

SPREAD THE WORD ABOUT THE SOCIETY

Members should consider using their local town or city library as a means of spreading the word about the Society. Why not give a gift membership to your library? That way we can make sure the B&M BULLETIN is readily available to scholars and researchers who might never hear of us otherwise.

All you need to do is visit your local library and speak with the Head Librarian. Tell them what you have in mind. This will avoid any duplication of effort, and also give your donation a personal touch. Explain to them that they will receive the Newsletter and the Bulletin as we issue them. If at the end of one year they have enjoyed having them, they might wish to renew on their own, or you may choose to renew as a yearly gift.

In addition to your local library, you might also consider giving a membership to your town's historical society or museum, especially in communities through which the B&M operates, or did in the past.

To encourage you to participate in this effort, the Society will award a \$5.00 merchandise certificate good toward any item we sell, to each member who gives a gift membership to their library, historical society or museum. Each gift membership will earn you an additional certificate. So go on out and spread the word... and get a little reward for your effort!

After a snowy winter, and a very rainy early spring, it finally looks like good weather may be here to stay for the summer! It seemed at times that it would never get here, but spring has sprung, and outdoor railfanning starts soon.

And, with the coming of summer, just our annual words of caution: Let's be careful and considerate out there on New England's highways and byways as we chase trains this summer! Remember to respect the rights of non-railfan motorists (and even other railfan motorists), and we'll all be here in the fall!

Also remember not to trespass on railroad property without permission from the proper authority, and be gracious if refused permission. How one person behaves reflects on the entire railfan community. Let's be professionals!

With the stormy (in more ways than one!) winter behind us, it's time to look ahead to B&MRRHS' summer and fall meetings, events and surprises! We'll kick off the summer months with a special Railroad Potpourri night at our regular June membership meeting, and this will feature the recently acquired transparencies from the collection of Dr. J. Drennan Lowell, some 8mm films, from the camera of Mr. Robert Chaffin, and another episode of the B&MRRHS' very own game show, Name That Spot! We'll be keeping it light, upbeat, and especially, fun, as summer events should be!

Following close on the heels of our June meeting, will be our first annual trip to Stratham, NH, and an outdoor meeting at Stratham Hill Park. This will be on the first Saturday of the month, rather than our regular "second Saturday," due to conflicts in scheduling the park! The only depressing note about this is that this was to be our first joint meeting with the Salisbury Point Historical Society, but due to a scheduling conflict, they will be unable to attend as an organization (but any and all members of the SPRRHS are more than welcome to come on up as our guests!) Featured will be entertainment by Mr. Preston Cook, who will treat us to a slide presentation featuring the Maine Central, Delaware & Hudson and of course our own beloved Boston & Maine just before their inclusion in Guilford. There will be barbeque pits available to cook your meals, a softball field is available for those so inclined, and a great afternoon in the sun (hopefully) is planned for all. Please do not bring alcoholic beverages, (park rules, and common sense), and come out for fun, and bring the family!

Directions to Stratham Hill Park are elsewhere in this Newsletter.

It wouldn't be the B&MRRHS in August without our annual trip to North Conway and the Conway Scenic Railroad! Dwight Smith and crew have planned another outstanding day for us, along with the 470 Railroad Club of Portland, Maine. Regular trains will run, of course, and in addition there will be a mixed and/or freight train, the Intervale Extra, and of course, the by-now-world-renown Supper Chief Special! Entertainment in Stall 4 Theater and a night photo session (weather and black-and-white woodland friends permitting) will cap off the meeting that most of us wait for all year!

September will have us getting clearance from the "Conn Riviera" Dispatcher for a run to Bellows Falls and the Green Mountain Railroad! Hopefully we'll have just as much fun as last year, and maybe it'll be a little cooler! Once again, we've had to schedule this meeting on the first Saturday of the month instead of the regular second Saturday, due to scheduling conflicts with the Railroad. An all-day pass will be available, and other special events are planned for our railfan enjoyment! You'll be able to ride a special train to the Cold River station, and this year, you'll be able to ride across the diamond at Bellows Falls! A modular model railroad will be on display in the depot!

