

A.L. Wing
What say on this
expense?
9/12

Talked with Mr. Foley
11:05 AM 9/26/74
and he agrees
\$132 is our portion
& I agreed
9/27

Manchester, N. H.
September 11, 1974
File 3-1

Mr. W. V. Furey:

The attached bill concerns the recent derailment on the private siding of Associated Grocers, Manchester, N. H.

We have talked to Mr. Fred Ciampi, and Mr. Fred Foley, of Associated Grocers, who are contending that the derailment was caused by Boston and Maine negligence and therefore should be paid by the Boston and Maine Corporation. The work involved on the derailment is separately shown in the first item of \$132.00 and the last item of \$650.00, total \$782.00. The balance of the bill involves gage work done and properly belongs to Associated Grocers. This portion is not in contention.

Assume you will want to discuss with Associated Grocers to bring this to a conclusion acceptable to all.

Earle B. Rourke

Earle B. Rourke
REGIONAL SALES MANAGER

REW/c

(Attachment)

CC: Mr. A. P. Covelle - Copy of bill attached for your information.

Mr. A. L. Wing, Trainmaster, Nashua, N. H. As information following our conversation.

Aug. 8, 1974

882-5115

Assoc. Grocers Of New Eng. Inc.
Gold St.
Manchester, N.H.
% Mr. Champion

Dear Sir;

In our conversation July 29, 1974 to put railroad tracks back in service caused by derailment. Gage curve from point to point, surface and line, dig out Sw. and derail. Fill in side of track where men walk, also across from derail and Sw. Work was performed on different day, July 29-30-31-Aug. 1-3-1974.

Monday July 29

Line two track caused by derailment, respike rail at Heel of Sw. Replace broken Bolts in track.
5 men
15 Hrs.

\$132.00

112.-

Tues. July 30

Gage track on curve.
5 men

17 1/2 Hrs.

154.00 ✓

Wed. July 31

Gage track on curve
6 men

21 Hrs.

183.75 ✓

Thurs. Aug. 1

Finish gaging track on curve
8 men

32 Hrs.

271.00 ✓

Sat. Aug. 3

Surface, line curve, dig out Sw. and derail, fill in holes near Sw. and derail.
9 men

72 Hrs.

650.00

650.-

Total Ins.

Total Ins. and Labor

171.00 ✓

Material used 352 new spikes at .18

\$1561.75

Total labor, Ins. and material

63.26 ✓

\$1625.11

Sincerely yours,

Alpha A. Chevrette
Alpha A. Chevrette-Foreman

Bill
BT m
due to derail

Please make check payable to
Alpha A. Chevrette
16 Birch Hill Dr
Hooksett, N.H. 03106

OK PAY
Gary, 9/9/74

Fitchburg, Mass.
September 24, 1974

Mr. J.E. O'Keefe:

In reference to attached letter from Associated Grocers,
Manchester, N.H., Trainmaster Wing has had conversation with
Mr. Foley of this company regarding this bill.

I feel we are responsible for the \$132.00 only.

W.V. Furey

cc: A.L. Wing

Associated Grocers OF NEW ENGLAND, INC.

P. O. BOX 240 · 725 GOLD STREET · MANCHESTER, NEW HAMPSHIRE 03105 · AREA CODE 603 669-3250

September 17, 1974

Boston and Maine Corporation
P. O. Box 341
Fitchburg, Massachusetts 01420

Attention: Mr. W. V. Furey

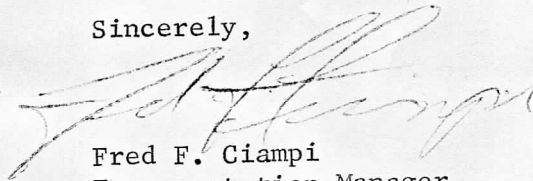
Dear Mr. Furey:

On July 29, 1974, during our daily switch, it is our belief that the B & M yard crew caused a derailment on our rail siding at 725 Gold Street.

The attached bill for \$1,625.11 is for repairs to our siding caused by the derailment, and for gaging the track. Of the \$1,625.11, \$782 is for repairs caused by the derailment.

We feel that this amount should be reimbursed us by the Boston and Main Railroad. Thank you for your cooperation in this matter.

Sincerely,



Fred F. Ciampi
Transportation Manager

FFC:slp

enclosure

Fitchburg, Mass.
September 24, 1974

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Manchester, N.H., Trainmaster Wing has had conversation with
Mr. Foley of this company regarding this bill.

I feel we are responsible for the \$132.00 only.

W.V. Furey

cc: A.L. Wing

RADIO CABS, INC.

ACCOUNTING OFFICE
1157 Elm St. Manchester, N. H. 03101

23951
55413
Dows marshen

TO • F. V. FUREY (SUPERINTENDENT)
INN HORSE PARK
BILLERICA, MASS.

