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NOVEMBER 1980

NEXT MEETING: SATURDAY, NOVEMBER 8, 1980, 8:00 P.M.

1ST UNITARIAN CHURCH, WOBURN, MA

PROGRAM: MODELERS' NIGHT

## SPOTLIGHT ON BOSTON & MAINE R.R. HISTORY (FROM B&M R.R. EMPLOYEES' MAG.)

50 YEARS AGO - November 1930, Vol. 7, No. 7 - 3/4's View of Pacific #3689, 4-6-2 on the head end of "The Flying Yankee" ready to depart North Station, on its non-stop run to Portland, ME (sketch by James Mohan, student at the Vesper George School of Art).

FRONT COVER - "Public Praises First of New Deluxe Passenger Equipment". New buffet-lounge cars for the "State of Maine" and "The Gull" also; new sleepers for "The Gull". Photo story: "Laying Corner Stone of New Lawrence Station showing V.P., J. W. Smith and other officials with Mayor Lande." "All Records for Passenger Traffic Through North Station are Smashed on Legion Day" - over 100,000 attending the big American Legion Parade rode to the new North Station; auto traffic was barred in downtown Boston. Special trains from Woodsville, NH, Troy, NY, and Bellows Falls, VT were run.

"Southern Division now New Hampshire Division - effective October 14th; headquarters still at Concord, NH with Supt. A. W. Perkins." "Former Engineer Builds Marvelous Working Model of 'Flying Yankee' Engine." Scale model of the #3689 made by Harry E. Sait of Old Orchard, ME was exhibited at Eastern States Exhibition, W. Springfield, and Comm. Armory, Boston - it was a real "live steamer". "How well do you know your Railroad?" Question No. 8 "What are the names of the carriers with which the Boston & Maine interchanges freight?" Answer in next month's Newsletter (20). "B.&M. Locomotives Now Run into Canada." Thru runs of locomotives on "The Ambassador" and "The New Englander" involve B.&M. - C.V. Ry engines on the Boston and Montreal, P.Q. Route.

25 YEARS AGO - November 1955, Vol. 23, No. 6 - Front cover entitled: "Hail and Farewell" showing steam locos #4113, 4-8-2 "The Black Arrow" and #494, the oldest remaining steam loco in New England, owned by R.R.E. "Replace Part of Tunnel Track" - two miles of special track were installed inside the Hoosac Tunnel near the West End, under the direction of Donald S. Denio, Div. Eng., assisted by W. E. Kiley, Earl A. Stewart, Leon Plante, and John J. Shaw. New Corporation Clerk - Maynard W. Bullis was elected Clerk of the Corporation of the Boston & Maine R.R.; Oliver D. Appleton, now new Board Chairman; P. B. McGinnis, President of the New Haven R.R. elected Director, subject to approval by the I.C.C. "Some Traffic" - very heavy eastbound on 3 days on weekend of October 23rd due to flooding in southern New England railroads; McVillage, NY yard was handling about 1,500 cars per day. "A New Tunnel is Born" - Lincoln Square crossing to be eliminated by 1,500 foot tunnel under Belmont Hill - crossing tenders - side by side - handled traffic on 8 streets converging here; photos showing work progress in area. Photo entitled "Thirty-two Ton Reel of Cable Takes a Ride" shows huge reel - 3 miles of submarine cable, manufactured by Simplex Wire & Cable Co., Cambridge, MA traveled over the Fitch. Div. to Rotterdam Jct., NY - required special clearance handling. An old-timer retires - Frank J. Bemis, Agent-Tel. at Salem, NH after 68+ years of service.

SPECIAL NOTE: 40 YEARS AGO - TRAINS MAGAZINE 1st issue, Vol. 1, No. 1 Congratulations!

A NOTE OF SADNESS: Mrs. Louise Clerke, mother of Donald A. Clerke, passed away on Oct. 15th - our sincere sympathy to her family.

