

John C. Alden, Editor

MARCH 1980

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

MARCH MEETING SATURDAY, MARCH 8th, 1980, 8 PM, First Parish Unitarian Church, Woburn Square, Woburn, Mass. Program will be put on by Dick Sanborn with slides from the Charles P. Atherton collection. This meeting will be a joint meeting with the Mass. Bay Railroad Enthusiasts.

APRIL MEETING SATURDAY, APRIL 12th, 1980, 8 PM, First Parish Unitarian Church, Woburn, Mass. Ron Amadon, a UPI photographer, will present a B&M show of slides and movies.

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. & Rt. 38 several blocks north of the RR station.

IMPORTANT ANNOUNCEMENTS BOX CHANGE FOR PUBLICATIONS ORDERS: Was Box 223, IS NOW BOX 2362 NOTE NEW BOX NUMBER!!! That Address: Business Manager, B&MRRHS, Box 2362, Harwood Station, Littleton MA 01460.

IMPORTANT ANNOUNCEMENTS FALL 1979 B&M BULLETIN is now SOLD OUT! An unprecedented occurrence, and due to over-success, an extraordinary volume of retail and mail orders.

IMPORTANT ANNOUNCEMENTS PLANS OF B&M RAILROAD EQUIPMENT, etc. Due to the illness of our Modeling Editor, the sale of plans is being discontinued indefinitely pending his recovery. Several orders already received have not yet been filled and we have received inquiries from some of you about them. Unless we hear from you requesting a refund, we will hold your orders until we are once again able to offer the plans.

\$5 CHARGE Per order of the Society's Board of Directors, there is now a \$5 a night charge for having a sales table at our regular membership meetings.

B&Meeting The February 1980 meeting of the B&MRRHS was called to order by President Malcolm Houck on Saturday, February 9 at 8:13 PM in the First Parish Unitarian Church, Woburn Mass. Approximately 90 members and guests were present.

The Secretary read the minutes of the previous meeting.

John Alden reported that the February 1980 Newsletter had been mailed the day before.

Dick Symmes reported that the B&M Bulletin, Spring 1980 issue, was almost ready to go to the printer.

Joe Shaw advised that persons wanting to participate in the K-8 raffle should send in their tickets as soon as possible. He reported that the program for the March meeting would feature slides from the Charles P. Atherton collection shown by Dick Sanborn, and that Ron Amadon would show slides and movies at the April meeting. He asked that those with appropriate slide collections bring 20 or so of their best slides to the June meeting, which would feature a members' night. He also reported that the July meeting will be held at Hampton NH and that the entertainment there will feature unique slides; also that the August meeting will be held jointly with the 470 Club at North Conway.

Don Clerke reported that he is now able to resume preparing and mailing prints from linen drawings of B&M equipment, and that prints previously requested will be mailed within a week.

President Mal Houck reported that the K-8 drawing will be held next month, and that he could accept tickets for it that evening.'

The business portion of the meeting adjourned at 8:22 PM. After the business portion of the meeting Gary Webster gave a slide program covering U.S. and Canadian railroading from 1960 to the present.

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

● ADDRESS for all MEMBERSHIP MATTERS: T. R. Engel, Memb. Sec., B&MRRHS, Box 369, Belmont MA 01278. For those interested in joining, dues are \$10 per year running July 1-June 30.

● Send Newsletter items to: John C. Alden, Newsletter Editor, 11 Riverside Ave., Concord MA 01742 ●

PUBLICATIONS The following publications are available postpaid (unless otherwise noted) by ordering direct from this address: Business Mgr., B&MRRHS, Box 2362, 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 ea. Spring, Summer, Fall 1978; Winter 1978-9, Spring, Summer 1979, Winter 1979-80, PRICE: \$2.50 each. FALL 1979 SOLD OUT

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

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. Others \$26.95.

Northern Rails - 1979 Edition: A 34pp. 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! Maine Central Steam Roster and Maine Central Diesel Roster by Bill Robertson. Illustrated; very useful, an excellent value. \$4.00 each.

