

Boston & Maine Railroad Historical Society

Incorporated

NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

December 22, 1977

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

JANUARY MEETING: January 14, 1978, the Fourteenth (14), not the 7th as was incorrectly reported by your Asst. Editor last month. Time of day and location are the same: First Parish Unitarian Church, Woburn Square, Woburn MA, 8 PM (2000 hrs.). Entertainment will be a members' night so bring your pictures.

FEBRUARY MEETING: February 11, 1978, 8 PM, First Parish Unitarian Church, Woburn Square, Woburn. The entertainment will be put on by John Boardman who will show movies and other pictures of B&M and other subjects. Last spring at a members' night his slides were the hit of the evening so this should be a very good show.

●● Our regular meetings are held at 8 PM the second Saturday of every month at the above church in Woburn. Woburn Square is about two blocks from the current end of the Woburn branch.

GUIDE TO B&MRRHS' ADDRESSES The B&MRRHS has several addresses for specialized matter to speed up processing of requests. Herewith a brief guide:

Business Manager, Box 223, Harwood Station, Littleton MA 01460: All publication orders.

Membership Secretary, Box 369, Belmont MA 02178: Membership applications and information, dues payments, address changes and other circulation matters.

Newsletter Editor, 11 Riverside Ave., Concord MA 01742: All news and other items for Newsletter
Everything else should go to the Reading box.

B&Meeting

Meeting of December 10th, 1977: The regular monthly meeting of the B&MRRHS was called to order at 8:18 PM in the First Unitarian Parish Church, Woburn, Mass., by Vice President Malcolm Houck. Approximately eighty five members and guests were in attendance.

The Secretary's and the Treasurer's reports were accepted as read.

Business Manager John C. Hutchins announced that he had copies of the Stephen Greene Press book The Railroad that Came out at Night available for sale at the meeting at \$6.95 to members and \$7.95 to non-members. Copies of New England Diesels were due within about a week and were expected to be available at the January 1978 meeting at \$24.00 to members and \$26.95 to non-members.

Newsletter Editor John C. Alden requested that members continue to send him information and news for publication and thanked those who have done so, enabling the Newsletter to be as informative as it is.

Program Chairman Donald G. Hills announced that the program for the January 1978 meeting would consist of a members' night to which each member was invited to bring slides (no more than twenty) or motion pictures.

There was a discussion of current events and items about the B&M, including a request from the Sandown (NH) Historical Society for information, photographs and artifacts relating to the B&M station in that community, which the town has purchased from the state and intends to restore.

The business portion of the meeting was adjourned at 8:27 PM.

Following the business meeting, Alan MacMillan, Jr., a fireman on the B&M, presented a slide program primarily devoted to the B&M, with scenes of the Bedford branch, the Newburyport City RR, the Talgos and the demonstrator Fiats, as well as a brakeman's view from a through Mechanicville to Boston caboose during a blizzard. Other railways represented included the Central Vermont, the Delaware & Hudson and the rarely seen Eagle Lake & West Branch, an abandoned 11-mile logging line in northern Maine, accessible only by canoe and long portages. There are still two ex-NYC, ex-RUT steam locomotives (a consolidation and a Ten-Wheeler) on the EL&WB property that were left there when the line was abandoned due to the difficulty of removing them from their isolated location in the deep woods, there never having been a rail connexion to the EL&WB.

Respectfully submitted, (signed) David Derow, Secretary

COMMUTER RAIL NOTES On December 5th there was a derailment between Reading Jct. and Boston Engine Terminal at Mystic Diamond, blocking both main lines. The derailment occurred in the late morning (ca. 1000 hrs.) and was cleared up by 1300 hrs. The Buddcars were held up at old Tower C (opposite yard 21). To save time the B&M mu'ed the trains for the short trip to North Station. Tower X was talking about a wrecker but I have been unable to find out if it was in town.

The Boston Division dispatcher will be receiving a new radio shortly which will include a Buddcar frequency. The Buddcar channel will not be a duplex system similar to the road channels but will operate on frequency 161.31. If the B&M keeps it up you will need an eight channel scanner just for the B&M. The B&M also has a frequency 160.35 also listed as Commuter but it is not the Budd channel.

