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

APRIL 1981

B&M Meeting

NEXT MEETING: THURSDAY, APRIL 23, 1981
8:00 P.M.

NEWTON HIGHLANDS CONGREGATIONAL CHURCH
NEWTON HIGHLANDS, MA

The April, 1981 meeting of the Society will be a joint meeting with the Massachusetts Bay Railroad Enthusiasts. The Newton Highlands Congregational Church is located one block west of the MBTA Green Line station in Newton Highlands at 54 Lincoln Avenue. The presentation will be by Mr. H. Arnold Wilder and Mr. Dana Goodwin who will present a slide show of steam railroading from the 40's and 50's. There will not be a meeting at Woburn for the month of April.

MINUTES OF THE MARCH 1981 MEETING OF THE B&MRRHS

The March 1981 meeting of the B&MRRHS was called to order by President Malcolm Houck at 8:15 P.M., March 14, 1981 in the First Parish Unitarian Church in Woburn, MA. Approximately 75 members and guests were in attendance. John Alden repeated his announcements pertaining to the need for prompt NEWSLETTER response for publication, as well as the delays experienced in NEWSLETTER distribution through the mail. Malcolm Houck reported that the Amherst Railway meeting was a success and that he and Don Clerke had recruited at least six new members for our Society. Malcolm recalled that over 3000 persons attended the meeting in Amherst. John Alan Roderick mentioned the upcoming Mystic Valley trip from Boston to Rigby, Maine. Joe Shaw announced that there will be an auction at our next regular meeting in May and that some memorabilia including locomotive whistles will be auctioned in three months at one of our regular meetings. Joe reminded all that auction material is always needed, as the auctions help to pay Bulletin expenses. The Business portion of the meeting was adjourned and John Alan Roderick introduced the entertainment for the evening. John also announced that next month's meeting will be a joint meeting with the Mass. Bay Railroad Enthusiasts on Thursday, April 23, 1981 in Newton Highlands. John introduced Scott Whitney and Gerry Babyok who presented an interesting slide show of the present-day B&M, CV, D&H, Steamtown and even the Western Maryland. The photographic works of Anthony Caruso were also featured. The meeting adjourned at 9:40 P.M. as all in attendance expressed their appreciation for the fine slides with a hearty round of applause.

Robert M.J. Hagopian
Secretary, B&MRRHS

ANNOUNCEMENT FROM JOE SHAW: At the next three meetings there will be auctioned off 1 C.P.R. and 2 C.N.R. whistles - one at each meeting - starting bid \$100.00; also, 1 N.Y.C. Lantern (red lens) - starting bid \$25.00.

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

50 YEARS AGO - April-May 1931, Vol. 8, No. 11 - Front Cover photo shows interior of one of new Deluxe Roller-Bearing Day Coach; leading article entitled "We Establish a New Institution in New England", detailed account of "The SNOW TRAIN" with photo of train with passengers getting off; last run was on March 22nd to Greenfield, N.H. - largest number of passengers on one day was February 22nd to Wilton, N.H. "Tower 'A' Key to North Station is moved 35 feet with No Disturbance to Service." "Our New Centralized Traffic Control Installations are Largest in the World" according to P.E. Pfeifer, Assistant General Manager - longest stretch on the Stony Brook between No. Chelmsford and the Willows. Two locomotive photos: (1) No. 4002 2-8-4 freight locomotive and (2) 3689 4-6-2 green and gold locomotive on the "Flying Yankee". Final article "Deluxe Roller Bearing Day Coaches Make Hit on 'The Flying Yankee', 'Pine Tree Limited', and other trains"; description of these cars that were on exhibition at Boston and Portland, ME - 2 interior views.

25 YEARS AGO - April 1956 in the March issue.

B&Members

From Dora Lamson, Membership Secretary - New Members include: GILBERT MCINTYRE, 330 Bradley St., Saco, ME 04072; C.M. TAYLOR, Box 31, New London, NH 03257; DONALD S. CULLINANE, 217 Myrtle Ave., Portsmouth, NH 03801; RICHARD J. WATSON, 48 Amherst Ave., Feeding Hills, MA 01030; WARDNER C. ANGELL, P.O. Box 145, Brattleboro, VT 05301; JOHN F. O'KEEFE, P.O. Box 221, Montague, MA 01351; VOLNEY BLODGETT, 68 Stony Hill Rd., Amherst, MA 01002; SILAS B. HAYDEN, 36 Warwick Ave., Waltham, MA 02154; MARY ELIZABETH BELOIN, 188 Cherry St., Milford, CT 06460; JOHN MCGRATH, 655 Champlain Dr., Cornwall, Ontario K6H 6H9; MARK G. GIONET, 15 Michelman Ave., Northampton, MA 01060; KENNETH B. HAMMARSTROM, Rt. 1, Box 5A, Pierce City, MO 65725; STAN E. MAXWELL, 4 Tokanel Rd., Windham, NH 03087.

