

Incorporated

[470, 9/91]

B&MRRHS HIGHLY VISIBLE AT LOWELL FOLK FESTIVAL

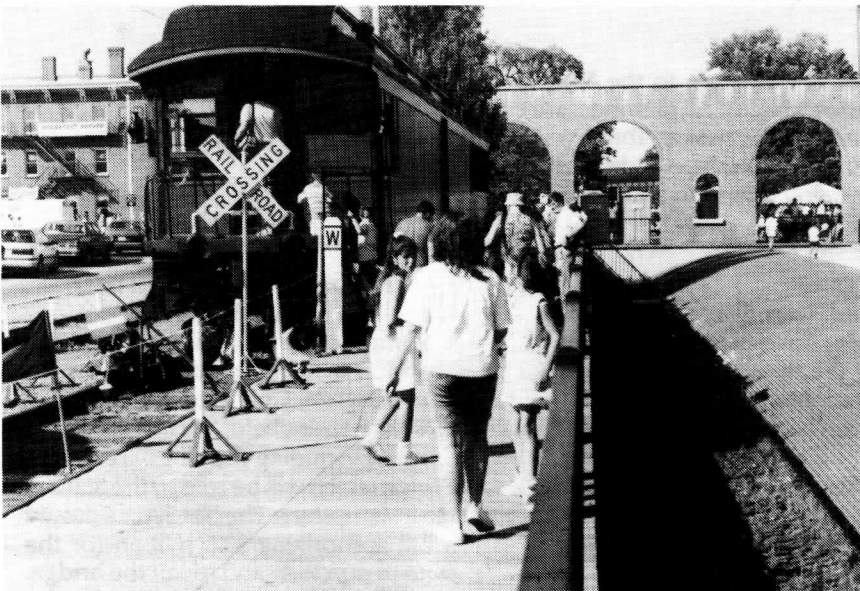
Many Massachusetts and New Hampshire Society members pooled their experiences, knowledge, resources and time to staff the retired B&M combine #M3031 at this year's annual Lowell Folk Festival. The combine has sat for several years on the B&M tracks between Dutton Street and the Merrimack Canal at the intersection with Market Street. The popular event starting late Friday afternoon, July 26th ran through the weekend until late Sunday, July 28th.

After a heavy workout for several members under the guidance and leadership of Jim Nigzus, transporting some of the Society's hardware collection, archive materials, sale items and arranging and setting up the exhibit for display on Thursday evening and Friday, no small task. Some of the items included a part of a driver rod from the ill-fated Pacific #3666 at the bottom of the Piscataqua River in Portsmouth, the bell that survives the scrapped Pacific #3665, many lanterns of different vintages, a link and pin coupler, ticket stubs from long-gone stations on the B&M system, maps of the system and abandonments, switch locks, crossing signs and station signs among other hardware items.

Several long-term Society members fielded many questions from the naive, and not-so-naive crowds that passed through the combine. Many folk spoke of relatives once having worked for the B&M and other railroads, and many sharing their own personal experiences. The inside walls of the baggage section of the combine had framed photographs, focussing primarily on the B&M and earlier railroads that were later integrated into the B&M system in the Lowell area such as the Boston & Lowell Railroad that were absorbed into the B&M system. Many people were interested in the Society, and didn't know the B&MRRHS existed. It's too early to see if any of those inquiries resulted in new membership.

Visitor counts were impressive with 75 visitors in 5 hours on Friday, 1494 visitors in just-under seven hours on Saturday, and some 2106 visitors in seven and a half hours on Sunday. Totals for the 3-day exhibit was 3675, which, I believe far exceeds any B&MRRHS event in its 20-year history. Sales of T-shirts and Bulletins among other things to a generally, non-railroad oriented crowd were good also.

