

Billerica Still Life - 1988. Photo by E. Felten

letter is not a one-person job, so I'm sure that Allen will look forward to hearing from you! More next month!

Also enclosed in this issue is our Fall Merchandise Flyer. This is a listing of items that the B&MRRHS has for sale, and remember, the more we sell, the more we can do for the membership! There are no "middlemen", all profit from sales of B&MRRHS merchandise goes directly to benefit the B&MRRHS! And,

with the holiday season rapidly approaching, it's never too early to start thinking about those Boston & Maine enthusiasts on your shopping lists! How about a Prince Spaghetti hopper for that model railroader! This is a B&MRRHS exclusive, having been granted sole reproduction rights by the Prince Co. We thank them for their generosity!

Or, how about a slide set or two! A copy of "The Best of the B&M BULLETIN?" Some

B&M BULLETIN back issues? Or, how about a gift membership in the B&MRRHS? Perfect for that armchair railfan who's always "going to get around to joining someday?" Each gift membership comes with a seasonal "Welcome Aboard" letter, announcing your gift to the lucky recipient. Truly, a gift that will keep on giving all year! See the enclosed order form for more details! And, by the way, the preceding has been a B&MRRHS advertisement! (No kidding!)

Winding down,
Dennis and Scott

P.S. By the way, this is only a four page Newsletter. You didn't lose the center page somewhere along the line. With the load of flyers this month, that's all we could run!

B&MRRHS SEPTEMBER MEETING AT THE GREEN MOUNTAIN!

The September 1988 meeting of the Boston & Maine Railroad Historical Society was held at the Green Mountain Railroad in Bellows Falls, VT. Members and guests were treated to all-day fares and reserve seating in former Rutland combine 206, which was built in 1891.

Also among the day's events were a special ride to the end of the track at Cold River over the remains of the Boston & Maine's former Cheshire Branch, and an afternoon slide presentation in Green Mountain coach 1305 by member and noted railroad author Robert C. Jones. Bob is also a part time employee with the Green Mountain as well

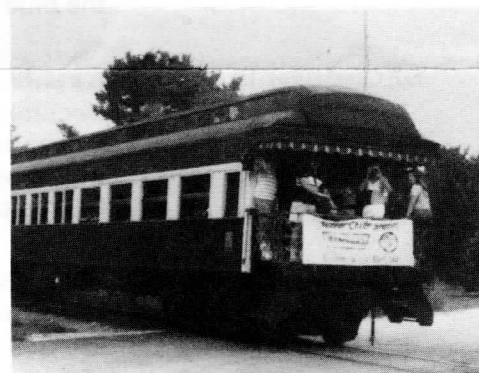
B&MRRHS VISITS THE CONWAY SCENIC RAILROAD!

Like the swallows returning to Capistrano, every August the B&MRRHS, along with our comrades from the 470 Railroad Club, return to the Conway Scenic Railroad in North Conway, NH. This year was no exception, and even though the incredible heat of the summer of '88 was still with us, a great time was had by all. (Especially the snack bar, which undoubtedly sold record quantities of lemonade and soft drinks!)

Every year we go to North Conway expecting to be entertained as only the Conway Scenic crews can do, and each year we're not disappointed. This year was no exception, and we were treated to a special freight mixed train,

A Century of Railroading in Crawford Notch in Stall Four Theatre, the famous Supper Chief Special and the accompanying ham-and-bean supper served by the ladies (and gentlemen!) of the Church in Conway, and a night photo session in which Mother Nature provided the lighting!

Special thanks go out to **Dwight Smith** and the Conway Scenic crews, who work while everyone else plays, the Program Committees of both the B&MRRHS and the 470, for providing the entertainment, and most of all, you, for making this the meeting we look forward to all year! Why, just thinking about next year's meeting will help get us through the cold winter ahead!



Roger Robar's "Supper Chief Special" banner adorns the front end of B&M 4266 during our meeting in August! Sorry, Scott, no dusk shots of the "A-cab" this year either! You'll get over it!



