

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

FEBRUARY 1981

B&Meeting

NEXT MEETING: SATURDAY, FEBRUARY 14, 1981 (VALENTINE'S DAY)
8:00 P.M. BUSINESS MEETING
1ST UNITARIAN CHURCH, WOBURN SQUARE, MA

PROGRAM: To be presented by Stephen Payne - his photos
of the B. & M., C.V. Ry, and Rutland from 1950's.

The presentation for the March 14, 1981 meeting will be slides by Mr. Gerry Babyok and Mr. Scott Whitney of the White Mountain Model Railroad Club. They will be presenting a show of recent and contemporary subjects including B&M, CV, D&H, CN and MEC.

MINUTES OF THE JANUARY 1981 MEETING OF THE B&MRRHS

The January 1981 meeting of the B&MRRHS was called to order by President Malcolm Houck at 8:06 P.M., January 10, 1981 in the First Parish Unitarian Church in Woburn, Mass.

John Alden announced that there is a "Ski Train" for the northern trails that departs Boston each Saturday -- anyone interested please contact North Station. John also requested that contributions to the NEWSLETTER be submitted no later than one week after the regular membership meetings. To illustrate the need for prompt action for NEWSLETTER publication, John read a short excerpt from the poem "Ballad of the 20th Century". John pointed out the need for "express" responses for NEWSLETTER submissions.

Malcolm Houck announced that the Board of Directors and Officers met to produce the new membership cards and that they should be in the mail. Malcolm reiterated last month's announcement regarding the cards, reminding all present that the new cards are non-renewable, but that membership will remain due each June.

With the brief business discussed, Malcolm adjourned the business portion of the meeting. Malcolm and Joe Shaw launched into an auction of railroad magazines and memorabilia. Joe announced that the auctions had been very fruitful, providing over \$1000 in funds for Bulletin expenses. Joe thanked all for their continued support and requested more material through donations in order that the auctions could continue in the future.

With the auction's conclusion, John Alan Roderick introduced Members Night. Many members presented interesting and nostalgic slides and silent and sound movies, along with personal recollections of past railfan trips. The subject matter and time frames were varied and interesting. Included were some present day operations, past steam and diesel fantrips featuring Steamtown and the beloved (and belated) NKP #759. One member injected some unique live-steam action that provided an entertaining break from 12" Scale! Some of the members presenting their favorite footage were: Dale Strein, Walter Walsh, Ed Cooks, George Poole, Richard Symmes, Russell Munroe, Scott Whitney, Joe Shaw, Frank Hussar and John Alan Roderick. The Entertainment Chairman along with the 77 members and guests present expressed their sincerest thanks to all who shared their photographic favorites. After a round of warm applause, the meeting adjourned at 10:30 P.M.

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

FEBRUARY-MARCH, 1931, Vol. 8, No. 10 - Front Cover - Photo of interior of new dining car showing doorway which was a reproduction of the doorway at No. 29 Chestnut St., Salem, MA. Full details re this old Colonial door given on page 5. (As we recall, one of the houses on this street had a set of N.Y.C. calendar paintings from the 1920's.) Leading article "Fifty Years' Service Passes Presented to 230 Employees". Lifetime passes given out by President E.S. French - #1 to C. J. Fiske, ticket agent, Greenfield, MA over 61 years of service; #2 to Warren E. Emerson, Engineer, N.H. Div. 60 years; #3 to Charles E. Rockwell, crossing tender, almost 60 years; and to Conductor George A. Silsbee of "The Flying Yankee" with almost 60 years. Photo story: "Cow in Concourse Makes Fine Exhibit" - Vermont State Exhibit at North Station in connection with production of milk and transportation. Article entitled: "The 17th Birthday of Billerica Shops" by M.E. Lyons - a brief resume was given, including reason for locating at North Billerica - "between the Main Line of the Terminal Division and the Bedford and Billerica branch. Photo: "One of Our Santa Fe's with a Mile of Cars", showing one of the 3000's 2-10-2 moving through Lowell. Answer to question by H.A.W. in January 1981 Newsletter: Billerica Shops opened March 1, 1914; 1st locomotive to be completely repaired was P-2 - No. 3667.

