

Boston & Maine Railroad Historical Society

Incorporated

NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

May 15, 1978

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

JUNE MEETING: Saturday, June 10, 1978, 8 PM (2000 hrs.), First Parish Unitarian Church Woburn Square, Woburn, Mass. The big business of this meeting will of course be our annual elections of Officers and Directors; a President, Vice President, Treasurer, and Secretary are each to be chosen for one-year terms; additionally two directors are to be chosen for three-year terms. The entertainment has not been settled at this typing but whatever it is it should be good; no telling what might show up at these mystery nights: past times have seen vintage steam shots and slides from western railroads even such as some New York, Ontario & Western shots seen almost two years ago.

JULY MEETING: Saturday, July 8, 1978, 8 PM, First Unitarian Parish Church, Woburn Square, Woburn, Mass. The entertainment will be a railroadiana "Flea Market"; details to come.

Our regular meetings are held the second Saturday of every month at 8 PM (unless announced to be otherwise in these Newsletters) at the above church. The church is at a Rotary (which is called Woburn Square; actually it's more of a triangle!) on Rte. 38 a mile or so south of Rte. 128 and is two blocks north on Rt. 38 from the present end of passenger service (and the branch itself) on the Woburn Branch. The building is recognizable as it's the only church in Woburn Square without a steeple!

WOTEVOTEVOTE !! OFFICIAL BALLOT for the 1978 B&MRRHS elections is at the bottom of this Newsletter's penultimate page, right under the symbol freight schedule. If you are voting at the meeting please come early to vote; mailing address is on the Ballot. Ballots will not be available at the meeting. We have a contested election this year with five members nominated for the two directors' openings. This is your Society and these elections determine our future policies. **WOTEVOTEVOTE !!!!!**

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Advance Section Dues Renewal Notice: Annual Dues are \$10 (conversions to Life Membership are \$100) and will become due on July 1 for fiscal and membership year 1978-9 (year ending June 30, 1979). For those of you who like to "jump the gun" and/or help lessen the crunch (close to 970 members up for renewal) on your Membership Secretary send your dues, along with your name and address (we have several pairs of members with the same 1st and last names!), to the Memb. Sec.'s Belmont Box: T. R. Engel, Memb. Sec., B&MRRHS, Box 369, Belmont MA 02178. Of course this box is also still the address for address changes, membership inquiries, etc.

MEETING OF MAY 13th, 1978 The regular monthly meeting of the B&MRRHS was called to order at 8:11 PM in the First Unitarian Parish Church, Woburn, Mass., by President Leroy C. Hutchinson. There were approximately sixty members and guests in attendance.

The reading of the Secretary's Report was waived.

The Treasurer's Report was accepted as read.

President Hutchinson requested a moment of silence to mark the passing of two members during the past month: Carl N. Peterson and Stanley Y. Whitney, who was the first Chairman of the Board and a major contributor to the Society's success during its formative years.

Art Director Richard W. Symmes, speaking for the "Bulletin" staff, announced that the Spring issue was due from the printer within approximately three weeks.

"Newsletter" Editor John C. Alden apologized for the lateness of the April issue and stated that the next issue, containing the ballot for the June election of officers, should appear on time.

Vice President Malcolm Houck, discussing the location of the Society's Archives at the University of Lowell Library, stated that the Board of Directors had reached an agreement with the University in March and that a ruling on that agreement by the University's General Counsel was expected before the June meeting of the Board of Directors.

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The Nominating Committee's slate of candidates for the Society's June elections was read by committee member Douglas F. Kydd; for President, Leroy C. Hutchinson; for Vice President, Malcolm Houck; for Secretary, Forrest Mack; for Treasurer, Charles P. Smith; for Directors (two positions), Carl R. Byron, Donald G. Hills, James P. McGill, Alex Paone, and Donald B. Valentine, Jr.

The report was accepted, and, there being no further nominations offered from the floor, nominations were closed. The next issue of the "Newsletter" will contain the ballot for the elections, to be held at the June meeting.

Program Chairman Donald G. Hills announced that the program for the June meeting had not been set and that the July meeting would be a railroaders "flea market".

The business meeting was adjourned at 8:22 P.M.

