

P.O. Box 302, Reading, Massachusetts 01867

John C. Alden, Editor

DECEMBER 1979

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

**DECEMBER MEETING** SATURDAY, DEC. 8th, 1979, 8 PM, First Parish Unitarian Church, Woburn Sq., Woburn, Mass. (intersection of Winn St. and Rte. 38). The program will be put on by Don Bray on the Mount Washington Cog Railway. Back to our regular meeting place and time: 2nd Sat. of every month at 8 PM in the above church.

**JANUARY MEETING** SATURDAY, JAN. 12th, 1980, 8 PM, First Parish Unitarian Church, Woburn Square, Woburn, Mass. Entertainment not firmed up as of this writing.

**FEBRUARY MEETING** SATURDAY, FEB. 9th, 1980, 8 PM, 1st Parish Unitarian Church, Woburn Square, Woburn, Mass. Entertainment will be put on by member Gary Webster.

There has been a marked increase in Changes of Address (COA's) going to the Reading address. We offer Same Day Service on COA's in Belmont, so routing COA's to Reading means unnecessary delays which can mean missed Newsletters, and worse, Bulletins. So, if you move, send your COA's to: Memb. Sec., B&MRRHS, Box 369, Belmont MA 02178. Requests for applications for membership (dues=\$10/year) should be directed there, too.

Thank you, one and all, for a very successful renewal campaign; once again it looks like we'll renew over 90% of our annual membership. All of us who work on the Archives, the Book Projects, the Bulletin, the Meetings, the Newsletter, and other Society projects really appreciate it. Once again, thank you.

**B&Meeting** The November 1979 meeting of the B&MRRHS was called to order by Secretary Forrest Mack on Thursday, November 8, 1979 at 7:40 PM in the basement auditorium of Lydon Library, University of Lowell, North Campus, Lowell, Mass. Approximately fifty members and guests were present.

It was voted to dispense with the business portion of the meeting. The meeting then informally adjourned to the Special Collections Department of Lydon Library, home of the B&MRRHS Archives. University of Lowell Special Collections Librarian Martha Mayo and B&MRRHS Archive Committee Chairman Forrest Mack were on hand to answer questions concerning the archives.

Later, the meeting regathered in the basement auditorium of the library, where Larry Blanke gave a slide programme on Boston area rails.

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

**TRACKSIDE STRUCTURES** The results are beginning to come in - Hurrah! So far, 42 people have offered to help. We have discovered that our endeavor is unique. No one else has tried to save on film the structures that are the signposts of our past. We have had four reports from people in the field of the disappearance of familiar buildings by demolition or vandalism before they were photographed. Help is still needed - there are only forty-two of us. Won't you join us - all you need is a camera. We expect to get a circular letter out shortly detailing progress and the guidelines for tax deductible gift giving of your expense. Write: Gene Prowten, 132 Stow Rd., Boxboro MA 01719; enclose a large SSAE.

**MOGULS, MOUNTAINS & MEMORIES** By the time you read this, the book will finally be in the printer's hands. This means it will not be available until March 1, 1980. We regret the delay, but our small volunteer staff also have other obligations besides the Society. Due to the delay, we will extend the prepublication deadline to December 15, 1979. All orders at the \$10.00 rate must be postmarked by that date or they will be returned to you. Please use the order blank in this issue of the Newsletter. NOTE EXTENSION OF DEADLINE!!

**B&M 2-8-0 RAFFLE** The Society has purchased two of the recently released Sunset Models HO-gauge B&M 2-8-0's, one each of the Elesco and Worthington feedwater heater-equipped models. Modellers, here's your chance! We are going to raffle these engines at \$1.00 per chance. If you'd like to take one or more tickets, fill in the entry blank on page 7 and return it to the Business Manager not later than March 1, 1980. If you take more than one chance, be sure to make a Xerox copy of the entry blank for each \$1.00 you send over the first \$1.00. REPEAT: All entries must be received not later than March 1, 1980. The drawing will be at the March 1980 meeting. If this is successful, we'll try it again with other New England prototype models.

**PUBLICATIONS** The following publications are available postpaid (unless otherwise noted) by ordering direct from this address: Business Mgr., B&MRRHS, Box 223, Harwood Station, Littleton MA 01460. Publications orders sent to any other addresses will be subject to an automatic delay of at least two weeks. Do not include any other correspondence with these orders!

