

Streamliner

May/June 2023

Message from the Board of Directors

Although it hasn't quite been a full year since we first announced our renewed efforts to revive the Flying Yankee restoration project, in that time, plans have begun to take shape behind the scenes, and there has already been much progress.

Discussions with the New Hampshire Department of Transportation (NHDOT), the current custodian of the Yankee, have been ongoing. The Department continues to work on a process to transfer the Flying Yankee for stewardship and preservation.

Beyond discussions with NHDOT, we have been actively pursuing the purchase of land in the Mount Washington Valley. Our initial goal is to establish a facility where the Yankee can be housed, and its future restoration completed. We are currently focused on three parcels of land, all adjacent to existing rail lines.

We are actively reviewing local building codes and site review procedures to establish a more accurate estimate of the costs involved in establishing our facility.

As 2023 progresses, we expect various aspects of these plans to accelerate, which is excellent news. As we are able, more information will be made available via our website, newsletters, and our social media posts. We appreciate your continued interest and support in this crucial effort to save a piece of New England's railroading history.

Flying Yankee in the News

TRANSITIONS



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Flying Yankee Association is happy to announce its newest Marketing Director: Jacob Eidsmoe



Jacob Eidsmoe has 20 years of experience running his own digital creative agency in the Boston area, working with clients nationwide, including brands like Dunkin' Donuts, Abbott Laboratories, Welch's, Vlasic Pickles, and Massachusetts General Hospital. His love of all things trains started with his father working with Southern Pacific while he was growing up in Northern California. That same passion for trains has been passed down to his own two sons, whom he hopes will be some of the first lucky passengers on the restored Flying Yankee in the coming years.

Protecting the Flying Yankee

Just as the snow started to fly last fall in NH, our Treasurer, Bob Kotsonis and his brother, Dave took a ride up to the winter wonderland to put a protective tarp, donated by another board member, over the Flying Yankee's restored parts container and a truck crate.



Clearing snow and fixing old truck crate.



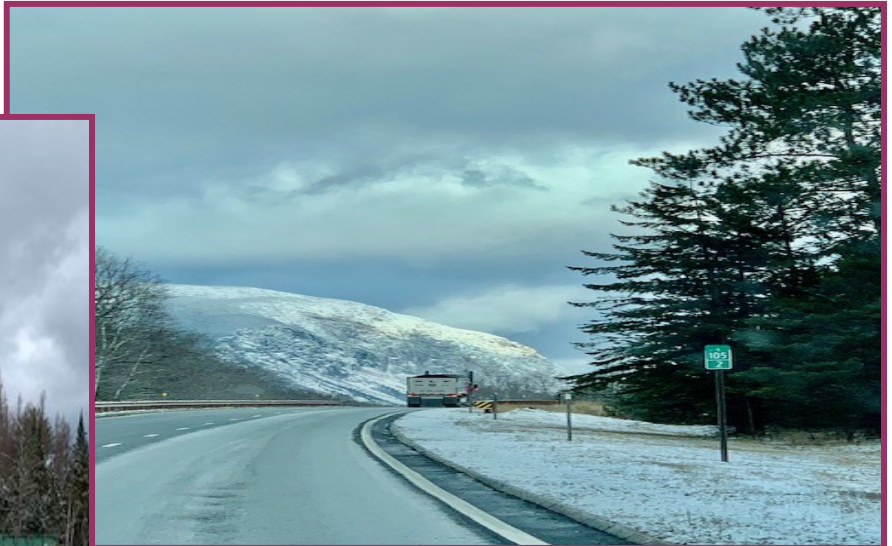
New tarp covering truck crate

Protecting the Flying Yankee, continued

The weather was right at the freezing mark, 32°F with a bit of wind, which actually helped the guys get that tarp up over the container. The container and the truck crate had some damage from many years being exposed to the elements. Thank you guys.



Spreading out the tarp to cover the container.



It was a beautiful ride up through the mountains



Covered container getting the line through the grommets to secure it firmly to the container.

Preservation Magazine's Spring 2023 Issue

TRANSITIONS



Threatened: The Flying Yankee

Built with funding from the Public Works Administration, the state-of-the-art Flying Yankee was one of the first diesel trains in the country in 1935. It captured the imagination of passengers and spectators as it cruised across several different rail routes throughout New England over the years. “It was vastly different from the standard trains you’d see,” says Brian LaPlant, chairman of the nonprofit [Flying Yankee Association \(FYA\)](#). That excitement wore off over time, and the train was retired in 1957. It spent four decades in private hands before the state of New Hampshire took ownership in 1996.

