

P.O. Box 302, Reading, Massachusetts 01867

John C. Alden, Editor

JUNE-JULY 1979

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

**JULY MEETING:** Saturday, July 14, 1979, 8 PM, First Parish Unitarian Church, Woburn Square, Woburn, Mass. After the business portion of the meeting the entertainment will be presented by member Preston S. Johnson who will present a slide program.

**AUGUST MEETING:** Saturday, August 11, 1979, ca. 8 PM, Stall Four, Conway Scenic RR Roundhouse, North Conway NH. The program will be presented by the 470 Club (Portland Div. RRE); this meeting will be in conjunction with other festivities that day at the Conway Scenic RR:

- Train Departures August 11 & 12: 11 AM, 1 PM, 2:30, 4, and 7 PM. A Special Fare of \$2.50 will apply all day Saturday to any card-carrying member of the B&MRRHS (cards expiring in 1979 will be accepted). If conditions permit the 4 PM & 7 PM Saturday runs may be steam double-headers.
- Special Run: leave N. Conway 5:15 for Intervale (MEC) & return. Special fare of \$1.00.
- Cab-Ride Prize: We will hold a drawing with the winner to get a cab ride on one of the Saturday runs. The "ticket" for the drawing is on page 7; clip it out, fill it out & send it to: Joseph N. Shaw, Program Chairman, B&MRRHS, 888 Greenland Rd., Portsmouth NH 03801.

**DUES ARE NOW DUE** for the 1979-80 membership year are now DUE! The formal renewal form is on page 7. Annual dues are \$10, conversions to life membership are \$100. Make checks, money orders, etc. payable to the B&MRRHS. Please let me know of any necessary corrections to name or address. Cutoff for non-renewal will be with the November Newsletter (meaning ca. Nov. 1); the Fall 1979 Bulletin will go only to the Renewed. Send your renewal payments to: T. R. Engel, Memb. Sec., B&MRRHS, Box 369, Belmont MA 02178.

The Society's newest book entitled Moguls, Mountains, and Memories: A Gallery of New England Railroading North and West of Boston is rapidly nearing completion and should be available by early this fall. This will be a 128-page softbound book in 8½x11" vertical format containing photographs of the Boston & Albany, BAR, B&M, CPR, CV, GT, MEC, and a number of shortlines from 1945 to the present. Covers will be full color plus there will be another two or three color plates elsewhere in the book. Featured will be work by Jack Armstrong, Ben Crouch, Stan Bolton, George Corey, Phil Hastings, Ron Johnson, Don Robinson, and others. Price will be in the \$10 to \$12 range with proceeds to support the publication of a book on B&M steam power in the spring of 1980. Keep your eye on the Newsletter for additional information on both of these publications.

**NEWSLETTER CHANGES** While this is the last Newsletter on the old fiscal year, some important changes are taking place in this month's issue. Formost, you've no doubt noticed our new masthead designed by Dick Symmes. The old masthead served us well for almost 7 years but climbing costs of production led us to retire it in favor of the new design which can be printed at the same time as the rest of the first page. Next, this issue is called the June-July issue; the one next month will be the August one, and so on and we will now be in step with the rest of the world. On our "cover" next to the issue name we will have the closing date, the last day we were typing & still able to get news, nearly always the mailing will occur 3 days later. Lastly, we are running our mailing labels off on a new computer system on the arrangement sought last month so your labels will look different. This new system represents a reduction in our operating costs and will allow us to expand our services in other areas. — TRE

●●● The Museum of Transport in Boston is preparing a permanent exhibit called Boston - A City in Transit. They are in need of volunteer assistance in the preparation of this exhibit and have asked the B&MRRHS for support in completing it. They also need hardware and printed matter for use in the display and are seeking donations of such material. They are especially interested in acquiring a handcar (of the original hand-pumped variety), two-man rail lifting tongs, various track material such as tie plates and a short (four-foot) section of rail, and are looking into the possibility of acquiring and cosmetically restoring one of the B&M 0-6-0's at the Fletcher quarries in Westford (see latest Bulletin, Spring 1979). This ambitious project will require considerable volunteer assistance to be successful. If you are interested in assisting, please contact Mr. Peter Albin, Manager - Planning & Coordination, Commuter Service, Boston & Maine Corp., Iron Horse Park, North Billerica MA 01862. He can be reached by telephone at 617-667-8100 ext. 337 or at his residence, 617-861-0783.

