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JOHN C. ALDEN, EDITOR, 11 Riverside Ave., Concord, MA 01742

JANUARY 1981

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## B&Meeting

NEXT MEETING: SATURDAY, JANUARY 10, 1981  
1st UNITARIAN CHURCH, WOBURN, MA  
BUSINESS MEETING: 8:00 P.M.

PROGRAM: Chairman Roderick states that members are invited to bring their slides (up to 20) for showing. A slide projector will be available for members whose slides are not sorted in holders (2" x 2" slides only). Programs for February and March not set up.

## B&Memories

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

50 Years Ago - January 1931, Vol. 7, No. 9 - Front cover shows lone skier looking over the snow-covered countryside. Maybe she is looking for the SNOW TRAIN - first operated to Warner, NH on Jan. 11, 1931. Article entitled: "New Dining Cars, Said to be Most Beautiful on Wheels, Go in to Service." 3 photos showing "Old Salem Doorway Reproduced in Steel"; the very compact kitchen and exterior side view of the "Massachusetts". "The B. & M. Transportation Company" - an article by R. F. Fritch, President of B. & M. T. Company describes bus and truck operations. Photo entitled "Girl Clerks Further Their Education in Our Night School", shows those attending Comptometer School - organized by G. F. Glacy, under the direction of F. J. Tague; classes held on Tuesday and Thursday, North Station Building.

25 Years Ago - January-February 1956, Vol. 24, No. 1 - Front cover shows P. B. McGinnis new President, with Herbert Alpert, V.P. and General Counsel, and Oliver D. Appleton, Chairman of the Board of Directors. Inside front cover shows small photo of P.B.M. and "A Message from Our President" - he expressed optimism in the future of the B. & M. and announced plan #2 piggyback. "Talking Things Over" mentioned meetings at Boston, Greenfield, MA, Concord and Dover, NH - chance to discuss problems and new services. Photo at Greenfield includes K. D. Beers, P. J. Mullaney, and R. F. Cowan. "New Employees Suggestion Plan" - launched by E. F. Sinclair, Manager of Coop. Activities - more prompt attention to suggestions. Photo shows members of this Committee including R. F. Garner, C. H. Bowker, D. McKeown, and Ellis Walker, assistant to Sinclair. Retirement photo showing E. R. Holmes, Asst. to P. T. M., R. F. Cowan. "More Budds and Freight Cars" - 34 more RDC's and 2,000 freight cars; photo showing 5-car Budd train at Reading High. Snapshot of Howard A. Andrews, Passenger Conductor of North Conway, NH, retired December 31st. ON THE REAR COVER showing several conductors who retired including Harry Cameron, Harry Slack, Cameron McKay and Edgar Hills.

MINUTES OF THE DECEMBER MEETING OF THE B&MRRHS

The December meeting of the B&MRRHS was called to order by President Malcolm Houck at 8:00 PM, December 13, 1980 in the First Parish Unitarian Church in Woburn, MA. 88 Members and guests were in attendance. The minutes of the November meeting were read, with corrections made by John Alan Roderick as follows: Modeler's Night--Dave Heinstrom, HO Display; John Landry, N scale; Scott Whitney and Gerry Babyok, N scale module of Concord NH shops. With these corrections, the minutes were accepted by those present. Forrest Mack spoke in thanks to all those who supported and continue to support the Society's Archives. Forrest pointed out that it is not accepted policy of the Society to purchase material expressly for the Archives, but that donations are encouraged, all tax-deductable of course. Forrest cited several individuals who have given their all in the preservation work: Joe and Mike Camarano, Jim Reardon, John Barr, Frank Willard, H. Arnold Wilder, Mike Gaudet, John Goodwin, Jim Nigzus, and Roy Hutchinson. All these and many more who have given of themselves are to be commended for their fine work in preserving the B&M!

Malcolm Houck announced that new membership cards will be issued. Pres. Houck pointed out that the new cards will not be renewed, but dues and membership renewal will still be pending each June. Joe Shaw announced that membership status will be imprinted on all the mailing labels that are affixed to the Society's publications. Malcolm also announced that should a member lose his/her card, that member should contact the Society immediately.

Don Clerke announced that this year marks our Society's 10th anniversary and the North East Regional of the NMRA's 35th anniversary. Don announced a possible release of a commemorative HO Box Car or Hopper Car lettered B&M and indicating the dual anniversaries. Don asked these members present if they would be interested in such a proposition--21 of the individuals present responded favorably.