After the business meeting, members Gerry Babyok, John A. Roderick, and Scott J. Whitney presented a slide program devoted to present day Boston & Maine and other New England railway operations, with occasional digressions further afield.

Respectfully submitted,
(signed) David Derow, Secretary

RAILROAD EXCURSION TO VERMONT On Saturday, June 24, 1978 the Massachusetts Bay RR Enthusiasts are running a railroad fan trip with Amtrak equipment from Boston over the Boston & Albany to Springfield, thence up the Boston & Maine's Conn. River line. There is an option to leave the train at Bellows Falls to go to Steamtown; we heartily recommend staying on the train for the run northward to White River Jct. as this is some of the most spectacular trackage on the entire Conn. River line (including the famous Claremont (Sugar River) High Bridge, a massive Clinton Viaduct type trestle). Trip leaves South Station at 8:30 AM (with stops at Back Bay 8:35 AM; Framingham 9:10 AM) and will return to Boston approximately 9:00 PM Saturday. Reliable equipment with working air-conditioning (June can be hot) and light-meal and beverage service; Multiple photo run-bys, high-speed operation, and other railfan amenities. This trip

This trip is one of the best buys to come along in many years covering much mileage (and much of it trackage with passenger service normally only at night). Fare is adult \$29.95 Boston-Bellows Falls; children 12 and under \$17.95, until June 1 when adult fare becomes \$34.95 and children \$22.95. **OPTIONS:** Steamtown \$6.50 adult/ \$4.50 child; White River Jct. photo/turnaround option \$4.00 adult/ \$3.00 child. **To order: send remittance and self-addressed, stamped envelope (for tickets) to: Mass. Bay RRE, Inc., Trip Committee, P. O. Box 136, Ward Hill, MA 01830.**

BOOK REVIEW (Note: this is the 2nd review which was promised for last month back in the March issue) Scratch Building and Kitbashing Model Railroad Stations should have particular appeal to New England modelers and fans in general since it contains plans for two depots in our part of the country. More about them in a moment.

The 100-page book is, as its title suggests, a how-to manual for constructing a variety of station types, using varied materials and techniques. These range from the common wood and card stock to sheet styrene and everything in between. Each station project is completely described with ample text, photos, and diagrams. It should prove well within the capabilities of all but the most amateur builder to put together a fine model from any of these plans.

Now, about those two New England depots in the book. . .

The fabled Sandy River & Rangeley Lakes RR once had a charming little stone depot at Rangeley, Maine at the very end of its line. The building served the sprawling Rangeley Lakes House hotel for many years. Both the two-foot gauge railroad and the hotel are long gone, but the little depot (known as "Marbles") survives to this day as a summer camp. Now with the plans in this book you can build an amazingly accurate replica of it.

The other local station is none other than Boston & Maine's beautiful station at Greenwood, Mass. This is the structure which was later moved to the now-defunct Pleasure Island Amusement Park and which was destroyed there by arsonists a few years ago. Now you can build yourself a fine model of it thanks to one of the plans in this book. A fitting remembrance of a beautiful example of depot architecture.

This book retails at \$4.95 and can be found at your hobby shop or by sending to Kalmbach Publishing Co., 1027 North 7th St., Milwaukee WI 53233. — (reviewed by Richard W. Symmes)

NEW MEMBERS We welcome Com. James Plomer, Milford, Ontario, Canada, and Charles W. Carroll, Marblehead MA to the B&MRRHS. Welcome aboard, gentlemen!

CALLBOY'S CORNER 1) That address for news and other items for this Newsletter: John C. Alden, News Newsletter Editor, 11 Riverside Ave., Concord MA 01742. 2) No, the B&MRRHS isn't faltering; May is always 1 of our slowest new-members months and it's only been 10 days since the last Newsletter typing (these letters are being typed 2315 hrs. 22 May). 3) For the 3rd month in a row we have abandoned Fancy Formatting, tho this month we're using more of that technique. Precious time is saved, also space. We're cramming society business and non-news items all into one space rather than distributing them around so you'll get all your news at once. 4) 95% chance this gets mailed Thurs. 25 May..

