

**ALL MEETINGS ARE HELD IN THE 1st UNITARIAN CHURCH IN WOBURN, MA., UNLESS OTHERWISE NOTED!
MEETINGS BEGIN PROMPTLY AT 8:00 P.M. UNLESS OTHERWISE SPECIFIED!
THERE WILL BE NO MEETINGS IN WOBURN IN JULY, AUGUST, AND SEPTEMBER!!!**

As I approach the mid-point of my year as Chairman of the Board of Directors, I feel the time has come to write an Interchange column. There are many points that I would like to address about the "B&M Bulletin" and the Society as a whole.

First, the Society's financial picture. The Jan./Feb. newsletter has only been out to the membership for about three weeks and your response to Dick Symmes' letter about the voluntary assessment has been overwhelming! Not only have over 100 responses come to us, but most were more than the \$8.00 for which we asked. In addition to these donations, the Society's joint train show with the Salisbury Point crew was a smashing success once again. Many of you have bought the Society's video tapes through the mail or at shows, but few of you may realize that these are the work of one person, Gerry Babyok. Through Gerry's generosity and desire to see the B&MRRHS grow, the tapes have been a major fundraiser for us. These things, combined with attendance at many of the local train shows, and the "Best of the Bulletin" book coming out in early Summer have shown that the B&MRRHS is alive and doing quite well, despite rumors that have been circulated to the contrary.

The decision was made at the March 12th Board meeting to send the Bulletin to the printer. Hopefully it will be in the mail by mid-April. Again a vote of thanks to all who helped the Society through this lean period. That is behind us now, and "the future's so bright, we gotta wear shades!"

For all of the newer members, I would like to explain some of the "basics" about the Society's membership. As you may know by now, the Society publishes a bi-monthly Newsletter, as well as the "B&M Bulletin". The Newsletter mailing label contains, on the first line, your dues expiration date, your membership category, and your membership number in that order. Renewal notices are sent out about one month before your dues are up, as well as your label being marked. Membership cards, in order to cut costs, are sent only to those members who send a stamped, self-addressed envelope with their renewal. They have **not** been discontinued!

Now, I would like to talk about the **Bulletin** itself. The "B&M Bulletin" has always been our best method of getting the railroad's history out to our members. It is a benefit of membership, and **not** something to which you subscribe. This is a subtle distinction, but one that needs to be made. When you subscribe to "TIME" magazine, for example, you are not doing so to support Time-Life, Inc., but to get the magazine. On the other hand, when you join the Society, you are helping us to achieve our goal, the preservation of the B&M's history. The B&M Bulletin is a **benefit** of this membership, a way for us to show some of the history we are preserving.

The B&MRRHS membership currently stands at over 1500 nationwide, as well as having members in Australia, Canada, England and Switzerland. We are a strong organization, and judging by the responses to the voluntary assessment, an organization of loyal and supportive members. With the kind of support that you have shown over the past few months, it makes all the hard work of the Officers and Board of Directors a little more satisfying. Again, thank you for all the help and support.

Jeff Ursillo
Chairman, Board of Directors
B&MRRHS

**RUMINATIONS ON THE NEWSLETTER
(Postponed from last month!)**

When last we left our discussion of the B&MRRHS Newsletter, we had determined that we would shift from a monthly format to a six-page, bi-monthly format, and that we would continue with a first-class mailing for the time being. Since a couple of months have elapsed, and we have been able to get some feedback from the membership, we can pick up our discussion from here.

