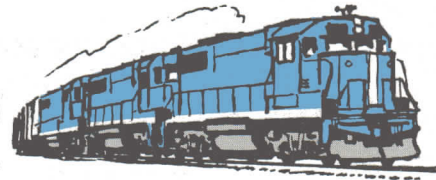
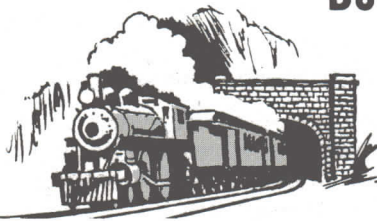


# Boston & Maine Railroad Historical Society

*Incorporated*

## NEWSLETTER



P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

February 22, 1979

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

**MARCH MEETING:** Saturday, March 10, 1979, 8 PM, First Parish Unitarian Church, Woburn Square, Woburn, Mass. Our guest speaker will be

Bradley Peters, Vice President, Maine Central Railroad Company

This should no doubt prove to be a very interesting meeting. Members' guests are welcome, too!

**APRIL MEETING:** Saturday, April 14, 1979, 8 PM, First Parish Unitarian Church, Woburn, Mass. Mr. Edwin B. Robertson will present a slide show. Mr. Robertson is the author of several books, including two MEC roster books (one steam, one diesel) and one on Crawford Notch railroading.

● 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 February monthly meeting of the B&MRRHS was called to order by President Leroy C. Hutchinson on Saturday, February 10 at 8:05 PM in the First Parish Unitarian Church, Woburn, Mass. There were approximately 65 members and guests in attendance.

The Secretary's report was read and accepted.

The Treasurer's report was read and accepted.

Richard Symmes reported that paste-ups are ready and type has been set for the Winter 1978/79 issue of the B&M Bulletin, which he expected to be out by the end of February.

Newsletter Editor John Alden requested material for the Newsletter. He also indicated that there probably will be many responses to the question of when the last revenue steam ran on the B&M.

Program Chairman Joseph Shaw reported that Bradley Peters of MEC will speak at the March 10 meeting, and that a slide show will be presented at the April meeting by Edwin B. Robertson. Joe also reminded those who plan to attend the June 16, 1979 meeting and who have not sent him a completed questionnaire from the November Newsletter to do so as soon as possible.

There was no old business.

There was no new business.

The business portion of the meeting was adjourned at 8:13 PM.

After the business portion of the meeting Dr. Collins presented a slide show of New Zealand narrow gauge railroads.

Respectfully submitted,  
(signed) Forrest Mack, Secretary

**COMING** March 25, Train-O-Rama, Holiday Inn, Hathaway Rd., New Bedford, MA. 11AM-5PM. Dealers, exhibitors, live steam, operating layouts, etc. All scales, all gauges, all ages. Adm. adults \$1, child 6-12 50¢, family maximum \$3, under 6 and senior citizens free.

**EVENTS** March 31, Model Railroad show & Open House, 10AM to 5PM; convention 9AM-5PM. Also evening program and banquet. Hub Division of the National Model RR Assn. At Fort Devens Sports Arena and Officers Club. For cost and full details send long self-addressed stamped envelope to G. E. Owens, 238 Sudbury St., Marlborough MA 01752.

**OF** April 21, Southern New England Great Circle Trip. See enclosed flyer. **SPECIAL DETAIL:** Mass. Bay RRE has had written confirmation from Amtrak that the extra will run from North Haven to Shore Line Jct. using freight-only trackage via CEDAR HILL YARD!!

**NOTE** June 2-3, Wolfboro Branch RR Club Model RR show, Masonic Hall, Glendon St., Wolfboro NH. Displays, Dealers, oper. layouts, etc. Adm. \$1 adult, 50¢ child. Info: David Collinge, Railroad Ave., Newfields NH 03856. Tel. 617-778-8461.

