

# Boston & Maine Railroad Historical Society

*Incorporated*



## NEWSLETTER



P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

October 23, 1978

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

**NOVEMBER MEETING:** Saturday, November 11, 1978, 8 PM, First Parish Unitarian Church, Woburn Square, Woburn, Mass. Entertainment will be provided by Member Carl Byron. Mr. Byron is the author of the book A Pinprick of Light on the building and operation of the Hoosac Tunnel.

**DECEMBER MEETING:** Saturday, December 9, 1978, 8 PM, First Parish Unitarian Church, Woburn Square, Woburn, Mass. Entertainment is currently being arranged.

Our regular monthly meetings are held the 2nd Saturday of every month at 8 PM in the above church, unless a different time and place is announced in these Newsletters. The church, the only one in Woburn Square without a steeple, is at the corner of Winn St. and Rte. 38 several blocks north of the end of the Woburn Branch passenger service and the branch itself.

**DUES ARE PAST DUE** THIS IS IT!!! 1978-9 DUES UNPAID ARE NOW OFFICIALLY PAST DUE! Those annual members whom our records (as of 10/27) show as unpaid have not only a brown dot on their mailing labels but the "pink sheet" printed notice from the Memb. Sec. If the brown dot is there but the pink sheet is missing: the mailing crew forgot to put one in; you're still Unrenewed. If there is a pink sheet but no brown dot (blank sheets excepted) you're Renewed, we goofed. Dues are \$10 per annum, conversions to life membership are \$100. Send Renewals to: T. R. Engel, Memb. Sec., B&MRRHS, P. O. Box 369, Belmont MA 02178.

**NOTABENE:** 1) Brown dots reflect things in Belmont as of close of business Oct. 27; due to exigencies of Postal bulk-mailing rules we must use an early reconciliation date. 2) Bulk mail regulations require all pieces in a mailing to weigh the same; thus the pink sheet Newsletters must be sent in a separate mailing. There is also a minimum piece requirement (200 a year or so ago, maybe more now). So the P. O. thinks we're gonna spend over \$30 to mail the pink sheets first class? Yankee Ingenuity strikes again! With a free supply of blank pink sheets in hand we'll just insert blanks in enough Renewed Newsletters (starting in the lowest zip-codes) to have the minimum required and spend 2.7¢ instead of 15¢ to mail each. Very clever — and perfectly legal.

**B&Meeting** — The October monthly meeting of the B&MRRHS was called to order on Saturday, October 14 at 8:12 PM in the First Parish Unitarian Church, Woburn, Mass. by President Leroy C. Hutchinson. There were approximately 40 members and guests in attendance.

The Secretary's report was read and accepted.

The Treasurer's report was read and accepted.

Newsletter Editor John Alden reported that the October (sic) B&MRRHS Newsletter is now in the mail. He reported that much mail intended for the newsletter was sent to the Society's Reading address instead of 11 Riverside Ave. Concord MA 01742, resulting in delays in handling information. He also took notice of a recent item concerning the society in the B&M Corp. Newsletter.

Richard W. Symmes reported that due to unfortunate and uncontrollable circumstances the Fall 1978 issue of the B&MRRHS Bulletin will not be printed until late October or early November.

President Hutchinson relayed Membership Secretary Thomas R. Engel's report that membership now stands at 1134.

Program Chairman Joseph Shaw called attention to the June 16th monthly meeting (Third Saturday not second) at Mt. Washington Cog Railway's Base Station, noting that if 40 persons sign up the following rates will be in effect: Fare (2PM train) \$10.95, Banquet (6 PM) \$10.00, Lodging \$8.00-\$10.00 (Sat. night). Entertainment at meeting (7-9 PM) by Don Bray. Entertainment at the November meeting will be by Carl Byron.

**Old Business** — Archive Committee Chairman Forrest Mack reported that many timetables and a large quantity of other material has been catalogued and filed in the B&MRRHS Archives at Lydon Library, University of Lowell. Use of the Archives is via consultation with Special Collections Librarian Martha Mayo. Volunteers are still needed to assist in cataloguing this material; those wishing to volunteer should

contact Forrest Mack at 924-5390 (day) 924-8768 (evening).

New Business — Alan MacMillan, Jr. reported that he is selling a B&M #5 coalburning stove which was at one time in the Rockport B&M station. Included is 400 lbs. of coal in 100 lb. sacks. Chandler Cobb, 168 Whipple, Kittery ME needs a Pacific Fast Mail B&M Mogul tender. Ellis Walker reported that he needs help manning booths at Trainfair (Oct. 28 at Lawrence) and Hub Div'n NMRA (Nov. 4 at Norwood).