Joe Shaw announced that the Stan Whitney collection of Railroad artifacts had been purchased by the Society for \$1,500.00. Joe displayed a "Steam Boat" Whistle from one of the B&M's 4100's. The rest of the acquisition is now housed temporarily at Chandler Cobb's Museum in Kittery, ME. Joe also announced that 3 whistles of CN & CP heritage would be auctioned at a later date and that the collection is open for viewing at Chandler Cobb's Railway Museum.

Joe also discussed an accusation that had been brought to his attention. Joe related that an individual had corresponded with him, accusing the Society of not preserving artifacts of the B&M. Joe cited Forrest's previous announcements and also pointed out that out of 1412 members in the society, only 27 are actually doing the work necessary to maintain the society's name, publications and archives. Joe maintained that we should work together to save artifacts and perhaps some equipment. The example of the Pennsylvania RR Hist. and Technical Society comes to mind. They have recently purchased a Pennsy steam switcher and are working to restore it. Joe pointed out that we could do likewise if we have initiative and support. Any Ideas??

Malcolm encouraged any and all to contribute material to the Bulletin magazine. We have a fine publication and we should support it if it is to be maintained.

The Secretary announced the Railroading in Miniature show at the Wenham Museum in Wenham, MA.

With the discussions concluded, Malcolm, Joe and others conducted a lively and spirited auction of memorabilia. Proceeds from this successful auction and others go toward Bulletin expenses. Thank you all for your support and participation.

The Business portion of the meeting and auction having been concluded, John Alan Roderick introduced Mr. Don Hills. Don proceeded to take us on a trip back in time 40 years to the days of Moguls and Pacifics. Don's color slides carried us from the steam days through the Maroon and Gold of the early diesel era all the way to today's Blue & White of the 80's. All corners of the B&M were featured including: The Salem Tunnel relocation project, Salem Enginehouse, Boston Terminal, and even the Fiat railcar of more recent history. Also included were some priceless shots of MEC, BAR's BL-2s, New Haven, NYC, Canadian Pacific, Central Vermont, and the later-day AMTRAK. All of Don's radiant color slides appeared as if they had been taken yesterday--the colors and clarity were superb. Those of you who missed this presentation have much to regret. Don's amusing anecdotes and personal reminiscences added that heartfelt accent to his fine slides. Don also presented some excellent quality 16mm films of the Sierra Railroad featuring the renowned railroad in full color. A hearty "Thank You" was expressed by the warm applause. The meeting concluded on this high note at 10:08 PM as each one departed to enjoy their holidays and to look ahead with anticipation to the New Year ahead.

Respectfully Submitted,  
(signed) Robert M. J. Hagopian  
Secretary

LATE BREAKING DEVELOPMENT--(based on art. in 12/31/80 Wall St. Journal.)

Boston & Maine Corp.'s Reorganization Trustees have just filed a plan for the distribution of cash and new securities to the creditors of the RR; this is a further step in the B&M's reorganization and this plan would supercede that of 1975.

Plan would place the company on an all-equity basis, with 3 million shares of \$10 par value common stock. The US Government (FRA, I believe) would exchange its \$26m. in Trustees' Certificates (the money for the Ayer-Mc'ville mainline rebuilding) for a like amount in redeemable preference shares, as expected. The 1st mortgage bondholders (6s of 1970 on NYSE bonds, the ones who didn't take the 1979 tender offer) would receive for their \$15.7m. in principal & interest claims 2/3 of their claim in cash and 1/3 in common stock at par. The income bonds (4 1/2s of 1970 on NYSE) for \$36m. in principal & interest would get paid 1/3 in cash and 2/3 in common stock at par. Unsecured creditors, with \$19m. in claims, would get 10% of their claims in cash. The existing common & preferred stock (ca. 97% already held by the Trustees) would be "without value" and no provision would be made for them. Plan is subject to hearings and approval by the ICC, the various classes of creditors, and the Reorganization Court.

COMMENTARY: Simple arithmetic will show that the income bondholders would hold about 80% of the new common and control the reorganized B&M. Also, those 1st mortgage bondholders who elected to take a chance and pass up the tender offer in 1979 are going to get more cash than those who took the offer; the income bondholders are going to do nicely, too. The rise in prices of both bond issues on the exchanges reflects this--and the B&M's improved position as shown in its quarterly ICC reports published in Moody's Transportation News. Finally, there is the old question of just how much of the B&M's bonds the Commonwealth of Massachusetts still holds (these holdings originated from the Fitchburg RR's purchase of the Hoosac Tunnel from the Commonwealth in 1887). For all we know, Massachusetts may find itself once again owning stock in private railroads!

