

Boston & Maine Railroad Historical Society

Incorporated



NEWSLETTER



P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

June 20, 1977

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

Our July meeting will be held at the First Parish Unitarian Church in Woburn Sq., Woburn MA on July 9, 1977 at 2000 hrs.; the entertainment after the business meeting will be a railroad flea market. ●●●● AUGUST MEETING: 13 August, 2015 hrs., stall 4, Conway Scenic RR roundhouse, N. Conway NH. B&MRRHS members can ride any CSRR train all of Sat Aug. 13 and/or Sun. Aug. 14 at a special reduced fare of \$2.00 (normal adult fare is \$3.00). All the member has to do is show his current membership card to CSRR ticket agent in order to obtain the special fare. B&MRRHS members' families will pay normal fare. The 7 PM (1900 hrs.) train will be Steam, if possible, and a car will be reserved for B&M RRHS members and guests only. Meeting at 8:15 PM, stall 4 in CSRR roundhouse. Slides of northern New Hampshire, with a little Maine Central thrown in. ●●●●

● DUES for 1977-78 are now due! The regular renewal form is on the penultimate page. Dues are \$10 per annum; life memberships are \$100 for those wishing to convert. Make checks or money orders payable to the B&MRRHS and not to any of our officers. Send form and money to T. R. Engel, Memb. Sec., B&MRRHS, P. O. Box 369, Belmont MA 02178. I will be generating new label sets and rosters the 3rd week in October; those not paid up by then will not be on the roster or label sets (reinstatements after then can be done but it's tricky and time consuming to do; have a heart, folks.) Schedule of Renewal Announcements: —JUNE: formal notice & Form; —JULY: gentle reminder; —AUG.: polite reminder & Form; —SEPT.: impolite reminder (pink sheet); —OCT.: No more Newsletters nor Fall Bulletin for those that haven't renewed, until they do. —TRE

B&Meeting The regular monthly meeting of the B&MRRHS was called to order at 8:10 PM in the First Unitarian Parish Church, Woburn, Mass., by President Leroy C. Hutchinson. There were approximately seventy-five members and guests in attendance.

President Hutchinson announced that Messrs. Joseph R. DeRosa, Robert J. DeRosa, Thomas R. Engel, and Donald C. Foley, Jr., had been appointed ballot tellers for the annual June election of officers and were tallying the ballots which had been received by mail and at the meeting.

The reading of the Secretary's Report was waived.

The Treasurer's Report was accepted as read.

Publications Editor R. Richard Conard reported that the Spring issue of the "Bulletin" had been mailed earlier that week.

"Newsletter" Editor John C. Alden thanked those who had contributed news items and requested continued broad-based support for the monthly publication.

Chariman John C. Hutchins announced that the publication of "New England Diesels" had been delayed approximately six weeks to mid-August due to paper difficulties experienced by the printer. All those who ordered this book, which the Society is distributing, through the B&MRRHS should have received a receipt.

Regarding other books, Mr. Hutchins noted that we shall insert a flier in a future "Newsletter" announcing the forthcoming publication of a book on the early corporate history of the Boston & Maine, which is derived from a series of papers previously published by Professor Charles J. Kennedy of the University of Nebraska at Lincoln. This fall the Society plans to publish a photo book of approximately 100 pages devoted to northern New England railways. Finally, effective September 1st, the Society's Central Mass. book's price will be raised from the present \$7.95 (\$6.00 to members) to \$9.50-\$10.00 (\$8.00 to members).

Mr. Hutchins also reported that a committee had been appointed at the June 6th meeting of the Board of Directors to determine the suitability of the University of Lowell Library as the site for the Society's Archives. The committee will report its findings to the fall meeting of the Board.

Program Chairman Donald G. Hills announced that the July meeting would consist of a railroadiana "flea market" where members and guests may sell and exchange their surplus or unwanted material.

GUIDE TO FEATURES: p. 2: BOD meeting report, Historian's Corner; p. 3: 25 & 50 years ago, B&Matters; p. 4: B&Matters, Coming Events, B&Members, B&Memos; p. 5: Publications, Advertisements, etc.; p. 6: Other news, Ferroequine Peregrinations; p. 7: Symbol freight schedule, RENEWAL FORM

(Sec.'s Rpt., con'd) The August meeting will be held at North Conway, NH in conjunction with the Conway Scenic Railroad. The meeting itself will take place in the "theater" in Stall 4 of the CSRR roundhouse. Specific details will appear in a future "Newsletter".