The Business portion of the meeting was adjourned at 8:25 PM.

After the business meeting Alan MacMillan, Jr. presented a notable slide lecture on his railway travels in Newfoundland last June, followed by material on the B&M's former White Mountain Div'n in 1967. This was followed by a slide lecture by H. Arnold Wilder on a wrecking operation with up-to-date equipment and techniques which took place last winter on the B&M at Westford, Mass.

Respectfully submitted, (signed) Forrest Mack  
Secretary, B&MRRHS

**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 Mass. 01460. Publications orders sent to any other addresses will be subject to an automatic delay of at least two weeks.

**B&M BULLETINS;** Fall 1976, Winter 1976-7, Spring, Summer, Fall 1977, Winter 1977-8, Spring 1978, PRICE: \$2 @ to members, \$2.25@ others. Summer 1978 PRICE: \$2.50 everyone.

**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 & numbered) \$7.00.

**BOOKS BY OTHER PUBLISHERS:** A Pinprick of Light by Carl R. Byron. A 72pp. 6"x9" 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 128pp. illustrated description of Boston & Maine railroading 1948-1952 by a former B&M brakeman. This is a captivating account of B&M operations during one of the most interesting periods in the company's history. Members \$12.50; non-members \$14.95.

New England Diesels, Dave Alpert & 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 photographs 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 \$26.95.

NEW!

Northern Rails - 1978 Edition: A 34-page illustrated guide to the railroads of Maine, New Hampshire and Vermont, their freight and passenger operations, locomotive rosters, yard and engine terminal locations, maps, and radio frequencies plus gazeteers of principal points of interest in each state. Includes all museums with equipment rosters. \$3.50.

NEW!

Railfan's Guide to New England: Similar in content to Northern Rails but covering all six New England states in a more comprehensive manner including detailed freight and passenger schedules. Published by B&MRRHS member Jack Armstrong whose excellent photos have often appeared in the Bulletin, Rails Northeast, etc. 50 pages, 8½" x 11". \$4.50.

NEW ENGLAND RAILFAN'S SPECIAL: Get both these indispensable guides in time for Christmas at the special combined price of \$7.50.

**B&Members** We welcome the following new members into the B&MRRHS: J. B. McFarland, Lebanon NH; Ralph R. Lapadula, Rego Park NY; Donald S. Blair, Concord MA; Joseph A. Bunik, Sunnyvale CA; Roger W. Culliford, Salem NH; Norman Deminna, Manchester NH.

Welcome aboard, gentlemen!

**BAYING BLOODHOUNDS** are on the track of missing members whose mail has been returned to us. Help us find them (we hope nothing untoward has befallen them). We must iterate that our policy is that if we get mail returned we send nothing futher until we are furnished a correct address. Mail returned (with postage due!) is very expensive, which is why the Newsletter doesn't guarantee return postage. Send any info. on the following to the Memb. Sec. at the Belmont box: Charles Boggs, Mattapan MA; Robert V. Prior, Exeter NH; Robert V. Ridpath II, Conway MA; David E. Smith, Salem MA; David Frechette, Haverhill NH; Robert Akerley, Keesler AFB, MS; Dr. Jeremy F. Plant, Schenectady NY; Philip J. Smith, Easthampton MA. Still missing: Ronald J. Sebastian, Buffalo Grove IL; Robert C. Entwistle, Jr., Boxborough MA.

● This Newsletter will get mailed Nov. 2; renewals have been up to date since mid-October. — TRE

SPOTLIGHT ON BOSTON & MAINE R. R. HISTORY (from Boston & Maine Employes' Magazine)

50 years ago NOVEMBER 1928, Vol. 5, No. 8 . 'Our 'Ready Made' Bridge Plant' leading article describes plant completed at Concord NH May 16, 1928. New Bridge at Dover NH over the Coheco River. "Rock Ballasting" our system by J. A. Parant, Engineer of Standards, Western Route from Draw 8 to Rigby, Me. was done.. "Our widest-read Advertisement" brief story on Public Time Table (Form 1), over 1 million copies distributed. Brief item re "Gas Cranes First of Their Kind" by I. N. Benson, Supervisor of Work Equipment, with photos, self-propelled 15-ton 100HP locomotive crane. Center spread showed events at Whalom Park family outing.. Oct. 1 the Cannonball between Concord NH and Boston speeded up, photo of crew in front of engine #3234 (4-4-2)...

