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NOVEMBER 1984

SCOTT WHITNEY, WEST END EDITOR, 25 MAPLE AVE., CLAREMONT, NH 03743

Opinions expressed in the signed columns contained in this Newsletter are the opinions of the authors of those columns and do not necessarily represent the opinions of the Society, its Officers or members with respect to any particular subject discussed in those columns.

B & Meeting

**NEXT MEETING:
NOVEMBER 10, 1984
NORTH SHORE MODEL
RAILROAD CLUB
WAKEFIELD, MA.
8:00 P.M.**

Please note change of meeting location!!! Come to the North Shore Model Railroad Club for an evening of operation on the Club's excellent layout. A brief business meeting will precede the evening's operating session. BOD meeting at 4:00 p.m., same location. (Please do not bring models to the BOD meeting).

DECEMBER 8, 1984

Entertainment will be a Members Nite. All members are invited to bring a maximum of 20 slides or a 200' movie. A slide projector will be furnished, but please bring a projector if you intend to show movies.

THERE WILL BE NO MEETING AT WOBURN IN NOVEMBER!!!

MINUTEMAN STEAM ADDENDUM

B&MRRHS Historian Harry Frye has prepared an addendum to his book, MINUTEMAN STEAM. If you would like a copy, send a stamped, self-addressed envelope with \$1.00 to: Harry Frye

Minuteman Steam Addendum
14 Riverside Street
Hooksett, NH 03106

GUILFORD NEWS - Maine Central - Saturday, Sept. 22 saw the first westbound tonnage over Crawford Notch since Sept. 2, 1983 as an all MEC power consist of # 593, 450 and 572 hauled 18 cars of ballast to the Boston & Maine at Whitefield amidst much squealing of flanges on the rusty rail through the notch. The Wells River bridge is not expected to be in service until after "freeze-up", making this move necessary in order to get the tracks north of Wells River ready for winter. The only other train over the mountain this year ran on June 9 when local Y-1 moved high load east to Redstone. **From the 470.**

Motive Power - PT Alco #1101 continues its weekday jaunts around Portland, and BAR GP38's # 90 and 92 continue to run on the Maine Central. 25 or more MEC units are usually on the other GTI roads, being replaced on the MEC by B&M GP-7's and 9's. MEC's EMD switchers # 931-935 have been renumbered #931-935 to avoid number conflicts with B&M's ex CR GP-40's. With the ex D&H GP-39-2's beginning to return from overhauls at Morrison-Knudsen plants in Boise, Idaho and Hornell, NY., the number of units in Guilford colors has increased rapidly, with at least 20 units now painted. **From the 470.**

1984-1985 B&MRRHS ELECTION RESULTS

The annual election for officers and Board of Directors was held on September 8, 1984 at the regular membership meeting. A somewhat disappointing total of only 75 ballots were cast, and the results were as follows:

For President: Bob Hagopian	73 votes
For Vice President: Scott Whitney	72 votes
For Secretary: Jeff Ursillo	74 votes
For Treasurer: John Goodwin	74 votes

For Board of Directors:
There were four candidates for three open positions. The candidates were:

Forrest Mack
Don Clerke
Jim Reardon
Joe Shaw

The election for Board of Directors was one of the closest in recent memory, requiring the ballots to be counted a total of six times to insure accuracy. (Only 8 votes separated all the candidates). Results were as follows:

Forrest Mack	58 votes
Jim Reardon	53 votes
Joe Shaw	52 votes
Don Clerke	50 votes

Elected to the B&MRRHS Board of Directors were Forrest Mack, Jim Reardon and Joe Shaw. Congratulations to all winners!!!



Delaware & Hudson RS-3u 502 was a recent visitor to Lawrence, Mass.

INTERCHANGE
... a column of opinion

We recently began the long process of tabulating the B&MRRHS Membership Surveys, and even the preliminary results have been most interesting. We'll have a complete run-down for you probably around December, but one statistic that has been overwhelming so far is the large percentage of modelers. After tabulating 100 surveys, almost 80 of them indicated an interest in modeling. Now, whether the total will remain that high or that just happened to be the way the first 100 stacked up we don't know, but the total is astounding just the same.

With that as a lead-in, and since November is **National Model Railroad Month**, we'd like to introduce a few modeling related projects that the B&MRRHS has in the fire.

First, as you've undoubtedly noticed, this issue of the Newsletter introduces **Modeler's Notes**, a quarterly insert dedicated to the fine art of model railroading. The leadoff issue features many helpful hints, suggestions for future projects and a great kitbashing article by Roger Robar. If the first effort by Bob and Bruce is any indication of what we can come to expect, then this column will grow by leaps and bounds. But, ultimately, the success of the modeling insert (or any other project the B&MRRHS embarks on) depends on you. **Modeler's Notes** will rely heavily upon member input, so get to it!

