

P.O. Box 302, Reading, Massachusetts 01867

John C. Alden, Editor

AUGUST 1979

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

AUGUST MEETING: Saturday, August 11, 1979, ca. 8PM, Stall Four, Conway Scenic RR Roundhouse, North Conway NH. The program will be presented by the 470 Club (Portland Div. RRE); this meeting will be in conjunction with other festivities that day at the Conway Scenic Railroad:

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— Train Departures August 11 & 12: 11AM, 1PM, 2:30, 4, & 7PM. A special fare of \$2.50 will apply all day Saturday to any card-carrying member of the B&MRRHS; cards expiring in 1979 will be accepted. If conditions permit the 4 & 7PM Saturday runs may be steam double-headers.

— Special Run: leave N. Conway 5:15 for Intervale (MEC) & return. Special fare \$1.00.

— Cab-Ride Prize: We will hold a drawing with 5 winners, each to get a cab ride on one of the 5 Saturday runs. "Tickets" were in last month's Newsletter. 5 Runs, 5 Winners.

SEPTEMBER MEETING: Saturday, Sept. 8, 1979, 8PM, First Parish Unitarian Church, Woburn Square, Woburn, Mass. Entertainment will be put on by David Hutchinson who will put on a B&M show.

OCTOBER MEETING: Our B&M Modelers' Night. Saturday, October 13, 1979, 8PM, First Parish Unitarian Church, Woburn.

Our regular meetings are held the second Saturday of every month at 8PM 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. & Rte. 38 several blocks north of the railroad stop.

DUES
ARE
NOW
DUE

DUES for the 1979-80 membership year are now DUE! Annual dues are \$10; conversions to life membership are \$100. Make checks, money orders, etc., payable to the B&MRRHS. Please let me know of any necessary corrections to name or address. Cutoff for non-renewal will be with the November Newsletter (meaning ca. Nov. 1); the Fall 1979 Bulletin will go only to the Renewed. Send your renewal payments to: T. R. Engel, Memb. Sec., B&MRRHS, P. O. Box 369, Belmont MA 02178.

B&Memos The Society's newest book entitled Moguls, Mountains, and Memories: A Gallery of New England Railroading North and West of Boston is rapidly nearing completion and should be available by early this fall. This will be a 128-page softbound book in 8½x11" vertical format containing photographs of the Boston & Albany, BAR, B&M, CPR, CV, GT, MEC, and a number of shortlines from 1945 to the present. Covers will be full color plus there will be another two or three color plates elsewhere in the book. Featured will be work by Jack Armstrong, Ben Crouch, Stan Bolton, George Corey, Phil Hastings, Ron Johnson, Don Robinson, and others. Price will be in the \$10 to \$12 range with proceeds to support the publication of a book on B&M steam power in the spring of 1980. Keep your eye on the Newsletter for additional information on both of these publications.

TRACKSIDE STRUCTURES RECORDING PROJECT We still have openings for many of you to assist in our effort to get these buildings on film before they disappear. If you can take a snapshot you're eligible; we're not trying for portraits, just pictures. If you live near one of the branch or mainlines or abandoned branches you are in a good location. We have offers from twenty people to participate so far; many more are needed. For instance, it will take up to ten to cover Metropolitan Boston — to date we have only one. We must move quickly to stay ahead of the vandals and wreckers. Write to Gene Prowten, 132 Stow Rd., Boxborough MA 01719. Enclose a stamped self-addressed envelope, business size.

COMING
EVENTS
OF
NOTE

SEPT. 13-16, each day 4-hour round trip on former Erie Wyoming Div. main line Avoca to Lackwaxen behind CP steam loco. #972. Write Stourbridge Lion Sesquicentennial Comm., 100 Fourth St., Honesdale PA 18431.

SEPT. 29 Portland-Island Pond & return over the GT. Fare \$37 adult/\$26.50 child.

SEPT. 30 Portland-Gorham NH & return over the GT. Fare \$34 adult/\$24.50 child.

Note the Island Pond trip is running on SATURDAY & Gorham on SUNDAY, the reverse of past procedure. VIA RAIL has raised the guarantee so ticket prices must be raised. If you've never done this run or haven't in a long time now is the time to go. Order from the 470 Club, P.O. Box 641, Portland ME 04104.

B&Meeting

The July 1979 meeting of the B&MRRHS was called to order by President Malcolm Houck on Saturday, July 14 at 8 PM in the First Parish Unitarian Church, Woburn, MA. There were approximately 40 members and guests present.