The B&M is operating three conventional style trains. The trains are Buddliners pulled to Rockport by GP-7's and GP-9's. The units are not run around the train at Rockport; they are simply towed back to Boston by the Buddliners. There is a chance that the B&M will add a fourth train to Lowell however we have not received any word that they have.

The Environmental Protection Agency has ordered the B&M to lock all the toilets on the Buddcars. Is there a better example of the government protecting us against ourselves?

The MBTA has signed a contract with Pullman-Standard for 25 new commuter rail coaches, concluding a deal that had been in negotiation for months. Total price: \$10,844,222. The coaches will be equipped for push-pull operation and will be very similar to coaches now used on the non-electric EL lines out of Hoboken. Due to use of an existing design the coaches are expected unusually fast (Dec. 1978); however a strike at the Pullman-Standard plant will probably delay delivery. (Christian Science Monitor)

The Ranks Are Shrinking: Another set of hand operated crossing gates are going to be replaced. After the (in)famous hand crank gates at West Medford were replaced it was easy to tell that the end was near for the remaining few sets. This month the gates in Chelsea are going to be replaced. If you want some good pictures of these gates your best bet is Wyoming on the Western Route (Reading br.). The gates are still used though the Buddcars often flag the crossing.

There might be a misunderstanding. In the last issue of the Newsletter I said the towers received new radios. I also stated that you can even hear Winchester Tower in West Medford. That remark was in reference to the weak radio that the tower had previously. (If you were wondering why that remark was made now you know.

Maybe you can help us answer a question we received from a Society member. On the South Side there is an interlocking tower on the approach to Back Bay Station. The tower opposite Northeastern Univ. has only one identification mark, #180. The tower is an Armstrong lever tower using a system of rods to throw the switches. The tower is still used. If you have some info. on the tower drop us a line at the commuter rail address. (Send your commuter rail notes to: Joe Mulligan, 121 Trincroft, Medford MA 02155)

The B&M will be testing a new Metrosnell (Amfleet) Buddliner. Designated SPV2000 (self propelled vehicle with a service life through the year 2000) for the MBTA. The car comes with a straight face or an optional streamlined snout.

The late commuter run on the Stoughton branch is now regularly being pulled by an Amtrak Alco RS-3 which normally is used only in work-train service between Boston and Providence. On the commuter run the Alco is usually paired with an E-unit but as the power is run around the train at Stoughton there is an opportunity to once again hear that deep monotone air horn and the offbeat rhythm of the Alco power plant.

BOSTON BOSTON & MAINE HISTORY (from Boston & Maine Railroad Employees' Magazine)

50 years ago **January 1928** — Front cover: ski-jumping somewhere in the North Country, location not identified. Leading article entitled "The New Switching Engines" by C. B. Smith, Eng. of tests; 10 0-8-0 locos. numbered 640-649, built by Baldwin Locomotive Works. Total weight of engine and tender 210 tons; 7 assigned to Boston, 3 to Worcester yards, photo of 641. "New Bridges and Roadbed Restore Right of Way" by John Kiley, Office Assistant, Eng. Dept. describes the effort to get flood damage repaired. Mentioned specifically: bridge #226, Hoosick Jct., NY, bridge #233 at North Pownal VT and others. Photos showing "Before and After" at Westminster VT, Newbury VT, Swainboro NH and N. Walpole NH. "Marshalling the Snow-Fighting Battallions", also by Mr. Kiley tells how the RR prepares for the storms of winter with snow plows, engines equipped with snow melters, Jordan spreaders, etc., photo of a plow in action. "Starting the New North Station" Dec. 10, 1927 F. B. Rowell, research engineer started driving the 1st pile - of 2,000 piles. Mr. Rowell also started the 1st pile in 1893 in the North Station that is now being replaced. "Opening of Railroad Exhibit at Harvard" Railway & Locomotive Historical Society have opened RR exhibit and museum at Baker Library at Harvard Business School. Buick party moves over our lines - special train from Boston to Flint MI, 8 sleepers, 2 diners, and recreation car. "A Friend Draws Our Engines" H. I. Judkins (member from Rutland MA) has sketches of engines 777 and 3228. . .