Next, we will again be holding our November meeting at the North Shore Model Railroad Club in Wakefield, Mass. All B&MRRHS members are invited to bring along a model or two for an evening of operation on the North Shore club's extensive layout. Last year's "operating session" was a smashing success, and this year promises to uphold a grand tradition. We'll see you there.

Next on the horizon is a totally new B&MRRHS modeling venture, with the general aim of producing a display for the 1986 National Model Railroad Association convention in Boston. At the Conway Scenic Railroad's annual Railfan's Day, we got into a discussion about modeling with Roger Robar, of the Ammonnusuc Valley Railroad Association, and Roger mentioned that the AVRA was looking to make their modular layout standards the national standard, and were looking for other groups to adopt them. One thing led to another, and soon the B&MRRHS "adopted" the Ammonnusuc standards and will have them available to members very soon.

As stated before, the major push on the B&MRRHS modular railroad system will be to have an operating display at the 1986 NMRA convention, but uses of the modular layout can and will be extended to shows, open houses and other railfan events. We'd like you to model a particular portion of the B&M (or, I suppose now any part of the Guilford system), but this will not be a requirement. The B&MRRHS Archives would be of assistance in procuring trackplans, also back issued of the **B&M BULLETIN** would be helpful. (How about a Hoosac Tunnel corner module; a scalded-down East Deerfield storage yard, complete with railfan's bridge; or a nice junction like Claremont, Rockingham or Rollinsford???) More ideas? Pick the town you grew up in, or live in now. It probably had or has railroad service, and could be adapted to the double track mainline standards. Scale is HO.

As said before, though, any and all of these ideas will grow and flourish only if the membership supports them. In person and in the

surveys, the membership has been screaming for modeling projects, now here they are. Time is short for 1986, so some heavy-duty modeling is in order. We will have the standards for the modular railroad available shortly, watch in the Newsletter for further information.

BELLOWS FALLS, VT. - The Vermont Historical Railroad announces a full schedule of train rides for the Fall Foliage season. Beginning Sept. 29 and continuing through Oct. 17, regular trips will run daily, two trains a day, seven days a week, at 10:30 AM and 2:00 PM. The 26 mile round trips between Bellows Falls and Chester Depot offer a unique way to view the fall colors - off the road and out of the "leaf peeper" traffic. An advance call to check on seating availability is recommended during the height of the fall viewing season. Information and reservations are available at VHR's office in Bellows Falls railroad station or call 902-463-3069. The Vermont Historical Railroad has been operating a reduced schedule the past month, operating only when advance bus groups are booked. **From the 470.**

**B&M STARTS REBUILDING BRIDGE
AT WELLS RIVER**

Restoration of the railroad overpass which collapsed in mid-June is progressing and service on the line is expected to resume on or about November 10, Boston & Maine government affairs officer Dennis Coffey said recently.

The two-span bridge, which stretches over the Wells River and Route 302, is part of the Boston & Maine's lifeline to the north country, Coffey said. Spring flooding this year caused an undermining of the foundation of the south abutment, resulting in the collapse of that abutment and the bridge.

Guilford Transportation made an early decision to rebuild the bridge in order to restore service to the Berlin-Groveton area. Early estimates indicated a cost of up to \$500,000 and up to nine months of work to restore service. However, the Guilford management committed the project to a fast track method to expedite the design and construction work. The total project will take less than 20 weeks

The first of the rebuilt Delaware & Hudson 7600 series GP39-2's have returned from Morrison-Knudsen as Boston & Maine units in Guilford's "Big G" paint schemes. What was formerly Delaware & Hudson #7620 is now Boston & Maine #369. We will have a complete conversion chart as soon as one becomes available.

In other Guilford roster notes, some of the former Conrail locomotives that showed up at Colonie in early July have entered service on the GTI system. By August 5, ex-Conrail GP40's 3236 and 3259 were out on the road, still carrying their four-digit Conrail numbers, but with BM lettering on their short hoods. Mid-August brought another surprise as two of the Conrail U33B's entered service stenciled DH!!! #2918 and 2920 are the units involved, as of late August these four units were the only ones in service from the last batch of Conrail units.

The Delaware & Hudson's RS-3m, Bicentennial #1776, renumbered #508, is now back in service. This is the last Class 1 railroad unit still retaining its Bicentennial colors. From the Callboard, Mohawk & Hudson Chapter NRHS.

and will cost more than \$900,000.

By mid-October it is expected to be completed, including the restoring the river channel diverted during the construction period, and making the repairs to the banks that were affected by the collapse of the bridge. A one-month period is required for the concrete to cure.

The railroad's own engineering department personnel coordinated and managed the effort with bridge and building crews on the scene daily and implementing the final phases of the project.

