

# Boston & Maine Railroad Historical Society

*Incorporated*

## NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

June 18, 1978

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

**JULY MEETING:** Saturday, July 8, 1978, 8 PM, First Unitarian Parish Church, Woburn Square, Woburn, Mass. The entertainment will be a railroadians "Flea Market".

**AUGUST MEETING:** (NOTE DIFFERENT LOCATION!!!) August 12, 1978, 8 PM, Stall 4, Roundhouse, CONWAY SCENIC RAILROAD. Entertainment program to be Railroads of northern New England, put on by Ron Johnson. The Conway Scenic Railroad is at North Conway, NH right in the middle of town. Both Saturday the 12th and Sunday the 13th the Conway Scenic will have a special reduced fare of \$2.50 for B&MRRHS members; just show your current membership card to the CSRR ticket agent to obtain the special fare. Both 1977-8 and 1978-9 cards will be valid. This was a highly successful weekend and meeting last year (including some unscheduled but much-appreciated Steam Noises during the meeting) and promises to be just as good or even better this year. Extra and special trains will be run and there may be some surprises...

**DUES**

**ARE**

**NOW**

**DUE!!**

Guesswhat'sduethistimeeveryyear, DUES ARE! DUES ARE!

Guesswhat'sduethistimeeveryyear, OH DEM DUES ARE DUE!!!

(with profuse apologies to Stephen Collins Foster) DUES FOR THE 1978-9 MEMBERSHIP YEAR ARE NOW DUE. (the year ending June 30, 1979) Dues are \$10 per

annum, life memberships are \$100 for those wishing to convert. Make checks, and money orders, etc. payable to the B&MRRHS and not any of its officers. For easier renewal there will be a renewal form on the penultimate page. Send form and payment to: T. R. Engel, Memb. Sec., B&MRRHS, P. O. Box 369, Belmont, Mass. 02178. Schedule of renewal announcements: —JUNE:

formal invitation & form; —JULY: gentle reminder; —AUG.: polite reminder & form SEPT.: impolite reminder (pink sheet); —OCT.: No more Newsletters nor Fall Bulletin for the Unrenewed, until they do. — TRE

### B&Meeting

The June meeting of the Boston & Maine Railroad Historical Society was called to order by President Leroy C. Hutchinson shortly after 8 PM in the downstairs auditorium of the First Parish Unitarian Church, Woburn, Mass. on Saturday June 10. Approximately 90 members and their guests were in attendance.

President Hutchinson explained why the Society's annual elections were not being held that night. Through an administrative error the nominating committee had not presented all the names of those eligible to be nominated for nomination and one incumbent had been left off the ballot. Faced with this quandary the Board of Directors decided the only fair way to proceed was to hold the annual election at the September meeting on September 9th. Corrected Ballots will be mailed out in the August Newsletter.

The Treasurer's Report was accepted as read.

Richard Symmes of the Bulletin staff announced that the Spring Bulletin was out and that copies were available at the meeting. The bulk-mailing would take place the next week. The Summer Bulletin would be following close on the Spring Bulletin and should be ready in July.

Membership Secretary T. R. Engel in answer to questions noted that the renewal season was upon us and that the formal notice would be going out in the June Newsletter. In his capacity as Asst. Newsletter Editor he noted that he hoped to have the Newsletter back to normalcy for the June issue.

Program Chairman Donald G. Hills announced that the August meeting would be held in North Conway NH at the Conway Scenic Railroad on Saturday August 12; more details to come in the Newsletter. The July meeting would be held July 8 at the First Parish Unitarian Church in Woburn, our usual place at the usual time; entertainment to be a railroadians "Flea Market".

The business portion of the meeting was adjourned about 8:30 PM for the entertainment. Member Glenn Williams showed slides of Northeast railroading from the B&M south and west to the CNJ, RDG, DL&W, ERIE, and other "western roads".

(signed) T. R. Engel, Acting as Secretary

**B&Memos** B&MRRHS DIRECTORS' MEETING, Thursday, June 8, 1978, 7:50 PM, home of President Leroy C. Hutchinson, 37 Pearl St, Reading MA. Directors present: Messrs. Hutchins, Hills, Symmes, Wilder, and Crouch. Officers present: Messrs. Hutchinson, Houck, Smith, and Engel. Others present: Messrs. Preston Johnson, Mack, and Valentine.

