

JOHN C. ALDEN, EDITOR

AUGUST 1980

Greetings to our Boston & Maine Fans:

AUGUST MEETING: Saturday, August 9th, joint meeting with the 470 Club. Where: Conway Scenic R.R. at North Conway, N.H. Details have been shown in June and July Newsletter. Dinner reservations should have been made with Joe Shaw, 888 Greenland Road, Portsmouth, N.H. 03801.

SEPTEMBER MEETING: Usual location, 1st Parish Unitarian Church, Woburn Square; time: 8:00 P.M., Saturday, September 13th.

B & MEETING: The July 1980 meeting of the B&MRRHS was called to order by President Malcolm Houck on Saturday, July 12 at 8:10 P.M. in the Winnacunet High School, Hampton, N.H. Approximately 70 members and guests were in attendance. The business section of the meeting was disposed of in favor of the entertainment. Joe Shaw introduced the new officers of the Society and the Bulletin Staff. A sincere plea for help was put forth regarding Bulletin production. Dick Symmes reported that some success had been made in attaining help, but that anyone interested in having a part in producing our fine magazine should contact him. He also stressed the need for material; especially on the West End of the Railroad, since not much has surfaced regarding that part of the line. Thomas Engel also requested help in typing membership cards. He urged anyone interested and within reasonable driving distance of Belmont to contact him for work arrangements. Joe Shaw reminded all of the upcoming Conway Scenic meeting in August. He urged all interested in the "Ham & Bean Extra" to promptly reply for tickets. If the reply is insufficient, the dinner will be scrubbed. All deposits would be returned, however. Larry Blanc announced the "470 Club's" upcoming "Gorham Gallivant." After these announcements, Joe and some of the other officers conducted an exciting auction of assorted railroad items and memorabilia. This and previous auctions have proved successful for all concerned. The Society appreciates the active participation of the auctioneers and buyers! The proceeds help to defray production costs for the Bulletin. After the flurry of auctioneering, the membership settled down for Bob Allen's slide presentation of B&M Steam of all classes and types. Following the slides, "Vanishing Vapors", the new record released by the "470 Club" was warmly received and promptly sold out! The meeting adjourned at 10:00 P.M. for parts unknown. Respectfully submitted, Robert M.J. Hagopian, Secretary.

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

50 Years Ago: August 1930, Vol. 7, No. 4, Front Cover view shows the NEW North Station, Hotel Manger and N.S.I.B. Inside Front Cover shows steam-powered Pacific type No. 3689 speeding down the Western Route with "The Flying Yankee", 7 cars. Poem: "Our Railroad". We Build, and Move Into, a New Skyline for Boston is leading article; photo showing new General Office Building at 150 Causeway Street, Boston. "Purpose and Function of Purchasing and Stores Department" explained by A.W. Munster, Purchasing Agent. "Flying Yankee" and "Pine Tree" break records - 100% on time for over 2 months; crews commended by V.P. J.W. Smith. Photo shows Rudy Vallee and Conductor G.A. Silsbee, with 59 years of service. "Have You Ridden Behind the Green and Gold Locomotive is Now Popular Query" - No. 3689 resplendent in two-tone green and gold stripes, nameplate under front headlight: "the Flying Yankee" - nonstop run between Boston and Portland - 2 photos showing front end and 3/4 side (fireman). "N.E. Governors Ride the Minute Man" - 4th year they have

gone West via Line of the Minute Man; photo showing group at North Station, including W.O. Wright, P.T.M., and T.N. Perkins, Chairman, Board of Directors. "Sugar Necessary to Run Train 51", photo showing train at Shelburne Falls with Mail Wagon hauled by "Roger", the horse who liked his sugar. "A Closeup of the New North Station Development", center-spread photo shows the Pine Tree Limited Leaving for Portland; 6 other trains shown. "Office Boy to Freight Traffic Manager is Record of J.W. Rimmer" and "C.F. Palmer now Asst. Gen. Passenger Agent", photos of both of these men. Photo: "The Berkshire Flyer Enroute" shows train E.B. Kendall Green.