Boy, was that a fast summer! Time sure does fly when you're having fun, doesn't it? But wait! There's even more fun in store for B&MRRHS members through summer and fall, 1988!

First, our **Best of the B&M BULLETIN** book is getting ready to go to the printer. This will be our first attempt at republishing articles from past issues of the BULLETIN, and future reprints shall be based on how well this book is received. As anyone who is connected with the printing industry knows, reshooting from existing copy is painstaking work, but two dedicated members have spent many hours in the darkroom copying text and rescreening the photographs, and the result, while not up to BULLETIN standards, has surpassed even our best expectations. Please remember that this book is designed primarily to get information in the BULLETIN out to those of us who came in late, and has been laid out in workbook style. We think that overall, you'll be pleased with our efforts! Also, remember that our pre-publication offer expires as soon as the book is shipped to the printers, so if you've been on the fence about ordering one,

you'd better move fast! The book should be heading out on or about June 15, 1988, and delivery should be within four to six weeks after that!

Hey, gang, there's more! The B&MRRHS will be kicking off the model railroading season this fall with a brand new HO scale model railroad car! We're not going to tell you what it is just yet, but we can't resist giving you a little teaser! It will be a unique car on the Boston & Maine, very colorful, definitely an eye-catcher! This should be available, depending on production times, around the middle to end of October 1988. Don't order them yet, we'll have an order form and notices when it's time! There are some more **members-only** schemes being planned, and a couple we think that you'll really like, our way of saying thank you to our loyal members who have toughed it out with us during the hard times of the past couple of years! So, as dues-paying time comes up, keep in mind that the B&MRRHS has promised to justify the last dues increase to you, and we have every intention of doing just that.

CAPE COD BRACES FOR LIFE WITHOUT RAILROAD BRIDGE

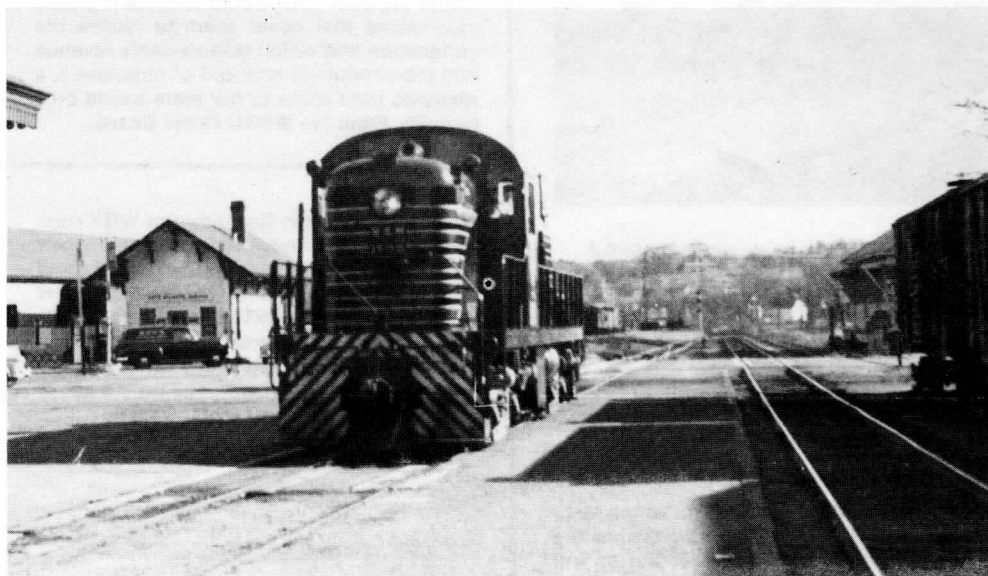
Late this year, the old vertical-lift railroad bridge over the Cape Cod Canal in Bourne will be raised as usual, but this time, it won't come down again for from three to six months as the half-century old span undergoes its first major overhaul. The ensuing suspension of rail freight service will have a dramatic effect on Cape Cod economy, an effect that government officials, railroad executives and business leaders are working frantically to keep from being traumatic as well. The implications are serious indeed.

