

Boston & Maine Railroad Historical Society

Incorporated

NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

December 19, 1978

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

JANUARY MEETING: January 13, 1979, 8PM, First Parish Unitarian Church, Woburn Square, Woburn, Mass. After the business portion of the meeting John and Anna Alden will present a slide show of their trip last summer on the Mystic Valley Railway Society's "Rail Tour to the Pacific Northwest".

FEBRUARY MEETING: February 10, 1979, 8PM, First Parish Unitarian Church, Woburn, MA. Entertainment will be provided by Dr. Collins who will show pictures of 3' 6" gauge operations in New Zealand.

Our regular meetings are held the second Saturday of every month at 8 PM in the above church, unless a different time or 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 RR stop.

THE EDITORS WISH ONE AND ALL A HAPPY NEW YEAR—1979

B&Memos ● Our Program Chairman Joe Shaw needs to know how many will come to the June 16th meeting at the Mount Washington Cog Railway's Base Station. We need at least 40 people to have the special rates for the 2PM train (\$10.95), 6PM banquet (\$10), and lodging on Saturday night (\$8-\$10). Respond to Joe Shaw at 888 Greenland Rd., Portsmouth NH 03801.

B&Meeting The December 1978 monthly meeting of the B&MRRHS was called to order on Saturday December 9 at 8:15 PM by Vice President Malcolm C. Houck in the First Parish Unitarian Church, Woburn, Mass. There were approximately forty members and guests in attendance.

The Secretary's report was read and accepted.

The Treasurer's report was read and accepted.

Membership Secretary Thomas R. Engel requested that members send notice of changes of mailing address to his Belmont box (Box 369, Belmont MA 02178) rather than to the Society's Reading address. He also announced that the November Newsletter was mailed December 1.

Malcolm Houck called particular attention to two members present: Timothy Vincent of Staten Island, New York and Gloria Stone of the B&M Corp. Mr. Houck also informed the meeting of the death of Donald Hills' wife, and a moment of silence was observed in respect of her passing away.

Archive Committee Chairman Forrest Mack reported that work sessions are now being held on Saturdays preceding regular monthly meetings of the Society in the B&MRRHS archive room at the University of Lowell. He also noted that a telephone has been installed in the archive room (452-5000 x388) and that the blueprint and map-filing cases promised by the University of Lowell have not yet appeared. He requested information on the availability of used flat files as well as used letter-sized filing cabinets. He announced that the next work session at the archives will be Saturday, January 6, 1979 from 10AM to 5 PM.

