

Gas Explosions Shatter B&M Train

The Weather

Rain

(Details on Page Two)

MANCHESTER **NEW HAMPSHIRE** UNION LEADER



NEW HAMPSHIRE'S LARGEST DAILY NEWSPAPER

State ★
Edition ★

N.H. Firemen
Race to Scene,
Area Evacuated

113th YEAR — NUMBER 193 — 32 PAGES

Monday, November 10, 1975



20 CENTS

By GLORIA POLIQUIN

Union Leader Correspondent
FAIRLEE, Vt. — Three cars of a Boston and Maine railroad, each carrying 10,000 gallons of propane gas, exploded following a partial derailment of the 37-car train five miles south of here shortly before 6 p.m. yesterday, lighting up the sky for miles around. No injuries were reported.

The train was traveling southbound from Newport to Springfield, Mass.

Police evacuated residents within a one-mile radius of the mishap. Flames shot into the sky some 2,000 feet and were visible to residents across the line in New Hampshire.

According to the movement desk of the B & M Railroad in North Billerica, Mass., the first engine of the train remained on the track, was unhooked from the train by its crew and continued on to White River, where their part of the run ended.

The second and third engines of the train derailed in the wooded area and the three cars which exploded were located in the middle of the train.

Sgt. Dexter Pierce of the Fairlee Fire Dept. said that firemen were battling the fire under the threat of secondary blasts.

A State Trooper on the outskirts of St. Johnsbury, 40 to 45 miles north, saw the ball of fire in the sky, as did New Hampshire Gov. Meldrum Thomson Jr. who was at Franconia Notch at the time of the explosions returning from an engagement in Whitefield. The governor was later at the scene.

A Newbury fireman said that in that town, located close to 10 miles from the scene, the sky "was lit up so you could have read a newspaper."

Fire officials at the scene said that persons driving on the Vermont Interstate (I-91), at least one-half mile from EXPLOSION Page 14



FIREFIGHTERS BATTLE a propane gas fire along the banks of the Connecticut River near Fairlee, Vt., across the river from Orford, N.H., after three cars of a Boston and Maine Railroad train exploded following a partial derailment

of the 37-car train last night. Each of the cars was carrying 10,000 gallons of the gas. Two of the train's three engines went off the track in a wooded area five miles south of Fairlee.

(Photo by Gloria Poliquin)

EXPLOSION

(Continued from Page One)

the fire, reported having the hair on their hands singed.

George L. Tullar of Orford, N.H., whose farm is located just across the Connecticut River from the scene, said it was possible to hear gas escaping before the explosion. He said last night that he hadn't inspected his fields, but expected that some of the debris may have fallen on his property. Though a member of the local fire department, he did not respond to the blaze, fearing there may have been danger to his own property.

The incident occurred just south of an area where a similar derailment happened three- or four-years ago. Following an investigation, that accident was attributed to a split rail.

Traffic on Rte. 10 in New Hampshire was stalled, and people were not allowed near the scene on the Vermont side.

Responding to the blaze were fire departments from Hanover, Orford, Lyme, Piermont, North Haverhill, Haverhill and Littleton, N.H., Fairlee, Bradford, Thetford and Newbury. "Fast squads" from the area were also at the scene, along with the Hanover Emergency rescue team.

The effort was directed by Stewart Corpori of the Hanover Fire Dept., who was first on the scene with his department, assisted by John Stocking, chief of the Fairlee Fire Dept.

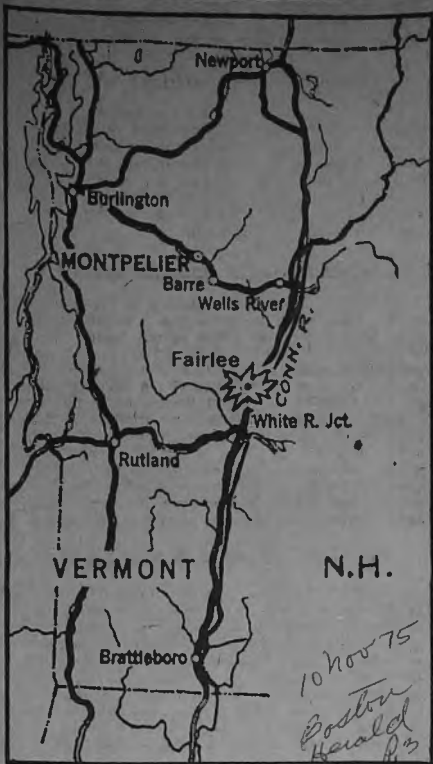
Mrs. Gloria J. Stone of Burling, Mass., director of public relations for the B & M Railroad, credited state and local police and fire departments for their immediate response to the incident and for their cooperation with the railroad staff.