Trackside Buildings Recording Project We still have openings for many of you to assist in our effort to get these buildings on film before they disappear. If you can take a snapshot you're eligible, we not trying for portraits, just pictures. If you live near one of the branch or mainlines or abandoned branches you are in a good location. We have offers from twenty people to participate so far; many more are needed. For instance, it will take up to ten to cover Metropolitan Boston — to date we have only one. We must move quickly to stay ahead of the vandals and wreckers. Write to Gene Prowten, 132 Stow Rd., Boxborough MA 01719. Enclose a stamped self-addressed envelope, business size.

**B&Meeting** The June regular meeting of the B&MRRHS was called to order by Vice President Malcolm Houck on Saturday, June 9, 1979 at 8:19PM in the First Parish Unitarian Church, Woburn, Mass. There were approximately 30 members and guests present.

Vice President Houck requested that all ballots for electing officers and directors be handed over to the tellers.

The secretary's report was read and accepted; the treasurer's report was read and accepted.

Membership Secretary Tom Engel reported that the May Newsletter was mailed before Memorial Day, and that the next Newsletter issue will be for June and July. He also reported that he is now accepting membership renewals.

Dick Symmes of the Bulletin Staff reported that the next issue of the B&M Bulletin is now two-thirds completed and will go to the printer in two weeks.

Program Chairman Joe Shaw reported that the dinner and program scheduled for the evening of June 16 at the Charlemont Restaurant, Fabyans, NH had to be cancelled for lack of registrants, but that the Cog Railroad shop tour and train ride will be held as scheduled. He also reported that the entertainment for the July meeting will be given by Preston Johnson, and for the August meeting at North Conway by the 470 Club. Joe read a letter from Dwight Smith of the Conway Scenic Railroad, concerning the August meeting, which proposed a drawing for a cab ride on the Conway Scenic Railroad, plus a surprise. Joe Shaw asked for volunteers to do the programs for January, February, and March.

John Clemons of Salem, NH reported that he will coördinate an effort to restore to displayable condition a B&M 0-6-0 now at Fletcher's Quarry, Westford, Mass.

Joe Shaw then announced the results of the B&MRRHS annual election of officers and directors:

- President: Malcolm Houck (58 votes)
- Leroy Hutchinson (1 vote)
- Vice President: John A. Goodwin (47 votes)
- John A. Roderick (8 votes)
- Stanley Genthner (1 vote)
- Treasurer: John C. Hutchins (56 votes)
- Charles P. Smith (2 votes)
- Secretary: Forrest Mack (58 votes)
- Directors (two elected): Donald A. Clerke (55 votes)
- Preston S. Johnson (54 votes)
- Thomas Engel (2 votes)
- Donald Valentine (2 votes)

The meeting was adjourned at 8:33 PM.

Respectfully submitted,  
(signed) Forrest Mack, Secretary, B&MRRHS

**VISIT TO "THE COG"** On Saturday June 16th about 35 members and their guests came to the Mt. Washington Cog Railway's Base Station for a tour of the Cog Railway museum and shops and a trip to the summit on "the Cog", returning to the Base Station about 5 PM.

The activities began with a short presentation by Don Bray on the Cog Railway, including photographs of construction scenes and early equipment. We then took a special train over non-revenue trackage to the shops for the shops tour. The Cog Railway is not a museum operation, it is an operating steam railroad, and nowhere is this more evident than in its shops. Here locomotives were seen under repair (a new one is being constructed); coaches were being repaired and repainted. Most of the parts used are unavailable elsewhere and must be made special in the shops. Shop machinery is driven by water power from a turbine with power transmitted by overhead shafts and belts and pulleys. The Cog generates its own power — both AC and DC — from water power. We also visited the standby steam pumping station; this facility was the only offspring of an ambitious plan to build a 21-mile trolley line (this was during New Haven control ca. 1913) to the summit. Much vintage equipment—but well taken care of—and much Yankee ingenuity in evidence.