SPOTLIGHT ON B&M RR HISTORY (from the Boston & Maine Railroad Employees' Magazine)

50 years ago JUNE 1928, Vol. 5, No. 3 — Front Cover: close-up photo of loco. 4000, new 2-8-4 steam freight loco., and feature article: "Our New Locomotives" by C. R. Smith, Eng. of Tests, 20 class T-1a Lima built #4000-4019 dual service engines, are primarily for fast freight service..also, photo showing inside of cab, side view; builder's photo on center spread, all dimensions are given..Article entitled "The Better Livestock Train" by Rae Hunt, toured N.H. the first week in May 1928, visited 9 out of 10 counties, stops at 23 cities & towns. 3 photos at various locations..."Freight Train Names Picked":

No.	Name	
9050	The Pathfinder	Mcville-Boston
9051	The Big Chief	" "
9052	The Grayhound	" "
9053	The Hoosac Flyer	" "
MB-6	The Hubber	" "
BU-1	The North Star	Boston-Wells River
UB-2	The Coaster	" "
BJ-3	The Premier	" White River Jct.
JB-490	The Scout	" "
PM-1	The Clipper	Rigby-Mcville
MP-2	The Forest City	" "
SM-1	The Mohawk	Springfield-Mcville
MS-2	The Nonotuck	" "
WM-1	The Westerner	Worcester- "
MW-2	The Night Hawk	" "

Photo showing group of Harvard students with Prof. W. J. Cunningham, class in railroad-ing inspecting the Boston yards..Article entitled "Fuel Convention" related about trip to convention in Chicago, two photos of loco. 3688 (Pacific type) one a 3/4 view showing fireman's side with a 2nd engine behind..Report of Pres. Hannauer's Tech Address. Mr. Hannauer spoke about his 38 years experience before faculty and students; gave, made helpful suggestions.."Flying Yankee Runs Non-Stop" train runs non-stop between Boston & Portland, starting April 30 running time 2 hrs. 25 min.; photo of front end of loco. 3705 with crew & Gov. Brewster (Me.).."An Ante-Bellum Time Table" by B. Thomas shows schedule of trains inward from S. Berwick Jct. to Boston (Western Rt.) and out-ward, May 1850, explanation of special duties of conductors, etc. is shown..

"We Carry President Coolidge" tells of special train movement from Worcester to Ando-ver MA via Ayer, Nashua, and Lowell Jct.; this route was made on account of double-tracking the Stony Brook Branch. Train was hauled by loco. 3669 on May 19; Pres. Cool-idge was the principal speaker at the 150th Anniversary of Phillips-Andover Academy. Special train returned to Ayer via same route, thence Fitchburg M. L. to E. Deerfield cut-off to Deerfield Jct. thence Conn. River to Northampton, where 1-hour stop was made, thence to Springfield. The B&M diner continued to Stamford Ct. Special precau-tions were taken to insure the safety of this special train all along its route.."A Boston & Maine Bond Tester" by L. C. Winship, Elec. Eng., designed to test signal bonds on rail in the Hoosac Tunnel; consists of motor car and 2 trailers. 4-man crew; 1 rail is tested at a time; if resistance is shown to be too high at a certain joint, bond is removed "A Record Repair Job": as a result of 2 electric motors' "coming together" on May 14 #'s 5003 & 5005 sustained serious damage to their truck-frames; instead of having them hauled to Billerica Shops repairs were made at N. Adams in short order by sending spe-cial train to Greenfield, thence using train #51 to N. Adams. During the time the two damaged motors were being repaired the other 4 motors were in constant service..

— L. C. Winship..Back cover: story on Lancaster NH with view of pass. station there...

25 years ago In May 1953 (per last month's note) the Employees' Magazine publication went on a bi-monthly basis; thus unfortunately "25 years ago" will be on a bi-monthly basis with us, too: look for it next month..

B&Marketplace We'll publish advertisements by members as space permits. Please keep ads as short as possible (we reserve the right to edit them), send them on a separate piece of paper, and don't forget to include your name & address with your ad!

● WANTED: B&M Bulletins Vol. I, No. 1 thru Vol. IV, No. 1. State price and condition. Henry A. DeKeyser, 9850 Garfield Sp. 83, Huntington Beach CA 92646.

● FOR SALE: Original railroad oil paintings — Steam. By Robert H. McCall, 1029 Rte. 163, Oakdale CT 06370. Tel. (203) 848-3060.