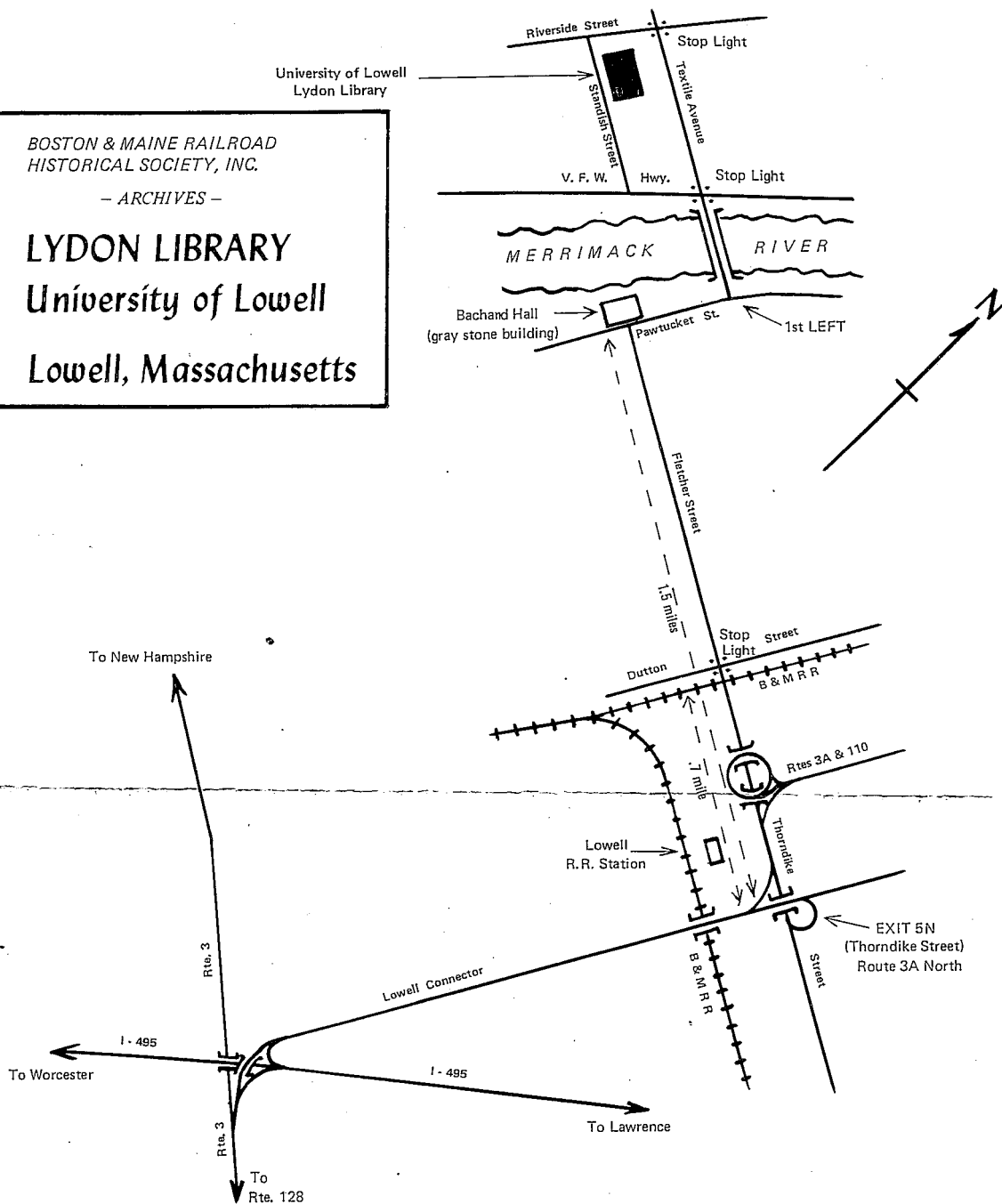
Program Chairman Joseph Shaw reminded those present that he still needs responses to his questionnaire for the June 16, 1979 meeting; this questionnaire will be found at the foot of page 5 of the November Newsletter.

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

After the business meeting, Robert Currier of the B&M Corp. gave a presentation on the handling of hazardous materials

Respectfully Submitted,
(signed) Forrest Mack, Secretary

BOSTON & MAINE RAILROAD
 HISTORICAL SOCIETY, INC.
 - ARCHIVES -
LYDON LIBRARY
 University of Lowell
 Lowell, Massachusetts



THE ABOVE MAP shows the location of the University of Lowell's Lydon Library, where the Society's Archives are in the process of being set up. Public hours will be announced in future issues of the Newsletter; currently access is via consultation with Special Collections Librarian Martha Mayo.

RIGHT NOW there's work to be done! The Archives Committee needs you in cataloguing the Society's materials. The rewards are great; the B&M's past will be preserved for posterity; now there will be a central repository for B&M materials and information; and in its preparation YOU will have played a part. Work sessions are held on most Saturdays; if you wish to volunteer please contact Forrest Mack at 924-5390 (days) and 924-8768 (evenings).

B&Memos Back with the July Newsletter we enclosed a flyer on a book of 15 essays on railroad history by member Prof. Charles Kennedy of the University of Nebraska. Prof. Kennedy reports that the book's copy will go to the printer sometime in February; advance copies would be available to fill advance orders by April 15 if not earlier. When the printer has composed the manuscript the price will be set to cover only the actual out-of-pocket costs. Those who expressed interest will then receive notification of that price. A large number of inquiries followed by advance orders would enable a lowering of price. Prof. Kennedy greatly appreciates the interest that has been shown.

