

GREETINGS - B. & M. RAIL FANS!!!

NEXT REGULAR MEETING -- SATURDAY, OCTOBER 11, 1980, 8:00 P.M.

1ST UNITARIAN CHURCH, WOBURN SQUARE, MA.

## B&Meeting

### MINUTES OF SEPTEMBER 1980 B&MRRHS MEETING

The September 1980 meeting of the B&MRRHS was called to order by President Malcolm Houck on Saturday, September 13 at 8:00 PM in the First Parish Unitarian Church, Woburn, MA. Approximately 50 members and guests were present.

Don Clarke announced a forthcoming open house at his home, featuring a large model layout.

Joe Shaw displayed the Brooks locomotive works manufacturer's number plate for B&M 0-6-0 #451 (1916). He announced that this number plate will be auctioned at the November meeting to give all members of the Society sufficient notice and time to prepare to bid on it. He also read a clipping from a recent issue of a North Country newspaper describing a proposal to revive ski-trains between Boston and North Conway.

Mal Houck distributed copies of the proposed new By-laws of the B&MRRHS, and briefly called attention to some of the more important features of the By-laws. He noted particularly that these By-laws were based on the model By-laws for non-profit organizations of the American Law Institute. He stressed that an important guiding principle of these By-laws was the delegation of powers by the membership to the Society's Board of Directors, and that these powers specifically included setting the rates for dues, appointment and dismemberment of Committees, and appointment of agents to do the Society's business. He also noted that these By-laws provide for one year terms of office for Directors with a limitation of two consecutive terms, in contrast to the rotational three year staggered terms presently in effect. It was suggested that the office of "Secretary" be added to Article IV, Section 4.1, line 2 (page 11). It was moved, seconded, and unanimously VOTED that these By-laws be accepted by the whole membership of the Society, with the addition of the above-mentioned change.

The business portion of the meeting was adjourned at 8:44 PM. Following the business portion of the meeting, a short auction of mostly printed railroad memorabilia was conducted by Joe Shaw and Mal Houck. After the auction, slides of operations on the B&O and WM were shown by Joseph Mulligan.

Respectfully submitted,  
Forrest Mack, Acting as Secretary

### SPOTLIGHT ON BOSTON & MAINE R.R. HISTORY (FROM B&MRR EMPLOYEES' MAGAZINE)

50 YEARS AGO - October, 1930, Vol. 7, No. 6 - 1st item, "The Smile as a Lubricant", a bit of verse with good sense by William Garcelon of Newton, MA, former Gen. Chm. of N.E. Shippers Advisory Board. Lead story - "Hotel Manger Opening Completes New Boston & Maine North Station Group", photo showing the Hotel, to right New North Station and N.S.I.B. Hotel has 500 rooms with direct entrance to North Station, formally opened on September 27th. Second article by Ben. Thomas, Special Asst., "Woodburners Kept 'Em Busy",

photos of Northern R.R. #32, and a "one horse-power saw" and wood-pile. News Item - C. F. Gourley, Ticket Agent at North Station, elected President of Am. Ass. of R.R. Ticket Agents. Article entitled "Where the Motive Power Is", by Lawrence Richardson, Chief Mech. Officer, gives good description of Mech. Dept., lists 780 locomotives; 1,260 passenger cars, 13,056 freight and 1,175 work equipment. Photo story "The Flying Yankee, English Cousin on Non-Stop Run" showing the 'Flying Scotsman' on its nonstop between London and Edinburgh, Scotland - 1928 was the year this service started. "A P. MacKinnon Becomes General Counsel - Other Advancements in Law Department", photo of Mr. MacKinnon. W. A. Cole appointed General Attorney/Paul O. Klinger appointed Tax Commissioner. Photo of crossing house and tender at North Berwick, ME; photo of 2 young ladies in front of Sandy River and Rangely Lakes R.R. "RailBus"?

## SPECIAL ANNOUNCEMENTS

NOV. 8, 1980, Auburn, ME, Model R.R. Show, Holiday Inn, Exit 12, ME. Turnpike, NMRA.

NOV. 1, 1980, Minute Man Voc. H.S., Lexington, MA, Rt. 2A, Hub Div. NMRA OPEN HOUSE.