"The fire departments and police have really done their very best. There were no injuries, and it is possible that their quick action is largely responsible for that," she said.

Orford fire officials informed Mrs. Stone that those evacuated from the area would be returned to their homes last night. She said that had they been unable to return, the railroad would have put them up at area motels and hotels.

Vermont Gov. Thomas Salmon arrived on the scene from Montpelier last night, and informed Gov. Thomson that it would be two or three days before the track is operational. Wreckage was strewn throughout the area.

Gov. Salmon had praise for the N.H.-Vt. Mutual Aid system, crediting the prompt action of area firemen for averting tragedy.



Train wrecked in Vt.; gas aboard explodes

FAIRLEE, Vt. (UPI) — A train carrying liquid propane gas derailed, burned and exploded last night near this New Hampshire border community, causing evacuation of the town and lighting up the sky 20 miles away.

No injuries were reported among residents who lived in some of the homes surrounding the tracks, but a half-mile wide area was evacuated.

The Canadian Pacific train crew escaped without injury, according to officials of the Boston & Maine Railroad, which owns the tracks. The train was headed south about one mile south of the center of this village when the crash occurred.

REPORTS VARIED has to whether three or four explosions took place after the crash. At least one occurred 20 minutes later, with two more about five minutes after that.

Peter Jorgensen of Bradford, Vt., who came within a quarter mile of the fire, estimated at 500-600 feet in diameter, said the explosions were "bright as daylight for two miles around. They kept the sky illuminated for two full minutes."

"I saw three huge explosions," he said "It lit up the entire area and all the mountains against the skyline." Mrs. Carolyn Holland, a dispatcher 15 miles away at the Grafton-County, N.H. sheriff's office said phone callers told her "it looked just like an atomic bomb, with big mushroom clouds going up in the sky."

FIRE COMPANIES, many with few firemen and little equipment, from both New Hampshire and Vermont were called to the scene to quell the blaze and help maintain order.

State police said the train first derailed and started to burn. Twenty minutes later the first of three explosions broke out.

Orange County sheriff's deputies reported the flames could be seen as far away as 10 miles from the scene of the wreckage. In Lebanon, N.H., 20 miles away, residents reported seeing a brightened sky from the blast.

THE WRECK occurred adjacent to the Connecticut River, Interstate 91 and Rte. 5. The river separates Vermont from New Hampshire.

Jorgensen was driving on Interstate 91 a few hundred yards from the scene. He said there were three explosions a couple of minutes apart. "We could feel heat in the car from the explosions."

This village has about 500 residents and is about 15 miles north of Hanover, N.H. Part of it is a resort community.

Police closed off Interstate 91 in the vicinity of the explosion for 45 minutes. U.S. Rte. 5 was also closed. Traffic was diverted to nearby New Hampshire State Rte. 10.

Boston Herald

Boston Globe
10 Nov 75 P.1

3 propane cars explode in Vermont

By Jeff McLaughlin
and Marvin Pave
Globe Staff

FAIRLEE, Vt. — Three railroad cars containing liquefied propane gas derailed and exploded here last night, shattering the quiet of this Connecticut Valley dairy town of 600 people.

The explosions and flames from burning railroad cars, which lit up the sky for miles around and broke scores of windows, left the three tank cars twisted masses of smoldering steel, as they rolled down an embankment into the Connecticut River.

There were no indications of injuries to the Canadian Pacific train crew or to townspeople, although about a dozen homes were evacuated.

Firefighters from communities in Vermont and New Hampshire who rushed to the scene after the first explosion around 6 p.m., brought the railroad car fires under control two hours later.

Most of the firefighting work was done by companies from Fairlee and Thetford, Vt. and Lyme and Hanover, N.H.

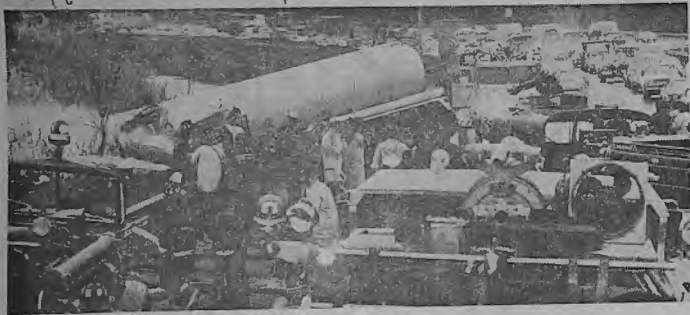
Wayne Goodrich of the Lyme Fire Dept. said the explosion "sent skyballs" of flame into the air, and that pieces of white hot metal were falling.