DATE
MAY 2 1974

"Please detach and return this stub with your remittance."

AMOUNT PAID \$ _____

DATE	DEBIT	CREDIT	BALANCE
		Balance Forward	13.00
<p>This has been paid per Dows marshen 100 per 5/7/74 tus</p>			
<p>Bill</p>			
<p>Thank You!</p>			

RADIO CABS INC.
1157 ELM STREET
MANCHESTER, N. H. 031 1

PLEASE PAY LAST
AMOUNT ABOVE

Fitchburg, Mass.
October 11, 1974

Mr. J.C. Alden
Claim Agent
Boston, Mass.

In reference to your letter of October 9th regarding responsibility for damage to Associated Grocers, Manchester, New Hampshire,

I have disciplined Yard Foreman for failure to secure switch while switching this company. In switching operation car split switch, derailed, and caused damage to track. Inspection of points and switch revealed they were not defective.

Associated Grocers hired a side contractor to make repairs along with other work on their track. I feel that we are responsible for \$132.00.

W. V. Furey

CLAIM DEPARTMENT
BOSTON, MASS.
OCTOBER 9, 1974

MR. W. V. FUREY
SUPT. B. & M.
E. FITCHBURG, MS.

Re: Derailment - Associated Grocers of N.E., Inc.
Manchester, N.H. 7-29-74

Attached is copy of report concerning above-mentioned derailment. Please advise the cause of this derailment, and why you feel that we are responsible for \$132.00 in bill of A.A.Chevrette, dated August 8, 1974???

You will note this bill was not prepared by our Accounting Department.


J. C. ALDEN
CLAIM AGENT

ENCL.(1)

Use this form for reporting accidents of every character, excepting injuries to persons and accidents at crossings. Report all personal injuries and crossing accidents on forms 2600 and 2601 respectively.

Station, MA 7/29 19 74
To Superintendent of N.E. Division
Date of Accident 7/29 1974, Time 5:40 AM, Train No. Eng. No. 1124 Bound E
At or near MA Station, Weather Conditions CLOUDY
Nearest Mile Post 2 MILES, Distance and Direction from Station Named MA

1. Kind of Accident CAR DERAILMENT
2. Cause WENT ON GROUND WHEN WE SHOVED THRU SWITCH

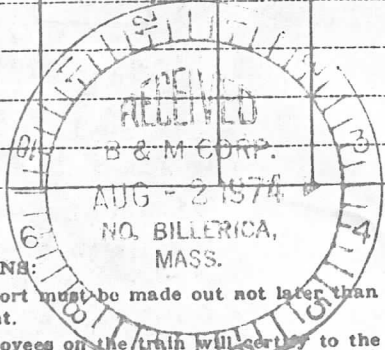
3. Speed at time of accident 2-3 M.P.H. 4. How far did train run after accident?
5. If any obstructions on track, how far ahead of train might it have been seen?
6. What signals were given? STOP Were they obeyed? YES
7. No. of cars in train at time of accident? Loaded 8 Empty Total Tonnage
8. How long was main line blocked? Hours Minutes What time was track cleared?
9. Damaged Equipment left at? A.G. 10. Was Wreck Train required? NO If not, how re-railed CLIMBERS

11. Give here any further particulars not covered by printed questions:
1ST OF 8 CARS BEING SHOVED INTO ASSX. GROCERS TO BE SPOTTED, WENT ON THE GROUND WHEN WE WENT THRU UPPER SWITCH. WE HAD BEEN THRU THIS SWITCH BOTH WAYS PRIOR TO THIS OCCURANCE.

TRAIN CREW
Engineman P.D. REARDON Fireman
Engineman (Helper) Fireman (Helper)
Conductor R.E. YOUNG - Baggage Master
1st Brakeman R.S. WATTS 2nd Brakeman S.H. CALLAHAN
3rd Brakeman Flagman

CAR		KIND	DAMAGE	CONTENTS	DAMAGE TO CONTENTS "SERIOUS" OR "SLIGHT"
Initial	Number				
SCL	593244	BOX	NONE	?	

Gen. Claims Agent
Director - Safety
Superintendent
A.L. WING



Signature R.E. Young Conductor, Engineman or Agent

- INSTRUCTIONS:
- This report must be made out not later than the end of the trip on which the accident occurs, and forwarded promptly to the Division Superintendent.
 - All employees on the train will certify to the correctness of the report made by the Conductor (or person in charge), unless the facts stated by him do not agree with their knowledge of the occurrence, in which case they will immediately make separate report on this form, certify to same, and forward as previously instructed.
 - Answer each and every question as briefly as possible, and still give a full statement of the true facts.
 - Make the report in ink.