

ALL MEETINGS BEGIN PROMPTLY AT 8:00 P.M. UNLESS OTHERWISE SPECIFIED. THERE WILL BE NO MEETINGS IN WOBURN IN AUGUST, SEPTEMBER AND NOVEMBER 1988. ALL MEETINGS ARE HELD IN THE 1st UNITARIAN CHURCH IS WOBURN SQUARE UNLESS OTHERWISE SPECIFIED!

A BRIEF WORD CONCERNING B&MRRHS MODELER'S NOTES

At the beginning of the latest issue of B&MRRHS Modeler's Notes (Issue #10), there was a misunderstanding that the Board of Directors feels needs to be clarified.

The Board of Directors has *never* refused to fund any production of Modeler's Notes that was in the operating budget for that fiscal year. The only budget restrictions that Modeler's Notes is under is the same restrictions that every other committee and division of the B&MRRHS is under: You must live within the budget assigned to your department. Each department head also figures their own budget.

With the B&MRRHS getting back on solid financial footing after several years of living the skin of our teeth (as we've outlined to you in these pages over the past couple of years), we cannot afford to fall back into some of the old "budget-be-darned" problems that placed the B&MRRHS in trouble in the past.

The B&MRRHS Board of Directors sincerely hopes that the misunderstanding over budgeting procedures will be quickly corrected with the Modeler's Notes editors, and production of the Notes will continue uninterrupted in the future.

The B&MRRHS Board of Directors.

As we head into the last weeks of summer, we first have to once again apologize for the lateness of this Newsletter, however due to the necessity of including the annual election ballot in this Newsletter, we had no choice. It would seem that our bi-monthly schedule is off about one month, no matter how we set it up. This problem is being addressed, and should not be a problem next year, pending the state of the Newsletter at that time.

In the interest of curbing some of our annual "B&MRRHS voter apathy", we are including in this Newsletter a few words from each candidate for election (all candidates were offered space, those who responded are printed in this Newsletter verbatim.). We came to the realization that, unless you live in the Boston to Portsmouth area, there's a good chance that when you receive your ballot, to you it's just a sheet of paper with some names on it. We won't bore you again with why it's important to vote, after all, this is an election year, and you're already getting bombarded on all sides by political propaganda! Suffice it to say that this election ballot is your chance to voice **your** opinion and have **your** say!

Getting back to the "campaign speeches", this idea has been favored by some, and deplored by others for years, but during the last election when over 1500 ballots were mailed and **only approximately 60** returned, the time had come to take some affirmative action. It was felt that this was worth a try, the worst was that we lose a few column inches in the Newsletter, the best case scenario was that more people might take an active part in our elections if they knew a little something about the people whose names were on the ballot. We'll find out!

We'll cover some varied topics here, and we apologize if things start to ramble a bit, but we're writing this in the middle of one of the hottest (and humidest) spells this writer can remember, so we ask for your understanding! First and foremost, the B&MRRHS is bidding a reluctant "Bon Voyage" to our Chairman of the board, **Jeff Ursillo**. Jeff's job-related relocation is moving him to the sunny South, down Florida way. Jeff seems a little reluctant to commute to Massachusetts every second Saturday to attend Board of Director's meetings, so he has resigned his position effective August 6, 1988. Jeff will be staying on as our Membership Secretary, however, so we'll still be in touch with him! Jeff also suggested that the February Board of Director's meeting be held in Florida next winter, so if you visit

South Station and see the Board standing around in shorts, tee shirts (B&MRRHS shirts, of course!) and bottles of suntan oil, you'll know where we're headed! (**JUST KIDDING!** The recent dues increase is **NOT** going to AMTRAK!).

Jeff has asked us to apologize for him in advance in case there is a delay in getting the Society computer back on line, he hopes to be fully up to date before he leaves during the second week in August, and expects no more than one month's delay getting the backlog of renewals and new memberships caught up. Please be patient during this transaction period.