25 YEARS AGO - February 1956 given in January Newsletter.

B&Mailbox

From GREGORY COX, Pond Rd., Hawley, MA - 1/3/81 - "Happy 1981. I have put off writing for a couple of months as I have been busy logging in Savoy. It's somewhere in the neighborhood of -15 °F right now so I have plenty of time to type a letter. I have a mishmash of news dealing mostly with the Conn. River, some quite old. *** Most recently the Mass. Municipal Wholesale Electric Co. is the recipient of a \$2.7 million grant from the U.S. Govt. to study the possibility of building a coal gasification plant next to its power plant (which is under construction) on the Ludlow side of the Westover Air Park. The gasification plant would use 1.8 million tons of coal to replace the 1.7 million barrels of oil the power plant uses. That works out to about 50 100-ton hoppers of coal per day to be hauled up the Westover branch from its junction with the Conn. River at Willimansett. (Empties back also.) We'll see. *** Another possible B&M customer was written up in the Sept. 1980 issue of New England Farmer. D.B. Haseotes, president of Cumberland Farms, has formed a company, Eastern Grain Resources Corp., which plans to build a coal-fired alcohol plant on a 55-acre site in Portsmouth, NH. The facility would have an annual production capacity of 10 million gallons of anhydrous ethanol (used in gasohol). EGR would use 350 tons of grain (probably from the Midwest) per day brought in 50 car unit trains. It would also create a byproduct (dried distillers' grains) at the rate of 100 tons per day which would be sold to local feed manufacturers. How much coal would be used or how it would arrive I do not know. *** The article in the Springfield Union which discussed the MMWEC grant also announced that a grant had been given to a Maine outfit which proposed an alcohol refinery which would use cull potatoes as a feedstock. A couple of other articles shed some light on proposed developments: the Mt. Tom plant of NU is still awaiting approval by the EPA for its conversion back to coal firing. The Commonwealth and NU came to agreement this summer but the EPA is dragging its feet. Conversion will take 6-15 months. An article in yesterday's Greenfield Recorder announced the NU had formally cancelled its plans to build twin nuclear powered electric plants on the Montague Plain due to reduced demand, vastly increased construction and licensing costs, and strong political opposition in the valley. Earlier this fall NU had stated that if trends continued, they would be more likely to build two coal fired plants there instead. No mention was made of that possibility yesterday. The Montague site was purchased by NU from the B&M. I think it was previously the site proposed for the garbage landfill for Boston garbage trains and before that it was the intended location of the proposed B&M yard to replace East Deerfield. *** I spent a considerable amount of time down in the Holyoke-Northampton area between Thanksgiving and New Year's and have some