A Century of Railroading in Crawford Notch by Robertson & English. \$4.00

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 gauges: motive power, rolling stock, etc. \$1.00

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

MOGULS, MOUNTAINS & MEMORIES The book is scheduled for release March 15, 1980. Use the order blank in this Newsletter to reserve yours now at \$11.95 per copy.

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

50 years ago **MARCH 1930, Vol. 6, #12 - "TRUCK vs. TRAIN!** Every Employee should read this and talk it in their community. Much revenue lost when use of trucks forced railroad to curtail! (reprinted from the Portsmouth NH Herald)

"Directors Praise Employee Cooperation as Common Dividends Are Resumed". 'Get More Business in 1930' showing results. William J. Hobbs retired as V.P. Finance; William S. Trowbridge promoted to this job; George F. Glacy made Comptroller. Photo of these men.

"The Next Station is Old Orchard Beach" article explaining why the word "beach" was added to "Old Orchard" - town changed its name. Photo shows Eastern RR engine "Conway" arr. in "good old days". Piece of rail removed at Concord NH shops which was installed about 1869 by Concord RR per Patrick Quinn, Track Supervisor.

"2000 New Box Cars Now Going into Service" 71000 series. 40 ft. slogan: "Minute Man Service" beneath Boston & Maine herald... C.B.S.

"Our 'Contact' Salesmen Famed for Appearance" Photo shows five men at North Station including Cameron McKay, Cond., R. F. Cowan, Travel Bur., and Arthur D. Mahoney, gateman. A passenger wrote to H. F. Fritch, P. T. M., that B&M had "the neatest and best dressed trainmen in the country"...

"Keene NH Stores Racks Are a Model System". Photo shows 'spring rack'...

WOLFEBORO NEWS The Wolfeboro Railroad will be celebrating its grand reopening on May 31st and June 1st. Work on fixing up and improving the property is progressing rapidly; additionally their steam engine has passed inspection and has another year's extension on its tubes.

In conjunction with this (blessed) event, the Wolfeboro Branch Railroad Club will be holding a Model Railroad Show on May 31st and June 1st. Masonic Hall, Glendon St., Wolfeboro NH. 10 AM to 4:30 PM, Admission \$1; children 50¢. Info: David Collinge, Railroad Ave., Newfields NH 03856, telephone: (603) 778-8461.

SPOTLIGHT ON BOSTON & MAINE HISTORY (continued)

25 years ago MARCH-APRIL 1955, Vol. 23, #2 Front cover shows train of 4 Budd cars at North Sta., inside front cover: "New Aerial View of North Station"

Lead Article: "Major Track Project" describes construction at Winchester, elevating tracks and station thru the center of this town; photos show old station with Budd train passing, tracks north of the station, and south of the station.

"Hero Fireman Honored" Louis E. LaSalle, Concord NH, saved the life of 18-month old child near W. Rindge NH while fireman on local G-1.

"Buds and Budd Cars" - 10,000 rosebuds handed out to B&M commuters on Valentine's Day marking start of Budd cars in commuter service. Pres. T. G. Sughrue rode to Stoneham and back; ceremonies there included 30# cake and band on hand. Several photos. - John F. McLaughlin T.M. In connection with use of Budd cars in commuter service photo showing George W. Miller, Pass. Trainmaster, North Station, Bert G. Jones, Supervisor Loco. Utilization, and Deane R. Folsom, Supt. of Pass. Trans.

"Transfer to Maine Central" Roy E. Baker appointed Gen. Mgr., Mech. Dept., Maine Central; Horace N. Foster elected Comptroller & Treasurer, Maine Central. Promotions included William E. Corcoran as Manager, Bureau of Statistics, R. K. Jones as Claim Agent, Clarence W. McElroy, Acting Master Mechanic at Boston, John F. Gerity as Assistant to V. P. - Pass. Photo showing Richard Jackson, Gen. Counsel, Roy E. Baker and Ernest K. Bloss, Mech. Supt. in connection with annual meeting of R. R. Y.