First, and probably with a note of sarcasm in our editorial voices, since Scott and I announced that we would be hanging up our typewriters at the end of the year, we have not exactly been trampled with offers to take over the mantle. Since Scott and I are already committed to several projects after the first of next year that will not leave time for preparing the Newsletter too, it would seem that the future of the Newsletter relies upon some generous soul or two coming forward and offering to help out. It's not a terribly difficult job, but it does require a good command of the English language, grammar, and about fifteen hours of spare time per month. If it is feasible, we can continue to handle the mechanical and printing work for the Newsletter, but just cannot continue to completely produce the Newsletter. And, after all, seven years is long enough at any one volunteer job. We've also had a bit of trouble getting the Newsletter out in the past few months, starting with the usual holiday hassles connected with the December issue (not once in seven years has that one gotten out on time!), and with the January/February issue, we were done in one two consecutive weeks by Mother Nature's dropping several inches of the white

stuff on us here (and, as an aside, most of the Newsletter staff was also involved heavily in planning of the **very** successful joint B&MRRHS-Salisbury Point Trains Unlimited 2 Show.) With this issue, we hope to be somewhat back on track.

One question that we get often at the Newsletter offices is: "Why do you print information from other railfan organizations' newsletters when 'first person' reports are better?" We wholeheartedly agree that the first-person approach is so much better, but if we spot something that another organization has printed that would be of interest to B&MRRHS members, but no one in our organization lets us know about it, we have two choices: Ignore it and get blasted for not letting anyone know about it; or "borrow" it from another newsletter, credit it appropriately, and get blasted for not having the "personal touch." True, we could take the story, rewrite and re-edit it and put our own by-line on it, but that would be "unethical," and there does seem to be an unspoken rule among the various newsletter editors around New England that "this just isn't done!" It's a nice policy, and we have **no** intention of violating it.

The reviews from the membership concerning the bi-monthly Newsletter have been mixed, some opting for accepting it as is, and others wishing for a return to the smaller monthly Newsletter, but mostly, there has been absolute silence as far as the change is concerned. This sort of makes us wonder if the vast majority of the membership even cares what we do with the Newsletter, and brings up an interesting proposition that we would like your input on. Basically, the overall proposal that has been talked about recently is a complete revamping of the type of "newsletter" that the B&MRRHS publishes. What the "news" Newsletter would consist of is a calendar of B&MRRHS forthcoming functions. (just like our current front page,); a report of the minutes of the last month's Board of Director's meeting; a report of the



Bob Foley informs us that Guilford is keeping a switcher at Wakefield Junction, MA, to handle the traffic still routed there. Cars are spotted by LA-1, and the crew comes a few days a week to work the lines.

entertainment at the last month's membership meeting; a membership report; notice of Society functions, special projects, and product information; and any additional information that the Board of Directors deems should be included in any particular issue.

Totally deleted would be photographs, current events on the railroad (possibly to be replaced by a "Current Events" column in the **BULLETIN**, at the editor's discretion), contests and locomotive roster information. Pro's and Con's: **Pro:** We would save enough money to almost print one full issue of the **BULLETIN** per year; we would **not** need a new Newsletter editor, because the "newsletter" would be basically assembled by the Board of Directors at their monthly meeting; and we could make it inexpensive enough to return to a monthly format, although to be truly cost-effective, it would have to be mailed via third-class mail.

Con: We would lose an effective form of interchange by and for the membership; the "Current Events" column in the **BULLETIN** would be printed only on an as-published basis, so there would be even more of a time lag between event and reporting; and third-class mail has its own disadvantages that many of us still remember from several years ago.

What has prompted this soul-searching as far as the Newsletter is concerned were some of the comments in the recent letters received in response to Carl Byron's request for comments in the January Newsletter. The overwhelming feeling put forth was that the **BULLETIN** proceeds at all costs, and that most other operations of the B&MRRHS were expendable. Several members mentioned the Newsletter by name (we hope that this was not a shot at your editors but just a concern for the Society in general).

Please remember that this is not a definite proposal, but just an idea that we'd like your input on. We're sure that whichever track we take, some will not like it (we sure have learned that over the last seven years!), and this may not even be a case of "majority rules" but we want to hear what you think. If you already wrote in back in January, your "vote" has already been counted but feel free to write again if you'd like. Send comments to either Newsletter address, **don't** send them to the B&MRRHS P.O. Box.

