

Boston & Maine Railroad Historical Society

Incorporated

NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

~~December~~ *January 1978* Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

FEBRUARY MEETING: February 11, 1978, 8 PM (2000 hrs.), First Parish Unitarian Church, Woburn Square, Woburn, Mass. The entertainment will be put on by John Boardman who will show movies of B&M and other subjects. Included will be shots of snow plows in action being pushed by steam locomotives; these pictures are very unusual. Last spring at a members' night his slides were the hit of the evening so this should be a very good show you won't want to miss.

●●● Our regular meetings are held at 8 PM on the second Saturday of every month at the above church (First Parish Unitarian) in Woburn, Mass. Highway-wise the church is on Route 38, it is also about three blocks from the end of track (and passenger service) on the Woburn Branch. This church is also the only church in Woburn Square without a steeple.

SPECIAL NOTE: MARCH MEETING: The program for this meeting is being arranged and at this typing the date and time is still up in the air; tentatively the meeting date is still March 11 but may be changed; we will do our utmost (even to sending the Newsletter out early in an abbreviated form!) to notify you of any changes in arrangements. While we are not at liberty to comment on the program at this typing we can assure it will be of no little interest so stay tuned, keep your schedules flexible and be prepared to come.

SOCIETY ADDRESSES The B&MRRHS has several addresses for specialized uses. To speed up processing of your requests and other business (and to make things easier for those of us who do the work) here are some of our specialized addresses:

BUSINESS MANAGER: Box 223, Harwood Station, Littleton MA 01460: All publications 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 these Newsletters.

HISTORIAN: 14 Riverside St., Hooksett NH 03106: All request for B&M historical and technical information.

B&Meeting The regular January meeting of the Boston & Maine Railroad Historical Society was called to order by President Leroy C. Hutchinson at 2022 hrs. on January 14, 1978 in the First Parish Unitarian Church, Woburn, Mass. Approximately fifty-five members and their guests had braved the bad weather to attend.

The Treasurer's report was read by Treasurer C. P. Smith and accepted as read.

Business Manager J. C. Hutchins announced that New England Diesels had finally come in and was available at the meeting. Also, the Winter 1977-8 B&M Bulletin would be ready from the printer's by approximately February 15.

Newsletter Editor J. C. Alden asked who had come a week earlier (and found that no one in the room had); he apologized for the error of the Assistant Editor in listing the meeting date as January 7. Mr. Alden thanked those who had contributed items for the Newsletter; the response for the last few months has been very gratifying.

Board Chairman J. C. Hutchins reported that the Society was losing its Bulletin mailer. Anyone interested in taking over the mailing of the Bulletin was invited to see Mr. Hutchins after the meeting or otherwise contact him. He added that the Bulletin mailing might well go to a committee system like that used to mail the Newsletter.

Membership Secretary T. R. Engel announced in response to inquiries that the Society had made it over the 1,000 member mark again and that at that moment the Society had 1,014 members.

Program Chairman D. G. Hills announced that for the March meeting plans were to have a speaker from the Boston & Maine; this meeting also might be a joint meeting with the Mass. Bay RR Enthusiasts.

The meeting then adjourned for the members' night. Scott Whitney, John Roderick, Russ Munroe, John Chick, Tom Engel, and Ed Boardman showed slides; Dick Symmes had brought movies. Subjects ranged from the B&M's new GP-40's to the Wolfboro's early days to the B&M and NH in the early '50's.

Respectfully submitted, T. R. Engel, Acting Sec.

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.

IN MEMORIAM We note the passing of two men who were well known on the New England railroad scene and who were members of this society. Patrick J. Mullaney, long time employee and official of the Boston & Maine, for many years Vice President, Traffic, passed away in Winchester, Mass. in his 86th year on January 17th... On Friday, January 20th Wayne Brumbaugh of Stoughton Mass. died suddenly. Mr. Brumbaugh had a varied career, starting as a ticket agent on the old New York, Westchester & Boston in 1926; he worked for a succession of railroads in various capacities before joining the New Haven in 1942 in their dispatchers' office; he stuck with them through to the days of Penn Central and the coming of ConRail. Mr. Brumbaugh was a well-known railfan and had a deep knowledge of railroading and was especially known for his fine photography; he will probably chiefly be remembered for that. But he will also be remembered as a great friend to the many who knew him. The railroad scene will not quite be the same; we will miss Wayne. Requiescat in pacem.