Everything about the weekend strengthened the Society and those who participated in it. The Board of Directors, Officers and Staff, thank all who participated, and in particular to Jim Nigzus who led the way. [ABT]



B&M combine, #M3031, at the sidewalk platform in Lowell looking toward the symbolic entrance to the former Boston & Lowell Railroad Station. The wall with the portal arches in the background is the site of the historic terminal. Dutton Street is on the left, the Merrimack Canal, this part now covered with the curved brick surface runs parallel to the B&M tracks used by the Lowell Historic Trolleys. Some 3675 visitors made a rather steady stream through the railcar during the 1991 annual Lowell folk festival. [Jim Nigzus photo]

HO MODEL B&M RDC BUDDLINERS

Steven Fuchs, of Eric Fuchs, Inc., has informed us that Athearn is re-releasing the RDC (Rail Diesel Car) in HO-gauge in September. The popular Buddliners have been out of production for several years. There are two models planned; the RDC-1 coach, and the RDC-3 Combine. Road names to be released are ATSF, New Haven, B&O and there will be undecorated models available. Strangely, as before, the B&M herald and markings on RDCs are not offered by Athearn despite the fact that the B&M owned more units than any other railroad in the nation.

Branchline, is researching appropriate photographs and producing artwork for blue and black markings on the ends and the sides and plans to make a limited number (1000 units) available in the B&M paint scheme in 2-pack sets. A 2-pack set consists of one powered B&M RDC-3 combine and one unpowered (dummy) B&M RDC-1 coach. Hopefully, Branchline, will make the model's road numbers authentic with prototypes, but that is unknown to this writer at the moment. (Editor's note: The swapping of the body shells with the powered/unpowered chassis of the Budds made several years ago was quite simple).

In a special limited offer by Eric Fuchs, Inc., the B&M 2-pack sets are expected to be available by early November in time for Christmas. A 2-pack set will sell for \$37.98, but a set can be reserved in your name at any of the Eric Fuch Stores or the corporate main office at 1234 Hookset Road in Hookset, NH 03106 for \$15.00. Units shipped from Hookset, NH require an additional shipping and handling charge.

The regular Athearn units will be available in the road names mentioned and undecorated, in various combinations of powered/unpowered units and RDC-1 and RDC-3. Powered units will be priced at \$19.98; dummy units will be \$10.98. Regular units may also be ordered through the Hookset office at the shipping and handling costs given above.

NORTHSIDE ACTIVITIES

Work continues at refurbishment at North Station. Temporary tracks A&B installed at the Boston Harbor side of the 10 existing tracks while the high-level platforms were being built have been removed. All the high level platforms have been completed, and already have proven to help facilitate loading and disembarking passengers, particularly the disabled.

The extension of all platforms to the back wall of the station where the bumpers were located in the 40's and early 50's is continuing, although not very visible to the public. This will allow consist of up to nine coaches. The MBTA has sunk large caissons at appropriate intervals between the tracks for possible eventual construction in the "air-rights" over the tracks. Also provision is being made to depress the Green line underneath the commuter rail tracks, and ultimately building a "super transit station," incorporating commuter rail at street level and the orange and green lines below the surface. This would eliminate the pedestrian crossing. At some point, the former B&M office building at 150 Causeway Street is slated for demolition.

The MBTA reports that 42 bi-level coaches have been deployed between the north side and the south side. Deployment was very slow and behind schedule for several months until recently. Some 33 more units are expected to be received by the end of the year. The double-deckers, seating a total of about 185 folks in a 3 + 2 arrangement on each level have been spread fairly evenly around the north side with most trains having at least one, some having two bilevels in the consist. This has allowed the shortening of some trains. Your editor rode on a unique consist last night on the Eastern line with a series of a single, double, double, single consist, but with one of the surviving F10s #1153 (formerly GM&O). That consist represented about 40 years in rail rolling stock.

The one-way fare collection on the New Hampshire line (Lowell line) has been terminated. Although deemed "successful," it was felt by those observing that there fare evasions were becoming excessive because folks were finding ways to avoid the double fare, but managed to show up for the return (free) trip. The same fate was experienced on the Framingham line which had parallel bus service along a large part of the operation.

[ABT]

THE B&MRRHS ANNOUNCES A NEW MEMBERSHIP RENEWAL POLICY

Several months ago, our Membership Secretary, Jeff Ursillo, requested input from the membership concerning methods to revamp and streamline our membership renewal system. This was brought on mainly due to the abnormally high percentage of renewal cards being lost in the mail last year, along with the soaring postage rates (sort of a paradox here, isn't it!).

We have to admit that response from the membership was a little less that we would have liked to see for so important an issue, with only four responses, however one of the ideas was definitely worthy of consideration. From that input, plus a few refinements that we worked out, we would now like to outline our new membership renewal policy.