25 years ago **January 1953** — Front cover: Shelburne Trail, Tuckerman's Ravine. More radio for B&M: radio in use at Boston and Rigby yards. New Waverley track site in use, photos of area. "Old PS&P gone" Kittery-N. Berwick line abandoned, photo shows changes near N. Berwick. "Western Gateway Expanded" Mcville NY longer tracks required for longer trains. . .

B&Matters

A baked goods shop (chiefly cookies) has been opened in the South Sudbury station on the Central Mass. branch. This is the building that replaced the original station (torn down 1953); the shop is called Crumble Station. South Sudbury is a minor railroad center as the Central Mass. and the Lowell Secondary (CR/PC) cross at this point and both do freight work there. CR owns the line from 20' south of the diamond, the track north of there is part of the Penn Central estate but is operated by ConRail under contract.

For the past few months pushers have been used to run heavy trains through the Hoosac Tunnel. Eastbound trains get a pusher (usually one GP-7) at Mechanicville. The pusher is usually cut off at Central Shaft or Hoosac Tunnel (just east of the portal) but on occasion the pusher stay on to East Deerfield. Westbounds get a pusher at E. Deerfield (usually a GP-7 or SW-9) which is cut off at Central Shaft or West Portal. Crews have been heard on their radios informing the dispatcher of their engines' dying working upgrade to the tunnel; use of pushers may also be due to an incident last spring when a train stalled in the tunnel and the crew were overcome by fumes. Only the heavier trains get pushers; the unit coal train gets a pusher eastbound. (Those 3000 hp. GP-40-2's will probably be a welcome addition what with this problem and the increasing length of the B&M's freight trains.)

Jack Armstrong (who reported the above) also writes that much work is being performed at the Mcville yard. The old diesel fuel tank west of the old shop has been refurbished and given a coat of silver paint. Engine fueling points have been constructed on a track on the yard's southwest side (between the tank and the yard). Also, much track work is being performed in the yard and on the hump.

Berlin-White River Jct. symbol freight UJ-2 was halted at Gorham NH (Jimtown) crossing by an electrical fire in the fuse section of engine 1723 on Nov. 25. Interestingly the same thing had happened to engine 1705 (the other engine on UJ-2) coming in on JU-1 that morning. The train had been unable to make the steep grade on the line's Bowman-Jefferson NH portion because of rather heavy tonnage. UJ-2's crew went by taxi to Whitefield NH where they picked up local X2's power (#1557) and came back with it to UJ-2; 1557, the two disabled engines, and UJ-2's caboose then ran light to White River Jct. The following day UJ-2 departed Whitefield with 88 cars! (Don Provencher)

EQUIPMENT NOTES: The GP-40-2's are on their way! That's the latest word, as of this typing (0055 hrs. 12/28) they are expected at Rotterdam Jct. tomorrow morning where it is believed they will be accepted. We await further confirmation on arrival time; the units are coming on ConRail. The GP-40-2's will be painted in a blue scheme (details unknown) and will be numbered in the 300 series after their 3000hp. We don't know if the units are all coming at once or what; they are expected this morning.. on Dec. 8 SE-5 arrived in Boston and staying with its routine went to BET to pick up an additional engine: CPR 8735. What was it doing here; we've also had a query as to which class it is.. the Holmes Hi-Rail crane was used Oct. 21 to retruck a disabled D&H unit (U-23B 2301) in Exeter NH. The unit had been uncoupled from NE-84 the day before and placed on a siding. The new crane worked very well on the operation. (Stephen Poligni)...

BILLERICA STORAGE: Currently in storage at Billerica are F units 4268A, 4268B, 4266B, 4266A, 4265A (no engine); switchers 1118, 1207, 1280 (ex-860), 1282, 1283. GE 44-tonner 119 is inside and reportedly will be repaired. Lone RS-2 1500 and RS-3's 1506, 1513, 1518, and 1546 are also in storage. All units were in varying states of (dis)repair. Budd cars 6304 and 6148 were also in storage. (Mitchell Dick)