**B & M BULLETINS:** Fall 1976; Winter 1976-7; Spring, Summer, Fall 1977, PRICE: \$2.25 each. Summer, Fall 1978; Winter 1978-9, Spring, Summer, Fall 1979. PRICE: \$2.50.

**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 short-lines 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. Others \$26.95.

Northern Rails - 1979 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.

Railroad Stations of New England: Volume 1 - The Boston & Maine by Mark W. Beauregard.

**NEW!** A 72-page, softcover book containing photographs of existing Boston & Maine stations as they are today - homes, businesses, abandoned, or still in use. \$7.95.

**NEW!** **B&M MODELING GUIDE:** Don Clerke's excellent handout from his modelling presentation at the October 1979 meeting. Contains an all-time list of articles/plans/data published on the B&M in the Bulletin, Model Railroader, RMC, etc., It also includes a list of all B&M or convertible B&M products in all guages: motive power, rolling stock, etc. \$1.00

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

**PLANS OF BOSTON & MAINE RAILROAD EQUIPMENT, BUILDINGS, MOTIVE POWER, TRACK PLANS**

The Society is now offering plans from official Boston & Maine Railroad drawings in the Society's archives. The first offering will be the following cars built around the turn of the century. (Drawing sizes are in inches.):

CAR	DATE	DRAWING SIZE
1. 60ft. Std. Passenger	Mar. 1901	24x62
2. 34'-0" box car	Jan. 1900	24x52
3. 34'-0" box car	Nov. 1901	24x52
4. 36'-0" box car	June 1902	24x53
5. 35'-9" stock car	Dec. 1899	24x64
6. 36'-8" stock car	Feb. 1902	24x62
7. 35'-8½" refrigerator car	July 1903	24x52
8. 34'-0" platform (flat) car	Aug. 1895	24x47
9. 34'-0" flat car	Jan. 1902	24x56
10. 34'-0" flat with 37' by 18' pit	Aug. 1901	24x51
11. 35'-0" coke car	Mar. 1900	24x64
12. 35'-9" drop end gondola car, 36"s	Feb. 1900	24x52
13. 35'-9" drop end gondola car, 30"s	July 1899	24x52
14. gondola lettering sheet	Nov. 1914	24x50
15. 31'-0" hopper bottom gondola	Apr. 1905	24x48
16. 30'-0" std. coal car with drop sides (Pratts Patent)	Sept. 1900	24x48
17. 32'-0" coal car with drop sides (Pratts Patent)	Oct. 1900	24x49
18. 32'-2" coal car with drop sides	Dec. 1901	24x49
19. Std. derrick for fuel dept. (2 print set)	Apr. 1902	24x51 & 24x56
20. clearance car	1900	24x54

Prices are as follows: single prints, \$3.50 each, group of three prints, \$9.00; five prints, \$15.00; 10 or more, \$2.50 each.

SPOTLIGHT ON BOSTON & MAINE R.R. HISTORY (from B&M RR Employes' Magazine)

50 years ago DECEMBER 1929, Vol. 6, #9 - "GEORGE HANNAUER, GENTLEMAN", a tribute from the New Hampshire Manufacturer, praised the many achievements of President Hannauer; funeral services were held at Mount Auburn Cemetery, Cambridge, Mass., eulogy given by Dr. E. M. Hopkins, President of Dartmouth College; date November 5, 1929. Many pages of this issue devoted to remarks and testimonies concerning Mr. Hannauer.. "Thomas Nelson Perkins named Acting President".. "We Become Assistants to Santa Claus" - an article describing shipments of Christmas toys from Winchendon ("the original toy town"), also, Salem and Marblehead, Mass., "from Keene, Ware, Marlboro, Wakefield, and Wilton, NH", photos showing "mechanical toys" made at Keene NH, loading toys at Winchendon.. small photo shows fireman's side of locomotive "Littleton" of BC&M RR at Woodsville NH, 4-4-0 wood-burner, photo taken 45 years ago.. On the rear cover photo shows Mrs. Calvin Coolidge ringing B&M locomotive bell signalling start of 22nd annual sale of Christmas Seals in Massachusetts...