The Secretary's report was read and accepted; the Treasurer's report was waived.

Tom Engel reported that the June-July Newsletter was mailed on June 28 and that most greater Boston members received their copies the following day. He also stated in response to a question from the floor that membership cards will be mailed starting Tuesday, July 18.

Archive Committee Chairman Forrest Mack reported on additions to the B&MRRHS Archives at University of Lowell: files of Operating Department records and passenger car repair cards have recently been acquired and that there would probably be an opportunity for members to see these the following Tuesday night at Lowell. He also stated that the Archives contain material on all New England railroads.

Program Committee Chairman Joe Shaw reported that the Society's August meeting will be at North Conway as scheduled, that five trains will run, all steam except the one to Intervale. He requested that those wanting to participate in the cab ride drawing mail their registration slips to him as soon as possible.

President Houck requested information on a series of all-day MBTA traction rides to occur on several following Sundays.

The business portion of the meeting was adjourned at 8:11 PM.

After the business portion of the meeting Preston Johnson presented a slide program on steam operation in Pennsylvania, Maryland, Colorado, and on the B&M; the latter with tape recordings.

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. Do not include any other correspondence with these orders!!

B & M BULLETINS: Fall 1976, Winter 1976-7, Spring, Summer, Fall 1977; Winter 1977-8, Spring 1978, PRICE: \$2 @ to members, \$2.25 @ to others. Summer, Fall 1978, Winter 1978-9, Spring 1979, 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

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 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 \$26.95.

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 (2nd Edition): 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 "x11". \$4.95.

A COMPLETE INDEX to all B&M Bulletins, 75¢, including postage

BACK BULLETINS A few copies of the Spring 1976 and Summer 1976 Bulletins have been returned to us by dealers. These are available on a first-come, first-serve basis at \$1.50 each. Order from the Business Manager at Littleton.

RENEWALS All renewals received to July 13 have been processed & cards sent; renewals since then are half-processed but should go out just after this Newsletter in time for North Conway. Odd-balls (unusual renewals requiring special treatment) will of course take longer. — TRE

AN URGENT APPEAL The Society's continued rapid rate of growth has left us overloaded with necessary work and short-handed in several key areas not the least of which are the Bulletin and Newsletter which are the lifelines of our organization. We urgently need the assistance of more members if the Society is to continue growing and expanding the information and services it provides for all. Please look over the following list of tasks with which assistance is needed. None of them require previous experience or technical expertise but all are essential functions. Ask yourself if you couldn't spare a maximum of 5-10 hours a month in one or more of these areas. If so, please contact the listed individual for whatever area interests you. Your participation would be most welcome in any of these functions:

TASK	FREQUENCY	PEOPLE NEEDED	CONTACT	Members in nearby towns
1. Bulletin Mailing	4 times/year	5-10	Joseph N. Shaw, 888 Greenland Rd. Portsmouth NH 03801 603-436-2663	78
2. UPS/Mail Shipping to Stores	4-6 times a year	3-5	H. Arnold Wilder, 46 Lowell Rd., Westford MA 01886 617-692-6649	38
3. Publications deliveries to stores in: Boston, S. E. Mass., Central & Western Mass., Connecticut, SE Maine	4-8 times a year	5-10	John Hutchins, Nutting Road, Groton MA 01450 617-448-5339	35
4. Manuscript writing or research	ANYTIME	Anyone who can help	J. Norman Longhi, c/o B&MRRHS P. O. Box 302, Reading MA 01867	1150 members
We would especially be interested in assistance from some of our active or retired railroaders who are members. Placing your experiences on recording tape for future printing would be of considerable assistance if you don't wish to write them down.				
5. Photograph hunting or submission	ANYTIME	Anyone who will help or contribute to the photo files	David K. Johnson, c/o B&MRRHS P. O. Box 302, Reading MA 01867	1150 members
6. <u>Bulletin</u> and book production	4-8 meetings a year	Anyone to assist in editing, typing layout preparation	Richard W. Symmes 16 Frankwood Avenue Beverly MA 01915 617-927-2701	97
7. Newsletter mailing	monthly	5-10	Thomas R. Engel, 179 Lewis Rd. Belmont MA 02178 617-484-5911	50
8. Archives cataloging at the U. of Lowell	5-10 times a year	5-10	Forrest Mack, 262 Main St. Watertown MA 02172 617-924-8768	74 near Lowell
9. Modelling	ANYTIME	Anybody	Don Clerke, 132 Laurel St., Windsor CT 06074 203-644-8993	21
10. Membership Records	ANYTIME, (esp. July-Dec.)	Anybody	Thomas R. Engel, 179 Lewis Rd., Belmont MA 02178 617-484-5911	50