The results of the Society's elections were then announced by Membership Secretary Thomas R.

Engel:

President - - - Leroy C. Hutchinson (71 votes)*
Vice President - Malcolm Hauck (70 votes)*
Treasurer - - - Charles P. Smith (70 votes)*
Secretary - - - David Derow (67 votes)*
Directors (2) - - Richard W. Symmes (58 votes)*
 Dana D. Goodwin (55 votes)*
 Donald B. Valentine, Jr. (23 votes)

Those elected are indicated by an asterisk(*). (Note: with the exception of Mr. Goodwin, all those elected were candidates for reelection to their respective offices.)

Mr. Engel then noted that just prior to the meeting, the Society had 937 members.

The business meeting was adjourned at 8:28 PM.

Program Chairman Hills then introduced the evening's speaker, Donald B. Valentine, Jr., who spoke about the history and development of railway lines in the Monadnock Region of New Hampshire and adjoining areas. His talk was illustrated by large, detailed maps of the lines under discussion and by a collection of historical photographs and artifacts of the various railways on which he spoke.

Respectfully submitted, (signed) David Derow, Secretary

B&MRRHS BOARD OF DIRECTORS MEETING, June 6th, 1977 (A Brief Synopsis) The primary matter considered was the possibility of locating the Society's Archives in the University of Lowell Library. Joseph Kopyczynski, the Librarian at that institution, attended the meeting and explained that the Special Collections area is devoted to local historical collections and others of a similar nature to our Archives (e. g. , the Middlesex Canal Society's collection). We would retain title to our collection, which would remain intact. There is a full-time Librarian on duty and security is excellent. Suitable precautions are taken to retard decay or damage in the storage of material, which may consist of historical artifacts as well as printed matter, etc. Messrs. Robert Cowan, Harry Frye, and John Goodwin were appointed a committee to work with Mr. Kopyczynski to make a detailed determination as to the Library's suitability to house our archives. Their report is due at the fall Directors' meeting.

Robert Cowan has developed a program to catalogue the Society's Archives, which he has submitted to the Smithsonian Institution for their comments. Messrs. Conard and Symmes will determine whether changes will be necessary to the program to accommodate the material in our Archives and John Goodwin will determine the cataloguing program's computer compatibility.

In other business the proposed Publications Budget for Fiscal Year 1978 (07/01/77-06/30/78) of \$9374 was approved. It was announced that advertising in "Railfan" and "Trains" magazines to coincide with the Christmas gift buying period would be taken to aid in the sale of the various books that the Society has published itself or distributes. (For details regarding specific book plans, see the Secretary's Report for June).

Plans were discussed to secure the copyright to the one issue of Volume I of the "Bulletin" that the Society does not hold so as to permit the republication of that volume in book form.

It was decided to divide the duties of the "Bulletin" Editor into a number of separate positions whose work loads will be manageable. (It was because of the submergence of his life into the "Bulletin" that Editor Conard submitted his resignation effective with the completion of the Summer issue.) Until such time as the reorganisation is achieved, the "Bulletin" will be prepared by "committees" whose chairmen will be responsible for one or perhaps two issues. H. Bentley Crouch will be the Editor/Chairman for the Fall issue (and possibly the Winter issue as well). The committee assisting him will consist of Messrs. Conard, Frye, Hauck, Hutchins, Ickes, Johnson, and Symmes.

It was voted that, under extenuating circumstances, speakers who travel great distances to present programs at our meetings might be reimbursed for their expenses to an amount of \$25.00 at the discretion (sic) of the Program Chairman.

HISTORIAN'S CORNER: Many of you have requests for information relative to B&M history, motive power, and operations. All such requests should be routed to Mr. Harry A. Frye, B&MRRHS Historian. Harry will either respond himself or will pass your request for information on to someone who does have the information at hand. Please do not add such requests to orders for publications, membership renewal forms, or other business correspondence as that makes it very difficult to provide the level of information service we would all like to provide for you. Mail your requests directly to Harry at 14 Riverside St., Hooksett, NH 03106.

