

AN IMPORTANT MESSAGE TO ALL ORGANIZATIONS AND INDIVIDUALS WHO WISH TO HAVE THE B&MRRHS MAIL THEIR FLYERS

During the last two months we had a very bad situation develop when a member who helps out the B&MRRHS a great deal wished us to enclose a flyer advertising a show that he was producing. Due to a series of unplanned and unexpected 'disasters', the flyer could not be enclosed. Needless to say, he was most upset at this turn of events, especially since he had originally delivered the flyers in plenty of time, albeit unfolded.

Occasionally, these unforeseen and unfortunate occurrences do happen, even when we have the best intentions, so this seems like a good time to review our policies on inclusion of flyers in the B&MRRHS publications.

1) All flyers must be printed on lightweight stock, preferably twenty pound. We have first class weight restrictions to worry about.

2) All flyers can be no larger than 8½x11 inches, and **must be folded in half**. Any flyers that are delivered unfolded **will not** be mailed, unless **you** take them back and fold them, or we have them folded by our printer and you will be billed for the charges. All billing **must** be paid **before** we can mail your flyer. When we work with volunteer labor, and have to stuff 1600 plus Newsletters for BULLETINS, the least you can do is help us out by having your mailers folded so that we can get our mailings out on time.

3) All mailings **must** go through the Newsletter editor, since the editor is most likely to know when your mailing can be mailed, and how many we need for our mailings. Please **don't** give them to a friend who has a friend on the Board of Directors, and expect them to be mailed at your convenience. Please follow this procedure and save us all some grief.

4) B&MRRHS and other non-profit organization flyers are given **top** priority.

We are happy to include your flyers with B&MRRHS mailings, but please follow the guidelines listed above and save us all from having to apologize again over not being able to include your flyers. Thank you.

As luck would have it on August 31st I intended to drop in for breakfast at John's Restaurant (Where the old Rochester depot used to be



Jeff Ursillo sends us this photo of the SPENO train during its recent visit in Boston. The train was in a very inaccessible location, and Jeff had to use a 400mm lens to get this photo!

sited.) About 8 AM lo and behold, the south-bound consisting of loaded gravel hoppers of New Hampshire Northern had, at about 5:30 AM as it transited the stretch of track between Summer Street and Portland Street in Rochester, NH, climbed the high side rail on the curve there beside the restaurant, rolled the rail over on its side and went on the ground for four car lengths (the middle four cars). The head end hoppers still on the track were hauled to Dover, leaving the second engine at Rochester on the passing track. The Guilford crew arrived and a try was made to re-rail two of the grounded hoppers that were behind those cars that went to Dover. NHN's blue Geep eased down inch by inch to the bitter end of the unspread iron and made a hitch by steel cable to the knuckle of the engine and the drawbar of the first of the two hoppers to be re-railed. Like the little engine that said, "I think I can", its amps went off scale and it was apparent that these loaded hoppers (and wet from the previous night's rain) were going nowhere with one engine pulling. The NHN's 1756 was ordered down from Ossipee to assist. He arrived shortly and intended to run

around the mess over the weed grown tracks of the old WN&P and on into the wye and then back up to make the hitch to the lone engine that had tried. Murphy's law again! ... Someone had spotted two pulp racks on one leg of the wye and so everything came to a halt 'til they could be re-spotted somewhere... However, with the second unit in MU mode now, the pair took a strain on that cable and the black smoke flew and the deadweight hoppers creaked and groaned and swayed and eased onto the re-rails and dropped onto the good iron with a heck of a earth shaking thump as each set of trucks settled down. It was then 12:30 PM. I left for home. **From Steve Cook.**

A new schedule is in effect on the B&M's Eastern Route. Effective July 1, major bridge work has slowed the services down about ten to fifteen minutes between Boston and Salem. The notice posted at North Station mentions bridge work and new rail work continuing for eighteen months. I rode in from Swampscott on Saturday, July 11 and noticed the flagman gets on at the Saugus Branch junction in Lynn. The Saugus River bridge near General Electric has a barge working on the outbound track side putting in steel piles. The single track running extends to the grade crossing in Revere at milepost B8, where the flagman waits at the crossover.