CRReport We stand corrected! Frank Tatman has advised us that ConRail's surcharges, of varying amounts, covered only certain boxcar commodities such as pulpboard and printing paper. The ICC has given CR — and other railroads — authority to file for surcharges on money-losing commodities within 90 days. ● As for the reputed failure of CR's alphanumeric system, all new projects stand or fall on how they meet their goals. When the a-n system first came out reports were it was intended to facilitate customer understanding of car movement; it has been the experience of a major NYSE manufacturing concern in a major rail-oriented industry that so far the a-n system's goals haven't been fulfilled.

Mirabile Dictu Dept. — Your Asst. Ed. learned en route to a Far West vacation 6/29 that CR was expected to show a profit (!) for the 2nd Quarter! Official word came in July 16th's WSJ: CR showed a profit of ca. \$28 million. Even CR admits that "one swallow does not a spring make" and losses are expected the rest of the year, still many of us had never expected this to happen.

Reefer Madness — Deregulation of agricultural rail rates plus the truckers' strike has led to a booming business in perishables traffic from the West to eastern points and CR has benefitted greatly. Solid reefer trains are coming into Boston, including some MILW iced refrigerator cars!

B&Matters COMMUTER COMMENTS — The Malden stop on the Reading branch has been discontinued by the MBTA, citing low patronage (avg. 12 a day). The stop had been reestablished two years ago and for a while provided a "discount" route into Boston especially for rapid transit points. The new Malden Center stop was noteworthy for its high platforms, the only such station on the B&M system. (Rick Conard)

NH Route Progress Report: Operation is single track south of Winchester to N. Somerville Jct. using the southbound track. The North St. bridge is being worked on. ● We should note that now is the time to get pictures of BOME on Sat. going out the Fitchburg route as completion of the NH Route project probably meant the end of through freights in & out of Boston on the Fitchburg Route. ● Service to NH is being actively mulled over in the wake of the successful demonstration run to Concord; NH is eager but Mass. is being cautious. It is thought if federal funding could be gotten service might run late this fall...

Needham Branch—Word to Wise: Ride it NOW. It is expected to be out of service by October for the Southwest Corridor Project and will be out of service for several years —and possibly forever!

Kendall Green—Warren Vittum notes that the depot is currently getting a face-lift: new roof, woodwork is being repaired; conversion to professional offices is awaiting approval of zoning bylaws changes by the Attorney General's office.

Cape Cod Demonstrator—A demonstration train will be run Aug. 11-17 between Buzzards Bay and Falmouth and Buzzards Bay and Hyannis. Reports are that SPV2000's will be used; we have no schedule information. The Cape Cod Regional Transit Authority and the Budd Co. are the chief sponsors. The runs will help debug the line for passenger service; the trains would be woven around the Mon & Wed freight service on the Cape.

Ridership figures reveal a steadily growing patronage of 25-30% for north service and 15-20% for south service. Two thirds of this increase took place before the gasoline shortage. (Minuteman)

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

50 years ago August 1929, Vol. 6, No. 5: Leading article: "Altering E. Northfield Bridge", photo of this bridge over the Conn. River. Original structure at this location built in 1849 & was quite a bridge in its day; new bridge necessitated by heavier locomotives and cars. Bridge raised several feet and better approach alignment made. W. J. Backes, Chief Eng. & B. W. Guppy were involved in the reconstruction. (Ed. note: this bridge has been out of service several years)... sketch "The Pine Tree Limited" by Fred Gilmore, Wash. DC, brother of Howard N. Gilmore of Winchedon. "Carrying the YD to Camp Devens" 102 cars and 11 special trains of Mass. Natl. Guard to Camp Devens July 6th for their 15-day encampment; disembarkment on Camp Devens siding under the direction of Capt. F. J. Kelley (B&M Pass. Dept.), one photo of YD detraining. "Half a Million Banana Royals" short article with photo of car-float with 10 carloads of bananas from United Fruit Co. SS "San Bruno" at Boston. "E. Deerfield Coaling Plant" by J. H. Cahill, Eng. Dept. with photo showing new facility over the main lines, engines coaled, sanded, & watered without being uncoupled from their trains. "keeping Track of freight cars", article on Car Accountant's Office. "Not So Long Ago", photos of: (1) Ladies Bowling League at N. Sta., (2) Auditor of Pass. Accts. in 1903, (3) Traffic Dept. 15 years ago, Purchasing Dept. photo of 1920. Back Cover article on Meredith NH, Station Agent Charles I. Swaim there for past 25 years. . .