HISTORICAL ITEMS (Boston & Maine Railroad Employes Magazine, source)

50 years ago July 1927 - Front Cover - "The Spirit of '76" painting in Abbot Hall, Marbelhead, MA. Feature Story - "America" Born on Our Lines - Boston & Maine and Famous Hymn Had Their Birth in Same Year in Same Town.. "Along the Shores and Over the Waters of Lake Winnepesaukee"..

25 years ago July 1952 - Front Cover - Train # 307 loco. 4218 - passing monument to Hannah Dustin - Penacook, NH.. Feature Story - The New Hampshire Division - A. W. Maloy, Supt., E. C. Cone, Master Mech., C. H. Higgins, Div. Eng., had supervision of lines from Lowell, Mass. to Berlin & Groveton, NH.. On the Editor's Page: Boston & Maine history - items prior to 1900 were being sought; also, sale of dining car silver.. Rail Fans on Tour - to Portland behind 3712, - Waterville # 467.. Center Spread: "Plan & Profile- The Boston & Lowell Railroad, April 1836"...

B&Matters

The crew of BM-17 performed a "life-saving service in the tradition of railroading" (B&M Newsletter) when they rescued three lost young children and their dog in rugged Bearsden woods near Athol. Fortunately for them BM-17 had had to stop at a red signal. The children had fallen asleep while playing near their home and had woken up after dark and couldn't find the way home. Weather was rainy and cold (ca. 30). The children decided to follow the tracks to civilization and were found, barely able to move, at 0120 hrs. and taken aboard the caboose and delivered to the Athol police. Over 300 people had been out searching for the children since 1830 hrs.

Boston & Maine President Alan Dustin spoke to the Amherst Railway Society May 17; Bob Ridpath has sent us a summary of Mr. Dustin's remarks. The talk centered on the causes of the B&M's bankruptcy and the efforts being made to reorganize. Mr. Dustin gave some statistics on the B&M system: road operates ca. 1500 mi. of line (2300 mi. track), 150 locomotives, and employes some 3000 people. It carries ca. 275,000 carloads yearly and nearly as many empties; gross freight revenue \$83 m. average additionally the B&M will receive from the MBTA for operating passenger service about \$20 m. for the North Shore and \$10 m. for the South Shore operations.

The B&M, Mr. Dustin continued, has had a net loss each year for the last 19. The road survived for so long by selling real estate and deferring maintenance; some locomotives had not been overhauled in over 20 years; as parts failed they'd be replaced but with no preventive maintenance being done the same engine would be back in the repair shop weeks later. Mr. Dustin then spoke of the B&M's effort to remedy the situation. The B&M has applied for a low interest FRA loan of \$25.7 m. for welding the rail on the Ayer Mc'ville line and Hoosac Tunnel work. The B&M's rail welder was bought used from another railroad; while slower than an arc welder it gets the job done (80-82 welds in a 10 hour day) and the B&M has done some very profitable contract welds for CR. The B&M has been completely overhauling and rewiring their locomotive fleet; process can take up to 3 months and cost \$96,000 per loco.; overhaul would be good for 5-7 years, which compares favorably with new locos. at \$400,000 apiece. Road power is rebuilt at North Billerica; yard engines are handled at East Deerfield.

Mr. Dustin answered several motive power questions. There are several RS-3's stored service-able but not used because the great majority of other power is EMD. The B&M has a "letter of intent" with EMD for 4th quarter (Dec.) delivery of 18 GP40-2's; the problem is financing. The B&M may try to work out a leverage lease similar to that for the GP-38's and new rolling stock made in 1973. Problem with that plan is the RR retains no equity and at lease's end the equipment returns to the owner unless a new lease is worked out. Delivery of the new locomotives would allow demotion of some GP7's and GP9's to yard and local service, allowing retirement of many of the under 1000 hp. switchers, which Mr. Dustin said were "real dragons". The B&M's President went on to discuss other operational matters and answer questions at what proved to be an extremely interesting speech.