Coffey said the Connecticut River main line is a major element in the industrial infrastructure of northern New England and in particular the New Hampshire north country. Guilford Transportation is committed to maintaining a strong role in the continual growth of the region's economy and this bridge's reconstruction stands as testimony to that commitment, he noted. **From the Manchester Union Leader. Submitted by Dick Kelley and Roger Robar.**



WHEN HISTORY RODE THE RAILS

The railroad that served Keene and Cheshire County longer than any other was that Boston & Maine Railroad Company. This road took control of the Fitchburg Railroad Company on July 1, 1900, which itself had acquired the locally-organized Cheshire Railroad Company on October 1, 1890.

The history of the B&M is a story of survival during a period of great activity and competition among railroads in the eastern United States. It began as the Andover & Wilmington Railroad, organized on March 15, 1833, to build a line from Andover, Mass., connecting with the Boston & Lowell Railroad at Wilmington, Mass. Construction was completed and the line opened in August of 1836. The Andover & Wilmington was extended to Haverhill in 1838 under the name of the Andover & Haverhill Railroad. It became the Boston & Portland Railroad soon afterwards, and services were extended to Exeter, NH early in 1840. Dover, NH received rail service the following year as another part of the road's expansion to reach Maine.

A period of railroad consolidation, which began early, spelled doom for many smaller local railroads, such as the Cheshire Railroad, which was in existence for only 46 years. During this period, the Cheshire Railroad wrote some of the most interesting, significant and even romantic pages of our regional history. Yet, even by the era of the Civil War, it was evident that such smaller railroads could not stay in the increasingly competitive field for long.

The Boston & Maine Railroad Company pushed toward Maine, opening to South Berwick Junction and the tracks of the Portland, Saco and Portsmouth Railroad in 1843. By that time, the company had been changed finally to the Boston & Maine Railroad Company.

The B&M ceased the use of the Boston & Lowell tracks in 1845 and opened a line of its own into Boston, running through Reading, Malden, Somerville and Charlestown, Mass. Its old station at Canal and Travers Streets in Boston was replaced by one in Haymarket Square on October 20, 1845. The North Station in Boston later became the central headquarters for the Boston & Maine Railroad and its operations.

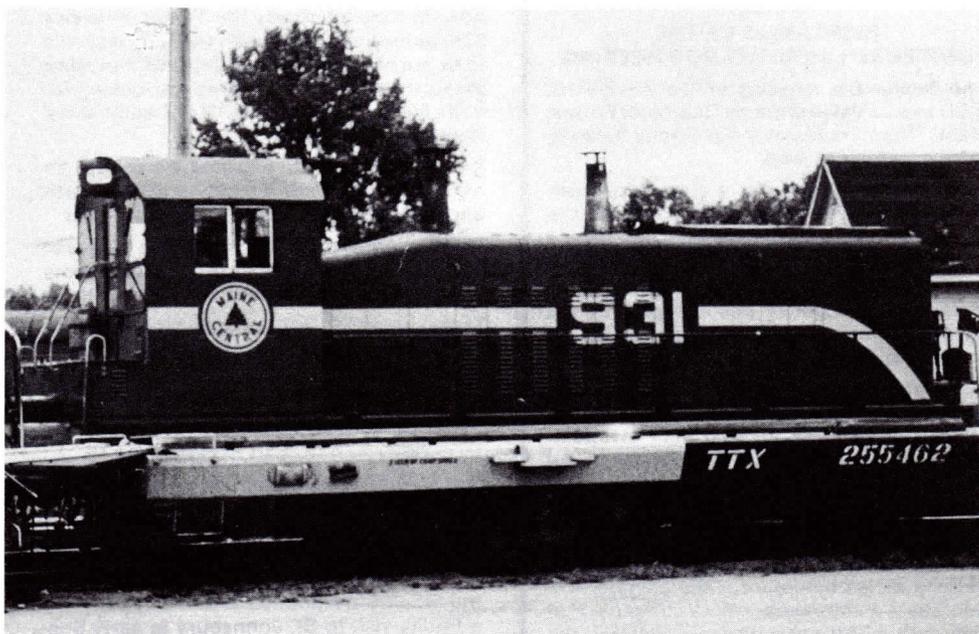
The enlarged Boston & Maine road began construction of its own line from Salmon Falls to Portland by way of Old Orchard, so that trains after March 1873 ran to Portland on B&M roadbed all the way.

The Eastern Railroad was joined with the B&M late in 1884, and soon other smaller railroads followed - the Worcester, Nashua and Rochester line in 1886, the Boston & Lowell in 1887 and the Connecticut River Railroad in 1893. Smaller lines with now-forgotten corporate names became branches of New England's largest rail company, including the Northern, the Concord & Claremont, and Passumpsic, the Suncook and others.