**B&Matters** COMMUTER COMMENTS — Service to Haverhill via the old main line through Reading is now scheduled to start on Monday, Dec. 17th. Ground-breaking ceremonies for needed station improvements were held at the Bradford station in Haverhill on November 5th. To start, service will initially be five trains in in the morning and five out in the evening Mondays through Fridays only, no weekend service and no Boston-Haverhill same day round trips; such amenities may well come later, though. There is frequent bus service from Lawrence to Boston (about Haverhill we're not so sure) so it is possible to train one way and bus the other if you need the trackage. Test runs of equipment over the lines involved have already been made, and timetable proofs have already been done.

The long-awaited rerouting of Amtrak and Southside commuter trains off the Boston & Providence embankment through Jamaica Plain and onto the Midlands route (2nd District, New York & New England, etc.) through Dorchester finally occurred on November 3rd. Back Bay station is now closed and will shortly be demolished; thus passes one of our more venerable landmarks. No more shall we tread (or take the elevator) to the vaulted caverns beneath the station to watch our train slither its way along the rails to our platform, where we board our westward train to southern points. No more helping the stationmaster close the platforms after the evening's last train's departure. There will be a new station built, of course, on a different location allowing a shallower curve through the new station, many, many tax dollars later, but it won't be the same as Old Back Bay. To an old friend, a fond farewell.

The new route through Dorchester opened with some of the snafus that sometimes attend such happenings. Signal cable malfunctions on the inward track had trains backed up for up to several hours on Nov. 5th; finally it was decided to temporarily operate that stretch of track under Manual Block. Symptomatic of the neighborhoods being operated through: during the temporary manual block operation the block operator reported to South Station and was taken by Amtrak Police to Morton St. (location of the block station) who stayed with him his entire shift to provide protection! (Narragansett Newsletter)

The new line features three new stations: Uphams Corner, Morton St., and Fairmount; platforms were either rebuilt or new ones built. The relatively safe one-seat ride to downtown is already attracting a few passengers. The Midlands is a new experience; a double-track formerly freight-only line running through residential areas in various states of decay/rebirth. An adventure and a dangerous challenge: prime rock-throwing (and worse) territory. The kinks are slowly getting worked out of the new line.

The Silver Hill stop on the South Acton line is now sporting a new shelter.. reports are that the eastward track between Waltham and West Cambridge is scheduled for major track work next year..

Railroad Stations of New England Today, Vol. 1, Boston & Maine R.R., by Mark W. Beauregard.  
Published by Railroad Avenue Enterprises, Inc., P. O. Box 114, Flanders NJ 07836.

BOOK REVIEW Boston & Maine Railroad stations still survive in one form or another in many communities throughout the region. Mark W. Beauregard, a B&MRRHS member, has devoted the last several years in search of as many of these relics as he could find. The resulting photographs have been compiled into a soft cover book that should interest most B&M fans.

The 72 page, 8½ x 11 format presents all but about 30 of the remaining B&M depots, arranged 3 to a page on glossy paper. There is a brief caption with each photo. A nice color shot of Amoskeag NH adorns the cover.

No attempt has been made to get into a history or background of the various predecessor roads that built many of the stations — this is primarily a visual parade of what remains 20 or so years after the railroad rid itself of most of its real estate. Some examples are well preserved, but many have been hideously hideously butchered in converting them to suit businesses.

This is, as noted, Volume 1. The author plans future volumes which will cover other New England lines' stations. The book is \$7.95 and should be available in hobby shops and book stores by the time you read this. Or, you may order from the publisher. (Reviewed by Richard W. Symmes)

**B&Memos** — HELP WANTED — Your Membership Secretary is in dire need of an assistant(s) to handle various parts of the Society's Membership and Circulation business. Specifications are being drawn up and there will be job descriptions provided so you won't be buying a pig in a poke. Contemplated duties involve among other things handling of membership cards, roster updates, fulfillment (ever wonder what that is?), and during the renewal campaign a part of the renewal process. Close work with the Membership Secretary will be involved of necessity due to the nature of the business. Courage, determination, integrity, and above all pragmatism, the ability to keep the final goal clearly in mind are useful qualities for the position. The basic idea is to shift closely related parts of the business onto more shoulders and to both lighten the individual burden and improve overall service. If interested, apply at the recruiting station, Box 369, Belmont MA 02178, or call (617) 484-5911.

OK. A whole bunch of membership cards will be going out just after this Newsletter leaves here; much as the old 10:10 Budd car went out after AP-3 had cleared the main. All renewals received have long since been noted so the Unrenewed list is now Correct. — TRE

**B&Matters** (Send your Newsletter items to John C. Alden, 11 Riverside Ave., Concord MA 01742. Let us know your observations and notes of everyday happenings on the Boston & Maine. This is your Newsletter and you're the ones who make it happen.)