25 Years Ago: August, 1955 was in the July issue.

COMING EVENTS OF NOTE:

SEPTEMBER 13, 1980 - Rail Fan's Day, Conway Scenic R.R., North Conway, N.H.

OCTOBER 4, 1980 - Fall Foliage R.R. Excursion, Boston-Renesselaer, N.Y., R.E.I.
Amtrak equipment over former Boston & Albany/Mass. Bay.

B & MATTERS

Don LeJeune, 18 July, "John, not too much doing around, everyplace has skeleton crews so consequently when something breaks down it will remain that way longer (Billerica). GP-9 1740 (Somerville accident) is operational but for undisclosed sources isn't being put back on the line and is classified as being "stored" on one of Billerica's "Hill Tracks", Billerica's tracks for engines awaiting service or storage due to wrecks, etc. Power OOS at Billerica as of this date; GP9's 1725, 1726 (both being rebuilt), 1703, 1736, 1746. GP-7 1560. SW-1 1121, NW-2 1211. SW8804. There are a number of yard switchers currently OOS at Billerica in their yard awaiting their turn for repairs in the shops. GP-9 1727 has been assigned as Salem's 1430 switcher job. Power for the week of July 18th on SAED Salem, East Deerfield has been: GP-9, GP-18; 1753 & 1721, 1748 & 1750, 1741 & 1748, 1727 & 1737, 1748 & 1750, 1705 & 1752, and 1727 & 1729. This month's issue of trains (August) has an interesting issue on the B&M to be continued in the September issue. From Billerica: It is still uncertain at this time as to when a yard switcher goes in the shops for major work and is in need of a paint job such as the 800 or 1100 series that if a new paint scheme will be put on these units. One thing certain is that they won't come out with BOSTON and MAINE stenciled across their nose as their GP units are now seeing. One of Billerica's train dispatchers, Ray Palleschi, has been working designing and building schematic track plans for the new CTC boards that are being installed at Billerica. These panels are attached to the CTC boards to help the dispatchers locate their territory faster and more efficiently. RDC Budd Car #6148 left Billerica newly wired to be used as a push-pull diesel electric car, tests have been completed and should be put into the T's revenue shortly."

Joe Camarano, July 13, "July 1980 Newsletter stated that B&M Alco #1274 was stored at Rigby Yard. No date was given so please note that on July 12, 1980, #1274 was sitting at the N. Billerica Shop area. Good news from E. Deerfield: B&M Alco #1271 still working the yard on July 5, 1980. All of the following power has been observed at W. Cambridge Yard with freight trains of various sizes: July 9, 1980, #1755 with a nice fresh paint job; July 8, 1980 #304, very rare appearance of GP-40 in this yard; July 3, 1980 #1708; July 1, 1980 #1208."

Gregory Cox, 20 July, "I started to write this the day after the 5th but I was caught up in haying and it didn't get done. This letter deals mostly with the Connecticut River line. On 4 July at 1:15 p.m., the CVSP derailed in Holyoke about 1 mile north of Holyoke North interlocking. Twelve cars of a 43 car train derailed. Luckily 4 tank cars were among those which did not derail: they contained chlorine. According to the media, the