**SOCIETY'S ARCHIVES** — Malcolm Houck reported that counsel for the University of Lowell accepts the provisions of the agreement he drafted between the Society and the University for the housing of the Society's archives at the University of Lowell Library.

Voted, to empower Pres. Hutchinson to sign in the Society's behalf at a signing ceremony to be held sometime next week.

Voted, that the archives or some portion thereof be named in memory of Stanley Y. Whitney.

Voted, that an archive committee be formed for the purpose of overseeing the transfer of the Society's archives to the University of Lowell library, and for the purpose of cataloging these archives.

**SOCIETY ANNUAL ELECTION** — Chairman John C. Hutchins reported that due to an administrative oversight, one of our Board member's name was omitted from the ballots distributed in the last Newsletter.

Voted, that the Society's annual election be deferred until September meeting, to allow for preparation of new ballots.

**CHAIRMAN'S RESIGNATION** — John C. Hutchins reported that he will be unable to continue to serve as Chairman of the Board of Directors.

Voted, that Preston Johnson shall serve the unexpired part of John C. Hutchins' term of office.

**NEW BOOKS** — The Society's next book will be a photo book covering the B&M as well as several other northern New England railroads. Estimated total cost, ca. \$10,000-\$15,000; publication date sometime before Christmas.

Voted, to authorize expenditure of up to \$15,000 for the publication of this book.

It was reported that less than \$500 would suffice to print the tabular material comprising the roster for the B&M steam book.

Voted, to authorize the expenditure of up to \$500 to print the steam roster.

**B&M BULLETIN** — It was the sense of those present, though not formally expressed by vote, that the Society must live within its means particularly with respect to the Bulletin and also the Newsletter. As a general guideline it was decided but not formally voted that the Bulletin should not exceed 36-40 pp. per issue, and that the Newsletter not exceed 36 sheets per year; Newsletter frequency to remain monthly since the Newsletter keeps member interest in the Society alive. It was also decided that exceptions to these rules could be made by the Board of Directors given good reason by the Editor or Board of Publications.

**PROGRAM CHAIRMAN'S REPORT** — Wayne Hills reported that Dwight Smith has invited the Society to hold its regular August meeting in stall 4 of the Conway Scenic Railway's roundhouse, N. Conway, NH. Dwight Smith has also offered to run steam doubleheader and/or mixed train during the day of the meeting.

Voted, to accept Dwight Smith's invitation.

Voted, to adjourn (9:05 PM)

Respectfully submitted,

(signed) Forrest Mack, Acting Secretary

**LOWELL AGREEMENT SIGNED** On June 15th the Agreement between the University of Lowell and the Boston & Maine Railroad Historical Society was signed. Presidents Duff (University of Lowell) and Hutchinson (B&MRRHS) did the honors. Now our Society has space in the North Campus Library! Joseph Kopycinski, Librarian, and Martha Mayo, in charge of Special Collections, University of Lowell were present. In addition to Leroy Hutchinson of our Society John C. Hutchins, Malcolm Houck, Robert F. Cowan, R. Richard Conard, Dana D. Goodwin, H. Arnold Wilder, Prof. John Goodwin, Forrest Mack, and Ye Editor were present to witness this event. More details at a later date.

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

- **WANTED:** Vol. 1, No. 1 B&M Bulletin, Gordon McLeod, 30 Stafford Rd., Danvers MA 01923.
- **FOR SALE:** Mr. John Tibo, 39 Dahlia Dr., Littleton MA 01460, has a set of switch lanterns for sale. PRICE: \$120 for the set of 2 lanterns.
- **INFORMATION WANTED:** Bob Buck of Tucker's Hardware, 18 Main St., Warren MA 01083 is seeking plans for the General American Pfaudler (GPEX) milk cars. Anyone having same is urged to get in contact with Bob about forwarding the plans. Purpose: possible modelling of the cars. Any plans loaned will be returned.