The essays are limited almost entirely to roads that comprise today's B&M. Write to Economic and Business History Associates Press (EBHA Press), 5919 Cullen Dr., Lincoln NE 68506.

SPOT LIGHT ON BOSTON & MAINE R. R. HISTORY (from Boston & Maine Employes Magazine)

50 years ago JANUARY 1929 - Vol. 5, #10: Lead article "Historic Hill Disappears" - Asylum Hill, E. Somerville removed to make way for new classification yards, several photos.. "The Boston & Maine Calendar" -first one in many years-includes map of the B&M, several trains with a 4000-type in foreground, front of the new North Station; at the top Minute Man Service slogan.. "Walnut Hill Bridge" describes the removal of this historic landmark believed to be the oldest overhead RR bridge built in 1835 for the Boston & Lowell RR, photo.. "Fast Freight Transportation" by Lawrence Richardson, Mech. Sup., many statistics used to show increase in volume between 1919-1926, decrease in time for movement of freight from Rotterdam Jct. to Boston from 143 hours to 18 hours.. photos of the Boston Garden, night view of North Station, exterior & interior.. center spread "The Weirs Station" from a wood-cut shows this station many years ago...

25 years ago JANUARY-FEBRUARY 1954, Vol. 22, #1—Front Cover: Skimobile on Cranmore, N. Conway, destination of Snow Train enthusiasts for many years.. "Speaker System Speeds Freight" loudspeaker system enables yard & train crews to communicate better with yard offices, with photos, yards 8-9, tower #5 involved in this set-up.. photo shows new RR bridge over Fore River at Portland Me. with Budd train on it.. Promotions: Law Dept. Richard Jackson appointed General Counsel, taking place of Robert J. Fletcher, resigned. Neal Holland now General Attorney; Traffic Dept.: R. C. Donovan, R. E. Campbell, D. P. Felt won promotions.. "76-year Rail Vet Loves Skiing" Yard Foreman Frank H. Grace of Portsmouth works on yard job 5 days a week, skiing at N. Conway weekends.. "Among Those Retiring"-Edward A. Lynch, Gen. Agt., Nashua, M. J. McGill, Gen. Frt. Agent; Harold W. Legro, Eng. of Crossings; Trainmaster John F. Sweeney, Salem, Mass. and Frank W. Harper, Off. Engineer.. "Reminders of a By-Gone Era" photos of 12 locos., on CV bridge over the Conn. River, Hartford VT; B&M #327, Stoneham; Fitchburg RR #77, Fitchburg; B&M #726 at Newton Jct., NH; B&M 472, Medford.. The Boston & Maine continues with Christmas Carol singing at North Station, been going on for 15 years, organ music at noon provided by J. E. Milano, R. M. Blackstone, and C. A. Ranaghan...

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, 8 1/2" 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&Matters — COMMUTER COMMENTS — Expansion is in the air! (apparently). Those tidings of extension of commuter rail service which we dismissed as "pre-election oratory" now appear to be much more material. The firmest project so far is service to Lawrence and Haverhill, via the Wildcat most likely, though there have been rumblings that the old Western Route main line through Reading might be used. Service to Methuen via the Manchester & Lawrence branch is also mentioned. Service would be several trains a day each way and possibly on weekends; current indications are for a spring starting date. In the other direction service to Fitchburg is under negotiation with the towns along the Fitchburg Route; there too plans seem to be firming up. Furthermore, rumors float around that the service might go beyond to Gardner, bringing back passenger service to Ashburnham Hill. (In that case, & if Orange & Athol could be interested, might as well do Greenfield!).

Reports as to how far along these plans are vary widely, so, as we said with the Alco PA's, take these stories with a grain of salt, but don't be surprised to see MBTA coaches in Haverhill.

A follow-up on the noisy-trains-in-Acton story: the problem will be solved by moving the idling trains to a spur away from residences between the old and new stations (sounds like the stub of the Maynard branch). However, an MBTA spokesman said this was a temporary expedient; a permanent solution will come when service is extended to Fitchburg, eliminating the South Acton idling.