Also on a connected note, please don't write to the Newsletter address for replacement Newsletters or the like. Please send these requests to the Harwood Station Post Office box, to the attention of the Membership Secretary. We don't keep a file of Newsletters at our locations, other than our own, so we have to forward these requests anyway, adding another week or two to transit time.

The last few weeks have been exciting times for the B&MRRHS, and at the last few Board of Director's meetings it has been a pleasure to attend, because the discussion has been positive and upbeat, with "We **CAN** do that" instead of "We **CAN'T** do that"! True, during our "bad times" we had to bite the bullet, on some occasions more than we would have liked to, as in putting on hold production of books, model railroad cars and the like, due to not having the money to invest in start-up. But, this "bullet-biting" has paid off, as we now have just received our "**Best of the B&M BULLETIN**" book (these should be in the mail by the time you read this), our videotapes have sold extremely well (**LAST CALL** on these, see page 5 of this Newsletter for last chance ordering!), our slide sets have been extremely well received, and at least two more sets are in the immediate works, with more to undoubtedly follow; the artwork for our latest model railroad car has been sent off to the printer and we expect delivery in early November, the paint shop willing! (We can't keep our surprise to ourselves any longer, an announcement of the car's "identity" is on page 5, but please wait until the order form comes in your next Newsletter to order them, as we haven't set a price, nor do we have a firm delivery date yet! Have you peeked yet! We told you it was going to be colorful and unique!).

And, just so that you don't fear that we're going "spending crazy", each item that we have in production has been either funded by advance sales, as in the case of the **BULLETIN** book, or a proven seller, like model railroad cars, when done correctly. And, for an expenditure to be made, a proposal has to be made to the Board, discussed, and then voted on by the **entire** Board, no one person or group of persons can spend our (your!) money on their own! This should help us manage our cash flow wisely! (We still could use a Business Manager or Marketing Director though!) Again, being human, we can't guarantee that we'll never make a mistake again, but we're sure going to try not to.

It may seem proper at this time to give the Board of Directors and Officers of the Society a pat on the back and a hearty "well done", for not losing faith and managing to keep up an optimistic outlook, even when things looked their darkest. And, thanks to the many members who rallied around the Society when the call for assistance went out, and also for hanging in there through the new dues increase (renewal has been down **only** about 10%, far above our wildest hopes! Thank you!). And it's also nice to be able to write "happy" columns like this one, rather than what we've had to write in the past. We're sure you like reading these much more, too!

Dennis and Scott

SPECIAL NOTICE OF BY-LAWS ACCEPTANCE MEETING!!!

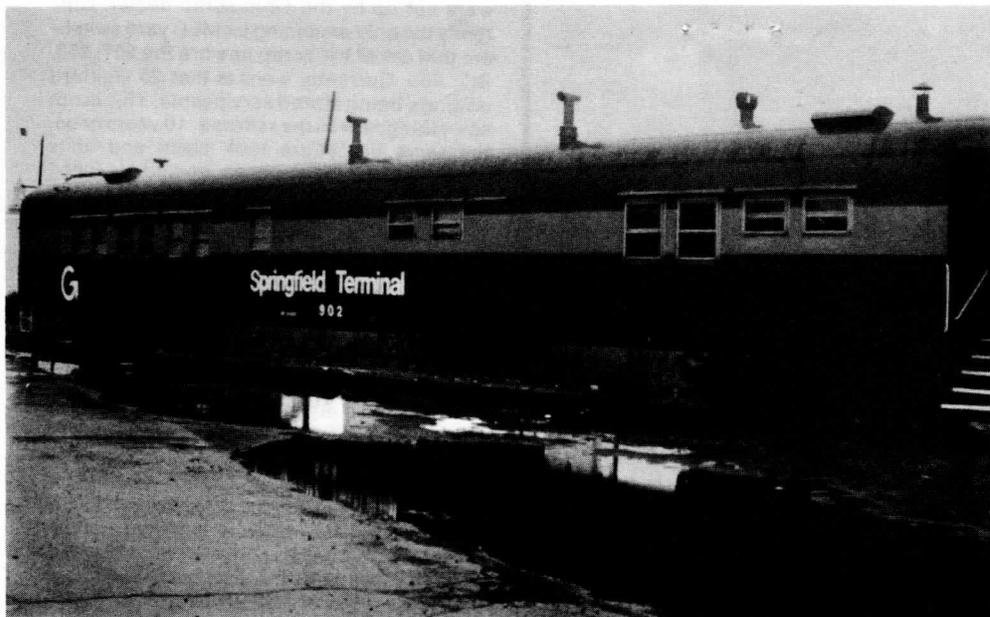
This is **special** notice of a meeting to ratify the recently updated B&MRRHS By-Laws. The meeting has been tentatively scheduled for 7:00 P.M. (just before the regular meeting) Saturday, October 8, (same day as our regular meeting).