The first change that you will notice is a new address for membership renewals. The new address is:

Membership Secretary, B&MRRHS

P.O. Box 4117

Boynton Beach, FL 33424-4117

No, the Society hasn't opened up a winter retreat for its staff in sunny Florida. Several years ago, our Membership Secretary accepted a change of jobs, and relocated to Florida. At that time, Jeff volunteered to keep the job of Membership Secretary, and has done so for the last few years. Here is an outline of how the new renewal system will work:

About two months before your membership is due to expire, your Newsletter will contain a renewal form very similar to the card you have received for years. The Newsletter that contains this renewal notice will have a bright colored stripe on your address label also, so that it will be easy to spot!

There will be a grace period of 30 days after your membership actually expires, to cover late payments.

Please be advised that the B&MRRHS does not routinely issue membership cards. If you would like to receive one, you must enclose a stamped, self-addressed envelope with your membership renewal.

A couple more points about your membership:

Maintaining your membership is your responsibility! We do not send follow-up reminder cards for at least one year. Our Membership Secretary, with over 1400 members in the file, doesn't have time to make sure you renew on time.

You can check your renewal date at any time. Every Newsletter and **BULLETIN** mailing label has your renewal date on it. For instance, if your membership is set to expire in March of 1991, the top line of your label will read 91/03. That's all there is to it! The top line of your mailing label also contains your dues category and membership number.

Please wait until you receive your renewal form with your newsletter, as this simplifies the amount of paperwork needed to process your renewal.

COMPREHENSIVE RAIL STUDY IN MASSACHUSETTS

Massachusetts Transportation and Construction Secretary, Richard L. Taylor, has announced a two-year study of passenger and freight rail demand throughout Massachusetts.

The MBTA will advertise the consultant study in the fall and seek indepth feasibility and financing analysis for a number of proposed rail projects including a South Station-to-North Station rail link; improved passenger and freight service from Boston to Worcester and Springfield, and passenger service to Portland, Maine and to New York City.

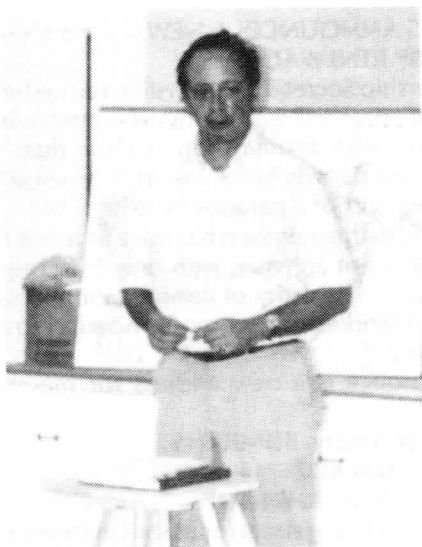
Taylor announced the rail study during a luncheon with the "Railroad Roundtable," a diverse group representing rail industry officials throughout New England.

"This study, developed by the MBTA, will take a long, hard look at the need for, and the feasibility of, expanding our freight, commuter and interstate rail capabilities," said Taylor.

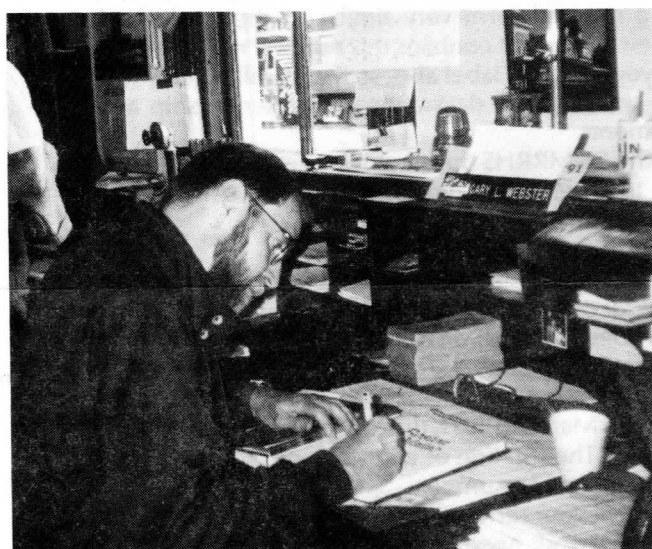
The study will examine demand for freight and passenger service throughout Massachusetts and help identify funding sources, including private investment.