NOV. 2, 1980, "Wolfeboro Steam Special", Lv. No. Station 9:50 AM, MVRS.

NOV. 27, 1980, Thanksgiving at Monadnock Inn, Lv. No. Station 10:30 AM, P.O. Box #32, Mattapan, MA 02126

OCT. 25-26, STEAMTOWN, 7th Annual Railfans' Weekend, P.O. Box 71, Bellows Falls, VT 05101.

## B&Memos

BOSTON HERALD, Sept. 5, 1980, "Parents' help sought in stonings" by Richard Lamere, Staff Writer, photo showing results of rock thrown through a train window by B&M Police Chief Gary E. Slade. Also, "MBTA to slash rail service by 9.5%"; same writer, "a move to economize with a 34-man layoff, including 'station agents'" et al. Train service reductions include: 2 R.T. Boston & Attleboro; 4 R.T. Boston & Lowell; 4 R.T. Boston & Woburn; W.E. service to Woburn; W.E. service to Reading, etc.

From Richard Hoisington, Derry, NH -- "A TALE OF ROTTED TIES AND RUSTY RAILS" - 8/29/80 (Fri.): Four salt cars of local freight LA-1, Extra 1724, derailed just north of Wilson on the M&L about 1430. Two of the cars overturned. The loco and buggy were south of the derailment, so were free to return to Lawrence. 9/2/80 (Tues.): Work Extra 1752 righted the tipped cars and headed back down the line, leaving another crew to do the rerailing. At No. High St. crossing in Derry, scene of another salt car derailment, 5/21/79, bulldozer car 75 derailed about 1215. The work crew spent the whole afternoon rerailing it. 9/5/80 (Fri.): Rerailing crew still working above Wilson. LA-1, Extra 1752, working at Derry, derails one truck of cabooses on switch.

From "THE IRREGULAR" North Conway, NH, Sept. 10, 1980 by Michael L. Trainor, story re restoring B&M from Rochester to Conway, NH - photo of B&M V.P. William J. Rennie discussing the plans; also, in attendance were: Dwight A. Smith, Conway Scenic RR, Mike Smith, B&M Marketing Dept. Meeting conducted by Chris Gallagher, lawyer for Ossipee Aggregates. Our thanks to D. J. Snook, Everett, MA for this item.

"Local backing could restore Conway Railroad Service" from the Carroll County Independent - a story similar to the one reported in The Irregular, same date, Sept. 10, 1980; "Ossipee Aggregates to contribute the stone ballast for repair work 'up and down the line', shades of MONON MUSIC - "up and down the Monon," everything is fine! Also, contributed by C. F. Belcher, author of book on Logging Railroads, is item on derailment of the gravel train in Wakefield, NH, 9 cars 'off the iron'. Thanks CFB.

"Saving the rail lines" from the Nashua, NH Telegraph, Aug. 21, 1980, by Micky Baca, staff writer, re preserving the Greenville and Hollis Branch with photo of switcher #1119. Group known as "the Hollis-Greenville Br. Line Assn" has been formed to explore possibilities of maintaining tracks and roadbed of these 2 branches. At Pepperell, MA the Bemis Bag and James River (formerly St. Regis Co.) are quite concerned over loss of rail service; at Townsend is Bates Corrugated Co., and at Greenville is the Pilgrim Foods Co., which has been using trucks from Townsend to their plant. Some of these concerns have rerouted their freight shipments to give B&M "the long-haul". (Donald Dillaby, also, contributed to this item.) Our sincere thanks to Jim Dufour, Nashua, NH for two copies.

"Maine Central vote delayed" - Boston Globe, Sept. 12, 1980. Special stockholders meeting scheduled for Sept. 24 has been postponed, per Bradley Peters, approval of merger with U.S. Filter Co.

## MISCELLANEOUS ITEMS:

Wheelabrator-Frye, Pullman Boards Approve Merger Plan, Manch., NH Union, 9/9/80, date-line Hampton, NH, by Zane B. Thurston, Bus. Ed. Merger plan valued at \$594.1 million approved by boards of both companies; Boston Globe of Sept. 16th had similar item which mentioned subsidiary companies involved in this deal... Mike Lennon, thanks for Manch. Union item.

