

that the ballots would be sent under separate cover. This decision, however, was not passed on in time to stop the side bar from being printed. Then on another page, a photo of Carl Byron, Past-President of the Society a couple of times removed, was shown with #1114, with the caption calling him President. Both miscues brought comments from the troops amounting to "What's going on here???" Well, having been in the publications and information management business myself for almost thirty years, I've found Mr. Murphy to be one of my most loyal companions. Murphy's Law lurks around every turn, and although we don't like these kinds of editing surprises, I am comforted somewhat to realize that I'm not alone when it comes to Mr. Murphy's memory lapses or erroneous information. I've seen a lot of typos and corrections in the New York Times lately. I still appreciate your help!!![ABT]

CONCORD (NH) TO NORTHFIELD EXCURSION SERVICE PROPOSED

If the Governor and Executive Council of New Hampshire cast an approval on August 11th, the way would be cleared for a new passenger railroad excursion service in New Hampshire. New England Southern Railroad Co. which currently operates rail freight service on the state-owned Concord to Lincoln Railroad Line, would like to operate passenger excursion service from Concord to Sargent Street in Northfield. New England Southern Railroad would commit to operating 1,500 train miles its first season starting in the fall, and 5,500 miles per year thereafter in a four-year contract. The state would get ten percent of the gross ridership ticket sales, and twenty percent of the gross would go to track maintenance. The run from Concord to Northfield is about 18 miles one-way, but state Railroads & Public Transportation Administrator, William Carpenter told the Union Leader that the railroad "is talking about starting at some midpoint, possibly a Canterbury site which would be more like 9 miles one way. They would like to start in the fall with some weekend excursions and fall foliage trips, he reported. The pleasure of the ride on the rails is worth something. It's difficult to get a railroad ride, anymore. There's only one passenger stop by Amtrak in New Hampshire, over in Claremont, and that's the only regularly scheduled passenger rail in New Hampshire other than the tourist railroads," explained Carpenter. [Submitted by Michael Lennon through The Union Leader, 8/10/93]

In a follow-up, also submitted by Michael Lennon, on the Concord to Lincoln Railroad Line story, a news article appeared a couple of days later that indicated that the Executive Council made a "minor" amendment, then approved a contract giving New England Southern Railroad Co. authority to operate a passenger excursion service from Concord to Northfield on the state-owned tracks. Approval came after Railroads & Public Transportation Administrator, William Carpenter assured Counselor Ray Burton of Bath that there would be no conflict with the other two shortline railroad operators who conduct passenger excursions. I want to make sure there are no squabbles among the shortline operators over boundaries," insisted Burton [Submitted by Michael Lennon through The Union Leader, 8/12/93]

[As this issue goes to press, the Granite State RR ran it's first run on the New England Southern on Columbus Day weekend. JLU]

NORTHSIDE AND SOUTHSIDE GOINGS-ON

Those who have ventured through the North Station area lately have probably noticed the high canopy, about 2-1/2 stories being erected over the easternmost tracks at the station. There is a lot of visible progress on the extension of all ten tracks southward back to the existing North Station. The track extensions allow about three more coaches to be added making the capacity of each track at nine coaches, (nominally 85 feet). The tracks were moved out under the Storrow Drive/Central Artery ramps from Leverett Circle in the late 40s early 50s until the extension. The canopy above is high enough to look almost like a train shed in many cities fifty years ago, but we need to remember that the Boston Garden is being torn down and being rebuilt over the tracks. All tracks are served by high-level platforms. It is also reported that Tower "A" is closer to extinction. Also the automobile ramps in back of Tower "A" toward old City Square built a couple of years ago and never completed are slated to be torn down. The design of the I-93/U.S. #1/Storrow Drive/Charles River interchange has changed several times, and now plans seem to be settled. The change eliminates a lot of ramps encircling the area like a plate of spaghetti, and uses more tunnel. A new locomotive, MBTA #1034 has reportedly been completed in June and should be in service, although I have not seen it. The new F40PH-2CM, built by M-K is the first of three (including #1035, and 1036) of an order placed several months ago. Work has reportedly begun on replacing the Neponset River bridge between Boston and Quincy which burned in the 1950s, when the Old Colony Division of the New Haven Railroad had ceased operations and the Southeast Expressway opened. The award for construction of a new 1100-foot concrete and steel span is vital to restoring service of the Old Colony Division to the communities south of Boston. And for the State of Maine, besides receiving the rolling stock of the Edaville Railroad, is receiving six former MBTA F10s, numbers 1105, 1106, 1108, 1112 1150 and 1153. The Maine Department of Transportation has reportedly paid a dollar each for the locomotives. The destination and planned use for the locomotives is unknown. [abt]