25 years ago NOVEMBER-DECEMBER 1953, Vol. 21, No. 8 — photo-story inside front cover "Radio Controls Portland Yards" Feature story entitled "Ingenuity Does It", new unit headed by R. N. V. Brodie, Eng. of Structures. Combination of Engineering Dept. know-how and Mechanical Dept. skills, photo of 90-foot floodlight tower and highway bridge at Amherst MA (Cen. Mass.).. "New Community Relations Project" R. R. public relations - 23 men from B&M and B&A RR's completed 6 weeks' course in public speaking at B. U. Promotions: O. C. Hardy new Supt. New Hampshire Div.. "Firemen Aid RR Battle Flood", high tide causing flooding of Salem, Mass. tunnel, steam power substituted for diesel until water level in tunnel decreased.. "Praises Our Service" Robert A. Buck of Warren MA compliments B&M Dining car service.. Retirements: John F. Reilly, Asst. Div. Eng., Fitchburg Div., Austin W. Maloy, Supt. N. H. Div., Concord NH...

PUBLICITY: "Boston & Maine Railroad Historical Society, Inc." on p. 17, Boston & Maine Corp. Newsletter, July-August 1978 issue; an invitation to join our society plus brief description of our publications, etc. Thanks, Cloria!!  
NEWS ITEMS? anything else for the Newsletter? Fast-breaking stories or recent observations, or just ads or queries, we're the place for them! John C. Alden, Newsletter Editor, 11 Riverside Ave., Concord, Mass. 01742. We depend on you our readers for so much of what we print.

**B&Matters** — COMMUTER COMMENTS — The 4 Alco PA's that were on lease to the MBTA from the D&H have gone back to the D&H to be spruced up before shipment to their new owner, the National Rwy. of Mexico. Their last day in service here ominously was Friday Oct. 13; their withdrawal from service came so quickly only 8 railfans made the last run - probably forever - of an Alco PA north of the Rio Grande. After doing their Framingham runs the PA's went to Somerville engine terminal and were shipped to the D&H on Sunday Oct. 15 on AP-3, which ran as a "caboose hop" B&M power, the 4 PA's, and caboose. An era is over; though they were plagued with many operational difficulties during their one-year stay they were great while they lasted. We were honored by their presence.

The PA's abrupt departure would have put the B&M in a severe motive-power bind but for the timely arrival of the first 5 MBTA F40PH's from EMD the next day. Delivery had originally been planned for a Chicago-Boston Amtrak routing; ConRail raised so many difficulties (at one point intercepting the units at Battle Creek and sending them back to Chicago) that they finally came NW-D&H-B&M, running on the B&M as extra 1733 east (GP-9 1733 towed the 5 units) and arriving in Boston Oct. 16. EMD sent a man and a woman to break in the crews on operating the engines (at 0400 Oct. 17!) and they went into service that day. The new engines are numbered 1000-1004; EMD officially designated them F40PH-2, here they have been assigned road class DEP-2. The units lack Dynamic brakes and steam boilers. (Ben Crouch)

The lack of steam boilers on the F40PH's (and the lack of the coaches to use their head-end power) presented a problem to the B&M. The Solution: conversion of 4 RDC-3's (the ones with the RPO compartments) to steam generator car service. Fuel tanks and steam generators are to be mounted in the old RPO compartments; cab controls will be put in one end for push-pull operation. When 12 conventional coaches were rebuilt they were thoughtfully equipped with train lines; the steam-generator-cab control RDC-3's will be teamed up with the rebuilt coaches and the F40PH's to make 4 trainsets for South Side service. The B&M expects to have the first of these steam generator RDC's in service the first week of November.

Delivery of the rebuilt ex NH GP-9's as F10's (rebuilding done by ICG at Paducah for the MBTA) is still being expected late this year. The 60 GO Transit cars from Toronto, Ontario are still expected in December, once the electrical systems are modified for American service (Canada uses a different voltage). The GO coaches will see service mostly on the North Side. Delivery of the new Pullman-Standard coaches for the MBTA is still expected in the first half of next year.

All engineers on the Budd cars are now required to wear safety goggles, per a B&M order. With the vandalism and stoning problems as bad as they are (and in some of the Best Neighborhoods, too) motor-cycle style crash helmets are probably next.