C. S. MONITOR - 9/16/80, special 12-page pull-out section re: "Freight Transport" leading article by Thomas Watterson entitled "Fresh competition quickens an old industry", photos showing line-up of trailer-trucks; Federal Barge Lines in action on River, and freight cars in the yard. "Deregulation of the transportation has been on the agenda of every president since Eisenhower," railroads will have more freedom to establish rates. Santa Fe advertises in this section, "the 10-Pack fuel foiler, a revolutionary piggy-back train - Chicago, Los Angeles..." Another item entitled: "Speed is essence in produce hauling" indicates RR's are winning back some of this traffic. By Wendy Gristmacher.

TECH REVIEW - 9/80, article entitled: "Speed is the Name of the Game" by Jack C. Page. 6 basic needs in transportation desired by the public - listed in this order: SPEED, FLEXIBILITY IN TIME OF USE, FLEXIBILITY IN DESTINATION, COMFORT, SAFETY, AND LOW PRICE. Study of public transport in Ft. Worth, TX. 1947, 43M riders, 1974 under 4.5M.

## B&Marketplace

Wanted -- nicknames given to Railroads by employees and riders, i.e., "Hoot, Toot, and Whistle" for example. Please contact David K. Johnson, 14 Mead St., Nashua, NH 03060.

Looking for good photograph of: 4-4-2 class J-1c #3236 (B&M), and 4-4-0 class H-3b #672. Please contact Arthur M. Bixby, Sr., 3041 Merino Drive, S.W., Roanoke, VA 24018.

## B&Matters

GREG COX, Hawley, MA, 8/28/80 -- More news from the Connecticut River line and the west end. First, boxcars are still parked on the Central Mass line just west of the Damon Road crossing by the Coolidge Bridge in Northampton. The reporting marks on the end of the head car seem to be "AIW". Any additional information on them would be appreciated. Second, the railroad has had 3 minor derailments since I wrote about the CVSP derailment of 4 July. The Conn. River had a mishap up on Royalston Hill (?), an eastbound derailed 4 cars and the caboose at Montague on the 20th or the 21st of August and POSE derailed in East Deerfield a day or two later. Trackwork continues apace both on the West End and the Conn. River. The Uniroyal plant in Chicopee closed in July putting 1600 people out of work and eliminating a good B&M customer. The attempts by the SerVaas people from Indianapolis to revive it as the Fisk Rubber Co. have not succeeded thus far due to an inability to get customer commitments for sufficient production and an inability to locate enough tire molds for bias ply tires. The Chicopee switcher and an automobile collided upon the Dale St. highway crossing in Chicopee on 14 August. Four people in the car were injured in the accident. This crossing is on the branch from the B&M mainline in Chicopee up to the Westover Air Force Base. In another item of possible note for the B&M, the Mass. Municipal Wholesale Electric Co. (which is building an oil-fired electric generating plant on the Ludlow side of the Westover Air Base property) has applied to build a coal gasification plant adjacent to the generating plant which is now under

construction. This plant would turn high sulfur coal into clean, no-sulphur natural gas and a sludge. The idea is that the natural gas would be cheaper than the 2 million barrels of oil that the generating plant will consume annually. This oil is imported and will reach the plant through the pipeline which comes up from New Haven. The coal, of course, will come in by rail. Considering the number of power plants that are under FEA orders to convert from oil to coal, it has been a source of wonder how the MMWEC got their license to build an oil-fired plant. When one realizes that steam coal costs are far cheaper than imported oil costs and are not likely over the long term to increase as much, one must question the economic logic of a new oil-fired plant in New England. The MMWEC is also a major shareholder in the much delayed Seabrook nuclear plant and a number of member towns have questioned that participation. The proposed gasification plant would treat 5000 tons of coal per day (50 carloads). The gasification plan would need to meet a number of hurdles -- (1) where to get enough water to make the process work? (2) where to get rid of the sludge byproduct, and (3) whether the existing rail spur would be able to handle the traffic - 350 loaded 100 ton cars per week. What I am not sure of is whether the Ludlow side of the base property is served by the B&M's Westover line (actually owned by the Federal government) or by a line from ConRail. The gasification plant could not be in operation until 1986 at the earliest. Obviously if this plant went through and Mt. Tom converts back to coal, traffic on the lower Conn. River will increase greatly. At one time, Mt. Tom used 25 cars of coal per day and a familiar sight was to see F7-F3-RS3-GP combinations moving long cuts of coal in and out of the plant. If the B&M is the recipient of this proposed plant's traffic, it will make for a very interesting branchline operation, as the Air Base is much higher than the Conn. River main line and the branch must have a fair grade between the main line and the west side of the Air Base. If the plant used 5000 tons per day, that would permit or require a loaded 100 car unit train every other day. I would assume that coal trains for either Mt. Tom or for Westover would come in over the west end and then down the Conn. River if the B&M had its choice (why?). I recall coal going to Mt. Tom mostly from the south but they bought it in spot car loads and the routing may have not been chosen. Certainly the interchange out west would be better than eastbound ConRail to northbound B&M interchange in Springfield as the track alignments currently exist. From an energy point of view the B&M would win hands down as the Tunnel route eastbound is mostly downhill and so is the Conn. River southbound (loads downhill, empties up) but no such thing exists on the B&A east of Albany.