"This strategic planning approach avoids hit-or-miss rail investments that may not be as cost-effective as they could be," said Taylor. Massachusetts railroads are a valuable resource and a critical piece of our infrastructure network. We need to better understand the role of railroads in serving existing and future businesses as well as commuters and travelers," said Taylor.

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Our guest speaker, Mr. Mark Smith, publisher of **Railway & Locomotive Preservation**, spoke about the importance of historic preservation, and challenged us not to forget the human factor as we do!



Author Robert W. Jones signs his new book, **Boston & Maine**, in the Conway Scenic gift shop.

B&MRRHS VISITS THE CONWAY SCENIC RAILROAD!

Rain, rain, go away! Well, it does seem that we've had more than our share of rainy weather when the B&MRRHS visits the Conway Scenic Railroad, but Mother Nature has yet to put the damper on the fun! And this year was no exception, and our annual meeting with the 470 Railroad Club.

This year was special, because it was the kickoff of a year of celebrations commemorating the **20th Anniversary** of the B&MRRHS! It was 20 years ago, in August 1971, that non-profit status was requested for an organization that was interested in attempting to preserve what was left of a rapidly disappearing railroad. Who knew then that their somewhat idealistic dream would mature over the next twenty years to the world-class organization that you belong to today!

There was a spirit of celebration in the air for a number of other reasons also, as the Society, along with the 470 Railroad Club, made a number of exciting announcements at the annual Ham-and-Bean Supper!

The first announcement was to pay the proper tribute to two of the Society's founding members who have been active throughout most of the twenty years of the organization's existence. Members Carl Byron and Richard Symmes have shared their talents with the B&MRRHS for almost twenty years, and were rewarded with Honorary Life Memberships! While there very well might have been a Boston & Maine Railroad Historical Society if these gentlemen had not been on board that

Budd car on that fateful day back in 1971, it would not be the class organization that it is today. Thanks, guys!

The second announcement was that members of the 470 Railroad Club, the Conway Scenic Railroad and the B&MRRHS met that morning to discuss the purchase of the shell of Boston & Maine F7A 4268! Plans are underway, and you'll be hearing much more about this very soon, and we'll need your support, but, with a little bit of luck, 1992's Supper Chief train may be pulled by two of the three remaining Boston & Maine F's!

Membership Secretary and Finder of Lost Persons Jeff Ursillo (visiting from sunny Florida) announced that the B&MRRHS has located the estate of the late Robert M. Neal, and reached agreement with them to purchase the publication rights to the famous book **High Green and the Bark Peelers!** The B&MRRHS will republish this excellent book, which has been out of print for over forty years, sometime within the next two years, complete with illustrations!

Our guest speaker Mark Smith of Railway & Locomotive Preservation Magazine, gave a stirring talk on the human side of historical preservation.

And if that wasn't enough, author Robert Willoughby Jones, whose new book, **Boston & Maine** has been appearing on more and more bookshelves, was on hand to autograph copies of his book! If you top off the evening with a trip down memory lane via an outstanding slide show presented by Conway

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Author Robert W. Jones (left) and fireman Larry Kemp prepare to take Extra 4266 south to Conway.

Membership Secretary, Jeff Ursillo, peers from the cab of 44 Tonner #15, ready to depart on the **Supper Chief**. Jeff was visiting all the way from Florida!