SMP Industries needs photos and color information for B&M Pacifics 3681, 3688, 3689 (Wm. Dawes, Jr., Paul Revere, & Flying Yankee) in special paint schemes two-tone green or blue and buff, for the production of accurate decal for same. Accu-cals & Accu Paints, SMP Industries, P. O. Box 72, Hudson Rd., Bolton MA 01740.

THE PAINT SHOPS — Custom painting & custom detailing specializing in all New England roads. very reasonable prices; plastic or brass. Write for free estimates and for Price List. Enclose SSAE. The Paint Shops, 73 Summer St., E. Bridgewater, Mass. 02333. We also make B&M GP-7 w/o dynamic brakes.

PUBLICATIONS The following publications are available postpaid (unless otherwise noted) by ordering direct from this address: Business Mgr., B&MRRHS, Box 223, Harwood Station, Littleton MA 01460. Publications orders sent to any other addresses will be subject to an automatic delay of at least two weeks.

B & M BULLETINS: Spring, Fall 1975, Spring 1976, PRICE: \$1.75 to members @, \$2.00 @ to non-members. Summer, Fall 1976, Winter 1976-7, Spring, Summer, Fall, 1977, Winter 1977-8, 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 - \$1.00.

ART PRINT: 20" x 26" full-color print of painting by Peter Rhoads depicting 4-8-2 4117 on a passenger train at the west portal of Hoosac Tunnel. Suitable for framing. Shipped in a durable mailing tube. Regular edition \$5.00; Limited edition (signed and numbered) \$7.00.

BOOKS BY OTHER PUBLISHERS: NEW! NEW! A Pinprick of Light by Carl R. Byron. A 72pp. 6" x 9" softbound history of the construction and operation of Hoosac Tunnel by a well-known B&MRRHS member and former officer. Illustrated with photos, maps, and diagrams. \$4.95. Vanishing Markers, a 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-members rate \$14.95. Trains of Northern New England, 96pp. 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 \$6.95; non-members \$7.50.

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, 6 x 9", 160pp., photos. Members \$6.95; Non-members \$7.95.

New England Diesels, Dave Alpert 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, 232pp. Members \$24.00; non-members rate is \$26.95.

SPECIAL OFFER!! For the combined price of only \$17.00, get a copy of Vanishing Markers and Trains of Northern New England at a savings of \$3.00 over present members' prices. Only 25 copies of each remain and we will not reorder again. Offer good until June 30, 1978, or when stock is exhausted. Individual copies still priced at \$12.50 members, \$14.95 non-members for Vanishing Markers and \$6.50 members/\$7.50 non-members for Trains of Northern New England.

B&MATTERS Budd Co.'s updated version of its RDC design was in Boston from April 6 to just recently, running in off-peak service on the commuter lines. Externally the car (called SPV2000) looks like a cross between an Amcoach and a Budd car; actually that's pretty much what it is. The engines are noisier outside the car than with the RDC's; we also have reports that the engine noise was fairly audible inside the car and the engine vibration came up through the floor. The riding qualities did win some kudos from the public. While here the car did have one mishap when while returning from special moves on the Stoughton branch the SPV2000 struck some ties places on the tracks by vandals in Hyde Park. Repairs were made. On Sunday May 14 the SPV2000 was exhibited at Framingham along with B&M GP-40 #301 and the B&M Bicentennial Box-car while the MBTA ran chartered shuttle trains between Framingham & Riverside. The 3 PM train left 20 minutes late (push-pull using ex NYNH&H silversides sandwiched between the Purple Cow and a B&M GP-9); those In The Know knew there'd be complications with the Lake Shores: sure enough, there were. The push-pull returned and blocked the westward B&A track at Framingham right across from the GP-40 2 tracks over. The westward Lake Shore came in behind it on the same track and stopped ca. 100 feet from the GP-9. Shutters clicked at the meet; puzzlement at how the impass'd be resolved gave way to jockeying for camera angles as realization sank in that the eastward Lake Shore was coming. Happy indeed were those who shot the Lake Shores meeting in the afternoon with the eastward section being presented to the westward section between the B&M honor guard of GP9 and 40!