After a visit to the museum we rode up to the summit. If you like "stack talk" the place for you is the rear of the coach as the train slowly chugs up the mountain; the sights, sounds, and smells of the Age of Steam. As we neared the summit the clouds closed in and we spent our time at the summit wrapped in fog. We spent only 20 minutes there, the wind was picking up and the crew was anxious to get back down as it appeared we might be the last train down for the day. But on the way down the weather improved; we met an up train which took the siding — down is superior to up though meets are arranged from the Base Station — and arrived at the Base Station with all feeling it was a day well spent. — TRE

AN URGENT APPEAL The Society's continuing rapid rate of growth has left us overloaded with necessary work and short-handed in several key areas not the least of which are the Bulletin and Newsletter which are the lifelines of our organization. We urgently need the assistance of more members if the Society is to continue growing and expanding the information and services it provides for all. Please look over the following list of tasks with which assistance is needed. None of them require previous experience or technical expertise, but all are essential functions. Ask yourself if you couldn't spare a maximum of 5-10 hours a month in one or more of these areas. If so, please contact the listed individual for whatever area interests you. Your participation would be most welcome in any of these areas.

TASK	FREQUENCY	PEOPLE NEEDED	CONTACT	MEMBERS IN NEARBY TOWNS
1. Bulletin Mailing	4 times/year	5-10	Joseph N. Shaw, 888 Greenland Rd., Portsmouth NH 03801 603-436-2663	78
2. UPS/Mail Shipping to Stores	4-6 times a year	3-5	H. Arnold Wilder, 46 Lowell Rd., Westford MA 01886 617-692-6649	38
3. Publications deliveries to stores in: Boston, S.E. Mass. Central & Western Mass. Connecticut S.E. Maine	4-8 times a year	5-10	John Hutchins, Nutting Road, Groton MA 01450 617-448-5339 (this is the pick-up location)	35
4. Manuscript writing or research	ANYTIME	Anyone who can help	J. Norman Longhi, c/o B&MRRHS P.O. Box 302, Reading MA 01867	1150 members
We would be especially interested in assistance from some of our active or retired railroaders who are members. Placing your experiences on recording tape for future printing would be of considerable assistance if you don't wish to write them down.				
5. Photograph hunting or submission	ANYTIME	Anyone who will help or contribute to the photo files	David K. Johnson, c/o B&MRRHS P.O. Box 302, Reading MA 01867	1150 members
6. <u>Bulletin</u> and book production	4-8 meetings a year	Anyone to assist in editing, typing layout preparation	Richard W. Symmes, 16 Frankwood Ave., Beverly MA 01915 617-927-2701	97
7. Newsletter mailing	monthly	5-10	Thomas R. Engel, 179 Lewis Rd., Belmont MA 02178 617-484-5911	50
8. Archives cataloging at the U. of Lowell	5-10 times a year	5-10	Forrest Mack, 262 Main St., Watertown MA 02172 617-924-8768	74 in Lowell area
9. Modelling	ANYTIME	Anybody	Don Clerke, 132 Laurel St., Windsor CT 06074 203-644-8993	21

19TH CENTURY PULLMAN AT CONWAY SCENIC In January 1898 Pullman Company built the "Libertas" one of four identical luxurious 6-compartment Observation Lounge cars for assignment to the new Pennsylvania Limited. The car was renamed "Marysville" in 1910 and retired in 1922 and sold by used equipment dealers Hotchkiss-Blue & Co. of Chicago to the Bangor & Aroostook for \$22,136.56 in Nov. 1922. BAR numbered their new car 197 and named it "Aroostook", carrying it on their books as a Cafe-Parlor car.

In 1938 BAR 197 was retired from revenue passenger service, renumbered X254 and converted to a cook-diner car for maintenance of way crews, later becoming a bunk car for work crews. In 1975 BAR retired X254 and it was purchased by Dwight and Gee Smith of North Conway NH; Dwight is President & Manager of the Conway Scenic Railroad.

Owner Dwight Smith is seeking photographs, first person recollections, memorabilia and other data pertaining to this historic car and its 3 sister cars, "Veritas", "Fortuna", and "Justitia" which became "Oroville", "Blairsden", and "Wendover". Does anyone out there have a picture of "Aroostook"/"Marysville"/"Libertas"? Public timetables and promotional pieces on the trains that carried these cars are sought also. If you can help, please contact Dwight Smith at P. O. Box 947, North Conway NH 03860 or call him at 603-356-3416.