RDC Push-pull has come to the South Side: John T. McIlwaine sighted a South Side (i.e., Zebra-striped) RDC, 3 ex-NYNH&H coaches, and the Purple Cow (MBTA GP-9 7538, the one in the yellow, gray & purple paint scheme) running as a train. Mr. McIlwaine reports that coaches modified for MU can be identified by a thin yellow stripe on the top & bottom of the purple window-board stripe.

**B&Matters** The circus is in town! The Ringling Bros., Barnum & Bailey circus arrived in yard 7 in Boston about 1430hrs. Oct. 17, coming in from the B&A over the Grand Junction branch. The Greatest Show on Earth is performing at the Boston Garden for several weeks; the routing for its departure from Boston to its next destination is unknown at this time.

The B&M intends to abandon its Bedford branch from West Cambridge to Bedford, Mass. The track and right-of-way is now owned by the MBTA; 1 passenger train a day went to Bedford until Jan 1977 so abandonment principally meant no more freight service. Such, though, were merely a confirmation of the existing pattern of business: the local, which rarely appears on the branch and then goes only as far as Arlington, goes beyond there to Lexington and Bedford only once ever several months.

We now have the B&M's earnings figures for August 1978: Net income of \$255,471 on revenues of \$7,956,859. Comparative figures for August 1977: net income \$167,201 on gross of \$7,640,966. A pretty good showing when one considers the impact of the NW strike and a strike against one of the major paper companies in Maine on the B&M's traffic. (Special thanks to B&M Public Relations Director Gloria Stone)

Under provisions of the Railroad Revitalization & Regulatory Reform Act of 1976 (the 4R Act for short) the U. S. Dept. of Transportation has agreed to purchase \$26 million in trustees' certificates from the reorganization trustees of the B&M. Funds thus obtained will be used for various projects over the next 3 years, chiefly laying 73 miles of new continuous welded rail, rehabilitation of 64 miles of signal equipment, and repairs for 14 bridges and two tunnels (including The Tunnel). Formal signing by Federal RR Administrator John M. Sullivan and B&M Trustee Benjamin H. Lacy took place Sept. 29; the certificates now await approval (along with the tender offer on the 1st mortgage bonds) by the B&M's reorganization court. The B&M would redeem the certificates (which are convertible into preference shares at the end of bankruptcy) over a 30-year period beginning with the 11th year after purchase. (Morris E. Hazel)

The first two cars of an MBTA order for new subway cars were delivered by the B&M to ConRail at L&F Jct. on the Grand Junction branch for shipment to East Boston. The cars came down Wed. Oct 25 from White River Jct. over the Northern RR of NH; it is not known whether further deliveries would take the same route. The cars are being built in Canada and coming to Boston over the CP to Wells River, thence B&M to Boston. As the cars' couplers are incompatible with standard RR knuckle couplers 2 idler cars were used; because of incompatible brake systems enough freight cars were put in the train to meet the 85% of braking requirement.

The New England Regional Commission (NERCOM) has voted \$150,000 for rehabilitation of the B&M's Portsmouth branch. Gov. Meldrim Thomson, Jr. of NH, the commission's chairman, said the funds will be matched by the B&M (the normal arrangement; NERCOM pays the wages while the RR supplies the materials, equipment, supervision, etc.). Work will include "substantial improvements" in the Portsmouth Rail Yard (used by the LPG tank cars), redesign and rebuilding of track in Portsmouth (particularly the Barberry Lane area), and ballast improvements in Greenland and Stratham. (Joe Shaw)

Remember how you often read newspaper stories about complaints from residents of areas near where the RDC's and diesels are left idling overnight? (If the engines were shut off at night, they might not start next morning). Well, such happened in Ipswich with the B&M; the town manager and the EPA investigated taking noise readings after midnight. Verdict: no reason to complain. Engine noise 100 ft. away at 58 to 62 decibels; Federal standards maximum is 72. Outvoiced by Mother Nature: most of the noise was caused "primarily by crickets and other wildlife". The town manager and the EPA consider the matter closed (Peter T. Victory)

**EQUIPMENT NOTES:** GEEP-40 FOLLIES: Scott Whitney reports that GP-40's have indeed run on the Conn. River, often used on weekend extras run when SJ-5 and JS-6 weren't running ● B&M #1122, which had been in maroon paint, is now in new paint: black roof, blue body (darker blue than usual), Joe Mulligan reports ● ALCO & GE NOTES: B&M Alco # 1274 is leased to the Portland Terminal; B&M's last GE 44-tonner #119 and Springfield Terminal's 44-tonner both were at E. Deerfield engine house on Sept. 24. (John Luczynski)