(Send your Newsletter items to John C. Alden, 11 Riverside Ave., Concord MA 01742.

B&Matters This is your Newsletter, you're the ones who make it happen. Let us know your observations and notes of everyday happenings; we need your help.)

This month's big news is the new train symbols. Formally, a train is known by its terminals' symbols, thus the Rigby (portland)- Selkirk trains are POSE, and as there are 2 of them they are POSE-A & B; the day of the month is interposed after the terminal symbols (today's train were POSE31A). Their counterparts in the other direction were SEPO31A & B. No definite word on how extras are handled. (The new symbol freight schedule is on the page opposite.)

This new system was instituted chiefly to simplify and standardize route identification and to assist in maintaining computer records and implementing an improved car movement system. The old symbols were neither immutable nor consistent; "U", for Berlin NH once stood for Woodsville instead. SE-2 & SE-5 did not originate from the same terminal. NY-10 touched neither Nashua (N) or Manchester (Y). BC-1, CE-1, and BE-1 were so similar eventually their numbers were changed two years ago.

Out on the railroad the new names are playing to mixed reviews among crews and dispatchers. Richard Hoisington notes many of the dispatchers have been calling the trains by their lead engine numbers like "extra 1722 west", "extra 302 south" over the radio. Some of the alpha names are sticking; POSE, DOBO, & LAME have a lilt to them. We'll keep watch for further developments.

● Moving? Send your change of address to the Memb. Sec., B&MRRHS, Box 369, Belmont MA 02178 ●

The Wolfborough RR Brill gas car and trailer moved to Newport RI over the B&M and CR on Saturday & Sunday June 30 & July 1 (we are not sure that it was that weekend or the next one). The car ran under its own power on the B&M but was delayed overnight in Lawrence from damage from its hitting a crossing on the way down. Sunday the car proceeded to Clinton via the Stony Brook for interchange with ConRail (Clinton is a frequent interchange point for high & wide moves). CR hauled the car to Newport via Framingham and Mansfield.

The B&M's bankruptcy trustees report the B&M had net income of \$68,581 vs. \$132,521 for a year earlier. 1979 results are affected by expenditure of \$1,366,974 on rehabilitation work under the FRA loan and a credit of \$720,000 representing reversal of 5 month's interest on the 6% of 1970 mortgage bonds tendered for purchase. As of June 30th over \$36.2 million principal amount had been tendered.

EQUIPMENT NOTES: The following B&M diesels are listed as scrapped and have been sold to Naparano Iron & Metal: 1170, 1176, 1200, 1201, 1202, 1205, 1267, 1268, 1500, 1506, 1513, 1519, 1546. This would leave only one RS unit around, RS-3 1547. Of the F-units 4 are still listed as stored and one (4267B) is still in service on the Ossipee gravel train and sometimes on DOBO ● B&M 1122 which had been serving as the S. Sta. switcher was heavily damaged in a sideswipe accident early on July 24. Also damaged were RDC's 6135 & 6136, both cabs were demolished. 1122 is heavily damaged on the front & engineer's side.

The abandonment of the Bennington-Hillboro portion of the Hillsboro branch and the W. Townsend Greenville portion of the Greenville branch has now gone through and these tracks are now formally abandoned. Speaking of Greenville & its now-abandoned trestle, some daredevil/idiot pilot did a stunt flight with plenty of witnesses looking on UNDER the trestle, clearing the piers by about 15' at the wing tips. That the stunt would be tried was common knowledge in the Greenville area; state and federal authorities are now tracking down the miscreant(s). (L. S. Twombly)

Mass Central Mystery — Some substance is now fleshing out on the Mass Central's operations. They have now taken over the B&M's yard at Ware (what's left of it) per ICC order and are to serve the Ludlow Corp, there, representing rail services that were dropped before being restored.

HELP WANTED I am interested in the history of the Boston & Maine railroads — for a magazine article — in regards to both the history and development of the railroads from the east coast to the west. Please send correspondence to: Miss Linda Chris Barr, 87 West St., Hyde Park MA 02136.