(This and the preceding are written & typed by your former Asst. Editor who couldn't resist a late-breaking good story. As it has just happened, and the WSJ is not that reliable on minor items, we'll probably have updates in succeeding issues. --TRE)

# B&Matters

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In November 1980 Newsletter, photo entitled "Hail and Farewell" taken by Frank H. Hill, showing 494 and 4113 brought memories to Howard R. Usher.

From DICK PICANSO, Gambrills, MD - "First let me say how much I enjoy the Newsletter and the other Society publications. The Air Force will soon transfer me to California, so I'll really be dependent on you for B&M news. The following action was noted at Lowell over a long Thanksgiving weekend: 11/26/80 - Train 354, Lowell to Boston, GP7 1562, RDC 6918, RDC 6155; 11/28/80 - sitting at Bleachery, SW8 803 (still Black and Yellow); 11/29/80 - sitting at Bleachery (AM), SW1 1129 (blue), SW8 803, 806 (blue), GP 38-2 204, GP40-2 313, GP 38-2 205; at Lowell (AM), GP7 1565, RDCs 6924, 6149, 6137, 6125, GP7 1577, RDCs 6905, 6118; Eastbound 12:00 noon - GP38-2s 210, 200, 207 with a freight and caboose C34, Westbound 12:00 noon - GP40-2s 308, 302, 19 freight cars, caboose C68. 12/1/80 - train 322, the 0925, Lowell to Boston, GP7 1565, RDCs 6924, 6149, 6137, 6125; Train 317, the 0945, Boston to Lowell, GP7 1562, RDCs 6112, 6156. At 10:20 the DOT Railbus LEV 2 completed its first run from Concord, NH to Lowell. It will layover until evening. Passengers and crew transferred to Train 326 (same as 317) and departed at 10:25 for Boston (right on time). SW1 1129 and SW8 806 working Lowell. At 12:15 202 (badly faded on right side), 300 with 27 freight cars and caboose C62 departed Lowell eastward. Train 325 arrived Lowell at 11:55, F10 1105, GO cars 9914, 1028, 9904, 9825 departed as 334 at 12:25. 12/2/80 - SW8's 803/806 working Lowell. Train 318 to Boston, GP7 1559/ 2 RDCs. Train 322, GP7 1564, RDCs 6918, 6155."

From DONALD K. DILLABY, Nashua, NH - "Slight derailment near Nashua, NH on 12/8/80, 3rd car of 27-car freight - Conrail covered hopper caused considerable amount of track damage."

From DON LEJEUNE, Peabody, MA - Notes on the B&M - The 4265A rusting out on "Hill Track" 2 in Billerica may soon find a new home; it seems that a New York Museum is interested in restoring it for display only (not functioning) - it would also be put back in its old "Minuteman" colors. The 4266A also in Billerica has the interest of a Maine Museum for similar use. \*\*\* Boston switchers - 12/9/80 - GP7 1569, GP18's 1754, 1755, and the 1208, the 1208 left Billerica shops on 12/8/80 with a new paint job. The 1228, another Boston yard switcher, is undergoing its 736 day maintenance and will also be repainted over the old maroon and cream. \*\*\* Update: as previously reported, the 206 (GP38-2), then the 209 would be in next for the new paint scheme BOSTON & MAINE (for 200's and 300's). Well it seems that the 202 was put in before the 209; by press time both may be back in service. The 202 will be the first unit to be painted in the new B&M paint by Dupont, IMRON, a polyurethane paint that resists weather and washing with abrasives. The color is supposed to be a very close match to the present blue. A scheme is being worked on for all the yard switchers to have Boston & Maine put on them; this will take some doing I've been told because of the different size hoods of the switchers, etc. The corporation is trying for a close uniformity for all its power. When a 300 unit (GP-40-2) goes in for paint the numbers will be under the window in larger style than before, no more B inside the M. Field stenciling of the 1800 series may not be a reality as was first thought, it appears that units will have to get that treatment when the whole unit is in for paint. GP-18 1826 may also see a change, it presumably could leave the shops by end of 1980 with traditional GP-9 long hood, not the U.P. hood, for traditional reasons. GP-18 1803 is expected to be completed by March '81. GP-7 1560 in the new paint scheme is back in service 12/10/80. \*\*\* Power on S.A.E.D. from 12/5 - 12/12 has been GP-9's 1707-1721, 1745-1717, 1748-1742, 1714-1716, 1737-1707, 1746-1739, 1724-1743. \*\*\* Answering a question from last Newsletter: The Gardner switcher no longer lays over in Gardner. Gardner is serviced from a local out-of-Fitchburg Monday and Friday. Power is dropped off the night before for the Gardner switcher to work those two days of the week. The week of 12/1/80 GP-18 1825 was seen there at Gardner.