"Roster of Active 50-year Employees" 180 men, 4 women as of March 10; includes steam loco. #1388 2-6-0 photo of fireman's side, still in use on the Saugus Branch... Photo of James J. Kelley, Travel Bureau, with fellow employes on the occasion of his transfer to the Passenger Traffic offices.

Rear Cover: "The Old Wooden Covered Bridge" built by the Boston & Maine in 1886 (sic) to connect Ware and Gilbertville, may be painted half red and half green. Ware's half of the bridge is painted red and now a prominent Gilbertville resident, whose ancestors hail from Ireland, is urging the town to paint its half green...

BARemarks HOT ITEM!!— On October 2, 1979 Bangor & Aroostook RR freight No. ON-28 struck a log truck at the Golden Road Crossing two miles south of Millinocket, Maine. Five units and several cars were derailed. Among the derailed units was BL-2 #50 which was damaged sufficiently that it appeared economically unfit to repair. However in mid-February BAR management made the decision to restore the 50 and to repaint it in its original 1949 colors. This restoration has now commenced and the BAR people should be commended for this excellent public relations move.

(Ben Crouch)

COMING EVENTS OF NOTE

ADIRONDACK EXTRAVAGANZA May 3rd & 4th (Saturday & Sunday) 1980. Utica to Lake Placid NY by rail. Leave Utica 9 AM Sat., return leaving Lake Placid mid-day Sunday. First Railfan excursion - entirely by daylight - over the entire Adirondack Railway. Photo run-bys and other amenities; dining and club car. Rates per person (before 4/12/80) \$87.50 hotel double occupancy. Single \$94. Hotel, trip, meals (except lunches) & taxes included. For further details write:

RRE Convention, P. O. Box 418, Schenectady NY 12301. (518) 377-4390. SSAE'd be nice.

AMHERST TRIP Saturday, March 22. By bus and rail to the Central RR of NJ and the layout of the New York Society of Model Engineers. Sponsored by the Amherst Railway Society. Price including bus, rail, and admission: \$20.50. For further details write: Kenneth F. Coombs, Greyhound Lines, 1780 Main St., Springfield MA 01103, or call (413 area) Ken Coombs 733-3363, Doug Drew 732-9873, Bob Buck 436-5318, or Jamie Robinson 739-4271.

CAPE COD TRIP Saturday, May 17th, 1980. Sponsored by Boston Chpt. NRHS - Mass. Bay RRE Joint Trip Committee. Fares: Adult \$32.00 (\$36.00 after 4/26), Children \$19.00 (\$22 after 4/26). Make payment payable to Mass. Bay RRE. Mail to: Boston NRHS-Mass Bay RRE Joint Trip Committee, Box 136, Ward Hill MA 01830. The Routing: Lv. at 8:30 AM from SOUTH BRAINTREE (adjacent to MBTA Red Line Terminal) via MIDDLEBORO, Buzzards Bay, Falmouth, return to Buzzards Bay, thence to Hyanis; return via Middleboro and Attleboro, arriving at South Sta. approx. 8:30 PM. Seating is limited. Please enclose a self-addressed stamped envelope. Order early to avoid disappointment.

CVIEWS Vermont Railway GP-38-2 #202 was on lease to the CV for two weeks in early January and was assigned to the Rocket. Was due to return to the VTR on 1/10/1980. Schedule of the Rocket has been altered. Arrives in Palmer about 6 AM (as before) but returns north as soon as flat cars are unloaded and reloaded which is in the 12 Noon-1 PM range. Crew change is at Brattleboro. South end crew goes on duty in early AM, takes the train to Palmer, stays on continuous time and returns north with train in PM. Does it of course in less than 12 hours. North end crew takes train through to St. Albans from Brattleboro. On 1/10/80 train had 12 trailers northbound, all pineapples; southbound loads consist primarily of Molson's Ale and Beer. Sandhouse rumor has it that GP-38-2 was on property for assessment prior to purchase of new motive power. (Ben Crouch)