SPOT-LIGHT ON BOSTON & MAINE HISTORY (from B&M RR Employes Magazine)

- 50 years ago JULY 1928, Vol. 5, No. 4: Front Cover shows 4000 2-8-4 Lima locomotive rushing eastbound fast freight through Clematis Brook (Waltham) on June 17th by Carlton Parker. . Lead Article: "Dedication of Boston Yards" Photo Story describing new car-retarders, etc. at the Hump Yards, E. Somerville, 5 pp. . 1st photo shows President Hannauer beside car-retarder (his own invention) explaining over loudspeaker to 1800 people present how it operates, etc. Officials of the Engineering, Operating, Mechanical, Freight Traffic Depts., etc were present at the ceremonies. . "Yes, we had a Circus" story about moving 4 sections of Ringling Bros. & Barnum & Bailey's Circus from Troy NY to Charlestown MA June 10th; much switching of cars upon arrival at Charlestown for a week's stay; B&M delivered cars to B&A; later on B&M handled the 4 trains to Portland ME from Worcester MA. . List of July Excursions; destinations included Old Orchard ME, Alton Bay, Weirs, Lake Sunapee, NH and many other points. . "When Our Railroad Was Young": locomotive races, finger signals, and perpetual tickets are a few of the Old time Ideas recalled in this article written by the late Francis B. C. Bradley; 2 page summary of early days on the Boston & Maine.
- 25 years ago JULY-AUGUST 1953 (bimonthly now) Vol. 21, No. 6. Front Cover: "Through the Arch" Greenfield MA, southbound Day White Mountains Express with 4200 on the Head End about to pass under Main St. . Inside Front Cover: First B&M Girl at Camp Sea Haven, Plum Island. . Lead Article: "A Better Boston Freight Terminal" - \$175,000 being spent in changes, will provide better service to shippers, speed up handling of LCL; innovations included endless conveyor-belt for moving 4-wheel trucks around to various locations at "A" House, etc., also, use electrically operated lift-bridges over some tracks. Pub. Man. George H. Hill author of book "Yankee Photography", R. G. Fritch succeeded Charles A. Came as Supt. Portland Div., Dover NH. . 33 New Diesels retire 63 steam locomotives; 3 more Budd cars. . Eng. Dept. promotions: James J. Winn, Div. Eng., Dover NH in place of H. F. Tupper, deceased. John F. Kerwin promoted to Engineer of Design in place of John P. Cronin, retired. T. K. Dyer, made Asst. Div. Eng., Term. Div. . Ticket Agent James Hatchell, N. Station retired with good wishes from many friends and associates; included in photo were: C. W. Daly, R. F. Cowan, G. H. Ross, A. W. Lloyd, and Ed McGonagle. . Photo - Greenfield MA Conn. River Sta., taken about 1880. . "Rail Fans on Tour" 550 members and friends of the RR Enthusiasts rode from Boston to White River Jct. going via Cheshire Branch, returned via "Main-line North", coach train, Diesel-powered. . note of sadness, John F. Carney, retired claim agent of Belmont, died. .

**B&Matters** (The B&MRRHS wants YOU to contribute to the Newsletter! It is principally through your contributions that we are able to report B&Matters, D&Happenings, etc. We thank our contributors for their news items; however, there are areas of the B&M and its connections we haven't heard from for awhile. While your editors do get around some there are many things we don't catch ourselves and we depend on you, our readers, to catch those stories. So-o, send those hot news flashes to: J. C. Alden, Newsletter Editor, 11 Riverside Ave., Concord, Mass. 01742. The B&MRRHS will be glad you did!) Now, to that fast-breaking June News. . .

When there were only two automobiles in the entire state of Kansas — they collided. The Con-Rail local which does the Lowell Secondary (Framingham-Chelmsford) runs once or twice a week or as needed as an extra. The B&M's Central Mass. branch sees service out to South Sudbury pretty much with the same frequency. The South Sudbury diamond where the two lines cross is protected by stop signs (know-nothing stop) both ways both lines; the interlocking signals were discontinued only a few months ago after much haggling with the ICC. At 1345 hrs. on June 6th the B&M local (powered by #1227) was delivering a CN boxcar full of lumber to a yard at South Sudbury. Suddenly the CR local (with engine #9780) came south around the curve just north of the diamond and plowed into the CN car, knocking it over on its side and imparting a pronounced bow to it. Only serious injury, we hear, was when the CR engineer broke a leg when he jumped from his cab. The boxcar was righted the next day and the load delivered. The incident is under investigation. Speculation has arisen that what South Sudbury needs is a good set of Ball Signals; to our knowledge Whitefield NH has never seen a collision between the B&M and the Maine Central where a ball signal governs train movements.