Draw 7 in Everett has workers removing assorted track material from the out of service track there. Great stacks of new rail wait at the Lynn yard.

Salem Depot was dedicated by MBTA officials and local politicians on Friday, July 31. Included was an open house aboard the first four Messerschmidt coaches. The station opened for commuters on the following Monday, and even on Tuesday, MBTA officials were on hand to direct people.

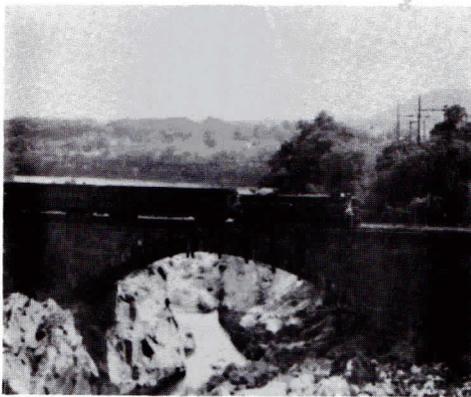
The Salem News interviewed commuters on Monday and heard praises for the open air, cleanliness and ease of parking. The 200-car parking lot is nearly full every day. The News also ran an article comparing car, bus and rail to Boston. The bus is cheapest and takes 52 minutes; the car is most expensive; and the train is fastest on the pre-construction schedule, and comparable now with the delays. **From Steve Butterworth.**



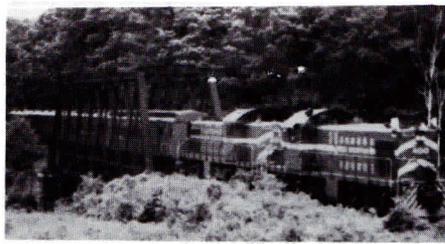
Steve Cook sends us this photo of New Hampshire North Coast's now lettered Geep that he snapped at Rochester, NH recently.

**LET'S GO RAILFANNING....
With the B&MRRHS!**

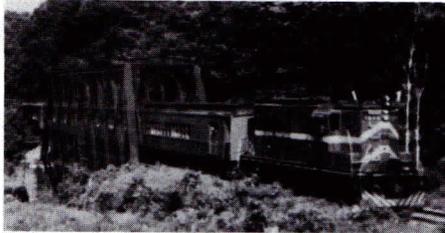
This month, let's make a trip north to Bellow's Falls, Vermont, and attend the Green Mountain Railroad's Railfan's Day, held in June of 1987. As we enter these cooler fall days, it's a little hard to remember the ninety-five degree heat of that weekend, but the GMRC's show kept our minds off the heat wave!



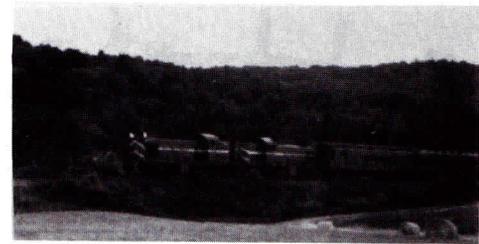
During the day, a special trip to Cold River was run, giving those in attendance a chance to pick up some rare mileage. Here, the train is seen on the bridge just outside the North Walpole roundhouse.



It's getting a little tough to find RS1's pulling passenger trains anywhere, but here we see two of them pulling a passenger extra (white flags and all!) through a scenic vista that was enhanced by a little judicious brush-clearing a few weeks earlier!