BELL FROM B&M #2709 AVAILABLE

Your editor is passing along information about a bell reportedly from B&M locomotive #2709 that is available for your collection. Any interested societies or individuals may contact Mr. Ralph Redonnet at 117 Radcliffe Road, in Belmont, MA, 02178; phone (617) 484-4767 [abt]

OTHER ACTIVITIES

The following lists some of the other activities in the region of interest to B&MRRHS members. Activities listed here are believed to be entered correctly, however the B&MRRHS neither endorses, nor assumes responsibility for any errors or changes to activities. Have fun, but please respect railroad and other private property.

October 22-24 - North Conway, NH, NMRA Northeastern Region Fall Convention, At Sheraton Inn, Rts 16/30, All type layouts, night photos, clinics, trade show, photo contests. Fan trip on Conway Scenic RR, banquet, Registration: Pat & Charlie Bettinger, 29 Foster Drive, Vernon, CT 06066, Phone (203) 643-5925, North Conway info: Steve Nickless (603) 356- 5637

October 30 - Littleton, NH, 14th Annual Model Railroad Show, Ammonoosuc Valley Railway Association, Continental 93 Motor Inn, Exit 38 off of I-93, 10:00a-4:00P Adults \$1.50; Children \$0.50; Children under 12 Free, Info: Hollis Emmons, Hill Top Rd, Box 337, Littleton, NH 03561, Phone (603) 444- 3369; eves 7-9p.m.

October 31 - Topsfield, MA, Northeast Spikes Railroad Club, 1st annual train meet, Topsfield Fairgrounds, 10:00 a.m. - 4:00 p.m., Adults \$4.00, Seniors and children under 12 \$2.00, Under 5 free, Info: Frank Cardoza, 68 Orchard St, Malden, MA 02148, Phone (617) 342-6690.

RUNAWAY RAIL CARS RUMBLE FOR MILES

Two train cars that rumbled down the railroad tracks from Wilton to Amherst, New Hampshire in the second week of August were not only without a brakeman, but also without a locomotive. Police played leapfrog from crossing to crossing, stopping vehicles until the freight cars passed by. There were no collisions. The runaway cars, filled with stones reportedly weighed about 75 to 80 tons apiece and reportedly rolled for five or six miles at speeds estimated by police at up to 35 miles an hour. Officials said yesterday afternoon that the incident could not have been accidental. "Somebody between 4:30 p.m. and this morning had to pull the bar and uncouple them," said F. Colin Pease, executive vice president of Guilford Transportation Industries, Inc. owners of the Boston & Maine Railroad. "Somebody has to pull the pin to release these things." Pease said that the railroad and the local police are working together to discover who was responsible. The two cars finally eased to a stop near the Milford- Amherst town line. They hit a flatter stretch of track and slowed down and stopped," said Geoffrey Wade of B&M. Pease said that if the cars had not stopped on their own, the company would have had to use a westbound locomotive to stop them by blocking the track. Fortunately, he said, it wasn't necessary. Police in Nashua blocked intersections in case the cars made it that far. They didn't. According to Pease, eight empty cars were taken to Wilton a couple of days earlier at about 4:30 p.m., and were loaded with stone. Quincy Sand & Gravel finished loading them at about 10:30 p.m., Pease said and all the cars were secure at that time. Later that night or early in the morning, he said, someone uncoupled the two cars. Pease said the cars could not have been released without intentional tampering. "We believe it was some sort of vandalism," he said. [Submitted by Michael C. Lennon, through The Union Leader 8/12/93]

UPCOMING BOOK ON VERMONT RAILROADS

I've received a note from Robert Willoughby Jones that he has been working on a new book similar to the Boston and Maine - Three Colorful Decades of New England Railroading. The new book, Green Mountain Rails - Vermont's Colorful Trains is expected to be an all color retrospective of up- country railroading in the twilight of steam and the advent of diesel. [abt]