FRA High-Speed Track Geometry car T-6 was on the B&M from June 12 to June 16 for testing. The car went to Fitchburg via South Acton behind a GP-9 on June 12. The tests were run out of Fitchburg onto the Cheshire branch to Winchendon June 13-16. Speaking of the Cheshire, the switches at South Ashburnham are hand-thrown with remote locking; some portions of the branch still have their semaphore signals in place, rusting away. Judging by track conditions in some places T-6 probably got a good workout. From Winchendon to the State line the track is definitively ripped up; strangely enough, while New Hampshire forbids the B&M to remove the branch's rails in NH the state thinks nothing of paving it over at highway crossings!

The Peterborough branch, whose only outlet to the world is the Cheshire and which now goes only as far as Jaffrey NH, is seeing expanded business: a new customer. A spur has been installed in West Rindge, NH near Thomas crossing for a steel fabricating firm, Monadnock Fabricators. The spur has a new facing-point #8 industrial switch and 85 lb. rail with new ties and ballast. (Timothy Coll) Mr. Coll also reports the demolition of the Ware River RR's trestle at Baldwinville MA on the abandoned NYC branch to Winchendon. The trestle was just south of the former diamond with the B&M at Baldwinville and was a prominent feature of that town as it dominated the valley.

First Quarter 1978 financial figures (ICC Report) are in; the B&M lost money, but much less than last year. Net loss was \$2,847,000 vs. 1977's \$4,035,000 loss; freight revenues were \$19.858m. and gross revenues \$21.026m. vs. \$19.007 and \$19.632 respectively for 1st quarter 1977. Net railway operating loss was \$2.552m. vs. \$3.895 in 1977. Other Income was virtually unchanged, \$1.086m., but fixed charges increased to \$965,000 from \$802,000. Maintenance of way expense dropped \$430,000 and transportation expense dropped \$200,000 while equipment maintenance expense rose \$649,000. The B&M's better showing was principally due to a 4.5% increase in freight revenues (chiefly due to rate hikes and a better traffic mix) and good control of operating expense despite the unusually severe winter and several major derailments. These ICC reports must be studied carefully as the ICC has ordered major changes in the way railroads report expenses; one major difference: equipment and joint facility rents will not be listed separately. Just when the financial public got to thoroughly understand ICC reports the ICC went and changed the rules again!

Financial news for April (just in!) is great: on gross revenues of \$7,643,842 the B&M had net income of \$710,015; April 1977 net income: \$359,370 on \$7,234,256 gross. Net loss for the first 4 months of 1978 is only \$2,136,801 (\$3,675,304 a year earlier) so if this strong showing keeps up the B&M may well have income available for fixed charges at year's end.

Unfortunately this brightening financial picture is being clouded by a spate of messy (and expensive) derailments the B&M has been having. The worst occurred May 20 in Andover just east of Shawsheen Village station. The cause was definitely vandalism; a switch was tampered with and opened under a westbound freight doing switching while an eastbound freight was passing on the other track. 17 cars of the westbound freight derailed and struck 5 cars of the other freight. Damage was over \$250,000; through good detective work 2 juveniles (very) aged 13 were arrested and charged with malicious destruction of personal property.

Starting July 1 hourly car-hire will replace the current per diem system, per recommendation of the Association of American Railroads freight car utilization program. No longer will car hire depend on a car's location at midnight. This major change should improve car utilization and service reliability on the B&M and other roads, B&M President Alan Dustin writes in the May-June B&M (Corp) Newsletter. The major benefit would be in moving cars to and from interchange on the basis of marketing and operation decisions rather than the midnight curfew. The B&M would have much more flexibility in scheduling and midnight congestion in interchange yards would be relieved; there would be more of an incentive for the B&M and other roads to move cars quickly and the present pattern of interchange receipts from neighboring roads would be altered. While opportunities for improvement in service (and the B&M's financial position) abound in hourly car-hire there are also great dangers if the B&M can't adjust to the new system and car hire winds up costing more than before July 1, 1978.