Latest word on the Amfleeting of the Montrealer: target date is Jan. 18 but there are a lot of "ifs" with mention of as late as April. Scott Whitney gives some tips for making the trip: "The two easiest places to board the train are Springfield MA and White River Jct. Cost is \$53 from Springfield (round trip), leave 0140 hrs. White River Jct. is easier than Springfield; there round trip is \$32, lv. 0515. Arr. Central Sta. Montreal is at 1045 hrs. For taking pictures at Central Station it's best to do it on arrival before going upstairs as it's difficult to get permission to return to the platform once you leave. Once you're through go to the CP's Windsor Station which is located one block south and one block east of the CN station where you arrived from the east. If you hurry you can catch the 1115 departure of the Transcontinental Canadian. To view trains at Windsor Station best way is to walk south along the station's west side to a parking lot then eastward to the tracks. There is a high chain-link fence but if you look to the south it changes to a short one. (While there we were greeted by one of the two CP E units of Alouette fame.) Be back in time for the southward Washingtonian's departure (1810 hrs.); arrival in WR Jct. is at 2335, Springfield 0310 hrs. To facilitate customs it is best to travel light and have proper ID and not to buy anything of large value for you might have to pay duty on it when returning. The dining car is open at 0600 for breakfast and a few minutes after boarding on the southward for dinner. I suggest going all out and making it a memorable trip by having the steak dinner at \$7.50, well worth the price! Ask the waiter if you can keep the menu; it may well prove to be a collectors' item. Enjoy the ride; it's a nice and sometimes fast one. Its speed was once clocked at 43 seconds between mileposts which is roughly 34 miles per hour. Have fun!"

No one has confirmed any sightings of F40PH's on the Montrealer. They are "HEP" (Head End Power) locomotives with no steam so they cannot be used on current trains. Lately the Montrealer has been running with 3 units (E-8's or E-9's); the same set will be used about 5 trips then New Haven will do some rearranging.

The Wall St. Journal reports the ICC has given its approval to a smaller tender offer by the B&M's trustees for \$25 instead of \$36 million 1st mortgage bonds. Still many more hurdles to clear...

MASS CENTRAL MYSTERY We now have more information on this outfit's situation: John Bukowski notes that the Whitcomb 45-tonner at East Deerfield is theirs and that the B&M shop crews are supposed to repair it for the MCRR. When the engine was enroute there were specific orders DO NOT HUMP for the engine but one of the B&M's Connections humped it in one of their yards. (As the matter is believed to possibly be the subject of litigation we will not name whom the MCRR believes to be the Connection Responsible.) The result: motor and gearing knocked out of position. When the engine arrived at Rotterdam Jct. yard for transfer to the B&M the B&M would not accept it until it had been inspected and the proper clearance forms issued. The MCRR organizers plan to send the bill to the Connection Responsible. Their caboose at Amherst is an ex-CV wooden buggy... Scott Whitney reports the Westover track is now being operated by the B&M (possibly by their subsidiary Springfield Terminal Railway). The future isn't looking so bright for the Massachusetts Central; par for the course, old timers would say..

B&Members

We welcome the following new members to the B&MRRHS: Phillip F. Blay, York ME; Charles E. Verrocchi, West Roxbury MA; Richard F. Horne, Rochester NH; Michael Swanson, Greenfield MA; Frederick L. Bradford, Hanover MA; Joseph W. Gill, Grafton, NH; Robert W. Good, Auburn NH; Bob Weston, Bedford MA; Paul H. Killilea, Lawrence MA; Paul Ecker, North Billerica MA; Martin McDonough, Swampscott MA; James Minshall, Watertown MA; Karl P. Gustafson, Bowdoinham ME; Jerome A. Rosenfeld, Dumont NJ; Timothy W. Vincent, Staten Island NY; Peter K. Amershadian, Buffalo NY; Thomas A. Saxton, Philadelphia PA; A. A. Carter, Arlington VA; Dr. John P. Davison, Charlottesville VA; R. L. Drake, Burlington NC; James E. Blanco, Chester NH; Robert F. Hines, Rocky Hill CT; John N. Ozanich, Paw Paw MI; Lawrence N. Howard, Lynn MA; Thomas Chouinard, Fitchburg MA; Robert W. Perry, Reading MA. The B&MRRHS now has 981 members.