SPOTLIGHT ON BOSTON & MAINE R.R. HISTORY (from the Boston & Maine Employes magazine)

50 years ago JULY 1929, Vol. 6, No. 4 — Lead article: "Stony Brook Signal System" by M. J. Casey, Signal Inspector, 3 pages, illustrated with sketch of track layout and signal locations btwn. N. Chelmsford and Ayer, double track with 2 passing sidings (middles); first CTC (centralized traffic control) on the B&M, under the control of Train Director at N. Chelmsford. Photos showing "4000" type superpower at 2 locations.. "95 Years of Rail" by John J. Kiley, Office Asst., Eng. Dept. describes increase in weight & size of rails, starting in June 24, 1834 with building the Boston & Lowell; photo & sketch of same.. "Directors Make Joint Inspection" Directors of New Haven and B&M inspected main lines of the B&M noting many improvements in yards, road-beds, etc., photo of John J. Pelley, Pres. of NYNH&H and George Hannauer, Pres. of the B&M.. "Rock Ballasting on the Fitchburg" photo story showing manner of removing old ballast and placing new from special 70-ton ballast cars.. "Mechanical Foremen Have Annual Banquet" at American House.. editorial "Improvement Minded" refers to Pres. Hannauer's leadership.. Rear Cover: "Bristol NH; as a railroad center serves a very large area. The l.c.l. business averages about 1800 tons, present Agent L. A. MacPhee, took over this station in January 1929"...

25 years ago JULY-AUGUST 1954, Vol. 22, No. 4, Cover: Summer on the Conn. River.. Lead Article: "The Boston & Maine Pioneers" will be the world's largest user of Budd cars, completing Dieselization and revolutionizing passenger train service, Pres. T. G. Sughrue announced the purchase of 55 more RDC's and 12 more diesel locomotives, plans to retire the remaining 75 steam locomotives with substantial savings.. Promotions: K. M. Qua appointed General Claim Agent, G. W. Finney now Asst. Gen. Claim Agent; R. T. Damon retired after 58 years of service.. "Heads RR Women" Martha E. McManus installed as President of Railway Business Women's Assn. of Greater Boston, was secretary, Law Dept.,.. "New Publicity Manager" C. A. Somerville appointed; still Editor-in-Chief of Boston & Maine RR Magazine.. Retirements: A. A. Shaw retires as Chief Clerk, Passenger Traffic Dept., Lester Boston retires as "Traveling Conductor".. photo, Freight House scene at Lakeport NH taken by Dwight A. Smith, Traffic Representative...

QUERY A question comes to us from member Richard J. Bolan via member Bud Horton: Where did the "India Rubber Bridge" get its name? The India Rubber Bridge is over Little River in Haverhill, Mass., just east of the old Haverhill roundhouse, mileage 33.88 from Boston. The Boston & Maine itself lists it as the India Rubber Bridge in its roster of structures. Write Ye Editor in Concord...

**B&Matters** (The B&MRRHS Newsletter needs a few good stories. Actually lots of them, the more the better. Also observations, current notes of everyday happenings, etc. We try to give you an idea each month of what's going on in your Society and out on our namesake railroad. But we need your help; as this issue shows, you're the ones who make it happen. Send your Newsletter items to: John C. Alden, Newsletter Editor, 11 Riverside Ave., Concord MA 01742.)

Gardner Tower was demolished early this month. Member Andrew Wood came across it just as demolition work was beginning and took pictures of the structure and its razing. Another bit of the old Boston & Maine gone. All the more reason to get the trackside structures down on film before they disappear; contact Gene Prowten (see p. 2) to help out on our Trackside Buildings Recording Project.

South Reading branch Report, by Don LeJeune: The branch is now less than four miles long from North St. yard in Salem to the Peabody Industrial Park run-around track with industries still seeing 5 days a week service. Power for the branch is supplied from the early AM arrival of ES-6 from E. Deerfield. The Peabody switcher goes on duty at 0700 and takes power from the ES-6 pool, proceeds to the North St. yard and works the day before's empties from surrounding communities. After an hour's work at North St. the Peabody train gets a bottom green from Salem Tower to proceed off the Danvers branch to the main line wye into Salem tunnel. From there the unit works ES-6's train and makes up 3 other local freight runs to Lynn, Marblehead, Beverly, Newburyport, and Danvers. Then to the S. Reading branch and a busy afternoon of pushing pulling and flying switch maneuvering the many cars serving the branch's industries. One of the busiest and most active is Eastman Gelatin; this firm plans a major building expansion to cover the present roadbed some twenty feet wide. Eastman Gelatin owns the right of way and will have a small yard constructed to handle their cars; stacks of 90# rail and new ties are already waiting to be installed.

