

John C. Alden, Editor

JULY 1980

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

**JULY MEETING** SATURDAY, JULY 12, 1980, 8 PM, Winnacunet High School, Hampton NH. Same location as our May 1979 meeting. Bob Allen will be showing vintage movies of B&M steam. **DIRECTIONS:** Take exit 2 off I-95 in New Hampshire (Rte. 51 exit) to go east; then from Rt. 51 take the exit for Rte. 101C and go east on 101C to Hampton Center, crossing the B&M's old Eastern Division just before Hampton Center; elapsed mileage since leaving I-95 is about 2 miles. At Hampton Center take right turn at Lamaie's Tavern onto US Route 1 south. Go south about 1/4 mile; the entrance to the High School complex is on the left just after the Catholic church and school. For those who hate toll-paying the location can be easily reached via Rt. 1 or Rt. 101C with the necessary modifications to the directions.

**FOOD:** Lamaie's Tavern, Pizza Hut, and the Galley Hatch (all nearby) all have good food.

**AUGUST MEETING** SATURDAY AUGUST 9th, 1980. Conway Scenic Railroad, North Conway NH; joint meeting with the 470 Club. **RAIL ACTIVITIES:** Regularly scheduled steam hauled trains at 11am, 1pm, 2:30. Doubleheaded steam (operating conditions permitting) on 4 and 7pm trips. Special "Ham & Bean Extra" leaving from N. Conway at 5:10pm for Intervale and return, stopping at the Legion Hall for a ham & bean supper. **FARE:** For card-carrying B&MRRHS and 470 RR Club members \$3.00. All other adults \$3.50. Children \$1.75, 4-12, under 4 free; for "Ham & Bean Extra" \$1 per person. **HAM & BEAN DINNER:** At Legion Hall, a couple of doors north of the CSRR Rt. 16 (Main St.) grade crossing just north of North Conway village. Meal also includes: tomato juice, tossed salad, rolls, pie, and beverage. \$3.50 per person. **ENTERTAINMENT:** Stall 4 of CSRR roundhouse at 8:30pm. Lawrence Brown of Oakland ME will present his excellent MEC and Bridgton & Harrison steam movies with background sound effects of live steam being bedded down for the night.

For Ham & Bean dinner reservations, send check to Joe Shaw, 888 Greenland Rd., Portsmouth NH 03801. For convenience we have a form elsewhere in this Newsletter.

**DUES ARE NOW DUE! 1980-1 DUES ARE NOW DUE.** Annual Dues are now \$13 per year. Make check/money order payable to the Boston & Maine Railroad Historical Society and NOT to any of the officers. Send your payments to: Membership Secretary, B&MRRHS, P. O. Box 369, Belmont MA 02178. If changing your address send the change to the same address.

**S** Have a Heart. A few of you have been sending in SSAE's when renewing. The idea behind it is appreciated, but just the stamps, please, DON'T send the envelopes. We've got plenty of B&MRRHS envelopes and a complete set of mailing labels bought and paid for and devoted to the renewal process. The self-addressed envelopes have a spanner-in-the-works effect on the renewal process (especially when it's a two-man operation, as it is now going to have to be) and do entail a risk of causing Brown Dot pox.

**D** **HELP WANTED.** Someone to type the membership cards for renewed members and/or send them out. Rather straightforward work, especially as completion of the Great Rebuild project has made the dues file cards much easier to work from. Logistics have been already planned so no surprises. Would like someone within (relatively) easy driving distance of Belmont, especially west toward Concord. Write the Memb. Sec. at the Belmont box or call T. R. Engel at 484-5911.

**B&M 4-4-0 RAFFLE** The Society has purchased one of the PFM B&M 4-4-0's that have just been released and is raffling it off at \$1.00 per chance. If you'd like to take one or more tickets fill in the entry blank elsewhere in this Newsletter and return it to the business manager. If you take more than one chance, be sure to make a Xerox copy of the entry blank for each \$1 you send over the first \$1. The drawing will be held at our September meeting on Sept. 13th.

**Special Summer Doldrums BULLETIN Sale!!!** Order any back issue of the Bulletin for \$1.50. Five issues for \$6.00, ten for \$12.00. Here is an excellent inflation beater while they last!! Now is the chance for those who've been procrastinating! Offer expires July 31, 1980. See PUBLICATIONS page elsewhere in this Newsletter for available issues.