The Boston & Maine won second place in the Harriman Memorial Safety Awards, receiving the Silver Medal; the B&M competed with 11 other Class I Group B railroads (5-20 million manhours). Gold medal went to the D&RGW and bronze to the CRI&P; B&M placed 3rd last year. On to Gold!

**COMMUTER COMMENTS** — Commuter schedule cuts ordered by the MBTA late last February have been rescinded and service is back to usual. There are some RDC trains running on their own power, even some single car trains; most service however is provided by GP-7 push-pull trains. A special feature on the Eastern Route: Bike Trains on weekends and holidays using RDC-2's and 3's. Bicycle accommodations are available only on certain trains; bikes may be boarded only at North Station (outward) and Ipswich and Rockport (inward). Accommodations are limited so reservations are needed; call 227-5070 for reservations (Ye Editor covered this job many years ago). ●● RDC improvements: floor tiles are being replaced with ice blue rubber runners and new Lexan windows replace old plastic & glass ones; stainless steel window sills for the entire fleet are being installed ●● the push-pull GP-7's cabs are being refurbished, 11 out of the 18 north service locos. have been completed; repainting is also included ●● track improvements continue: the system tie crew has put in over 14,000 new ties on the South Acton line's westward track and surfacing crews are now working there; in connection with this work a crossover has been installed at Hastings. Single track running has occasioned increased use of the train-order semaphore at Waltham tower.

Outside the commuter lines the 1978 work season is in full swing. New communications consoles have been installed to provide integrated control for commuter and freight radio stations and way-side phones. Features include automatic selection of strongest signal from various radios, dispatcher emergency alerting, and remote function failure alarms ●● The system tie crew is working on the

on the Portland main line east; the west district tie crew has installed over 17,000 ties on the Fitchburg between Charlemont MA and Hoosick NY. Surfacing crews are working from Rotterdam east and along the Conn. River from Springfield north. In conjunction with the NERCOM program in New Hampshire the system surfacing crew has completed tamping the Hillsboro branch and has moved to the Conway and Farmington branches proceeding on schedule. ●●● As part of the Cambridge Subway (Red Line) rapid transit extension to Alewife Brook the B&M's Hill Crossing cutoff is being taken over for part of the right-of-way. To afford adequate clearances on the main line for freight traffic and for subway construction the Fitchburg main is being relocated with the westward track to become the eastward track; with a new westward track being put in alongside the old. The old eastward track and a moribund track beside it will be removed and a temporary construction road put in from Fens to Porter Square. The main line will be lowered as much as 5 feet in places to gain the higher clearance. It now appears the Fitchburg would continue as a main freight route out of Boston rather than having everything go out the New Hampshire Route.

The Lake St. crossing in W. Peabody is the first installation in this country of the Bomac level Level Crossing, originally developed in Austria and manufactured in this country by Meadowbrook Enterprises of Sutton MA. Representatives of British Rail, US DOT, and other transportation officials were on hand 18 May as B&M crews installed the crossing. The modular crossing consists of precast 2' x 4' slabs with a non-skid surface impervious to salt resting on rubber wedges to make the entire crossing resilient to traffic. The crossing slabs can be removed by 4 men with special tools if removal is necessary; the slabs are not fastened to the ties. Crossing life expectancy is 15-20 years, about twice that of a regular crossing. The B&M hopes the success of this installation will spur similar changes in providing safer and more durable crossings. (Gil Payson & Peter Victory)