The Conn. River line is now being exploited more than at any other time in its history. Interchange with the CV is up over 100%. With completion of the Bellows Falls tunnel work the line is now open to high-and-wide movements; this fact was advertised in ads in the Wall St. Journal (week of 15 May), appropriately enough the ad pictured a TOFC train entering a tunnel. The big traffic movement is Canadian traffic that formerly went through Buffalo to points south; that traffic now moves via CN and CV to the B&M (the D&H has lost some traffic to this route). Industrial Development (ID) notes: McDonalds broke ground 1 June at Ayer for a new distribution center to serve New England and NY; traffic: 9 carloads/day.

The B&M has won the Harriman Bronze Medal Award for Safety for its 1976 performance among railroads of group B. Only the D&RGW and the SL-SF reported a better record; the B&M came in ahead of 30 others. This represents a vast improvement for the B&M over the last five years.

Got an artistic bent? The Mechanical Dept. is considering changing the color and paint scheme of the B&M's locomotives. They invite all interested parties to design a color scheme of their own and send it to the Mechanical Dept. in Billerica for possible use on a working locomotive.

The removal of the diamond crossing at Rockingham Jct. (Western Route main & Manchester-Portsmouth track) that we reported several months ago appears to have been a permanent move, we hear.



Recognize this old friend? The Minuteman herald is back and is used on the front page of the new (5/1/77) timetables for both the B&M proper and South Shore passenger services. Reports are that the B&M will issue a unified TT for all commuter services in the fall. Other variations on the paint schemes for the MBTA's ex-NYNH&H conventional coaches (see May issue) trucks and undercarriage are painted metallic aluminum. Amtube in our future? The MBTA may well order Amfleet type equipment for the rail lines soon, with GM F40PH diesels to pull them. First priority goes to the Franklin (old NY&NE) and Gloucester branches. GP9's might get rebuilt, though ICG people from Paduchah have been trying to persuade mgmt. to buy F's ("The 470").. Rumor: the MBTA/B&M has been looking into buying some CPR RDC's that are now surplus due to Canadian service cuts. The RDC's, mostly used in Montreal commuter service, have been well maintained. (Those B&M RDC's that went to Canada are owned by the CN.)

Calamity has spread her dark wings over the B&M.. May 30th the B&M's Blackstone St. Freight House in Worcester was destroyed in a 5-alarm fire; building was leased to Acme Fast Freight and other concerns; though not used by the B&M the railroad still owned the building. June 2nd ML-2 derailed at Shelburne Falls; 14 cars carrying new Fords left the rails and strewed new autos, vans, and truck tractors all over the R/W. It may seem like poetic justice but it will cost a pretty penny and some reputation. On May 25 sparks from a hotbox on a passing train started a fire in Rowe, MA near the Hoosac Tunnel. Discarded creosoted old ties along the track fueled the fire which spread to burn about 60 acres of woods. Five freights were delayed during the fire including one in the Hoosac Tunnel.

Local E 3/4 has been working North Adams at noon, John F. Luczynski writes, the train probably leaving E. Deerfield ca. 0800 hrs. Circus train passed through Oakdale, MA May 31 with GP38 # 202 and 30 cars. (Molly B. O'Connor)

ROOTS: Anticipated future branch line abandonments were outlined in large ads the B&M placed in various newspapers in Mass. and New Hampshire at the beginning of the month. Some of the proposals come as no surprise as some of the branches have been out of service for several years and sizable trees flourish between the rails; others, however, see frequent though not necessarily heavy service and it is surprising that they're on the lists. T. M. Nordbeck sent us an item on the latest abandonment status of the Conway branch: Ossipee-West Ossipee trackage (13 mi.) abandonment may likely be applied for by 1980; Ossipee-Rochester segment is "potentially subject" to abandonment, though the extensive gravel pit in Ossipee (the Pine River eskers to local geologists, and the branch's big customer) would probably take years to exhaust. Bundles of ties have been dropped between Milford and Wilton NH on the Hillsboro branch, indicating a probable tie replacement program soon, C. W. Daniels notes. Brush has been cut along that branch to Bennington and the Monadnock Paper Mill.