observations on the lower Conn River. Trackwork has been reduced to normal maintenance after extensive work all spring, summer and fall. Train lengths seem to be much longer---50-80 cars on the CVSP, 40-120 on the EDSP (Springfield Turn). *** COFC traffic south makes a considerable impression as having tremendously risen (if it existed at all before)---anywhere from 6 to 20 cars of COFC go south daily. Also, from what I saw, the reported predominance of GP9's on the Conn River is at best overstated. CVSP is usually all GP9, CV, GT & B&M mixed. EDSP on the other hand seems to use what is available when the train is called---GP40's, 38's, 18's, 9's, 7's. From what I saw over that period, what is fairly rare on the Springfield Turn is to see low number GP's (200's + 300's) mixed with hi number geeps (1500's, 1700's, or 1800's (1825 to be precise). The new lettering and numbering on the repainted GP7's and 9's makes it much easier to be sure of engine numbers from a distance or in poor light. On 9 Dec. I was on SB 1-91 and observed two 300's on EDSP at Northampton South waiting for a work train with 1703 + another 1700 to get in the clear at Mt Tom behind ED-1 which had the 1127 (of course) and an 18 (1750 series). *** The west end out through Shelburne Falls past Charlemont is looking really nice---I saw the EB coal train virtually glide past, it was so quick and quiet---only engine noise and wheel hum. A 1700 was switching the siding there at 1600 yesterday when I went through there. The SRS was inspecting there on 10 November. The crossing signals where rte. 8A crosses the B&M by the station were replaced last month---the new ones are a vast improvement over the old as far as visibility is concerned. Chasing a train on the west end on rte. 2 will be a big challenge with these track improvements---the EB coal train outran me on 12 December between Charlemont Station and Rice's. No contest. *** Now a branchline discussion: in December the B&M announced its intent to attach a \$500+ surcharge on all cars delivered to the Turners Falls branch. (I think there is currently a \$50 surcharge in effect) This surcharge is to 1) make profitable the operation of the branch and 2) to provide enough income to allow track and bridge repairs to be done. The branch (formerly a New Haven line) is in poor repair, especially the bridges (the B&M estimates the bridges require \$½ million to \$¼ million in repairs) but has only 2 principal customers, Esleek Manufacturing and Strathmore Paper. Yesterday's Greenfield Recorder announced that the Commonwealth and Turners Falls were looking for additional industrial park tenants, preferably ones requiring rail service so as to provide a better traffic base for the branch. *** Farther south, the Wheelwright branch from Northampton has not seen a wheel turn since the summer when the cushion underframe boxcars were parked west of the Connecticut River bridge in Northampton. Any activity would have to have come from the CV or possibly the Mass Central. *** Now, here's a clarification of the questions I raised about the branch which serves Westover. Since I wrote in August or September I've had time to check more carefully into this line. The branch belongs to the Air Force and the WMDC (Westover Metropolitan Development Corp) in 1977 got approval from the Air Force for use of the railroad which had been idle since the base closed in 1974. The WMDC in its 1 October 1980 prospectus states that it will acquire the branch from the government by negotiated sale to ensure rail service to the airparks east and west. In August 1977 the WMDC announced it was negotiating with 3 railroad companies for operation of the branch (the B&M, the Mass. Central, and Railtran Associates of Blawenburgh, NJ). The WMDC stated that they would like to sublicense the railroad to an operator which would agree to assume responsibility for switching service and maintenance and eventual purchase of the branch which then consisted of 2 and 1/8th mi. of line off the base property and 3/4 miles on base. In December 1977 the B&M and the WMDC reached a temporary accord whereby the B&M would repair and operate the branch for one year. The B&M made repairs (tie replacement, ballasting and signal activation) of \$10-15,000. The article announcing the temporary agreement stated that the B&M did not want to become the permanent operator but the agreement did give the B&M the option of permanently taking over the switching operation in the future. Subsequently the branch was extended across the base to the MMWEC site in Ludlow. The October 1980 prospectus lists a total trackage of 7 miles in the airpark with the following companies having rail sidings:

MMWEC, Burke Beverages, S. S. Pierce, and Airpark Warehouse & Distribution Center. Champion Packaging is served by the branch outside the airpark. *** When I wrote about the MMWEC proposal earlier I noted that if the B&M had its way the coal for either Mt. Tom or the MMWEC plant would probably come in on the west end and down the Conn River to Mt. Tom or Willimansett. This was queried by the newsletter editor. I have not talked with anyone from the railroad about this but the logic seems pretty clear. When Mt. Tom burned coal (1958-1970) it generally received its coal onto the B&M from the NYC (then PC) at Springfield, generally in small shipments (20-60 cars). A unit train was tried at one time but for some reason was dropped. These small groups of loads were added to the SJ-1 and switched into Mt. Tom, making for some large trains at times. *** Unit trains are generally cheaper for railroads to operate as they require virtually no switching and make better use of power and crews. I would assume that trains would be set up for Mt. Tom or for the MMWEC plant if they go to coal. The axiom that hauling freight on the road makes money while switching it loses it would, I think, also apply to coal. If the trains were to come up the Conn River from the south the maximum B&M haul is only 14 miles to Mt. Tom and 5 miles to Willimansett. Exchanged at Rotterdam Jct., however, the haul to Mt. Tom would be 135-140 mi., to Willimansett 145 or so. Also, if coal comes in 100 car units, that would make an out-sized SPED if it was tacked on to that, requiring power to be wasted on what would be essentially a high horsepower switching operation. For work up to Westover even more power would be required as the branch climbs steadily up from the river at Willimansett. Coming over the West End and down the Conn River such Mt. Tom or Westover coal trains would be normal unit train operations such as the Bow coal train is. Power and crew utilization would be far better and the costs of the switching operations would be partially borne by the long road job. A considerable reason why the East Deerfield-Springfield turn was instituted was to center the motive power on East Deerfield instead of having it sit in Springfield half the day---the same applies to coal trains for Mt. Tom or Westover. *** Such is the news for now."