**Essex Events** — The main line tracks from "end of double track" at North Beverly to Ipswich are due for priority work, starting with a new graded roadbed; work should be getting underway about now. (DL)

How many of us can remember the old Railway Express Agency in Lynn with its 3 to 4 times per week baggage car's being taken off an inbound or outbound passenger train stopped at Lynn's Central Square Station? Well, Northeast Railroad Construction has just completed installing a new siding behind the once busy Express Agency at the very same location no less. A local fruit distributor has rebuilt the structure and feels that it now is cheaper to ship by rail instead of truck. Plans are for the turnout to be installed just before the block signal leaving the station and proceeding under the Green St. bridge. Something to note here: this turnout is a trailing point move, so in order to bring in the cars (from Salem & EDSA) they will have to make a run-around move from the old station siding (Camel train track) and go against the traffic, or use a passing siding south of the old Bennett St. yards and come back up with the traffic, time will tell.

If plans are approved by mid 1980 the Salem tower and wye track will have a new look. Plans are for closing the Salem Depot where it is now located and building a multi-million dollar station complex on North St. where the wye crossovers are located just under a stone's (!) throw from the tower. Legislators feel that this would be a better location for access to Beverly and would alleviate the traffic congestion that is experienced daily. For those who would like to photograph a busy day's activity the bridge on North St. or the Bridge St. bridge which is over the north end of the tunnel portal are good locations. (Don LeJeune)

L. S. Twombly noted the lineup of power in Concord NH on Nov 17th. B&M 208, CR 3656, B&M 1737, 1738, & CR 2628 had come in that morning on the NHPS unit coal train. Not far away sat B&M 1119, the regular Concord switcher, and just beyond, B&M 1704 & 1733. Stu says he hasn't seen such a concentration of motive power in Concord yard since he moved to Concord four years ago. Concord yard was loaded with cars from roads undreamt of in earlier days: Hillsdale County, St. Mary's Road, to name a few.

**Sad Tidings** (of great gloom), from Traffic World: The B&M will abandon the Wheelwright branch, with ICC approval now final, effective 3 Dec. 1979, Capt. Tom Thompson reports. Nothing yet about any takeover of the branch (Northampton-Wheelwright) by the Mass. Central RR, though such a move is suspected/expected. There were reports that their locomotive was at the Norton Co. in Worcester in October, also that they had painted a RR overpass in their colors somewhere near Ware. Does anyone know?

**More Sad Tidings** from Traffic World: The ICC has also approved the B&M's abandonment of the Bedford branch, the whole shebang, from W. Cambridge to Bedford, to take effect 45 days from the 13 Nov. publication date in the Federal Register. No word on the Central Mass. abandonment application; but if it goes through what with the Freight cutoff's being taken over for subway construction virtually no part of the old Central Mass. will be in B&M hands. The branches we have known for so long are fast disappearing, so fast it is well recommended to take a breather from steam specials, etc. & go after the branches while they're still in use.

**THE WOLFEBOROUGH SITUATION** Behold, We Bring You Tidings of Great Joy Dept. — We have it on good authority that the Wolfborough RR has been sold — papers were to have been passed on Monday 19 Nov. and nothing contrary has been heard. Furthermore, the new owners are planning to operate passenger service over the line starting next May. They will be bringing new capital to the operation and appear to be making a very good start. Here's hoping we can ride from Sanbornville to Wolfborough next year! We'll keep you informed on following events.

DO-2 (the Gravel Train) derailed 14 loaded hopper cars in Wakefield (NH) on Nov. 11. All of the cars remained upright but there was a large amount of track damage. Both the company bulldozer and the Holmes crane were brought in to rerailed the cars. A large amount of track work was done in the area of the derailment and service did not resume until the 18th. (Dick Hughes) Dick also notes that Dover Engine House has been closed recently. The Nov. 11 derailment took place on the interchange track with the Wolfboro at Sanbornville as cars set off by an earlier train were being retrieved. (D. Collinge)

**B&Members** We welcome the following new members to the B&MRRHS: Harry F. Weber, New London NH; Steve Marques, Peabody MA; John F. Daly, Lowell MA; Paul Raynes, Tallahassee FL; Arthur R. Eugley, Jr., Exeter NH; Frank Heide, Valley Stream NY; Richard L. Day, Moscow ID; Welcome aboard the B&MRRHS, gentlemen!