MEChatter

E. Spencer Miller, President of the Maine Central Railroad Company since April 1952, is retiring as President and as an employee of the company on Dec. 31, 1977; he will continue as Chairman of the Board and his services have been retained on a five year consulting contract. The full MEC Board had accepted his resignation "with regret" on Nov. 29. Mr. Miller said his 37 years with Maine Central had been "a most happy and rewarding experience". He looks forward to moving on to pursue new business relationships and personal interests.

Mr. Miller, a native of Springfield VT and a graduate of Dartmouth College and Harvard Law School, practiced law in Lowell from 1934 to 1937. In 1937 he joined the Boston & Maine as commerce counsel and was sent to Portland in 1940 (this was during the joint operation period) as general attorney for the Maine Central, becoming general counsel in 1946 and first vice president in 1947. Upon the ending of the joint operation of the Boston & Maine and the Maine Central in 1952 (a move strongly advocated by Mr. Miller) he was elected president, becoming board chairman in 1968. Under his leadership the Maine Central has become one of the few remaining solvent rail properties in the Northeast; he guided the MEC through two difficult debt refundings at either end of his presidency and cut debt in half while continuing the Maine Central's record as one of the better-maintained properties in the country. It is quite an achievement and Mr. Miller is respected by his friends and adversaries alike. The New England railroad scene has been honored by his presence.

Mr. Miller's retirement has occasioned a realignment of title and responsibilities for the top men at the Maine Central. JOHN F. GERITY is the new president, only the fourth Maine Central president since 1913, and was a vice president and head of the Accounting and Finance Departments. His career began in the B&M's bureau of statistics in 1941 and he came to Maine Central in 1955 as assistant to the comptroller becoming comptroller in 1970. ARNOLD J. TRAVIS is now executive vice president and will continue jurisdiction over the Operating, Mechanical, Personnel and Labor Relations, Engineering, and Purchases and Stores Departments. Mr. Travis steps up from vice president - operations; he came to the MEC in 1969 after 23 years with the BAR. GEORGE H. ELLIS is now first vice president and will supervise the Traffic and Marketing Departments along with the Industrial Development, Real Estate, and Taxation Department. Mr. Ellis also is an alumnus of the Boston & Maine. BRADLEY H. PETERS becomes vice president, having been assistant to the president which position he will continue to hold. Mr. Peters will supervise the public and governmental relations of the railroad. Mr. Peters was a science teacher before becoming producer-director for the Maine Public Broadcasting Network. He was appointed public relations director for the Maine Central in 1970 and assistant to the president in 1974.

Perhaps as a test of the new management, or as a foretaste of what they may expect the Amoskeag Company made another tender offer for 25,000 MEC common shares on Dec. 5. The Maine Central took immediate legal action and on Dec. 7 an ICC Administrative Law Judge issued a cease-and-desist order to Downeast Management, the Amoskeag Subsidiary which had made the \$40/ share offer. Purchase of the shares would have given Amoskeag 51% of the voting stock. Maine Central claimed the offer violated a commitment Amoskeag made to the ICC not to acquire more Maine Central without the ICC's permission. Amoskeag's application for control of the Maine Central has been in ICC proceedings since 1974. The tender offer was finally withdrawn Dec. 13. The Dumaine Dream is by no means dead...

The Maine Central is appealing a Maine Supreme court decision that it owes \$750,000 in excise taxes on per diem boxcar rentals since 1973 to the U. S. Supreme Court. (The 470)

CVViews The ex-DW&P RS-11's are still mostly on the CV and are showing up in many different paint schemes on SJ-3/JS-4. The ones that have been seen so far are the standard black with red ends, the CV's new green paint scheme (only one unit currently), the CN's VIA zebra stripe, and also all red with DW&P written in scroll on the long hood.

8 MBTA (ex-NYNH&H) stainless steel coaches were seen going north on SJ-1 on 11/4/77 headed for White River Jct. They are currently being rebuilt at the CV roundhouse by a Canadian firm that has leased the old roundhouse and is using it for a locomotive and car rebuilding shop. We can expect to see this firm doing a lot of business with the area's rail lines as well as the MBTA. (Scott Whitney)

COMING Jan. 31-Feb. 7, 1978: WINTER RAILS 1978; Overland Chapter NRHS trip from Chicago to Colorado for riding the narrow-gauge Cumbres & Toltec and other features. Lv. Chicago on Jan. 31st; return date Feb. 7th. For information contact: V. Allan Vaughn, Sec.-Treas., Overland Chapter, NRHS, 320 Wisconsin, Apt. 511, Oak Park IL 60302.