B&Memos - NEWS OF NOTE:

"Profit for B.&M." - Boston Herald, 3/13/81 - January '81 net income of \$393,506.

From ALAN E. MACMILLAN, JR., Beverly, MA, 2/25/81 - "Thought you'd be interested in a couple of south-side news items: As you know B&M train service to Providence, RI ended Friday, Feb. 20th, ending almost 4 years of B&M operation into Rhode Island. The last train was No. 526 from Providence, which arrived in the pouring rain at South Station with 38 passengers, 12 minutes late (due 6:20 PM) amidst no fanfare whatsoever. No photographers, no company officials - just another night's operations. Except that was the beginning of what appears to be the end for a large portion of B&M commuter services at a very inopportune time. The consist of the last train included a mixture of the new and old: Ex. N.H. RDC 70, ex. B&M RDC 6105, ex. N.H. RDC 75, ex. B&M RDC 6124 and MBTA F-40 PH-2 #1016, one of the last five F-40's, delivered this year. Another interesting item - how's this for an Amtrak consist to arrive at South Station: (Sunday, Feb. 22nd) Bombardier LRC locomotive #39, AEM-7 electric locomotive #902, LRC coach #45 and LRC locomotive #38. This consist is here for a week of testing clearances for future electrification of Amtrak's Shoreline from New Haven to Boston, this in spite of an article in the Friday, Feb. 20th Boston Globe which says Amtrak funding may be cut 33% and the proposed Boston electrification will not take place if the Reagan administration has its way."

From DON LEJEUNE, Peabody, MA, 3/10/81 - "'EXTRA'S Out a Billerica' - GP-40 #303 is shopped for a new power assembly, this is the first GP-40 to be torn down to check on wear and tear, and results have shown that these big units are holding up like iron.

(cont'd)

The 801 (yard switcher) was shopped last week for derailment damage. On 3/7 the first yard switcher to get the new Boston and Maine wording treatment and IMRON paint job left the shops. The 1131 got the honors. GP-9 1703 is still being worked on for major rebuilding. GP-9 1704 is due in this week or next for a rewiring job, leaving the 1700, 1734, and the 1740 parked behind the shops. News that we've all been waiting for, GP-18 1826 left the shops on 3/5 completely finished, it was rumored that it will be heavily used on the Conn. River and CV routes to get maximum use. At first it was requested for Boston but it was determined that it could be put to better use where it's now working. The 1221 (yard sw.) will be brought in next week for repairs. GP-9 1729 is due in next week for main generator problems. GP-7's 1562 and 1569 are both awaiting work at Billerica shops. All units shopped for repairs and have not got the new paint scheme will now receive it upon leaving Billerica. *** Power on SAED for 3/6 GP-9 1731, 1711, GP-7 1555; 3/8 GP-9, 1747, 1705; 3/9 GP-7's 1564, 1558; 3/10 GP-9's 1731-1706; 3/11 GP-9 1749, GP-8 1754, GP-9 1712; 3/12 GP-9 1747, GP-18 1750, GP-9 1705. The 1555 has been utilized as the 1459 switcher job out of Salem since it arrived in Salem, the beginning of the month, since then it's come and gone twice. *** Two new female train directors have been posting at Salem Tower lately. I've been fortunate to have been able to speak with them to familiarize our members, particularly those with scanners. First, I interviewed Susan Madigan from Lynn a couple of months ago, from that interview she received a full page interview from the local newspapers along with photos. Last word is that Susan is now working as a Train Dispatcher in Billerica. Michelle Matte, now with three years on the railroad is single, in her thirties, from Lowell, now resides in Waltham. She hired on because she needed a job and thought she'd give the railroad a go. Michelle has worked as a yard clerk in Lawrence and Dover, as well as Train Director posting at Tower H, and Winchester. Kathy Aldham, age 24, now lives in Medford, she's also single and has two and a half years on the railroad. Her way of hiring on was a bit different than Michelle's. While attending school at Bunker Hill Community College she asked a friend for a ride to Billerica where she filled an application, that was back in March of '77. Well as it turned out she got a letter to appear for an interview while her friend never heard another word about the job, well, to this day she says that she was very surprised and happy to get on the railroad but can't but help feel bad that her friend didn't make it. At present, Kathy posts the 3rd trick 5 Tower relief jobs at Salem, Winchester, Waltham, Towers H and X Boston. *** Passenger service to Gardner may be terminated if ridership doesn't increase; it's been noted that at some runs the trains have had no more than 12 people on board. *** Word has it that on 3/9 GP-40 #306 burnt out a journal and had to be put off on a siding at Wrights. On the following day the 1221 out of E. Dfld. brought it in at a snail's pace. *** Word has been heard of more towers closing by the end of the year. First in line is Winchester. Possibly Tower H but that will be difficult because of the Conrail trackage that goes right past. Finally, Lowell Tower may not close but it will lose some of its interlockings, considering that the MBTA has rights over the line, and Billerica will pick up the slack. *** Ever wonder where, how, and why power is turned on the B&M? At present it was told to me that there are only two known places to date that power is unable to be turned from major yards. First, Manchester, NH and secondly, Concord, NH. Concord has a turntable but has been out of service for over a year now. All other major yards have turntables or wyes, or has permission of another railroad to use their facilities. Engines running down from Concord or Manchester go as far as the wye at North Chelmsford with their trains where they can be "lashed-up" to their preference. This is not an everyday occurrence at N. Chelmsford but it is done there. Power going to these points traditionally have one of its units facing in the opposite direction for the return run. Note: In Massachusetts it's legal to run your power backwards whereas in Maine it's against the law. *** Paul Carroll, Jr. is 1/2 of the father and son team of train directors, Paul senior has held the post at Tower A for many years while Paul junior worked with his Dad and all the other towers. A native of Lowell he's been on the railroad for about five years, and currently works the first trick relief at Salem Tower."