The Concord & Montreal Railroad passed under the control of the Boston & Maine in 1895, and the Fitchburg line followed in 1900.

The growth, expansion and decline of steam railroading and now all rail transportation is an important part of New England History. The romance of steam will linger in memory, but the true importance of the railroad may never be fully evaluated. It was part of the lives of nearly everyone, and touched all in one way or another.

That period of our past represented by the



Maine Central switcher 931 (Ex-331) shows renumbering at Waterville Shops.

growth and development of the Boston & Maine Railroad Company is one of much interest, great sentimental attraction and inestimable economic and social importance throughout New England and the Northeast. It is made all the more poignant in view of the present day difficulties and problems of the remaining railroad lines. From the Keene Sentinel. **Submitted by Arnold Barker via John Alden.**

B&MRRHS "FLYING YANKEES" AVENGE EARLY SEASON LOSS WITH 11-7 VICTORY OVER BMRA

The B&MRRHS "Flying Yankees" softball team avenged its June 24 loss to the Bartlett Museum Railroad Association "Volunteers" with a solid 11-7 victory on September 9 at Exeter, NH. Thus, the B&MRRHS team finishes with a 3-1 record (an opening loss to the BMRA, victories over NHRHTA, the 470 Railroad Club and BMRA), a season to be proud of! Winning pitcher for the Yankees on September 9 was Joe Shaw, with late inning relief help (or hindrance?) from Phil Stockbridge.

We'd like to thank everyone who supported the team this year, **TRAINS** magazine for bringing us to national prominence, and the other railfan organizations who either challenged us or accepted our challenge. Next year's (expanded) schedule is on the drawing boards now, and will appear in the Newsletter next spring. Have a great winter!!!

We have begun to assimilate all the data from the membership surveys, and were pleasantly surprised with the large return. Over 500 surveys were sent in!!! We will have a complete report on the surveys probably around the first of the year, but we have already taken many of the ideas expressed in them to the Board of Directors, and in some cases, already implemented them. We also regret that it will be impossible to respond personally due to the questions that have been asked, due to the sheer numbers, but will "answer" what we can through our report. Again, thank you for the tremendous response!!!

Members renewing for the 1984-1985 membership year are reminded that the annual dues are now \$17.00 not \$13.00. If the correct amount is not sent, it will slow up the return of your membership card, and complicates matters for our Membership Committee also.

Members joining the B&MRRHS for the first time during the 1984-1985 year will not begin to receive their BULLETINS until we get caught up with the 1984 year. 1984 members still have to receive the Spring and Summer issues, both of which should be mailed by January 1985. The 1985 BULLETINS should begin around early 1985. (Please note that these are not rock-firm dates, they are the best projection that we can make with the information available to us now). We ask for your patience in this matter.

Boston & Maine 4-4-0 locomotive and caboose have been moved from its resting place to across from the Hotel Coolidge in White River Junction, and a flatcar is being refurbished to add to the display. Engineers involved in the move/restoration have not ruled out the possibility of operation, but that is strictly rumor at this point.

It's always sad to hear that a fellow editor is "hanging up the typewriter", so to speak, especially one that has been a "pen-pal" for a few years. I speak of Jim Conroy, who is stepping down as editor of the Mohawk & Hudson Chapter NRHS's newsletter's Interchange column (their Interchange is a current events column, unlike our commentary column). Jim has kept the Callboard (and B&MRRHS Newsletter) supplied with D&H doings over the past few years, especially since the D&H joined the GTI fold. Congratulations on a job well done (seven years worth!!!) and enjoy your newfound spare time, Jim!!!

HIGHLIGHTS OF THE SEPTEMBER B&MRRHS BOD MEETING

The September meeting of the B&MRRHS BOD was called to order by Chairman Forrest Mack. The minutes of the previous meeting were accepted as read.

First on the agenda was a discussion concerning prices on material for sale from the B&MRRHS Archives. Harry Frye proposed a policy of cost plus \$5.00 for members, cost plus \$10.00 for non-members. After some discussion, the policy was accepted by the BOD. This policy pertains to copies of blueprints, etc., that may be sold by the Archives.

Bob Hagopian announced that he will serve as interim program chairman after Art Purchase's term is up, at least until a regular chairman can be found. If anyone would like to assist Bob, or would like to be on the entertainment committee, please contact the BOD at your earliest convenience.

Bob also mentioned that his committee is looking for a computer for the Membership Secretary, if any member has a computer that they are either updating or selling, the B&MRRHS might be interested. Please contact the BOD or any officer or committee person. We're flexible on our needs, but we do need a printer with it, and preferably a unit that isn't obsolete and that you can still get software for.