14L NOTES FROM A SONIC VANTAGE POINT by Don Tead, Parker St., S. Acton, MA

December 5th brought the sound of a Metroliner to Acton. Metroliner?? Well, the sound of its horn anyway. The S-3BR on one of the Pullmans was compelled to withdraw from the orchestra after refusing to sound his "A"! The remaining F-sharp and C-sharp represent the basic notes of the Metroliner horn. In actual operation, however, many of the horns overblow. The overblown sound is unpleasant but it is what the public and railroaders alike recognize as the warning of a 100+ MPH Metroliner bearing down on a grade crossing in Maryland. In my opinion the overblown version is a poor horn for such a fast-moving train. A K-5LA or S-5T would provide a much better warning. \*\*\* December 5th also provided an interesting juxtaposition of the single note horn on the Sperry rail car and the S-5TR on No. 1000 blowing for Parker Street within twenty seconds of each other. \*\*\* Near-perfect weather conditions for hearing distant sounds prevailed on December 10th and 1113 (with its organ pipe "chiff" S-5TR) demonstrated that it intends to give the K-5LA stiff competition. Lovely sound and quite different from the more mournful sound of 1105. Eight 14L's commencing with Parker Street are "in the can" (taped)! Two nights later everything had changed and 1113 was faint even at nearby Martin Street. \*\*\* I would like to comment at some length on weather conditions and sound. Many of us who live close to prominent sound sources (railroads, highways, airports, etc.) have noticed that the perceived loudness varies widely. Even though I am only 300 yards from a crossing I find that the horn sounds run the gamut from very loud to relatively soft depending mainly on the wind direction. (I am excluding the soft sounds obtained by "cracking" the horn valves as these sounds are not a function of the weather.) \*\*\* These same weather variables affect what a motorist hears when he arrives at a grade crossing - especially one like Parker Street. It is thus essential that our engineer friends continue to sound the horns day and night from whistle post to crossing and with the horn valves wide open. \*\*\* What about people who live near the crossings? Should they not be considered? I am in this category and am awakened often by the trains (the S-5TR is a loud horn as it should be!). Instead of grumbling I give thanks to the engineers that someone's life may have been spared due to the whistling.

From JOHN BEEBE, Lexington, MA - Re article in C.S. Monitor entitled "A British Rail supertrain that won't spill the soup" with photo of same "APT" #370 006 Intercity. 12/12/80 - "I'm a little perplexed about this article. The thing that puzzles me is that there is no engineering explanation for what keeps the floor of the high-speed train parallel with the ground while the train is negotiating a 13 degree tilt on a curve. It was pointed out in the article that the cars in this British train will tilt 9 degrees in either direction. This, added to the 4 degree slant of the track bed, does add up to the 13 degree compensation needed for the particular curve on the London to Glasgow run. However, the author of the article does not explain what mechanism causes the train to lean to an exact 9 degree list at the appropriate time. Neither does the author mention whether or not the train tilts to a lesser degree on more gentle curves. Can any of the Newsletter readers explain this phenomenon?"

## **T**opics

M.B.T.A. The weekend of December 13-14, we saw the "T" shut-down for one day. It was operating again the next day - Sunday, after the Mass. Leg. got together. One of the most interesting items in this long drawn-out affair was a photo of a young man with Engineer's cap on, viewing 2 Lionel cars at Eric Fuch's shop, which appeared on the front page of the Boston Herald-American, 12/1/80, "Does anyone know how to run the T?" "Putting the T Back Together Again" was the news on Dec. 8th, same paper. In the C. S. Monitor, 12/12/80, by George B. Merry, "Can King's Horses and Men Put 'T' Together again?" states "What appears to be most needed is a depoliticizing of the 'T' - something the so-called reorganization largely ignores." The Riverside Line was shut down for a few hours



after a rear-end collision, near Brookline Village on Monday, 12/15 - "Probe is to determine reasons for this accident". How many of us Senior Citizens can recall the B. & A.R.R. steampowered 300 and 400 locos ran around the Highland Branch and Main-Line to Riverside with regularity. (Ye Ed.) \*\*\* Additional item: "The MBTA takes 1st step toward fiscal sanity, restraint" - Boston Herald American, 12/18/80.