railroad attributes the derailment to a broken rail, possibly caused by expansion due to the high temperatures. The derailment occurred at the same spot (roughly) as did the 13 Jan. 1979 derailment of the northbound Montrealler. To be precise, it occurred directly behind my mother's house (no one was at home). There were no injuries reported (the 1979 derailment had 1 injured passenger out of c250 people). The line was put back in service about 28 hours later on 5 July. The news media that I've seen (WFSB-TV 3, the Springfield Union, the Holyoke Transcript-Telegram) made a great deal of the derailment, especially of the what-if's: i.e., what if the tanks had derailed; what if the tanks had leaked; what if the Montrealler loaded with passengers had derailed; what if and so on. Calls have been put out for legislation banning hazardous cargo transport or limiting it to so many cars in one train or requiring notice before such cars may be moved through Holyoke. Essentially some panicky people are raising much heat and remarkably little light. Since the 13 Jan. 1979 derailment of the Montrealler, there have been 3 derailments on the lower Conn. River: the August 1979 wreck of the CPSP (caused by a washout created by a massive thunderstorm), the Wednesday before Thanksgiving 1979 derailment of the SB Montrealler at Mt. Tom and the 5 July derailment of the CVSP. Other News: The Mt. Tom power plant of HWP (Northeast Utilities) and the state have reached agreement whereby the plant will convert back to burning coal, probably by March 1981. The necessary legislation was passed and signed this past month. The current ED-1 use of the multiple equipped 1127 may go by the boards when coal is to be delivered and switched. (ED-1 consisting of 1127 + a GP delivers the oil tanks to Mt. Tom and switches, the GP is dropped and the 1127 goes to switch the Easthampton branch and the Tri-City container plant and then takes its train (less the GP which is picked up by the next SP-? NB) back to East Deerfield.) More: The Uniroyal plant in Chicopee will close this week. A plan to purchase the plant and produce bias ply tires there as before has not been decided as of last week. The principal force behind the plan, a Mr. SerVass of Indianapolis, is still trying to determine whether a partially employee-financed company would be economically feasible (this was written up in Business Week a month or two ago). Uniroyal is a major B&M customer at Chicopee. Question: Does anyone know the meaning of the different groups of cars which have been seen temporarily stored at Mt. Tom or on the old northbound between Mt. Tom and Northampton South or up in the Northampton yard or on the Central Mass Wheelwright branch west of the Connecticut River bridge in Northampton? Currently a group of Railbox boxcars are stored at Mt. Tom. Also back on 12 May through at least the 22nd there were 40 or so APL (American President Lines?????) Linertrain piggyback or container flats between Mt. Tom and Northampton South--orange cars with yellow backover plates built in 1978. More such cars were visible on the Wheelwright branch (from 1-91) and in the Northampton yard on those dates. Furthermore, on 12 & 13 June a different set of cars were stored between Mt. Tom and Northampton South--orange-red 50 foot boxcars with red doors and new red paint over their logos. All were built in the mid 1970's but the reporting marks were meaningless to me. Are the boxcars part of the Rock Island purchase the B&M made? Why the flats and whence? My curiosity was definitely picqued. Further addenda: on 14 July the B&M had 4 or 5 cars derail at Millers Falls blocking one main track and the following day they had a minor derailment on the eastbound main at East Deerfield. If one listens to the scanner out here on the west end in the daytime one often hears the conflict between the dispatchers' desires to move the trains and the trackmen's requirements for uninterrupted worktime. More than one eastbound has canned before it could get through the trackwork and reach Greenfield or East Deerfield. Another scanner note is that Rule D-93 must have been replaced in regard to running the Montreallers between Old Deerfield and Greenfield as it is no longer mentioned. More questions: Now that the railroad is using a new set of timetables and rulebook, is it possible to obtain a copy of the old rulebook? A Bulletin question: Why not take one rule per issue and show how they apply upon the railroad? I'd love to hear the rationale behind the Rule D-93 as it was applied around Deerfield. Another commonly invoked rule is Rule 266. So much for this discussion. When I'm not busy farming or logging up here in Hawley I work as a bartender or banquet waiter in Charlemont and one of the fringe benefits is that the B&M usually has 4 or 5 trains go by in the 3 hours or so I work. If only I could sneak out with my camera...."

14L NOTES FROM A SONIC VANTAGE POINT, Parker Street, South Acton, by Don Tead. The MBTA Pullman cab cars have a rare and pleasing horn - Leslie Model S-3BR. This horn sounds a high minor triad - a chord which has always been popular in music because of its plaintive quality. Lest some of you listen and grumble "That horn does not sound so hot", let me add quickly that one or two of the cab cars sound the bottom two notes only and one sounds just the top two notes. Two notes do not constitute a chord. The five new F-40's due in the Fall will be equipped with Nathan K-5LA horns. More on these and the S-5TR's next month.