From GIL PAYSON, 8 Orne Square, Salem, MA - 1/10/81 - "On the fifth page of the January issue of the B&MRRHS Newsletter your correspondent John Beebe raises the questions about the tilting of high-speed railway passenger cars on curves, referring in particular to a recent article in the Christian Science Monitor concerning the newly-electrified main line between London and Glasgow. The following quotation may not answer the questions but it may be of interest; I only wish it could have been more explicit. *** "...on such old-established railways as those of Britain. The cost of realigning curves and remaking difficult junctions to permit uninterrupted high speed can be prohibitive, while in mountainous country the physical circumstances could well make the project impossible. It is to meet these conditions that the principle of the so-called 'tilting' train has been developed. The first production units of the British Advanced Passenger Train are expected in service in 1978 (sic), and by utilizing a mechanism that causes the train to adjust itself to the curves by a tilting action of the body in relation to the trucks, it can safely negotiate existing curves at far higher speeds than are permissible with conventional rolling stock. Maximum speeds of up to 155 m.p.h. are planned." *** Three illustrations accompany the text; in one, showing in cross-section the framework of a car on a sharp curve, and the floor of the car is definitely not parallel with the ground but is tilted to a more extreme angle. It is not clear whether the tilting mechanism is hydraulic or whether it is operated by compressed air, or by some other means. *** The quoted text is on page 54 of "World Atlas of Railways", by O. S. Nock, published by Mayflower Books, Inc., New York, NY in 1978. Though priced at \$30. when first off the press I recently bought a copy for less than \$15. It is a large book - 'coffee-table size' - printed on coated paper and exceptionally well illustrated, in color."

From ROGER B. ROBAR, 17 Pine St., Lisbon, NH - 1/7/81 - "Enclosed is newspaper clipping of WHED 7-car derailment in Woodsville, NH, January 6. B&M crew and mobile crane from

E. Deerfield worked through-out the day and into the evening. Track side BM official stated cause of derailment is under investigation. *** Train watching on the Berlin line - 12/1 #1716, 1718, 1576 - 66 cars; 12/3 #1731, 1718 - 22 cars; 12/3 Extra #1557 - 5 cars; 12/4 #302, 1737 - 11 cars; 12/10 #1750, 1570 - 21 cars; 12/11 #1717, 1718, 1722 - 26 cars; 12/12 #1737, 1716 - 24 cars; 12/13 #1738, 1754 - 60 cars; 12/15 #1738, 1754, 1737 - 58 cars; 12/15 Extra #1574 - 3 cars; 12/17 #1746, 1732 - 22 cars; 12/18 #1738, 1730 - 33 cars; 12/19 #1754, 1741 - 26 cars; 12/20 #1724, 1716 - 19 cars. *** Thought you could use this in Newsletter. *** P.S. UPDATE - Franconia Paper Co. was auctioned off, everything is being moved out of mill. GE 45-tonner was sold, being moved to Ohio. Does anyone have further details?"

From DENNIS Adams, Exeter NH and JON LANDRY, Stratham, NH - 1/6/81 - "Here are a few items for the Newsletter: *** Power on the Bow N.H. coal train on December 23, 1980 was B&M GP40-2 #306, GP38-2 #202, and GP40-2 #305, with 89 coal hoppers in tow. Over at Concord, N.H., SW 1119 and GP9 #1741 were idling. GP9 #1741 later became the power of CO-1. *** Later the same day, (12/23), over at Rockingham Jct., N.H., arrived just in time for the Portsmouth, N.H. switcher. They had just set out a string of B&M boxcars on the Manchester leg of the wye for storage. Presently, BODO (Boston, MA. to Dover, N.H. gravel train) with GP9s #1721 and #1702 pulled in, dropped some cars, and pulled out, all within fifteen minutes. Not more than twenty minutes later, MEPO A rolled in, made its pickup and rolled out, again not taking more than fifteen minutes. Pretty sharp railroading!. Power on MEPO was GP40s #316 and 307, and GP9 #1707, w/97 cars."