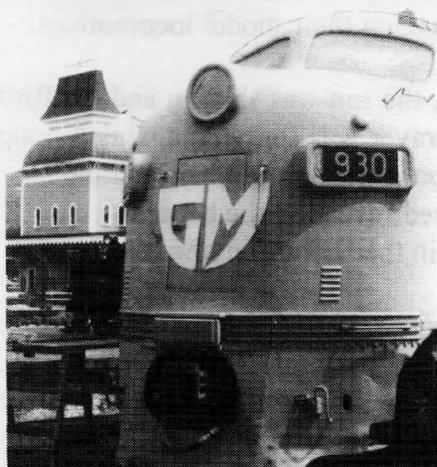
ERRATA SHEET AVAILABLE FOR JONES' BOOK BOSTON AND MAINE -THREE COLORFUL DECADES OF NEW ENGLAND RAILROADING

Robert Willoughby Jones will send a 4-page Errata sheet for BOSTON & MAINE - Three Colorful Decades of New England Railroading, in return for an SASE with 29-cent postage. Robert's address is 2372 1/2 Teviot St., Los Angeles, CA 90039[abt]

4268A RIDES AGAIN!!!

Restored A-cab makes "sneak preview" on B&MRRHS Day at North Conway.

August 14, 1993. Mark this date down. For on that date, for the first time in almost three decades, maroon and gold Boston & Maine F-units were coupled back to back and put on the head end of a train!



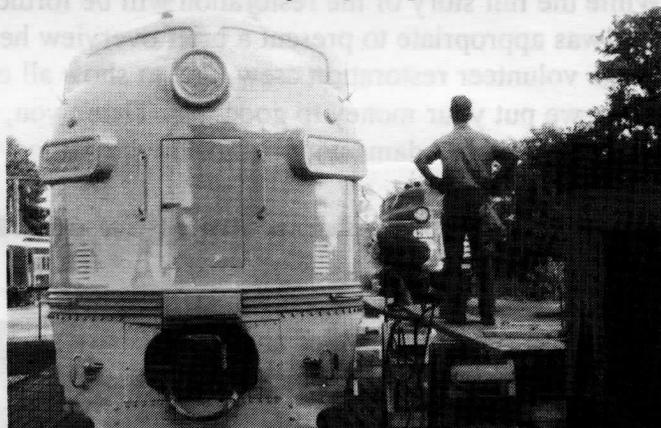
GM experimental unit 930 visits North Conway! Well, what's a project like this if you can't have a little fun!!

As winter gave way to spring, the 4268A restoration crew was determined to have the locomotive ready for in September of 1993 for Railfan's Day. Since last summers weather was not kind to us, with only five weekends all summer long where there was no rain, there remained much work to be done. As the last of the winters snow melted around the olive-drab-primed unit, the hopes were for good weather, a good turnout of volunteers to help, and a lot of luck. Five months is not all that long for a project of this nature.

Much of the external body work had been completed prior to snow flying. Bob Allen had almost 200 hours of sandblasting alone. As soon as one could work comfortably work outside, Bob and Larry Kemp replaced the rotted sheet metal on the sides and under the nose door.

This completed, work on smoothing out thirty years of dings and dents in the carbody could begin. The 4268A did not have an easy life, and it sure showed when you got up close to it. Over 60 pounds of Bondo went into the nose alone to smooth it out and make it ready for painting. More than once, Larry filled Stall One with a dense dust cloud as his sander took years of the old girl. In the meantime, Larry, Roger Robar and Dennis Adams spent days stripping many layers of paint off of the stainless steel grilles. These were finished and placed aside to be installed after painting.

Finally, with all the body work completed, it was time to paint. This can be a daunting task, just a little different from painting your model! But ever onward. With Larry and Bob on vacation, and an able band of assistants ready to roll, the painting got under way. First, the windows, portholes and headlight were masked off. Then a coat of grey primer was sprayed on the carbody, then sanded smooth. At this time, the painting crew took a break and pasted a large yellow "GM" onto the nose of the unit and posed it for photos, honoring the 4268A's beginnings as an EMD test unit! (What's a project like this if you cannot have any fun!)



Under the watchful eye of F7A 4266, Larry Kemp (with sprayer) and Roger Robar put the gold paint on the 4268.

After the primer had been sanded and the carbody wiped down, the unit was sprayed with he gold paint that would serve both as an under- coat and the side stripping. When the yellow was

applied and the spray equipment cleaned, the paint crew called it a day. The next morning, the sky was dark and threatening, so the unit was pushed back into Stall One and spent the better part of the day being masked. Masking tape disappeared by the roll, and the masking took the better part of 11 hours, including the 2 inch lines along the grill and the nose, and cutting "Boston & Maine" out of the sideboards. None of the taping crew of Roger, Larry, Bob, Scott and Dennis will ever again complain about masking their model locomotives.