B&Memos Bulletin Technical Editor Don Clerke, of 132 Laurel St., South Windsor CT 06074, notes that the technical section of the society is being expanded and there is a lot of work to be done from drafting and researching to cataloging and he is looking for help. He has sent along some other requests for assistance:

1) The Boston & Maine Railroad is in the process of putting together a marketing brochure to be used in their sales effort for prospective new customers. They are going to need photos and sketches of current freight equipment and facilities. I would appreciate hearing from members who have good quality, sharp, clear photos of current B&M freight cars for use in this project. Our preference is for pictures when the cars were new and clean. The railroad is very cooperative and helpful to the society and B&M railfans and this is an excellent opportunity for us to reciprocate and say thank you.

2) I am interested in pictures, drawings, and any other information that might be available for articles currently being prepared for future publication on the following subjects:

a) The South Walpole engine facility with particular emphasis on the coaling tipple. I am trying to get enough information on the coaling facility to make a drawing.

b) B&M troop train cars, the ones that were converted to baggage and RPO cars.

3) Members having particular interests in future plans to be published in the Bulletin or information for modeling purposes please contact me and I will do my best to accommodate.

4) We have an ambitious schedule of making plans both for the passenger car book and other projects. Those with drafting talents: we could use your help. Most of the projects can be done at a leisurely pace to suit your own time requirements.

DIRECTORS' MEETING: There will be a Board of Directors meeting at 8 PM, Monday, Feb. 6, 1978, at President Leroy Hutchinson's home, 37 Pearl St., Reading, Mass.

●● Bob Buck of Tucker's Hardware, 18 Main St., Warren MA 01083, is assisting in the production of a set of Consolidation Coal Co. decals in HO scale for use on the MDC Thrall unit train hopper model which is quite close in design to the Greenville cars used in the B&M unit train. Bob desperately needs color or black & white (preferably the latter) 5x7 or 8x10 shots of the sides and ends of one of the Greenville cars used in the B&M train. If you can help, please contact Bob at the above address.

●● George R. Cackle and Associates, Box 1224 - Downtown Station, Omaha NE 68101, are currently putting together a 144-page hardbound book entitled Those Bicentennials which will cover all the bicentennial Diesel locomotives as well as brief mention of the Freedom Train steam power. The book will contain 250 color plates and retail for \$24.95. The pre-publication price until July 31, 1978 will be \$20.00; publication date is Fall 1978. The book can be ordered direct from the above address. Also, good shots of B&M 200, the B&M's GP-9's in the red-white-blue striping, and MEC's U18b "Independence Series" are still needed in both still and action poses. If you would like to contribute contact the publisher. Don't assume that everyone else got there first. Send your color shots or at least contact the publisher right away. Let's make sure that New England is well represented!!!

●●● Your membership Secretary is looking for people to be his assistants and to "learn the trade" of the B&MRRHS Membership Secretariat. The greatest need is for people to type and mail membership cards for next summer's renewal campaign and other duties in that sphere; we also need skills in correspondence and logistics. There is the strong possibility that an assistant might become Memb. Sec. If you are interested in the position(s), which won't become very active until late Spring, and its responsibility contact the Memb. Sec. at the Belmont box for further information.

●●● We are seriously considering getting our own computer program for producing our mailing labels. We are looking for a person knowledgeable in EDP matters who could advise us and, if we do decide to have our own programs, maintain the society's programs and improve/write new ones. If interested contact T. R. Engel, Membership Secretary, at the Belmont box.

RAIL COMMUTER NOTES (Send your commuter rail notes to Joe Mulligan, 121 Traincroft, Medford, Mass., 02155.)

Member A. McMillan reports that 3 B&M GP-9's (1711, 1728, and 1741) have been assigned to the South Side after they were leased by the MBTA. In addition three steam generator cars have been leased from the CN (15461, 3, 9). The steam cars were built in 1953 as steam cars by GMD of Canada. They will be assigned with the B&M GP-9's.

The B&M requires 20 locomotives to fulfill its South Side power pool; at the present time there are only 14 units in service.

Peter Roehm reports that the Rockport "standard style" trains are not operated push-pull as I had guessed. The GP's run around the train at Rockport. Thanks for the help, Peter.