EQUIPMENT NOTES — Recalled To Life: 4267B, the last operating B&M F-unit, whose demise was widely reported in Jan. and Feb. (even we picked up the story) is back in service!! Tim Pancurak reports 4267B is alive and well in Dover NH. It has been freshly painted and is now standard power on D7/8 "Gravel Extra". According to the crew of D7/8 4267B will only be used for the gravel train and will make the Dover enginehouse its new home. April 30 D7 had 43 empties for Ossipee & 1 boxcar for Somersworth. Power was GP-9 1721; F7B 4267; GP-38-2 201!. Prediction: lots of railfan pilgrimages to Dover. GEEP-40 FOLLIES: GP-40's are now become just another locomotive; one night in late April SE-5 came out with GP-7 1568 (in maroon), a GP-9, and GP-40 304. Quite a color combination and quite a lashup! PA PARADE: D&H PA1 #18 is back from Waterville (MEC) Shops, got to Rigby 29 April & was at Dover 3 May to come in on DB-10 for Boston. Word is D&H is looking for a buyer and that NdeM is interested; suspected price: \$1.5 million for the 4 units (get those pictures now!). ALCO ANGLES: Originally the B&M planned that with getting the GP-40's all the Alco switchers would be "cascaded out" to the scrap track. Alco switchers suddenly became rare on the B&M. Now with the push-pull concept of commuter rail taking hold the GP-7's that were going to replace the Alcos are used elsewhere; consequently Alcos are reappearing on the B&M; 1186 was hauled into Boston on AP-4 on May 14. Now if only some use could be found for the RS-3's and F's at Billerica. . . Speaking of that, we have it on the highest authority that the B&M is considering rebuilding these as slug units; possibly using them with the GP-40's and running them with the current generated by the GP-40's. KEIRSTEAD CONNECTOR: That's what the B&M is calling the design Lloyd Keirstead, Supt. of the Billerica Shops, developed using a modified jumper cable along with some minor changes to the GP-7's and RDC's to allow the GP-7's to be run at the rear of the train from the controls of the lead RDC; thus no need to run the power around the train (engines are on the Boston ends of the trains for ease of adding/dropping RDC's at North Station). We hear that some of the control notches have been skipped which may account for the unusual sounds a push-pull engine will make when leaving a station.

While the B&M is not yet out of the financial woods, they're closer to getting out: the net loss for Jan. & Feb. 1978 was \$2,514,730 vs. \$3,654,311 for the same period in 1977. Freight revenues increased 5% so good cost control appears to be doing the trick. For 1977 carloads were down 1.2% from 1976 but revenue ton-miles were up 2.4%. The Jan.-Feb. 1978 is more remarkable when you consider that 2 very sizable blizzard plus the coal strike occurred then; without the coal strike the B&M's showing would have been even better.

We have word on that ex-Amtrak car on a siding in Portsmouth NH that was discussed in the March Newsletter: the car is the "Sun View", an 85-foot Pullman, originally built for the Seaboard Railroad in 1956. The car was bought as a vacation home by a Portsmouth-area businessman; while it will be quartered in Conway NH he does plan to use the car for travel. The outstanding feature of the "Sun View" is the solarium lounge in one end with large side windows (plexiglass) AND overhead windows. The car was bought at auction when Amtrak sold some of its older conventional equipment.

MEChatter: Dwight Winkley has sent word that MEC wood diner 1200 or 1201 was destroyed by a bulldozer dozer on March 18. The car had sat for years at the corner of US Rt. 1 and Log Cabin Rd. in Kennebunk, Me. ●●● Maine Central stockholders at their annual meeting in Portland at the end of April passed two important changes: 1) the MEC's Directors will now be elected to staggered terms with only a portion of the Board up for reelection each year, 2) Major changes in control, mergers, etc. will have to be approved by the stockholders by large margins. Taken as a whole these moves were made to make it harder for the Dumaine interests to gain control of the MEC.