Lyme Fire Chief Ellsworth Tupper said it was "like metal raining out of the sky . . . like shrapnel."

About 40 firefighters, who were hampered by the intense heat, managed to get close enough to control the blaze. Another 100 or more firefighters and volunteers were also at the scene.

Vermont State Police said the train, which derailed about a quarter of a mile south of the town, first derailed and started to burn. Twenty minutes later, they said, the first of three explosions occurred.

Truck on Globe 11 Nov 75 P. 9
Route 128



Remains of one of three propane cars which exploded after Sunday night's train derailment near Fairlee, Vt., lies partially submerged in muddy water. (UPI)

Three propane tank cars explode as 37-car train derails in Fairlee, Vt.

★ EXPLOSION

Continued from Page 1

The train was enroute from Montreal to White River Junction, Vt., several miles south of where it derailed.

Boston and Maine railroad spokeswoman Gloria Stone said the train consisted of three engines and 37 cars.

The train crew had needed one engine in which they traveled to White River Junction. The other engines and cars were left at the scene, some derailed, others feared wrecked by the flames.

The train crew had taken over at Newport, Vt. after the train crossed from Canada. It was operating on B&M track.

Two hours after the crash, the fire was still

raging. Flames were shooting 20 and 30 feet into the air and one firefighter said some other cars in the train had caught fire.

The wreck was about 300 yards from Rte. 5, which runs along the river, and firemen had difficulty getting water and equipment to the area. The cause of the derailment was not immediately known.

Only two pumping engines were able to get near the flaming train, which was on the river bank.

At 10 p.m. railroad officials said the train had a crew of five. The conductor was F. A. Prue and the engineer Leo Willey.

Local residents said there had been problems with the track for the past week, possibly because of

an earlier train derailment, with trains coming to virtual stop before going through the stretch of track where the accident took place. An eyewitness said the train was going at a normal speed and 12-14 cars derailed.

New Hampshire Gov. Meldrim Thomson, who lives across the border in Orford was at the scene for a brief time.

The train was traveling on the Vermont side of the Connecticut River, and traffic on nearby Interstate 91 was temporarily halted by State Police. Traffic on all routes near the scene was detoured until 7:30 p.m. in an area 10 miles south and north, and five miles east and west.

Fairlee, located on the Connecticut River (which separates Vermont and New Hampshire) is in

Orange County, 155 miles northwest of Boston. It is 18 miles north of Dartmouth College in Hanover, N.H., also the scene of a mutual assistance center, which sent several fire companies into action.

Carolyn Holland, a dispatcher 15 miles from the scene at the Grafton County, N.H., sheriff's office, said phone callers told her "it looked like an atomic bomb, with big mushroom clouds going up in the sky."

Orange County sheriff's deputies reported the flames could be seen as far away as 10 miles. In Lebanon, N.H., 30 miles away, residents reported seeing a brightened sky from the blast.

One of the first accounts of the fire and explosion came from Peter Jorgensen, publisher of weekly newspapers in Winchester and Arlington, Mass., and in Vermont, including the Bradford Opinion.

Jorgensen said when one of the explosions occurred he and his wife were on Rte. 91, and even though their car windows were closed, "we not only felt the shock of the blast, but also felt the heat inside the vehicle."

Jorgensen said the "whole mountain valley" was lit up like "daylight" by huge balls of fire going skyward.

Jorgensen said he was about five to eight miles from Fairlee when he saw the first of several fireballs rise into the sky.

The train's locomotive made it safely into Ely, two miles down the track.

It was the second derailment along that line in three weeks. An Amtrak passenger train bound from Washington to Montreal derailed about 60 miles south of Fairlee, near Charlestown, N.H., on Oct. 10.

All eight passenger cars of the train remained on the track and no injuries were reported. The engine tender and baggage car left the tracks and turned on their side.

State Police said that derailment was caused by heavy rains that washed out a 100-foot section of the track.

In January of 1968, a 28-car freight train derailed near the location of last night's wreck. One of the cars contained about

2000 cases of beer, a prime target for some local residents and Dartmouth students who sped across the border.