From WAYNE M. GAGNON, Merrimack, NH - 1/1/81 - "Power in Nashua, NH yard area has changed drastically! *** Usually 3-1100 EMD Switchers servicing city and Hillsboro Branch, with 1132 major party to the action. *** As of 12/31/80, Hillsboro Branch has seen 1132 (new paint job), 1574, 1556, 1568, 1728 etc. First time in Hillsboro Branch that Bluebirds have tread on this rail. Nice to hear those 567's winding up! *** The proud warrior 1733 (McGinnis B & Black) MU'D with 1574 in Nashua yard on 12/28/80 idling away with 1728 and 1132 in yard. Would like to know if 'Bluebirds' are staying or 1100's when 'rebuilt' will replace. *** From what Paul A. Gagnon, Haverhill "T" passenger engineer running F10's (1100's) says, the horns on the F10's aren't that bad and he has been known to 'play a tune' now and then, even when he was running steam (set-up 1954). Besides, he's my father! Try the 'North side for those Nathan's cause there are good blowers over here, too!' *** Will advise on future yard changes, if any, and any weaned information."

From DON LeJEUNE - 1/4/81 - "Power idling in Boston's yard 7 are as follows: Yard switchers 800, 1123, 1128, 1221, GP-7 1569, GP-9 1744, 1739, GP-18 1755. The 1569 still in the old color (regular B&M blue) has been showing the old maroon and cream on the fireman's side on the long hood, this unit will undoubtedly be seeing the paint shop in the future. Some of the units repainted have gotten a white trim on each step, others were painted all black depending on who did the work. Another different notion particularly to the modelers is that the walkways to the cab doors have been painted blue the same as the unit itself whereas some units were done in black walkways as the old McGinnis units were. *** GP-9 1730 has been the 1500 switcher job at Salem for about three weeks now, a good unit still with 'Minuteman' on the nose. *** GP-9 1728 and GP-18 1755 left Salem on 1/4/81 as SAED, the 1755 trailing as it hasn't been used as a lead unit if necessary when MU'D. *** For the month of December SAED, EDSA didn't have the services of any GP-38's, nor GP-40's. *** Cold weather has been plaguing the through freights, maximum 80 car trains have been the limit, with the cold temperatures it raises havoc with the air lines no matter how many units are used. *** I for one sent for a copy of the Greenfield Recorder Newspaper last month as a couple of months ago, was an excellent story with many photos of the new E. DEERFIELD yards and area. If interested members would like photos of this, I would suggest sending a SASE to the Greenfield Recorder Newspaper, 14 Hope St.,

Greenfield, MA 01301, Attn: JANE CURTIS. For a slight fee a photo may be obtained from them. *** 1/5/81 As mentioned GP-18 1755 left as the second unit on SAED on 1/4/81, well, it didn't quite work that way, as mentioned before in previous newsletters this unit has been more problems than an asset for the engineers, that work them day after day. Well I was told that the unit didn't leave Northey Point due to air, and sand problems, two factors that are thoroughly checked out by each engineer that takes over a unit train. As it stood the 1730 (GP-9) was utilized as it idled after a hectic day and the 1755 was left at Salem for further disposition. *** The Boston switcher (one of three) has been working Lynn a lot lately, it usually comes up the Sagus Branch with a good size train, by way of Everett Jct. sometimes will switch some cars at West Lynn's Bennett St. yard and bring up cars to Salem on track 12 (if open) later on these cars will be put on to SAED. *** From Billerica: Switchers 1132, 1124, 806 in, shopped for 90 day maintenance, the 1228 is in for truck changes. *** GP-7 1570 is in for truck changes and painting (DUPONT IMRON). The 1562 presently in Boston OOS will be deadheaded to Billerica for work next week. *** MBTA unit 1110 will be back in service this week after replacement of a new generator (main generator). *** Atlas...good news GP-18 formerly GP-9, 1826 will be put back into service by the end of January 1981, but as mentioned last month don't look for the ex-U.P. hoods, they'll be original B&M stock all the way. And it is very highly probable that the ex-U.P. hoods won't show up on any in service equipment... I am told. *** February 1st the 300's (GP-40's) will begin routine inspection at Billerica to see just how well these units have been holding up after constant use for over three years. If work is needed, 7 GP-40's can be expected to be shopped this year on a staggered basis, with the remaining 10 to be done in 1982. *** Five new F-40 MBTA diesels were seen at B.E.T. last month, (December), it is not known whether or not if they've been accepted as yet. *** After a brief discussion with the train Director at Salem Tower it was learned that tonight, 1/5/81, SAED will have plenty of power, by this I mean that the 1728 GP-9 will remain in Salem, leading the train will be the 1743, 1714, GP-18 1755 if no problems, with a two unit pick up at yard 7 Boston, with the 1748 and GP-38 206, that's quite a train to shoot."