Nine years later, the government moved the three cars to an open lot in Lincoln, New Hampshire, where they remain today. The state, aided by the FYA (then known as the Flying Yankee Restoration Group), has overseen some rehabilitation work. But the cars were in worse shape than expected, and the process stagnated due to rising costs.

LaPlant, a rail enthusiast, got involved in 2021. He helped restructure the FYA, updating its name, board, and strategy. Its goal now is to find land and construct a building to house the train, which it intends to purchase, during restoration. LaPlant says if the state rejects the group’s proposal, it’s unlikely the train will be destroyed, but it could be moved out of the public eye. In the long run, the association wants a historically accurate Flying Yankee running again, albeit with limited service.

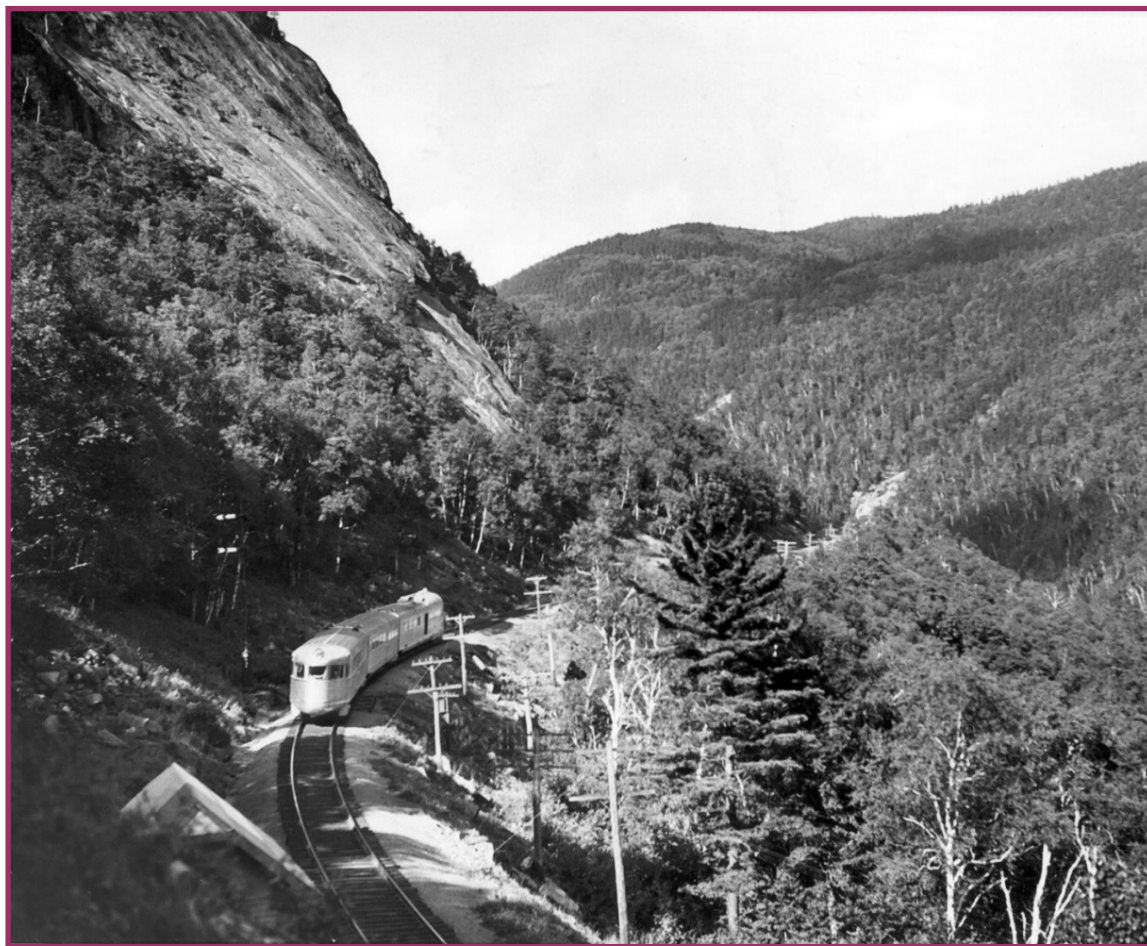
Source: <https://savingplaces.org/>

Boston & Maine 6000 ("Flying Yankee") Routes

The name *Flying Yankee* was used for a steam-hauled train of heavy-weight passenger equipment until it was adopted in early 1935 by the sleek, light-weight diesel-powered streamlined train set bearing the Boston & Maine number 6000. In the paragraphs that follow, this train set will be referred to as "the 6000" throughout. Its various train names will be in bold italic text and their destinations will be in bold plain text. All of the schedule information is from an article by Leroy C. Hutchinson in the Spring 1982 B&M Bulletin.