D&Happenings The sharks have now left New England for their new home on the Michigan Northern, formerly known as the Ann Arbor (we think; these western roads get confusing). Price was \$42,000 for the two units. When the D&H bought the units from the Monongehela RR the price was their equivalent weight in railroad scrap! ●●● Jeremy Plant has sent us a report on the D&H: engines in new scheme: all blue: 4075, 5002, 5007, 5015, 7325, 7404; yellow nose/rail: 2312, 2314, 2316, 7320. As of 20 April #1976 had not been repainted. #413 is still in the old LV yellow/grey as of 18 April. The D&H runs over the B&M to the R&W branch as needed; train has been seen running with 30-35 cars. Branch train leaves 8-9 AM following B&M e/6 and runs very fast to Eagle Bridge (40-50 mph) then very slow up to Salem Jct., returns 5-6 PM Mc'ville. RS3's and GP39-2's have been used on this train. Whitehall is through as a division point; locals now run south out of Saratoga & arrangements for the Rutland train not known. NW units and trains are now very common on the D&H; all sorts of units: SD9's, GP18's, GP35's, SD40's, SD45's most common. Grain trains to Port of Albany irregular but common; most go via Mc'ville-Colonie, some with D&H-NW-UP power consists. Some use open coal hoppers for grain! Unusual note: lately both D&H and B&M have been running units long-end forward (B&M practice was always to run short-hood forward) in the area; Twice Dr. Plant has seen the crew of NY-10 rearrange their power to lead with a GP-38-2 running long hood forward.

CVViews CV locals Brattleboro to Amherst are good chance to see CV's various schemes. S/B leaves Brat. 12-1230 after switching industries, runs fast to Amherst. Meets N/B ca. 1330-1345, crews swap & continue to Brat. & Palmer. LAMOILLE VALLEY — Runs Morrisville-Swanton-Sheldon Jct. & return Mon-Sat, lv. Mor. 8 AM; switches Johnson for ca. 1 hr. M'ville-St. Johnsbury lv. 8 PM return 5 PM, Sunday-Tues.-Thurs.

"MY FAMILY'S ANNUAL TRIP TO THE MOUNTAINS"

By Laurence Breed Walker

It was the morning of July 1st. The trunks had gone to the station the night before. The maids were hustled off to visit their friends. Father had checked the windows and the locks on the outside doors. Mr. Bray, with his 2 horse "hack with a baggage rack" was already waiting, and we tumbled in, bags, umbrellas, canes, father's attache case, "suit cases", sun shades, and "what-not", desperately trying to leave room for ourselves. The horses clattered their way along the Beacon Hill pavements, through narrow back streets and at long last arrived at the station.

We would find our seats on the right hand side of the Parlor Car. (They were NOT "Chair Cars" in those days). Father would go ahead to make sure our trunks were already in the baggage car, and the A.M. Mountain train would rumble away over the Charles and Mystic river bridges and we'd be on our way. Usually there were 3 parlor cars on this train, and behind the vestibuled coaches there were 2 or 3 ancient platform coaches for passengers for Lynn, Salem and Beverly. Tiny screens about three inches high would be put into the windows of the pullmans that seemed to keep out all the air as well as the cinders. I used to flee to the rear platform to watch the retreating countryside until we stopped at North Hampton, N.H. where a "Boston & Maine" trolley was waiting to take passengers to Hampton Beach on a special siding built to the station platform. Then, I'd scamper back to the parlor car before we came to a roaring stop in the train shed of the Portsmouth station.

There the platform coaches were taken off by a shifter that seemed to bump the train with such terrific force that bags and bundles fell from the racks overhead. Ice would be brought in for the drinking water containers, sandwich and ice-cream boys in white coats would add to the general confusion. My father always vanished into the lunch room for a Portland and New Hampshire morning paper. Trains were being made up, shifters were darting around, street cars clanged their way to Market Square, and confusion was general.

Then, the slow motion over the Piscataqua River bridge with its 70 foot spliced piles, the lovely farming country in Elliot, and a brief stop at CONWAY JCT. (now JEWETT, named for Sarah Orne Jewett) where the tracks for Portland departed toward the east and a giant trestle carried the tracks of the Atlantic Shore Line Ry. over the right of way of the B&M. Salmon Falls is passed where the Western Division tracks crossed the Conway Branch on a huge overhead bridge, Somersworth, with its thousands of clattering spindles and then Rochester, where we crossed the Worcester, Nashua & Portland Division and where we connected with trains for Farmington and Laconia. Again there were long train yards, bustling little shifters, engines coming and going, bells, whistles, cinders, smoke. I used to think that the hottest spot in all creation was on the platform of the B&M Rochester station just at noon (when we were scheduled to arrive.)