Don Martin, a Dorchester resident, has informed me that two new commuter stops will be added on the Midland Branch from South Station to Readville. The Midland Branch will be used while the Southwest Corridor is out of service. My guess is that local residents will be appeased by the move until they find out the fares.

A fatal accident was avoided at Lincoln, Mass. on the night of Dec. 16th thanks largely to the efforts of the train director at Waltham and the dispatcher. Normal procedure calls for passenger trains #631 and #633 to drop Buddcars on the single iron at South Acton; train #635 picks them up and takes them to Boston. On this night, after the towerman at Waltham had set up the switches at South Acton, 3 cars got away and were headed on the westbound iron towards train #635. #635 had left Waltham prior to the cars' running away. The train director called the Lincoln police and instructed them to stop #635, have everyone get off, and tie it down. In the meantime the dispatcher was alerting the crew of local B-4 (who had canned at Concord) to do anything and everything to stop the runaways. Fortunately the cars hadn't been going very fast and were found east of the westbound signal at South Acton. #635 pushed them back onto the single track and then brought them to Boston. It is not known how the cars got away.

Improvements at South Station are moving along. Four new tracks have been installed on the right side as you enter the platform area. Other improvements include stockade style fences enclosing the platforms and covering up the rather unappealing bumpers. The track crews were interesting to watch as they used very little machinery. It's quite a sight watching the crews all swinging their sledges in a rhythmic beat.

On Friday January 13 an Amtrak RS-3 was observed towing two Buddcars from the direction of Forest Hills towards Boston. In another rescue move on Wednesday January 11 an engine was sent from South Station to rescue train 810 (from Stoughton). The engine was sent to Readville where it changed iron and proceeded to Forest Hills where it met 810 and pushed it to South Station.

The B&M's new pocket-sized calendars are available from the ticket agent at North Station. This year the calendar features a purple minuteman on the face.

Gov. Dukakis recently announced that he expects rail passenger service to Brockton to be reinstated by 1979. Hopefully this service will be integrated with the increasingly popular Brockton Area Transit (BAT). BAT operates on a pulse system from a central location and would be in a perfect situation to provide a coordinated rail/bus system.

The new station at South Acton is creating problems. It seems that the Buddcars are not supposed to stop at the old station but the public hasn't realized it yet. On another note on the Fitchburg Route quite a few cross country ski fans have been taking the Budd to Lincoln. It's a nostalgic-looking scene watching the groups of skiers huddled on the station platforms, skis and bags in hand, ready to board the train.

The Federal Railroad Administration (FRA) has permitted the B&M (eff. Aug. 1977) to remove the protective shrouds around, and the oans under, RDC engines which facilitates servicing and cuts down operating expense as these pans were continually falling off and had to be replaced (they would always fall off while the train was moving, and get mangled.)

The Holmes Hi-Rail crane has been used on the Southside; Sat. Dec. 17 it went to South Station to reraill one of the D&H Alco PA's which had split a switch. Amtrak attributed the derailment to bad track. Amtrak maintains track at South Station and on the main line to Providence; the B&M does the branches.

In response to the query in the December column of commuter rail notes Lewis Walter reports that tower 180 is known as Chickering or Chick tower. It governs movement of trains in and out of Back Bay station. It is also the terminus of the Needham branch which now parallels the Shore Line to Forest Hills. It also served an important freight yard there which included a complex of team tracks, meat warehouses, and an auto unloading facility. Directly opposite "Chick" is the site of the old Boston & Providence shops and roundhouse which was right next to the Huntington Avenue grounds where the Boston Americans won the first World Series against the Pittsburgh Nationals (remember?). Switchers came over from Readville and Boston yards (through South Station) with cars from the Union Freight, B&A, and B&M. The auto racks were brought from Readville since they were too high for Back Bay. Lewis believes that two tricks work the tower. "Chick" is an Armstrong lever interlocking controlling crossovers between all 4 mainline tracks; it is a train order office and a Needham Br. block station (non-signal manual block branch).