Topsfield officials are hopeful the Topsfield branch can be abandoned so they could lease some railroad land for parking space and remove some delapidated grade crossings; the Mass. DPW is also interested in abandoning the line. The branch has been impassible since 1977 because of a washout near Danvers High School; the two shippers on the line have made other arrangements. (Peter T. Victory)

The Diesel fuel crunch also hits the B&M. The railroad burns about 2 million gallons a month; a price increase of 1¢/gal. means a monthly increase of \$20,000. Currently the RR deals with as many as 15 different suppliers. Despite selective purchasing average price paid has risen 8¢ a gallon in the first three months of the year — equal to an annual increase of almost 60%. (B&M Newsletter)

Eastern Route Humor, or Roundup Time on the B&M — On Wednesday May 2 SW-8 804 was trundling north through the Hamilton countryside with the Newburyport local freight when the train came upon about a dozen cows on the track. The engineer made an unscheduled stop and radioed Salem Tower. "We've got about a dozen cows here and they're all over the track." "Well, Harold," the towerman advised, "Why don't you climb down and shoo 'em off?" "OK, I'll try a roundup, but I wish you'd send someone out with a lasso!" the engineer replied. "It sounds to me," the tower shot back, "like udder confusion." What persuasion the engineer used he didn't say, but in a few minutes he reported he was on his way again. The tower said he'd advise following trains to be careful, but not to be cowed. (Peter T. Victory)

The tender offer for the B&M's 1st mortgage bonds at 80 has been extended by the Trustees for 60 days to expire on July 31st. Furthermore, per their reserved right, the Trustees have increased the total amount to be purchased from \$37 to \$40 million. As of June 1st \$35,520,700 principal amount of the 6% series TT bonds due 1970 had been tendered for purchase by the Trustees.

Rarely is there a note of humor in Moody's Transportation News. In their June 1 issue they carried the B&M's first quarter 1979 ICC report earnings. It is very rare for a company to hit a break even point right on the nose, but there it is in a prominent footnote: balance for fixed charges: deficit of only \$366!

The Trustees have reported the B&M's April 1979 earnings: net income of \$357,672 on gross revenues of \$9,163,711. April 1978 had had net income of \$710,015 on gross revenues of \$7,643,842. Net loss for the first four months of 1979 stands at \$863,286 vs. \$2,136,801 for a year earlier.

Say It Ain't So Dept. — Yes, the Wolfeborough Railroad is up for abandonment; the formal notice of intent to abandon service was run in local newspapers (Carroll County Independent, etc.) at the end of May. As the Wolfeborough is still a common carrier of freight (down to 15 carloads a year to 4 customers) the approval of the ICC and the New Hampshire Public Utilities Commission is needed. The Wolfeboro has been in operation since 1972 for freight and (mostly) passenger service on the former B&M Wolfeboro branch. For a time from late 1975 until Feb. 1977 the Wolfeboro also operated the former B&M Pemigewasset Br. as their Central Division; but insufficient carloadings (the paper mill at Lincoln NH had reopened, shipped little by rail, then promptly closed) doomed the Central Division. On the main stem passenger revenue was insufficient to cover the freight deficit. The line has been up for sale for over a year but while many have been interested it now appears the road is worth more dead than alive; assets include 12 miles of track, four stations, 2 locomotives, and passenger cars. (Frederick C. Braun, Theodore Nordbeck, W. Vittum)

All Wolfeboro equipment that is worth anything has already been moved to the Sanbornville yard, no passenger or freight service is being run. All private cars that were stored at Wolfeborough have either left the property or are awaiting movement to another location at the Sanbornville yard. The Sun View, that ex-Seaboard ex-Amtrak pullman with solarium lounge at one end which had been kept at Wolfeboro is now at the North Hampton NH freight house with a "For Sale" sign on it. Only \$28,500, if interested contact M. H. Clark, Pres. Mel's Truck Sales, (603) 964-6969 or 964-5265. (Bud Horton)

But a piece of the Wolfeborough will live on, and bring opportunities to ride previously freight-only trackage in a new location. The Brill car and trailer will shortly be going south to Rhode Island where they will be used on a new operation called the Newport & Old Colony. This outfit will run the Brill car between Newport and a point near Bristol on former ConRail/Penn Central/New Haven/Old Colony trackage. Service is expected to begin there about the middle of July.