EQUIPMENT NOTES: ● 17 Paducah rebuilds are expected to start coming almost any week or day now; routing is via NW-D&H-B&M to Boston. ● Pullman-Standard coaches: 1 is here already; MBTA is expecting 4 more in January. When enough cars arrive to make up a train of 5 cars tests will be run and upon successful passing the remaining 55 cars will be accepted for delivery; all 60 are expected by next August. ● GO Cars: At least 12 of these are now in Boston (they come in every so often on ES-6). Conversion of 9 cab cars must be done before they can be operated, furthermore the GO cars will be compatible only with the Paducah rebuilds. Some of the GO cars already here have been used in test trains; one ran on the New Hampshire Route on Dec. 16. While the GO cars have rather Spartan interiors (and no Facilities) they do have a public address system and their air conditioning, heating, & lighting systems are in good order.

Coming this spring there will be some major modifications to South Side commuter rail operations. All service along the old New Haven mainline from Boston to Readville (once the Boston & Providence) will be suspended for a period of 4 to 5 years as the MBTA relocates the Orange Line rapid transit onto a new depressed railroad right-of-way from Cove to Forest Hills. It now appears that all service on the Needham line will be suspended for the construction period. This will accompany the razing of Back Bay Station (which by the way was renovated a few years back) to allow the construction of a new edifice to accommodate intercity, commuter, and Orange Line rapid transit trains on the same site. Intercity and commuter rail service on the Framingham line will not be effected through the construction period.

All trains that utilized the B&P will be rerouted over another ex-New Haven line known as the Midland branch (Former New York & New England) extending from South Bay Jct. to Readville Transfer through Dorchester and Hyde Park. The Midland branch is being renovated and the drawbridges over the Fort Point Channel (near Broadway Tower) are being rebuilt.

It is interesting to note that service to the local Boston neighborhoods of Fairmount (Hyde Park), Uphams Corner, and either Morton Street or Woodrow Avenue (in Dorchester) will be reinstated after many years of absence for an experimental period of 3 months. Because of the short travel time involved between those stops and South Station train tickets are to be sold at designated establishments in the communities to avoid the conductors' accepting time-consuming cash fares on the trains. Finally, the Midland branch right-of-way shall be fenced in to keep out trespassers and to help reduce vandalism.

(There has been talk about continuing train service to Needham throughout the time of the Southwest Corridor construction project. It seems that people would rather ride the train instead of making use of substitute bus service provided by the MBTA. Also under consideration is a shuttle to run between South Station and Back Bay Station while service on the present mainline is discontinued) — Jay A. Cashook

Why the sudden expansion of commuter rail? With the arrival of the new locomotives and coaches and the GO cars on lease there will be a sizable surplus of equipment. These days commuter rail service is a way for politicians to earn points, not in the old-fashioned knock-the-railroads style but in a modern positive approach. Finally, here is an energy-efficient way to move sizeable numbers of people — and provide rail and construction jobs — without tearing apart whole communities in highway construction. A prediction: In 1977 and 1978 the big B&M news was on the freight side; 1979 will be the Year of Commuter Rail.

B&Members — We welcome the following new members to the B&MRRHS: Frank H. Johnson, Tucson AZ; Silas B. Hayden, Waltham MA; Dave McMullian, Kettering OH; Richard Arms, Deerfield MA; Roger Colman, Lakeville CT; Ozro F. Rideout, Beverly MA; Theodore Haviland, 2nd, New London NH; Richard M. Joyce, Westerville OH; Robert Louie Bergeron, Pelham NH; William D. Allen, Watertown MA; G. R. Patalano, Bellows Falls VT. Welcome aboard, gentlemen!

BAYING BLOODHOUNDS Dept. — Missing member: Jay R. Ballard, College Park, MD. Send any info, on new address to Memb Sec. at Box 369, Belmont MA 02178.