One other comment that we'd like to make before we sign off here, occasionally we get submissions with "personal observations" or other comments included within the text. Here's a word of warning: **don't** submit anything that you **don't** want to see printed as is, or put your "personal comments" on a separate sheet of paper. We've gone around too many times on the "edit my submissions" / "don't edit my submissions" merry-go-round to know which way is up anymore, and frankly, we're tired of dealing with it. Forewarned is forearmed. **Dennis and Scott.**

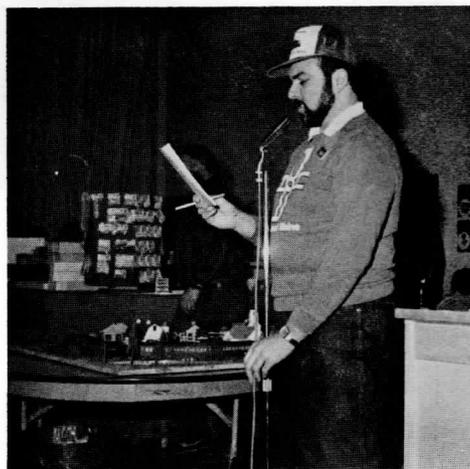
TRAINS UNLIMITED A GREAT SUCCESS

The joint B&MRRHS / Salisbury Point Historical Society Trains Unlimited 2 held on March 5 at the Amesbury Mass., Middle School was a smashing success for both organizations! We had a door count of almost 1000, and also had an extremely successful day at the sales tables! The B&MRRHS videotapes sold very well, along with the just-introduced B&MRRHS slide duplicate sets (see the flyer enclosed with this Newsletter if you want to order your own sets!) from the collection of the late Dr. J. Drennan Lowell.

We would like to thank the following B&MRRHS members, without whose assistance the show would not have been anything near the success it was: **Richard Nichols, Joe Shaw, Ed Felten,**



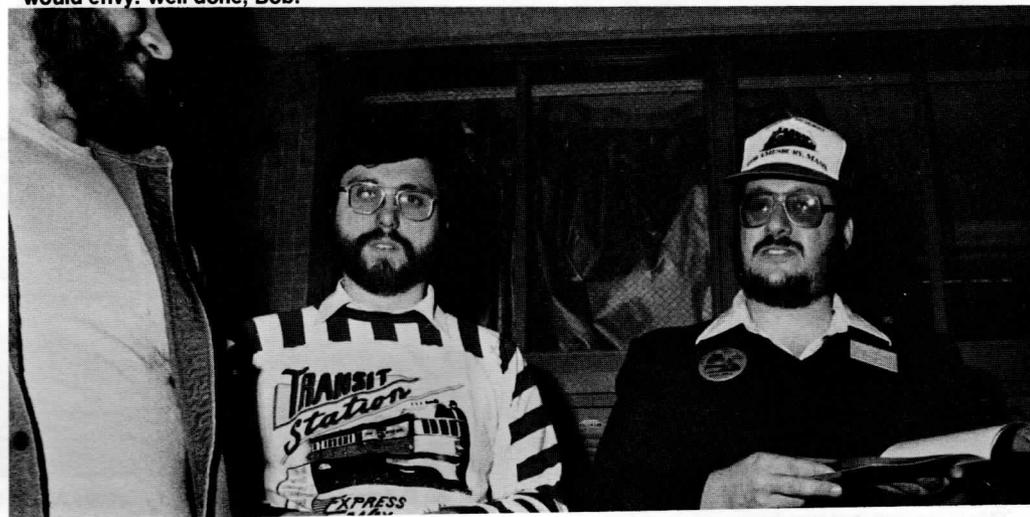
The B&MRRHS show crew mans the tables at the Trains Unlimited 2 show. From left to right are Jeff Ursillo, Ed Felten, John Alan Roderick and Brian Fons. Their efforts, and the efforts of the rest of the B&MRRHS and Salisbury Point volunteers netted the Society a record sales day, and that effort helped to get the next issues of the **BULLETIN** off to press!