Dick Symmes and Gloria Stone addressed the BULLETIN situation. Gloria said the Winter 83-84 issue was almost ready to mail (mailed September 19) and had enough material to provide two more issues before year's end. Gloria also asked for good quality slides for covers and repeated a plea for more articles.

Bob Hagopian read a letter complimenting Dick Symmes as BULLETIN editor and the selection of Gloria Stone as his replacement. Forrest agreed that we did indeed make a good choice with Gloria.

Dave and Dora Lamson announced plans to produce sweatshirts with the B&MRRHS' logo on them, and are also looking into mugs. The BOD OK'ed proceeding with both sweatshirts and getting prices on mugs.

Dave then addressed the fact that a small but very vocal minority has been complaining about the B&MRRHS softball games. Dave stated that even though he had no interest personally, he could see merit to them. Forrest pointed out that this was one way to make meetings more diverse, and Don Clerke added that cost was minimal and anything that promoted the B&MRRHS in a positive manner was a good thing. Several people don't agree, but general consensus was that the major reason for this irritation was the lateness of the BULLETIN.

Dora Lamson gave the membership report, we have a total of 1764 members, with 418 still unrenewed for the 1985 year.

Don Clerke mentioned that he is looking into having the excellent Stan Whitney movies put onto videotape, for sale to the membership, and will report back at a later date. Don then brought us up to date on the progress for the Railroad Extravagaza: all is proceeding well, except for a problem with a mold for a special-run HO car. A different car might have to be purchased. Don asked for volunteers to help at the show as last year. Speakers at the banquet will be Mr. David Fink, President of CEO of Guilford Transportation. Dennis Adams asked for ideas in general on

how to commemorate the Flying Yankee's 50th anniversary next year. Running it seems to be out of the question at this time, but other plans are in the works and we are looking for more ideas. Contact the BOD or Dennis at the Newsletter address.

Art Purchase mentioned that we should be having our November meeting at the North Shore Model Railroad Club again this year.

Tellers were appointed for counting ballots at that evening's election: Dora Lamson, Dennis Adams and Mike Gaudette were appointed.

There being no further business to come before the BOD, Forrest called for a meeting to adjourn at 6:25 p.m.

TWIN STATE RAILROAD UPDATE

The new Twin State Railroad, operated by the Lamoille Valley has been hauling more tonnage than its western counterpart. Starting with about five cars a day, in June, the Twin State now handles up to ten cars, the limit for the Alco RS-3 stationed at St. Johnsbury. On a Friday visit to St. Johnsbury in early September, Lamoille Valley RS-3 7803 went on duty around 2:00 p.m. and had thirteen cars left by the CP local. Three cars had to be left behind because of too much tonnage. The RS-3, looking a little worse for wear, burred out of town about 2:30 p.m. It threads through St. Johnsbury crossing Route 2 twice on the outskirts of town and hugging the edge of Moose River. Some nice shots can be had along the river. Pacing the train is easy, the tonnage makes top speed about 10 mph.

Stations still exist at St. Johnsbury, Concord and Gilman. The only stop the RS-3 makes is to switch the Georgia-Pacific mill at Gilman around 4:00 p.m. and descended the steep incline from the maine line to the mill. About one and one half hours are spent shuffling cars, and then the train heads for Whitefield.

A perfect reflection in the Connecticut River can be had if you're lucky, at the three-truss bridge at Lunenburg. From the 470.

MORE ON STEAMTOWN

While the railfan world has waited eagerly for word of initial Steamtown operations in Scranton, PA., most of the action has been in the political arena. It appears that the Steamtown project may have suffered a serious blow with the resignation of Executive Director Don Ball, Jr., this summer. Problems arose when Scranton Mayor James McNulty and others decided that Ball's vision of Steamtown as a historically accurate "Rail Mecca" was too cumbersome and not sufficiently geared toward tourism (read \$\$\$\$\$). Hence, Scrantonian James A. Gillespie was named General Manager of the Museum and demoted Ball to the number two position, which sent him packing. While Gillespie's credentials as a businessman are well established, he has no previous railroad or museum experience.

Subsequently, Mary Ellen Keating has been appointed by James Gillespie as Director of Media Relations and Public Information. Ms. Keating, too, does not have a background in railroading or museum operation.

These appointments raise some concern that the original focus of Steamtown as the definitive operating railroad museum may now have shifted to a tourist-commercial operation. Hopefully the new crew at Steamtown will recognize the significance of the histori-

cal treasures entrusted to them. Hopefully, Steamtown will not become another "shoot-em-up-cowboy" train ride, but the carefully planned and restored operating railroad museum that many hope - and know - it can be. From the 470.

After a number of delays, New England Rail's HO scale B&M long style #104000 series caboose are expected by December 1, 1984. Two versions will be available, the original narrow-minitor style and the rebuilds with the full-width cupola.

