historical information contained in our Archives is becoming increasingly recognized as useful for community development and historical preservation purposes within the development community at large.

The continuing problem of the need for additional space to house our growing Archives collection promises to be alleviated (at least in the short term) during the coming year. In early 1988, the entire Special Collections Department of the University of Lowell (including our

Archives) is expected to move into the Patrick J. Morgan Cultural Center, currently being built by the Lowell Historic Preservation Commission adjacent to the historic Boott Mill complex in Lowell. We will be occupying approximately 780 square feet in the new building, and this should approximately double the space available for our Archives collection. Rob Quagan provided assistance with space utilization planning in the new building.

In conclusion, I would like to thank the members of the Archives Committee who volunteered their time throughout the year and the numerous individuals who have donated historical materials pertaining to the B&M. With the continued support of the membership and Board of Directors, we look forward to continuing to make progress in establishing a first-rate research facility devoted to the history of the B&M.

Respectfully submitted,  
**Richard Conard**  
Chairman, Archives Committee

### PROPOSALS WOULD INCREASE MAINE SCRUTINY OF RAILROADS

Maine would license locomotive engineers and supplement federal oversight with state railroad inspectors under a bill being considered by a legislative committee. The Legislative Task Force will decide soon whether to recommend the package, which would empower the state Department of Transportation to buy abandoned rail lines and put restrictions on railroads taking part in proposed subsidy programs.

The proposals come in the midst of a month-and-a-half-old rail strike against Springfield Terminal Railway Company. On November 12, about 1,200 workers in the six-state system, owned by Guilford Transportation Industries of North Billerica, Mass., walked off the job after a conductor was killed in a Lawrence, Mass., freight yard accident. The United Transportation Union charged the railroad uses unqualified engineers and unsafe equipment.

The Maine Task Force is considering adding three railroad inspectors to the state DOT, which now has none. And, a licensing board would certify engineers as it does plumbers and electricians to ensure the six rail companies at work in Maine train their workers.

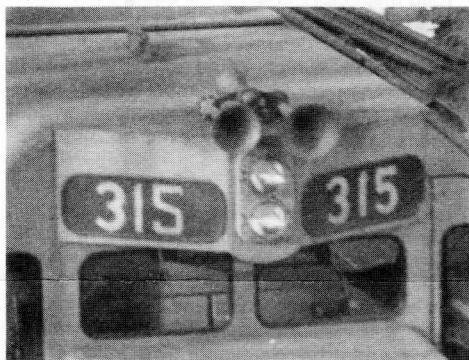
The legislation would give subsidies to shippers to encourage rail transportation and require the rail companies to meet safety standards. The bill package does not singe out Springfield, and was not intended to influence the labor dispute. The task force began interviewing railroad, union and federal officials during the summer to find ways to protect Maine's rail business.

Last month, the Federal Railway Administration criticized GTI for using inexperienced engineers, but praised a company training program and said that most safety violations spotted on locomotives were minor. **From the Portland Press Herald. From Steve Cook.**

**Join the Mass Bay Railroad Enthusiasts on Saturday, February 20 for a snow train to the Berkshires! Nothing compares to the splendor of New England in the winter, just think! crisp, clean air, dark green firs and balsams, sparkling with newly fallen snow, the jingle of the sleigh bells on a horse-drawn sleigh! All this can be yours for one day only when you join the happy throng of railfans, snow bunnies and hearty "outdoorspeople" on Saturday morning, February 20, 1988, aboard the **New England States Limited!** For more information, contact the **Mass Bay RRE, Box 525, Bedford, MA 01730****

### THE B&MRRHS TRIVIA ZONE!

Once again, we visit the B&MRRHS trivia zone!



Submitted for your approval, the prototype answer to a modeler's dilemma. At first glance we have what appears to be a perfectly normal lash-up of late 1970's-early 1980's B&M GP40-2's rolling through Newmarket, NH. But, closer examination of the photographs reveals that this is not the case! Note the number boards on GP40-2 315! One is fine, but the other clearly shows an inverted "2" instead of the "5". Apparently the paint shop crews ran out of fives on their Accu-cal sheets, and came up with an ingenious solution!

### SANTE FE SOUTHERN PACIFIC REJECTS GUILFORD OFFER

- SFSP announced Dec. 28 that it has agreed to sell its Southern Pacific Railroad to Rio Grande Industries for about \$1.8 billion, but the deal likely won't end the bitter bidding war for the rail line, officials said. Rio Grande Industries operates the Denver and Rio Grande Railroad. But Santa Fe's largest stockholder, Henley Group Inc., called the deal an unwise decision. Henley's bid to buy the entire corporation for \$9.8 billion was rejected earlier this month. Kansas City Southern, another bidder for the SP, said it will continue its efforts to take control of the rail line despite the purchase agreement with Rio Grande. Guilford says it has no plans to pursue their bid. **Portland Press Herald via The 470.**

### IN MEMORIAM TO LEROY C. HUTCHINSON, HONORARY DIRECTOR

FEBRUARY 27, 1927 - DECEMBER 7, 1987

Born to Leroy and Frances (Dayton) Hutchinson in Winchester, Roy grew up and received his education in Melrose. He served a term in the Coast Guard where he attended radio school. Going back to his grandfather Frank Dayton, and continuing through both parents, all of whom worked for the Boston and Maine, railroading ran in his blood and was his first love. Roy's quiet nature hid his many interests which included history, photography, baseball (Red Sox), camping, and writing, but transcending it all, Roy was a railroader at heart. He worked for the B&M, Steamtown, the Green Mountain Railroad, wherever he could get near trains. Roy was the first President and a founding member of the B&M Railroad Historical Society, collecting photographs and information about trains that created quite a file, all organized meticulously in his head and on paper. He contributed articles to the Society's **BULLETIN** and was working on a book on passenger cars at his death.