● That address for all Address Changes: Memb. Sec., B&MRRHS, P. O. Box 369, Belmont MA 02178 ●

SPOTLIGHT ON BOSTON & MAINE HISTORY - (from Boston & Maine RR Employee Magazine)

50 years ago MARCH 1929, Vol. 5, No. 12, Front cover shows young man fishing in hip-boots in river.. "Rehabilitating New England Lines" C. S. Monitor gives glowing account of progress made in improving both the B&M and NYNH&H, new industries brought to New England, hoped that tourists will be encouraged to tour this area by train.. "Safety Rallies Go over Big", held on the Terminal Div., Manchester NH, White River Jct., Greenfield MA, well attended.. "Our Waterfront at Boston" by J. W. Rimmer, Asst. Frt. Traffic Mgr., detailed description of piers, etc. for handling overseas traffic, photo of 3 ships loading at Hoosac Tunnel Docks.. "Our new 200-ton Railway Crane" by C. B. Smith, Eng. of Tests, #M-3365 will be stationed at E. Deerfield, brief account & photo.. "Do You Know Your Stations?" listing stations of same name but in different states; also listing junction points with query: name RR's at each junction.. "Yes, Pipes Do Float" 200-ton sections of pipe floated into position on the Millers River (Charlestown & E. Cambridge), 2 photos of operation.. "New Switchers and Steel cars Purchased", 5 more 0-8-0's from Baldwin (photo of #640) & 10 steel combination baggage & mail cars from Osgood Bradley.. center spread concerns new North Station, fame is spreading to other RR's who are inspecting the ticket office, waiting rooms, etc.. "Old Fitchburg Tower at North Truro", one of 4 towers from old Fitchburg RR Depot bought by Atty. Harry M. Aldrich and removed to N. Truro, MA, now located ca. 1/2 mile S. of Highland Light, 300 ft. from shore, took 3 months to move stones on flat cars to North Truro...

25 years ago MARCH-APRIL 1954, Vol. 22, No. 2, Annual Financial Report Edition, front cover night view at McVillage NY with diesel #1503.. inside RDC entering east end of Salem MA station; steam train leaving N. Sta.. "A Message to the Boston & Maine Family" by Pres. T. G. Sughrue stresses need for economy & efficiency in operating the RR, 1953 was better than 1952 but many problems remain, need for salesmanship to sell our services, etc.. "The 1953 Financial Story of the B&M" by Cliff Somerville, Editor, 1953 net income \$721,506, rate of return 2.2%, freight revenue \$67,435,450, passenger \$11,396,789.. photos show RB-2 passing N. Adams with 4218 on the lead, air view of N. Sta., interior of renovated ticket office at Fitchburg, unusual cargo at Mystic Pier for Liberia, 65-ton diesel loco. from Canada.. promotions Herbert E. Bixler Asst. to the President, Whit Haynes to Gen. Supt. Trans., T. R. Quick to Supt. Fitchburg Div., and Henry Livingston Asst. Supt. Fitchburg Div., Greenfield MA.. Lawrence J. MacNamara awarded 50-year pin by A. A. Shaw, Pass. Traf. Dept. Chief, Atty. Richard W. Hall retires, Chief of personnel.. center spread lists 50-year employes in active service 252 men, 3 women.. photo of James C. Bingham (who passed away recently at Munsonville NH); photo of Frt. Traf. Rep. Dwight A. Smith, Jr. shoveling out his car in N. Conway...

LAST STEAM As we guessed, we've gotten a lot of response on this one. Russ Munroe, Ralph Phillips, and George Dimond all write that engines 3662 and 3654 made the last steam runs on Monday morning July 23, 1956. On Friday July 20th at least 2 steam trains ran to Marblehead (and Danvers (?), the Marblehead run is sure) and deadheaded to Salem where as the weekend trains were diesel 3662 & 3654 laid over to Monday morning; one of them was the last into Boston after deadheading to Marblehead to take a commuter train to Boston on July 23rd.

Mr. Dimond gives us further details on the last days of steam: June 29th 3654 and 3662 did Boston-Marblehead, 3672 did the Saugus branch, and 3623 went to Danvers via Wakefield Jct. Use of the engines brought about by a shortage of diesels due to heavy vacation travel and many "camp extras". July 8th 3662 and 3672 were at Salem over the weekend; July 15th no steam at Salem. By Aug. 25th 3654, 3662, 3672, & 3673 were at Billerica awaiting disposition. On Sept. 24th 3622, 3623, 3654, 3662, 3672, 3673, and 3687 were hauled west over the Fitchburg Div. to be scrapped; this was the end of the P-2 class. Only 622 and 3713 were left on the steam roster.

Mr. Dimond has no further knowledge of 622, but 3713 ran from Billerica to Boston Jan. 7, 1958 (presumably under steam) for potential snow melting service. On July 19, 1958 3713 was hauled in local freight to East Fitchburg engine house where it was stored until delivered to Nelson Blount.

**B&Marketplace** We publish ads by members as space permits. Please keep them as short as possible and 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.