DON LEJEUNE (B&M Eastern Route), Peabody, MA - 9/1/80 -- Things may not be looking up everywhere as far as the "T" commuter services, but take exception to the Gloucester Branch (Beverly Jct. to Rockport). On Aug. 20th the Westward track from the Paradise crossover to Wilson was put out of service for some 4-6 months due to new welded rail and tie replacement. This section of double track is some 10 miles long. Another note of interest is that the welded rail manufacturing point will be set up at Salem's North Street. It's understood that a work train will be stationed there along with Salem's other busy switcher jobs. \*\*\* Switcher #1131 still working Concord Yards. On 8/24 Power for COED Concord - E. Deerfield was GP-9's 1707 & 1709. On 8/24 Power in from the Coal Train at Concord (NH) was GP-40-2 315 and six ConRail U-Boats in assorted paint schemes. Understand that EDCO will always leave with a minimum of two engines for power. One unit is left at Manchester, NH to do local work, while the other unit comes into Concord. In the P.M. Power is again picked up upon heading west. Passenger equipment for the Concord-Boston run is kept overnight at the Concord Yard. On 8/24 F-40PH #1003 and 5 cars were stationed there. \*\*\* On 8/25 Switcher #1222 and GP-9 1724 were working yards 7&8 in Boston. \*\*\* On 8/24 Power for SAED were GP-9 1749, GP-7 1569. On 8/25 were GP-18 1750 & GP-9 1711. On 8/26 were GP-18 1751 & GP-9 1709. (Two days before the 1709 was one of the COED units, it goes to show you how quick that power can be shuffled around sometimes.) On 8/27 GP-18 1753 & GP-9 1708. On 8/28 GP-9 1721 & GP-18 1751. On 8/29 GP-9 1711 & GP-18 1755. On 8/31 GP-40 314. (I rode it.) \*\*\* GP-9 still being utilized as the #1500 Salem Switcher. \*\*\* On Aug. 26, B&M unit 1825 left Billerica after

a long complete rebuilding process. A correction should be made here though, this unit formerly GP-9 1725 was to be the only unit (Ex UP) to have no dynamic brakes, fans, etc. the traditional GP-7 look but after conversing with Billerica it was learned that the 1826 will be designated as such. Hopefully this unit will be put into revenue by Oct. On 8/31 EDSA headed East with GP-9's 1737, 1729, and GP-18 1825, the first units were left in Boston and the 1825 brought the cars in for Salem. This was the 1825's first visit to Salem in over a year.