"Our 70-ton Bannanna" is how the 4268A was referred to as the bright yellow locomotive has over 11 hours of massing work done.

The following day, the sun was shining and the Birds were singing, and the sprayer was spraying again! A couple of hours later, the maroon paint was applied, and the masking tape was removed revealing the beautiful locomotive that you see in the accompanying photos.

The 4268A then received her finishing touches: Larry and George Small replaced the stainless steel grilles, and Larry, Carl Vitters and Dennis placed the B&M Minuteman

proudly on the nose, while Bob fashioned kickplates and fastened them to the sided of the diesel. The unit was deemed sufficiently ready to make a sneak preview on B&MRRHS day the following weekend.

The restoration of the 4268A is just about complete externally, but there is much work still to be done, including the cleaning and restoration of the cab, and a major cleaning of the carbody interior (the "930", designating the unit's EMD test unit number, is still intact above the rear door on the inside of the carbody!).

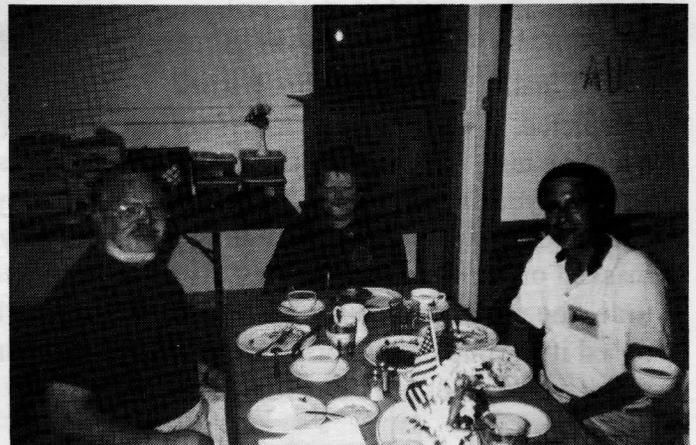
While the full story of the restoration will be forthcoming in a future issue of the B&M Bulletin, we felt that it was appropriate to present a brief overview here in the Newsletter, both to acknowledge the fine work of the volunteer restoration crew, and to show all of you who made donations to the restoration project that we put your money to good use. Thank you, it couldn't have happened without you.

[Submitted by Dennis Adams with photos by the author]

Restored B&M F7A steals the show at B&MRRHS Day on the Conway Scenic.

If it's August, Then the B&MRRHS must be heading into the White Mountains and to the Conway Scenic Railroad! Every year, the Conway Scenic crew goes out of their way to make an exceptional day for us, and this year was no exception! And in addition to the extra trains, the Intervale Extra, and the Supper Chief, we were witness to a sneak preview of the restored B&M F7A 4268. The grand unveiling and dedication will be held on Railfan's Day in September.

Following the return of the regularly scheduled 2:00P PM train, a photographer's mixed extra departed from North Conway behind F7A 4266. The Extra made three stops along the line that are not regularly accessible for photography, and



Alan and Sarah Burdett-Thomas and Charles Harmantas enjoying the dinner. Charles is visiting from Chicago. This must be some event filled day!!



CSRR's GM Russ Seybold, Bob Allen, his grandson Bobby seemed to enjoy the meal.

After several minutes, allowing all in attendance to raise Kodak and Fuji stock a point or two, the A-cab team rolled down the turntable lead and backed onto the consist for the Intervale Extra. The train then left for Intervale, with Alco 1055 leading, followed by a B&M buggy, two freight cars and two passenger cars, with the F7A's trailing. At Intervale, the train reversed direction, with the two EMD's leading the way triumphantly into the North Conway Station.