- WANTED: B&M Bulletin prior to Vol. VI, 1. Please advise price. Also color slides B&M equipment from 1940's, early 50's. F. Bruhn, 91 Dartmouth Dr., Lexington OH 44904.
- WANTED: B&M employes magazines: Winter 1943, May, Sept. & Nov. '44; Jan. Nov. & Dec. '45; Jan. & July '46; Jan. '47; Aug. '48; Feb. & Sept. '49; Jan. '50. Advise condition & price. Rick Conard, 25 Rich Valley Rd., Wayland MA 01778
- SELLING good part of RR collection including hardware, timetables, mags, paper material. Trolley material also. Years of collecting material. Russ Munroe, 6 Mill St., Middleton MA 01949, 774-4785.

**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 $\frac{1}{2}$ " 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 — Guess who's going to Haverhill? Commuter rail. The MBTA and the Merrimack Valley Regional Transit Authority (MVRTA) have reached agreement to extend rail service to Haverhill via Reading. The contract calls for a "peak time" schedule of rail cars with off-peak bus service Haverhill-Reading provided by Trombly Motor Bus Co. MVRTA is now applying for federal funds via capital grants to upgrade the Reading-Wilmington Jct. line with new ties, ballast work, and reinstallation of block signals. Startup for service would be July or August with service to Methuen possibly by year's end. A major park & ride facility is planned for an abandoned discount store lots on Rt. 213 in Methuen just this side of the state line and readily accessible from I-93 and I-495. Equipment would initially be GO coaches. MVRTA will designate stops and there is some idea that new locations for some might be in order. Last large-scale Merrimack Valley area operations were in 1964; 15 trains a day in and out of Haverhill carried 1100 people each direction a day. Population in the valley has grown tremendously since then. (William Pacino)

Some Boston commuters are being driven into town by a woman! Ida Degani, 29, is one of four woman locomotive engineers in the US. "It takes headwork, not physical strength, to drive a locomotive" she told a C. S. Monitor reporter. She starts her day with a 5:30 AM run to Providence and is back in Boston by 10:30; she runs to Framingham in the afternoon. Her passengers were apprehensive upon seeing a woman in the cab, but a week of getting home safely—and on time—took care of that.

At least one F10 is now in service running on the Framingham line; the first run was indeed Jan. 25th, in the pouring rain, an hour late because of flooding. As GO control cars for push-pull service aren't yet ready the train must be turned on the wye at Framingham. GO coach review: seats are low and placed in a knee to knee configuration; doors are automatically operated; sanitary facilities are lacking. It should be noted the GO cars were built for metropolitan Toronto operation and were patterned after subway cars built for there in the 1960's. For a change though the cars are bright, clean, evenly heated, and in good condition.

This Just In: A 3-alarm fire yesterday (2/25) did ca. \$100,000 damage to Boston's South Station. Fire broke out in vacant office on 3rd floor which was undergoing renovations and spread to 4th floor, damaging several Amtrak offices. No damage to concourse, which continues in use; no injuries reported.

**B&Matters** Nothing can quite compare with that electric start that comes when during a far-off storm a bolt of lightning suddenly, unexpectedly strikes very, very near; it commands attention in no uncertain way and dominates the mind as nothing else can. With our space constraints our first duty necessarily is to the B&M, often much to the exclusion of news from outside. Thus we've passed over the Amtraking of the Crescent and the Chessie-SCL merger; the idea of massive restructuring of the Amtrak system was merely a distant storm threatening the western part of our country. Splendid New England insularity. But no longer: our Montrealer is on DOT Sec. Brock Adams' endangered trains list: he proposes to eliminate the only Amtrak train on B&M rails as part of his cutbacks.

The best on-time record by Amtrak's own admission on its entire system is on the B&M portion of the Montrealer's run. A train with proven patronage that has been increasing. Greenfield MA was at the point of voting funds to build a station platform, all that Amtrak required to have done to begin stopping there. A proven market: people board and leave at Northampton in the wee hours of the morning; space is often difficult to book on the train demand is so heavy. The matter is gravely serious, though there are suspicions the list is politically motivated: answer Amtrak's critics by threatening those runs in the bailiwicks of the most powerful (W. Va. (Sen. Byrd) and Georgia (you know who) were especially hard hit); the usual result: restoration of cuts. Severance payments would wipe out most savings from cuts; with tight oil times approaching now isn't the time to abandon passenger rail. Rerouting of some trains might well be a good idea to better serve some areas; other runs might as well go with such sparse patronage (though these are often the "political" runs). But the Montrealer! Its elimination never before even hinted at; hardly anyone had suspected it. At this juncture we must remark that it is one's civic duty to keep one's representatives apprised of one's views on the vital issues of the day.