UNCLASSIFIED ITEMS OF INTEREST

B.P. CURRY NEPEAN, Ont. 6-30-80 - reports "first seven (7) of twelve former Rock Island U25B's acquired by M.E.C. passed through Smiths Falls, Ont. this date, travelling via CP Rail from Windsor, Ont. to St. Johnsbury, VT." ... "Seen were Nos. 225, 229, 230, 236, and 238 in Maroon; #234 in "The Rock" blue, and #228 in red and yellow."

JOHN BEEBE, Lexington, MA - "It was interesting to note in the South Paris (Maine) yards of the Grand Trunk a 3600 series Alco from the Duluth, Winnepeg, and Pacific. It may have been there for many months, but in my previous visits to South Paris I hand't noticed any locomotives from such far flung divisions of the Canadian National in the yards there. Are many of the B&MRHS members familiar with the small exhibit and museum run by Edward M. Quinn in Gilead, Maine? Ed Quinn is a retired conductor from the Grand Trunk who has collected some steam era railroadiana, including books, equipment, locomotive models, and artifacts. This museum is six miles west of Bethel, Maine, just off U.S. Route #2. If you're heading east from Gorham, N.H., it's probably about 16 miles east of Gorham on U.S. Route #2. There are a couple of diminutive signs on the south side of the highway indicating that the museum is on a side road, about a half mile south of Route 2. Ed is a fountain of information about New England railroading. Does anyone know why the B&M Central Massachusetts Branch is storing so many cushion frame boxcars on the track in Hadley just over the Connecticut River Bridge from Northampton?"

JEROME A ROSENFELD, Dumont, N.J., July 18, 1980 reports on Rock Island motive power - "Since the demise of the mid-west ROCK ISLAND its been uncertain as to just "where it should go", as the engines such as C415's; U30C's; GP40's and some 38-2's had original owners as being Union Pacific; Southern Pacific, as these units were built to "Rock Specs" and delivered as ROCK units till the demise of the road, called the "leased units" back to their owners as stated. So far all of ROCK's leased power was returned to their owners and quickly repainted the current images of these lines, but there are still Ex-ROCK units that were 100% owned by Rock that are finding their way to other lines. And one of these lines in Northern New England's MAINE CENTRAL that reportedly had purchased from ROCK 14 GE U25B's 225-238. Like all other ROCK units, these also lack the dynamic brake feature, but are the "first U25B's" to really ever be owned by a Northern New England carrier, just as "South of the Border", NdeM after all these years is the first owner of 15 Ex-C&O U25B's, another first for the very popular U25B. It was quite surprising reading about MEC purchasing U25B's, when they have a sizable amount of GP38's and only 10 Cancelled SCL U18B's. Now MEC will have "two types of GE's" in addition to other EMD's owned that are GP7/9 types. As to what their numbers will be is uncertain on MEC, but time will tell and hope this is of interest in the coming Newsletter. Other than the above, CR action here has been rather dull but a bit better across The Hudson where the ADIRONDACK that was to be dropped has been saved by NYDOT who owns train with cooperation of Amtrak. The new train will depart Grand Central at 8:45 daily (rather than 7:30 A.M. weekdays and 8:30 A.M. on weekends) and will be numbered as a combination "63/69 and called THE NIAGARA RAINBOW/ADIRONDACK", like was done in mid-70's when D&H cars were attached to the rear end of THE NIAGARA RAINBOW, but this time will be 100% Amfleet and ADIRONDACK cars uncoupled from train at Rensselaer and F40PH attached there for trip to Montreal. In addition an experimental weekday train 77/78 between NY-Rensselaer will also

start August 3rd, the effective date for the new ADIRONDACK, as August 2nd will be the final "Turbo Train" on 68/69 to and from NY and Montreal. This train 77/78 utilizes an old name dropped from the earlier Amtrak timetables called THE BEAR MOUNTAIN, but rather than Amfleet, F40's or E8's (the last of which powered the train) it will use the Turbo that normally was assigned to the ADIRONDACK after 8/2/80, and operates only Monday-Friday leaving NY at 7:30 A.M. just like the Niagara Rainbow does now that will be totally rescheduled for regular departure 7 days a week at 8:45 A.M. Should be interesting to see then. That is all that is new. Nothing with POUGHKEEPSIE BRIDGE yet, nor for "better mass transit in the tri-state area" Time will tell."

