**Brief History of the train for context**

Built by Budd 1934 delivered to the B&M 1935. It runs until 1957 on various routes under various names (Flying Yankee, Mountaineer, Cheshire, Minute Man, Businessman). Gets retired and goes to Edaville RR in 1957 and stays there until 1997. Purchased in 1993 by Bob Morrell and finally moved to Glen NH for storage. Morrell sells it to the state of New Hampshire in 1996. Our group, the Flying Yankee Restoration Group Inc. (now known as the Flying Yankee Association) was formed at the same time to raise funds for the restoration. In 1997 it goes to Claremont & Concord RR for restoration. At CCRR what restoration was done was completed here between 1997 and 2003. Car bodies were in terrible shape after being outside unprotected for 40 years. Almost all of the carbon steel supporting the stainless-steel skin was replaced. The stainless-steel skin received significant maintenance and restoration. The Winton block and crank were refurbished. New liners, pistons and fuel injectors were fabricated (reverse engineered). Crank and liners have been installed in the block. That is as far as they got with the Winton. It’s out of the train partially assembled wrapped up in plastic and oil and sitting in a container with all its other parts. They replaced all the glass with FRA glass. Had new air tanks and fuel tanks fabricated. All the seats were restored and wrapped up in storage. A custom-made braking system was made by Westinghouse but never installed. The B car interior was restored and has been wired. It does have electric heat. The C car has been stripped down and the rest rooms removed. They were trying to put in ADA bathrooms but finally gave up. The interior framing of the A car was completely rebuilt. The main and aux generators were rebuilt as were the GE 721C traction motors. Main generator was installed. There is nothing installed in the undercarriage. Because of funding and relationship issues all work stopped in 2003. The train was finally moved to Lincoln NH (Hobo Railroad) in 2005. Not much happened after that except for the truck restoration which was completed in 2008. The last work to be completed was in 2010 when the car roofs were all resealed. The train is up on blocks in Lincoln. The truck and parts inventory are north in Twin Mountain NH. The train was evaluated in 2023 for the National Historic Registry. It was found to be eligible for the registry and we will be completing that process after we gain ownership of the train from the state of New Hampshire on the 24th of July. We will complete the restoration consistent with how it was in the late 1930s.

**Notes on Train and Photo List**

Power (1st) Car
- Several photos of both complete sides
- Side views of each side of each truck (frame wheels are in) showing the thickness of the wheels and truck configuration. The trucks are not under the train they are in crates with limited visibility. We have sent you photos we can get. The trucks were disassembled in 2007 and restored then put in large crates for storage.

- Any equipment that might be mounted under the car such as air brake valves, air conditioning, etc. There is nothing mounted under the cars. All the underside material was removed and stored. We do have new fuel tanks and air tanks waiting to be installed at some point.

- Standing towards the back of the cab, shot towards the front windows where the engineer sits to show overall condition and layout of the cab
- Engineers controls

- The engine would have been attached to a d/c generator and air compressor, shoot the best you can of these items and any other misc. controls or appliances in the engine room. The engine is out of the train and in storage. It has the crank installed (new bearings) and the sleeves (new sleeves). The rest of the engine components including new pistons and injectors are being stored. The main generator has been rebuilt and is in the train. All the other components are being stored.

Coach (2nd car)
- Several photos of both complete sides – This car with the exception of systems (brakes, heating, plumbing) has been restored. Seats re-done and installed.
- Side views of each side of each truck (frame wheels are in) showing the thickness of the wheels and truck configuration.
- Standing at each end of the interior of the coach shoot towards the opposite end to show overall layout
- Several close ups of window and seats to show condition of restoration work all the windows were removed and new windows and gaskets were installed. Its FRA glass.
- Restrooms No restrooms in this car
- Electrical locker

Observation Car
- Several photos of both complete sides
- Side views of each side of each truck (frame wheels are in) showing the thickness of the wheels and truck configuration.
- Standing at each end of the interior of the coach shoot towards the opposite end to show overall layout

- Restrooms no restrooms are going to be built in during restoration
- Electrical locker – no locker and no wiring

In addition
- If there are spare parts and equipment that came with the car or was purchased for the car please provide photos. We have 5 40 foot containers of parts. The state opened them up for us. They are a mess. Anything not in the train is here. Evidently when they were moved, they slid them off the truck and the contents spilled everywhere. We supposedly have everything to complete the restoration but we can’t at this time verify that. One of our first tasks once ownership is transferred on July 24 is to move the train and containers to the same location. The train is going back on its trucks as port of this move.This will be followed by a complete inventory of the containers.