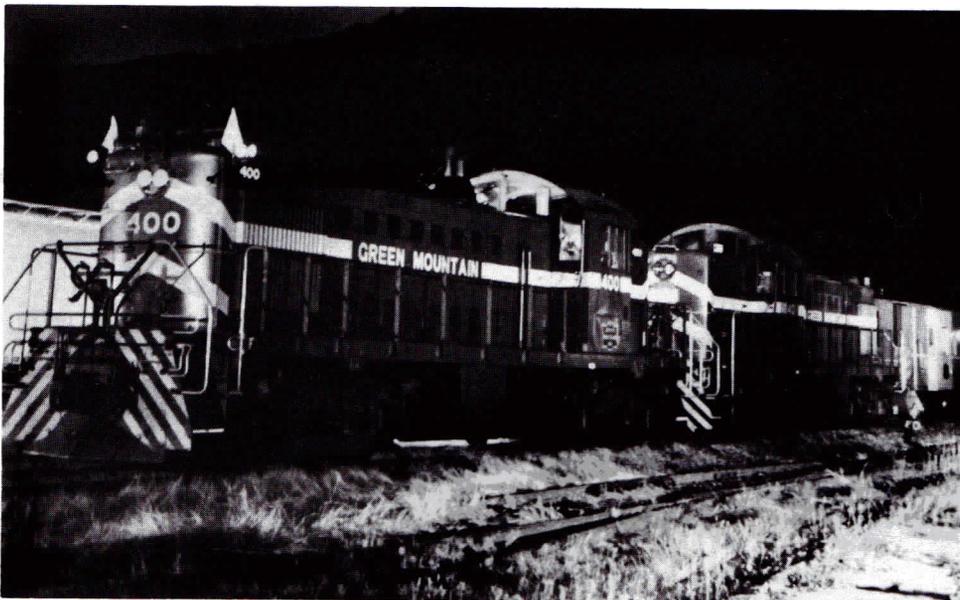
The Green Mountain's just repainted GP9 rolls through a bridge just beyond Brockway Mills, and this location was also used for a photo runby.....



The RS1's roll through a pastoral Vermont setting.



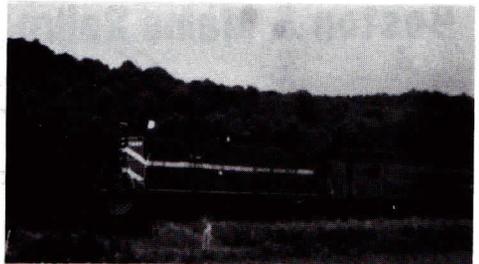
....as you can see!



The night photo session produced this dramatic scene.



Two RS1's roll a freight train through Chester, Vermont, past a passenger train in the hole for another photo runby.



The corn is just beginning to show its head through the soil as the 1849 rolls through a picture-postcard setting.

**SPRINGFIELD TERMINAL
ASSUMES CONTROL OF MOST
BOSTON & MAINE LINES**

On Saturday, September 5, all the employees on the Boston & Maine received two letters. One letter was from the Boston & Maine (Guilford Transportation Inc.), abolishing all of their jobs, the other was from the Springfield Terminal Railroad, asking them if they'd like to stay on. The only trackage that will remain under the Boston & Maine is a section of the Connecticut River line. Somehow, the Boston & Maine deserves a better epitaph, and the Boston & Maine Railroad Historical Society has a new challenge! **From Joe Shaw and Newsletter staff.**

A 20-mile recreation trail from the Lowell/Chelmsford line to Sudbury, along the abandoned Boston & Maine (Conrail/Penn Central/New Haven) track could be a reality in three to five years. The trail would be used for bicyclists, joggers, horseback riders, etc. According to an article in the Lowell Sun, the idea is coming across some opposition from the seven communities along the line. Questions still need to be addressed as far as who will police the line as well as maintenance and upkeep. Also, will motorized vehicles be kept off?

The cost is likely to be an estimated \$1 to \$2 million, which could come from the DPU. One flaw overlooked in the newspaper article is that the rail line from Concord to Acton (Wick's Lumber, etc.,) is still in use! What will happen there? **From Jim Nigzus.**

Congratulations Department...

We have a double batch of congratulations going out this month!

Congratulations go out to Mass Bay Railroad Enthusiasts president **Bill Crawford** and his wife, **Carol**, on the birth of twin daughters, **Erika** and **Emily**! Bill promises to bring the two "new railfans" trackside as soon as possible!

Congratulations also go out to Conway Scenic Railroad good guy **Joe DiBartolomeo** and his new wife **Ellie**, who were married recently! Best of luck, folks! (There's no truth to the rumor that the DiBartolomeo's spent their honeymoon on the Woburn Loop!)