State Police moved in to stop looting by people with snowmobiles and bobslsds.

Fairlee derailment still under investigation

(Continued)

Carrier declined to speculate as to the cause.

A B&M spokesperson was contacted on Tuesday and when asked to verify that the roadbed was in bad shape, responded "that is an understatement." A safety check is made weekly on all B & M track footage and repairs are made when necessary. Because of the

recent heavy rains, the repair crews have been hard pressed to keep up with the work.

Despite the poor track-bed conditions, it was confirmed by the spokesperson that engineers are instructed that they can run at "track speed, which up to the engineer's discretion, but to a maximum of 45 mph."

Residents of the area note that in the past trains proceeded with extreme caution,

sometimes even coming to a stop before proceeding on that stretch of tracks.

The Canadian-Pacific official confirmed that train orders, time tables, bulletins and signals all come from the dispatch office of the B & M, at White River Junction. He could neither confirm or deny that there were 'proceed with caution' instructions for the roadbed where the derailment

occured.

The C-P official also stated that there was a four man crew aboard, an engineer, a front-end trainman, a rear-end trainman and the conductor. It was confirmed that the crew members acted correctly by pulling the engine to safety and then conferring with Fairlee's fire chief Stocking as to the contents of the derailed freight cars.



Wreck

The diesel engine of the Boston and Maine train slid down the railroad bed in the big Fairlee train wreck on Sunday evening. Pontoon boats were based on the nearby Connecticut River to halt any oil seepage. (J-O staff photo).



NIGHT FIRE — Firefighters watch 19 railroad cars go up in flames Sunday night following a derailment and explosion in Fairlee. The blaze scorched trees and shrubbery for hundreds of yards around the Boston and Maine Rail Road tracks about a mile south of town. (News photo—Sid Leavitt)

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Friday, November 14, 1975

Hail The Firemen

Looking back at Sunday's train derailment, explosion and fire in Fairlee:

The response by area firemen to what became an inferno was magnificent.

All of the contributing fire departments from up and down both sides of the river deserve praise for the way in which they responded to this emergency.

One of the first to come forth with plaudits was Robert Currier, the manager of safety for the Boston and Maine Railroad.

"These guys did their homework," said Currier, praising the work and skill involved in battling the blaze.

The man who coordinated the more than 10 fire departments in their battle against the propane explosion-induced fires was Fairlee Fire Chief Donald Stocking.

Praise for Stocking has come from many places and deservedly so.

One of Stocking's fellow chiefs, Hanover's Stuart C. Corpieri, is among those who stands in admiration of Stocking's efforts.

Corpieri's words deserve special note for he too was involved in the Sunday night struggle against the fire.

The Hanover chief said Stocking wisely delegated as much responsibility to others as possible in order to free himself to make command decisions.

"Stocking was in complete command and knew at all times what was going on," said Corpieri. "He did a remarkable job."

Corpieri believes the mutual aid system was the key to fighting the fire.

He cited the findings of a nationwide committee of fire and safety experts who said no single community can afford the fire protection — and manpower — necessary to combat a major fire. Mutual aid is needed.

That mutual aid was very necessary in Fairlee Sunday. The response from the nearby fire departments was strong and fast. The system worked well.

The fire departments of the area proved once again Sunday that the Upper Valley can take pride in its fire fighting units which, when a major emergency arises, can become one smoothly operating team.

Nice going, gents.

Valley News

PUBLISHED DAILY IN LEBANON, N.H.

FOR THE UPPER CONNECTICUT RIVER VALLEY

THE WEATHER: Rain continuing tonight. Lows in 40s. Chance of morning showers Tuesday followed by partial clearing. High in 50s. Sunday's max., 72; today's min., 41.

Monday, November 10, 1975

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Cause Of Fairlee Derailment Remains Mystery

By NANCY SHULINS

FAIRLEE — A 39-car freight train carrying a cargo of liquid propane gas derailed and burned here Sunday night, causing explosions likened to those of an atomic bomb.

No injuries were reported in the three explosions that lit the sky for over 30 miles and signed the hair of persons 200 to 300 yards away from the wreck.

Firefighters from 15 Vermont and New Hampshire towns said at least half of the train's cars were destroyed in the fire that ravaged an area of more than

200 yards from the scene of the 5:30 p.m. crash.

Police and railroad officials still were unable this morning to explain the cause of the derailment.