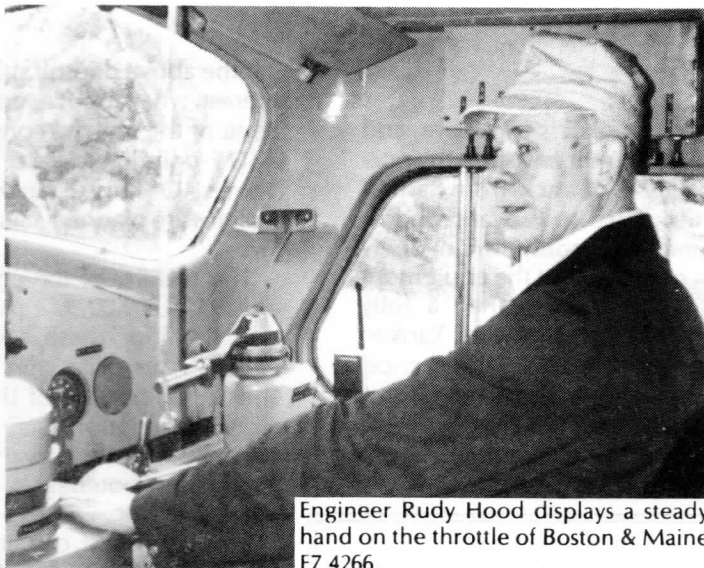


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Engineer Rudy Hood displays a steady hand on the throttle of Boston & Maine F7 4266.

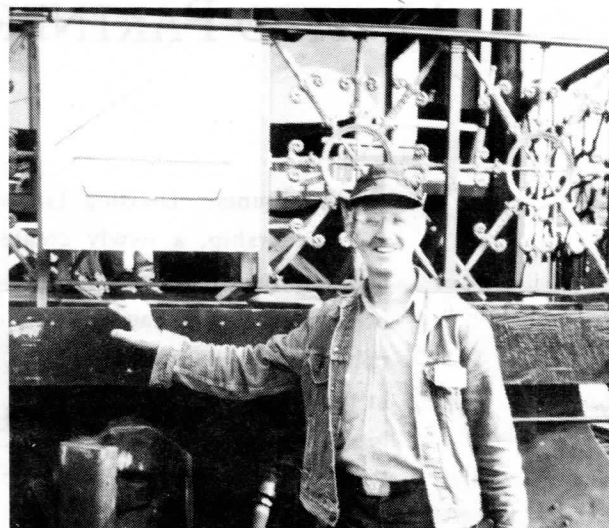


A High Green beams through the fog.

Scenic Operations Manager Gary Webster, and ended the night with a night photo session in the fog (highlighted by the appearance of a radio-controlled stuffed skunk!), well, it just doesn't get any better than this! We're already looking forward to next year!

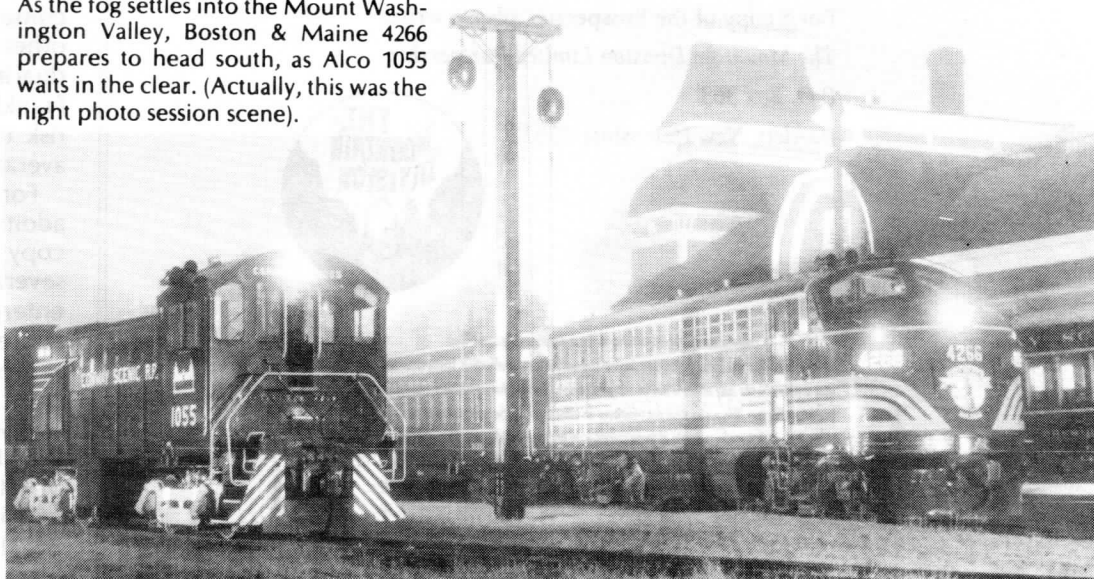
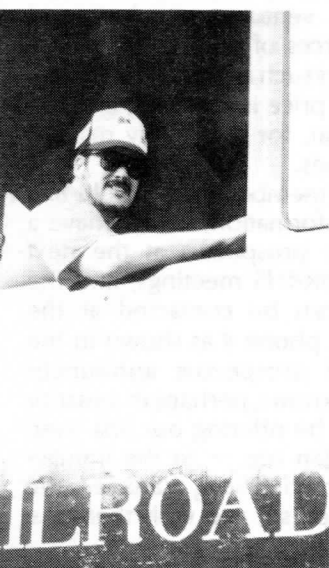
Special thanks for the events of the day go out to the Conway Scenic management and employees, who worked while we played, to author Bob Jones for joining us from California and sharing his unique view of the B&M with us, to Gary Webster for providing the evening's entertainment, and to you, for making the day a success!