Supplies vital to Cape businesses, particularly in the construction industry, will have to be loaded off rail cars and onto trailer trucks for the trip across the canal. That increase in delivery costs almost undoubtedly will result in higher prices for builders and consumers. The Bay Colony Railroad, which has successfully rebuilt Cape rail freight service over the last decade, faces severe revenue losses if government agencies do not compensate the company for the break in consumer service. The Canal Electric power plant in Sandwich, which supplies most of the Cape, will have to use more expensive trucking to dispose of flyash residue from its smokestack. That could translate into higher electric bills for customers.

If the start of the bridge project is delayed significantly, it could also disrupt the plans of the SEMASS trash recycling plant, which intends to use rail service exclusively to its Rochester facility once it starts accepting rubbish from every Cape community except Bourne.

Should complications during the repair work push the completion date into the summer tourist season, it could wreak havoc during the peak freight and passenger rail service period.

All parties involved, the U.S. Corps of Engineers, the State Executive Office of Transportation, the Bay Colony Railroad, SEMASS and Cape communities that rely on freight service, are united on one point: some interruption of service is inevitable. **From the Cape Cod Business Journal. From Mike Lennon.**



While perusing the recently acquired Nash/Ludlow photo collection, we came across several interesting photographs that we will share with you throughout this Newsletter.

In the entire roster of Boston & Maine diesel roadswitchers, RS-2 1500 has the unique honor of being the only roadswitcher to never receive MU capability during its entire life on the B&M. Some GP-7's were delivered without MU, but had it installed later on their careers, and even though the B&M's BL-2 locomotives never had MU installed, they were not considered true roadswitchers either. The 1500 was also the only roadswitcher never painted maroon and gold, going from its black, red and white delivery scheme, directly to blue.

DIRECTIONS TO STRATHAM, NH

From Route 95, north or south, take exit 2, the one with the toll booth, and follow the signs to Exeter, NH. As you come from the toll booth, bear right, again following the signs for Exeter, and follow Route 51 about four miles, until you come to a set of lights. Go through the lights, and take the first right after the lights, and another right at the end of the ramp. Follow this road, Route 101-108 past the shopping centers, traffic circle and through downtown Stratham. Proceed about another four miles, and Stratham Hill Park will be on the right side of the road. (Look for our big blue banner!) If you pass the NH Vocational-Technical College on the left, you've gone too far! See you there!

NORTH CONWAY'S BUSY RAILROAD OPENS FOR THE SEASON!

At 11:00 A.M. on Saturday, May 7th, the uniformed Conductor will once again call out "All Aboard!", the Engineer will respond with two toots on the whistle as he opens the throttle, and Conway Scenic Railroad will commence its 15th season hauling excursionists between North Conway and Conway. The first train of the season will have a closed coach with a coal-fired pot belly stove for heat, if needed. An open-air car will be in the train for those that prefer fresh air, and bringing up the rear will be Conway Scenic Railroad's restored Victorian Pullman parlor-observation car "Gertrude Emma", built in 1898 for the luxury trade on the New York - Chicago run of the Pennsylvania Limited. Pulling

this initial train will be Conway Scenic Railroad's big black and silver diesel electric locomotive No. 1055, a veteran of 38 years of railroad service.

The popular rail attraction, with its Victorian depot located in the center of North Conway village, will run trains every Saturday and Sunday beginning May 7th until June 12th, when daily service will start and continue right through until October 23rd. Trains will also run on Monday, May 30th, and it is expected that old No. 47, Conway Scenic Railroad's coal-fired locomotive, will be steamed up and ready to pull the trains on Memorial Day weekend.