COMING EVENTS OF NOTE August 27-28, 1977: Mystic Valley Ry. Soc. "Casco Bay Limited", lv. Boston 27 Aug. 0830 hr arr. Scarborough, ME 1215 hrs.; return 28 Aug. lv. Scarborough 1700 hrs., arr. Boston at 2045 hrs. Reportedly train will use Western Route main line via Malden and Reading to Scarborough (end of the B&M, train will not run on the Portland Terminal). PRICE: \$70 adult, \$35 child under 12, side trips extra, price includes hotel & food. For necessary details (and to confirm that Reading routing) call MVRS at (617)361-4445 (24 hr. service). There is also a flat \$30 ticket for round-trip train ride only.

Mid-Continent Ry. Museum: North Freedom, Wisconsin (Just off Rte. 136), Steam motive power, 9 mile ride thru the Baraboo Valley. Trains depart at 1100, 1230, 1400, 1530, 1700 hrs daily, museum opens at 1030 hrs. Their V.P. -Operations, Phil Hastings, is also a frequent contributor of photos to our publications.

B&Members We welcome the following new members to the B&MRRHS: Edward Dooks, Lexington, MA; Paul H. Di Rubio, Beverly MA; David J. Scott, Toronto, Ont., Canada; Dwyer Q. Wedvick, New York NY; Michael Larry Gooden, Whitefield NH; William W. Seary, Jr., Radnor PA; John L. Carroll, Ayer MA; D. W. Pelkola, Ottawa, Ont., Canada; Arthur T. Roche, Rye Center NH; Patrick E. Purcell, Wayne PA; Robert B. Jones, Worcester MA; Bill O'Connor, Hornell NY; Mitchell Dick, Medford MA; Gary A. Johnson, Nashua NH; Roe McDanolds, North Haverhill NH; Jerry White, Menlo Park CA; Francis H. Donahue, Peabody MA; John F. O'Rourke, Somerville MA. Welcome aboard the B&MRRHS, gentlemen! We now have 947 members, and maybe more at mailing time.

The Bulletin Summer 1977 issue is in need of photos suitable for front and rear covers on one or more of the following subjects:

B&Memos Cochecho RR, New Hampshire stations, B&M operating divisions, wooden diners Your Board of Directors and officers are currently investigating the possibility of locating the Society's Archives at the University of Lowell in Lowell, Mass. We have held an initial meeting with U. of Lowell officials and the situation appears quite favorable for us. If an agreement is concluded, the Society's archives will for the first time be under one roof. Assistance will be needed in cataloging the material, however. If you are interested in helping, please write Mr. Harry A. Frye, Historian, at 14 Riverside St., Hooksett, NH 03106. Library hours, etc., will be announced when a final agreement is reached with the University of Lowell.

PUBLICATIONS: There has been a production delay on New England Diesels. We had originally expected to receive our order around July 1. However, due to a problem with the paper, a new order of paper had to be sent to the printer which resulted in the bindery schedule slipping by 6 weeks. We now expect to receive the books about mid-August. All of you who have ordered copies of the book should have received a reservation card by the time you receive this issue of the Newsletter. If not, please notify the Business Manager immediately.

With the consent of the Board of Directors, the price of the Central Mass. will be raised effective September 1. The new prices will be \$10.00 to non-members, \$8.00 to members. Order now to avoid the September rush!!

We will be making several new books available to our members during the next few months. The first, titled Trains of Northern New England by John Krause and Fred Bailey, is presently available (see below) at \$6.50 to members, \$7.50 retail to non-members. Also coming are a book by Frank Kyper on railroading in the Boston area, a collection of Prof. Charles Kennedy's papers on early B&M history, and the Society's own photo album treatment of railroading in northern New England in the form of an 80-100 page softbound book which will make an excellent companion volume to Trains of Northern New England at roughly the same price. New England Diesels will be available late in the summer at \$23.00 to members, \$24.95 retail to non-members.

- The following publications are available postpaid (unless otherwise noted) by ordering direct from the address which follows: Business Manager, B&MRRHS, P. O. Box 223, Harwood Station, Littleton MA 01460. Publications orders sent through the Reading address will be subject to an automatic delay of at least two weeks.