EQUIPMENT NOTES — F7B 4267 is livelier than ever, often running on the Ossipee gravel trains on the Conway branch by day and on DB9/BD10. There is a story (confirmation needed) that recently 4267B ran flanked by 2 GP-40-2's! ●●● GEEP FORTY FOLLIES: the 300's are appearing all over the system: 312 ran on the Ossipee branch gravel train (Ed Urmston), 310 ran on the Worcester branch (Molly B. O'Connor), and (mirabile dictu) a 300 pulled the ballast train out the South Acton line June 8 for the commuter rail improvement work! ●● the maroon and gold paint scheme on GP7's is nearly gone: 1577 is now blue; 1564 which was blue with bicentennial striping is now blue without the striping (Ed Boardman) ●● Loring Lawrence sighted ex-B&M Russell snowplow #W3739, still in dark red B&M livery & with the square B&M emblem at the Fonda, Johnstown & Gloversville RR's yard at Gloversville NY ●● Bob Moore reports B&M RS-3 1547 which had been sitting in Mc'ville yard has been fixed up somewhat; new paint, number boards. The loco. was one of those which went to the D&H for the Adirondack service as they had steam boilers; now that the D&H has no need for it the unit has come back to the B&M (evidently the unit was leased to the D&H). 1547 needs some work and the B&M has not yet decided what to do with it. We'll keep you posted...

**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:** Fall 1975, Spring 1976, PRICE: \$1.75 to members @, \$2.00 @ non-members. Summer, Fall 1976, Winter 1976-7, Spring, Summer, Fall 1977, Winter 1977-8, Spring 1978 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.

## MORE BOOKS BY OTHER 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, 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.

**JUNE 24th TRIP** Passenger extra 212, powered by Amtrak F40PH #212, took over 450 paying passengers in 8 Amfleet coaches on an excursion Boston-Springfield-Bellows Falls-White River and return. The trip was sponsored by the Massachusetts Bay Railroad Enthusiasts who sacrificed a profit to provide extra room for their passengers' comfort. Lots of trackage, the wye at White River Jct., the Conn. River line; plenty of scenery, good companionship, too. A Photo Run-by at Northampton MA. On a 13-hour schedule the train returned to Boston only 40 minutes late. By all standards the trip must be accorded a great success.

But the group whose forebears sponsored the first railfan trip and who brought you the first Amtrak railfan trip in New England are not content to rest on their laurels. The Massachusetts Bay Railroad Enthusiasts is proud to announce a one-day excursion on the Boston & Albany from Boston to Chatham NY and return, Saturday, October 14, 1978 at the height of the Fall foliage season. More details in following issues.

**B&Members** We welcome the following new members to the B&MRRHS: William K. Cors, MD, Hasbrouck Hghts., NJ; Dewey McIlwee, Fishkill NY; Carroll P. Griffith, Jr., Bedford MA; Guy B. Joly, St. Paul L'Ermite, Quebec, Canada; Erland Babcock, Burlington MA; Edgar H. Randall, Greenfield MA; Kevin L. Smith, N. Marshfield MA; Bud Nash, Oakdale MA; Leo P. McCarthy, Peabody MA; F. M. Webber, Quaker Hill CT; Edward D. Pitts, Leominster MA; Paul F. Halloran, N. Quincy MA; John Martin, Brooklyn NY; Dean S. Edmonds, Weston MA; Eugene C. Prowten, Boxboro MA. Welcome aboard the B&MRRHS, gentlemen!

**B&Memories** We conclude the story "My Family's Annual Trip to the White Mountains" begun last month; our apologies that due to pressing time we did not tell you who wrote it. The story is by the late Laurence B. Walker, the man who left the collection he had assembled and which bears his name to the Beverly Historical Society. With their permission we are reprinting the story which appeared in a little "newsletter" he used to put out for friends back in the 1950's. Let's see, we left you at the platform of the Rochester NH station (the hottest spot in all creation) about 65 years ago, on a hot July 1st, at the stroke of noon...

North Rochester, Milton with its huge ice houses with long lines of B&M ice cars bound for the Boston Ice Company, and Union, were soon passed, and we would stop at Sanbornville "for lunch". Not only was this the junction with the Wolfeboro Branch, but the B&B headquarters, the location of a car-repair shop of the B&M, as well as an engine house and a storage yard for work equipment; steam shovels, pile drivers, camp cars, and snowplows. With the Wolfeboro train on one side of the station and the Intervale train on the other side, considerable confusion was always evident when the passengers rushed from the Dining Room to find their respective trains.