**MASS. CENTRAL MYSTERY** There are still stirrings of life in this outfit. Ware, Mass. is currently home of their green & black Whitcomb 44-tonner #401 (now painted Mass Central). Current business is hauling gravel cars with #401 for the contractor rebuilding what's left of the Ware River RR (CR Ware River secondary, Palmer-South Barre). MC hopes to take over ca. 30 miles of the B&M's Wheelwright br. (Northampton-Ware) as soon as ICC approval comes through. Earlier attempts at getting the Wheelwright branch and operating the Westover trackage and other projects weren't successful. MC's other principal asset is an ex-CV caboose parked on a siding in Amherst and serving as their general offices. (Narragansett Newsletter)

**CVViews** We now have the reasons behind the Rocket's demise. Service had been started in response to a request by Maislin Transport to haul up to 30 trailers nightly between Montreal & Palmer. CV advertised & ran the train but no Maislin trailers; the Teamsters Union refused to allow trailers to be loaded on flats, threatening strike and other action. Thus the empty Rocket (except for an occasional empty non-Maislin trailer). The train was a fine innovation; 2-man crews south of St. Albans, no caboose, specific operating instructions to minimize time-consuming confusion. The senior engineers gave up their Amtrak assignments to run the Rocket; CV may try the Rocket again with another firm. (NN)

The Boston & Maine Railroad Historical Society, Report of Treasurer for Year 1977-1978 ending 6/30/78  
**INCOME:**

Central Mass. Book	\$ 936.40	Various Books	\$ 2476.66
Dues	10691.80	Trains of NNE Book	1117.38
Treas. Special Account	2000.00	4117 Painting	531.00
Bulletin Sales	4755.99	F. Kyper Book	377.05
V. M. Book	565.75	Bradley Book	252.50
New England Diesels Book	2522.50	Miscellaneous	141.85
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TOTAL INCOME: \$ 26,368.88			

**EXPENDITURES:**

Hall Rental	\$ 125.00	New England Diesels Book	\$ 3124.22
Postage-Stationery	969.67	V. M. Book	761.48
Bulletin	8685.65	Trains of NNE Book	1146.44
Computer (sic) charges	128.31	Advertising	882.00
Newsletter	914.84	Bradley Books	309.45
Telephone Calls	476.56	F. Kyper Books	412.18
Treas. Special Account	3500.00	4117 Painting	665.15
Printing	2599.87	Mileage (various)	117.50
Bulk Mailing	422.87	Miscellaneous	667.48
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TOTAL EXPENDITURE: \$ 25,909.56			

Respectfully submitted, Charles P. Smith, Treasurer

Balance July 1, 1977	\$ 2711.07	Treasurer's Spec. Acct. in Woburn 5¢ Savings Bank	
Receipts 1977-1978	26368.88	Balance July 1, 1978	\$ 9073.46
Total	29079.95	Interest to 7/1/78	332.67
Expenditures 1977-1978	25909.56	Total	\$ 9406.13
Balance as of June 30, 1978	\$ 3170.39		

**P&WANDERINGS** (The following story was originally written for the Jan. 1978 Newsletter but got displaced by non-B&M non-news items, pictures, etc. There have been so many requests for a P&W piece, several people having sent us the Monitor's article on the P&W, that we are running it now.)

The Jan. 11 Christian Science Monitor ran a good story on the Providence & Worcester. The road is atypical: it caters to its customers' whims, it pays its employes an annual salary with no overtime — and it makes money. In 5 years of operations the P&W has borrowed \$1.9m. in loans and spent more than \$1.2m. in cash to expand its rail lines and purchase a \$385,000 engine. The last 2 years the P&W has shown a loss due to an extensive track rehab. program (The Wall St. Journal though recently reported the line earned \$346,000 in 1st quarter 1978). The P&W is 278 miles long; a RR this size normally replaces 13,000 ties a year, in 1977 the P&W did 42,000. With the coming of CR the P&W bought the N&W from Worcester to Plainfield and branch lines in that area for \$511,000. The road's success is attributed to a combination of good labor agreements, lucrative real estate, state and local gov't support (very important), and effective marketing. P&W trains have 3 rather than 5 crewmen; the annual salary of the RR's 100 employes averages ca. \$21,000 each, up from under \$16,000 5 years ago. New England representatives of the UTU took a lot of heat from the national leadership over this but the move has paid off; P&W employes each received about \$3,000 in a profit-sharing bonus just before Christmas 1977.