From JEFF URSILLO, 68 Converse Ave., Malden, MA - 1/3/81 - "These are just a few notes and questions you might want to put in the next newsletter. Somerville yard, 12/29/80 - EEPs 1708, 1715, 1722, 1748 doing light single engine hauling. 1715 is still sporting its red, white, and blue nose stripe and 'Minuteman' silhouette on the short hood. *** Som. 12/21/80 (a little out of sequence) a stranger to Boston area was seen here for three days. It was none other than GEEP 1750, a rare bird around these parts. *** Som. 1/2/80 - GEEP9's 1706, 1736, 1715 and GEEP 7 1557, which was sporting a new paint job with the large numbers on the cab and Boston and Maine spelled out on the side. *** Now for some questions. Does anybody know what happened to the paint on the side of 1754's car? It was seen pulling the side-dump cars for the MBTA recently, and looks like someone took a paint scraper to the cab. *** Also, does anyone know why there has been an absence of GEEP38's & 40's around Boston lately? There used to be 2 or 3 lash-ups at the Som. yard every weekend, and now for the past 2 months only GEEP 38 205 was seen, and that was on 12/31. *** Som. SW1 1123 and SW8 800 have been handling all the switching duties here. 800 has the large emblem and numbers on the cab, and a stenciled B&M and number on the front and back. *** On a recent trip to the back yard at Billerica, a black Alco with red and white nose stripes was seen. Does anyone know what the number of this switcher was? She was pushing cars around, but was too far away for the engine number to be seen. *** Here's wishing the B&M and everybody in the Society a Happy New Year."

From JOHN BEEBE, 39 Vaille Ave., Lexington, MA - 12/23/80 - "The slides shown at the December 13 meeting of the Society were excellent. The commentary by the speaker was also good. I was thinking of one of the highlights he mentioned in regard to the largest locomotive used in the days of steam by the Central Vermont. This particular engine

could not be used on the CV trackage south of Brattleboro. Was it because of its weight, its lack of clearance on bridges and through tunnels, or its excessive length for negotiating sharp curves? *** Also, can any of your readers tell me if the Buffalo Creek & Gauley short line railroad is still operating in West Virginia? There was severe flooding several years ago in the area in which this coal-hauling road is located."