THAT ADDRESS FOR NEWSLETTER ITEMS: John C. Alden, Editor, 11 Riverside Ave., Concord MA 01742

NOW THAT
WE'VE GOT
YOUR

ATTENTION

● SEND ADDRESS CHANGES to the Memb. Sec. at Box 369, Belmont MA 02178. It takes much longer for changes to get here from Reading. Postal returns cost money; the extra round trip for a Bulletin costs your Society \$1.06, and as we don't guarantee return postage on Newsletters those are lost. Here at Belmont address changes are processed the day they arrive. ●● Our Policy on Returned Bulletins: Once a Bulletin is bounced back (ouch!) to us, that addressee is dropped from the mailing list until we receive a correct address. ●● Back Bulletins & fulfillment Bulletins are sent out by the Business Mgr. per instruction from the Memb. Sec. However, all subscription problems should be brought to the attention of the Memb. Sec. ●● The Great Editorial Conference usually occurs the 1st weekend after the meeting, so best to get Newsletter items to John Alden (11 Riverside Ave., Concord MA 01742) by then or at the latest the middle of the 3rd week before the next meeting; type is generally cast by the 2nd weekend before the meeting's end. 90% of the time mailing occurs during the 2nd week before the meeting so address change to Belmont by 2 weeks before the meeting is a good rule. — TRE

How did the Boston & Maine ring out the old year? Some doings the last weekend of 1978: **B&Matters** W-2, the Worcester local, ran Friday with 5 engines and 60 cars (Joe Mulligan).. Closer in, the Bemis and Watertown branches both saw local freights and a high-and-wide extra (consist unknown) tied up the Fitchburg route with its careful progress westward, having to stop for all opposing trains.. Saturday RB-30 came out of Ayer with well over 125 cars, including 2 BAR locos. #77 & 78; 3 GP-40's on the point. AP-3 (2nd crew) ran via Lowell with a GP-40 and the bicentennial GP-38 #200 doing the honors. At Ayer NE-87 with another 3 GP-40's and a heavy train passed and ran ahead of AP-3; generally trains on Saturday were very heavy though very few locals ran. During the weekend the unit coal train ran with 3 helpers. Sunday, which was dreary and rainy, BM-7 left E. Deerfield with 3 CR U25's. Those hardy souls who traditionally do last-day-of-the-year train photography (though some of us "fudged" a bit) were well rewarded.

Passenger train stories: We are starting to hear reports that Concord NH - Boston service is under consideration, perhaps even negotiation. Service would be provided under contract from various municipalities and states. The idea appears to be catching on, and jokes are beginning to appear that the B&M might find itself making money off passenger service again, under contract, of course.

We now have the B&M's 3rd quarter and 9 mos. ICC report figures in hand. For the 3rd quarter balance for fixed charges \$941,000; fixed charges \$968,000, contingent interest \$188,000, net loss \$232K. For the 1st 9 mos. bal. for charges \$1,451,111, fixed charges \$2,906,000; contingent charges \$565,000 net loss \$2,070,000. At this time in 1977 net loss was \$4,029,000 and bal. for charges (def) \$975,000. Since that report we have learned from the B&M (Corp.) Newsletter that for October 1978 the B&M had net profit of \$509,978. Freight revenues increased 8% over October 1977; Oct. 1977 income was higher but inflated by payments for work performed in earlier months; excluding such payments Oct. 1978 did better than Oct. 1977. Taken as a whole, dare we hope? Income available for fixed charges? Put simply: the B&M must take in more than it pays out keeping itself reasonably operating (no deferred maintenance, etc.) to survive: Mr. Micawber's equations precisely. As the proposed reorganization plan wipes out the mortgage debt, replacing it with preferred & common stock, income for fixed charges translates to profit and money for improvements. Result: Happiness. 1978 is now over (this is 2250hrs. 3 Jan.), it's a photo finish, and we await the Judges' ('s) decision, in more ways than one..

No word yet on the Reorganization Court's decision on the tender offer for the 1st mortgage bonds or the Trustees' Certificates. With the tender offer the Judge's approval is the last step needed.