EVENTS April 1, 1978: The Mass. Bay Railroad Enthusiasts is organizing a trip using conventional equipment Boston to Portland ME on the Boston & Maine (first time in 18 years).

OF The Alco PA's have been requested. Frequent photo stops and run-bys, high speed operation, and other railfan amenities. Fare: \$29.95 round-trip before March 1. Trip Committee, Mass. Bay RRE, P. O. Box 136, Ward Hill MA 01830.

NOTE

VERMONT NEWS We've heard several stories as to what's going on with the VERMONT NORTHERN; one was that the Morristown & Erie RR was to take over and the line's name be changed to Vermont Midland (M&E's owner is Midland Holding Co.). Another word was that the state might indeed give up on the line if they couldn't find an operator. However, the 12/7/77 Rutland Daily Herald reports that the State of Vermont and a consortium of local shippers on the line have reached a ten-year agreement for operating the road with \$1.1 million in subsidies and loans over the first five years and a provision for a \$6.3 million rehabilitation contract to bring the line up to Class II standards (25mph standards). The contract allows the shippers to begin operation Jan. 1, 1978; the key to reaching the agreement was "shared risk". Now that there is some certainty to the road's future some potential markets can be better developed.

The VERMONT RAILWAY has a new way to compete for the oil traffic from Albany NY to northern Vermont. Previously that oil traffic moved mostly by barge through Lake Champlain and was stored in large tank farms near Burlington over the winter when the water route was frozen. In this new rail process the oil is shipped in a train of large tank cars (ca. 26,000 gallons capacity) which are connected together by hoses so one hookup can empty the entire train; this system can carry kerosene, gasoline, and heating oil. Jay Wulson, president of the state-owned line, says the cost of shipping the oil by rail is two-tenths of a cent cheaper than by barge and 1.5¢ cheaper than by truck. This new method, first developed in Alaska, is expected to add about \$75,000 to gross revenues, about 10% of the line's annual gross. Oil for the southern parts of Vermont comes by truck from the Boston area; oil for the Bennington area is trucked in from Albany. Possible development of a market for this service in southern Vermont lies in the future after the present service's profitability has been assessed. (Callboy)

Back in the days of the steam engine, though not too long ago, The Clarendon & Pittsford RR had three steam locomotives; one Baldwin, one Alco, and one Lima. One from each of the major builders.

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 reserve the right to edit ads.

- The Sandown (NH) Historical Society is planning to restore the Sandown station on the abandoned WN&P which the town has purchased from the state. They are looking for old depot pictures, artifacts, plans, and other information needed for the restoration. Contact: Sandown Historical Soc., c/o Vice President Jim Comerford, P. O. Box 291, East Hampstead NH.
- Custom trains, 97 Belmont Drive, Merrimack NH 03054 has many items for sale in O and HO gauge, locomotives, cars, etc., 8 page catalogue lists all the items available.

BARemarks The Bangor & Aroostook is converting three Amtrak coaches into outfit cars • • BAR is developing traffic to and from the port of Searsport, Maine. A monthly unit train of sulphuric acid from Ontario will move over the BAR to Delta Chemical. In another development caustic soda (used in papermaking) will move by ship from Louisiana to the Searsport Atlantic Terminal Facility for distribution. Salt will also be shipped by sea to Searsport for rail distribution. (470)

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 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 or other business correspondence as that makes it very difficult to provide the level of information service we would all like to provide you. Mail your requests directly to Harry at 14 Riverside St, Hooksett NH 03106.

PUBLICATIONS 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, or any other address, will be subject to an automatic delay of at least two weeks.

THE CENTRAL MASS. Members \$8.00; non-members \$10.00

B & M BULLETINS Spring (15 left), Summer (13 left), Fall 1975 (30 left), Winter 1975-6 (4 left), Spring 1976, PRICE: \$1.75 @ to members, \$2.00 to non-members. Summer, Fall 1976, Winter 1976-7, Spring, Summer 1977; PRICE: \$2.00 @ to members, \$2.25 to others.