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

'Tis the season to be weirdy! A locomotive horn, that is. Bells overblowing to all sorts of strange sounds. Ah, there, Leslie! Ah there, Winter! Spring, where are you? *** I have used the word "overblowing" and the expression "cracking the horn valve" on a number of occasions and will now try to elucidate. Pick up an organ pipe. What? No organ pipe? Why every home has five or six of them somewhere in the house! O.K., then take one of the children's tin whistles. No tin whistles? C'mon now! What was that crack about horse-drawn fire engines? I go back to that era? I have never seen horse-drawn fire engines. Never! Did I understand you to say that music today is created and played using computer chips??? Really! Of course I know what computer chips are. I am no dummy. They come in green and gold packages at the supermarket and they are at their musical best when consumed noisily in a crowded motion picture theatre! *** Back to the organ pipes. A closed organ pipe (which a steam locomotive whistle really is) sounds its fundamental note at one pressure and will jump to one or more harmonics ("overblow") if the pressure is increased. Both steam whistles and diesel air horns will overblow but I do not know the principles governing diaphragm horns. The Leslie horns overblow at the slightest provocation but the Airchime and Nathan "M", "P" and "K" horns will not overblow according to Bob Swanson, the inventor. *** Depending on the size of the organ pipe, one can blow into it and sound the fundamental very easily. Harder puffing will sound the third harmonic. I'll never forget a visit to the plant of the Aeolian-Skinner Organ Co. in Boston a number of years ago. A large pipe about six inches square and eight feet long was on a table and Al Gariepy told me to blow it. I viewed the object suspiciously and then did blow it rather easily much to my amazement! *** The largest pipe I have has a speaking length of about two feet. It sounds the note and third harmonic of a whistle buoy. Engineer Cliff Bouvier lives on the seacoast and Cliff surely has heard this mournful sound many times. *** I never heard the 4000's overblow and my impression is that the 3600's generally would not. The P-4's never sounded the six fundamental notes; one or more always jumped to harmonics. This tendency was probably due to the high boiler pressure (260 psi), in what was essentially a 3600 whistle. The 4100's had "steamboat whistles" of course and I believe that there were two different models as some of the whistles overblew and others did not. *** "Cracking the horn valve" means opening it partially for a greatly reduced intensity of sound. This practice can be useful in providing a gentle warning to people too close to the tracks on a station platform, for example, but it has no validity in grade crossing protection. Fortunately our engineer friends realize this. They also know that the sound level required for adequate warning is the same at 5:45 A.M. as it is at 5:45 P.M. No one wants an engineer or motorist to have his life jeopardized!

MBTA - B. & M. "SKI TRAIN", write-up in Worcester Telegram, 1/10/81, John Chick, Acton. Folders available at North Station. Saturdays from North Station, 8:20 A.M.

From ROBERT WARREN, Clearwater, Florida, 12/27/80 - "Re: Richard Sanders comment about more articles on B&M modeling in the December Newsletter. Couldn't agree more. Our Society is sadly lacking in providing this type of material to its members. Don't have to be construction but could be plans - doesn't the Society have a plan library - make it available through the Bulletin."

From JEROME ROSENFELD, Dumont, NJ, 12/23/80 - "Today saw B&M boxcar 300842 on Black River & Western in Flemington, still painted/lettered "Rock". This is one of the 363 B&M purchased from "The Rock". Have not yet seen any repainted, but have seen some of the new B&M highway trailers in that new paint/lettering. All for now."

'Speed' seen T. crash cause; "Unions denied MBTA contract injunction"; BOSTON HERALD, 1/1/80. "Bowdoin, Symphony T Stations Close Today", BOSTON GLOBE - 1/3/81 (from John Boardman, Belmont, MA). "Town disappointed with BMTA bail-out", by Julian Crandall Hicks, CONCORD JOURNAL, 12/11/80. "T layoff of 1,100 planned in March", BOSTON HERALD, 1/14/81 by Richard Lamere. "Railroads innovate to speed export grain to Pacific ports", C.S. MONITOR, 1/9/81 - Unit Grain Trains being operated by Un. Pac., B.N., et al.

AMTRAK - had full-color double-page spread ad showing Pacific Ocean near Port Arguello, CA from Coast Starlight -- "Why not see America at sea level?" in NATIONAL GEOGRAPHIC MAG., 2/81.

A "Fresh Approach" to Railroad Funding, by Pat McKenna in The Reporter, 12/10/80, and on 12/24/80, "Local Rail Group Forms Non-profit Corporation", same paper and author. (Sent in by Morrin E. Hazel, No. Revere. MA.)

B&Models - From New England Rail Service, P.O. Box 1014, Burlington, VT 05401 - "The 2-10-2's will be offered in two styles and will almost certainly be available before the end of March as they are in production now. They will be offered with either an Elesco feed water system or a Coffin one. They will be of the Class S-1a and S-1c type, with the rounded domes found on B&M #3000 through #3009. Some of these later became Class S-1c locos in the #2900 series and some were sold to the Maine Central, making the models suitable for two prototype railroads. Another welcome feature they will have, is working Bethlehem tender boosters. Additionally, we will have about an extra dozen or so of these Bethlehem boosters available to those who might wish to have one for use on other models. Even a couple of B&M 2-8-0's are known to have been equipped with them at one time, in addition to the #648 and #649 0-8-0's each of which had two of them. A total of only 300 2-10-2's are being produced, 150 of each version. While the "guess-estimated" retail looks to be about \$375 to \$400. *** Incidentally, in Vol. III, No. 3, of "The New England States Limited" Magazine, an article entitled: "The Rebirth of the Massachusetts Central" gives an up-to-date account of the west end of this line.