Bud Horton notes too that there is a bit more through traffic on the Manchester-Rockingham Jct. line. The Wednesday local frequently goes through to Rockingham Jct.; the last several months have seen a freight extra going thru to Rockingham Jct., usually on Sunday. He notes this increase is due to traffic to Seabrook for the nuclear power plant being built.

Hillsboro Branch Happenings, by Richard Putnam: Local freight N1/2 still works the line daily although the paper mill in Bennington (the only regular customer west of Wilton) is serviced pretty much on a Mon./Wed/Fri. basis dependent on the weather; a stormy Monday will precipitate a Tuesday run. This all amounts to about a dozen cars in and out each week west of Wilton. The wig-wag crossing signal mentioned last month as just west of Richardson guards Jones Crossing and is sporting a fresh coat of paint as of last summer. It was relettered by hand making it look a little crude, but it's still working faithfully. The former B&M freight house in Wilton has been sold to the Wilton Telephone Co. for warehouse space; the station, which for many years has housed a medical center, is now for sale.

EQUIPMENT NOTES: GEEP-40 FOLLIES: Mike Lennon reports GP-40 #314 ran on the Goffstown branch on Oct. 30, 1978. The train never went over 10mph on the branch's 72-lb. rail, which bent under the locomotive's weight, at times coming up to an inch of the fuel tanks ●● BOXCAR DEPT.—In 1979 the B&M expects delivery of 10 insulated 70-ton boxcars, 50 double door 70-ton boxcars, 100 70-ton boxcars, and 25 100-ton boxcars, all new ●● The Mechanical Dept. also performs a large amount of repair work on foreign cars billable to their owners. Under AAR interchange rules this work amounted to \$1,621,000 for 1978; comparably the B&M paid out \$986,000 for repairs to its cars done by other companies. (B&M Newsletter) ●● F7B 4267B is back in business working out of E. Deerfield (see Conn River section)

Effective February 4, 1979 the B&M is a member of the National Freight Car Clearinghouse, which allows the B&M to use general purpose XM boxcars, GB gondolas, and FM flat cars without restriction. The other member roads are the ATSF, CR, ICG, L&N, MILW, MP, RI, and SCL. In general, all clearinghouse cars may be loaded as if they were B&M cars. In addition, all car service rules pertaining to clearinghouse cars, including car assistance directives and car relocation directives, are suspended as of Feb. 4th. The B&M will benefit most when clearinghouse cars are loaded to destinations on clearinghouse roads, but clearinghouse cars may be loaded to non-clearinghouse roads if clearinghouse road loads are not available. This will give the B&M greater flexibility in car utilization.

The B&M has once again as required run ads in area newspapers detailing the lines whose abandonment it anticipates applying for over the next 3 years, this time for the Boston area. Included are the Central Mass., Marlboro, Watertown, Bemis, Hollis, Greenville, Maynard, Tewksbury, and Wakefield-Danvers branches; the Fitchburg freight cut-off, doomed by the Red Line extension, is also included. While this does not necessarily mean all the lines would be abandoned some are already being applied for, others like the Maynard branch (good-sized tree trunks between the rails) are already de facto abandoned; most see little traffic. A few are surprises; the Bemis branch (the western end in Waltham of the old Watertown branch) with its two timber trestles over the Charles River sees a good business. As some of these branches are owned by the MBTA abandonment would not necessarily threaten rail-removal.

The Conway Scenic Railroad's passenger count for 1978 was up 20% over the 1977 count and 80% over 1976. This is the way to run a railroad! (B&M Old Wheels)

This morning (Feb. 26) the B&M ran a circus extra from Worcester to Rotterdam Jct. The Monte Carlo Circus, affiliated with Ringling Bros. Barnum & Bailey, after a run in Providence came up on their train over the P&W to Worcester. Query: was this the first circus extra for the modern P&W?

**NORTH COUNTRY NOTES** EQUIPMENT—(by Richard Belanger) On Jan. 31 train EW-1 came into Berlin with GP-40-2 302 and GP38-2 208. On Feb. 7 EW-1 came into Berlin with CR U33B 2961 in freshly painted blue with CR logo and emblem and a B&M GP38-2. Feb. 9 EW-1 had B&M GP40's 301 and 305. No more CR cabooses since the end of Jan. There was quite a variety of them though while they did run including a brand new N-21 bay window built 6-78 by Fruit Growers Express, an ex-EL bay window, some ex-NH N-6C's, plenty of ex PRR N-5C's and N-5E's, and some ex-NYC bay windows.