●●● I'd like to thank Alan McMillan, Peter Roehm, Tony LoRusso, John Roderick, Lewis Walter, and Don Martin for their help this month. —JM

A LOOK AT THE PAST — Boston & Maine Railroad Employees' Magazine

- 50 years ago FEBRUARY 1928, Vol. 4, No. 11 — Front cover shows revamped hump yard at Mechanicville NY.. Leading article: "Opening Wide the Western Gate" tells about the improvements at Mcville, including the use of car-retarders. President George Hanauer, co-inventor of the car-retarder device, opened the yard with appropriate remarks. Article describes the use of car-retarders; photos and diagrams of yard included. "The Old Station at Exeter NH" by Judge Henry A. Shute — story of the good old days in this town, the part the railroad played. "The Hoosac Tunnel in the Flood Emergency" — L. C. Winship, Electrical Engineer, tells how the extra traffic after November 1927 floods was handled by the fullest use of electric motors; B&M and B&A trains were involved. "When Pres. Harrison Rode Our Lines" — F. S. Sanders tells about handling Pres. Benjamin Harrison over several lines of the B&M in Summer 1889, photo of specially-decorated engine at Old Orchard ME. "The North Station Disappears" — photo showing final steps of demolition. "We Join the Staff of 'Technology'" — Boston & Maine RR and MIT establish cooperative course — involving RR engineering and operation. "Giving Our Customers a Lift" — photo showing 40-ton gantry crane, E. Cambridge. "Railroad Night Now a Radio Feature" — WEEI — "Big Brother" (Bob Emery) — first show featured retired engineer A. P. Newhall of Lynn MA. "Random Reminiscences of the Old Fitchburg Depot" (Boston), photos of one tower...
- 25 years ago FEBRUARY 1953, Vol. 21, No. 2 — Front Cover: looking up tracks from Quebec Jct. towards Twin Mountain, NH. inside front cover: photo of starting of new bridge at Portland ME.. Leading article entitled "To Survive as a Healthy Railroad" stresses the need of holding on to present business and gaining new customers. "Washout at East End of Watertown Branch, W. Cambridge", near New England Brick Co., photo. "Beavers Try to Wreck Freight Train That Annoys Them": at Lyfords Siding, Campton NH, beavers causing damage to right-of-way of Pemigewasset Valley Branch.. Photo-story shows: "Improvements at Woodsville NH" — rearrange buildings.. R. J. Hammond, Asst. to VP & Gen. Mgr., retires; Pres. Sughrue et al. present. "Night Life on the B&M" photo-story covering activities at White River Junction...

B&Matters First Things First: the B&M's 18 new GP-40-2's are off and running: all on the property and initially being used only on the Portland (Rigby) to Mechanicville line. The units are numbered in the 300 series (for 3000hp.) 300 to 317; construction numbers are 776025-1 through 18 and all units are dated 12/77. All B&M GP-40-2's are equipped with snowplow pilots and lack the dynamic brake feature. The engines are painted in "B&M blue" with white lettering on the side of the long hood "Boston & Maine" with the road number above, white intertwined B&M logo under the cab, and with the road's "BM" reporting marks in large white sans-serif letters on the short low-nose end.

B&M GALLERY: (note: if there are not 2 photos on the opposite it was because we could not get the plates ready in time; if there are we're in luck). 317, 312, and 316 bring NY-20 into East Fitchburg on Jan. 4 (Ben Crouch photo). "Drifting downhill into Greenfield at West Greenfield", GP40's, 307 in the lead, are brought to East Deerfield after arriving at Rotterdam Junction. (Don Clerke)

The 300's are not rated at a constant 3000 hp.; the units can put out at most only 2000hp. up to 22.9 mph so a GP-40 cannot start a heavier train than a GP-38. However, (and this is important from the B&M's standpoint), at 22.9 mph the turbocharging takes effect to produce the extra 1000 horses; once the train is rolling a much higher speed can be maintained with a heavy train (and the B&M has been running many trains close to their 125-car limit) over the B&M's grades and curves on the Rigby-Mc'ville main line. In fact that is precisely what is happening: as an experiment NE-84 and NE-87 have been put on a 9-hour Rigby-Mechanicville schedule (previous time: 14 hours!) since early January. They are keeping to it (including one or two stops) and in fact have twice made the run (with no crew change as no problems with the 12-hour law) in 8 hours and 25 minutes!!! Fast freight, nay, FAST FREIGHT has come to the Boston & Maine. While it is too early to see (and this is probably a pious wish) whether the 300's will make interstate highway trucking to northern New England a thing of the past they are a giant competitive step forward. In the future other trains may be speeded up; reliability of existing schedules will be increased. The engines are not cheap: they are leased from General Bank & Trust Co. for \$218,000 per quarter (3 mos.), roughly \$75,000 per month for all 18 vs. \$30,000 per month for the 12 GP-38's.