- Send your Newsletter items to John C. Alden, Newsletter Editor, 11 Riverside Ave., Concord MA 01742.
- ADDRESS for membership matters: Memb. Sec., B&MRRHS, Box 369, Belmont MA 02178.

**B&Meeting** The June 1980 meeting of the B&MRRHS was held Saturday evening, June 14, 1980 at the First Parish Unitarian Church, Woburn Square, Woburn, Mass., beginning about 8 PM. Principal business of the meeting was the election of officers for the 1980-1 year and voting on the dues increase. 89 members voted (thus the vote adds to 89, and to 178 for the directors' contest); the vote being as follows:

DIRECTORS: Leroy Hutchinson \* 84 (2 votes per ballot)  
 Joseph Shaw \* 78  
 Stanley Genthner 2  
 Donald S. Robinson 1  
 Donald B. Valentine 1  
 Disqualified 2  
 No preference 10

PRESIDENT: Malcolm Houck \* 84  
 No preference 5

VICE PRESIDENT: John Goodwin \* 84  
 Thomas Engel 1  
 No preference 4

TREASURER: John Hutchins \* 84  
 No preference 5

SECRETARY: Robert M. J. Hagopian \* 82  
 No preference 7

DUES QUESTION: Yes \* 64  
 No 25

The newly-elected Officers are made with the \*'s; the dues increase passed.

Program Chairman Joe Shaw announced that he has had to **step down** from his Chairmanship for business reasons. After a vigorous appeal to the members assembled, John Roderick volunteered for the job, and is now our new Program Chairman.

Earlier John Hutchins and others gave a pep talk on the serious need to get more people into the Society's operations, and answered questions on the dues increase.

The Members' Night which followed the meeting was very well received with a wide variety of slide and movie topics both past and present. High points of the evening were some aerial shots of the recent BAR fan trip (a new dimension in train chasing) and vintage slides of B&M steam in the late 40's and early 50's, including a fan trip with the B&M's last Atlantic. — TRE

**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; when ordering please use print number as well as the title and year of the print.

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.

**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:** Winter 1976-7, Spring, Summer, Fall 1977, PRICE: \$2.25 ea. Spring, Summer, Fall 1978; Winter 1978-9, Spring, Summer 1979, Spring 1980, PRICE: \$2.50 ea

**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  
**B&M MODELING GUIDE:** Don Clerke's excellent handout from his modeling 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 Society's own 136-page book featuring 4-color covers, 180 b+w photos and 4 internal color plates by New England's foremost rail photographers. Main-line steam and diesel action from 1940 to the present on the Boston & Albany, BAR, B&M, CPR, CV, GT and MEC is highlighted plus branch and short lines throughout the region to the north and west of Boston. Heavy coated stock plus durable binding make this an excellent value on any bookshelf. Softbound. \$12.95

**BOOKS BY OTHER PUBLISHERS:** A Pinprick of Light by Carl R. Byron. A 72pp 6" x 9" 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 \$28.95.

Northern Rails - 1980 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. \$4.00.

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

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

Reproductions of Maine Central RR Handbook of Officers, Agents, Stations, and Sidings (1917) and Boston & Maine RR Handbook of Officers, Agents, Stations, and Sidings (1923), done by Bill Robertson. \$2.00 each.

**NEW!** Route of the Minuteman, by Tom Nelligan and Scott Hartley. A well-illustrated look at the B&M from 1969-1979. Excellent photographs concentrate on the Rigby-Mechanicville mainline, Conn River, commuter, and branchline operations. A lively, well-written text accompanies the 64 pages between 4-color covers. Softbound. An excellent value. \$5.00.

● THERE is now a \$2 charge for all bad checks (this includes dues checks). In event we continue to get bad checks that charge will be increased to \$5.

**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:** Complete set of B&M Bulletins from Fall 1974 to Spring 1980. List price \$45.75; Best Offer. Lewis Tuttle, R. F. D. Hancock NH 03449

**INFORMATION WANTED** Bill Jernstrom, 822 Pelham Dr., Fort Wayne IN 46825, is seeking information concerning the last runs of steam locomotives in regularly scheduled passenger and freight service on New England Class I and shortline railroads. For each railroad he would like to know engine number, date, train number, passenger or freight service, and wheel arrangement. If you can provide any or all of that data on any New England railroads, please write Bill at the above address. While you're at it, why not send the information to your Newsletter Editor also?