We must have a **minimum of 25 members** in attendance to ratify the By-Laws changes. Most of the changes are very minor, changes in wording and cleaning up language, and incorporating the various By-Laws changes into the text of the actual By-Laws. This should take no longer than 45 minutes, and shouldn't require No-Doze!

We **do**, however, need a **minimum of 25 members** in attendance to make the ratification legal, so please, if you can, make an effort to attend. Please call the B&MRRHS phone and let us know that you will be there, so that we can keep track of how many will be coming. If not enough members show up, we will have two options: Reschedule the meeting for December and hope for the best then, or make a special motion to waive the 25 member minimum on this instance only (We do **NOT** want to do this!) Please help out!

FOR SALE

Railroad books, model railroad magazines, and older model railroad manufacturers catalogs. Also some railroad dining car items and lanterns. State interests and enclose a large stamped, self addressed envelope. G.M. Kidder, R.D. #9, Acton, MA 01720



This surprise du jour recently showed up at Lawrence yard on the track normally used to store switchers! Joe Shaw tells us that this Osgood-Bradley "American Flyer" passenger car is a former Bangor & Aroostook car that was sold to the Maine Central, and for years was used as their Instruction Car. It's now Springfield Terminal 902.

As a public service to the membership of the B&MRRHS, we present the following outlines of candidates for office in the Society. All candidates were given the opportunity to "campaign" in "fifty words or less," and all opinions expressed by any candidate is that candidate's, and not necessarily that of the B&MRRHS, its officers or Directors, or the other candidates.

I have been a member of the Society for over twelve years. For the past seven years, I have served as Program Chairman.

I was appointed to serve out the term on the Board of Directors and subsequently elected in 1986. During the past year I have served as Board Member as well as Recording Secretary of the Society. I wish to continue serving the Society as a member of the Board of Directors and respectfully ask that you consider me for one of the three positions available this year. Thank you.

Respectfully,
John Alan Roderick

I have been a member of the B&MRRHS since its inception in 1971. During that time I have served as Director several terms, served on various committees, been editor of the BULLETIN, and am currently serving as Public Relations and Corresponding Secretary. If re-elected to the Board of Directors, I will strive to see the Society grow in sensible ways while not forsaking the primary goal of preserving the history of the railroad.

Richard W. Symmes

My name is **Scott J. Whitney**, and I am seeking election to the position of Vice President in the Boston & Maine Railroad Historical Society. For the past two years, I have served you as President of the Society, and the prior two years were also spent as Vice President. I have been a member of the B&MRRHS since

1975, and have been as active as I possibly could for the entire period. I hope to be able to keep up this method of doing what is best for the Society, and hope for your full support in the future.

Donald B. Valentine, Jr., age 45, member of the B&MRRHS since 1973, life member since 1974.

In the 15 years I have been a member of the B&MRRHS the quality of service to members has had its ups and downs, as it does in every

This month, we have a bunch of congratulations to go out!