Crews worked through the night to clean away the wreckage, begin repairs on the readbed and replace the twisted track. By 9 a.m. today new track already had been trucked to the scene and some workmen were predicting trains would be running on the tracks by tonight.

Area residents who watched

the blaze from neighbor's proches said the stretch of track, located about one-half mile from the village of Ely, had been a problem area in the past.

"Usually we could hear the trains coming to a stop there," one woman said.

"This time all we heard was a huge crash."

The five-member Canadian Pacific crew had been carrying a load of propane, wood and paper products south from Newport to Springfield, Mass., when about 10-12 of the cars derailed.

The train also was carrying canned sardines and herring.

One fire fighter today said he had heard Sunday night "it had been raining sardines for hundreds of a yards around." Scorched tins were scattered throughout the woods near the wreckage.

The crew, including conductor F. A. Prue and engineer Leo Willey, had unhitched one of the train's three locomotives before leaving the scene. Another locomotive had left the track before partially sliding into the Connecticut River.

The three explosions, which occurred within 10 minutes of each other, witnesses said, had left a pile of mutilated boxcars along the Boston and Maine tracks, and had cut a burning swath through the trees as far as 100 yards away.

Fragments of hot tar launched by the blast were embedded in nearby Rt. 5, which was closed to traffic for several hours by local authorities. Traffic diverted to Rt. 10 in New Hampshire moved as motorists stopped their cars along the highway to view the inferno.

Five or six homes within a half-mile of the wreck had been evacuated and residents huddled in a knot below the road blocks near their homes.

Close to 400 firefighters reported to the scene, although only those men with protective equipment — about 40 in all — were allowed to fight the fire at the height of the blaze.

Dispatcher Michael Buerger at the Hanover Dispatch Center this morning said offers of aid had come from as far away as St. Johnsbury, Montpelier and Littleton.

Mrs. Carolyn Holland, dispatcher for the Grafton County sheriff's office 15 miles away, said people for dozens of miles around called to ask her about the explosions.

"They said it looked like an atomic bomb with big mushroom clouds going up in the sky," she said.

One motorist traveling north on Interstate Rt. 91 said he had felt the heat from the explosion inside his car. His car windows had been rolled up, he said, and he had been about 5 to 8 miles from the blast.

Firefighters battling the blaze worked from the west side of the tracks using a cornfield off Rt. 5 to gain access to the scene. A network of fire hoses were strung across the highway as the pumpers drew water from a Connecticut River setback nearly 4,000 feet away.

A pair of bulldozers began cutting through a field and woodlot to gain access to the tracks at about 3:30 a.m. today.

By midmorning, they were moving the charred hulks of box

(Continued On Page 24)

— DERAIL



Train Crash Probed

FAIRLEE — The cause of a freight train derailment that touched off a spectacular explosion and fire here Sunday night "may never be determined," Boston and Maine Railroad official Robert Currier said this morning.

At a press conference at Fairlee town hall this morning, Currier said he had not yet been able to consult the crew in regard to residents' reports that the train had failed to slow down in approaching that section of track.

Although federal and state agencies are investigating the crash, Currier said, the cause may not be determined due to the extensive damage.

The 5:30 p.m. crash that destroyed some 19 cars was the first such explosion on B&M tracks, Currier said. Because the liquid on board has a 3,000-ft. effect, Currier said, "it is most probable that the train



BLAZING BOX CARS — Officials estimated today some 19 cars, including three exploded gas tankers, were involved in a train wreck in Fairlee Sunday. Despite several hundred yards of derailed rails and roadbed, crews hope to

FLAME ON — More than 15 hours after the initial explosion, fire still sweeps through box cars that carried paper, and flour, cement and sardines south from Newport, Vt. on the Boston and Maine Rail Road. The explosion of a propane gas tanker

occurred about a mile and a half south of Fairlee. It was triggered by a derailment which officials still are investigating today. (News photos — John Griesemer)

Sargent Shriver Enters Primary

By **BRENDA W. ROTZOLL**
MANCHESTER, N.H. (UPI) — Former vice presidential candidate Sargent Shriver entered the New Hampshire presidential primary today saying he felt close to the kind of problems historically associated with such a small state.

Shriver said he intended to stay in the race for the Democratic nomination even if Sen. Edward M. Kennedy, D-Mass., his brother-in-law, entered at the last moment.

"That's an eventuality I don't have to access," he added, saying he was positive from public and private statements by Kennedy that the senator did not intend to run.

Shriver said he was entering the primary, first in the nation, against the advice of many people who said other candidates were better organized and better financed.