MASS TRANSIT - A series of 4 articles in the C.S. Monitor, Dec. 9-12, 1980, written by Paul Van Stambrouck, Staff Correspondent, asked these questions: (1) "Is the Public Finally Ready?", (2) "Why Popularity Doesn't Always Pay", (3) "At the Fiscal Cross-Roads", and (4) "New Answers for Suburban Sprawl". First item begins with, "U.S. Public transit systems are accelerating back into the mainstream of American life" - problems include fare levels, related costs, etc.

NEW ENGLAND MERGERS - BIG NEWS about M.E.C. and U.S. Filter Co. The 470 Club Newsletter for Dec. 1980 carries a full-page writeup - U.S. Filter owns 68% of MEC stock - Ashland Oil is involved - Vt. & Mass. R.R. is being sought by both P. & W. and U.S. Filter - talk of transporting coal from OHIO to Portland, ME for Germany - much objection to the P. & W. takeover. Short-line R.R. in VA is also interested. (From M.C. Lennon, Manchester, NH).

Boston Globe of Dec. 11, 1980 - "Maine Central takeover voted by shareholders". Board Chairman Spence Miller stated that he was "mildly sad" but, "it was a very happy day for the railroad." USF is also interested in the B. & M. \*\*\* Boston Globe of Dec. 11 under heading "COAL" had more news on this development. (From Bill Hellman, Sudbury, MA)

## B&Misc.

CENTRAL MASS. NOTES - Wayland - Pass. Station in good shape, painted Tuscan red. Freight shed still standing, but in poor shape. \*\*\* South Sudbury - Pass. station now a bake shop, "Crumble Station". Shanty by Post Road Crossing is still intact. (W. Hellman). \*\*\* Bob Goodwin, Lincoln, MA - "The foreign road" switcher is that used by Atlas R.R. Construction Company in connection with rebuilding E. B. Main through West Concord. Mentioned some problems with the help on this job."

B. & M. MISC. - "On Nov. 1, 1980 I saw the following power at White River Jct. on SPCP were GP-9 1729, 1714 and CP-5006 GP-35 in tow and had the usual B&M caboose C66. And I heard from the W. R. Jct. dispatcher CP #4216 C-424 with CP caboose #434912 was going to Newport cab light. Left at W. R. Jct. was B&M GP-7 #1569 with maroon paint showing and B&M logo on the long hood. On Nov. 2, 1980 at White River Jct. was B&M GP-9 #1825 which was in the Chicopee derailment, had "Boston and Maine" written out, I got several shots of it. And on the same day on southbound CPSP saw CP #8789 RS-18, B&M #1715 Bi-Centennial nose stripes GP-9, and C&O #3029. And at the B&M Yard at W. R. Jct. saw CP units #4215 and 4234 both C-424's and Chessie units #3782 and 3790 both GP-40's and CP units #5010 and 5008 GP-35's and 8560 RS-10. I was wondering if the CP was leasing Chessie units." "On November 5, 1980 I went to Mechanicsville, NY and I saw the following units at the B&M engine terminal: B&M RS-3 #1547 dead, GP-38-2's #204, 202, 203, 205, and 208 had the Minuteman on the short hood nose, and GP 40-2's #301, and 310, B&M #1220 SW-9 in maroon paint, and saw B&M GP-40-2's #305, 307, and 316 on MEPO-A. And on the D&H side at the engine terminal D&H - EX-LV #7322 GP-38-2 in LV colors, D&H #7603 EX-RDG GP-39-2, D&H #7414 EX-RDG GP39-2 in RDG colors, D&H #7618 GP 39-2 EX RDG, D&H #409 C-420 in LV colors, N&W # 2496 and 2457 GP-9's, and a chopped-nose D&H RS-11 #5010, D&H RS-36 #5018 and 5019. And saw the following D&H cabooses, extended vision in red #35715 and bay-window #35813, same #35807, center cupola #35709, off-center #35849 caboose, and a Greenwich and Johnsonville transfer #35823 and a Norfolk & Western #518551 a center cupola. And on the way home we stopped at Bellows Falls, VT and saw EDWA with CP #4212 and 4216 C424 and B&M #1701 GP with "Boston and Maine" written out. And also saw GM 401 RS-1 (Green Mt. Ry.) in yard at N. Walpole, NH (Ex-B&M facility, Mainline to south from No. Walpole is the old B&M Chesire Branch." (From David Demeritt; Natick, MA)

Sad Note: Crossing accident at West Mitchell St., Manchester, NH recently involving British Railbus and 4-wheel drive Jeep. Boston Herald, 12/17/80.