Congratulations go out to **Jim Nigzus, Jr.**, twice! First, on his recent wedding (best of luck to you both!), and for being named to the Board of Directors to replace Jeff. Congratulations go out to former B&MRRHS Secretary **Mike Gaudette** and his wife **Barbara** on the birth of their second child, a son, **Timothy James**. A train set under the Christmas tree is all but guaranteed!

Best wishes for a speedy recovery go out to **Carroll Robbins**, our smiling face at the North Shore Model Railroad Club and future Treasurer. Carroll has been in the hospital recently, and we hope you're feeling better! Congratulations also go out to **Charlie Smith**, our ever-jovial host at the Church in Woburn, on his recent election to High Priest of the Masonic Lodge.



All revved up and nowhere to go, at least not on the B&M, it would seem. A surprise line up at East Deerfield featured all but three of the Boston & Maine's GP-38-2's, reportedly on their way back to the lessor, and then on their way to the S00. Just as we go to press, however, we've received word that the transfer has been put on hold, and you may again see the B&M 200's on the line. Stay of execution, or just a delay? Time will tell.

volunteer association. At present I believe it is beginning to recover after a lengthy period of decline. Much of this decline can be attributed to the financial disaster created by poor business management in the design, printing and distribution of **Minuteman Steam**. Subsequent events have shown the advice I offered to the Board in the midst of that crisis to be correct. If elected to the B.O.D. I hope to provide such counsel more regularly, based upon my own education and business experience, to speed the resurrection of the Society, particularly financially. In these times of increasing business costs the Society needs people with experience such as I have to rebuild it to the point where we can once again offer something more than just a Newsletter and quarterly magazine. Thus my goal, if elected, will be to organize such a rebuilding of the Society so we can once again offer well done books and other items while avoiding any further ill-planned efforts in the process. With your support I believe that is a realistic goal.



The Railroad Archaeologist



A RAILROAD ARCHAEOLOGIST SCAVENGER HUNT!!!

One comment that we receive just about any time we run one of our famous Newsletter contests is that some of the questions are so obscure that only real Boston & Maine experts have a chance to answer them. To this, we have to plead guilty, but with an explanation! When we get these unusual tidbits, we can't resist having a bit of fun with them, but we also realize that a large majority of the membership, (sometimes ourselves included, if we didn't have the answer in front of us) will have no idea how to answer the question.

The Railroad Archaeologist to the rescue! All you need to be a winner in this "contest" is a camera!

Every day, your editor drives under this bridge on Route 85 in Exeter, and for the past couple of years has watched the "Boston & Maine Railroad" lettering slowly disappear under the rust. It finally dawned that this bridge should be pho-

tographed before the writing disappears altogether, and at the same time, there were probably many other bridges over the B&M system that carried some type of logo or writing or both on them.

What our pal the Railroad Archaeologist wants you to do is to go out and photograph any B&M bridges that you know of that have writing, or logos on them, and send a copy into the Newsletter. Sometime before the end of the year, we'll present a pictorial of your efforts, and to make it worth your while to do it, everyone who sends in a photo will receive an 8x10 color photo from the J. Drennan Lowell collection, a value of \$5.00! We regret that we cannot make prints to order, but will try to oblige you as to your choice of steam or diesel, if you specify! Make sure your name and address is on the back of your photos.

P.S. We're looking for a name for our little "Archaeologist", if you have a good idea, send it along too. If yours is chosen as the winner, you'll get an extra print!

were cut up by the Ohio scrap dealer. Currently the only remaining ex MEC yard switchers that are at the scrap line are the 957, 958, 317, 960. Currently word is that 25 Guilford units are being stored serviceable. This is not something new to the railroad, 10 years or so, the same procedure took place and units were repaired only on an immediate need basis only. Time will tell... MEC GP 38's have been able to escape the crunch... in service you'll find the 253, 255, 256, 258. Out of service 251, 252, 254, 257, 259, 260, 261, 262. The 260 with electrical fire damage will probably never be rebuilt. The 261, 262 are both in need of major rebuilding and parts that have been robbed to keep other 38's moving!