Roy was a simple man, a quiet man, a man who preferred to think the good about people, to give them the benefit of the doubt. He was deeply troubled by injustices and greed, particularly as they affected and worked for the demise of his beloved industry, railroading. Lord, it wouldn't take much to make Roy happy; a quiet life, family, friends, and a train to ride!

We don't always understand suffering, or why it is that our dreams come so hard sometimes, but Roy's faith in Jesus Christ as his Savior and Lord gives us comfort and assurance. I don't know about trains in Heaven, but somehow I know Roy is happy there. You see,

there's no greed, no injustices, no crying there!

(Reprinted from the Memorial mass held for Roy at the First Baptist Church of Wilmington, Saturday, December 12, 1987.)

The deepest sympathies of the Board, Officers, Members and Friends of the Society are extended to Leroy's loved ones.

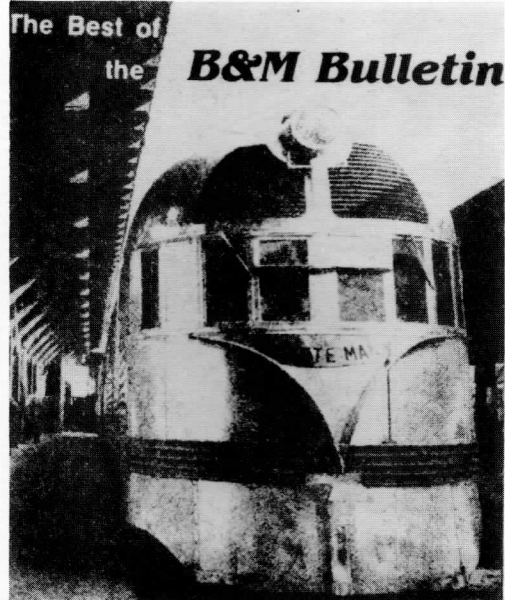
### INJUNCTION AGAINST GUILFORD DENIED

- A request for an injunction by the UTU against Springfield Terminal Railroad Co. was denied by a federal judge on Dec. 28. The UTU had sought the injunction to force Guilford to provide what it saw as safe equipment and ensure that unqualified workers were not allowed to perform dangerous jobs. In denying the request, U.S. District Judge Gene Carter said the case belongs before the Federal Railroad Administration rather than the courts. "Given the fact that the safety problems asserted by the union have been and now are being addressed by the FRA, the court sees no need for an injunction ordering the carrier to observe minimum safety standards," Carter wrote. UTU Vice President Eugene F. Lyden said he assumes the union will appeal Carter's decision.

Vice President F. Colin Pease of Guilford said the ruling reinforces the company's view that the dispute should be subject to binding arbitration by an FRA board of adjustment. David A. Fink, President of Springfield Terminal said the railroad has hired about 500 new workers since the Nov. 12 work stoppage by the union. **From The 470.**



The Messerschmidt passenger cars are being put into service by the MBTA. A train of them were photographed recently at North Station. The quick spotting feature is the lift rings on the ends of the cars, otherwise, they closely resemble the cars currently in service. The new F40PH diesels eluded the camera of our roving B&MRRHS photographers on this day, though! We hope to have photographs of them next time!



son! Relive the glory days of the Boston & Maine through the people that lived it! This tape may be offered for sale if interest warrants. VHS format only.

- The Loaning Library policies are as follows:
- 1) You may take any tape, one at a time.
  - 2) There is not charge for the loaning of the tape, however there is a \$5.00 charge for postage, handling and insurance.
  - 3) Tapes will be distributed on a first-come, first-served basis, please list an alternate choice in case the tape you want is out on loan.
  - 4) Please return the tape(s) promptly, as others will be waiting for the tapes that you have, and vice-versa. One week is a good turn-around time.
  - 5) You must return the tapes to the address provided with the tapes.
  - 6) We regret that we do not have copies of these tapes for sale.
  - 7) You are responsible for return postage and insurance.
  - 8) Enjoy!

Barrett Woodworking's table at the B&MRRHS/Salisbury Point Trains Unlimited 2 Show for the introduction of an all-new Boston & Maine prototype structure kit!  
Order yours today!