"The B&M thinks it can" by Fred Pillsbury, Globe Staff (10-14-80). Pres. Alan Dustin explains why he believes the Boston & Maine will make it. Good photo showing him with white "hard-hat". (Our thanks to W. Hellmann for this.)

Special Event - Gorham, NH, Sept. 30, 1980, 1745 hrs., B&M EXTRA 1722 with 25 cars NB crossed over GTW Extra 2561 with 35 cars at High Bridge. (Thanks to J. B. Egan.)

From the Greenfield (MA) Recorder, 10-16-80 by Tom Meyers - "The Yard - Link to North, East, South, West." Complete story of East Deerfield Yards telling of recent changes - relocating the Main-line, etc. Many photos of employees and general (aerial) view of the yards. (Thank you W. Vittum, Jr.)

'Veteran train engineer calls his job "best in world...like being own boss"' by Dick Braude, Lowell Sun, 9-25-80 - Story of life on the B&M by Dave Stone, Road Foreman. (Thanks to the Hoyts of Chelmsford, MA for photo of D. Stone.)

"Notes on Last Month's Newsletter" from Scott Whitney, Claremont, NH - As per article in "New Hampshire Times" the line from Concord to Lincoln has been assessed at \$2.4 million. The State is contesting. B&M Eng. 1825 (ex 1725) does have dynamic brake blisters and fan. From all outward signs she is just another B&M GP-9 (except new number). As to an answer on the question about 200's horn. Word has it that the horns on 200 and 4266 were swapped at one time. I have recordings of 4266 on the Conn. River in its last days and the horn was a nice one to say the least. Recordings of 200 when it came through Claremont on the Freedom train say it definitely had a different horn then (exactly like all the other 200's). She now sounds like 4266.

B&M Curtails Service on two lines out of Manchester, NH. Both the Portsmouth and Manchester and Lawrence branches are being studied - very little traffic on either line - roadbeds are in need of work. (Thanks to Louis H. Beaudoin and Loring M. Lawrence.)

"Travel Over the Stony Brook" weekend of October 11, 12, 13, 1980 - All passenger trains between Boston and Ayer ran via the Stony Brook due to construction at Waltham - special timetable for this W.E. with map was issued for benefit of the public. We understand that all crossings have been put in good shape - with many having auto.  $\frac{1}{2}$  gates, etc. (H.A.W.)

From Bill Holman, Laconia, NH, the following News Releases: FIRE DAMAGES BOXCAR, Oct. 12th, Dover, NH - suspicious origin - Manchester Union Leader. INFLATION MAY DERAIL PORTLAND FOLIAGE TRAIN; 470 Club excursions may be ended. WAY CLEARED FOR HAMPTON FIRM'S TAKEOVER OF PULLMAN - Wheelabrator-Frye, Inc. COMMUTER REVOLTS BREWS ON BUSIEST RAIL LINE (UPI) 1-day strike on Sept. 3rd, L.I.R.R. CONCORD (NH) TO BOSTON RAIL SERVICE IN JEOPARDY (MORE RIDERS NEEDED). CONWAY AREA RAIL SERVICE SOUGHT (Conway branch revival written up much). 6 RAIL CARS JUMP TRACK IN ROCHESTER - SEPT. 15th, no P.D. or N.P.I. (Manchester Union Leader).

On Oct. 22, 1980 at Lynnfield, MA, Vin. Tirrell, B&M Engineering Executive gave an interesting and informative talk on reconstruction of the M.L. from Ayer, MA to McVillage, NY - many slides shown to the Old R.R. Wheels.

From John Beebe, 10/3/80, Lexington, MA - Does anyone know the function of the bulk cargo cars sitting in Belchertown on the Central Vermont--B&M Central Mass. Div. yards near the Route 202 overpass? It seems that I've seen these cars there for years, but never so many as I saw on Sunday, Sept. 28. They look as though they were built for carrying cement and similar cargoes. Is there an industrial facility near there which would make use of them? Also on Sunday, Sept. 28 I saw a number of flat cars usually used for transporting two decks of small automobiles parked on the Cumberland Farms warehouse siding in Westboro near the interchange of the Mass. Pike and I-495. Customarily I see these on the old Boston & Albany siding just west of the I-495 overpass. Is the regular trackage being upgraded -- that is, the usual storage tracks for the auto rack cars?