OTHER B & MRRHS PUBLICATIONS 1932 Snow Train menu - 25¢
Reprinted Montpelier & Wells River / Barre & Chelsea RR employees' timetable #62B of January 22, 1928. Members \$1.50, non-members \$1.75.

BOOKS Vanishing Markers, a 128 page illustrated description of Boston & Maine railroad-ing, 1948-52, 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 rate is \$14.95.

BY Trains of Northern New England, 96 pp. 120 photos with full-color cover. Soft-bound. 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.

PUBLISHERS The Railroad That Came Out at Night, Frank Kyper's account of railroading in and around Boston. Includes profiles of two shortlines, an eyewitness account of the 1973 Chelsea fire on the B&M, and a personal account of life as a B&M crossing tender. Hardbound, 6x9", 160pp., photos. Members \$6.95, non-members \$7.95.

NEW! New England Diesels, Available in January, Reserve yours now! Members price \$24.00; non-members price \$26.95 retail.

ART First in a series of full-color prints of paintings to be done by Peter Rhoads depicts 4-8-2 4117 on a passenger train at the west portal of Hoosac Tunnel. Measures 20 x 30", suitable for framing, shipped in a durable mailing tube.

PRINT Available in regular or limited editions. Limited edition is signed and numbered by the artist. Regular edition \$5.00; Limited edition \$7.00.

NORTH COUNTRY NOTES GOODWIN RR: State of New Hampshire #74 has been repainted in Weaver Bros. green as Goodwin RR #2 (Weaver Bros. Construction operates the state-owned line); it is believed the RS-3 (Goodwin RR #1) has now been fitted with a snow plow. Operation of the Plymouth to Lincoln NH section has closed for the winter. Reports from Weaver Bros. are that the railroad is doing much better than expected and business between Concord and Plymouth will continue through the winter ●● MEC symbol freights through Crawford Notch on the Portland & Ogdensburg line have changed schedule: RY-2 leaves Rigby yard at 1400 for St. Johnsbury; YR-1 will be due out of St. Johnsbury at 0100 daily for Rigby. Local YQ1 from St. Johnsbury to Crawford Notch and return is back to a 1400 departure (470) ●●● The Crawford House, the famous resort hotel at the head of the Notch, was totally destroyed by fire Nov. 20. The hotel, which had been vacant for almost two years, was in the process of demolition; the fire (of undetermined origin) apparently started on the third floor. ●●● Little 100, the Plymouth switcher which was the center of the November Newsletter is still around to this day. It currently calls a lumber yard in Beebe River NH its home although it hasn't seen any use for a long time. Maybe an interested party might like to buy and restore it to working order. Beebe River also is the home of some old link and pin equipment from the logging railroad that originated there.

D&Happenings While D&H TOFC/COFC traffic is having problems with greatly reduced volume there is a bright spot in the D&H's traffic picture: traffic on the route through Sunbury PA to ConRail's Enola yard is excellent. Dennis Shaffer, Manager, Corporate planning for the D&H, says the road's daily service is running as high as 150 cars. CR handles as many as 30 cars daily from Enola to Potomac yard on a contract basis. (470) ●● The Delaware & Hudson has gotten approval for \$4 million more in loans and permission to draw down the money as needed. This brings the total of D&H borrowings from the government to \$30 million.

CReport ConRail is now running a symbol freight on the Shore Line between New London and New Haven. The trains, PN-1/NP-2, run between Cedar Hill yard (outside New Haven) to Plainfield CT. Cedar Hill departure is ca. 1330 daily except Saturdays; the train highballs to New London, interchanges with the CV, drops cars at Groton and Norwich, and goes to Plainfield to interchange with the Providence & Worcester (the P&W took over operations on the northern section of the Norwich & Worcester and some local branches when CR was created) and return. CR is paying Amtrak for using their tracks but would rather pay than have the traffic move over the P&W. (Narragansett Newsletter)