Holy flashbulbs, Batman! Mother Nature lights up the North Conway Depot

as the Vermont Railway, and he treated us to many rare shots of the Vermont from the Sixties to the present.

The Green Mountain's North Walpole, NH yard was also open to its first large group of railfan visitors in quite some time, and many thanks are due our members for being so well behaved, and also to the management of the Green Mountain for hosting us!

A FLAG FALLS

Although it wasn't evident when we had our meeting at Bellows Falls, those who did attend may have been among the last to cross Boston & Maine track at that location.

In mid-September, ownership of the entire Connecticut River line between Brattleboro and Windsor, Vermont, was transferred to the Central Vermont Railway. Almost immediately, the Centralized Traffic Control system was shut down for up to one year, as the line undergoes complete rehabilitation. Signal control has been transferred to St. Albans, Vermont.

Everywhere one looks, any vestige of the Boston & Maine is vanishing behind the paint of the Central Vermont. It is anyone's guess as to whether or not this arrangement will be permanent, but one item is of particular interest. This is that the only property that was conveyed to the Central Vermont was the immediate right-of-way that the track sits on, with about enough on either side to enable the changing of ties, and to include such items as signal relay boxes, etc. All of the other property to the outsides of the original valuations still remains Boston & Maine.

GUILFORD GLANCES UPDATE EXTRA:

B&M GP38-2's have been put back into revenue. As of 8/11/88 the fleet had the 201, 206, 209, 211 remaining, they were due for repairs today and throughout the weekend to be put back into revenue. Others were put into revenue earlier this week. The remaining O/S units at Billerica are the 203, 204, 208. Word is that they will be repaired. The CN, KCS inspected the units but were not interested. So for now... Guilford has use of them once again.

MEC 600, ST 685, 689 have been seen on the Norfolk Southern as part of power swapping agreements.

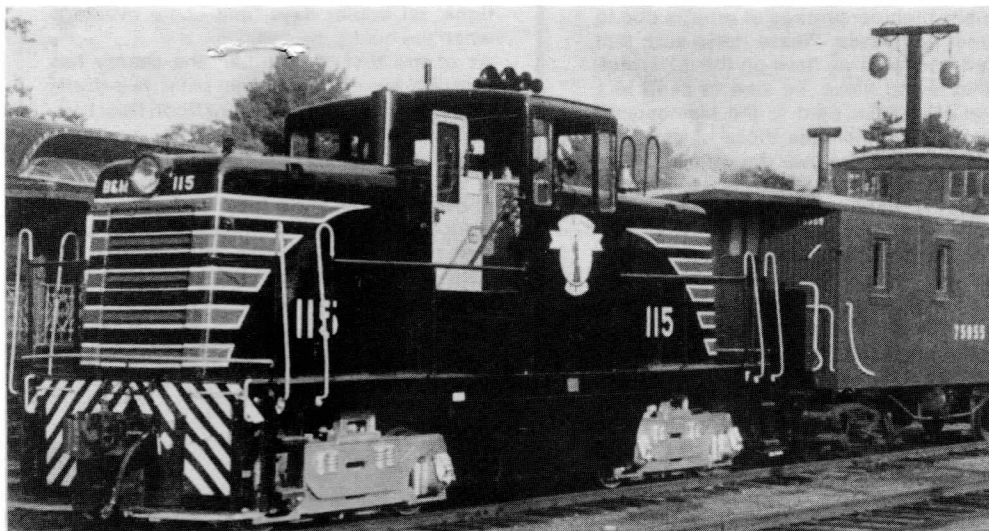
Earlier it was noted that 25 units were being stored as part of a Guilford plan to utilize only necessary power. As it stands now, the list has dwindled down to the following units stored: 281, 285, 288, 646, 647, 648, 649, 663, 1563, 1564, 1566, 1568, 1575, 1577. Other units were the GP38-2's.