During weekdays in May and June many extra trains will be run to accommodate school children. The school buses parked at North Conway's historic railroad station will be from grade schools throughout New Hampshire, western Maine, and northeastern Vermont. Carrying school kids is not a new experience for North Conway's rail line, as 40 years ago Kennett-bound students living in Intervale and North Conway regularly used the trains to commute to and from school.

Again this year the engineer's cab of diesel engine No. 4266 will be open to the public. No. 4266 is a giant diesel electric locomotive built in 1949 for the Boston & Maine Railroad. No. 4266 now sits on a short spur track off the turntable, where a stairway leads to the operating cab. Here visitors can sit in the engineer's chair and imagine themselves guiding the 117 ton machine down the rails.

REPORT OF THE 1988-1989 B&MRRHS NOMINATING COMMITTEE

The 1988-1989 Nominating Committee respectfully submits the following slate of nominees for your consideration:

- For President: **Carl Byron**
- For Vice President: **Scott Whitney**
- For Treasurer: **Carroll Robbins**
- For Secretary: **No nominee**
- For Clerk: **John Alan Roderick**

For Board of Directors: (Three positions open)

In alphabetical order:

- Donald Robinson**
- John Alan Roderick**
- Richard Symmes**
- Donald Valentine**

For Alternates to the Board of Directors: (Two positions open)

- Scott Whitney**
- No other nominees**

We are in desperate need of a Recording Secretary, and also another alternate to the BOD. Should you wish to run for any of these positions, or any other listed above (even if there is already a nominee), please contact any B&MRRHS officer by mail or at any BMRHS meeting. Nominations will be accepted until formally closed at the conclusion of the business portion of the August Membership meeting, after which the ballot will be prepared.

Respectfully submitted,

- Ed Felten**
- Larry Blanke**
- Dennis Adams**
- B&MRRHS 1988-1989 Nominating Committee



Here we see what Model Railroader magazine would refer to as a "Pike size" passenger train! A single E7 followed by two coaches. Even the coaches are different, one is an older clerestory roofed car, the other is an "American Flyer" coach.

COMMUTER RAIL WORK TO BEGIN SOON

Work will soon start on the restoration of commuter rail service between Ipswich and Newburyport. But, don't stand outside waiting for the trains just yet. The restoration of the service will not be complete until mid-1993 or early 1994, Massachusetts Bay Transportation Authority Project Manager Steve Polechronis said last week.

The State legislature has appropriated half of the money for the \$24 million 12 mile project. Once the State has finished its environmental analysis, the MBTA will ask the federal government for the remaining \$12 million. Construction of the project will take 18 months to two years. The environmental study is needed before the state can purchase a station site and before it can apply for federal money. From the Beverly Times. From S. Stowe Sayward.

MBTA TO ADD NEW CARS FOR NORTH SHORE LINES

The MBTA announced that it plans to add as many as nine new cars for the North Shore on the Ipswich and Rockport rail lines. Four cars are scheduled to be placed in service in June, and five more in August; all but one are expected to replace existing cars.

In other MBTA news, plans call for the T to acquire up to 75 double-decker commuter coaches as part of its efforts to deal with the continuing surge of ridership on its North and South lines. While double-decker coaches have not been introduced into the state, they are used successfully in other areas, notably Toronto. The T says they are working with the

transit industry to help design a double-decker that will be suitable for the Boston area. From S. Stowe Sayward.

From a recent letter to the editor of the Manchester Union Leader; As New Hampshire grows and as the traffic congestion on our roads and expressways worsens, it may be

the time to take a second look at re-establishing commuter rail service between Concord, Manchester and Boston, but with a far different approach than that which was taken during the abortive 1980-81 experiment.

The advantage of using the railroads is that they already exist and can be upgraded at comparatively little cost for the high capacity they have as opposed to the construction required for more expressway lanes.