Our Trains Unlimited 2 Master of Ceremonies was none other than former B&MRRHS president Bob Hagopian, who presided over the proceedings with a style that Johnny Carson would envy. Well done, Bob!



John Alan Roderick smiles for the camera while Jim Nigus, Jr., checks out one of the B&MRRHS' new slide sets during the Trains Unlimited 2 show!



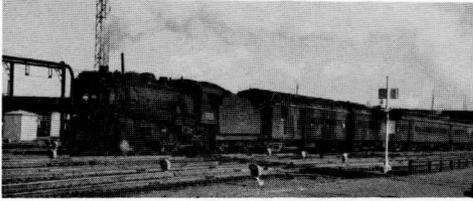
Pete and Mike Gaudette and Jeff Ursillo pause to swap notes during the Trains Unlimited 2 show. Check out Mike's sweatshirt, with the Flying Yankee image and logo on it. Apparently, a company called "Transit Station" produced the shirts, and rejected them due to a typographical error. Check out a local Ames department store (that's where we found ours!) and see if they have any left. Sorry, they aren't available through the B&MRRHS.

Jim Nigus, Jr., John Alan Roderick, Jeff Ursillo, Brian Fons, Dave & Dodi Lamson, (who helped plan the event before a change in employment forced them to move), **Dick Symmes, Bob Hagopian** (nice to see you again, Bob!), **Dennis Adams,** and **Mike and Pete Gaudette.** I'm sure

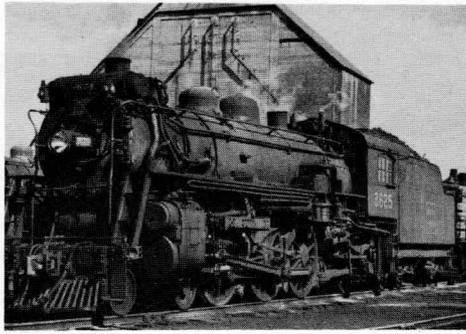
we've missed somebody or two here, and we apologize in advance if we have.

Congratulations go out to Conway Scenic Railroad Good Guy **Joe DiBartolomeo** and his wife, **Ellie,** on the birth of their first child, a daughter!

The B&MRRHS was recently made the recipient of a large number of color slides from the collection of the late Dr. J. Drennan Lowell. Here we have a look at Boston, Mass., during the years between 1945 and 1965. Enjoy!



A steam powered passenger train heads out of North Station.



B&M P2 Pacific 3625 sits by the coaling tower. NW2 1203, which will someday be re-engined with an E7 prime mover, is parked behind.



The B&M work train sits by the mainline.



B&M RS-2 1533 gets some attention between runs. Note the unusual paint scheme.



B&M 4266A and 4267A sit back to back in an unusual pairing. Of the two, the 4266A has definitely fared better, restored and on display at North Conway, while the 4267A might be the fender of your new car!



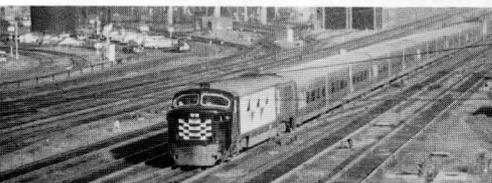
A Canadian Pacific E8, m.u.ed with a B&M E7 approaches North Station with either the Alouette or the Red Wing.



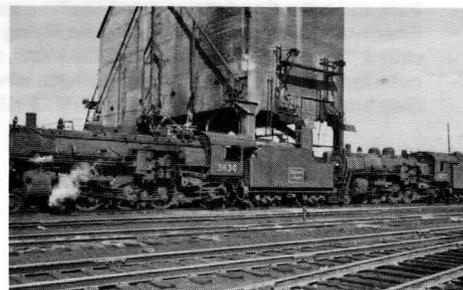
B&M E7 3814 waits for its next assignment. This is the unit that eventually will be painted in the questionably "attractive" McGinnis blue, black and white scheme.