ST 41 damaged and burned at Binghamton a few months ago, appears to be in doubt for repair. Its sister unit, the 1850, remains at Colonie with damage, and in no terms will be repaired. The ST 41 was in a collision with three other units, one which was the B&M 310. The 310 has a split fuel tank as part of its damage. Once split the ST 41 caught on fire. Renumbering of the MEC GP7's to Springfield Terminal units are as follows. Starting with the MEC 561=ST22, which has not been repainted or renumbered yet: 562=23, 563=24, 563=24, 567=25, 569=26, 573=27, 576=28. Some of these units remain unpainted, and don't have their new numberboards. Other units previously known begin at #11.

B&M 1838, the only active 1800 series not painted for Guilford's fleet, remains O/S at Deerfield awaiting new wheels and trucks.

B&M GP40 #327 is another unit that did not see the paint shops at Oneonta.

Don LeJeune

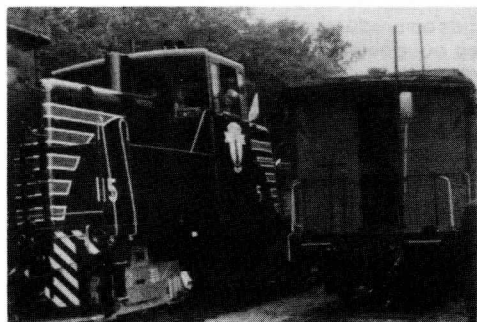


"Boston & Maine" 44-Tonner "115", on duty at North Conway! The addition of B&M side panels, plus the extra "1" on the sides make a convincing locomotive!

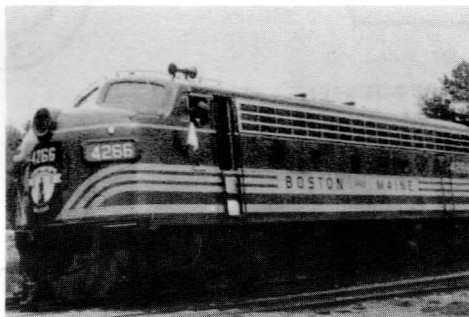
CONWAY SCENIC RAILROAD'S RAILFANS' DAY HOLDS SOME B&M SURPRISES!

Railfans' Day at the Conway Scenic Railroad this year held several surprises for any Boston & Maine fan! First and foremost, was Boston & Maine F7A 4266, which saw service all day long on various trains, but by far the biggest surprise was newly repainted Conway Scenic General Electric 44 Tonner 15 decked out with Boston & Maine minuteman logos on both cab sides and an extra "1" on its sides and number boards, on duty as Boston & Maine 115! And, OK, all you purists, we know that this is technically the wrong class of 44-Tonner for the B&M's 115, but you must admit that it looks great!

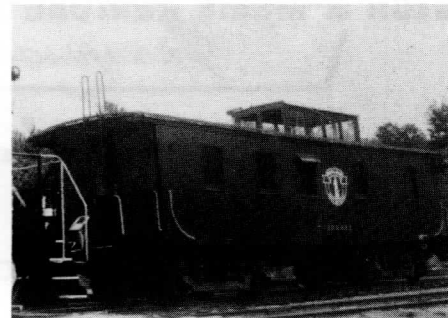
And to that a freshly restored Boston & Maine narrow monitor 104000 series caboose, and it was a trip back in time for the lucky B&M fans in attendance. Thanks, Dwight! We needed that!



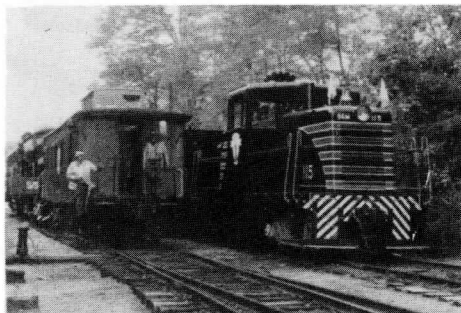
Boston & Maine 44-Tonner 115 passes restored B&M buggy 104391 at Conway. Note the "homey" touch of the mop hanging off of the rear ladder, placed there by Roger "Phil Hastings" Robar and Robert "Phil Stockbridge" Allen!



B&M F7A 4266 arrives at Conway with a local freight.



Freshly restored B&M buggy 104391.



Having fun, Roger?