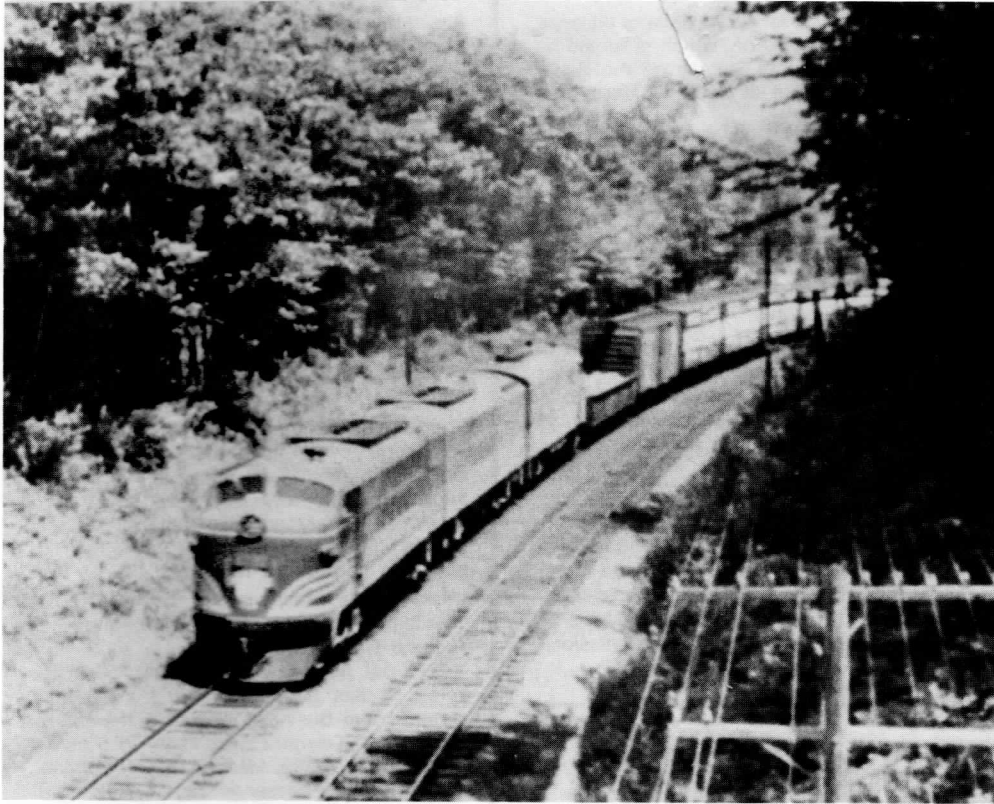
The 1980-81 commuter rail experiment used a combination of modern demonstrator Railbuses and standard commuter coaches, neither of which were comfortable enough for the 1-2 hour journey from Manchester and Concord in a highly competitive environment. Could a revived New Hampshire train service work? There are very successful private train operators such as the Cape Cod and Hyannis who can take on the franchise. Using rebuilt 1950's era reclining-seat coaches and cafe/bar cars that are available at relatively low cost, these trains could make the commute into Boston more enjoyable.

Worth the cost? Compared to more highway expansions that never seem to relieve the congestion and which take valuable revenue and job-producing land out of circulation, a renewed train route to our state would be a bargain. From the WBRC Order Board.

Winnepesaukee RR: Recently the WRR took delivery of a few more old coaches at their Meredith headquarters. The New England Southern Railroad delivered the cars. After some work and restoration we hope to see the cars in service on the line. We have heard that the WRR also has purchased an old ALCO RS-1 which will also be placed on the active roster. From the WBRC Order Board.



This interesting lash-up of an F2A and a brand new GP7 caught our eye, if for no other reason than it was a little different than what you usually see. Leave it to the Boston & Maine to come up with interesting power combinations, even back in the early 1950's.



A Boston & Maine FT A & B and an F2 lead a colorful Bangor & Aroostook red, white and blue train.

east end, Waterville is busier than ever with freight traffic. Contractors with two gondola cars are pulling up old tracks and ties in front of the Rockingham Race Track in Salem, NH. Talk... and only talk is that the T may take over Salem yard eliminating a dozen or so tracks that are currently used for storage and classification. The Salem switcher, no longer stationed there, does most of their work at the 3 track North St. yard now. **Don LeJeune.**



A brand new set of McGinnis "Bluebird" GP9's rounds the curve out of Hoosac Tunnel. The bright blue units were a striking contrast to the B&M's maroon and gold.