**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 and can't guarantee the running of an ad.

- FOR SALE — HO brass locomotives: PFM B&M 2-6-0 painted and lettered, \$195; PFM CPR Selkirk 2-10-4 as new in box, \$275. PFM Santa Fe 2-10-4 as new in box (this is the 1968 version) for \$200. Robert A. Buck, P. O. Drawer A, Warren MA 01083.
- WANTED: Old logging railroad photographs of the East Branch & Lincoln, Woodstock Lumber Co., Beebe River RR and B&M thru the Pemi Wilderness of N.H. (1897-1960). Contact: Logging RR Research, c/o Robert Allen Liljestrand, 200 N. Quinsigamond Ave., Shrewsbury MA 01545.
- WILL BUY: Mass. Bay RRE CALLBOY'S from 40's on to 1975. Am looking to buy a complete set, but will buy by decades. T. R. Engel, 179 Lewis Rd., Belmont MA 02178 (617) 484-5911.

EQUIPMENT NOTES — Don LeJeune sends word of which engines were out service/ in storage and where. The listings are as of Oct. 14th:

Out of service for repairs at E. Deerfield: 1220, 1210, 1115, 1730, 205, 310, 1701, 1720, 1727, 1729, 1754, 209, 208.

The following are out of service for repairs in Boston: 1226, 1747, 1702, 1737.

Out of service for repairs at Billerica Shops: 1118, 1719, 1725, 1726, 1749, 1556, 1738, 200, 211.

Out of service and stored in Billerica until sold by the B&M: 802, 1205, 1207, 1270, 1272, 1282, 1283, 1280, 1204, 1186, 119, 807, 805, 1178, 4265A & B, 4266A & B, 4268A & B.

Out of service and stored in Boston: 1206, 1203, 4267B.

Leased-out switchers: 1126 & 1117 (Berlin Mills Ry.); 1274 (the other surviving Alco), Portland T.

The Boston & Maine accepted delivery Nov. 6 on 25 50-foot 100-ton boxcars designed for paper service. Cars were built by FMC Corp.; lease financing of \$1.1m. provided by Merrill Lynch Leasing. These cars have a greater weight capacity than any other boxcars in the B&M fleet.

The Southbound Montrealer (yes, the Montrealer was among the Saved after the Amtrak cuts) derailed in Easthampton just after 3AM on Nov. 21. The derailment occurred near Mt. Tom shortly after the train had stopped in Northampton to pick up travelers, mostly students. No serious injuries; 5 cars & the engine of the 10 car train derailed. Official cause hasn't been determined yet.

There has been a persistent rumor, now fleshed out and confirmed as fact, that it is proposed to eliminate the B&M from the Montrealer routing and possibly that of the CV freights to Springfield as well. The idea: run CV-destined trains east from Springfield over the B&A to Palmer, thence up the CV mainline to E. Northfield and there up that portion of the Conn River the CV either owns or has trackage rights on. Springfield Station is on the B&A; for through Conn River passenger trains using this station involves a wyeing move entered engine-first; while in the station, the power is run around the train to then pull out. In the days of two separate railroads the engines of one road unhooked at one end while those of the other coupled on at the other end. Running to Palmer and up would eliminate this move - and the B&M crew. Amtrak & CV officials were seen looking over the Palmer diamond where a connecting track would have to be built, rumors were Amtrak might come up with some of the needed funds. Rep. Conte of Pittsfield announced he'd hold hearings in the area on the possible rerouting. Grand schemes are in the air. But, as observed by half a dozen people (at least) on the Mass. Bay trip to White River last month while crossing the Palmer diamond and surveying the area, geography is against them. Palmer diamond is an acute angle crossing and the sharpest angle is the one that the proposed connection would have to cross meaning either a very tight curve or a shallow one of greater length. And as businesses, homes, hills, a river and other obstacles came into view the general conclusion was: an expensive proposition, not an easy undertaking.