U 18's in service 400, 401, 402, 404, 406, 407. Out of service 403, 405, 408, 409. The 408 & 409 have laid idle for about three years with their salvageable parts utilized elsewhere. At E. Dfld. the MEC 470 has been used as the hump switcher, while the 471 has been O/S at Billerica since last winter with freeze damage and other problems. U23B 280, 281, 285, 288, remain intact with the 280 currently OS at Waterville with wiring problems. MEC 561 remains in MEC yellow paint and sports the same numberboards, no renumbering to this unit has taken place yet. ST 27 ex MEC 573 has been seen switching out Lawrence yard for three weeks now. The following B&M GP9's are O/S and may be soon classified as in a stored status. 1715, 1716, 1718, 1734, 1736, 1745, 1744, 1838. B&M GP7's in the same status are: 1566, 1567, 1570, 1575, 1577. The following GP7's and 9's have been cut up for scrap at Billerica. 1712, 1714, 1740, 1742, 1747, 1557, 1558, 1562, 1565. Some others that could reach the same status as its predecessors, 4267B, 1749, 1737, 1700, 1701, 1571, 1727, 1848, 1702. ST 26's 614-649 have had their share of problems termed by many officials as "6 axle junk" and took the problems off Santa Fe's shoulders and made it a costly three years for Guilford. Those currently in service at this writing are: 614, 615, 617, 619, 621, 622, 629, 636, 637, 639, 640, 641, 642, 644, 646, 647. O/S are: 616, 618, 620, 623, 624, 625, 626, 627, 631, 633, 635, 638, 641, 643. ST 625 in need of a complete rebuilding remains stored O/S at Billerica. ST 630 in similar condition was retired in 2/88. Unfortunately the future paints a bleak picture on the railroad's prosperity.

Don LeJeune

Guilford Glances:

Motive power both past and present highlight Guilford's dwindling locomotive roster. What was once a proud looking fleet of clean shiny locomotives has deteriorated immensely. Starting with the SW fleet the following are out of service as well as some are stored for various reasons. Those out of service at the beginning of August are: 1401, 1402, 1403, 1406, 1410, 1411, 1412, 1420, 1421, 1422, 1423, 1424, 1430, 1431, 1432. In service 1404, 1405, 1407, 1433, 1434. Conflicting stories from both sides of the fate of the B&M GP38-2's remain. Presently all but the 203, 204, 208 which are at Billerica Shop are stored. At E. Deerfield, the others remain there as a product of their lease running out and the Kansas City Southern bowing out of a lease deal. One or two other roads showed interest but presently no deal has been struck. At the current state of affairs Guilford would be wise to keep one of the best locomotives that they've ever used. From the D&H their use of power from many leased sources from CSX, NS to D&O is evident that their in tough shape so the word

is that they have a very strong interest in recovering their ex 7600 series (350-369)!! B&M GP40-2's 302, 309 remain in their same condition at Billerica as they were in as a result of the Fitchburg wreck two years ago. With Oneonta closed the painting has come to a halt, Waterville has the ideal facility followed by the makeshift spray booth at Billerica. The painting at Billerica could only be done when personnel were out of the car shop area which was not very often. B&M 303, 308, 311, 316 all active units remain to be painted. The 302 and 309 now stored are still in original colors. B&M 207 was the last unit to be painted at Oneonta before it shut down. B&M GP40's 320 and 342 show the 322, 325 still in need of plenty of work at Billerica. The 331, 339 are not painted in the Guilford scheme, both are in service currently. At Waterville at this current time (week of Aug. 1st) the following units are O/S 675, 692, 1432, 1421, 1422, 338, 622, 1410, 257, 1730, 48, 280, 620, 1736, 679, 626, 408, 409, 251, 252, 11, 616, 320, 627. At press time some of these units may be back in service. A few months ago the stored U Boats, GP7's B unit and a choice of others