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

50 years ago JULY 1930, Front cover: scene at Lowell with Lima steam loco. #4014 in the background in connection with centennial observance there. "Centennial Number", Vol. 7, No. 3.

"100 Years Celebrated" Date: June 5, 1930. "Thousands join at Lowell with leaders of city, state, and New England industry in observance of centennial of steam railroads in New England and 100th birthday of the Boston & Maine Railroad." several photos, including one of Congresswoman Edith Nourse Rogers driving home the bronze spike held by Chairman T. N. Perkins. "Centennial Exhibits in New North Station Attract Thousands during Birthday Week" with 3 photos.

"Dedicate Hannauer Panel in New North Station" photo Showing Chairman Perkins dedicating this panel before departure of special train to Lowell for celebration there. Panel read: "In grateful remembrance of George Hannauer, President, Boston & Maine Railroad, January 1, 1927 to November 2, 1929."

"His Worship Drives the Minute Man, Says American Enginemen Have It Easy". Photo shows His Worship Mayor Wheeler of Dorchester, England at the throttle of engine on the Minute Man; he was "engine driver" on Southern Railway on line between London and Weymouth. His Worship also inspected the new hump yards in Somerville.

Three officials advanced to new posts, F. T. Grant, W. O. Wright, and H. F. Fritch. Center spread photo shows Boston & Maine Employees' Band on parade in Lowell for Centennial Celebration. Questions about the B&M: 1) Where is the longest piece of tangent track on the B&M and its length? 2) Where is the highest bridge on B&M located and what is the distance to the bed of the stream? Misc. items: photo of Chief Clerk and Mrs. R. H. Billings of Concord NH; G. C. Aldrich new General Agent at St. Louis, Mo., photo...

25 years ago JULY-AUGUST 1955, Vol. 23, #4 Front cover: Boston Harbor fireboats greeting Alcoa Line S.S. Roamer arriving at Mystic Pier, by Frank H. Hill, inaugurating new service from Puerto Rico to Boston. Inside front cover: photo "Death Row for Giants" showing various steam locos. being dismantled at Billerica.

"Fireman Gets Presidential Medal" Louis E. LaSalle saved the life of a young child at West Rindge NH on Feb. 9th while fireman on local freight between Gardner MA and Peterborough NH.

"Sales Force Gains New Enthusiasm" Traffic people toured the RR in May, visited Worcester, Gardner, East Deerfield, White River Jct., Troy NY, Mechanicville NY; photo story shows traffic men on "Industrial Tour at Springfield", also included Chicopee and Holyoke MA.

Photo heading "A Big Reason Why Railroads Are Essential to America" shows large girder for use in construction of Mass. Turnpike being delivered at Chicopee. Center spread photos show traffic agents on tour of RR at various points.

"Make Rail 'Voyage'" More than 700 railfans travelled by special train from Boston to Wolfeboro, toured Lake Winnepesaukee on diesel-powered vessel the "Mount Washington", returned to Boston via Dover and Portsmouth. This trip on June 19th was under the chairmanship of Howard F. Greene, RR Enthusiasts..

B&M IN THE PRESS TRAINS Magazine is to have an article on "how the Boston & Maine has survived in-tact and outside ConRail" in its August 1980 issue. If it's anything like the two-parter they did on the Kansas City Southern it should be very interesting.

Capt. Tom E. Thompson has sent us a copy of a recent piece that is a "real jewel", a six page article "The Boston & Maine: Backing Away from the Brink -- and on Good Track" in the March 1980 issue of Railway Track and Structures. An extremely interesting and timely account of the problems of the past and the steady progress of today, with an eye toward the future; featured are interviews with the B&M's Chief Engineer - Maintenance of Way and Structures Vin Terrill and Vice President of Engineering David Hughes.

Some details from this article: The present renaissance in track maintenance started by improving tie conditions on the mainlines; by the time the 4R project began in earnest management was able to devote almost half of the 4R money to rail. The B&M has gone to great lengths to determine as accurately as possible what the returns on track maintenance investments will be, using the methodologies provided in the TOPS ON-LINE system study developed for the FRA as a guide to the cost behavior of track maintenance. to make decisions on particular maintenance projects. The B&M is replacing 112# rail with 132# rail; the benefits in increased tie life can be calculated. For the present the B&M intends to replace 25% of the rail in the Fitchburg main line and is aiming for a total of 50% welded rail in place at the completion of the 4R work. Full mainline installation of continuous welded rail (CWR) is out of the question; besides costing an extra \$15m. there would be an enormous backlog of relay rail. As is, there will be almost 100 miles of relay rail available at the end of the 4R work, enough for planned usage for the next 2-3 years. After the 4R project plans call for about 10mi. of CWR per year.. The article also covers the structuring of the M/W forces.. Traffic projections also enter in to maintenance decisions, whether traffic will be mostly unit trains and bulk commodities (low speed, high tonnage, low sensitivity) or merchandise related tonnage (higher speeds, and more damage-sensitive).. Hoosac Tunnel Route is the great competitive advantage against CR; the B&A has a greater % of curved track and grades: B&M goes through the Berkshires while CR has to go over them. Result: less required motive power, less track maintenance, and less fuel consumption.