Only 125 of each series are being produced, and most have been reserved already, the remainder will be available on a first-come-first-serve basis at \$77.50 each, plus \$3.00 per order shipping. For more info, or to reserve:

New England Rail Service
Westmorland, NH 03467.

Bob Warren reports via "Steel Wheels" that VIA 6-4-6 sleepers 1194 and 1195 are now stored and surplus. These cars are the Greenhurst (ex-Boston & Maine # 33 Rye Beach) and Greenwald (ex-Boston & Maine #34 Salisbury Beach). Also in this group are ex-Bangor & Aroostook #80 North Twin Lake (VIA GreenGables) and Bangor & Aroostook #81 South Twin Lake (VIA Greenoch).

NO, THE BULLETIN STAFF ISN'T OUT PLAYING SOFTBALL. . .

. . . but that's apparently what some people are thinking.

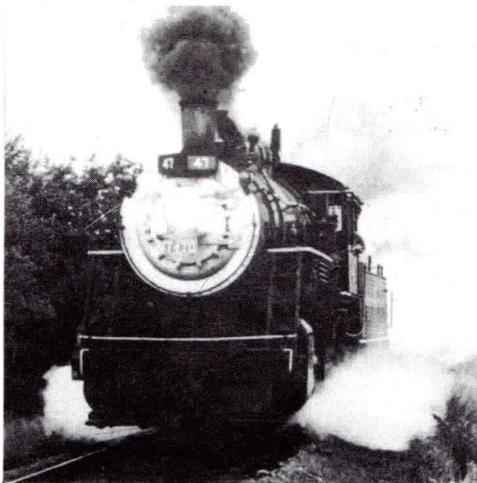
In the past few weeks, a small but vocal group of people within the membership have been rather critical of the Society's "game efforts", and I must admit some confusion as to why. I can understand someone not liking softball, I can understand someone not wanting to play, I can even understand someone not wanting to attend the games at all, but what I find difficult to accept is the ear-scorching criticism that has reached us lately.

The only logical reason that anyone can come up with is that the lateness of the BULLETIN is now wearing thin, and people are getting upset. Now, this I can understand. Softball's no substitute for the BULLETIN.

True, playing softball has nothing at all to do with railfanning (this has been the number one complaint). And we agree. But playing softball has nothing to do with going to work, going to church or going to school, but schools, places of employment and church groups have softball teams too (Kalmbach has two!!!). So, we're not unique.

But, we do have a good time. And we do accomplish an awful lot. Between innings of games, committees have been formed and staffed, ideas have been interchanged between members of other groups and the Society, and a great number of projects have been started or expanded upon as a result of conversations begun at these games, both within the society and with other groups. Cost has been negligible, a total of twenty dollars for five games, the return has been many times that. Besides, the fresh air and exercise is good for you!

We'd like to offer an invitation to everyone to come out next year and join in the fun, get in on the bull sessions and get some fresh air. But, watch out. . . you might end up assigned to a B&MRRHS committee!!!



0-6-0 # 47 steams up the hill.



4266 ran again - magnificently!!!

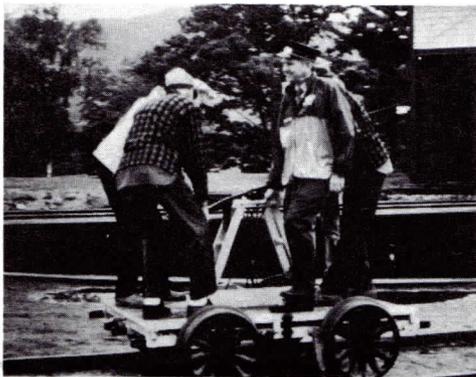
CONWAY SCENIC RAILROAD'S ANNUAL RAILFAN'S DAY HUGE SUCCESS!!!

The Conway Scenic Railroad's annual Railfan's Day was a great success, despite the dreary weather conditions and rain.

The day began with the departure of a mixed train for Conway, behind restored-to-operation Boston & Maine F7A 4266. A three-way meet was staged at Conway between the mixed, the regular train, and another passenger train made up entirely of Pullman green cars.

As usual, there were many photo runs up the hill by the North Conway depot, as always much to the delight of the attending railfans, but much to the displeasure of the golfers at the course located next to the station.

Doubleheaders, both steam and diesel and pure steam; the Intervale Extra and entertainment by Conway Scenic President Dwight Smith and a night photo session topped off an exceptional day.



CSRR president, Dwight Smith (in the two-tone jacket) takes a spin on the handcar.