THE CENTRAL MASS. Members \$6.00; Non-members \$7.95 plus 50¢ for postage and handling

B&M BULLETINS Spring (49 left), Summer (37 left), Fall 1975 (61 left), Winter 1975-6 (19 left), Spring 1976, PRICE: \$1.75 to members, \$2.00 to non-members. Summer, Fall 1976, Winter 1976-7; PRICE: \$2.00 to members, \$2.25 to others

OTHER Scale drawing of Mogul 1388 - 70¢ (only 30 left!)
1860 Woburn Branch election poster - 70¢ (only 25 left!)
1932 Snow Train menu - 25¢

B&MRRHS Copies of the poem "The Canaan Wreck" available at 50¢ each (14 left).

PUBLICATIONS Reprinted Montpelier & Wells River / Barre & Chelsea RR employes' timetable No. 62B of January 22, 1928. Members \$1.50; Non members \$1.75.

BOOKS Vanishing Markers, a 128 page 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 of the company's history. Members \$12.50. Non-members rate is \$14.95.

BY Trains of New England, 96 pages, 120 photos with full-color cover. Softbound. This book features John Krause's photography of B&M, CV, Rutland, and MEC operations in Vermont and along the Connecticut River in the 40's and 50's. Includes steam and diesel action. Members \$6.50, non-members \$7.50.

OTHER PUBLISHERS

B&Marketplace We'll publish advertisements by members as space permits. Please keep them as short as possible and send them on a separate piece of paper. Don't forget to include your name and address with your ad! We may edit ads to fit them in.

- WANTED - Early issues of the B&M Bulletin. State No. and asking price, please. Francis Donahue, 9 Margin Terrace, Peabody MA 01960
- MCRS Dispatch (Model RR Club of Stow (MA)) February issue (noted in March Newsletter) is back in print. Copies 30¢ plus 13¢ to cover 1st class postage; send to: Greg Nazarow, 7 Circuit Dr., Stow MA 01775; can be 'phoned weekday afternoons or evenings at (617) 897-7662.
- WANTED: Back issues B&M Bulletin; Vol. I, #1-4; Vol. II, #2-4; Vol. III, #2-4; Vol. IV, #1,2; Vol. V, #3; write stating price and condition. Ted Sommer, P.O. Box 4, Bethel CT 06801.
- FOR SALE: (not trade) B&M Corp. (RR) Employes' Timetables: TT #1 (4/29/28); #6 (4/27/30); #30 (9/29/40); (new series) #3 (10/27/63); #16 (10/29/67); and #13 (4/24/66). The 10/27/63 TT was Chief Train Dispatcher's copy. All in good to excellent condition. Will accept highest offer for each, or will sell lot in one bunch. Send SSAE with price inquiries or offers (retain a duplicate for your own use). Any interested parties are welcome to look over items before purchasing at my home. Direct inquiries, offers, etc., to: Robert V. Ridpath II, P. O. Box 264, Conway MA 01341; tel 413-369-4990.

- Passing Americana: The last United States Railway Post Office will end its run Thursday, June 30. The RPO runs between New York and Washington; thus ends over 100 years of an American Institution.
- After 133 years of use the Fitchburg route main line into Boston saw its last through general freight train; only through traffic now is the TOFC/COFC train AP-3/4. Last run was Friday, June 24th.

OTHER LINES: The Goodwin Railroad, Inc., which operates the state-owned former B&M Pemigewasset branch (which in between was the Central Div. Wolfeborough RR) did buy the Wolfeboro's RS unit # 101 (which the WRR acquired from the MEC); the locomotive has been renumbered Goodwin RR # 1 and repainted in a dark green with light green lettering (same color as Weaver Bros. Construction equipment) paint scheme. State of New Hampshire # 74 (ex US Army GE 44-tonner) which along with NH # 76 had been leased to Wolfeborough, has been leased to Goodwin who in turn has leased it to Seward Construction for work at a sewage treatment project site in the Lakes Region. Unit is currently painted yellow and blue with the State seal on the cab. Goodwin expects to repaint it within the next month and renumber it #2. (Brent S. Michiels)

ConRail Comments - The Providence-Westerly train made its last run as scheduled. This was CR's last passenger service in New England. Amtrak has now commenced running a local commuter train called the Clamdigger (before they call it anything else) between Providence and New Haven. Train runs westward in the early morning and eastward in the late afternoon and uses RDC's. The idea is to give service to employees of the shipyards and other industries in the Groton-New London area since arrival and departure times are convenient for them; towards the New Haven end the service is convenient only for those leaving New York (or New Haven) in mid-afternoon. Rep. Toby Moffatt (D-CT), perhaps seeking some inexpensive political mileage, leaked a preliminary list of CR lines in New England being considered for possible abandonment by CR. The list's revelation caused some flak and a minor storm of protest and enabled a few political speeches and some employment for CR public relations people before sensibility returned. The list was the first step in the process of rail rationalization (required by law) and identified those lines which have been hauling 100 or less carloads per mile per year. Some of the lines listed are obvious candidates for abandonment. The Grand Junction Br. to East Boston is on the list.