FOR SALE

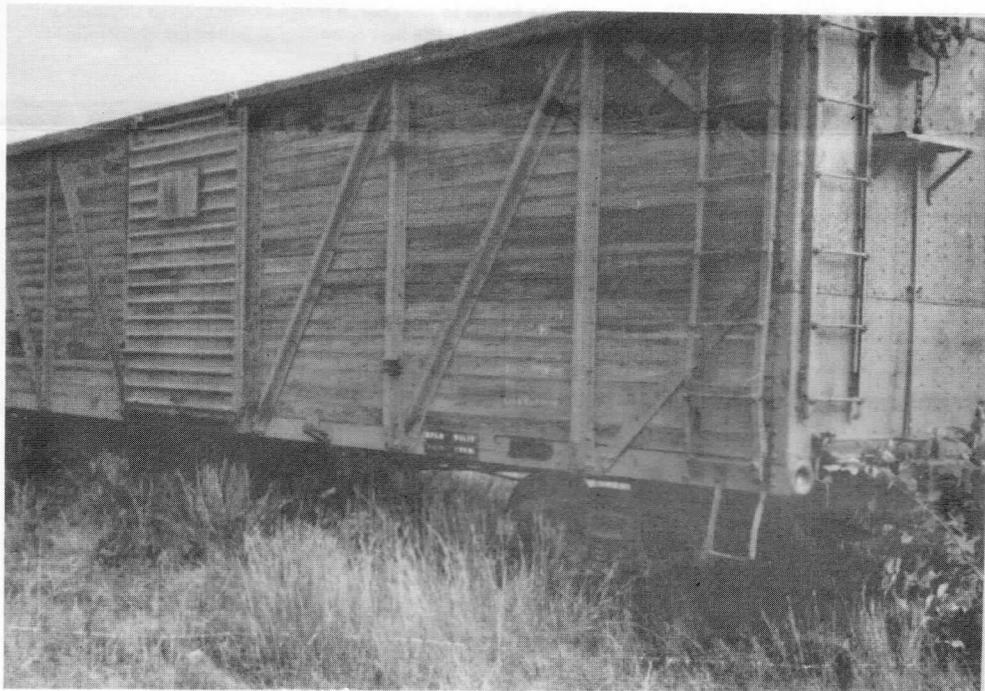
The Conway Scenic Railroad Story! This 24 page book covers the history of the Boston & Maine Railroad's Conway Branch right up to the time it was abandoned by the B&M and became the Conway Scenic Railroad. You can get a copy at the Conway Scenic Railroad's Gift Shop, or obtain a copy by mail for \$5.00 from the Brass Whistle Gift Shop, c/o Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860. Don't miss this, the photos alone are worth twice the cover price!

Because of a bike path that I ride daily, which ends at the west end of the old Boston & Maine yards at Rotterdam Junction, I thought I would mention the fact that they have upgraded the yard, raising the track and ballasting. Also, once again, they are using the yard for Conrail interchange. It appeared that most of all interchange was done through Selkirk, however since the first of June, set offs are now being made at Rotterdam Junction. **From R.L. Broderick.**



Our latest HO model railroad car!!! Last Newsletter, we told you that we had a new car in the works, and it's time for the grand unveiling! The car will be a model of the specially painted "Prince Spaghetti" hopper, (technically B&M car 5835!) This colorful car will definitely be an eye-catcher, with a white body, black lettering, and bright red and green stripes. The car will be a Walther's

hopper (an almost perfect match!). Please wait for the order form in your next Newsletter to order, as we haven't been able to set a price yet, but delivery is due in November, 1988, if production schedules hold. A history of the car's unique paint scheme, along with prototype routing instructions will be included with each kit! There is only one number, just like the prototype.