Boston & Maine Corporation President Alan Dustin detailed some of the improvements in freight car utilization in the March-April B&M Newsletter. The establishment of the Car Utilization Dept. was one of the most important; this new department has been given complete control over all empty car movements on the railroad. At the same time the B&M joined the Freight Car Clearinghouse Project in which 9 railroads pooled the use of their general purpose cars. The flexibility of this program has allowed the B&M to satisfy online loading demands with an average of 400 fewer 50-foot cars per day. This past winter the B&M was not only able to satisfy its own needs but also supplied the MEC and BAR close to 500 50-foot cars to protect paper loadings in Maine.

In late 1978 the B&M began a complete review of all its through-freight schedules with a view to facilitating movements of cars. As part of the joint B&M/MIT freight car utilization project it was determined that more expedient train operations were needed on certain corridors. This led to the first "corner train" operation on the railroad between Springfield and Rigby yard. Car movements which formerly took 80-90 hours now move in a range of 30-35 hours between points. This substantial improvement in transit time has not only cut car hire cost but has attracted back traffic formerly lost to the highways; additionally a new piggyback movement developed from Maine to the B&M's piggyback ramp in Holyoke.

Under an FRA contract to develop a yard design methodology Stanford Research Institute is working with the B&M on the redesign of East Deerfield Yard. The redesign will be part of the rehabilitation project begun last year and scheduled to extend through 1980. The end result will be a more efficient and cost-effective East Deerfield facility.

51 grade crossing projects are to be done as this year's work under a federally-funded program for grade crossing reconstruction. Since 1975 151 grade crossings in the five states served by the B&M have been rebuilt using new methods and materials to increase the efficiency of the work. At the completion of this year's program approximately 90% of the Fitchburg and Conn River crossings will have been done.

COMMUTER NOTES — There is still a manual crossing at Wyoming on the Reading branch. Freight Cut-off Track Work: Extensive track work has been completed in Davis Sq., Somerville at Grove St. The B&M is now moving bedrock from the work site in special dump trains using new MBTA dump cars. Trains leave during the day, destination unknown. Lowell Line Work: June 9th track work in progress at Montvale Ave., new station in Woburn between Mishawum Road and Rte. 128 is under construction.

Local B-45 is working to Woburn; this local never works with the same engine, using SW-2's, GP-7's, 9's, etc. On June 8 the local had GP-9 1740 in the new paint scheme with the number under the cab window and B&M on the short hood. 1700 is the only GP-9 in use in both freight (local) and passenger service. F10 1101 has been to Woburn with 3 RDC's. (George Poole)

EQUIPMENT NOTES: Robert Kirmes writes that #1227 is the usual engine on the Bedford branch ●● 1128 is still in the old yellow & red Minuteman color scheme as of 4-2-79, #1226 is blue as of 4-5-79. Walt Sokolowski notes that GP-7 1568 is no longer in the old maroon & gold minuteman scheme but is now sporting a new blue paint job.

SYMBOL FREIGHTS We were going to have a new schedule for you this month — it was to have been on the last page — but we have decided to defer the schedule to next month as a very momentous change is occurring July 1: the alpha-numeric symbol notation is to go into effect. The new symbols will be very similar to ConRail's with two-letter terminal symbols, two digits for the date (CR & SP use only the last digit of the date), and a letter A, B, etc. depending on whether it's the 1st, 2nd, etc. train between those two points on that day. Extras will be handled with an X's being put somewhere in the symbol. Thus instead of today's (6/25) AP-3 we'd have maybe BOME25A; on the Conn. River we might have SPCV and SPCP. However, the changes in the existing schedule, as of 6/20: NE-84 lv. Mc'ville 1400 Tuesday-Fri., ML-2 lv. Mc'ville 1400 Sat. only; NE-87 runs Wed.-Sat only; LM-1 lv. Lawrence 1300 Sun. only. CONN RIVER: WE-2 lv. Whitefield 2300.

**B&Members** We welcome the following new members to the B&MRRHS: Don Damour, Concord NH; Thomas Obřemski, Salem MA; Ralph Rottet, Dover NH; Adrian Gintout, Portsmouth NH; Richard Haverty, Newton MA; Wayne F. Lendroth, Hamden CT; Joseph A. Camarano, Arlington MA; Charles A. Lawlor, Jr., Albany NY; John A. Dragseth, Allston MA; Gordan L. Wallick, Danversport MA; Dana P. Delorey, Waltham MA; Gerald F. Cunningham, Silver Spring, MD.