But, Shriver said, "I think that any state smart enough to

elect (Democratic senators) Tom McIntyre and John Durkin would be smart enough to elect Sarge Shriver."

Shriver stressed that most candidates running in New Hampshire are involved in Washington and people want a change from that image.

He had no estimate of how many primaries he would enter. He said he would enter as many as necessary to determine the feelings of the people toward his candidacy.

Shriver said a key advisor was in Florida today to help decide if he should enter that primary.

Shriver said he would be the last person to access the position of former Vice President Hubert H. Humphrey, who hopes to be a last minute choice of the Democratic convention.

But, he said, "I believe the Democratic convention will not pick a person who has not entered into the primary process."

Shriver said he was interested in bringing government back to the community level, insuring the right of personal privacy, reestablishing the value of work in our society and "trying to help American families once again become the building blocks of our society."

The entrance of the former ambassador to France into the nation's first primary complicated the campaign strategy of several other Democrats already in the race.

Shriver, whose wife, Eunice, has been active in right-to-life organizations, appeared likely to draw off some conservative working class support from former Gov. Jimmy Carter of Georgia and Sen. Birch Bayh, D-Ind.

He and Bayh also could find themselves fighting for support from Kennedy followers. Bayh, a close friend of the late president, spoke in words reminiscent of John F. Kennedy's style when he announced his candidacy last month.

On his last trip to New Hampshire, Shriver grasped for

support from Roman Catholics who make up one-third of New Hampshire's population.

He told the audience at a \$100-a-plate dinner that, based on conversations held with Soviet Premier Alexei Kosgin, he believed Russia would look favorably on a U.S. application to boost from one to two the number of Roman Catholic priests who serve the foreign community in Moscow.

"I was told that I could say tonight that the government of the Soviet Union would look with a great deal of consideration (on an application) to increase the number of Catholic priests in the Soviet Union," Shriver said.

The announcement was received coolly at the dinner, which was attended by five other Democrats running for president.

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TOWN OF HARTFORD PUBLIC HEARING

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was down deep in the bank." The railroad safety organizer also praised the "professionalism" of the ten fire departments and five ambulance organizations that were on the scene Sunday night. "They've done their homework," Carrier said. Some 600 feet of track were destroyed in the blaze. However, no personal injuries were reported, and property damage was reported to only two nearby homes.

"This is positive proof that small towns can work together effectively," Fairlee Fire Chief Daniel Stocking said. The blaze was officially reported under control by 9 p.m., Stocking said, although the site was still smoldering

Boom—Then A Horrible Light

By **JOHN GRIESEMER**
FAIRLEE — Mr. and Mrs. Kurt Baade were sitting in their living room waiting for the evening news to come on the television Sunday night, when in a blazing instant, they were thrust into the vortex of evening news' main event.

Owners of the Tveen Lakes efficiency apartment complex on Rt. 5, the elderly German couple live only several hundred yards from the Boston and Maine Rail Road tracks and site of Sunday's massive derailment, fire and trio of gas tanker explosions.

"We first thought it was a sonic boom" Mrs. Baade said. late Sunday as she sat facing her television once again.

"We were watching TV and we heard the boom," she said, "but after the boom we heard a rolling sound — like the whole mountain was coming down."

"Then we saw a horrible light. That was when we realized it was more than a sonic boom."

Her husband said the light sent them racing to the phone to call the fire department.

"But we couldn't get through," he said. "I guess everybody in town was trying to call them."

"My husband said to me, 'I think it was a car blowing up. Maybe one of the neighbors' cars blew up.'" Mrs. Baade said.

"But then we saw that horrible light — flames 200 feet in the air — up, up, up — and we knew it was no car. No sir."

The Baades estimated 10 to 15 minutes elapsed between the blasts which were caused by the derailment of the some 19 cars, three of which were carrying liquid propane.

"I guess 15 minutes," Baade

(Continued On Page 24)
 — BOOM



RIVERSIDE WRECKAGE — Crews worked through the night and into this morning following the Boston and Maine Rail Road's 19-car derailment and fire Sunday in Fairlee. No one was in-

jured in the incident which saw three 10,000-gal. railroad tankers carrying liquid propane explode within a half an hour. (News photo — John Griesemer)

BOTH OFFICES of the Mascoma Savings Bank WILL BE CLOSED
 Tuesday, Nov. 11th
 In Observance of Veteran's Day

THE SHOETORIUM & RADIO SHACK
 Will be Closed Tuesday, Nov. 11 in Observance of Veteran's Day.