C. FRANCIS BELCHER, former officer of the Boston & Maine Railroad and former AMC Executive Director, is author of "Logging Railroads of the White Mountains", which traces the history of the logging boom in the Club's home territory that eventually led to the creation of the White Mountain National Forest. Based on a series of "Appalachia" articles appearing in the 1950's, the book has been expanded and updated somewhat, and includes redrawn maps and a wider selection of photographs. With a foreword by former New Hampshire governor Sherman Adams, the book is being published in conjunction with Belcher's retirement from the full-time Club staff. (From APPALACHIA, Oct. 1980.)

From DON LEJEUNE - 10/9/80 - Power for SAED 10/9/80 GP9's 1705, 1707. The 1500 switcher job power for the last three days has been GP9 1722. This job has had a lot of different engines lately because only one engine has been available when the SAED crew goes on duty, and many times the only other unit to take is the power for the 1500 job. Many times SAED will have to pick up or swap an engine at Yard 7 Boston, when this happens this usually detains the crew a good hour or so in town. \*\*\* Word from Billerica: GP-9 1703, 1726 (1826) still being worked on. On 9/18 GP9 1704 had a fire in its electrical cabinet and will be rewired at Billerica. F-10 #1112 shopped for main generator on 9/19. Switchers 1208, 1221, shopped on 9/29 for wheel work. GP7's 1560, 1566, shopped for main generators. RDC Budd cars #6104, 6304, are being "stripped down" for future rehabilitation work. The 6104 was brought in on 9/16, and the 6304 on 10/2. \*\*\* For our members with radios or scanners in the Salem, MA area a different voice comes over the yard channel frequently, not a person that you'd even expect...she's Susan Madigan, 22 years old and can operate Salem Tower blindfolded with one hand. Susan hired on the job as a clerk at the "Hump" on 9/8/78. She knew secretarial work wasn't her job while the sound of trains being made-up filled the air. She had the opportunity and took the relief job at Draw 7 back in May of 79. Still wanting to get a little more of the action she worked Tower H in Somerville in April of 80. She's held the relief job at Salem Tower since May 80. Susan is one of four female Tower Operators employed by the B&M. Susan gives credit to the job when she was working at the Bakery at South Station and a friend asked her if she'd like a job on the railroad.

MORE ON THE M.&L. BRANCH: From R. Hoisington and Paul Taylor of Atkinson, NH - Plans to restore service between Derry and Manchester, after conference on Oct. 8th. Track work was started during the week of Oct. 12th - no service between Derry and Salem, NH at this time.

Also from Paul Taylor: B&M may arrange to change crews on thru freights at either Atkinson or Plaistow, NH, instead of Lawrence; account of Mass. (full train crew law). East Coast Lumber of Hampstead, NH has built a new unloading dock at Atkinson House track - business is increasing - "Haverhill switcher" serves this track. Vandalism and stoning very bad between Revere and Swampscott, MA. New cross-ties being installed into North Station from FX interlocking.

From Frank Judge, Littleton, MA, 9/17/80 (received too late for Oct.) -- (1) The switch at Fletcher Co. has been removed - after the passage of 0-6-0 switcher. (2) The two bridges on the old Marlboro branch in Maynard have been removed. (3) Can anyone shed some light on the current status, activity, and future plans for the B&M Concord, NH-White River Junction, VT line (known as the "Main Line North", in former days)? It is very rusty.

BOSTON HERALD, 10-6-80 - "MBTA: It needs to get back on track" by James E. Smith, Budget Director for the MBTA Advisory Board. Facts and figures discussed - charts shown, etc. - what is the answer?

BOSTON HERALD, 10-10-80 - "T gets \$87M in U.S. grants - \$9M for South Station, \$77.9M for Southwest Corridor expansion project...."