While looking through some old snaps I ran across this shot of an old B&M outside frame box car that sits on a two section piece of rail alongside the Gonic branch iron and parallel to Columbus Avenue in downtown Rochester, NH... A few years ago one of the local Veteran's groups, (Either the Legion or V.F.W.) had the bright idea of siting this car there and touting it publicly in memory of the old WW1 40 Hommes et huit Chevaux that so many of those old vets recalled... However, after the first coat of robin's egg blue was applied and getting the car situated, a sudden magnificent disinterest in any further outlay of manpower evolved and now there it sits, an attractive nuisance for all to see. The frame and

trucks are in good shape and the wood does need replacing now... A year or so back, the City threatened to sue the organization that put it there to get rid of it. So if anyone would like a box car and has the initiative to move it, they could probably get it for nothing, I would guess. **Steve Cook.**

Editor's note: it would seem that the situation involving this car has been solved, but not in the way that we would like. Where the car once sat is now empty track, can anyone tell us whether the car was scrapped on site (probably) or removed and possibly saved (not likely)? The car had been used by the signal department for storage.

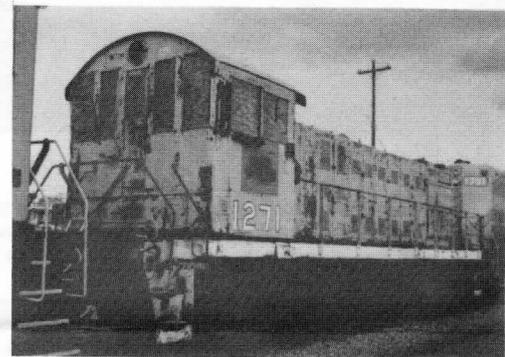
NOW AVAILABLE!!!

The Best of the B&M BULLETIN!

The Society's latest effort is a reprint of some of the best articles printed in the B&M BULLETIN over the first ten years from 1971 to 1981. The 200-page, spiral bound book is now available, and brought in right on schedule! Price is \$19.95, plus \$2.50 for postage and handling.

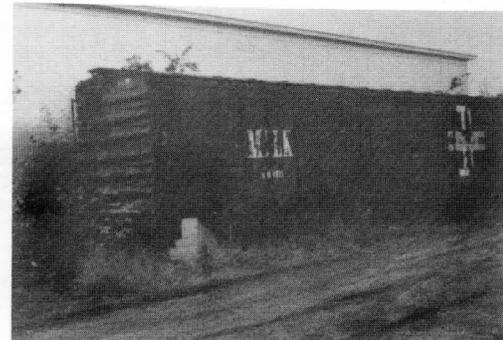
OUR B&MRRHS SPECIAL RUN FLATCARS ARE NOW SOLD OUT!!! PLEASE DO NOT ORDER ANY MORE, AS THERE ARE NO PLANS TO RERUN THIS CAR IN THE FORESEEABLE FUTURE. THANK YOU!

LAST CHANCE FOR ORDERING OUR CONNECTICUT RIVER AND BERLIN ROUTE VIDEOTAPES. These tapes will be removed from the market at the end of the year due to the fact that we don't feel that there will be enough future orders to justify another production run. If you want a copy of these great tapes, better act soon or forever hold your peace!



Member Walter Lenk sends us this photo of former Boston & Maine Alco switcher 1271, now the property of the Bay Colony Railroad, in storage.

It appears that the Worcester, Nashua and Portland spur to Edgecomb Steel in Nashua is now out of service. City highway crews covered over the Spring St. crossing in late June, and other crossings have been covered with hot top since then. How long until the old Keene branch is closed? **David K. Johnson**



B&M LC-K Keeps a venerable, well weathered one-time milk reefer amongst the second growth birch and alders in the Rochester yard. Sort of a Siberia for items not too important any more, I guess. Steve Cook