See you next year!!!



Roger Robar stands beside the B&MRRHS 20th Anniversary drumhead that he designed for the rear platform of the **Gertrude Emma**. Nice job, Roger!

As the fog settles into the Mount Washington Valley, Boston & Maine 4266 prepares to head south, as Alco 1055 waits in the clear. (Actually, this was the night photo session scene).



'THE MOUNTAIN DIVISION'

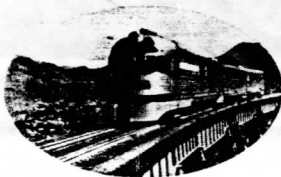
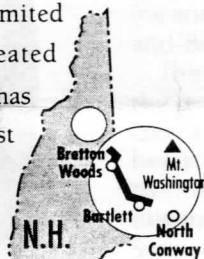
Investment Opportunity
or Pipe Dream?

Like the holding of a winning lottery ticket, the news of the potential resurrection of the Maine Central's Mountain Division between Bartlett, and Crawford Notch, NH, has all of New England railfandom talking. Particularly, since the B&MRRHS 'Mountain Division' video has been so well received, it is only natural that we have been contacted by the Principals in this Limited Partnership, and have been provided with a copy of their (ambitious) business plan and stock prospectus.

Certainly, this plan is expansive, and likewise expensive. It envisions the purchase of 23 miles of track, from Bartlett through the notch to Fabyans, and its refurbishment for tourist train operation. Not only that, but the equipment planned is none other than a fully renovated BUDD-Built Flying Yankee (nee Mountaineer) of 1935--56 service. Made completely Amtrak Compatible, it is planned that the Silver Streamliner would be available for charter service in the 'off season.'

THE MOUNTAIN DIVISION LIMITED PARTNERSHIP

The Mountain Division Limited Partnership, a newly created Delaware limited partnership, has been organized to operate a tourist railroad through Crawford Notch in the New Hampshire White Mountains over the former Maine Central "Mountain Division" line.



The Mountain Division Limited Partnership is offering units in increments of \$35,000.

For a copy of the Prospectus, please write:
The Mountain Division Limited Partnership
P. O. Box 363
Bartlett, New Hampshire 03812



A registration statement relating to these securities has been filed with the Securities and Exchange Commission but has not yet become effective. These securities may not be sold nor may offers to buy be accepted prior to the time the registration statement becomes effective. This notice shall not constitute an offer to sell or the solicitation of an offer to buy nor shall there be any sale of these securities in any state which such offer, solicitation or sale would be unlawful prior to registration or qualification under the securities laws of any such State. Copies of the Prospectus may be obtained in any jurisdiction in which this notice is circulated only from those representatives of The Mountain Division Limited Partnership as may legally offer these securities in such jurisdiction.

If the above doesn't strike a chord of interest, what about a second train, the 'Spirit of the Notch,' consisting of twin EMD F-units hauling 4 or 5 Budd Vista-Domes! Of course, station and other facilities are planned at each end of the run.

The realities of the above represent an \$8,000,000.00 +/- price tag, quite ambitious for these economic times. Logically, the promoters hope to gain a substantial portion of that funding by stock subscription — @ \$35,000.00 per share. Obviously, they must be looking for investor potential in other than the general public.