A new spur track has been constructed running from Barrett's Jct. on the CV over the former B&A Athol branch right of way into the Bondsville Industrial Park. (Ben Crouch)

B&Matters Mike Lennon has sent us a press release from British Rail on the British Leyland (Leyland National) Railbus now being tested here. Some details: British Rail developed the Railbus and has been testing it since May 1978; the idea was to match high performance railway suspension technology to a proven low-cost bus body design. The Railbus rides on only two axles; earlier BR research led to a new flexicoil spring suspension with vertical and lateral damping giving smooth stable running at varying speeds on track of varying quality. Engine is a Leyland 510 horizontal 200HP diesel engine and is mounted in the underframe driving one of the axles. Air-operated railway-type tread brakes are fitted with the force applied by cable as in a bus.

The Railbus body rides on a special chassis with body mountings at 4 points with resilient pads to reduce noise; the body itself is of all-steel integral construction except for the aluminum alloy roof panels. External panels are of pressed steel; internal panels are plastic laminate; floor is fire-resistant resin-bonded plywood faced with slip-resistant material. Insulation material is included between the inner and outer panels. Ventilation is by forced air and windows are non-opening. There are 3 doors, two opposite each other at one end and one at the other end.

The British Leyland people aren't the only ones with an experimental vehicle being tested on the Concord service. The Budd Co. has made the SPV2000 available and it is doing some of the passenger runs. This is the SPV2000 that was demonstrated here in spring 1978 and also ran on the Cape for a few weeks last summer. Twelve have already been ordered by Connecticut for service there.

People in Merrimack NH, one of the larger towns on the line to Concord, are up in arms over the Concord trains' not stopping in their town. The Selectmen and other town officials have been pushing for a stop; indications now are that with the schedule change in April (and the completion of some track and signal improvements allowing higher speeds) a Merrimack stop will be included.

Tom Humphrey has sent us ridership figures on the new extensions; these figures are head counts done at the dividing lines between the old and new parts of the lines and do not show where they board. ●● Weekdays the Concord extension has ranged between 90 and 135 passengers one way, excluding opening day and the school vacation week. Saturday ridership has been surprisingly high, with 265 one way on 2/2 and 430 one way on 2/16, requiring a second section. Sunday ridership also does well with 160 one way on 2/3 and 257 on 2/17. ●● Gardner service: Weekday ridership has ranged between 120 and 160 one way. Weekend ridership is higher than weekday on this line, too. (The 260 on first-day service was the total for all stations beyond South Acton.) One way Saturday figures were 370 on 1/26, 385 on 2/2, and 400 on 2/16. Sunday figures were 230 on 1/27 and 540 on 2/17! ●● Haverhill service: Not so well, but slightly higher than the Gardner line on weekdays (no weekend service). One way figures have ranged from 140 to 170 and volume is levelling off at around 165. This compares with 235 on only one train in January 1974. Extension to Dover not too likely unless ridership on the Concord line increases substantially first. Service could be extended only if New Hampshire were willing to pay for it and total population between Haverhill and Dover is only about one fourth that between Lowell and Concord. Most likely changes to expect are a reduction in peak service and introduction of off peak and/or weekend service.

Total ridership figures indicate that a large percentage of the weekday riders on the new extensions are people who formerly boarded trains at stations closer to Boston.

There has already been a schedule change on the Gardner line. There is now a train in from Gardner in mid-evening; one of the evening local trains to S. Acton has been extended to Gardner and it returns the same evening (another same-day round trip!). We do not have exact departure times, but this new pair of trains now makes it possible for Boston area people to take the train to western points and be able to spend a length of time there and return to Boston in the evening. An excellent idea!

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.

● WANTED -- B&MRRHS Bulletins. Volume I, numbers 1-4. Please state price and condition.
FOR SALE OR TRADE: Rulebooks, Eastern RR June 1882; B&M June 1909, March 1917; ATSF April 1966. T. J. Sommer, P. O. Box 4, Bethel CT 06801.