DON LEJEUNE, Peabody, MA - 9/11/80 -- It has been confirmed that the B&M has been an all EMD railroad since last month as previously mentioned in last months' Newsletter. Power "shopped" at Billerica: GP-7's 1566, 1560. GP-9's soon to be classed as GP-18's are the 1703 and 1726. \*\*\* SW-1 1132 (switcher) left the shops after major work this month. SW-1 1123 (switcher) is undergoing repair work, hopefully some Society members have "shot" this yard switcher in the original B&M maroon and gold paint scheme because when it leaves Billerica it will be repainted with the B&M (old GP-7 and GP-9 under the cab window) style. No spelling out Boston and Maine will be done on these yard switchers because the wording would be out of place and too awkward. \*\*\* With revenue being down somewhat three GP-9 units are being stored at Billerica, these units could be pressed into service if need be, but it has been said that for this time it isn't necessary to put these units on the line, they are: GP-9 1700, 1734, 1740. \*\*\* Sept. 11, members living in or around Chelsea, MA were surprised to hear the sound of turbocharger today as GP-40-2 #316 took command as the "Chelsea Goat" switcher (Boston-Revere-Chelsea); this is almost a rarity to find such a large unit working on the Eastern Route Maine line. On Sept. 12, Yard 7 GP-38-2 205 and 206 idling, both units facing west, not being used for service. GP-9 1739 being used as a Boston switcher. 1221 and 801 both making up westbound trains at yard 7 & 8. \*\*\* On Sept. 15 I rode SAED; here's my observations - we got as far as Gardner. Power for SAED on 9/15 was GP-9's 1733 (still holding up old paint scheme) and 1732. On return was GP-9's 1701, 1718, GP-7 1574. The 1574 with 12 pigs were left in Boston. Unit Coal Train consisted of GP-38's 205, 202, and 6 Conrail GE-U-Boats. On 9/16 around 0500 EDPO power unknown derailed in front of the Lowell depot tying up all freight traffic. POED had GP-40-2 307 and 310. GP-9 1704 was being used as a pusher around Gardner. GP-9 1721 was working as AY-3, 1737 was working as AY-2. The Wilmington switcher was GP-9 1716. Power at Lowell for locals were the 800 and 1128 switchers, and GP-7 1567. Power in Boston for local and yard work was the 1208, 1221, 803 switchers. GP-40 306 was being used as BO-1 (strange power) the 308 as BO-2, the 313 set idling at yard 7. GP-9's 1723, 1743, 1739 were all seen idling at yard 7. GP-7 1576 is being used as the 1500 switcher at Salem, MA. \*\*\* Sorry to report that the 1701 doesn't seem to be holding up with the new Boston and Maine paint job.

#### 14L NOTES FROM A SONIC VANTAGE POINT - Parker St., S. Acton, MA by DON TEAD

"Variations on a Theme by Haydn?" Not quite. But "Variations on a Theme by Leslie!" I am referring to the Leslie Co. S-5TR horns on the F-40's and the F-10's. The chord chosen by the manufacturer is an excellent one of five notes but I have yet to hear the chord as it should sound according to the Leslie specifications. The lowest pitched bell (horn) sounds closer to "C" than the specified "B". "C" and high "C-sharp" (the pitch of the top bell) are not awfully fond of each other when sounded together. Water, oil or other foreign matter in the air lines plus poor diaphragms can cause individual bells to stop sounding or overblow to harmonies ("squeal" - 1006 is recognizable instantly by one bell overblowing). The practice of reversing two bells of a five-note horn has no validity in MBTA service with "A" units. Bell reversal upsets the balance of the chord and effectiveness. As long as grade crossing protection is not impaired by all of the above, I must admit that I find the sounds fascinating! It is possible to recognize individual units in a growing number of cases by the variations in the sounds of their horns. Try 1000, 1001, 1003, 1006, 1009 and 1011; 1105, 1109, 1111, 1113, and 1114. Units 1111 and 1113 have a "chiff" reminiscent of some organ pipes. (Preston, you would recognize this characteristic immediately.) More later on units 1009 and 1011 relative to grade crossing safety. P.S. 9/18/80 -- I have heard a myriad of good 14L's

since moving to Parker Street (300 yards from the crossing) but none can equal the artistry of Walter Dunn (the engineer on trains 456 & 472) on the S-3BR! By modulating the amount of air going to the horn he can create an effect reminiscent of steam days. My cup of coffee tastes even better every morning thanks to Walter.

HAROLD I. JUDKINS, Rutland, MA -- 4 page letter reproduction of the "GHOST TRAIN" with flyer at Rutland Cong. Church, April 29 - 30, 1940, indicates scene of this action was the deserted R/R station at Warren, ME. Thanks very much, Harold.