That being said, certainly the Messers Hunscher (Sr. & Jr.), Philbrick, and Schiano have apparently done their homework. They first retained (Jim) Stoetzel and Associates to develop the cost basis for equipment and trackage repair and refurbishment, as well as develop the costs for the proposed new facilities. Certainly, as a former member of the B&M's Dustin Management, Jim Stoetzel knows the railroad business, particularly here in New England. Likewise, it is obvious that a relationship exists between the Mountain Division project, and other, well established tourist operations in the Mt. Washington Valley. Clearly, anticipated patronage projections, etc., involved a lot of early-on planning and a working knowledge of the tourist industry in the area.

Certainly, any move to preserve and place back into profitable operation a rail line with the stature of Crawford Notch deserves the support of B&MRRHS members. Obviously, we wish the 'movers and shakers' well in their capitalization efforts, but feel that their fund raising must by and large come from venture capitalists, and other resources of equity, not individual investors such as Society members. Frankly, the price is too high, and the risk too great, for the family man of average means.

For those members who would like additional information, we will have a copy of the prospectus at the next several B&MRRHS meetings, and the enterprise can be contacted at the address and phone # as shown in the reproduced prospectus announcement. Who knows, perhaps in a year or two we will be offering our first ever B&MRRHS fan trip — in the immaculately restored 'Flying Yankee.' We certainly hope so, and wish them the BEST!

[Carl Byron]

ST SHORTS

EX-B&M GP9 #1719 became ST #62 beginning early July. It is presently used on locals on the lines north of Waterville, and in mid-July was spotted in Bangor. The #1719 was the last GP9 to be given a "new life" at Billerica prior to the big move to Waterville.

Work has been going on at a faster pace at Waterville since early July, when workers were put on 12-hour shifts by the Superintendent of Motive Power there, much to the dislike of some employees. Reportedly, those who did not work the 12-hour shift were given no option and were threatened to be sent to East Deerfield unless they complied.

This may be part of the reason why Springfield Terminal looks to have low employee morale. GTI has become in the eyes of some a "Big Brother." My sympathy goes out to the good men and women who have long taken it on the chin. Once these proud people could say they were employees of the Maine Central Railroad.

The #1400, which previously was en

route to Woodland, has apparently found a new home switching boxcars at the former engine facility at East Deerfield. The #1407, also based there, is used on locals after whatever yard switching is needed is completed. On a rotational basis an SD26 is used as the hump switcher. During the month of July the #620 was used.

A new twist in motive power has taken place. SD40's #s 600-604 are to be used by Conrail to balance out the CR motive power that is now a daily occurrence on SENE, NESE (originating at Selkirk and turning on the wheel at Rigby). The #600 is shipped for rebuilt at Waterville, while the #601 through #604 are to be sent west immediately for use by Conrail. The scenario sounds almost incredible to believe on a railroad which seems reluctant to keep its locomotives well maintained.

The #470, #310 and #325 are slowly being worked on while the #639 and #688 are being stripped. The #679 has been completely cannibalized, retired, and remains in the shop as a "stores"

engine, supplying parts as needed. U33C #663 was put out in storage along with the #281. SD39-2 #692 was returned to service, along with the #690. Remaining at Billerica with dead main generators are the #691 and #693. Still awaiting repairs and "on hold" are the B&M #313 and #342.

Just when the Waterville paint crew put away the familiar gray and orange paints the top management decided to paint one more unit. This time it was the B&M 1577 GP-7 to ST 35. The unit has been wearing a stencil for many months. This just about caps the road switcher fleet of active units, although unfortunately the shiny new paint won't keep them going. In fact, most of the GP-7 and -9 fleet that remains has been stored within 6 to 9 months after their paint job. To date, the B&M GP 40-2 #316 is still sporting the second generation paint scheme... it won't last long.

The B&M 310, sideswiped by the ST 41 at Binghamton was released from Waterville Shops the end of August with the first major assignment of WA-DH, it made it without any major problems too. The 310 had a split fuel tank and body damage along with much exterior fire damage, the ST 41 took a worse licking being 80 percent burned. Currently shipped is the 600, 325, 331, the 600 when completed will match up with its sister units on lease to Conrail. Additionally, the 329 a GP-40 is also being leased by them. During the stay with CR the 604 has already sustained some electrical damage as a result of an oversight and is back at Waterville for repairs... CR GP-40's are also slowly showing up on locals at Ayer, namely AY-2 on 8/29 had the 3325.