The Boston & Maine's Sept. 1979 and first 9 months 1979 financial figures have been released by the B&M's bankruptcy trustees. For Sept. 1979 a net loss of \$1,376,120 on revenues of \$8,611,607 vs. net income of \$47,414 on revenues of \$8,050,894 for Sept. 1978. For 9 months' 1979 net loss is \$6,006,288 on revenues of \$80,641,177 vs. a net loss of \$2,070,158 on \$67,038,095 of revenues for the 1978 period. However the trustees note that these 1979 losses include \$825,279 for Sept. 1979 and \$5,984,391 for 9 mos. 1979 in rehabilitation expense for the Ayer-Mechanicville track work project. Without this expense, Sept. 1979 and 9 months 1979 would have shown a loss of \$550,841 and \$21,897 respectively.

The 1979 Moody's Transportation Manual is finally out; the B&M section makes interesting reading. Still another version of the 1978 figures reflecting more changes in ICC requirements. The volume's pages are littered with footnotes and caveats regarding the changes. One wonders whether this is serving to demoralize what's left of the railroad security market.

● Moving? Send all address changes to : T. R. Engel, Memb. Sec., B&MRRHS, Box 369, Belmont MA 02178

Jack Armstrong writes that a lot of maintenance of way work has been going on out on the west end of the B&M. Since mid-October crews have been working in "Little Tunnel" at North Adams, replacing much of the masonry. On 10/29 the huge ballast cleaner owned by LORAM Maintenance of Way Inc. of Minneapolis worked its way east on the eastbound main through North Adams; later in the week new ballast was dropped through North Adams.

On 11/6 the Ringling Bros. Barnum & Bailey circus train headed west through North Adams with 1738/1712/1704. The train departed Greenfield at 2:PM and sailed through North Adams at 2:50 PM! not bad time! (Earlier that day the circus train had gone through Belmont just at 8 AM. — TRE)

Sperry Rail Car 137 worked on the mainline between E. Deerfield and Williamstown between 11/7 and 11/10; earlier in the week SRS 137 was working on the Conn River. (SRS 137 came east through Belmont on 11/26 ca. 1430hrs., so must be getting around all over the system.

A few GP7's are once again showing up on the West End. For about 2 years the GP7's were quite rare on the west end since most were in MBTA service. On 11/6 1557 and 1560 were at Mechanicville. Local ME-1 to North Bennington VT has been powered by GP7's. On M?W?F ME-1 works to North Bennington and on T/T/S to Rotterdam Jct. On the days ME-1 runs to N. Bennington an extra is usually called at Mechanicville for a short run to Rotterdam Jct. and return; this extra is called the "Short Turn Around".

Also at Mechanicville on 11/6 were GP18 1754 and GP9 1740 both in fresh paint, a very dark blue! Something like BAR blue and the present D&H blue. GP9 1740 had numbers on the cab side and no other markings, at least on the left side; GP18 1754 had the usual B&M markings.

The Lamoille Valley purchased a steel center cupola caboose from the B&M late this past summer. It is now LVRC 200 and painted bright yellow.

Required reading for B&M fans: "Skies Brighten for the B&M" by Tom Shedd, Editor of Modern Railroads-Rail Transit, in their October 1979 issue. 5 page article with color photos, including E. B. frt. crossing the Hudson River bridge just east of Mechanicville NY. "Hard work by its dedicated people and innovations by its young management team have brought Boston & Maine closer to its goal of income-based reorganization."

Extra 302 West hit an auto at the Newton Jct. NH crossing the evening of Nov. 3 (approx. 1845hrs) carrying it some 100 yards along the tracks wedged on 302's pilot. A person was trapped in the vehicle but miraculously was not injured, although the Newton F. D. has to use its "Jaws of Life" tool to cut open the car to free the occupant. GP-40 302 reportedly suffered only superficial damage and the train was allowed to continue on westward. (Richard A. Hoisington)

B&Musings Charles P. Smith, our past Treasurer, sent in this interesting piece, an exotic tale from foreign rails Down South, 'way down yonder in New Orleans. We think that you'll agree, a neat little treat...

THE LOCOMOTIVE ENGINEER AND THE PIANO PLAYER "I was loitering around the streets last night," said Jim Nelson, one of the old locomotive engineers running out of New Orleans, "and having nothing in particular to do I dropped into a concert hall where I heard a sleek looking French professor play a piano in a way that took me right off my feet. From the very moment that he sat down on the stool I could tell by the way he handled himself that he understood the machine he was running. First he tapped the keys 'way up on the upper end as though they were 'guages' and he wanted to see where his water line stood. Next he looked up as if to see how much 'steam' he was carrying. Then, all of a sudden he slammed the 'Johnson Bar' clear down into the forward corner, and pulled her 'tail' and sailed out onto the main line as if he were half an hour late. You could hear her thunder and roar over culverts and bridges getting faster and faster until the fellow swayed and rocked in his seat like in a cradle. Somehow I thought it was old 36 pulling a passenger train and trying to get out of the way of a 'special'."