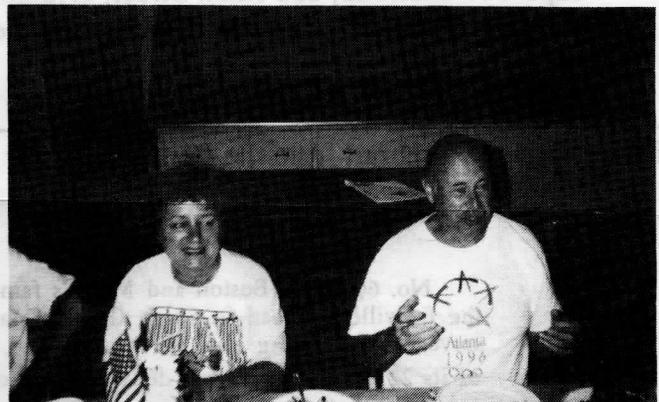
When the excitement died down, the Supper Chief departed from North Conway and into a cloudburst just heavy enough to dampen us all pretty well! Once again we had a delicious ham and bean supper (the ham and beans seemed to taste especially good this year). Following a great dessert, Conway Scenic's General manager Russ Seybold welcomed us and spoke to us the present and future plans for the Railroad. After the presentation of some door prizes, we boarded the Supper Chief for the trip back to North Conway, with the clouds parting and the stars coming out.

When the train arrived at North Conway, we were entertained with a slide show featuring the work of the late Charles A. (Charlie) Brown. We saw many different classes of Boston & Maine steam, from 0-6-0's to R1d's doodlebugs, the Sacred Cow, the Flying Yankee and even some early diesels showed up. When the slide show was over, a night photo session was held, featuring the 4268A posed beside the Society's newly restored and sited crossing shanty! It was a tired bunch of railfans who rolled off into the Mount Washington Valley evening! See *YOU* next year?

Special thanks, as always, to the Conway Scenic staff; General Manager Russ Seybold and Operations Manager Gary Webster for inviting us and setting up the day's special events; to the Conway Scenic crews, who worked while we played; the staff at the church in Conway who prepared our delicious meal, and most importantly, to all the Society members and their guests who make this one of the best events of the summer!

the passengers were rewarded with some exceptional images.

Upon returning to North Conway, the doors to Stall One were thrown open. The 4266 was cut off the Photo Extra, backed down the turntable lead, across the turntable and couples to the rear of the 4268. Following the coupling of air hoses, 4266A and 4268A emerged from Stall One, and for the first time in over thirty years Maroon and gold B&M F7A's stood back to back to a hearty round of applause.



Bruce and Linda visited North Conway all the way from Georgia! Bruce as most of you know is one of our Modelers Notes Editors.

CAPE COD RAILROAD PROMISES "OUR BEST RAILFAN'S DAY YET!!!"

The Cape Cod Railroad needs help and support to move *B&M 2-6-0 #1455* to it's new home in Hyannis. Leaving Hyannis Depot on November 14th, 1993 at 10:00 AM sharp for South Middleboro, MA, will be a special 90 mile railway excursion, the consist of which promises to give both the rider and the "chaser" quite a thrill. The train will consist of 2 Cape Cod RR F's #1100-1114, 2 Cape Cod RR GP-9's #1823-1789, 1 Baggage, three Diner and 1 lunch counter cars, 3 coaches, 1 dome coach and 1 dome lounge car. The Railroad plans several photo runbys and photo stops along the way. The 1455 will be posed for photos with three coaches in South Middleboro before joining the consist for the return trip to Hyannis and the 1455's new home.

DON'T miss a chance to see history in the making!! Tickets for this event can be obtained by writing the Cape Cod RR or by phone(see below). If any Society members attend this event, be sure to take plenty of photos and let's get the story in a future issue of the Newsletter.

Tickets for the train ride are as follows:

Coach tickets @\$50.00 Dome tickets @\$70.00 First Class lunch @\$15.00

Order tickets from:

Cape Cod Railroad, 252 Main Street, Hyannis, MA 02601 (508)771-3788

Checks, Mastercard, Visa or Discover will be accepted as forms of payment for tickets.

The folowing is a reprint from the *Boston & Maine Railroad Magazine* Vol. 26 #3, May/June/July 1958. Who would have know that the 6000's movements would still be of interest 35 years in the future!

No. 6000, the Boston and Maine's famed streamliner, is now a museum piece at the Edaville Railroad in South Carver, Mass. The stainless steel streamliner, which served as the Flying Yankee, Mountaineer, Cheshire and Minute Man in the course of its 22 years' service, was delivered to the New Haven Road at Lowell, late in June, for delivery at Tremont, Mass., then to be handled in separate units on a flat-bottom truck to South Carver, about four miles away.

This was the first official railroad picture taken of the streamlined 6000, taken at Mechanicville, N. Y., on Feb. 6, 1935, upon her arrival on the Boston and Maine. She entered service as the "Flying Yankee" between Boston and points in Maine. She will soon be on permanent exhibition at the Edaville Railroad museum in South Carver.