Unpleasantness Dept. — ML-2 derailed 22 cars near Bardwell's Ferry in Conway MA just after Christmas. Cause is under investigation; the derailment occurred in an isolated area so cleanup was difficult and not made easy by the rupturing of a tank car full of corn syrup. (Molly B. O'Connor)

EQUIPMENT NOTES: 1271 is now the only Alco running at East Deerfield and probably on the entire system ● The 2 44-tonners that were at E. Deerfield (B&M 119 & Springfield Terminal's engine) have disappeared. Anyone know where? ● F7B 4267B is in storage at Boston — winter is not prime gravel train season. Here's hoping for another year's service ● The B&M asked for and got permission to remove cab-signalling from the Fitchburg Route so F40PH's will run there, other operations will be effected by the change.

Notes on the Northern (of NH): Though the new subway cars for Boston have been going south over the Northern the transition cars seem to have returned north via the Fitchburg & the Conn. River. The Northern does see service regularly as far as Potter Place as a customer there does a good business.

Scott Whitney reports abandonment work on the Claremont & Concord from Newport to Claremont has stopped for the winter but will resume in the spring. Present end of track is near the twinspan covered bridge and the track has been removed from it. Interesting scrap train: leased B&M 50ft. flat to load the rails, tieplates, and fishplates on, a C&C (ex M&B, ex B&M) flat outfitted with a winch to haul up the rails, and C&C engine #18 (ex B&M 112). All the equipment is or once belonged to the B&M and now has the job of removing an ex-B&M branch line. Would one consider this to be a fitting way for the line to go or the ultimate slap-in-the-face insult?

Save Those New Hampshire Lines: Last spring the NH Transportation Authority was supposed to unveil an overall plan to save many B&M branch lines now scheduled for abandonment. By summer no plan had appeared and here's what happened: C&C began pulling up its rails. On the B&M Manchester-Rockingham Jct. line the crossing signals at the Rt. 101 crossing east of Epping were removed in June and the tracks paved over in August. Hillsboro branch is another line in limbo in the not too distant future. It appears what NH needs is a regional rail system like the P&W to save most of these lines. (Louis Beaudoin)

Conn. River Changes: Now it's the Conn. River's turn to undergo violent upheavals in service patterns. Gone are the familiar SJ's and JS's, to be replaced by CV's and CP's. These trains will be run as through trains with the respective railroads with pooling of power, and for the first time with the CP, runthrough of cabooses, by arrangement with the CP and its unions. Not so earthshaking as the symbol change is more just a recognition of past practice. More important is the abolition of SJ-5/JS-6 & JU-1/UJ-2; the two runs are combined in a new EW-1/WE-2 between E. Deerfield and Whitefield. An E. Deerfield-Springfield turnaround job ES-2/SE-1 has been established to handle the southern end. Only 2 trains will work the White River yard. The new symbol schedule opposite gives time details; it is noteworthy that some lines like the White River-Newport now see daytime runs.

White River Jct.'s little-heard-of Thursday & Sunday local between WRJ and Woodsville, J-1/2, has seen an upgrading of its service as EW-1/WE-2 do not have the time to do local work (12 hour law problems); J-1/2 sees daily service as far south as Springfield VT. (Scott Whitney)

NORTH COUNTRY NOTES The Conn. River Upheaval has also shaken the North Country. The G-3/4 local is abolished. Whitefield operations and beyond shape up thus: EW-1 comes into Whitefield; crew take rest on arrival. Another crew as X-1/2 is ordered at Whitefield for 1200 (ex. Sun.) with the same train plus cars from MEC at Whitefield. X-1 drops rear of train on main line at Wambek Jct. and heads to Coos Jct. with the Groveton block of cars (no caboose) to meet G-1 from Groveton, swap blocks of cars, change ends on the opwer and return to Waumbek Jct. Here block of cars from Groveton is left on the branch and rest of train taken to Berlin. On arrival at Berlin ca. 1700-1730 entire train is dropped & another train is made up ready to leave with another buggy. The Berlin Mills Ry. makes up & blocks a train onto a caboose left at Berlin each day. After lunch break crew leaves as X-2 about 1800-1830, pick up block of cars left on branch at Waumbek and go to Whitefield. WE-2 due to leave Whitefield at 2100.