Rumors Department: Goodwin R.R. is changing hands; North Stratford R.R. is being operated by Ed Clark. (M. C. Lennon, Manchester, NH)

## B&Marketplace

Anyone having photos of the Cheshire Branch they wish to sell or trade, please contact: David Demeritt, 80 Middlesex Avenue, Natick, MA 01760.

Please advise how the Mile Posts in the "North Country" of the B. & M. got painted white recently. Walter W. Wright, 30 Bank St., Lebanon, NH.

Question: When did the Billerica Shops open? What was the 1st loco completely repaired there? Date? Answers in next month's Newsletter.

Would like to trade slides of "VA. and N.C. shortlines and Class 1" for N. E. shortlines, i.e., B. & M., M.E.C. - industrials. Contact: R. Edward Fielding, "THE SHORT LINE", 4 Clifton St., Lynchburg, VA 24501.

WANTED: B. & M. BULLETINS, VOL. I, #1, to VOL. IV, #2. Please contact: Jay Knight, 11275 Pacton, Utica, Michigan 48097.

FOR SALE: Railroad Books and Magazines from personal collection, most O.P. Contact: Fredrik C. Bruhn, 91 Dartmouth Drive, Lexington, Ohio 44904.

FOR SALE: Trains Mags. 1962-1978, \$10.00 a year. Also, 1979 (Jan.-June); 27 issues between 1951-60. Contact: Edward R. Morse, 10 Stickney Rd., Medford, MA 02155. Phone: 396-6543.

FOR SALE: Slide Sets - 5 slides in each set - showing: (1) Erie-Lackawanna freight action; (2) B. & L.E.; (3) Action shots of F-units, Western Maryland, B&O-C&O, Ontario Northland, Conrail, and Erie-Lackawanna. Contact: Forest City Division, R.R.E. Box 9838, Brookpark, Ohio 44142.

MASS. BAY RRE and its predecessor organizations have accumulated and dispersed library material over the years. The organization currently has available for use by serious researchers the following library material: Poor's Manuals, 1880's on; Traffic World, 1920's on; CALLBOY, complete from Vol. I, No. 1; Railroad Gazette now Railway Age, 1880's on. Since this material is currently stored in members' homes, it will be necessary to make mutually convenient arrangements. However, we will strive to continue to make this material freely available. Anyone interested should contact: William Crawford, 20 Emerald Road, Nahant, MA 01908.

## ANNOUNCEMENTS

HOLIDAY EXHIBIT, "RAILROADING IN MINIATURE", Wenham Historical Association and Museum, Inc. through January 24, 1981. Main Street, Route 1A, Wenham, MA 01984. Flyer attached.

LITTLE RHODY DIVISION'S 17TH ANNUAL OPEN HOUSE FOR MODEL RAILROADING - MAY 3, 1981. Open to the public from 10:00 A.M. to 4:00 P.M. at the Junior High School, 45 South Washington Street, North Attleborough, MA. Display Reservation: LRD-'81 Open House, Box 39-B, Squaw Rock Road, Moosup, CT 06354. General information: Alan W. Blik, 190 Broadway, North Attleborough, MA 02760 - (617) 695-0998.

MYSTIC VALLEY RY. SOC. - A "Snowflake Special", Sunday, January 18, 1981. Boston to Greenfield, MA via B. & M. For details on this trip and other activities, contact: Russ Rylko, P. O. Box 32, Mattapan, MA 02126.

BN NEWS: Full page ad in C.S. Monitor, 12/8/80 - "We've Merged to Form a More Perfect Union." Photo shows BN and FRISCO cars coupled. "B.N. presents its monthly report for Nov.", C.S. Monitor, 12/12/80.

## LATE NEWS ITEMS

On FRIDAY, DEC. 12th late in the P.M., GOODWIN ran a LINCOLN train perhaps for the last time? All week GOODWINs 44 ton was at the mill for loading out the steam boiler and B&M box car. On FRIDAY when I saw the train at PLYMOUTH, they had the RS-3, the 44-tonner, the mill engine, a B&M box and the steam boiler on a 6-wheel truck flatcar. The mill engine, lettered FRANCONIA PAPER, was sold to a midwestern dealer. The equipment inside the paper mill at LINCOLN was auctioned off and much is removed as of now. The CPR rebuilt RS-18s with chopped noses, now in the 1800 series, have been seen in NEWPORT, VT occasionally, along with one of the GP-30s.