Guilford Glances: As the locomotive fleet continues to shrink, out of service units are on the rise. Some railfans that have been loyal enough to do their own scale layouts and motive power paintings have lost track of some of these units and have asked... Where are they now...? As of mid May here is a listing of locomotives out of service as well as some stored at Billerica. 1702, 1848, 1727, 1571, 1700, 1701, 1749, 1740, 1712, 1714, 329, 259, 253, 1562, 364, 4618, 322, 650, 1573, 203, 1742, 1744, 631, 1423, 1403, 204, 1734, 1715, 1569, 1557, 1558, 1555, 1222, 1561, 1401, 1412, 1434, 1221, 471, 1406, 200, 635, 1570, 623, 1567.

The Peabody switcher (old Salem switcher) based at Eastman Gelatin has used GP40 #324 for quite sometime, previously the 209, 52 and 13 have served duty there. At Boston GP9 1722, 361, are both still in operation there as of 5/88. At Nashua NH the following units are there 314, ST16, 306, 304, the 304 is OS with oil problems. The Portsmouth Switcher has ST54 old GP9 1723, one of the currently only ex B&M GP9's.

Problems at Oneonta have slowed down the

locomotive painting and have switched over to doing more cars for the time being.

ST1411 which saw service on the Newburyport Branch at Wakefield has been replaced by a Trackmobile. This vehicle tries to shuffle around cars in front of the old Wakefield station on the branch and takes them up to a consignee in Lynnfield. It was good to look back to the days that everything from SW to a GP 40 brought cars up to that branch, now its replaced by

PT Co SW #1101, sold a couple of months ago for a good price to a Metal Dealer, was sold again for a better price, put back in service again for a short line's gain. It would take more than a sale to kill her permanently!!

GP40 #329 which saw service last year in Peoria, Illinois on the N&W is out of service at Billerica for gear problems and tests.

Rigby Yard's phasing out appears to be making progress. The west side of the yard is slowly getting deserted. Only 4-5 units, some used for switching and locals, remain there. East Deerfield's plan is to also be phased down to a much smaller scale with no breakdown or switching out cars as before. On the

RAILROAD'S FUTURE IN QUESTION

The Concord & Claremont Railway is up for sale. The 7 mile line which runs between the city of Claremont, NH and its connection with the Boston & Maine (Guilford Transportation) at Claremont Junction has been having their troubles for the last few years. The struggling railroad has only five customers to depend on for its revenue. Back in October of 1985, they were serving about a dozen.

On January 25, 1987, fire struck the line, destroying three diesel-electric locomotives, a storage building, tools, equipment and more. That, and the current B&M strike, has forced several of the C&C's customers to seek service elsewhere. Trucks!

If the line cannot find a suitable buyer, the owners, The Pinsky Railroad Company of Westfield, Mass., will petition to abandon the line. Will New Hampshire lose another of its railroads? Or will the State step in and purchase the right-of-way for future use? It will be interesting to see what takes place. **From W.B.R.C. Order Board.**

MBTA'S ROSTER OF LOCOMOTIVES as of January 31, 1988

Serviceable				Stored	
F40PH	F3u&F7u	GP9	F40	F3	GP9
1000-1003	1100-1114	901-902	1004	1153	1900
1005-1006	1150-1152	904-905	1007		1920
1008-1014			1015		1922-1925
1016-1017		SW9			903
1050-1067		1921			
Total	33	18	5	11	67

To celebrate the 150th anniversary of the Eastern Railroad's first train to Salem, the Essex Institute Museum will present a special exhibition, "All Aboard! The Railroad in New England," from Friday, June 3 through Sunday, November 6, 1988.