CONRAIL BIDDERS NARROWED - The number of bidders being considered by the Transportation Department to buy Conrail from the government has been reduced to three. These are the Norfolk Southern Railway and two investment groups, Alleghany Corp. and J. Willard Marriott & Associates. This last group includes the Bass brothers of Forth Worth. This list indicates that three semi-finalists have been eliminated, the Conrail employees, Citicorp, and Guilford Industries. This story is far from over. Chessie has already warned that they will fight any NS takeover on anti-trust grounds. The Conrail board has said that they may reject any bids or buy out the government interest themselves. Following large government investments during its first few years, Conrail has turned a profit the last two years and expects to make \$500 million this year. **From the 470.**

CV3609 (yes, it is an Alco) is said to have been taken out of service due to "smoke pollution"; perhaps they will read about Alcos and their problem with turbo lag causing excess smoke at times.

CV4926 is still in the roundhouse at St. Albans - it has had its nose chopped but is still lacking its long hood and new front windshield. Shortage of shop forces has held up its completion and return to service. **From the Narragansett Newsletter.**

WARE VALLEY PASSENGER TRIPS RETURN

Weekend passenger trips on the MassCentral Railroad will resume in September after a nine month absence because of equipment problems. Daniel Moscato of Hardwick, whose Ware Valley Rail Associates began running excursions a year ago this fall, said MassCentral has purchased a new "used" diesel engine (an ex-Santa Fe CF-7!!!).

The excursions will run Saturday at 11 a.m. from Ware to Palmer and back. A second run will start at 1 p.m. and will go from Ware to South Barre and back. The schedule will be reversed on Sunday.

The starting point will be the former Sibley's Hardware Store parking lot off Route 9, just north of the MassCentral bridge at the east end of town. The cost will be \$6.00 for adults and \$4.00 for children ages 5 to 13. Children under 5 ride free.

Ware Valley Rail Associates leases a MassCentral engine to pull its former New York Central (later Amtrak) snack car over the branch line. The snack car is a combination passenger coach and food car.

A major engine failure in the former Southern Railroad diesel used to pull the coach sidetracked excursion service last January, Moscato said. **From the Springfield (MA) Daily News. Submitted by Wallace Meyer.**

Arthur Stanhope writes in:

In **TRAINS** magazine of April 1984, was a comment to the effect that **Railfan and Railroad** editor Jim Boyd had attempted to have the B&M/MEC's Flying Yankee stand in for the Zephyr on its 50th Anniversary.

I take it from this, that Mr. Boyd had some kind of scheme to run the Flying Yankee in place of the Pioneer Zephyr's running on the CB&Q.

The biggest problem with that is the fact that the Flying Yankee is far from being "preserved" and is just a shell of its former self, being heavily vandalized inside and out.

A much better candidate would have been the original Pioneer Zephyr itself, long preserved by the Chicago Museum of Science and Industry. It is now the focal point of a railroading exhibition at the museum with special guided tours through it.

About two years ago, I took Edaville to task for the condition of the Flying Yankee. In all fairness, while the train is still settling into the ground as mentioned before, it should be noted that the rest of the problems have been caused by that national disgrace, vandalism. Edaville has been hit by this in various areas and the Flying Yankee, with its large expanse of windows, has been a prime target in the past.

1985 is the 50th Anniversary of when the Flying Yankee started running for the B&M/MEC. Anyone have any ideas on how to celebrate this?

Arthur Stanhope

CV Gets a Piece of the Rock ... during the summer in the form of two EMD GP-18's. The units are both high short hood, dynamic brake-less engines.

CV	RI	SERIAL NO.	BUILT	PAINTED	CV
3602	1341	25458	2-60	Yes	8-84
3614	1353	26942	10-61	Yes	8-84

The 1353 arrived on train 444 on July 27th, while 1341 followed on July 28th. Both were in a red primer colored paint. CV paint was immediately applied and were numbered into slots of defunct Alcos. It is rarely that a unit of a different class is numbered into another class' number. The engines were out on the road within a week or so. **From the Narragansett Newsletter.**

New England Milling ... A new industry located at the Willows (Ayer) on the B&M, large scale grain/milling operation for Prince Spaghetti of Lowell. Just started operations recently and supposedly will be getting unit grain trains in the future. For right now, it appears that they're getting 20-30 car blocks. Trackage is interesting because it includes a large Loop track. Also, the Springfield Terminal Company is doing all switching. They also have their own locomotive. It came via Conrail at Fitchburg Friday, July 13th. Reporting marks were ANWX #10.