NEWS BRIEFS: 12/7/80 - The Belfast & Moosehead Lake R.R. is in rough shape. They are operating from Thorndike to Burnham Jct. with three of the engines being kept at Thorndike. The R.R. is also on strike and the management is running the R.R. It is running any time of the day or night three days a week some weeks. \*\*\* The Bangor & Aroostook is gradually moving the old Potato refers from South Lagrange and the Medford Cutoff, down to Cape Jct. on the Searsport Branch. The B.A.R. wants to take up the rest of the rail on the cutoff to be used elsewhere on the R.R. \*\*\* If anyone is interested in buying a trust plate off one of the B.A.R. refers dated 1952 or 1954, please contact this reporter. They read as follows:

|                                 |              |
|---------------------------------|--------------|
| Bangor and Aroostook Railroad   |              |
| Equipment Trust of              |              |
| Girard Trust Corn Exchange Bank | 1952 or 1954 |
| Trustee Owner Lessor            |              |

I have also been told that the paper mill, Franconia Paper in Lincoln, NH, has shut its doors for good. They have auctioned off everything on the property. Tony the Tilton Merchant picked up 200 tons of coal which he is selling. The engine, old E.B. & L. was told went for about \$35,000. \*\*\* I have also been informed by a Mr. Jim Robinson of Dublin, NH that the Wolfeboro R.R. is acquiring a 44-ton Whitcom Loco. from New Jersey. Mr. Robinson has been hired to move it by - of all ways - TRUCK (what a shame). \*\*\* The Boston & Maine has donated the old baggage car #M3007 and coach #? off the Boston Wreck Train to the Old Colony & Newport R.R. in Rhode Island. At the present time they are being repaired at the Seaview R.R. in R.I. by Mr. Pete Verges & Co. The B&M has also donated the old Laconia combine to the Lowell Historical Preservation Commission. This car is to be later placed next to the State Park building (Mac Building). The Lowell Trolley (Ex W.R.R. 10) is now in winter storage and being fixed up for the 1981 season. If anyone is interested in being a Motorman for the Lowell Trolley, please contact this reporter. Submitted by Scott S. Gordon, P.O. Box 3205, Westford, MA 01886 (692-6032).

U.S. report on Conrail paints bleak picture, Boston Globe, 12/12/80. (from Bill Hellman)

"Since the middle of last summer, I've noticed several changes in and around Nashua. The frequent use of Geeps on the Hillsboro Branch (once the home of 1129 or other SWIs) being one. The yard has been rebuilt in late Nov. and where once 3 SWIs were assigned to Nashua, now 1132 is the only one and 2 Geeps (7, 9 & 18) can be found working in the yard, on locals, etc. The 2 Geeps can be found idling in the yard early in the morning, MUed, are they off of EDCO? The Geeps vary with 1557 and 1568 being the most frequent,



plus yard tracks are more congested with cars and operation patterns seem to be different than a year ago. Does anyone know these new patterns and schedules? (From Paul A. Levasseur, Heritage Circle, Hudson, NH)

"Derailment brings big cleanup job...seven cars off at Northumberland, NH on Dec. 3, 1980". From H.A.W. (?) Photo of scene. Coos County Democrat, Dec. 10, 1980.

From LOUIS H. BEAUDOIN, Manchester, NH - 12/19/80 - B&M restored service to Derry, NH on Nov. 6 with the arrival of the first local freight since portions of the Manchester, NH to Lawrence, MA, between Londonderry and Salem were embargo on Sept. 16. Track repair work which began on October 13 was completed on November 5. On Nov. 13 more good news came to this branch line in the form of the Ingersoll Rand Corp., one of the leading U.S. export companies announced it had purchased the former Lyons Iron Works steel fabrication facility that had been closed for about two years. The purchase includes 37,500 sq.ft. steel fabrication located on 77 acres at Londonderry. Also included are overhead cranes and an active rail siding. Paper equipment will be manufactured at the site and will be operated by the Impco Division of Ingersoll Rand Corp. Production is expected to begin by January 1981.