#### MISCELLANEOUS ITEMS:

CHATTERS COLUMN, BOSTON HERALD - Question? Where to obtain good R.R. pictures of New England trains, etc. First answer was: Write to RUTLAND RR., RUTLAND, VT. Our R.W.S. answer is to the point: "Sorry - all of that is wrong. The book is titled "The Rutland Road," and it is by Jim Shaughnessy, published in 1964 by Howell-North Books, 1050 Parker St., Berkeley, CA. It is still in print and may be ordered direct from the publisher. The price is about \$15. The Rutland Railroad has been out of business since 1963. Part of the track was abandoned at that time and the two remaining segments are now owned by the state of Vermont and leased to the Green Mountain Railroad (Bellows Falls to Rutland) and the Vermont Railway (Rutland to Burlington, plus the branch down to Bennington). We have many Rutland Railroad pictures here at the museum (117 Cabot St., Beverly, MA 01915) that people can have prints of if PEACE AND CHATTER is interested. Hope this sets the record straight. R.W.S., Beverly. \*\*\* A second reply from G.B.V., Hancock, NH: "With regard to railroad pictures for your ailing twin brother, my son, Donald B. Valentine, Jr. of Owl Hill Rd., Westmoreland, NH 03467 is the editor of "The New England States Limited." It is a railroad magazine that's printed four times a year. It has many pictures and articles. I'm sure your brother would enjoy. If you want to send us your address, we'll be glad to send you a sample copy. (Ed. Note: Why not send this party an application for membership in our Society???)

M.P. N-97 - last photo in our Cen. Mass. Book is now blank on both sides.

## B&Musings

LATE NEWS FROM ADAMS, MA - B&M NEWS, "B&M Mainline looking real good here on the west end. Looks as good as the UP! Paced a freight MEBO on 9/16/80 from Mechanicville east 50 mph all the way, and difficult to pace. Stop to shoot one photo and you are all done. You'll never catch up. Jack Armstrong, thanks very much for the above and the following: Geeps 1709, 1740, 1748 and 1754 have been noted repainted in a much darker shade of blue than normally used. On 9/10/80, SW9 1220 still in maroon and gold was switching at Mechanicville while GP-18 1750 and GP-9 1720 worked the hump. RS-3 1547 still remains stored on one of the turntable tracks in sad condition, having been stored here for over three years now! \*\*\* Much track work has been done on the mainline between West Portal and Mechanicville this summer, new ties, ballast and welded rail between Williamstown and Hoosick. Several private contractor owned bulldozers worked along the right-of-way between West Portal and Mechanicville, pushing away many years accumulation of old ballast, ties and debris, improving drainage and giving the right-of-way a general sprucing up, and in places providing us railfans with some new vistas for photography. \*\*\* The new reverse signalling on the eastbound main between Hoosick and North Pownal was installed by late August and was put into service by early September. Now all trains use the eastbound main between Hoosick and North Pownal. The westbound main "wide iron" between these two points, the last remaining stretch of "wide iron" is now not used and will most likely be pulled up this winter. D&Happenings: The D&H at Mechanicville remains very colorful with many units in the variations of the new blue paint, many still remain in the old grey and a few still remain in their ex LV and RDG colors. N&W power is abundant with all types of N&W power seen. A half dozen N&W GP9's were leased this summer till the new C424m's arrived, and may still be on the D&H. Pool power from UP, AT&SF and SP coming in on grain trains from the west to the Port of Albany are frequently seen.

## B&M NEWS

INCREASED ACTIVITY AT LONDONDERRY, NH - Beginning with the last week of November, six rock salt covered hoppers bound for the Morton Salt Complex appeared on both regular Tuesday and Thursday locals out of Lawrence, MA, on the branch line to Manchester, NH., behind GP-9 #1724. On Tuesday, September 2, GP-9 #1724 at Derry with empty salt cars at 4:15 PM stopped to pick up Amadore Central double door box car (at least one of these cars a month arrives in Derry) #1724 had brought up another six salt cars and was returning with empties from Thursday before. On Wednesday, September 3 at 7:45 AM extra salt train arrives behind GP-18 #1752 (GP-18s rare on this branch only other known sighting was #1754 over a year ago) with some estimated 16 (loaded) cars, 2 other loaded salt cars left at Derry passing siding for next movement. A B&M box car is also spotted at grain siding in Derry. At 5:45 PM 1752 is still switching the complex at Londonderry. On Friday, September 5 #1752 having brought up another salt train is returning with empties and stops at Derry to pick up Santa Fe and BN box cars. On Monday, September 8 #1752 is at Londonderry after doubling back with part of the train, 8 covered rock salt hoppers and the caboose are left on passing siding at Derry. On Wednesday, September 10 and Thursday, September 11 as well as September 15, 17, 19 and this last report the 22nd rock salt trains continue to arrive. If you're thinking of catching some photos of extra activity on this branch, now is the time, as there has been a general slowdown of lumber loadings arriving on the branch due to the non-competitive higher lumber rates by rail. (LOUIS H. BEAUDOIN, Manchester, NH)