Before everyone runs up here to the North Country, let me say there are plenty of B&M GP-9 1700's thrown in on EW-1 and plenty of B&M-restricted cabooses. Chances are you'll be disappointed if you set your hopes too high (though you never can tell!).

**B&M Members** We welcome the following new members to the B&MRRHS: Kenneth H. Healy, Ottawa, Ontario; David H. Brewster, Boston MA; David Masiello, Boylston MA; C. Porter Atherton, Inverness, Scotland; Edward R. Brown, Beverly Farms MA; Charles Weymouth, Merrimack NH; Robert F. Mosher, Latham NY; Henry Bowden, Kittery ME; Charles B. Nichols, Anderson SC. Welcome aboard the B&MRRHS, gentlemen!

**B&Matters (con'd)** FINANCIAL NEWS—The B&M's Trustees' ICC report figures for 4th quarter and entire year 1978 are just in, published in Moody's Transportation News, issue of 2/23/79. 4th quarter 1978 figures (K=1000; 1977 figures in "()"): freight revenues \$23,029K (\$20,652K); total operating revenues \$24,484K (\$23,001K); operating expense \$24,744K (\$23,802K); other income \$1,308K (\$988K); net loss for the quarter \$368K (\$1,585K); bal. for charges \$813K (def. \$568K).

How does the year shape up? Freight revenues \$86,210K (\$82,255K); all op. revenues \$91,522K (\$87,931K). Total op. expense \$93,265K (\$92,503K); other income \$4,796K (\$4,171K). Balance for fixed charges after misc. deductions \$2,264K (def. \$1,542K); fixed charges \$3,883K (\$3,270K); contingent interest \$753K (same). Net Loss: \$2,438K (\$5,614K). (NOTE: As the fixed charges figure is larger than the 1st mortgage bond interest & lease rentals we suspect this figure now includes equipment lease charges, such as those for the GP40's; the ICC lately has been changing its report requirements right and left.) The key to this improved performance appears to have been good cost control while increasing revenues; transportation expense actually decreased slightly (!) in 1978, according to the ICC figures.

Yes, there was income available for fixed charges, for the first time since 1967, \$2,264,000 worth. Even when one subtracts the non-mortgage interest and non-rental charges from the fixed charges to get the amount available for bond interest & rentals there is income available; rough calculations indicate about \$1.3 to \$1.5m. The new capitalization proposed in Dec. 1975 (\$19m. in 8% preferred, \$14m. in common stock, \$10 par) had dividend requirements of \$1.52m. so the B&M is edging toward profitability. There is light — finally, after 20 years — at the end of the tunnel. Many thought this impossible, and drew up plans for the B&M's dismemberment. The conventional wisdom said Join ConRail; EL and Reading fled to the obliterative annihilative embrace of CR, leaving the B&M (with less of a chance then of making it than those lines, though this is a matter of opinion) alone to oppose the conventional wisdom. Now, a few years later, conventional wisdom may need to be changed. The B&M is by no means out of the hole; these results must be sustained and improved upon if the B&M is to emerge victorious and enter into that select circle of profitable railroads.

The B&M has just sent out press releases stating that Judge Murray, who is overseeing the B&M's reorganization, will announce his decision on the B&M's proposed tender offer for its 1st mortgage bonds at 80 within the next ten days.

**CONN RIVER** There's a new restaurant with a railroad connection: the Trolley Stop on Main St. in Charlestown NH; the name comes from the Springfield Terminal Ry.'s electric operation between there and Springfield VT from 1897 to 1956; passenger operation ended in 1945. The new owners commissioned Springfield artist Richard Hitchcock to create a replica of a ST car for their sign. The sight of the finished product, 10 ft. long, almost 3 ft. high, alight and appearing to fly into the night is almost enough to make one hear the air whistle of the old trolley moan again. (Edward R. Morse)

Scott Whitney reports that CR units have been working on the Conn River, mostly 1900 series GE U-boats, and getting used on all trains. Numerous EJ, JE extras have been run and they have been a target for GP-40 use. F7B 4267B which is now in EDF has been used for power in conjunction with local E5/6. The reason is that extra power is needed for the local's climb out of ED yard and the run to Mt. Tom to the power plant. The loaded oil cars (the Hartwell-Boston series that originates on the E. Boston branch along Chelsea Creek and goes west on SE-5) go south which dictates the added power. Lead unit is almost always SW-1 1127 because of its MU. The B unit is cut off while the switcher works the Easthampton branch (also has run on the Wheelwright branch) and is picked up on the local's return but not usually MU'ed on the trip back. 4267B seems to be well-suited for this job as not much horsepower is needed and no cab is either. CP power is also being run down to the south end now as on 2/11/3 CP century 424's left EDF for Springfield, quite a sight to see.

