# Oston Maine Jailroad Astorical Society Secreptarial

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

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### **MEETING / MEMBERSHIP TELEPHONE NUMBER (617) 628-4053**

### **NOVEMBER 12, 1988**

Our Annual Visit to the North Shore Model Railroad Club! The B&MRRHS celebrates National Model Railroad Month with our annual visit to the North Shore Model Railroad Club in Wakefield, MA. This is easily one of our most popular meetings of the year, and the North Shore Club always puts on a great show for us! With rents the way they are in 1988, we're sure the North Shore Club could use all the help they can get, so don't forget to repay your gratitude for the evening's fun by putting a little something in the donation box! Make plans now to be there!

## **NOVEMBER 16, 1988**

# Our Annual B&MRRHS Banquet!

**November 16, 1988** will be the date of our annual banquet this year! Dinner will be at the **Beverly Depot Restaurant** in **Beverly, MA.** Your order form is enclosed in this Newsletter, the blue form. Get your reservation in now!

## **DECEMBER 10, 1988**

## **B&MRRHS Annual Member's Nite!**

December brings our annual **B&MRRHS Member's Nite!** All members are invited to bring a maximum of 20 slides or a 200' movie! **Member's Nites** are always a good time, and a great way to see a variety of railroading in one night! A slide projector will be provided, but please bring a projector if you plan to show movies!

# **JANUARY 14, 1988**

# Happy New Year! Mr. Donald Robinson Entertains!

**Welcome to 1989!** The B&MRRHS will kick off the new year with entertainment provided by **Mr. Donald Robinson! "Robby"** will be taking us on a tour through his extensive collection of **Boston & Maine** and other New England railroads! See you there!

ALL MEETINGS BEGIN AT 8:00 P.M. UNLESS OTHERWISE NOTED. THERE WILL BE NO MEETING IN WOBURN IN NOVEMBER 1988.

# ALL MEETINGS ARE HELD AT THE 1st UNITARIAN CHURCH IN WOBURN CENTER, UNLESS OTHERWISE NOTED.

Hold those cards and letters! (Phone calls too!) As you must realize by now, you did not receive a blank Newsletter last month. What you did receive was a cover sheet containing show flyers and the latest issue of Modeler's Notes. Our reasoning for the dual mailing was twofold.

First, we had an unusual amount of conflicts at press time for the Newsletter, including not being able to pin down the Beverly Depot for a firm date and price schedule for our annual banquet, which had to go in that issue. Second, just when the Nominating Committee had hung up its hat for the year, the Board of Directors was hit with two resignations at once, and it was necessary to appoint the two alternates to positions on the Board. This left us with two holes on the ballot, and we were

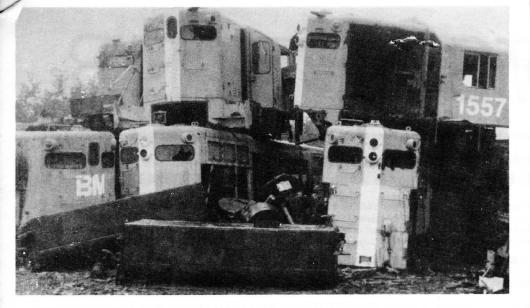
only able to fill one before it got dangerously close to mailing time. Along with this, there was a downed printing press at the Newsletter's printer, and all this added up to one big delay.

The second reason for the dual mailing was that we had time-value publications that were almost past due, and we needed to get them into the mail. Since the combined weight of the flyers, Newsletter and Modeler's Notes exceeded our normal mailing weight, we would have had to hold onto these items until there was a slack month, and that wouldn't have been until after the first of the year.

It seemed logical at this time to do the dual mailing, and get these items out of our backlog. Since the next issued of the B&M BULLETIN will be mailed directly from the printer,

we would not be able to piggyback any of these mailers with it. So, to all of you who were wondering, no, we didn't short you a Newsletter, no, we're not too cheap to print one, and no, we're not in financial trouble. What we did do was make every attempt to oblige the people that we had promised mailings for, along with getting rid of a backup of mailers! **Nuff Sed!** 

At this time, we take great pleasure in announcing that **Mr. Allen Thomas** will be taking over editorship of the Newsletter on January 1, 1989! Your editors are greatly pleased that aman of Mr. Thomas' experience will be assuming editorship, and look forward to his reign as editor. I'm sure that Allen will appreciate any and all input and assistance that the membership can provide. Editing the News-



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.