Train (old name)	Times	Intermediate points/terminals/notes
POSE-A (NE-1)	Mon-Thurs 0400 Fri-Sat 0500	Fitchburg 1430 to Rott Jct. " "
POME (NE-87)	Tues-Sat 1300	Mc'ville 2400
POSE-B (BR-21)	Daily 1900	Fitchburg 0130 to Rott Jct.
POSP (RS-1)	Daily 2230	E. Deerfld. 1100 to Spngfld.
DOBO (DB-10)	ex Fri, Sat 2300	Dover-Boston turnaround
LAME (LM-1)	Sun only 1300	Mcville
MAED (YE-7)	ex Sat 2000	E. Deerfld.
SAED (SE-5)	ex Sat 2100	E. Deerfld.
BOME (AP-3)	Mon-Fri 2130 Sat-Sun 1230	Mc'ville "
SEPO-A (NE-2)	Daily 1100	Fitchburg 2230 to Rigby
SEPO-B (RB-30)	Daily 2230	" 1200 to Rigby
MEED (NY-10)	Daily 2230	turnaround as EDME ca. 0600
MEPO (NE-84)	Mon-Fri 1400	Rigby
MELA (ML-2)	Sat only 1400	Lawrence
MEBO (AP-4)	ex Sat 1800 Sat 2000	Boston 0200 " 0400
EDMA (EY-8)	ex Sat 2000	Manchester
EDSA (ES-6)	ex Sat 2130	Salem
CONN RIVER	SPCV (CV447)	Daily 1600 WRJ 2330
	SPPO (SR-2)	Daily turnaround, ED 1830 for Rigby
	SPCP (CP917)	Daily 1900 WRJ 0800 to Newport
	EDWH (EW-1)	ex Sun 0400 Whitefld. 1100
	WHED (WE-2)	ex Sun 2100
	CPSP (CP904)	Daily 1730 from Nwppt., 2200 from WRJ
CVSP (CV390)	Daily 1700 out of WRJ	

This schedule is as of 7/25. Times are official leaving times; crew reporting times are 30-45 minutes earlier. As usual, times a approximate, trains may be cancelled or extras run. Symbols: BO=Boston, CP=CP train, CV=CV train, DO=Dover, ED=E. Deerfield, LA=Lawrence, MA=Manchester, ME=Mc'ville, PO=Portland (Rigby), SA=Salem, SE=Selkirk, SP=Springfield, WH=Whitefield

B&Members We welcome the following new members to the B&MRRHS: C. W. K. Heard, Ottawa ON; John F. Fiske, Jr., Canaan NH; James M. S. Ullman, Meriden CT; Joseph Sharkey, Williamstown MA; Anthony A. Antetomaso, Wakefield MA; Bob Strom, Frederick CO; Barbara Jasper Taylor, Hampton NH; William H. Poor, Lisbon NH; Marjorie M. Poor, Lisbon NH; Irving W. Smith, Bristol TN; Frank A. Hyland, W. Ossipee NH; Larry L. Goss, Palo Alto CA; Vinton W. Neal, N. Berwick ME; David R. Erickson, Littleton MA. Welcome aboard!

An ex-MBTA coach (PRR P-70 1664) is now on display in North Adams, MA and will become the temporary home of the Hoosac Tunnel Museum. The Hoosac Tunnel Museum Assn. hopes to outfit the car with an audio visual display, a model of the tunnel, and various other tunnel-related displays. The car presently is located on a piece of track in the parking lot between the Sheraton Inn and American Legion in downtown North Adams.

D&Happenings The D&H G&J Extra continues to operate over the B&M mainline between Mechanicville and Eagle Bridge, NY. The G&J Extra normally leaves M'ville Monday-Wednesday-Friday before light, arriving at Greenwich Junction around 8AM to interchange with the Greenwich & Johnsonville which arrives at Greenwich Junction with orange RS-3 4116 around 9AM. The G&J Extra then heads back to Mc'ville arriving at Eagle Bridge around 1PM. The D&H G&J Extra is very easy to chase along the D&H Washington; top speed is 10mph and parallels NY 22 and secondary roads most of the way. Power is most always one or two DL-701's, with RS3u's and C420's also showing up.

QUERY How did the India Rubber Bridge in Haverhill get its name? Member Richard Bolan has come up with the probably answer. When built, the bridge was laid on India Rubber cushions. It appears to have been the only B&M bridge to have been so built. This "India Rubber" bridge was replaced by the present bridge some years later. The Haverhill roundhouse mentioned last month was built about 1906 replacing the former roundhouse in Bradford at the junction of the main line and the Georgetown Br.

Now for our new question. Ever wonder how Rigby yard got its name? A few of us were mulling that question over a few days ago. Supposedly the yard is named after a Col. Rigby, possibly of WW I fame. Who was Col. Rigby, or is there some other origin of the name? . .

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BOSTON & MAINE R.R.