CENTRE HARBOR, N.H. - Boston Globe 7-17-80 - "Mt. Washington", largest ship on Lake Winnepeasaukee was hauled off the rocks by 2 smaller vessels about 4:30 P.M.; incident occurred at 9:30 A.M. - ship towed to Centre Harbor for repairs...

From C. F. BELCHER, Randolph, N.H. An item from No. Conway Reporter, July 9, 1980 re Former Pass. Conductor, Henry S. Bowen, Jr. Photo of Cond. Bowen with dog named "Dobbie" that lived near Intervale, N.H. station. This dog got in the habit of riding trains to North Conway and Mt. Whittier in the 1950's. "Dobbie" got handouts from the chef on the streamlined "Mountaineer" at Intervale. Mr. Bowen mentions going to the Robertson House (now Cranmore Inn) for meals back in 1919...

From the C. S. MONITOR, July 21, 1980, "Year later, AMTRAK is keeping riders won in gas pinch." "New coaches, more on-time arrivals lift image of government subsidized trains." Photo at Washington, D.C. Un. Sta.

Brief Resume of Talk by V.P. Sales and Service, B&M, MIKE SMITH at meeting of the Old R.R. Wheels on July 15, 1980 at Lynnfield, MA. "Overhead (bridge) traffic doing all right; local traffic is down; Main-line AYER to McVillage, NY is in good shape - rebuilt. East Deerfield yard renovated; main-line tracks taken out of the center; McVillage yard prepares thru blocks to M.E.C. and B.A.R.E.B.W.B. traffic Rigby preclassifies for Elkhart, Ind. P&W seeking control of the Vt. and Mass. and Stony Brook; quite an aggressive outfit.

FLASH! -LATE NEWS ITEMS

From B. P. CURRY, Napean, ONT. (1) C.V. NEWS - July 14, 1980, St. Albans, VT - CV Alco S4 #8081 now wears new green/yellow CV paint scheme. GP9 #4924 in shop receiving fresh green/yellow (this is former Coast Guard commemorative unit which suffered engine-room fire in 1/80. Former DW&P RS11 #3609, wrecked in 8/79 cannibalized in shop, 3609 (2nd) (ex N&W RS11 #367) which had suffered minor crankcase explosion in 3/80, was on the ready track. Other green/yellow CV units present were 3611 and 4451. Extensive capital works projects being carried out in St. Albans this summer; reblasting of Italy Yard and installation of a waste/oil retention tank in the diesel servicing area. (2) Lamoille Valley R.R. - LVRC now has a 5th ALCO RS3 on the property, former Relco #1601, ex LS&I 1609, built 8/55. Unit will be chopnosed and likely lettered as #7805. RS3's 7803 and 7804 are chopnosed now, and 7803 has been newly equipped with "ditchlights". The 7801 and 7802 will not be chopnosed as the LVRC is presently desirous of leasing them out to other railroads. On the property at Morrisville are R.L. Snyder's business car and what appears to be Sam Pinsley's former ex B&O boat-tail observation car #20 - which has now traded its red primer paint for a shade of light green, but no lettering, new owner? (3) MONTPELIER & BARRE R.R. - Although the M&B has I.C.C. approval to abandon their 14-mile line, the State of Vermont has prevented the Pinsley Co. from lifting the rails. The State has offered \$650,000 for the railroad, considerably below Pinsley's \$900,000 asking price. Service is still being provided by the M&B on an irregular basis; only 4 operating and shop employees are still on the payroll. Big news is that the Washington County Development Council is trying to convince Bombardier Inc. of Montreal to locate their US rapid transit car assembly plant in the new industrial plant near Barre. Bombardier was awarded a \$50 million contract on July 16th to build 57 passenger cars for the State of

New Jersey. The Development Council wants to take over the M&B itself, and operate it as the Washington County Railroad Co. (4) M.E.C. News - Further to my note of June 30, my sources tell me that MEC will/has taken delivery of 14 ex-Rock Island U25e's, 10 or so of which will be re-manufactured at Waterville.