Send your Newsletter items to John C. Alden, 11 Riverside Ave., Concord MA 01742.  
**B&Matters** The B&MRRHS wants you to contribute to the B&MRRHS Newsletter. Contributions for this month are very gratifying, keep 'em comin', folks...

**PASSENGER NOTES** — Word on why some of the commuter trains have their engines on the outward end, from Don LeJeune and others: This treatment is due only for the F40PH's. Noise and smoke from the engines when on the inward ends at North Station has led to complaints from people in surrounding buildings. (The F40's ARE noisy, and do sound like enraged vacuum cleaners when accelerating. — TRE)

**Not-So-Old Order Passeth Dept.** — The restaurant in Chelsea (on Beacham St., we believe) that had the Talgo coaches has gone out of business. On 6/29 site visited; the restaurant and the coaches have been totally stripped of furnishings, flooring, windows, everything. The cars, which had been in very good condition when the place was visited in 1977 are now fit only for scrapping, desolate shells on the Chelsea shore.

Capt. Tom Thompson rode the Concord trains on 29 May. Mechanized tie gang was working the track between Manchester and Concord, also many new lineside poles for signal lines have been installed. Tie gang was being supplied by a short string of 5300 series B&M bulkhead flat cars with new ties, cars were switched about in Concord by SW-1 1121, still in the maroon paint scheme. Present Concord platform is just north of last B&M Concord Depot, now a bus station. Bus depot employes are none too sociable, when asked about the train times response was "I don't know; we don't have anything to do with them."

There is now just one train a day each way in from Concord; the Mon-Fri second trip was dropped; deficit is \$7,000/month higher than expected principally because people are buying multiple ride tickets. Patronage has been described as healthy, but to stay in budget the later train is being dropped.

The Montrealer is now carrying a slumbercoach.. Today (6/30) a truck delivering cement to a firm near the South St. crossing at Roberts got stuck on the crossing while backing into the site; the truck got caught between the gates and was hit by one of the outbound evening expresses, unfortunately doing some damage (extent not noticeable on TV) to the engine. No passenger injuries, just delays.. That British Leyland Railbus, which went back to England for modification, is figuring in new plans to handle the Concord service problem. Scheme afoot: use the railbus in shuttle service between Concord & Lowell. The MBTA's fee to NH for the Concord service is a percentage of the cost of running the entire MBTA commuter lines.

We welcome the following new members: Paul Sorenson, Malden MA; Stephen M. Moreau, Woburn MA; Patrick Hamill, Upper Darby PA; Berthold Bolles, Colrain MA; Robert Borthwick, E. Harwich MA; Maj. Richard F. Picanso, Gambrills MD; Kenneth Milender W. Peabody MA; Jeanne La Chance, Methuen MA; Stewart P. Schneider, W. Kingston RI; Alan Mindlin, Pontiac MI; Dave Attwood, Eliot ME; Roger J. Dickinson, Colchester VT; Stephen C. Olney, Chelmsford; Bob Akerley, Andrews AFB MD; Donald E. Libby, Omaha NE; Richard N. Knight, Rockport MA; Jules A. Hoyt, Los Angeles CA; Donald B. Virtue, Hanover MA. Welcome aboard, ladies and gentlemen!