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Obituaries

Lulu P.G. Goss

BRATTLEBORO—Mrs. Lulu (Patterson) (Goodwin) Goss, 93, of 165 Western Ave., widow of Dr. Rollin J. Goss, died Friday afternoon at her home.

Mrs. Goss was born Nov. 2, 1882, in Pompanoosac, Vt., the daughter of Leslie Spencer and Julie (Atwood) Patterson. She was graduated from Thetford Academy with the Class of 1899 and continued her studies at St. Johnsbury Academy.

In 1906 she was married in Pompanoosac to William A. Goodwin, who died several years later.

In 1916, in Lebanon, she was married to Dr. Rollin J. Goss, and the couple lived in Wilder for many years. Dr. Goss died in 1936.

Mrs. Goss went to the University of Vermont in 1943 to be a housemother at Warner House there. She remained in this position for 12 years.

After her retirement Mrs. Goss lived in Lebanon and then moved to Brattleboro where she lived at 375 Western Ave. She has been living with her son John Goss since August, 1975.

Mrs. Goss is survived by three sons, John P. Goss of Brattleboro, Robert P. Goss of New York City and Harold W. Goodwin of Reno, Nev.; six grandchildren; and three great-grandchildren.

Services will be conducted Tuesday at 11 a.m. at the Westerlund Funeral Home. There will be no visiting hours. Burial will be in the Hartford Cemetery in White River Junction.

Edith Blackington

WINDSOR — Edith L. Blackington, 78, died Sunday at a Windsor nursing home.

Mrs. Blackington was born July 12, 1897, in Wolcott, Vt., the daughter of James and Clara (Slayton) Linton. She attended schools in Wolcott and Newport, N.J.

She was married to Leland R. Blackington in Keene, July 12, 1913, and lived most of her life in West Windsor and Windsor. Her husband died in 1972.

She worked at Cone Automatic Machine Co. in Windsor for about four years. She was a member of the Rachel Harlow Methodist Church in Windsor and was a member of the Lona Book Club in West Windsor.

She is survived by her mother of Newport, N.H.; two sons, Eugene C. Blackington of Windsor and Kenneth J. Blackington of San Diego, Calif.; two daughters, Mrs. James Craig of St. Johnsbury and Mrs. Howard Ellis of Wilmington, De.; a sister, Mrs. Thomas Nichols of Cornish; 20 grandchildren; several great-grandchildren and several nieces and nephews.

Funeral services will be held Tuesday at 2 p.m. at the Knight Funeral Home in Windsor with the Rev. Millard H. Aubey Jr. officiating.

Burial will follow in the Brownsville Cemetery in West Windsor. Friends may call at the funeral home today from 7 to 9 p.m.

Memorial contributions may be made to the Cedar Manor Nursing Home.

Patricia A. Judd

HANOVER — Patricia A. Judd, 35, a native of Lebanon, died at Mary Hitchcock Memorial Hospital Saturday after a long illness.

Mrs. Judd was born March 7, 1940, the daughter of Richard and Helen (Conroy) Labombard. Prior to her illness, she had been residing in Portsmouth with her husband, TSgt. Neil Judd who is stationed at Pease Air Force Base.

Besides her parents and widower, she is survived by three children, Brian, Shari and Mark, all of Portsmouth; four brothers, William Labombard of Lyme, John Labombard of Hanover, David Labombard of Canaan and Larry Labombard, two sisters, Mrs. Debbie Martin of California and Mrs. Marcia Richards of West Lebanon, and several nieces and nephews.

A mass of Christian burial will be celebrated Tuesday at 10 a.m. at St. Denis Church in Hanover. Burial will follow in Pine Knoll Cemetery in Hanover.

Friends may call at the Rand Funeral Home today from 2 to 4 and 7 to 9 p.m. Contributions in her memory may be made to the Multiple Sclerosis Society of New Hampshire.

Ida Mae Ingham

WEST CANAAN — Ida Mae Ingham, 63, died Saturday at her home on the Goose Pond Road. Dr. William F. Putnam, medical referee, ruled the death a suicide as the result of a gunshot wound.

Mrs. Ingham was born in Appleton, Maine, Nov. 26, 1912, the daughter of Adyle and Ella (Smith) Linscott.

She had been a resident of West Canaan for the past four years. Previously she had resided in West Hartford for many years.