CONN RIVER Bob Nylander notes an interesting lashup of engines on the northbound CV train at the end of May: RS11 3601 dark green with yellow, RS11 3609 red with black & white stripes on long hood, GP-9 4548 blue with red ends and white stripe on frame, RS11 3614 all red, GP-9 4923 black with red ends. Should call it the rainbow train!

The Springfield Terminal Railway is doing extensive tie replacement. On May 15 they were working alongside old Rte. 103 in front of the Paddock Restaurant, where they had dropped several cars off the iron late last winter. (Warren Vittum, Jr.) Mr. Vittum also notes that there will have to be a good deal of brush cutting on the Cheshire even to find the rails.

Steamtown is to move to New York State! It's official! The location will be a site in the Kingston NY area; it is not known whether all the exhibits and locomotives currently at the Bellows Falls site will go to New York. Reports are that already extra men have been hired to spruce things up enough that equipment could be moved to Kingston. This may well be the last summer Steamtown is in New England.

**B&Marketplace** We publish ads by members as space permits. Please keep them as short as possible and send them on a separate sheet of paper. Don't forget to include name and address. We may edit ads to fit them in and can't guarantee the running of an ad.

● WANTED: B&MRRHS Bulletins Vol. I, nos. 1-4, Vol. II Nos. 2-4; Vol III Nos. 2 & 4; Vol. IV Nos. 1 & 2. Will pay premium price and/or trade B&M rulebooks, large loco. bell. T. J. Sommer, Box 4, Bethel CT 06801

NORTH COUNTRY NOTES B&M SW-1 1126 is now on lease to the Berlin Mills Railway on a five year lease, Rudy Hood reports. BM Ry. 70 tonner #15 is now out of service due to cracked cylinders and possible crankshaft problems; also, #16 has a cracked engine which will let go at any time. The line's general manager informed him that the possibility is that #16 will be scrapped and the parts used on #15 to keep it going, or the two may be traded in for a new locomotive.

The Whitefield ball signal is still regulating train movements, but with a new set of balls. The old balls weren't actually spherical and resembled either overgrown pineapples or giant toilet tank floats but they were historic. Their replacements are styrofoam balls of crude manufacture. The authentic balls are now at the Maine Central's headquarters at 222 St. John St. in Portland. The signal is actually MEC property and it is maintained by them; as there is only one railroad at Waumbek Jct. the ball signal there has been removed.

The Lamoille Valley trip DID run on June 3rd — and without incident, except for sticking brakes on the last coach coming down the steep grades into St. Johnsbury. The train was filled to capacity; never has your Memb. Sec. seen so many railfan luminaries together in one spot. Weather was perfect; all agreed this was one of the events of the decade; kudos to the men of vision and determination who pulled off this trip.

PUBLICATIONS The following publications are available postpaid (unless otherwise noted) by ordering direct from this address: Business Mgr., B&MRRHS, Box 223, Harwood Station, Littleton Mass. 01460. Publications orders sent to any other addresses will be subject to an automatic delay of at least two weeks. Do not include any other correspondence with these orders!!

B & M BULLETINS: Fall 1976, Winter 1976-7, Spring, Summer, Fall 1977; Winter 1977-8, Spring 1978, PRICE: \$2 @ to members, \$2.25 @ to others. Summer, Fall 1978, Winter 1978-9, Spring 1979, PRICE: \$2.50 everyone.

OTHER B&MRRHS PUBLICATIONS: 1932 Snow Train menu -25¢; reprinted Montpelier & Wells River/Barre & Chelsea RR employes' timetable #62B of January 22, 1928 - \$1.00

BOOKS BY OTHER PUBLISHERS: A Pinprick of Light by Carl R. Byron. A 72pp. 6"x9" softbound history of the construction and operation of Hoosac Tunnel by a well-known B&MRRHS member and former officer. Illustrated with photos, maps, and diagrams. \$4.95.

Vanishing Markers, a 128pp. illustrated description of Boston & Maine railroading 1948-1952 by a former B&M brakeman. This is a captivating account of B&M operations during one of the most interesting periods in the company's history. Members \$12.50; non-members \$14.95.

New England Diesels, Dave Alpert & George Melvin's photographic chronicle of the Diesel locomotive in New England from the 1930's to the present day. All class I roads as well as shortlines are represented in the 420+ photographs from New England's major rail photographers as well as some unknowns. The book is organized on a state-by-state basis including maps of rail mileage in each state. An excellent value! Hardbound, 232pp. Members \$24.00; non-members \$26.95.