D&Happenings - The Alco PA's have moved from Oneonta to the Saratoga-Champlain Subdivision; # 18 is at Colonie, the other three and the Sharks are in Whitehall NY (Call Board). The bad weather hit the D&H hard; the road lost \$2.4 m. in the 1st quarter despite a net income of \$848,768 for March. June 17 WSJ carried a story that the D&H has notified the ICC it plans to impose an \$80 a load surcharge on traffic carried to and from the Oak Island Terminal near Newark, effective early next month. Oak Island-Binghamton traffic (2 trains each way) run on trackage rights with CR is strictly TOFC/COFC with no rights to any traffic along the line. Purpose of the surcharge is to price the D&H out of the New York market. The Oak Island line (using parts on the LV and DL&W main lines) has a deficit of ca. \$2.9 mill. yearly and is draining much of the D&H's cash. The D&H would like authority to carry all kinds of traffic and serve the "chemical coast" of New Jersey, the heavily industrial section near the Hudson, and feels this expanded traffic would be marginally profitable and could be beefed up with a marketing campaign. The Federal Railway Assn. (the progenitors of ConRail), who put the crippling restrictions on the D&H's traffic in the first place, thinks differently, however, and fears the D&H doesn't have the financial capacity for the additional service (D&H lost \$3.6 m. in 1976; n.b.: cf. with Oak Island deficit) and prefers that the D&H drop the Oak Island line before the FRA will lend the D&H any more money.

The Port of New York is understandably upset and fears being "more vulnerable" to competition from other East Coast ports and is already howling that CR is favoring Baltimore over New York; shippers are nervous about what CR might do with its monopoly. Furthermore the D&H's parent, Norfolk & Western has been changing its container shipment patterns to reduce mileage of unpaid transport of empty containers and has been routing traffic to Halifax, N. S. and away from US ports.

FERROEQUINE PEREGRINATIONS: The noble art of train-chasing. In this segment I focus on surviving passenger operations (non-Amtrak) in the Northeast. -TRE

Here in Boston the B&M proper is like to stay the way it is for a few years, so no endangered species, yet. South of the city it's a different story: within a few years the B&P embankment through Jamaica Plain will be removed and all trains run over the Midlands, stranding Back Bay Sta. & the Needham br., an endangered species: an easily accessible suburban branch with conventional eq. during rush hours. Here's a treat those "in the know" have been doing: for traveling to CT points, take the B&M (yep!) to Providence and switch to Amtrak for points west. The Providence trains often use PRR P-70 coaches; riding one you will experience that 'railroadness' lacking in Amfleet; while on the Amfleet you will appreciate air conditioning. Amtrak still runs a conventional Shore Line train Sund. & holidays 1700 hrs., S. Sta.

Connecticut has a treat: down on the Danbury branch it's still the New Haven Railroad; equipment is entirely ex-NYNH&H with RDC's and conventional coaches hauled by FL-9's.

The LIRR is still running some of its ex-B&M coaches, but these too will be phased out in a year or two. The LIRR has thoughtfully made it easy to drown your sorrows: many of these cars are now bar cars.

Hoboken has the piece de resistance: the DL&W electrification. Equipment is RR-roof MU coaches (1928 vintage, very similar to IC old MU's) with even older trailers. They make all the right noises, look the part, and the individually controlled air conditioning is flawless. One of the prime experiences of rail-roading is the westward assault on the brutal grades to Summit NJ. Piles of worn brake shoes at each station and clouds of smoke issuing from the trucks of eastward trains are mute testimony to the grade's steepness. This experience will not last; the first replacements are already being tested, and Lackawanna Terminal is to be abandoned. (While at the terminal eat at the Schaeffer Restaurant nearby.)