Before her retirement in 1974,

Five Persons Hurt In Crash

POST MILLS — Five persons were injured Saturday morning in a two-car collision on Rt. 113.

The mishap occurred when a vehicle operated by Shirley Fountain, 23, of West Fairlee was entering Rt. 113 from a private drive and was in collision with a vehicle operated by Elnora Ferber, 65, of West Fairlee, according to Danford O'Brian of the Vermont State Police.

Mrs. Fountain, her three-year-old son, Jason and two other passengers Eileen Field, 18, of Long Island, N.H.Y. and Freeman Tuttle, 65, were taken to Mary Hitchcock Memorial Hospital where they were treated and released.

Mrs. Ferber was listed in satisfactory condition this morning at Mary Hitchcock Hospital with internal injuries. Edna Comstock, 64, of West Fairlee a passenger in Mrs. Ferber's vehicle, escaped injury.

Both cars were wrecked O'Brian said.

Break In Windsor

WINDSOR — Police are investigating a break at a cabin on County Road discovered by the owner, John Sayles Jr. of Norwich, Conn. Sunday.

According to police, the break occurred sometime in the last two months and various items were taken including an antique wood burning stove and some antique lamps.



TIPSY TANKER — A liquid propane tank car sits jammed in trackside muck this morning after it and two other similar tankers exploded in a 19-car derailment Sunday evening south of Fairlee. No one was injured in the incident. (News photo—John Griesemer)

Boom —

(Continued From Page 1)

said, "but it's hard to tell when you're upset.

He said he began moving tenants out of the converted motel when the second blast came. The group was at a nearby neighbor's house when the third blast hit and word came to evacuate.

Windows Shattered
"Go look in the kitchen," Baade said. "Look what it did." The blast had shattered windows on the east side of the house and shaken loose ceiling tiles in the kitchen.

Baade said they returned home about two hours after the explosion and were met with a wave of news reporters.

"Oh," Mrs. Baade said, "I don't know what shook this place up more — them or the explosion."

The Baade's son called from Pennsylvania to check their condition after he heard the report on the CBS radio's nationwide news at 10 p.m.

"But the amazing thing is that no one — not a soul — was hurt," Mrs. Baade said.

"Damage can be taken care of. But not people, you know?"

"And the response was terrific. The firemen were here in two minutes."

"Firemen from everywhere. They got here even faster than the Hanover students did in 1967 when the train carrying beer went off the tracks in the same place."

"That time there was beer everywhere. This time it was fire."

Correction

Vermont and US officials probe cause of B&M tank car explosion

Associated Press

FAIRLEE, Vt. — Burning cargo and a jumble of smashed and charred rail cars rested along the Connecticut River bank near here yesterday in the aftermath of an explosion Monday of three tank cars filled with liquefied propane gas.

Clean-up crews worked to clear the debris, while state and Federal investigators tried to determine the cause of the accident.

Fairlee Fire Chief Donald Stocking said a fire on board the 37-car Boston and Maine freight train may have caused the explosion, forcing 18 cars and two engines off the track; or a derailment of unknown cause may have resulted in the explosion. No one was injured, he said.

One man spotted the flames, from the north side of St. Johnsbury, about 50 miles away, he said.

The fire chief, who at one point had 400 men from his department and outlying areas fighting the explosive blaze, said no gas leaked from the tanks into the river.

Five officials said one of three propane-filled tank cars was thrown 100 feet from the track, where it exploded, leaving a crater 25 feet deep.

Boston and Maine officials said the line, with about 600 feet of destroyed track, would be back in operation by early Wednesday.

The train was south bound from Montreal to

White River Junction, only 20 miles from the scene of the derailment.

Cars lay on both sides of the track, and at one point five cars were piled atop one another, smashed flat.

In addition to the propane, the freight train carried pulp, plywood and paper rolls, some of which caught fire during the explosion.

Stocking said it was unknown how much cargo could be saved. No dollar estimate of damage to the derailed cars was available.

The site of the crash was about 60 miles north of where an Amtrak passenger train derailed about three weeks ago.

A Boston and Maine official noted "an inordinate amount of rain" had softened the ground.



Firefighter is silhouetted against flames after propane tank cars on derailed train exploded. (UPI)



Twisted track and wrecked railroad cars lie along bank of Connecticut River near Fairlee, Vt., after Sunday night's derailment and explosion. (UPI)



Remains of one of three propane cars which exploded after Sunday night's train derailment near Fairlee, Vt., lie partially submerged in muddy water. (UPI)