**MORE B&MATTERS** East Deerfield Events, by Howard Paulson. At East Deerfield in early June Alco 1271 was working the west end of the yard, the only Alco operating on the system. 9:20 am from the east 310, 309, & 201 with 92 cars and 2 cabooses. 10:15am from WR Jct. 1720, 1721, 1724, CP 8740 and 1555 with about 100 cars - had to double into the yard. Departed east 11am 1733 with 14 cars. Departed south 11:15am 1127 leading with 1734 and 16 cars. 12:55pm from Mechanicville 302, 304, 314 with 100 cars. Departed south 1:55pm 1754, 1717 with 44 cars. Many ex-Rock Island cars in evidence with B&M reporting marks. (Relieved to hear 1271 was still running)

The B&M and the Ossipee Sand & Gravel Co. (a unit of Boston Sand & Gravel) are seeking financial assistance from either NH or the federal government (or both) to repair deteriorating track on the 28-mile line between Rochester NH and Ossipee. Price tag has been estimated at \$3m. by state officials. Ossipee Sand & Gravel is the big customer on the branch, which sometimes sees as many as 30 cars a day during the summer. Current track conditions have made it necessary for the B&M to slap a \$50 a car surcharge on the gravel cars, with the expectation that may go as high as \$150 over the next 12 months. Ossipee S&G says it can't afford more than \$50 per car so both the gravel company and the railroad are after other funds from government sources; the state of NH wants to keep the rail line open. (Bill Holman & Richard Hughes)

The Groveton local leaving Groveton NH on May 21 at 2pm derailed 8 cars at the W. Elm St. crossing; 2 50' box cars loaded with paper tore up the crossing and track. The next day a private crane from Gorham and a B&M mobile crane from E. Deerfield were on the scene righting the cars. By days end all cars were on the track with the track crew repairing damaged sections. (Roger B. Robar)

**WOLFEBOROUGH** The Wolfeborough Railroad is back in business, and with a bang! Grand Reopening ceremonies were held at Wolfeboro' on May 31st with speeches, jazz by the Mink Brook Marching Society, and an appropriate appearance of B&M GP7 1569 come over from Sanbornville. The guest of honor was the Wolfeboro's own 2-6-2 #250 with a golden eagle mounted under its headlight. #250 is painted an antique forest green which turns out to be rather attractive.. Starting in July 6 daily round trips are scheduled; to help #250 out the Wolfeboro has leased the Otter Valley's Alco S-1 "One" (ex B&M 1175). (the Otter Valley has given up their tourist operation in favor of the more lucrative private car tour and caboose remodeling businesses, thus the "One" is free. The Otter Valley had been operating over parts of the old Clarendon & Pittsford.) Ride the Wolfeboro' on your way up to the Conway Scenic on 8/9!!

Dover Doings, Part I. SW9 1230 back in Dover again; it had been replaced by SW9 1226 for a short period. 1230 is still in the old maroon & gold, 1226 in new blue paint. Symbol swap: DO1 is now the gravel train, Dover to Ossipee. DO2 is the local to Farmington (Davidson Rubber) and return. Lately DO1 has had a mixture of GP7, GP9, and GP18 units for power. GP7 1555 in the new B&M paint scheme worked on both DO1 and DO2 recently. 1555 has Boston and Maine spelled out in 3 lines on the long hood and the # on the cab side. Sat. 24 May DO1 arrived in Sanbornville with GP18 1752, GP9 1708, 29 empty gravel cars, and Otter Valley Alco S3 #1; the Alco was being dropped off for the Wolfeboro. Quite a crowd gathered to watch the switcher move onto the WRR property. (Tim Pancurak)

Speaking of Alco switchers, B&M Alco S4 1274 is stored alongside the MEC/PT roundhouse at Rigby yard, South Portland with a capped stack.

Dover Doings, Part II. 14 June MEPO-B, extra 302 east through Dover NH at 0745 with 3 GP40's and 55 cars. DO2 ran as an extra to Davidson Rubber. Most work is normally handled Monday thru Friday by DO2; additional work at the auto parts manufacturer made the extra run necessary. DO1, the "Gravel Extra", did not run Saturday. GP9's 1708 & 1748, normal power for DO1 sat dead in Dover at the freight office with GP9 1716. The Portsmouth switcher into Rockingham Jct. with GP9 1704 and 8 cars. An engine swap was made, 1704 being left at Rockingham and GP9 1741 the new power for the return trip to Portsmouth. The train to Portsmouth consisted of 30 cars of sand and gravel for Seabrook.