The P&W has also succeeded in getting more rental from utilities whose lines and pipes use the P&W's rights of way; one utility had been paying the same rent since 1932 for 3 miles of lines; they now pay \$490,000 a year (other roads take note!). The P&W has borrowed 600 boxcars from ITEL, a freight car builder, rather than buying the cars; any rental the P&W receives from other roads goes to ITEL; the P&W gets the use of new equipment to the delight of their customers (almost 200, up from less than 100 4 years ago). The P&W tries to adjust its freight schedules to its customers' production schedules. The road has also installed several "public loading docks" for small customers without sidings; at these trucks can pull up to a small covered structure to unload into boxcars. The Providence & Worcester is very pleased with its hard-won independence and the way it is working out.

**BOOK REVIEW** Small RR's You Can Build, Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee WI 53233. Price: \$3.50, also available at hobby shops. An all-new book with a title similar to one published some years ago, this 48p. soft-cover manual provides complete instructions for building four small model railroad layouts ranging from 2' x 4' in N-scale to a 4' x 14' HO scale pike.

This book is first rate, with many photos and diagrams to make the well-explained text come alive for the reader. Every phase is included, from the initial planning & construction of the benchwork right through to scenery. If followed carefully even the rank amateur should end up with a fine model railroad that can either be left as is or added on to later. Additional material is included on making layouts portable and storable.

While obviously designed for the near beginner to the hobby, this book contains many tips and techniques that more advanced modellers may wish to review. Much has changed over the years and there are new ways of doing old tasks better. And lots more, too! (Reviewed by Dick Symmes)

SYMBOL FREIGHT SCHEDULE Changes: BR-21 Lv. Rigby 2000, RB-30 Lv. Rott. Jct. 0130, lv. Fitchburg 1100; CONN. RIVER: SJ-5 lv. Springfield 0400, SJ-1 lv. Springfield 1130. So many outstanding changes since July we will probably print a new schedule next month or so.

CALLBOY'S CORNER 1) All cards for renewals received to the beginning of Newsletter production have been sent out. Renewal volume this year has been tremendous and being Asst. News- letter Ed. AND Memb. Sec. is now posing serious problems. 2) We regret that we had no space for B&Marketplace this issue, though as we warn it is dependent on available space (& time). 3) Keep those news items coming to the Editor out in Concord, folks! We need them and they're much appreciated. We don't like to do cannibalism very much (getting items from other group's newsletters).

**D&Happenings** From the Narragansett Newsletter we have a listing of the D&H power sold to the National Railways of Mexico; the sale covers most of the D&H's 6-axle power. Sold are: U30C's #'s 703, 05, 07-10, 12; C628's #601, 04, 09, 14; SD45's 801, 803: and PA's 16-19. In addition 602, 618, and 802 are to be made operable and sent along. There will be much gnashing of teeth by those who spent their time riding Steam Specials rather than photographing the last days of 6-axle power on the D&H, says your Asst. Ed. Especially as there is a strong possibility that the days of the D&H's existence as an independent (i.e. non-merged) carrier might well be near an end. D&H had not been satisfied, it is reported, with the performance and tracking of their 6-axle power and the chance to realize some \$4 million in cash on the sale probably provided the impetus.

The NY DOT, having funded much rail rehabilitation in the Empire state, is now preparing to call a few shots. ConRail has been ordered to clear 400 bad order cars out of storage in Conklin yard in Binghamton NY preparatory to D&H occupation Dec. 1; the yard in E. Binghamton was the former DL&W yard and despite its slight use is the most practical yard in town. This takeover is only part of a more ambitious scheme: having the D&H operate over the old DL&W line from E. Binghamton to Scranton mean- ing the elimination of D&H's Penna. Div. (Nineveh NY to Carbondale PA, eliminating the Ararat helper requirement); the D&H would reach its own rails again at Moosic PA. So far nothing definite on this latter part of the scheme; but a viable D&H is vital to the B&M's future as many feel the B&M would be in deep trouble if it had to depend solely on CR for its southern and western connections.

Ideas -floating-around Dept. — Starucca may have a furry feline in its future. NY has been dissat- isfied with CR's service over the former EL lines in the Southern Tier; NYDOT wants to break the CR monopoly by having Chessie assigned as designated operator on the ex-Erie line to Hoboken. Reopening the Maybrook gateway & the Poughkeepsie High Bridge & the P&W and Connecticut figure in further ideas..

ORGANIZATION

NON-PROFIT

Brown Dot Means Unrenewed  
(OCTOBER 1978)

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