In later years we always had a reserved table in the diner, and Mr. Boynton, the well-known Conway Branch conductor always joined us. We arranged to eat during the ride through the Wakefields and Ossipees as there was little of a spectacular nature to draw our attention. We had changed engines at Sanbornville, lost part of our cars at Portsmouth, so the grades to Conway failed to slow down our progress. We always watched for our first glance of the "great horn of Mt. Chocorua and the broad expanse of Silver Lake". Then we came to the crossing of the tracks of the Swift River RR south of the Conway station. Outside the engine house we would always see one or more of the saddle-tank engines and the last remaining diamond stack locomotive in New England, together with long strings of logging trucks, flat cars, cabooses, and log-cranes and their main line into the Passaconaway Valley.

North Conway was always interesting, with the great Kearsarge Hotel adjoining the station, bell boys, and porters on the platform, coaches and buck-boards from hotels and inns, and an army of summer visitors who always met the "Boston Train". At Intervale was the end of the B&M. "Our engine" was cut off and returned to the engine house at North Conway and the Maine Central engine was coupled on. Here also a Maine Central crew took over. You began to feel that you were far from home. Our "pass" was always glanced at suspiciously by the MEC conductor who strangely enough seemed to

be a different man each year. Finally, after we had lost sight of Moat Mountain, we crept into the Bartlett Yard. There we lost our diner, and usually one Pullman and also one coach. The observation car was put on the rear, a second engine was added on the front, and another "helper" was on the rear. The station lunch room presented the same scene of confusion once the train was "made up". A half dozen engines were around the engine house, and the trim mogul of the Bartlett & Albany RR was always in evidence.

We welcomed the announcement, "Observation Car is now on the rear". Usually I had found place there long before the train left. There were a flock of chairs painted brown to match the interior of the car, which could be moved to suit the whims of the passengers. The train news boys were on hand to sell us "cinder glasses" as a protection once the 2 great engines on ahead had started up the steepest grade this side of the Rockies. Postcards, picture books, souvenirs were offered for sale and points of interest were announced. As the grade grew steeper, the mountains became more impressive. We watched for the station at Sawyer River where the trim little engine of the Sawyer River RR was always awaiting the arrival of our train. Back at Glen and Jackson there was the Rocky Branch RR but never was a train in evidence, only long strings of logging trucks with MEC and Somerset RR markings. But the Sawyer River RR took the mail to Livermore and the most famous engine in New England was always on display. Then came the Frankenstein Trestle with plenty of "Ah's" and "Oh's" as we slowed down to about 10mph and looked into the vast gulf below. When the Willey Brook Bridge has been passed and we had glanced back at the awe-inspiring view of the great valley between Mt. Willey and Mt. Webster we rushed back through the long line of coaches, back to the Pullman as we were nearing our destination.

The piercing shriek from the lead engine revealed the fact that we were then passing through the Gate of the Notch and we had to be "brushed off" by the Parlor Car Porter and leave a quarter for him. Before we knew it, we were once again standing on the station platform at the Crawfords Station (Crawford Notch in later years). Porters, bell-boys, hotel guests, railroad-men were milling around. The arrival of the "Boston Train" was always the cause of plenty of excitement.

Baggage trucks were piled "mountain high" with trunks and bags, and were hauled up the board walk to the hotel which was all resplendent in a gleaming coat of white paint. The mail had been unloaded the conductor had waived his signal and the engine standing on the very top of the grade at 1960 ft. above sea-level with brakes released noiselessly started on the down-grade for Bretton Woods and Fabyans where the Observation Car would be dropped. Then, as the last car was going around the curve, there was a single blast from the engine's whistle that started echoes from mountain to mountain. We had "arrived".

By this time the 2 helper engines had started their return trip to Bartlett and their screaming whistles revealed their departure. By the time we had broken away from friends of former years and waved at young "Bill Barron on the tennis court" (Bill Barron was later the "major domo" of Boston's Gillette Corp.) the giant mallet with its long Portland-bound freight had started to follow the two light engines from our train and the blast of her whistle was something to be long remembered. At last the caboose had vanished down the Notch, the block signals registered "clear" in both directions and we had paid our respects to Herbert Garry Chase, the noted Maine Central Agent at Crawfords, we turned our faces toward the hotel and weeks of mountain climbing and social contacts until once again we would board the Boston Train for our return to the "madding crowd's ignoble strife"; simply a repeat performance in reverse of what I have just described. Memories, yes. But fond memories...