15 June. B&M GP7 1570 working the West yard at Rigby. MEC Alco S4 switcher 317 parked alongside the roundhouse with a capped stack. Portland Terminal Alco switchers are the primary power in the yard, but I would suggest getting those Alco photos now. (Tim Pancurak)

The Boston & Maine Corp. reports a net loss for 1st quarter 1980 of \$2,727,000 vs. a loss of \$1,221,000 for 1st quarter 1979. Gross revenues were \$29,090,000 (1979=\$26,453,000); freight revenues \$26,345,000 (1979=\$24,179,000). Both loss figures above however include expenses in connection with the FRA rehabilitation project. Without such expense, the loss for 1980 would have been \$331,000 compared to a 1979 loss of \$864,000.

14L Notes from a Sonic Vantage Point - Parker St., South Acton, by Don Tead. People are surprised when it is stated "Sounds of today's locomotives can be as fascinating as those of the steam days." I agree with the statement and hope that my notes each month will inspire many of us to "listen" as well as "look". My articles in Extra 2200 South Feb./March and June/July 1970 and Deane H. Ellsworth's in Sept./Oct and Nov/Dec 1974 cover horns and air whistles.

The arrival of the MBTA locomotives and cars changed the B&M sonic picture drastically. One does not have to have perfect pitch or be a student of music to appreciate the variety of sounds emanating from the locomotives. I don't know what to expect next from either the resident mockingbird here or the horns!

An engineer said to me "I like the horn on the Pullman cars." I will discuss it and others next month.

**MEChatter** Say It Ain't So Dept., (con'd) For many years the Maine Central has been a constant in the New England railroad picture. Controlled by its own stockholders with shares publically traded, not part of a "diversified railroad holding company", proudly independent, the very consummation of Yankee Railroad. But No Longer. The New England railfan community is reeling in shock, stunned, for late last week (6/25) Mr. E. Spencer Miller, the Maine Central's Chairman of the Board, announced that Maine Central had reached an agreement with U. S. Filter for the combination of the two companies.

Future steps call for the merger of a wholly-owned subsidiary of U. S. Filter into Maine Central at \$100 per share to all common shareholders of MEC other than U. S. Filter. As a first step directors of MEC will sell some of their personal holdings of MEC common to U. S. Filter giving Filter more than 51% of the voting stock.

U. S. Filter has assured MEC that it will retain present management of MEC as well as its Board of Directors for operation of MEC's business as a subsidiary of U. S. Filter. Mr. Miller also stated that ownership of Maine Central by Filter will strengthen the railroad and its credit and provide both additional security and a potential source of future capital.

**D&Happenings** The Delaware & Hudson in mid-June reached a verbal agreement with ConRail for the acquisition of the former DL&W mainline between Binghampton and Scranton (60.95 miles). The D&H expects to begin operations on the line August 1 under an interim lease arrangement pending completion of sale documents and financing arrangements for a closing at a later date. At the same time the D&H's present route over Ararat Mountain will be removed from service.

The purchase includes East Binghampton yard and Taylor yard. The former DL&W E. Binghampton yard will be reopened and become the D&H's principal yard and terminal; the present Liberty Street & Bevier St. yards and facilities will be phased out. The former Taylor yard will be reopened becoming the D&H's principal yard & terminal at that end; the present Green Ridge and Hudson yards and facilities will be gradually phased out. There is a substantial tunnel (Nicholson Tunnel) on the DL&W line.

This is IT! Ararat is going; drop the Steam Specials for awhile and see Ararat while it's running..

Train	Freq.	Origin/Time	Mid-points/Time	Notes
POME-A	Daily	Rigby 0300,	Lawrence 1400	(Schedule is as of the end of June; as always trains may be cancelled or set back, etc. Extras run, etc. On account of trackwork's being done on weekdays only trains often aren't on schedule Mon-Fri; but may run close to time or ahead of time.)
POME-B	Daily	" 1530,	" 1930	
POED	ex Sun	" 1900,	" 2300	
DOBO/BODO	ex Fri Sat	Dover 2030,	Boston & rtn.	
BOSE	ex Sat	Boston 2359		
	Sat	" 1200		
SAED	Tue-Fri	Salem 1900		
	Sun Mon	2100		
COED	ex Sat	Concord 2100		
MEPO-A	Daily	Mcville 1200,	Lawrence 2100	
MEBO	ex Sun	" 2100		
	Sun	" 1000		
MEPO-B	Daily	" 1800,	" 0330	
EDPO	ex Sun	E. Deerfield 0330,	Lawrence 1100	
EDSA	ex Sat	" 1930		
EDCO	ex Sat	" 2200		

CONN RIVER

SPCV	Daily	Springfield 1600
EDWH	ex Sun	E. Deerfield 0330 (Sun xtra us. 0500)
WJCP	Daily	WR Jct. 1200
CPWJ	Daily	Newport 2130
WHED	ex Mon	Whitefield 0100
CVSP	Daily	WR Jct 1800
EDSP/SPED	Daily	E. Deerfield 1230

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

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

B&M 4-4-0 RAFFLE Entry blank for raffle tickets. REMEMBER, if you take more than one chance be sure to make a xerographic copy (Xerox, Savin, etc.) of the entry blank for each \$1 you send over the first \$1. Drawing will be held at the September meeting on September 13, 1980.