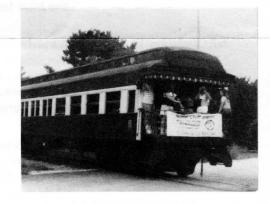
Also among the day's events were a special ride to the end of the track at Cold River over the remains of the Boston & Maine's former Cheshire Branch, and an afternoon slide presentation in Green Mountain coach 1305 by member and noted railroad author Robert C. Jones. Bob is also a part time employee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

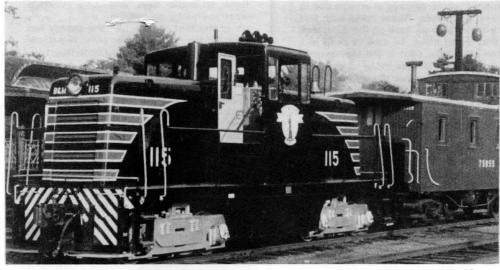
Earlier it was noted that 25 units were being stored as part of a Guilford plan to utilize only necessary power. As it stands now, the list has dwindled down to the following units stored: 281, 285, 288, 646, 647, 648, 649, 663, 1563, 1564, 1566, 1568, 1575, 1577. Other units were the GP38-2's.

ST 41 damaged and burned at Binghampton 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!

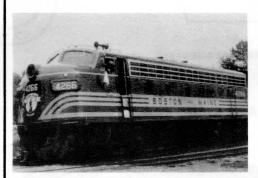
### CONWAY SCENIC RAILROAD'S RAILFANS' DAY HOLDS SOME B&M SURPRISES!

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?

After our last BULLETIN mailing, we had an unusually high percentage of returns due to incorrect addresses. Please make sure that your address that we have on file is correct, and that if you move, be sure to send in a change of address card to the Membership Secretary. This includes those of you who change your address over the winter.

The reason that we stress the need for correct addresses is that the **BULLETIN** is not automatically forwarded, it is returned to us undelivered. We must pay postage not only when we first mail it, but also return postage, and then we must again pay postage when we send it back out to you! So, if we don't have your address correctly on file, we essentially must pay to mail your **BULLETIN** to you **three** times! This does get expensive!

To putitin a more easily understood frame of reference, from what we had to pay out in excess postage from the last mailing, we could have:

Printed 150 Newsletters Produced 18 Prince Spaghetti cars Printed 5 **BULLETINS** Made 8 Duplicate Slide sets

So, you can see, we would much rather spend our funds on productive projects! Please help us keep our postage budget down! Be sure that your address is correct!!! Thank you!

# CROSSING SHANTY RESTORATION PROCEEDS DESPITE LONG, HOT SUMMER!

Despite the heat wave that innundated all of New England during the Summer of 1988, some work has been done on the B&MRRHS' crossing shanty restoration project.

The hot weather made it virtually impossible to schedule any work sessions this summer,

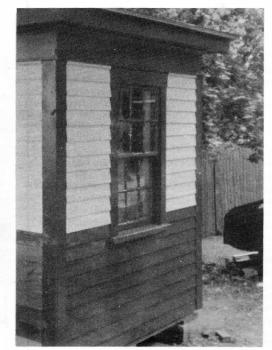
but time was put into the shanty during vacations, on cooler days, and some evenings when the heat subsided.

As of the first of October, the shanty has received two coats of cream paint, two-thirds of red paint, a new roof, a new floor, floor trim, and a rebuilt door!

Hopefully, with the coming of fall, and cooler weather, there can be a few more good weekends before the snow flies, and a little more work can be done! Compare these photos with those from last year, and I think you'll agree that it's looking pretty good!!! A spring or summer 1989 dedication is being planned!









# Boston & Maine Railroad Historical Society Incorporated

PO BOX 2362 • Harwood Station • Littleton MA ()146()

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SEPTEMBER-OCTOBER 1988

FIRST CLASS MAIL

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# NON-PROFIT ORGANIZATION

MAIL

POSTAGE

A SPECIAL PHOTO EXTRA ISSUE! BOSTON & MAINE 44-TONNER 115 RESURRECTED!!!

CROSSING SHANTY RESTORATION
PROCEEDS DESPITE
THE HEAT WAVE!!!

B&MRRHS MEETINGS AT NORTH CONWAY AND BELLOWS FALLS A GREAT TIME!!!

MORE INSIDE!!!