I'm out of space but mention must be made of the Reading's Crusader-Wall Street service Newark to Philadelphia: The Only Way to Go. with ex-B&M RDC's as RDB-2's (Rail Diesel Bar Cars)

SYMBOL FREIGHTS: The following schedule was current on 6/26/77. Symbol schedules are subject to temporary changes on a daily or even seasonal basis; arrival times and to some extent leaving times are conditional and are not strictly kept. Updates will be issued in future Newsletters.

Train Symbol	Run	From - To	Leaving Time	Arrival Time	Notes
ML-2	Daily	Mcville-Lawrence	1900	0600	
NE-84	Daily	Mcville-Ayer	1200	1830	
NE-84	Daily	Ayer-Rigby	1845	2359	
NE-2	Daily	Mcville-Ayer	0400	1100	
NE-2	Daily	Ayer-Rigby	1145	1630	
AP-4	Daily	Mcville-Boston	1500	0100	(via Hill Cr. cut-off)
NY-20	Daily	Rott Jct-Ayer	2230	0700	
NY-20	Daily	Ayer-Rigby	0745	1100	
ES-6	Ex Sat	E. Deerfield-Salem	2000	0200	(via Lowell, Boston)
EC-8	Ex Fri Sat	E. Deerfield-Concord	1800	0500	
	Fri		2300	1000	
JS-2	Daily	WR Jct-Springfield	0200	1500	
8904 (CP 904)	Daily	Newport-WR Jct	1300	1630	
JS-4	Daily	WR Jct-Springfield	1600	0700	
JS-6	Daily	WR Jct-Springfield	2230	0400	
UJ-2	Ex Sun	Berlin-WR Jct	1600	2200	
BM-17	Daily	Rigby-Ayer	1730	2200	
BM-17	Daily	Ayer-Rott Jct	2300	0800	
NE-1	Daily	Rigby-Ayer	0230	0700	
NE-1	Daily	Ayer-Mcville	0745	1530	
NE-87	Daily	Rigby-Ayer	1900	0030	
NE-87	Daily	Ayer-Mcville	0130	1000	
AP-3	Mon-Thurs	Boston-Mcville	2130	0330	(via Hill Crossing Freight Cut-off)
	Sat (1st crew)		0200	1000	" "
	Sat (2nd crew)		1215	2245	" "
	Sun		1200	2230	" "
SE-5	Ex Sat	Salem-E. Deerfield	2000	0400	(via Boston, Lowell)
BM-7	Ex Mon	E. Deerfield-Rott Jct	1400	2100	
NY-10	Daily	E. Deerfield-Rott Jct	1300	2200	
LM-1	Daily	Lawrence-Mcville	1400	2359	
CE-7	Ex Fri Sat	Concord-E. Deerfield	1800	0400	
	Fri		2300	0900	
DB-10/BD-9	Ex Fri Sat	Dover-Boston & return	2355		
JU-1	Ex Sun	WR Jct-Berlin	0200	0700	
SJ-1	Daily	Springfield-WR Jct	1100	2000	
8917 (CP 917)	Daily	WR Jct-Newport	2000	0030	
SJ-3	Daily	Springfield-WR Jct	1500	2359	
SJ-5	Daily	Springfield-WR Jct	0200	1000	

----- (detach along dashed line; you may also detach the symbol schedule; it's designed that way) -----

RENEWAL FORM: Fill out and send with your dues payment (annual dues are \$10; life memberships are \$100) to: T. R. Engel, Membership Secretary, B&MRRHS, P. O. Box 369, Belmont MA 02178. You and the B&MRRHS, to say nothing of the B&M, will be glad you did. Make all checks & money orders payable to the B&MRRHS, please. You may use the back side for any comments, hints, etc., you would like to send the Society. Put your name down as you would like it to appear on your membership card and notify us of any changes that need to be made in your address. Please renew for only one year.

NAME _____ MEMB. # _____

STREET and No. _____

STATE _____ ZIP CODE _____ COUNTRY (if foreign) _____

AMOUNT ENCLOSED: Annual Membership (\$10) _____ Life membership, new (\$100) _____