ANNOUNCEMENTS

Mass. Bay R.R. Enthusiasts, Inc. -- Thursday, March 26, 1981, Mass Bay RRE Annual Banquet (public invited). Guest speaker will be Mr. Don Ball, Jr., Managing Director of Steamtown Foundation and noted photographer and author. Program will include narrated color slides of steam and first generation diesel power, as well as a progress report on recent activity at Steamtown U.S.A. Summerside Lodge, 53 Summer Street, Malden, MA (former Boston & Maine Malden Depot). Dinner at 7:00 P.M. SHARP. Tickets, in advance only, from Massachusetts Bay Railroad Enthusiasts, Inc., Box 61B, Needham Heights, MA 02194. Tickets \$10.00 for an all-you-can-eat roast beef dinner (ticket price applies for orders received before March 14; \$12.00 thereafter).

10TH ANNUAL MODEL RAILROAD SHOW, South Shore Model Ry. Club, Saturday, March 21, 1981, St. Jerome's Hall, No. Weymouth, MA, 9:30 A.M. - 4:30 P.M.

"I LIKE TRAINS", Milwaukee, WI - the title of this new Kalmbach Publishing Co. release accurately summarizes the theme of the book's contents. I LIKE TRAINS - GREAT READING FROM THE MAGAZINE OF RAILROADING, 1940-1954 (\$6.50) is a collection of reprints of some of the most popular articles from TRAINS magazine's first 15 years. Included are works of many notable TRAINS authors and editors, including Al Kalmbach, Linn Westcott, David P. Morgan, and Willard V. Anderson. The articles were selected by TRAINS' well-known editor and author of several railroad books, David P. Morgan.

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.

BOOKS BY OTHER PUBLISHERS:

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.

Maine Central Photo Album, by E. B. Robertson, 72 pages of photos, mostly steam, covering the entire M.E.C. \$6.95

LATE NEWS

From DON LEJEUNE - 1/31/81 - Coal being hauled by EDSA? -- who says it can't be done. There's one North Shore Industry that's relying on the B&M for its fuel. United Shoe (USM) Corp, Beverly, MA, has been receiving weekly loads from D&H, Conrail hoppers, these are being stored at Castle Hill (Salem yards), once a week the 1500 switcher (1/13 has been GP-7 1555) brings in about five cars and pulls out the empties. This sight of coal cars reminisces the "good old days of less than twenty years ago" when two Salem switchers were working bringing loads and empties out of the Salem (MA) power station, now coal is shipped "over the waters". On 1/12 power for SAED were the 1825, and the 1738. 1/13 LAME - a derailed one car at milepost 79.9 on the Fitchburg Div. (between Gardner and E. Deerfield). This resulted in a complete foulup of scheduled freights. EDSA did not run Monday night, they are usually on duty at 1800 hours, instead they left E. Deerfield at 0700, on 1/13 arriving at Salem at 1420 hours, with none other than GP-38 200 and a string of cars. They will be going on duty tonight at 0100, this will alter their pattern until Saturday when they don't run. *** Answering a question or two from the January Newsletter, to Robert Terhune and Paul A. Levasseur. Nashua yards have changed in many ways, power that he has seen belongs to BONA Boston to Nashua (based in Nashua) normally two GP-7's. Understand that it is a 7 day a week run, leaves Nashua in the evening. A lot of work has been done on the old Northern Line (Concord to W.R. Jct.). Unfortunately it's a well kept secret -- why? Brush has been removed and posts are repainted. It could be the B&M's commitment to keep the tracks open and operational until the 99 year lease is up, or something else....There is still freight service from Concord, NH to Penacook, sometimes daily. And from W.R. Jct. to Lebanon, NH.

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

(February 1981)

P.O. BOX 302 • READING, MASSACHUSETTS 01867

U.S. POSTAGE
PAID
Reading, Mass.
Permit No. 40
ZIP Code 01867

BOSTON & MAINE R.R.
Historical Society, Inc.