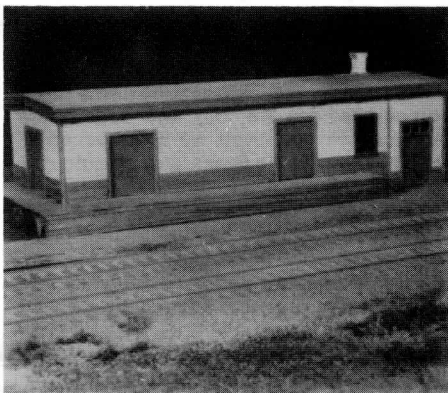
"Walter Lenk is collecting old "Boston and Maine Series", colored or black and white post-cards seen quite often at antique shows or flea markets. These cards with undivided or divided backs, due to their excellent quality, were obviously printed in Germany prior to WWI. Some are "Sol-Arts Prints", and Walt's research information on these cards at present is quite limited. He hopes to donate a total run of these cards someday to the Society's archives. Are there other members also collecting these cards? If so, Walt is making up a list of his collection including the number of duplicates collected so far. He hopes to buy or swap those presently not in his collection. Also additional research information on these cards is badly needed. For further information contact Walter E. Lenk, 205 Brick Hill Road, Orleans, MA 02653 Phone: 617-255-1817".

**BEST OF THE B&M BULLETIN UPDATE!**

For those who joined the B&MRRHS in recent years, and missed out on some of the earlier issues of the B&M BULLETIN, we have an alternative to spending some big bucks at shows to complete your library. We are currently putting together the very best articles from the B&M BULLETIN from 1971 to 1980 into **The Best of the B&M BULLETIN**.

With its Flying Yankee TechnaSheen cover, and spiral binding, the book is starting to shape up nicely. This special publication is being offered only through the B&MRRHS, and at a special pre-publication offer of only \$17.95, which is \$2.00 of the projected list price of \$19.95. We are looking at an early spring delivery date, and will keep you posted; initial response has been excellent!

Due to the fact that most of the existing BULLETIN flat art has long since been destroyed, we have to shoot from existing copies, and as such, the reproduction will not be quite as good as the regular slick BULLETIN, but our proof tests look good.



**NEW HO SCALE KIT AVAILABLE FROM THE B&MRRHS!**

The B&MRRHS has teamed up with Barrett Woodworking to make available to our members the Maine Central freight shed kit pictured above. This is a wood craftsman-style kit, and while it's a Maine Central prototype, it's very similar to many Boston & Maine structures, and will look great on your layout!

This kit is available directly from the B&MRRHS for only \$29.95, plus \$2.50 postage and handling. Or, save yourself the shipping charge and pick up a kit at any B&MRRHS table at any show we attend! Be sure to see

**HOLLIS BRANCH UPDATE**

The right of way of the B&M's abandoned Hollis Branch (the old WN&P line) has been purchased from the B&M by the Commonwealth of Massachusetts. In September, the State's Department of Environmental Management bought 11.23 miles (130.18 acres) of right of way in the towns of Ayer, Groton, Pepperell and Dunstable from the B&M for \$760,000. Rails were lifted on the line during the summer of 1984. Rick Conard.

The B&MRRHS extends its deepest sympathy to Don Valentine, Jr., on the recent passing of his father.

The B&MRRHS extends its best wishes for a speedy recovery to Joe Shaw, who has been hobbled by a foot injury. Get that foot better in time for softball season, Joe!

We are reprinting our membership list interchange form. Jeff reports that we have about thirty-five people signed up so far, and if there aren't too many more by press time for the March-April Newsletter, we will print the Interchange List in the Newsletter rather than copying it and charging for it. Stay tuned!

**B&MRRHS ARCHIVES VIDEO LOANING SERVICE**

The B&MRRHS Video Loaning Library service has met with very good initial success! All tapes are currently out, and the waiting list is getting longer. We'll recap here the available tapes, and the Loaning Library policy:

Available tapes are:

**On the Trail of the Iron Horse Through Crawford Notch**, by Stanley Y. Whitney.

**On the Trail of the Iron Horse Through the Four Seasons**, also by Stanley Y. Whitney.

These movies are each approximately 90 minutes long, in full color from Mr. Whitney's excellent quality 16mm originals! There is no sound track, and the movies are unedited from the originals! You've seen these before at B&MRRHS meetings, now enjoy them in your own living room! VHS format only.

Coming soon:

**Old Timer's Night**, by the B&MRRHS' own Gerry Babyok!

This tape is coverage of the B&MRRHS' Old Timer's Nite, which was held last Spring, and featured an interchange of discussion from such Boston & Maine notables as Preston Johnson, Don Hills and Don "Robby" Robin-

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**B&MRRHS MEMBERSHIP LIST INTERCHANGE APPLICATION**

Name \_\_\_\_\_ Membership Number \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone \_\_\_\_\_

Use this form or a photocopy or facsimile

I understand that the B&MRRHS makes no guarantee that my name will not appear on other mailing lists, although every attempt will be made to prevent this.

Signature \_\_\_\_\_ Date \_\_\_\_\_

( ) I would like my name removed from the B&MRRHS Interchange Listing

**MAIL TO: B&MRRHS MEMBERSHIP LIST INTERCHANGE, P.O. Box 2362, Harwood Station, Littleton, MA 01460**