(continued)

SYMBOL FREIGHT SCHEDULE The following schedule was in effect around the end of April; some changes since then (dropping of LM-1/ML-2, etc.) have been noted. We'll keep you posted on further changes as they occur. Times shown herein must be regarded as approximate as trains may be set back, delayed, or cancelled for all sorts of reasons and extras are often run. We have altered the listing order to more closely match the order the trains run in but this order is by no means fixed.

Symbol

NY-10	Daily	Rott Jct.-E. Deerfield	1300	2200	
NY-20	Daily	Rott Jct.-Fitchburg	2230	0700	
NY-20	Daily	Fitchburg-Rigby	1015	1700	(crew chng. at Fitchburg)
NE-2	Daily	Mcville-Fitchburg	0600	1400	
NE-2	Daily	Fitchburg-Rigby	1500	2355	(crew chng. at Fitchburg)
NE-84	ex Sat & Sun	Mcville-Rigby	1200	2100	
AP-4	Daily	Mcville-Boston	1500	2300	
EC-8	Sun-Thurs	E. Deerfield-Concord	1830	0500	(crews swap when EC-8 and
	Fri only		2230	0900	CE-7 meet)
ES-6	ex Sat	E. Deerfield-Salem	2000	0500	(ES-6/SE-5 swap crews)
NE-87	ex Sun & Mon	Rigby-Mcville	1200	2100	
BM-17	Daily	Rigby-Fitchburg	1730	2330	
BM-17	Daily	Fitchburg-Rott. Jct.	0030	0900	(crew chng. at Fitchburg)
NE-1	Daily	Rigby-Fitchburg	2000	0600	
NE-1	Daily	Fitchburg-Mcville	0800	1600	(crew chng. at Fitchburg)
DB-10/BD-9	ex Fri & Sat	Dover-Boston & return	2355	0530	(turn-around job
CE-7	Sun-Thurs	Concord-E. Deerfield	1830	0400	
	Fri only		2130	0430	(crew swap with EC-8)
SE-5	ex Sat	Salem-E. Deerfield	2000	0600	(crew swap with ES-6)
AP-3	Mon-Fri	Boston-Mcville	2130	0630	
	Sat & Sun		1230	2130	
BM-7	Daily	E. Deerfield-Rott Jct.	1400	2100	
UJ-2	ex Sun	Berlin-WR Jct	1600	2200	
8904 (CP 904)	Daily	Newport-WR Jct	1800	2130	
JS-2	Daily	WR Jct-Springfield	0300	1300	
JS-4	Daily	WR Jct-Springfield	1600	2355	
JS-6	ex Sun	WR Jct-Springfield	2230	0400	
SJ-1	Daily	Springfield-WR Jct.	1100	1800	
SJ-3	Daily	Springfield-WR Jct	1500	2359	
SJ-5	ex Sat	Springfield-WR Jct	2330	0800	
JU-1	ex Sun	WR Jct-Berlin	0200	0700	
8917 (CP 917)	Daily	WR Jct-Newport	2000	0030	

++++++(detach ballot along this line; symbol schedule is also designed to be detachable)++++++

OFFICIAL BALLOT This is the official ballot for the June 10, 1978 B&MRRHS elections. Either bring to that meeting for casting or mail to: B&MRRHS, Election Dept., Box 302, Reading, Mass. 01867. No ballots will be available at the meeting. INSTRUCTIONS: for Pres., V. Pres., Sec. & Treas. vote for not more than one; for Director vote for not more than two.

PRESIDENT	VICE PRESIDENT	TREASURER	SECRETARY
____ Leroy C. Hutchinson	____ Malcolm Houck	____ Charles P. Smith	____ Forrest Mack

DIRECTORS:

____ Carl R. Byron	____ James P. McGill	____ Donald B. Valentine, Jr.
____ Donald G. Hills	____ Alex Paone	_____

TO VOTE: Put an X in front of the name of the person you wish to vote for, even if a write-in vote. Do not include anything else with the ballot.