Northern Rails - 1978 Edition: A 34-page illustrated guide to the railroads of Maine, New Hampshire and Vermont, their freight and passenger operations, locomotive rosters, yard and engine terminal locations, maps, and radio frequencies plus gazeteers of principal points of interest in each state. Includes all museums with equipment rosters. \$3.50

NEW! Railfan's Guide to New England (2nd Edition): Similar in content to Northern Rails but covering all six New England states in a more comprehensive manner including detailed freight and passenger schedules. Published by B&MRRHS member Jack Armstrong whose excellent photos have often appeared in the Bulletin, Rails Northeast, etc. 50 pages, 8 "x11". \$4.95.

A COMPLETE INDEX to all B&M Bulletins, 75¢, including postage

BACK BULLETINS A few copies of the Spring 1976 and Summer 1976 Bulletins have been returned to us by dealers. These are available on a first-come, first-serve basis at \$1.50 each. Order from the Business Manager at Littleton.

------(ticket for Conway Scenic cab ride drawing.for the August 11 meeting)-----  
Detach and send to Joseph N. Shaw, 888 Greenland Rd., Portsmouth NH 03801

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------(RENEWAL FORM)------(DETACH ALONG THIS LINE)-----

Please use this form to renew your membership. Dues are \$10 per year; conversion to life membership is \$100. Print or type your name for better legibility & let me know if anything needs to be corrected in your name or address. Make checks, etc. payable to the B&MRRHS (at the Reading box if the check, etc. needs an address). Send your renewals (but please don't include any other business) to: T. R. Engel, Memb. Sec., B&MRRHS, Box 369, Belmont MA 02178.

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Would you be willing to loan photographs and data for use in the Society's publications? \_\_\_\_\_

Would you be willing to do research for articles or write material to be used in our publications? \_\_\_\_\_

**CReport** ConRail has announced a \$200 surcharge for all cars moving over any ConRail line; that means in addition to all freight chargestack on \$200. Private industry analysts believe CR is trying to pick and choose its traffic, trying to cut down on boxcars and boxcar traffic. Hopefully this will give a boost to the D&H and B&M.

The much touted alpha-numeric system of freight train symbols is a miserable failure. Customers are even more frustrated because many ConRail office personnel don't know the system hence delays. There is also speculation that the many open bars that cost ConRail thousands of dollars didn't help sell the alpha-numeric system. (Joe Mulligan)

**NIGHT BEAT** The East End at Night, or The Scanner's Tale,' by Walt Sokolowski: The 3rd trick is controlled on the east end by Mr. Elmer Wing, night Train Dispatcher, who along with his train directors in Lowell and Ayre handle very capably train movements throughout the night. Jobs such as AP-4 on the west end at Gardner, are directed by the west end man as to work to be done there on the run east to Westminster which begins the east end. At the same time, BR 21 is leaving Dover, while NE 2 is by Plais-tow with one or the other or both due to work at Rockingham Jct. The bulk of the East End Dispatcher's work is east of Lowell and at times that can be very hectic. Trains are told in Lawrence that they will pick up or leave an engine at Ayer on the way west, or that they will be pushed over the hill at South Ash, or the Lowell switcher will need more time to get their pickup ready, RS 1 has to set off a cripple somewhere, etc. Quite a lot of activity. Back on the Fitchburg, SE 5 meets with ES 6 at Ayer; meanwhile, the coal train is told of this as they move through Leominster and will soon radio Ayer Tower where the Train Director knows they're coming but the Y job has just hit the bell at Forge Village coming west and they are told they have signals right thru town; as they approach the Willows East the coal train is told of this and also that ES 6 has now gone on the single iron to Boston & Salem and now they have signals right through town where Lowell tower will take over and hold a job at Graniteville or in Lowell until the coal train negotiates the wye at N. Chelmsford and now becomes Don Robinson's charge as it approaches NH and the Conn. River section of the New England Division. A lot of people involved in a lot of movements.

The above is not exactly a case by case report but what may be heard at any given time of the night as an example. Well, the coffee is getting cold, and Gordon at Ayer Tower has just come on the air with instructions for W 3 to stay in the clear at the second track at the Willows for EY 8....

**BOSTON & MAINE R.R.**

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JUNE-JULY 1979 (6/25/79)

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