A short history lesson might be in order: one of the great feats of 20th century railroading was the transformation of the Erie Railroad in the 1930's from a marginal drag-freight operation (and basket case) to a premier (and profitable) freight-hauler whose name practically became synonymous with "fast freight". It was done by efficient organization (especially in yard operations), pre-blocking, and running timed symbol freights that kept to fast and reliable schedules. The secret to these fast schedules was new locomotives, capable of greater speeds and hauling greater loads — the Superpower revolution. To give an example of the result to service: by the late 1930's lumber merchants in Connecticut were getting 2nd morning delivery of lumber via the Erie and the NYNH&H. Might not the Boston & Maine be able to pull off the same sort of transformation? More speculation on the Boston & Maine's future in further issues.

To continue an old Boston & Maine practice that is periodically revived the railroad has named two of the GP-40-2's; ceremonies for the christening took place Wed. Jan. 25. The 300 has been named the "John W. Barriger" and the 301 is the "Paul W. Cherington". Both men were late former Presidents of the Boston & Maine. Mr. Barriger had a long and distinguished career in the industry; while Mr. Cherington's presidency was cut short by his untimely passing it was largely due to his efforts that the GP-38 200 series engines were obtained; without them the B&M's survival would have been very doubtful.

EQUIPMENT NOTES: Dec. 20, 1977 Don Clerke observed 2 ex-LIRR engines, RS-1 #465 and S-2 #495, in a westbound freight at E. Deerfield. Not much was known about them other than that they were believed going to Bennington VT, possibly for the Vermont Northern. Anyone know? ●● The B&M has leased 50 hopper cars from the CN; the cars were delivered at Groveton in batches of 10 during the first week of December. Reports are they will be used to haul gravel from Ossipee to the Seabrook nuclear plant construction site. (John Egan and Bill Fothergill)

The Green Mountain Railroad Corp. has taken over the operation of the Keene NH yard from the Boston & Maine. The transfer went into effect on Jan. 23. Currently the GMRC gets to the yard via the Ashuelot Branch (Dole Jct. -Keene) the only usable track into Keene as the Cheshire is rusted and overgrown with weeds and has not seen a train since 1972). They are negotiating for the purchase of the North Walpole-Keene portion of the Cheshire Branch to provide access to Keene from the rest of the GMRC; Revival of the entire Cheshire is pretty much out of the question; the track south of the Mass. border to Winchedon has been removed for some time now. (Mass. Bay RRE Callboy)

Along similar lines we hear that the Goodwin Railroad has been dickering with the B&M over Goodwin's possibly taking over the operation of the Concord NH yard.

Nature walloped the B&M with lots of snow on January 20 & 21; both freight and commuter traffic slowed to a standstill. To the B&M's credit it was the last public transit service operating and while some trains did get annulled others were runs as extras on Friday afternoon and evening. Saturday service was cut to the bone, what passenger trains ran on an extra basis; by Monday January 23 nearly full service was running though the Woburn Branch wasn't opened until Wednesday. Freight were annulled right and left on Friday though a few trains managed to get through. Most main lines were back in service on Saturday, AP-3, which had been cancelled on Fri. night, ran Saturday. Plow trains were out clearing the lines over the weekend. The Worcester-Ayer line was cleared Saturday; the Conway, Hollis, Greenville Branches got cleared Sunday and the Hampton branch was opened Monday. Many of the less-frequently used branches or ones with very light traffic are being cleared on an as-needed basis; as of Jan. 29 the Central Mass. hadn't been cleared and general speculation was the Watertown Branch would have to be shoveled out. The warm weather and rain of Jan. 25-26 reduced the snow depths greatly but once temperatures dipped and the stuff froze problems mounted.

Possibly because of snow problems (though the cause is unknown at this writing) freight BM-17 derailed in Westford MA Saturday night Jan. 28 about midnight. The derailment which took nearly two days to clean up forced the routing of all traffic to Maine through Boston via the New Hampshire main (including a run-around of power in Boston) and the Fitchburg route; Boston's railfans got a chance to see the GP-40's close-up though for the wrong reasons. 22 cars derailed; both the Holmes Hi-Rail crane and the E. Deerfield wrecker helped clear the track.