B&Matters Send your Newsletter items to John C. Alden, 11 Riverside Ave., Concord MA 01742. The B&MRRHS wants YOU to contribute to the B&MRRHS Newsletter! We're looking for a few good contributors, the more the better. We're at our best when we have lots of items from our members; this is your Newsletter and you're the ones who make it happen.

New Hampshire continues its foresighted buying up of abandoned and/or out of service rail routes within the state. Latest: the former Claremont & Concord trackless roadbed between Newport and Claremont NH. The N.H. Transportation Authority paid \$27,300 for the 10-mile right-of-way. Other purchases under consideration are the NH portion of the Greenville Branch, the Cheshire Branch, the portion of the Conway Branch between Ossipee and Conway, a portion of the Hillsboro Branch, and the Portsmouth Branch. (Richard Hoisington)

GROUNDHOG DAY Rambles on the B&M, by Tim Pancurak. The morning of 2 Feb. found Concord NH yard quite full. Normal B&M power SW1 1119 and GP9's 1708 and 1714, plus the following coal train power: B&M GP9 1718, CR GP35 3669, CR U23B 2782, CR GP38 7927 and GP38 7843.

Passenger equipment for train 1312 consisted of MBTA F40PH-2 1003 and five Pullman-Standard cars. The Budd SPV2000 was also on hand to add to the variety.

Manchester NH yard had SW1 1128 and SW8 800. Train 1312 arrived at Manchester approximately 1000. A substantial number of passengers (50-60 quick count) boarded. Scanner chatter later in the morning mentioned 260 passengers Boston bound.

Nashua yard had SW1's 1124 and 1129 idling, while 1131 worked the yard.

Ayer reached just in time to watch the arrival of a Boston-bound MBTA train. Twenty to twenty five passengers boarded the four PS cars pulled by F40PH-2 1011. After the MBTA left town, AY-1 with 1746 and a handful of cars pulled out on the main, followed by westbound WO-1 with GP9's 1724 & 1702 and 27 cars.

Lowell passenger station had a southbound MBTA train consisting of GP7 1559 and an RDC-9 and an RDC-1. Parked north of the station were two additional GP7-powered push-pull trains. The Leyland Experimental Vehicle (LEV1) rolled through Lowell on its way to Concord NH. The yellow and white four-wheeled railbus was a bit different and unexpected. Quite a bonus during a busy day of railfanning.

Lawrence yard had SW8's 801 & 806, GP9's 1719 and 1737. They were soon joined by GP40-2's 302-307-301. The Fast Forties dropped off the B&M bulldozer at the Lawrence station. Next into Lawrence was EDPO with 300-306. The power was cut off and parked next to the yard office, evidently for a crew change.

DOVER DOINGS — Gravel extra on 2/7/80 headed for Dover through Rochester with GP40-2 314, GP9 1716, and 28 cars. Mostly GP9-GP18 power on the gravel job when it runs. (Tim Pancurak)

GOODWIN GOSSIP by John Roderick. Dec. 24, 1979 saw a six car local out of Lakeport with cars for Franconia Paper Co. in Lincoln; the train however did not make a trip down to Concord to deliver or pick up any interchange traffic, but only ran Lakeport/Lincoln and return. The track above Lakeport is in excellent shape, to say the least, as train speeds in excess of 45mph were accurately recorded in some places around the Ashland-Winona area! About 30 revenue cars were at the plant in Lincoln.

The mill at Lincoln appears to be operating at 'Run Eight' with all operational machines doing their things. In addition to recently installed (1975, by the ill-fated New England Pulp & Paper venture) Erie-Keystone water-tube boiler, there are 3 Heine and one Babcock & Wilcox crossdrum type boilers located in the old powerhouse, all coal-fired, and all serviceable. The Heine boilers were installed in 1920, operate at a pressure of 200psi, and stand approximately 3 to 4 stories high. Walking into this boiler room was like taking a step back in time! The Heines are truly relics! In addition to the substantial paper traffic in and out of Lincoln, rumor has it that if trucking costs continue on the upswing, the mill may resort to rail service for bringing in its #6 oil as well as this item is presently being trucked in from Portsmouth. Problems with this would occur during unloading especially on cold days — #6 oil must be kept heated to retain a low enough viscosity for easy pumping.