After a system tour in early 1935, the 6000 was placed in service as ***The Flying Yankee*** between Boston and **Bangor ME** on April 28, 1935. For the next eight years, it departed Boston at 12:00 PM, arrived in Bangor at 5:00 PM, and returned to Boston by 10:30 PM. These times varied slightly between Spring and Fall timetables due to changes in routing (via Dover or via Portsmouth). The typical Boston to Portland time was 1:55 and Boston to Bangor 5:00.

From 21 May 1944 to 11 February 1945, the 6000 served as ***The Mountaineer***, leaving Boston each day at 12:25 PM to arrive at **Littleton & Bethlehem NH** at 5:10 PM. By 5:50 PM it was on its way back to Boston for a 10:45 PM arrival.



The 6000 running through Crawford Notch as ***The Mountaineer***.

MacMillan Collection, FYA Archives

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After wartime service suspension in early to mid-1945, the 6000 entered service as ***The Cheshire*** in October 1945. Leaving Boston at 4:10 PM, it traveled over the Cheshire Branch through Keene to **White River Junction VT**, arriving at 7:35 PM, leaving at 7:05 AM the next morning to get back to Boston by 10:30 AM.



The 6000 running as ***The Cheshire*** in Troy NH.
Dana D Goodwin photo, FYA Archives



The 6000 arriving at Greenfield as ***The Minute Man***.
MacMillan Collection, FYA Archives

This schedule remained essentially the same until 27 April 1952, except for seasonal changes to compensate for Daylight Savings Time. On 27 April 1952, the 6000 entered service as ***The Minute Man***. It left Boston at 4:00 PM, arrived in **Troy NY** at 8:10 PM, and left at 7:30 AM to return to Boston by 11:15 AM.

For the next three years it ran a very similar schedule, but on 24 April 1955, it became ***The Business Man*** running between Boston and **Portland ME**. By 25 September 1955, the 6000 returned to its duties as an evening train from Boston to Troy and a morning train back to Boston. On 28 October 1956 these roles reversed, as it became a morning train from Boston to Troy and a late afternoon train back to Boston. This change persisted until its final run from Troy to Boston on 1 May 1957.



The 6000 departs Portland as ***The Business Man***
FYA Archives

The Boston & Maine 6000 *("Flying Yankee") Interior*

The Flying Yankee archives contain a set of photographs taken aboard the 6000 in early 1935. The signs identifying cars B and C suggest that the photographs were taken during the 1935 system tour.



The engineer had excellent visibility but little crash protection.

STREAMLINER NEWSLETTER

There was coach seating in all three cars. Although the sign is indistinct, this is the B-Car. The seats were mulberry taupe with brown leather arm rests. The draperies in the car were lemon gold with three green stripes.



This is the Observation Lounge, C-Car. The draperies in the observation lounge were lemon gold with three deep brown stripes. The ceiling was antique white, and the armchairs were upholstered in green. The controls for limited rearward operation are between the two seated gentlemen.

What you haven't seen our new website, yet?



- ◆ Latest News
- ◆ About FYA
- ◆ Management Team
- ◆ News
- ◆ Frequently Asked Questions
- ◆ Contact Us
- ◆ History of the Flying Yankee

- ◆ Links to our Facebook and Instagram pages
- ◆ Membership Possibilities
- ◆ Volunteer Opportunities
- ◆ Donation Page
- ◆ Additional pages to include further information about the FYA.



STREAMLINER NEWSLETTER



The Flying Yankee Association debut at the Amherst Railway Society Railroad Hobby Show in West Springfield MA. We were very happy to meet a lot of folks.



We would be honored for you to visit our Facebook and Instagram pages.



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Get news from Flying Yankee Association to your email. Sign up today flyingyankee.org

We would love to advertise your event, company, or even your personal story in our newsletter.

Please contact j.eidsmoe@flyingyankee.org