"The fellow worked the keys on the middle division like lightning, then he flew over along the north end 'till the drivers went 'round like buzz saws and I got excited. Just as I was fixin' to yell to him — FOR HEAVEN'S SAKE SHUT HER OFF — he kicked the dampers under the machine wide open, pulled the throttle clear back into the tender - and how he did run. I couldn't stand it any longer and yelled to him that he was pounding on the left side and if he wasn't careful he'd drop his ashpan. But he didn't hear me — nobody heard me — everything was whizzing and flying — telegraph poles along the track looked like rows of corn stalks and trees like a mud bank and all the time the roar of the old machine sounded like the hum of a bumble bee. I tried to yell out but my tongue wouldn't move. He went 'round curves like a bullet, slipped an eccentric, blew out a soft plug and went down descending grades fifty feet to the mile and not a controlling brake set. He went past the meeting point at a mile and a half a minute and calling for more steam. My hair stood right up on end 'cause I knew the game was up. Sure enough — there dead ahead of us was the head=lights of the 'Special'. In a daze I heard the terrible crash as they struck, I saw cars shivered to atoms, people smashed and mangled, bleeding and gasping for water. Then I heard another crash as the French professor struck the keys 'way down on the lower end of the Southern Division and then I came to my senses. There he was at a dead standstill beside the machine with the door of the firebox wide open, wiping the perspiration off his brow and bowing and smiling to the audience before him.

"If I live to be a thousand years old I'll never forget the ride that Frenchman gave me on a piano."

B&M 2-8-0 RAFFLE Entry blank for raffle tickets. REMEMBER, if you take more than one chance be sure to make a Xerox copy of the entry blank for each \$1.00 you send over the first \$1.00. REPEAT: All entries must be received not later than March 1, 1980.

Business Manager, B&MRRHS  
 P. O. Box 223, Harwood Station  
 Littleton, MA 01460

Yes, I want a chance to win a B&M 2-8-0!! I prefer the (check one or we'll choose for you) Elesco \_\_\_\_\_ Worthington \_\_\_\_\_ version.

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ORDER FORM for Moguls, Mountains, and Memories (Please detach)

Business Manager, B&MRRHS  
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Please reserve \_\_\_\_\_ copies of Moguls, Mountains, and Memories for me (us) at the special republication price of \$ 10.00 per copy. A check/money order for \$ \_\_\_\_\_ is enclosed.

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Train	Times	Intermediate points/ perminals/ notes
POSE-A	Daily	0700
POME	ex Mon, Tues	1200
POSE-B	Daily	1630
POSP	ex Sun	2230
DOBO	ex Fri, Sat	2030
LAME	Mon, Tues.	1500
COED	ex Sat	1900
SAED	ex Sat	1900
BOME	Mon-Fri Sat, Sun	1930 1230
SEPO-A	Daily	1300 from Rott Jct
SEPO-B	Daily	2400 "
MEED/EDME	Daily	0400 turnaround as EDME ca. 1100
MEPO	ex Su, Mon	1800
MELA	Sun, Mon	1800
MEBO	Sun-Fri Sat.	1600 2000
EDCO	ex Sat	1900
EDSA	ex Sat	1930
CONN RIVER	SPCP	Daily 0230 lv. WRJ 1000
	SPPO	ex Sun turnaround, ED 1800 for Rigby
	SPCV	Daily 1900
	EDWH	ex Sun 0300
	CVSP	Daily 1930
	CPSP	Daily 0030
	WHED	ex Sun 2200

This schedule was current around Thanksgiving  
 Times are official leaving times; crew reporting times are 30-45 minutes earlier. As usual, times are approximately trains may be cancelled or extras run. Symbols: BO= Boston CP=CP train, CV=CV train, DO=Dover, ED=East Deerfield LA=Lawrence, CO=Concord, ME=Mechanicville, PO=Portland SA=Salem, SE=Selkirk, SP=Springfield, WH=Whitefield

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