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Author's Note: We made a similar trip each Autumn, often in B&M's President's Car #444 or the Directors' Car #666 attached to the same train. In the interest of brevity I have left out much that was important...like Salem's huge train shed with its grim Norman towers, the engine house at Conway Jct. where all engines on Portland trains were changed, the Amesbury Branch train in Newburyport Station, the York Harbor & Beach RR branching off at Kittery Jct., etc., etc.

\*\*\*\*\*DETACH ALONG THIS LINE\*\*\*\*\*RENEWAL FORM\*\*\*\*\*

RENEWAL FORM Please use this form for renewing for the 1978-9 year or converting to life membership. Print (or type) your name and address for better legibility. Use this form to advise the Memb. Sec. of any errors on the address labels or to indicate a desired name change. Dues are \$10 per annum, please, no multiple-year renewals. Conversion to life membership may be had for \$100. Make checks, money orders, etc. payable to the Society (at the Reading box if the moneu order needs an address) but mail them to Belmont. That address for renewals... T. R. Engel, Memb. Sec., B&MRRHS, Box 369, Belmont MA 02178

NAME \_\_\_\_\_ MEMB. # \_\_\_\_\_

STREET & No. \_\_\_\_\_

TOWN/CITY \_\_\_\_\_ STATE \_\_\_\_\_ AMOUNT: \$10 \$100

**NORTHWEST PASSAGE** A two-week private car international holiday-on-rails to and from the Pacific Northwest, to be put on by Lehigh Black Diamond Limited and the Lake Shore Railway Historical Society. Leaves Syracuse Aug. 26 for the NRHS Convention, return there Sept. 10 or so. Accommodations: sleeping car "Pend O'Reille River" and the luxurious former Lehigh Valley Office car 353; limited to 28 persons. Price: uppers at \$895, other accommodations a little bit more expensive. For further information contact Richard A. Horstmann, LBDL, Box 353, Syracuse NY 13201., Tel. 315-472-4293.

## **D&Happenings**

The 10 Alco C-628's leased to the NW by the D&H are performing flat switching duties at NW's Bellevue OH yards ●● D&H has removed the passing siding at Windsor NY from X Cabin to NE Cabin to obtain rail for their proposed Lanesboro connection. They are planning to eliminate the Nineveh jct. - Binghampton line and run Bingo jobs via Lanesboro and over the ex-Erie. Word has it that the second track from Carbondale to Forest City ("WC" to "FT") and over the top of the mountain ("BN" to "PO") may also go to provide additional needed iron. ●● Kent Shoemaker, 44, is the new President of the Delaware & Hudson. Mr. Shoemaker has previously been with the DT&I and other roads. ●● The ex-D&H sharks are now running on the Michigan Northern in the basic blue-and-silver D&H paint scheme but without the D&H shields & lettering. Reports are the word "Michigan" appears on one side and "Northern" on the other so that when the 2 sharks are run coupled they read "Michigan Northern". (Block line)

**P&WANDERINGS** The Providence & Worcester has acquired a number of former Pittsburg & Shawmut hopper cars for use by N. E. Traprock at Wauregan dump. (Green Board) ●●●

Molly B. O'Connor reports a large number a P&W hopper cars in the B&M's Worcester Yard and also a small P&W crane was on the Norton siding. ●● From several sources we hear the P&W is planning to fix up the Gardner branch. One report even has welded rail as going in. P&W normally runs only at night on line but will run during the day if flat cars are to be taken out.

**SYMBOL FREIGHTS:** Addition: AE-9/EA-10 Ayer-E. Deerfield turnaround, lv. Ayer 2000 Mon-Sat. Symbol change: BM-17 is now BR-21, lv. Rigby 1600; NY-20 = RB-30 lv. Rott. Jct. 2130.

Newsletter is now back to normal; Membership work will shortly be back to normal. — TRE

**BOSTON & MAINE R.R.**

*Historical Society, inc.*

P.O. BOX 302 • READING, MASSACHUSETTS 01867

(JUNE 1978)

Important meeting & renewal notices enclosed

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