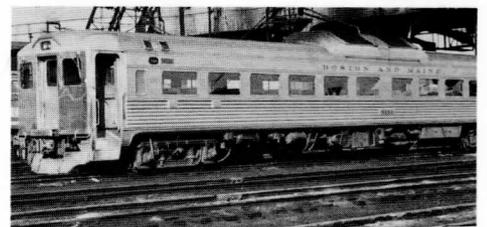
An E-7 powered passenger train leaves North Station in Boston.



The B&M TALGO rolls under the old Prison Point bridge near North Station.



Inbound F3 A&B pass an outbound GP-7.



A brand-new RDC sits next to the coaling tower at Boston Engine Terminal.

A substantial amount of the Alco's and G.E.'s that have served Guilford's railroads and others with good reliable service have taken another page in history. In early February many of the mighty units were retired. The list of the units is by which railroad had stenciling ownership:

B&M: 190,191,192,1576,1115, (The last 2 have been stored for quite sometime at Waterville.)
 MEC: 282,283,284,286,287,289,290,291,292,293, 593,578,579,226,231. (The 231 was scrapped on site at Fitchburg last year.) 801, 802.

D&H: (55 units) 650,651,652,653,654,655,656, 658,662,754, 756,757,760,5000,5001,5004,5005, 5006,5008,5014, 5015,5016,5018,5020,5021,501, 502,503,504,505,506,507, 508, PT Co. #1101 the last remaining Alco switcher that served Rigby yard and the consignees on Commercial St. in Portland is now stored at Waterville. D&H 755 a U33-C is stored at Colonie, a mighty unit in its time could be seen climbing Belden Hill.

D&H 452,455, remain at Waterville for extensive work. They have not been renumbered ST 71 and 73 yet. ST 72 remains stored at Colonie with a bad main generator.

B&M 302 and 309 remain at Billerica in need of repairs from accident damage. ST 625 and 630 remain stored in Billerica with parts used on other SD 26's. All SD 45's have been repainted by mid January. They're all looking good!!! The able painters at Oneonta have been busy painting other units. Some of the newer paint jobs to leave Oneonta are: B&M 200,211,310,312. All the B&M GP40's have been done with the exception of the following: 322,325,327,331,335, 339,341. The 336's frame and partial cab rests at Billerica. D&H units painted: 7323,7324,7401, 7402,7405,7406,7408,7411,7413,7417,7418,7419. The bulk of the "yard switcher" fleet remain out of service at E. Dfld. for various repairs. A good portion of the B&M GP 7's and 9's are also in need of repairs. NYSW units have been undergoing a renumbering series change, quite a few have been seeing through service to Portland. P&LE power has been seen on the Bow coal trains as well as a mix of Guilford power.

Freight schedules have been changed almost to a week by week basis but the railroad's best vantage to see trains appear to be Ayer and Lowell as long as the railfan keeps at a distance and respects the **NO TRESPASSING** signs for their own good. **Don LeJeune**

Some B&M trivia, courtesy of Steve Cook!

10 Years Ago (1978)

Davidson Rubber Co., the world's largest independent supplier of automotive parts, helps keep New Hampshire's rail system alive with the volume of its shipments

25 Years Ago (1963):

The Boston & Maine Railroad has petitioned the New Hampshire Interstate Commerce Commission for permission to drop the Wakefield to Wolfeboro run, citing minimal freight and no passenger service, and to discontinue the two trains a week from Milton to Concord.

50 Years Ago (1938):

The State of New Hampshire has bought the old railroad bed from the Boston & Maine Railroad, and on this line a new highway will be built directly from East Barrington to Gonic, then to the old depot and from there to meet the highway. (This is now present day Route 125 in New Hampshire).

Confidential to "Embryonic Author"

The B&MRRHS does not respond to anonymous requests of your nature. If you are serious, please contact us in a more professional manner, and we'll see if we can help you out.