From ROBERT TERHUNE, Houston, TX - 12/19/80 - A month or so ago the Newsletter raised a question about the status of the old Northern line from Concord, NH to White River Jct. I spend part of each summer at a place in New Hampshire which overlooks that line, and I can say that for the past two or three years nothing has moved over it except woodchucks and deer. I should qualify that to say that the section from Potter Place, NH to White River Jct. appears to be totally out of use; there is a lumber yard at Potter Place that generates some business for the B&M, and I suppose they run a switcher up from Concord every now and then to take care of that business. I have hiked along part of the right-of-way and can report that although much of it is unused, the mileposts were repainted in 1979 and relettered by the time I was back this past summer. On at least one highway overpass I found a Department of Transportation serial number posted and encased in a plastic container. It looked fairly new. What all this portends, of course, is anyone's guess. B&M's lease on the Northern Railroad expires, I believe, in 1985 (99 years from 1886), and it should be interesting to see what happens then.

At the Year's End we wish all a very Happy New Year!!! We wish to thank all of our correspondents; our special thanks to the "faithful few" who help get the Newsletter on the road!!!

PUBLICATIONS FOR SALE - The following publications are available postpaid (unless otherwise noted) by ordering direct from this address: Business Manager, 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, Summer 1980, PRICE: \$2.50. Fall 1980, PRICE: \$3.25.

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. Mainline 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 makes this an excellent value on any bookshelf. Softbound. \$12.95.

A Pinprick of Light by Carl R. Byron. A 72 pp. 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, 232 pp. Members \$24.00. Others \$28.95.

Northern Rails - 1980 Edition: A 34 pp. 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

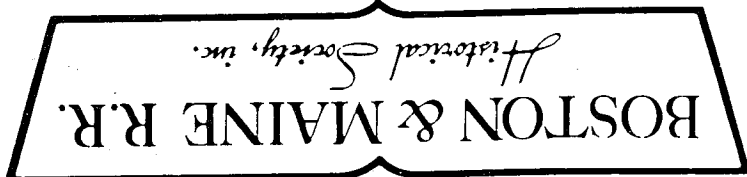
Route of the Minuteman, by Tom Nelligan and Scott Hartley. A well-illustrated look at the B&M from 1969-1979. Excellent photographs concentrate on the Rigby-Mechanicville mainline, Conn. River, commuter, and branchline operations. A lively, well-written text accompanies the 64 pages between 4-color covers.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

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(January 1981)

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| AY-3                   | Ex. Sat & Sun 14:00                                     | Worcester  |
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| BO-1                   | Ex. Sat & Sun 07:30                                     | Ayer, incl. Watertown, Bemis, Lexington Br. & Freight Cutoff   |
| BO-2                   | Ex. Sat & Sun 08:30                                     | Hastings incl. Central Mass. Br. to Hudson, Lexington, Bemis Brs. & Freight Cutoff   |
| BO-4                   | Ex. Sat & Sun 10:00                                     | Lowell incl. Woburn & Stoneham Brs.  |
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| BR-1                   | Mon-Wed-Fri 09:00<br>Tue-Thur 09:00<br>Sat 08:00        | Windsor<br>Keene<br>Keene  |
| <u>Concord</u>         |   |  |
| CO-1                   | Sun 08:00<br>Mon 10:00<br>Tue & Thur 10:00<br>Wed 10:00 | Ayer<br>Manchester incl. Portsmouth Br. to Epping and Goffstown Br.<br>Manchester incl. Goffstown Br.<br>Potter Place-Manchester |
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| DO-1                   | Ex. Sat & Sun 08:30                                     | Ossipee incl. Gonic-Garmington Brs.  |
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| ED-2                   | Mon-Wed-Fri 10:00                                       | East Gardner   |
| ED-3                   | Tue-Thur 10:00<br>Sat 08:00                             | Hoosick Jct.<br>Hoosick Jct.   |
| <u>Fitchburg</u>       |   |  |
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LOCAL FREIGHT TRAINS (cont'd.)

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| <u>White River Junction</u> |  |  |
| WJ-1                        | Mon-Wed-Fri 10:00<br>Tue-Thur-Sat 10:00          | Apthorp-Blackmount<br>Bellows Falls South                                    |
| <u>Whitefield</u>           |  |  |
| WH-1                        | Ex. Sun 13:00                                    | Groveton-Berlin  |
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| WI-1                        | Ex. Sat & Sun 12:30                              | Boston-Lowell incl. Stoneham and Woburn<br>Brs. and Lowell Jct. via Wild Cat |
| <u>Worcester</u>            |  |  |
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