"You Think You Got it Bad?" by Nicholas King with a sketch by Richard Goldberg - a very bad report on New York City rail commuting service; it does not seem to be that way when we travel in from Conn. to G.C.T. (From BOSTON GLOBE, 9/25/80)

"Plucky Little R.R.'s that think they can...make a profit" - Very interesting article in New England Business for Sept. 1, 1980 - much information on P.&W. with photos of loco 1801 on freight and headquarters building at Woonsocket, RI. "Railroads' ills have been studied and restudied over the past 20 years. It is time to start implementing programs to cure them." All New England R.R. are mentioned in this article - talk of different consolidation plans. Good photo of Mr. Dumaine, with diesel loco. (B.A.R.) in the background. (Thanks to Wm. Hastings, Old Greenwich, CT for this item.)

From BOSTON HERALD, 10/15/80 - "Rail deregulation bill signed, may boost rates." President Carter stated: "the capstone of my efforts to get rid of needless and burdensome regulations." ... it phases out some 100 years of Federal regulations.

C.S. MONITOR - 10-9-80 - "Railroads-not pipes- should carry coal" by Wm. Dempsey, Pres. A.A.R.; discussion of rail-unit coal trains vs. coal-slurry pipelines - it would appear that rail transit is far better.

## **B&M**arketplace

BRUCE C. BOWDEN, 4346 Abingdon Dr., Stone Mountain, GA 30083 - "WANTED copies of B.&M Bulletins Vol.1 #1, 2, and 4. Have for trade extra copies of Vol. 1, #3, Vol. 2, #1, 2 and 3."

From RICHARD NICHOLS, 2 Whitehall Manor, Apt. 6, Amesbury, MA 01913 - Restoration of Salisbury Point Station - Bartlett Museum of Amesbury, MA has given permission to make this station into a R.R. Museum. Help is needed - financial; checks should be made out to "The Bartlett Museum Railroad Fund"; or if you care to volunteer to work on this project weekends, call after 5:00 P.M. 388-0937. Contact: Richard Nichols for further information on this project.

KEVIN T. FARRELL, P.O. Box 209, Back Bay Annex, Boston, MA 02117 - Has large collection of Railroad and Locomotive photographs for sale including about 100 on B.&M. in the 1940's and 1950's.

CORRECTIONS TO SEPTEMBER 1980 NEWSLETTER, PAGE 2

REPORT FROM DAVID H. ATWOOD, Eliot, ME -- "First of all BAR No. 36 is an SW9 not a SW-1500. The units that MEC bought from the Rock Island are U-25 B not U-25 C. The U boat that was inside the Bangor roundhouse was more likely No. 234, as it is the only unit in the Rock Blue scheme. No. 238 was dead and idle outside the roundhouse when I visited Bangor on September 12th, and is painted Maroon and yellow. No. 234 in Rock Blue is operating on the MEC along with No. 226 which is in MEC colours. No. 232 is in Waterville and is next unit to emerge in MEC colours. Not all of MEC 331 thru 335 are SW9's. 331-333 are SW-7, 334-335 are SW9's, and as far as I know there isn't any 336 which he lists as seeing..... MEC 960 is an S-1, not as reported as a SW-1. MEC as far as I know do not have a unit numbered 524. 574 is a GP-7, maybe this is what he meant. What is this experimental unit he refers to with No. 202 ????? I doubt that is true, more than likely a mistaken identity." (From Douglas F.W. Conrad, Halifax, Nova Scotia.)

From JAMES W. GIBSON, Rochester, NY - "The new (ex R.I. U-Boats) MEC units are U-253B not U-253C as reported. On August 30 I saw and photographed #234 in the new RI blue and white colors as part of the power of RB-1. Earlier in August I photographed #226 newly painted in MEC yellow and green as lead unit on BR-4...."

EDITOR'S NOTE: Thank you both for this information.