Larry Beake notes an interesting operation a few years back on this line: B&M switcher 1127 was rebuilt with m.u. control; the 1127 would m.u. with a road unit, usually a GP7 but sometimes an RS-3 on the Lincoln local. The 1127 would be cut out at Lakeport and taken over by another crew and do the switching in Lakeport & Laconia then go down to Tilton and work the Franklin Falls branch where the SW-1 was the heaviest power permitted. Meanwhile the road crew would continue on to Lincoln and reverse the operation on the return trip. Previous to this arrangement the B&M maintained a switcher at Lakeport, usually a 44 tonner. That switcher and the engine house watchman at Lakeport were eliminated by this. The Lincoln local was a fairly heavy train when the paper mills were operating; I saw it around 1946 double-headed with K-8's, one of which would be left at Plymouth, I believe because some bridges north of Plymouth could not take two engines.

------(DETACH)-----

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B&Members We welcome the following new members to the B&MRRHS: William A. Worden, North Grafton MA; Daniel F. Smith, Berea OH; Paul G. Lessard, Manchester NH; Loren W. Wright, Berkeley CA; Darryl P. Wright, Canterbury NH; F. William Swaine, Burlington MA; Billy Green, Salem NH; Henry L. Gelinias, Plaistow NH; Jessica R. Lacy, San Francisco CA; Art Knapp, Northport NY; Joe Barczuk, Laek Grove NY; William H. Briggs, 3rd, South Chelmsford MA; M. B. Carson, Vergennes VT; Donald W. Golde, Anaheim CA. Welcome aboard!

LAST FREIGHT STEAM Last year we had a successful query of when the last revenue steam passenger runs were made on the B&M. We appealed to our membership and the question got rather definitively answered.

Now for one that may be tougher. When and where was steam last used in freight service on the Boston & Maine? Supposedly the B&M's freight operations were totally dieselized in 1953; we'd suspect it was around then; the 1953 date comes from the financial manuals and can be suspect. Put on your thinking caps, jog your memories, and write your Editor.

SYMBOL FREIGHTS No changes in times from those of last month; the railroad is going to try it out for awhile and so far its been working well. There is a major change in routing which has been expected for some time on the trains running on the Fitchburg route. MEBO has been running via Lowell for several weeks; the clearances on the NH Route southbound are enough. Tests were being run on the Northbound track of the NH Route this past weekend to test the clearances for running piggyback on both tracks. Once the clearances are approved then BOME/MEBO will run via Lowell all the time. The MBTA is eager to have the B&M off the Fitchburg Freight Cut-off. As EDSA sometimes has TOFC and other high loads it will probably come via Lowell, leaving SAED, which usually picks up at West Cambridge, as the only through freight using the Fitchburg route for the time being.

Some details from the Narragansett Newsletter of the Narragansett Chpt., NRHS: Cars to and from ConRail are now handled by turn around jobs from Mechanicville to Rotterdam Jct. and return. The only B&M road freights running to Sle Kirk now are BOSE and LASE. Also, GP38 and GP40 engines turn at Mechanicville with the older Geeps working the transfer jobs. The new operating plan is to accomplish these objectives: (1) better service (2) reduce per diem charges (3) better locomotive utilization (4) reduce fuel consumption and (5) improve maintenance of and reliability of locomotives. All westbound freights exchange power at E. Deerfield. All freights operating into Mechanicville will be either solid CR or D&H with final blocking/fill-outs made at E. Deerfield.

We have no confirmation but the NN says the Central Mass. abandonment has been approved...

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ORGANIZATION
NON-PROFIT
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(MARCH 1980) (2/25/80)

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