G-1/2 now runs to Coos Jct. and return after doing the mill switching at Groveton. The Berlin Mills Ry. is to gain an SW 1100 class unit in the deal on a lend-lease arrangement for blocking the train at Berlin. More on J-1/2: out of WRJ at 0800 M-W-F to Bellows Falls south & return; T-T-Sa to Apthorp & return and the Blackmount branch when required.

These changes have hurt the operating men on the north end with a reduction of crews but have improved the railfans' trainwatching hobby. GP-38's AND GP-40's now come as far as Coos Jct. and into Berlin along with CR ex-PRR buggies. No CR engines, yet.

Several instances were reported last fall of the B&M's and the GT's trains crossing at the big bridge just north of Gorham. At this time of year it's always in the dark but if the B&M keeps the present schedule next spring and summer the event would occur in daylight. (John B. Egan)

BOOK REVIEW The ABC's of Model Railroading, Kalmbach Publishing Co., 1027 N. 7th St., Milwaukee WI 53233. Price: \$4.00. Also available in hobby stores. (Reviewed by Dick Symmes)

Here in one 72pp., soft-cover volume are the answers to most questions that beginners have about model railroading. Appropriately, each chapter is a letter of the alphabet instead of a number. The novice is guided through all of the basics, from a general outline of what model railroading is about, what to start out with, track, wiring, scenery, maintenance, etc., to a conclusion that will hopefully permit him (or her) to avoid the common pitfalls that lead to discouragement and possibly abandonment of the hobby.

The volume is well thought out and lavishly illustrated with both black & white and full color photos, as well as drawings and diagrams. The step-by-step explanations, if followed carefully, will almost guarantee success in any project undertaken.

Much of this material has appeared from time to time in the pages of Model Railroader magazine but here we have it all in one easy to follow compendium. Even more advanced hobbyists may wish to use this book to brush up on some of the more recent techniques. Definitely a good value.

The Rocket is off and running — and dying a second slow death, or better, stillbirth. It first **CV**Views appeared 11/27 and went through Belchertown sporting 1 engine, 1 car, & 1 trailer. At times in early December the Rocket was combined with CV 444 or more often going to WRJ on 390, then to Brattleboro & Palmer. So the Rocket is alive, at least in name, though the situation may have improved since then. (Mike Banas and Scott Whitney)

INFORMATION WANTED Need any space pictures & info. concerning the line relocation & building of the new B&M high bridge in Claremont NH in 1930. When the line was relocated the roadbed was raised ca. 20' & crossed the old roadbed from west to east if going north. Info is needed on how this was accomplished without cutting service for a long time. The angle of the crossing would seem to rule out a trestle. Also needed are track arrangement diagrams of Claremont Jct. & the line prior to and after the work. — Scott Whitney, 230 Broad St., Claremont NH 03743.

MEChatter

The Maine Central has received 150 new boxcars from FMC Corp. of Portland — Oregon. Maine Central received 250 boxcars from FMC in 1974 and 500 in 1976. Another order for 150 100-ton capacity boxcars has been placed with FMC for summer 1979 delivery. The new 75-ton capacity, 50'6" cars feature ten-foot sliding doors and cushioning devices. Maine Central's car fleet now totals 4,154, including 3,321 boxcars.

P&WANDERINGS Molly B. O'Connor has sent us an article from the Worcester Telegram that sheds some light on the P&W's financing of its new boxcars from ITEL. P&W General Manager Orville R. Harrold is quoted: "Our deal with ITEL is that they will get the rental income until the equipment we received from them is paid for. After it's paid for, within 8 to 15 years, we'll split the rentals on a 50-50 basis. Since the life of a freight car is about 40 years we'll have some substantial long term income after the equipment is paid for." The P&W also had acquired some new trailers and flats for piggyback.