Exploring the impact of railroads on New England from the 1830s and the 1950s, the exhibition will draw on documentary material from the museum collections, as well as artifacts of technological, social, and historical interest.

The exhibition itself will examine the technical, geographical, and historical growth of railroads in New England. Covering the development of rails and locomotives, it will place railroads in the context of other public improvements including bridges and turnpikes. A section of rail laid in 1835 for the Boston and Lowell Railroad will be featured along with models and other railroad artifacts from the Institute's and other local collections.

A portion of the exhibition will feature photographs of New England train stations and engineers with locomotives. The station photographs will symbolically link the development of the railroad with the final exhibition theme, the impact of railroads on New England life.

The growth of railroads had a great social and cultural impact on New England life, in particular, the life of Essex County. The growth of suburbia, commuting, summer houses, and the expansion of tourism and travel will be portrayed in a variety of ways. Highlights will include a silver goblet given in 1852 to a faithful conductor by "season ticket holders" on the Eastern Railroad.

The Essex Institute is within walking distance of the Salem train station, which is served by MBTA Commuter Rail Service on the Rockport-Ipswich line out of Boston's North Station.

Several programs will be offered this summer in conjunction with the exhibition:

Sat. July 9 **Walk Along Abandoned Railroad Tracks.**

Marblehead. 9 a.m. In conjunction with the Peabody Museum. \$4 for members, \$6 for non members. Call for reservations. Limited to 25 people.

Sat. August 6 **Walk Along Abandoned Railroad Tracks.**

Peabody. 9 a.m. In conjunction with the Peabody Museum. \$4 for members, \$6 for non members. Call for reservations. Limited to 25 people.

Sat. August 13 **Event to Celebrate 150th Anniversary of First Train to Salem**

In conjunction with Salem Heritage Days. Music by Southern Rail and an old-fashioned ice cream social in the gardens of the Museum Neighborhood. Admission charged. 1-5 p.m.

BOSTON, REVERE BEACH & LYNN RR VIDEO JUST RELEASED

Four years of hard work and great care have resulted in the availability of a video tape featuring the fabled narrow gauge Boston, Revere Beach and Lynn Railroad. This line has long taken a distant back seat to other narrow gauge lines in New England, while at

the same time being as fondly recalled by many more people than the remote Maine two-footers.

Obviously there is little in the way of film of the BRB&L in operation, and so the tape takes a different approach from most such productions, focusing instead on dramatized storytelling interspersed with superb graphics and still photos to produce a historical gem that actually brought tears to the eyes of this reviewer. It is one of the best non-network documentary films on a specific railroad's history that we've seen.

Interested persons should contact:

Mr. Don Simonini
503 Walnut Street
Saugus, MA 01906

The VHS format tape lists for \$49.95 and runs approximately 45 min. B&MRRHS has no financial interest in the above item and is not endorsing it in any way. This is for your information only and we will not be held responsible for anyone's dissatisfaction if, any, with the product mentioned.

Municipal officials in Hillsborough and Rockingham Counties are looking to see if commuter rail passenger service could be restored. It has become obvious to Nashua political and business leaders that traffic on the Everett Turnpike around the city is only going to get worse. Manchester officials realize that no rail passenger service is possible until a Boston-Lowell-Nashua rail link is first developed. Rockingham Planning Commission also realizes that extension of service to Seabrook and Portsmouth is contingent upon the MBTA restoring commuter rail links between Ipswich and Newburyport. The 470.

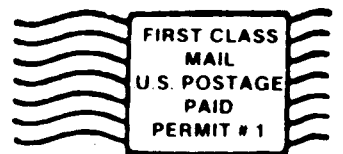
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FORWARDING AND ADDRESS CORRECTION REQUESTED



FIRST CLASS MAIL

MAY - JUNE, 1988

NON-PROFIT ORGANIZATION

We know, even before we go to press, that this issue of the Newsletter will be delayed due to the need of including the report of the 1988-1989 Nominating Committee. We ask for your understanding in this very important matter. Thank you.