From H. ARNOLD WILDER - P.C. showing the Royal Hudson 2869 Steam Train, Vancouver (in full color) dated 7/15 with remark: "Railroading in the GRAND MANNER!" Headed back via CNR to Jasper and Edmonton. GOOD DOINGS!

GARDNER, MA - from Worcester Telegram - 4 cars derailed, one flat car loaded with gravel? from Bill Hellman, Sudbury.

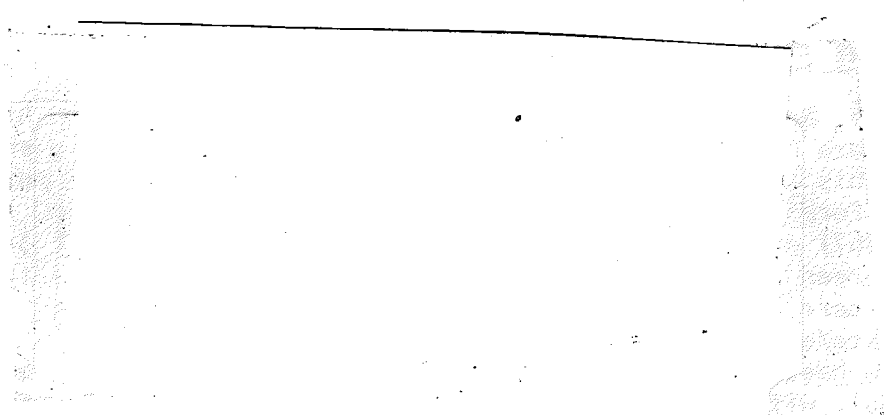
LATEST NEWS ITEMS RECEIVED JULY 28th

Two items from BILL HOLMAN, Laconia, N.H. (1) From the AP - Linden, NJ (no date) - passenger on Amtrak (?) commuter fatally injured by protruding rail from work train. (2) "Vermont's Train Loss is Wolfeboro's Gain" (Laconia Even. Citizen) - A diesel engine from Proctor, VT is now on the Wolfeboro R.R. This engine leased by Richard Nyder of Otter Valley R.R. Ridership on the Wolfeboro R.R. has been healthy since it opened in June; both steam and diesel power are now in use.

Two items from MIKE LENNON, Manchester, NH (1) From Manchester, N.H. Union-Leader, 7/23/80, "Goffstown May Lose R.R." - New Hampshire Doors went out of business, leaving only 2 other customers. B&M to petition I.C.C. for abandonment. Track conditions make it unsafe for delivery of LP Gas cars to Home Gas. Kendall-Hadley, Inc. will pick up its lumber in Manchester. (2) "Train Ridership Maintained" by Ron Amadon - N.H. Authority Director, Henry Smith, says one R.T. between Concord, N.H. and Boston averages "about 130 people each day" - the same as it was with two trains. "Weekends fluctuate tremendously depending on what's happening in Boston," Smith said. Plan to have a railbus operate between Concord and Lowell to connect with Boston trains.

B & MARKETPLACE -- FOR SALE - BEST OFFER REC'D - UPS

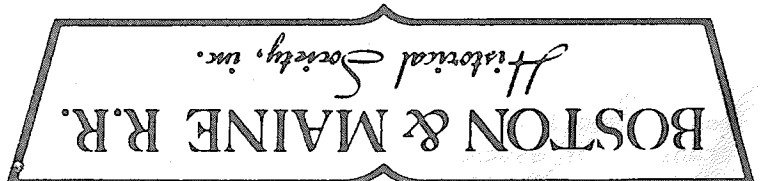
1 B&M 260 MOGUL MINT by PFM. 1 B&M EF-1 TEST RUN slight tarnish, no box or decals (New). Contact: Henry DeKeyser, 9850-83 Garfield, Huntington Beach, CA 92646.



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