The Wolfeborough Railroad is up for sale; asking price: \$250,000. The sale was advertised in the Wall St. Journal among other places. Included in the asking price are all stations and locomotives and the right-of-way.

B&MMembers

We welcome the following new members to the B&MRRHS: Morrin E. Hazel, Revere MA; George Kocur, Arlington MA; Edward T. Levay, Jr., Framingham MA; Kenneth V. McLaughlin, Brentwood NY; Steve McCarthy, Arlington MA; Rev. Robert F. Griffin, Dover NH; Richard B. Putnam, Milford NH; Frederick C. Braun III, Miller Place NY; George Kenyon, Stoneham MA; Douglas W. Nighswonger, Renton WA; J. G. Gormick, Toronto, Ont., Canada; Marshall P. Harrington, Portsmouth NH; Ronald P. Blasik, Hooksett NH; George C. Corey, Hubbardston MA; Marc Marsan, Marlboro MA; Walter T. Pulsifer, Northboro MA; G. J. McDonnell, Kitchener, Ont. Canada; E. H. Heath, Cornwall, Ont., Canada; John Clemons, Salem NH; Brian Carroll, Westford MA; Lawrence W. Shepard, Lebanon NH; George E. Boyer, Villa Park IL; Richard G. Gibson, Lyndhurst OH; Donald J. Devlin, Great Barrington MA; Harold Kuehn, Bronx NY; Edward R. Morse, Medford MA; Edwin B. Robertson, Westbrook ME; David A. Phillips, Lisbon NH; Colin Campbell, Moscow ID; Ralph E. Senn, River Falls WI; William M. Johnson, Glenwood IL; Harry J. Bailey, Flossmoor IL; Richard L. Worcester, Burlington VT; Peter T. Victory, Salem MA; Willis V. Ames, New London NH; A. A. MacKenzie, Antigonish, N. S., Canada; John B. Hmura, Mechanicville NY; George R. Cackle, Omaha NE; E. D. Galvin, Brunswick ME; Edward L. King, Concord NH; Albert Weber, St. Petersburg FL; Steve Myers, Scotia NY; David A. Kimball, Citrus Springs FL; Leo H. Lavoie, Dover NH; Merrill C. Simons, Peabody MA; Kevin E. Corwin, Westminster CO; John W. Reading, Brookline MA; Paul K. Larner, Portland ME; Gerald W. Deucher, Berea OH. Welcome aboard the B&MRRHS, gentlemen!

B&Memos

To members who ordered New England Diesels: The book has finally arrived!!! You should have received the copies you ordered last spring and summer by the time you read this. If not, please contact the Business Manager at the Littleton address. We thank all of you for your patience during the endless production delays which delayed delivery for the past six months.

PUBLICATIONS The following publications are available postpaid (unless otherwise noted) by ordering direct from the Business Manager's Littleton address. Publications orders sent to any other addresses will be subject to an automatic delay of at least two weeks.

THE CENTRAL MASS. Members \$8.00; Non-members \$10.00. (ONLY 10 LEFT!!)

B & M BULLETINS

Spring (12 left), Summer (10 left), Fall 1975 (30 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 employes' timetable #62B of January 22, 1928. Members \$1.50, non-members \$1.75.

BOOKS

Vanishing Markers, a 128 page illustrated description of Boston & Maine railroading, 1948-52, 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-member's rate is \$14.95

BY

OTHER

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", 160 pp., photos. Members \$6.95, non-members \$7.95.

NEW!

NEW!

NEW!

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NEW!

NEW!

New England Diesels, Dave Albert and 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, 232 pages. Members \$24, non-members \$26.95.

NEW!

The Boston & Maine Railroad; The Eastern Railroad; The Boston & Lowell RR — These three softbound books are reprints of Francis B. C. Bradlee's 1921 thumbnail histories of the B&M and two of its major component lines. Each includes maps, photographs, ticket and woodcut reproductions, etc. We have only 20 of each book and our supplier's stock is also very low. \$2.50 each, \$7.50 for the set while they last.

NEW!

NEW!

COMING

Feb. 19, 1978 Annual Railroad Show, Amherst Railway Society. To be held in the Ballroom of the Student Union at the UMass Amherst Campus. Prototype films, slide shows, and model railroad displays. Time: 1-5PM (1300-1700 hrs.)