NEW ENGLAND ROUNDUP A Providence & Worcester train derailed in Princeton MA Dec. 6 ca. 0100; the derailment tore up about 500 feet of track near Ball Hill Road when 11 cars of a Worcester-bound freight left the rails. This line was the B&M's former Gardner branch. ●● The P&W, like the D&H which also expanded, has been having problems with its expanded system; the first 9 months of 1977 the road lost \$833,000 vs. income of \$213,000 for the year earlier period. Main problem seems to be increased expenditure for maintenance of way on the newly-acquired lines ●● Two B&LE steel bay-window cabooses have been acquired by the P&W; the road had been operating without cabooses for several years since 5 ex-D&H wooden vans were retired. Some of them are still on the property but heavily vandalised. (Narragansett Newsletter)

Ware. Where? Ware. The PC's Ware River secondary is currently being operated by ConRail under assignment for the Commonwealth. The B&A "Local East" makes the trip up the branch as needed. Operations occasionally get sticky: one night last winter the B&A local was outlawed (12-hour law) at Gilbertville and the B&M was at Forest Lake Jct. ready to go to Ware. The CR dispatcher at Springfield would not let the B&M go to Ware because his local was sitting on the main line at Gilbertville. This in spite of the fact it is all inside Yard Limits.

SYMBOL FREIGHT SCHEDULE The following schedule was in effect around Dec. 25; the times shown therein must be regarded as estimates, especially the arrival times. Trains may be delayed for all sorts of reasons, or cancelled altogether. Numerous extras may be run at any time; we'll keep you posted on any changes. SE-5/ES-6 and CE-7/EC-8 swap when they meet. Crew changes on Rigby to Mechanicville runs are now done at Fitchburg instead of Ayer.

Symbol	Run	From - To	Lv.	Arr.	
ML-2	Daily	Mcville-Lawrence	1900	0600	
NE-84	Daily	Mcville-Fitchburg	2200	0500	
NE-84	Daily	Fitchburg-Rigby	0500	1100	
NE-2	Daily	Mcville-Fitchburg	0800	1500	
AP-4	Daily	Mcville-Boston	1500	0100	(via Hill Crossing cut-off)
NY-20	Daily	Rott Jct.-Fitchburg	2230	0700	
NY-20	Daily	Fitchburg-Rigby	0815	1130	
NY-10	Daily	Rott Jct.-Fitchburg	1300	2200	
ES-6	ex Sat.	E. Deerfield-Salem	2000	0430	(via Lowell or W. Cambridge)
EC-8	ex Fri. Sat.	E. Deerfield-Concord	1800	0500	
	Fri		2300	0800	
JS-2	ex Mon	White River-Springf'd	0300	0900	
	Mon		0030	0630	
8904 GP904	Daily	Newport-White R. Jct.	1800	2130	
JS-4	Daily	WR Jct.-Springfield	1600	2355	
JS-6	ex Sun	WR Jct.-Springfield	2230	0400	
UJ-2	ex Sun	Berlin-WR Jct.	1600	2200	
BM-17	Daily	Rigby-Fitchburg	1730	2330	
BM-17	Daily	Fitchburg-Rott Jct.	0030	0900	
NE-1	Daily	Rigby-Fitchburg	0800	1400	
NE-1	Daily	Fitchburg-Rott Jct.	1400	2300	
NE-87	Daily	Rigby-Fitchburg	1900	0200	
NE-87	Daily	Fitchburg-Mcville	0215	1030	
AP-3	Mon-Fri	Boston-Mcville	2130	0700	(via Hill Crossing cut-off)
	Sat. Sun.		1230	2245	
SE-5	ex Sat	Salem-E. Deerfield	2000	0600	(via Lowell or W. Cambridge by main line)
BM-7	Daily	E. Deerfield-Rott Jct	1400	2100	
LM-1	Daily	Lawrence-Mcville	1400	2359	
CE-7	Sun-Thurs.	Concord-E. Deerfield	1800	0400	
	Fri		2300	0900	
DB-10/BD-9	Sun-Thurs	Dover-Boston & return	2355	1000	(approx., may not work to Bos.)
JU-1	ex Sun.	WR Jct-Berlin	0200	0700	
SJ-1	Mon-Sat	Springfield-WR Jct	1200	1900	
	Sun		0900	1600	
8917 CP917	Daily	WR Jct-Newport	2000	0030	
SJ-3	Daily	Springfield-WR Jct	1500	2359	
SJ-5	Sun-Wed	Springfield-WR Jct	2300	0900	
	Fri Sat		0230	1230	