Salem yard is in store for a "lift" by way of plans to rebuild the yard next year. Work has been plentiful at the Salem end which also covers Lynn, enough so that a new yard is in the planning stages. Also a new bridge known as "High Bridge" over the Danvers River is again a hot topic. Once again the Salem switcher may be crossing the water into Danversport and Danvers. The bridge has been closed several years now after vandals burned the high trestle bridge. The new ultra-modern Lynn Station will soon be opening, with high-level platforms and 100-car garage, new high-speed crossovers and signals are being made ready in the Lynn area by years end.

[Don Le Jeune]



For those who missed the announcement at the North Conway meeting in August, the B&MRRHS has completed negotiations with the estate of Robert M. Neal for the exclusive publication rights to "High Green & The Bark Peelers". Pictured above at the signing of the contracts are Elizabeth Neitz, daughter of the late Mr. Neal, and Society representative Jeff Ursillo. Reproduction of "High Green," illustrated with photos from the Phillip Hastings collection is slated for 1992-1993.

COMPREHENSIVE RAIL STUDY continued from page 3

Taylor also noted that rail transportation will play an increasing role in helping Massachusetts meet the strict standards of the federal Clean Air Act by reducing dependency upon highways to move people and goods.

"Within the next several months, we will advertise for the hauling of excavated material from the Central Artery/Third Harbor Tunnel project," said Taylor.

"This contract is an opportunity to meet our environmental policy requirements to maximize rail use while minimizing truck traffic on our local roads."

[Massachusetts Transportation Building News, August 1991]

FROM THE NORTH COUNTRY

I had shipped the package for this issue to Florida yesterday for publication, and of course, Murphy's Law prevailed. In preparing this issue, I had read a couple of rumors of the Hobo Railroad being up for auction, but from my observation, it seemed to be a healthy operation. So I discounted the rumors as such, unless I could find something more concrete to verify them.

After mailing the package, sure enough when I picked up my mail on the way home I found the evidence that would verify the rumors. An auction notice sent in by our ever-vigilant observer from the north country, Steve Cook, printed in the New Hampshire Sunday News (Sunday's version of the Union Leader) on September 8th told of a forthcoming auction of the Hobo Railroad.

It appears that the New Hampshire banking community is performing

some belt-tightening measures, and has placed some pressure to bear upon Ed Clark and the Hobo Railroad in a mortgagee's sale. An auction was supposed to have been held on September 12th which would have auctioned off real estate, retail/office/apartment complex and rolling stock. This included the train station in Lincoln, New Hampshire along with retail and office space, two modern apartments, a 50x100 foot engine house, engine, passenger cars, cabooses and some 17 plus acres of attractively landscaped land off of I-93 and 15 miles of leased right-of-way along the former B&M Pemigewasset Valley Branch.

Ed Clark has run a first-class operation at Hobo, and we wish him the best. We pray that he may continue to operate it. Ed also has the Winnepesaukee & Pemigewasset Valley Railroad (W&PV) in it's inaugural year, making daily scheduled runs between Meredith and

the beautifully restored station in Laconia, New Hampshire. It is now known at this time about what happened at the auction, and how it might affect the assets and operation of the W&PV as well.

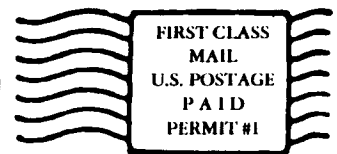
That some New Hampshire banks are having a difficult time is well known, and bank branch closings and consolidations are symbolic of similar situations which hit the railroads many, many years ago. I would guess that the Hobo might continue in some way, and the W&PV, as well. Both of these operations contribute heavily to the local tourist trade and area economy far beyond their own rights-of-way and business borders. The Clarks are very well known in the area, and have been there for many years. Further, we hope that the banks may have more than a couple of rainfans in their midst.

[ABT 9/13/91]

Boston & Maine Railroad Historical Society *Incorporated*

MIDDLESEX-ESSEX GMF • P.O. BOX 2936 • WOBURN, MA 01888

FORWARDING AND ADDRESS CORRECTION REQUESTED



SEPTEMBER/OCTOBER 1991

**NON-PROFIT
ORGANIZATION**

FIRST CLASS MAIL