From RICHARD HOISINGTON -- a P.S. to A TALE OF ROTTED TIES AND RUSTY RAILS -- After two more minor derailments, making five within a period of about 2 weeks, the Manchester and Lawrence Branch between Salem and Wilson, NH was shut down in mid-September. Local LA-1 continues to operate as far north as the Dalrymple Gas siding in Salem. To service the rock salt storage facility at Wilson, the closed portion of the branch between Londonderry and Grenier Industrial Village (south of Manchester) has been reactivated and local CO-1 has operated to Wilson with the salt cars. The shutdown deprives three Derry businesses of rail service; two grain and farm supply stores and a door and window manufacturer.

From THE EDITOR: Sincere thanks to all our correspondents who keep us informed on B&M. Also, to the faithful few who help put the Newsletter together and ready for the U.S. Mail.

# B&Misc.

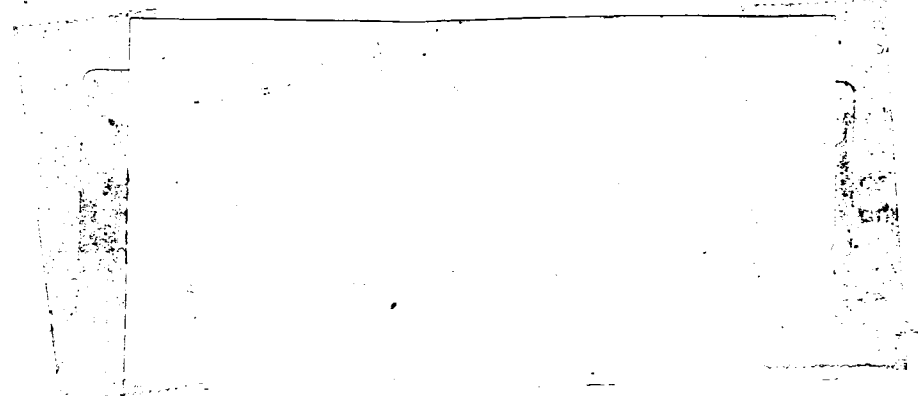
"The Balance Sheet," CONCORD PATRIOT, 9/18/80 -- "Boston - Robert W. Meserve and Benjamin H. Lacy, trustees in reorganization of Boston and Maine Corporation, report for the month of July, 1980 a Loss Before Unusual and Extraordinary Items of \$430,189, compared to a similar loss of \$758,114 for the same period last year. Income Before Unusual and Extraordinary items for seven months ending 7/31/80 is \$699,319, compared to similar income of \$315,024 for the same period last year.

## ANNOUNCEMENTS

DUES for 1980-81 are just about OVERDUE. To help you out, we've put a BROWN DOT on the RIGHT side of your mailing label if records here in Belmont indicate you haven't paid yet as of the end of September. Also to help you out, we've enclosed a renewal form which can also be used as an application for new membership if you have someone you know who'd like to join. DUES are now \$13 per year. Make checks and money orders payable to the B&MRRHS. Send them to the Membership Secretary at: B&MRRHS, P.O. Box 369, Belmont, MA 02178.

Send all CHANGES OF ADDRESS to the Membership Secretary at the Belmont address. Do not use the Reading address as that causes delays of several weeks in getting the changes. We offer "Same Day" service in Belmont; a change that comes in in the morning is on the mailing set that goes out that evening. Why not take advantage of such a rare service?

THAT ADDRESS: Membership Secretary, B&MRRHS  
P. O. Box 369  
Belmont, MA 02178



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NON-PROFIT  
ORGANIZATION  
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DUES ARE NOW DUE: \$13.00 per year  
(OCTOBER 1980)  
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