Send to: Business Manager, B&MRRHS  
P. O. Box 2362, Harwood Station  
Littleton, MA 01460

Yes, I want a chance to win a B&M 4-4-0!!!

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

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

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

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

RESERVATION FORM for Ham & Bean Supper at North Conway on August 12 before the meeting.  
Send to: Joseph N. Shaw, 888 Greenland Rd., Portsmouth NH 03801. PRICE: \$3.50/person

NAME \_\_\_\_\_

Make Checks out to Joe Shaw, c/o B&MRRHS-470 Club

ADDRESS \_\_\_\_\_

One Person \_\_\_\_\_

Number of people, if more than one \_\_\_\_\_

AMOUNT \$ \_\_\_\_\_

(Renewal Form, detach and use)

Annual dues are \$13.00. Make Check/Money order payable to the Boston & Maine Railroad Historical Society, Inc., and send to: T. R. Engel, Memb. Sec., B&MRRHS, Box 369, Belmont MA 02178.

NAME \_\_\_\_\_

DATE \_\_\_\_\_

No. / STREET \_\_\_\_\_

CITY/TOWN \_\_\_\_\_

STATE/PROV \_\_\_\_\_

ZIP \_\_\_\_\_

NOTES

# B&Memories

We have the following anecdote from Member Glen Kidder of Acton, Mass. A delightful treat, and what better way to finish off the old membership year and begin the new...

"I was returning east in 1935 to take a new job. The train out of Chicago was the New York Central's Lake Shore Limited. At Albany I changed over to the Belt Line which ran between Troy and Albany and was in the through car which ran from Chicago to Boston. This car then was coupled onto the Minuteman at Troy."

"The B&M was quite accommodating in those days, and most of the officials were 'professionals' in the railroad business (quite different from most railroad officials today). On request, a 'through passenger' usually could arrange, if he or she 'knew the ropes', to have the Minuteman stop to pick up or drop off a passenger at Ayer, Mass. which was an unscheduled stop. It was thus possible to save time and inconvenience in having to take an earlier train and change trains either at Fitchburg or Boston and return to Ayer. Knowing of this aspect I checked with the conductor at Troy and he arranged with the Division Superintendent at Greenfield to have the Minuteman stop special at Ayer for a moment so I could de-train."

"At that time, a gentleman named 'Sliver' Gowen was holding down one side of the Minuteman as engineer. When I learned this, I knew we weren't going to lose any time, as 'Sliver' was known for his ability to hold pretty much to schedule. Surely enough, because the Minuteman would probably lose from 3 to 5 minutes by the special stop at Ayer, engineer Gowen, after clearing Fitchburg, began to keep the slack out of the drawbars and we were 'picking them up and putting them down', figuratively speaking, with no lost motions! We took the sharp curve at Lunenburg hardly missing a beat, although for a time I thought we might be making a special excursion through the countryside! By the time we reached Ayer we had clipped at least 2 to 3 minutes off the regular schedule and when we braked to a hurried stop at the station I 'unloaded promptly. 'Sliver' left town in a cloud of dust and with a tip of my hat I bid adieu to one of the B&M's 'professionals' for an excellent performance (as usual)."

"Unfortunately, to the best of my knowledge, even though I rode thousands of miles on the B&M after that (mainly commuting), I don't recall ever riding behind him afterwards."

"He was a real 'throttle artist.'"

ADIEU Due to increasing demands of business, and career plans Your Asst. Editor is having to sharply limit his participation in the Newsletter in the future. Future involvement will be limited mostly to running mailing sessions. It has been four very exciting years, with its ups and downs, but on balance well worth it. The search for successors is already underway, and I do look forward to receiving Newsletters that will be total surprises to me, but to all our contributors and the readers of our four years' efforts, a heartfelt thank you. — TRE

+++++  
ORGANIZATION  
NON-PROFIT  
+++++

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