From ROGER B. ROBAR, Lisbon, NH, 10/20/80 - "On Oct. 14, 1980, Goodwin RR seen working yards at Franconia Paper Co. in Lincoln, NH. ALCO RS-3 #1 and GE 44 TONNER #2 were both doing duties. On Oct. 15, 1980, all freight cars were removed from yard, after mill has been shut down for several months. It is reported Mill is on auction block."

From RICHARD W. DRURY, Hatfield, MA - News item re East Deerfield Yards entitled: "County planners optimistic about future of B.&M. switch yards" by Ralph Gordon, Union Bureau Chief, states that Franklin County planning officials toured the yards on Wed., "When they're done, this could be the major switching point for all of Northwestern New England." New main-line "cutover" is about ready - replacing two main-line tracks thru center of these yards. Mentioned also are car-retarders, etc. for switching operations in these yards in order to cut down on time of cars passing through.

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

What a lovely sound to provide atmosphere to my comments! 1105 has just blown for the crossing and then 14Q beyond. I defy even the most dedicated steam fan (and I am old enough to have ridden in the cab of a 3600 with its 6-note whistle from Woodsville to Berlin) to say "What an ugly sound!" All five bells are not sounding with equal loudness but the effect is very haunting.

Where two bells are reversed in a horn an interesting situation is present. The sound one hears when the train is approaching is radically different from the sound from the rear after the train has passed. (I am not referring to the Doppler Effect.) I played a tape of 1001 for a friend who says she has almost perfect pitch. The train whistled for Parker Street and then after passing blew for the track crews. "That's not the same horn you just played" was her remark comparing the "coming and going".

I'll have you all listening soon if I continue my efforts assiduously!

By the way, steam fans, the sound of the S-3BR's is in the general area of pitch of the whistle on the 4000's but of course the timbre is entirely different.

Dave Taylor and, once again, Walter Dunn both blow excellent 14L's from whistle post to crossing and I am sure they will like the K-5LA's on the F-40's due end of next month.

#### LATE NEWS FLASHES

From DAVE JOHNSON, Nashua, NH, P.C. - Acton branch in Nashua now gone. Rails taken up (except at Xings) from Marshall St. (present location of bumper) to just beyond Lake St., a distance of just over 1 mile...Note: There is still a letter-box at Concord Jct., MA marked "N.A. & B." (The illustrated P.C. showed Steam Loco. No. 15 ready to leave Keene, NH for Steamtown - some years ago). Thanks very much, Dave.

From the WORCESTER TELEGRAM, 10-23-80, W. Boylston, MA - The Mass. DPU has ordered the B&M to install auto. flashing lights and bell at Prescott St. Crossing. (from M.B. O'Connor)

From BILL HOLMAN, Laconia, NH News Releases: RAIL LAW SPELLS TROUBLE by Tom Ferriter - according to J. E. McGillicuddy, Railroad Director for N.H. Trans. Authority. William Rennieke, B&M V.P. does not share this opinion - he feels that the B&M will benefit by deregulation - most traffic moving into N.H. - empties going out. Rennieke hopes to establish better traffic balance.

From JOE CAMARANO, Arlington, MA - (1) Does anyone know the identity of a "foreign switcher" seen at West Camb. yards around Sept. 20, 1980 - all black with white letters and numerals - had number "454"; had marks "GSX" ????? (2) On Oct. 4, 1980 at Billerica, took photos of Sw. #1132 -- super new paint job - black steps and looking brand new. (3) Took photos of switcher SW-1 #1123 on June 28, 1980 - very little maroon paint on it...P/N Don LeJeune... (4) Please explain why B&M engine # 1703 and 1726 are to be reclassified from GP-9's to G-18's ????

LATE, LATE NEWS FLASH !!!

WEST CONCORD JUNCTION, Oct. 28, 1980 - at 9:00 A.M. E.S.T., C.R. 7277 & 2280 went North - no cars or buggy??? At 4:15 P.M. same engines went south.

The big project rebuilding the E.B. Main on B&M is almost completed through Concord Junction.

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NON-PROFIT  
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Brown dot means Unrenewed  
DUES ARE NOW DUE: \$13.00 per year  
(NOVEMBER 1980)

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