...THE NEW MILEPOSTS ON GUILFORD

The following may help you to understand what you hear on your scanners: Only the new mileposts are listed as the old numbers remain in effect wherever the MBTA controls the lines.

Milepost	Location
329.7	Bike Shop (Fitchburg)
333.16	Wachusett
339.9	South Ashburnham
341.78	East Gardner
344.66	Gardner (P&W RR)
350.53	Baldwinville
355.42	Royalston
366.2	Orange
369.02	Wendell
371.3	Erving
373.62	Farley
379.6	Lake Pleasant
380.72	Montague
382.7	East Deerfield
385.36	Greenfield
393.68	Bardwell
398.39	Shelburne Falls
401.46	Buckland
407.36	Charlemont
410.88	Zoar
418.15	Central Shaft (Hoosic Tunnel)
431.43	Pownal
443.2	Hoosic Falls
467.89	Mechanicville

From the Narragansett Newsletter.

The end of an era at Rigby.

The era of the Alco switchers at Rigby yard has apparently come to an end, as Portland Terminal 1101, the last active (occasionally) Alco switcher was sighted dead in tow going

through Exeter heading west on the Boston & Maine. The Portland Terminal logo was painted out with green paint, but other than that, she looked just as good as she did switching cars at Rigby yard. Does anyone know where it ended up?

IT'S A WONDERFUL ORGANIZATION

This last holiday season, it seemed like every time we turned on the TV, we got to see the old holiday classic, "It's a Wonderful Life" with Jimmy Stewart. What does this have to do with the B&MRRHS? Well, nothing and everything. The other night, as Jeff and I were discussing the very positive responses we received from our requests for the emergency assessment to get the next issue of the **BULLETIN** off to press, we couldn't help but compare the parallel to the townspeople coming to Jimmy Stewart's rescue when he was going to lose his business. We received an absolutely incredible response to our request, and out of the one hundred plus that responded, (almost all with positive "keep up the good work, keep the faith and keep a positive outlook" messages enclosed!) more than 90 percent donated more than \$8.00 that had been asked for, and donations in the \$25 and \$50 dollar range were the norm, with even a couple in the \$100 range! Thanks to your generosity and support in what has been a very difficult time for us, the next issue of the **BULLETIN** has been sent to the printers, and should be in your hands with the next six to eight weeks, the U.S. Mail willing! Thank you again, your kind words, and even more important, your actions, have greatly lifted the spirits of this organization.



Normally out here in the Peoria, Illinois area, all I see of the Boston and Maine Railroad is a box car, hopper car or piggyback trailer. So you can imagine my surprise on Saturday, August 1, 1987 when I found B&M GP40 329 as part of the power consist of Norfolk and Western train D60G.

First, a little background. N&W train D60G is a local turn six days a week (never on Sunday) from Gibson City, Ill. to the Peoria and Pekin Union Railway in Creve Coeur, Ill. that is across the Illinois River from Peoria, Ill. The round trip is 152 miles. Call time is 8 a.m. with a 3 to 5 p.m. arrival at the P.&P.U. except Saturdays when it is 12 to 2 p.m. In the train designation, the D is for the Decatur District and the G is for Gibson City. The line used to be the Lake Erie and

Western (1887), then the New York, Chicago and St. Louis (nickel plate) (1923), then the Norfolk and Western (1964) and finally the Norfolk Southern (1988).

The enclosed slide shows the D60G entering the P.&P.U. yards with East Peoria, Ill. in the right background and Caterpillar, Inc. in the left background. The motive power is NS GP38-2 4162 (N&W) ex Illinois Terminal 2003, B&M GP40 329 ex Conrail 3245, Southern GP38-2 5000L (first of 257) and NS GP40 1344 (N&W). The train of 112 cars is long. Normally 10 to 30 cars are interchanged with the P.&P.U. No cabooses are used on this train.

The B&M unit was used on the local from July 27 to August 1, 1987. Why couldn't it have been in the lead? **Edward Johnson.**