BOOKS Two books worth noting: Maine Central Diesel Locomotives, by Edwin B. Robertson, available from the author, 198 Saco St., Westbrook ME 04092. PRICE: \$4.00 postpaid, Maine residents add 20¢ sales tax. A useful reference source. ●● Two Feet Between the Rails, By Robert C. Jones, the complete story of the Sandy River & Rangeley Lakes Railroad. Deluxe edition, 416 large-format pages 20 full-color pages. Prepublication offer has expired (Price was \$35), book is being published by Sundance Publications Limited, P. O. Box 597, Silverton CO 81433.

B&Marketplace

We publish ads by members as space permits. Please keep them as short as possible & send them on a separate sheet of paper. Don't forget to include name & address. We may edit ads to fit them in & can't guarantee the running of an ad.

● WANT to buy B&M, Maine Central, and Rutland dining car china. J. Martin, 1923 West 11th St., Brooklyn NY 11223

COMING EVENTS "Southern New England Great Circle Trip", Saturday April 21, 1979. Boston-Springfield-New Haven-Boston. Specially chartered Amtrak excursion train. Options include side trips to the Valley Railroad for chartered steam train operations & open window coaches, or to historic Mystic Seaport. Write for details to: Mass. Bay Railroad Enthusiasts, Box 136, Ward Hill MA 01830.

------(detach, if desired)-----

SYMBOL FREIGHT SCHEDULE The following schedule shows the state of things on Jan. 2, 1979, the first day the re-symboling of the Conn. River was in effect. Perhaps more important than the leaving times are the crew reporting times which generally are 30 to 45 minutes before departure; if things are ready the train may leave early. Trains are often set back or cancelled; extras are run, and arrival times are often very tentative and vary with load and day of the week. Thus some of the arrival times are left out; most important are the leaving times.

SYMBOL	RUN	FROM-TO	Lv.	Arr.	SYMBOL	RUN	FROM-TO	Lv.	Arr.
NY-10	Daily	Rott. Jct. -E. Dfld.	1300	2200	NE-87	Daily	Rigby-Mc'ville	1100	2000
RB-30	Daily	Rott. Jct. -Fitchbg.	2200	0630	BR-21	Daily	Rigby-Fitchbg.	2000	0200
	"	Fitchburg-Rigby	1100	1945		"	Fitchbg. -Rott.	0230	1100
ML-2	Daily	Mc'ville-Lawrence	0930	1930	RL-1/LR-2	ex. Sun, Mon.	Rigby Lawrence & rtn		2300
NE-84	Daily	Mc'ville-Rigby	1400	2300	DB-10/BD-9	ex F, Sa	Dover-Boston & return		2300
AP-4	ex Sat	Mc'ville-Boston	1800	0200	LM-1	Daily	Lawrence-Mcv.	1330	2330
	Sat	" "	2000	0400	YE-7	ex Sa	Manchstr. -E. D.		2000
ES-6	ex Sat	E. Dfld. -Salem	2130	0500	SE-5	ex Sa	Salem-E. Dfld.	2100	0700
EY-8	ex Sat	E. Dfld. -Manch'r	2000		AP-3	Mon-Th	Boston-Mcville.	2130	0630
						Sat 1st	" "	0130	1030
						" 2nd, Sun "	" "	1230	2130
					AE-9/EA-10	ex Su, M	Ayer-E. D.	2000	& rtn
WE-2	exSu	Whitefield-E. Dfld.	2100		CV 447	Daily	Springfld. -WRJ	0900	
8904	Daily	Newport-WRJ	1800	2130	SE-1	exSu, M	" -E. D.	1030	
CV 390	Daily	WRJ-Springfld.	1630		CP 917	Daily	" -WRJ	2000	
CP 904	Daily	WRJ-Springfld.	2200		EW-1	exSu	E. D. -Whitefield	0400	
ES-2	exSu, M	E. D. - "	0730		8917	Daily	WRJ-Newport		

8 A.M.