Equipment Notes, con'd — Early this week an F10 and a train of GO coaches were to run on the Reading and Eastern routes to test for clearance restrictions. Chief problem is the cars' steps, we hear.

● As of 2/17 B&M SW-1 1115 is leased to the Green Mountain for the Keene NH area switching.

NEWS, etc. Send all items for the Newsletter to: John C. Alden, Editor, 11 Riverside Ave., Concord MA 01742. This is your Newsletter (tho we write it) and as this issue clearly shows, you're the ones who make it happen. Our schedule is based on the following meeting's date, the editorial conference takes place the 3rd weekend before the meeting so try to have stuff to John by then; absolute closing comes on the 2nd weekend, writing and typing are usually well underway or even done by then.

**SYMBOL CHANGES** There are reports that the B&M will soon go to a new style of train symbols using 2 letter origin & destination symbols with various alphanumeric codes to indicate various things, much like ConRail's jawbreakers like SEBO9A. Enjoy the simplicity of NE-84 and AP-3 while you can; RTRG? anyone? We'll probably have to run a new schedule next month because of this!

Changes as of 2/25: Abolished are LM-1, ML-2, RL-1/LR-2. New train: NE-1, lv. Rigby 0130, Fitchburg 1000 for Mc'ville; NE-2 lv. Mc'ville 1000 (officially, 1200 more like it) for Fitchburg and Rigby. NY-10 lv. Rotterdam Jct. 1400; RB-30 lv. Rott. Jct. 2230 for Fitchburg & Rigby, BR-21 goes to Rott. Jct. again. CONN RIVER: CV 390 lv. White River Jct. 2130, CP 904 lv. WRJ 0600. CV 447 lv. Springfield 1300, CP 917 lv. Springfield 0200; 8917 lv. WRJ 1000 for Newport VT.

**AFTERNOON AT E. DEERFIELD** 2/17/79: East Deerfield, Mass. Action very heavy this PM. Mc'ville-Ayer extra came in with a pair of B&M GP9's led by a pair of CR U33B's. ES-2 left with a trio of B&M GP9's and 6000 tons. CP 904 had a trio of B&M GP9's also. An Ayer-Mechanicville extra came in with a B&M GP9 and a CR GP35, the CR GP35 plus all the cars except one tri-level were dropped and the AM extra left with a GP9, tri-level, and caboose. NE-1 came in with a GP40-2/GP38-2/GP38-2 lashup. CV 447 had a flashy lashup of four CV Geeps. Local E-4 came in with NW2 1212 still in the original black with red stripes. All this action happened from 3-5 PM, not bad!! (J. Armstrong)

**NEW ENGLAND ROUNDUP** Lamoille Valley — Operations: Assignment #1: Morrisville-St. Johnsbury & return. Lv. Morrisville 1930, Sunday-Friday. Assignment #2: Morrisville-Fonda Jct. & return. Lv. Morrisville 0830 Monday-Saturday..The LVRC will be getting 100 more 50-foot boxcar from REX this spring. (Jack Armstrong)

**Grafton & Upton** — The Grafton & Upton RR (North Grafton on the B&A to Hopedale) has been sold by Rockwell International to TORCO Inc. and several other partners; purchase price was about \$100,000. The guiding force behind the new operation will be Miriam and Cornelius J. Lucey, Jr. of Shrewsbury, who have long experience in shipping, and have several other business ventures in warehousing, air freight forwarding, and trailers. Mr. Lucey started his career in RR's working over 10 years with the NYC as a district salesman. They plan to acquire available land along the G&U for future development or induce industries to locate on the line and use the Grafton & Upton to ship their freight. (Molly B. O'Connor)

ORGNANIZWJTION  
NON-PROFIT

(February 1979)

P.O. BOX 302 • READING, MASSACHUSETTS 01867