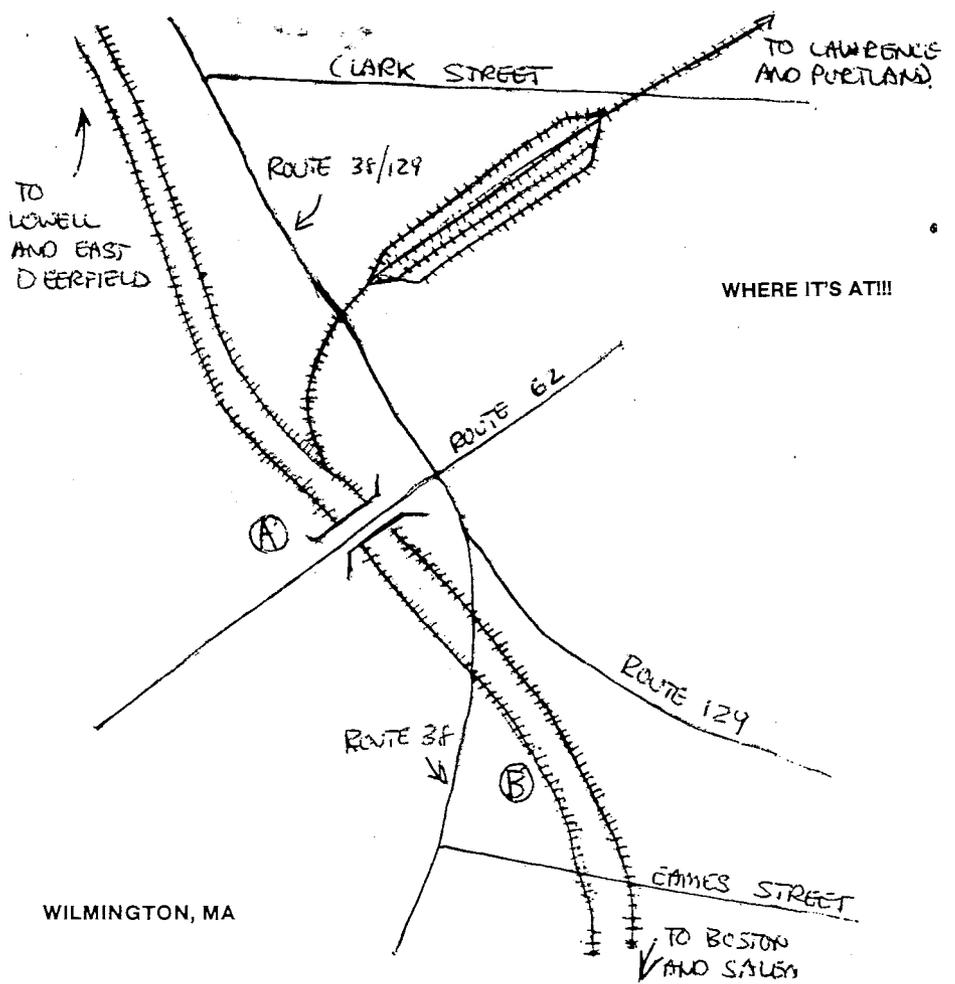
Speaking of Ayer, most of the Hill Yard is now out of service. The B&M is building a new piggyback facility here on the west side of the yard, plus a dry bulk cement unloading terminal on the east side. Rumor has it, these two facilities will replace both piggyback & cement terminals in Boston. **From the Narragansett Newsletter.**

Historically, Wilmington has been a rural community. There were never mills or large businesses. As recently as 30 years ago there were no significant industrial rail users in Wilmington.

Today, however, Wilmington industry has become a significant rail user. The two largest users are Sweetheart Plastics and Independent Cement. There are several other users in the area including Olin, Wilmington Grain and Building Materials, and Brewsters Lumber. In fact there is so much activity in the Town, that a switcher is permanently assigned to Wilmington. Switching generally occurs during daylight hours. I have not studied the operations in enough detail to know how the cars arrive at Wilmington, however I know that a good number of them are dropped and picked up by through freights. BODO and DOBO run through town as do EDSA and SAED. DOBO and SAED usually pass through Wilmington between 9 P.M. and Midnight on weekdays. DOBO generally sets off cars at Clark St. before continuing to Boston with about 25 loads of gravel. EDSA and BODO have been observed at 9 A.M. and 5 P.M. respectively. But these times may not be typical. Commuter rail trains from Boston to Lowell run all day with the last train around midnight. Any Boston-Portland trains would also be seen at Wilmington.

To reach Wilmington, take route 129 west from route 93 and proceed west to the intersection of route 62. There are many vantage points in the area. For hungry railfans Bill and Bob's Roast Beef and Dunkin Donuts are located right along the mainline and are open past midnight. If you want to be within 30 minutes of Boston, and you don't mind nocturnal train watching, Wilmington might be worth exploring.

Robert C. LeBlanc



Boston & Maine Railroad Historical Society

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DEADLINE FOR DECEMBER NEWSLETTER IS NOVEMBER 10.

BULLETIN UPDATE:
Winter Issue mailed 9/19
Spring & Summer '84 Issues
being pasted up.