EVENTS

April 1, 1978; Boston-Portland by conventional train! The Mass. Bay RR Enthusiasts are sponsoring a trip using conventional equipment (the Alco PA's have been

OF

requested). Photo run-bys and other railfan amenities. This will be the first public operation of a conventional train, locomotive-hauled, in 18 years. Fare: \$29.95 before March 1, \$34.95 thereafter. Schedule: Lv. Boston (N. Sta.) 9 AM, lv. Winchester 9:15AM, lv. Lawrence 10:45 AM; Return to Boston approximately 7:30 PM. Write: Mass Bay RRE, Box 136 Ward Hill MA 01830.

NOTE

VERMONT NEWS

LAMOILLE VALLEY RR — As of 1 Jan. a group of local businessmen headed by the Vermont Asbestos Group and the Eastern Magnesia Talc Co., plus several other companies (including the CV with a 10% interest) have taken over operation of the former Vermont Northern from Morrison-Knudsen Corp. Armed with a 10-year contract with the state and a guaranteed 5-year subsidy together with \$250,000 of their own risk capital, the LV RR will have the benefit of a \$6,150,000 rehabilitation contract to upgrade the entire line. This work will be started in the spring by Railco Inc. of Portland OR and Foley Bros. of St. Paul MN. The VN's Alco C420's were to leave the property by Dec 31 and rumor has it that the LV will buy or lease the ex-Reading GP7's formerly employed by Bruno Loati's SJ&LC. These units have been in dead storage on the D&H at Rouse's Point since August. Two other SJ&LC Alco RS3's (both unserviceable) are also there and reportedly are for sale. SJ&LC van #6 which was in mint condition was unfortunately torched by vandals in late Dec. In anticipation of receiving a renewal of their operating contract MK had gone ahead in early Fall and repainted C420 #204 in a new scheme of a golden yellow cab & hoods, black roof, ends, frame, trucks, and black VNOR logo & # on cab.

SYMBOL FREIGHT CHANGES: We have the following changes to the schedule we printed last month:

NE-84 Daily, lv. Mc'ville 1200, arr. Rigby 2100 (no crew change)
NE-2 Daily, lv. Mc'ville 0600, arr. Fitchburg 1500
" " , lv. Fitchburg 1500, arr. Rigby ?
NY-10 Daily, lv. Rott. Jct. 1300, arr. E. Deerfield 2200
NE-1 Daily, lv. Rigby 2000, arr. Fitchburg 0200
" " , lv. Fitchburg 0200, Rott. Jct. 1100
NE-87 Daily, Rigby 1200, Arr. Mc'ville 2100
CE-7 Fri, lv. Concord 2130, arr. E. Deerfield 0730 (no change Sund.-Thurs.)
SJ-1 Daily, lv. Springfield 1100, arr. WR Jct. 1800
SJ-5 ex. Sund., lv. Springfield 0230, arr. WR Jct. 1230
EA-10/AE-9 Mon.-Fri., lv. Ayer 2000 (Ayer-E. Deerfield & return, may not go all the way)

These are all we have at the present moment. We'll keep you posted.

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.

- Mr. Robert Schleicher, author of Model Railroading Handbook, is seeking ca. 1/2 dz. photos of some of the more picturesque towns & yards along the B&M for use with a model B&M trackplan to be published in a sequel to his first book. He will pay a reasonable fee for the prints plus copyright permission for one-time use. If interested contact him at The Locomotive Co., Box 1624, Manhattan Beach CA 90266. The Locomotive Co., incidentally, will be producing some HO scale B&M steam locomotive kits thanks to the efforts of Harry Frye, B&MRRHS Historian.
- FOR SALE: 1 copy of the Oct-Nov-Dec 1934 issue of the B&M employes' magazine. Issue features pictures of the Flying Yankee under con'd at Budd. Cover photo is of Pacific 3686 with Flying Yankee nameplate on smokebox. Price: \$3. William E. Hoffman II, 326 S. East Ave., Baltimore MD 21224.
- WANTED: Standard gauge trains to add to my operating layout. Gordon A. Janvrin, Kensington Rd., Hampton Falls NH 03844.
- WANTED: Drawings of the B&M K-8, either outline or blueprint. Norman Larkin, 5 Glendale Av. Melrose MA 02176, 665-2042.