From GREGORY COX, Hawley, MA, 2/21/81 - "Some news from the Connecticut River line and the west end. Having noted that the boxcars were still parked on the Central Mass line at Northampton in the last letter, they have naturally been removed by now, at least by the Damon Road crossing. Where to I don't know. The argument between the railroad and the shippers on the Turners Falls branch goes on-the shippers are seeking to have the ICC prevent the \$500 surcharge and the threatened abandonment of the branch by the B&M if the surcharge is disallowed. An article in last week's Greenfield Recorder stated that the Montague Development Commission was studying the possibility of having a short-line operator operate the branch. Another article in the Recorder discussed a visit by some state senator to East Deerfield concerning moving the Boston Engine Terminal maintenance work to East Deerfield. Seems the choice is to be made between East Deerfield or Mechanicville -- about 75 jobs would be added. An engine house employee told me that new employees would first come from employees furloughed by other departments but would be system employees (not E. Deerfield or Mechanicville or Billerica assigned but assignable wherever the railroad wants them). *** Now the Conn. River: I have a few questions about their current operations -- how many trains each way per day are being operated? The reason I ask is that around the beginning of February I watched 3 SB's at Holyoke: the CVSP, what I assumed was the EDSP, and a third which had B&M plus CPR power and a CPR caboose. The last time I saw CPR power on the lower Conn. River was late 1979 when 3 trains each way were being operated - CPSP + SPCP, CVSP + SPCV, and POSP + SPPO. What I assumed was the EDSP that day had B&M power (2 300's + 1 200) and 100+ cars, the containers and piggybacks as usual plus many MEC's and BAR's and a B&M caboose. The CVSP had B&M and CV GP-9's, a CN caboose (as usual) and CV, CN and Vermont interchange cars. Conn. River train lengths seem to be longer (I only see them once or twice per week) and container and piggyback traffic southbound is definitely up (20 cars on CVSP on the 19th) and I was wondering if CPSP was back into being (I haven't heard it on the scanner but I've been busy). --The Conn. River had a minor derailment at Northampton on 11 Jan. 1981. 3 or 4 cars of SPCV derailed c 1800 hrs. between the siding and the Wheelwright branch switches, fouling the main and creating problems due to the intense cold. The E. Deerfield wrecker was called out and SPED had to pick up the remainder of the train and then try to get to Deerfield before outlawing. While the wrecker was using the siding the tracks were out of service (5-6 hrs.) and the main was out of service a day or two. Further problems were caused on the Conn. River by the very hard rains and thawing snow on 11 February. The CV at Vernon went out of service because an underpass washed out just ahead of a NB CV train. That train had to go back to E. Deerfield to allow a worktrain from E. Deerfield to fix things up. The local was north of Vernon at the time and had to go back to Brattleboro to tie up. Further north the Bellows Falls tunnel was declared out of service because it had water 6" deep over the rails. Down around Old Deerfield the Easthampton local had to proceed at a walk past a work crew which was trying to shore up a trackside bank by using old rails for vertical piles. *** The West End has also had its problems from the rains. On 11 Feb. an EB discovered a washout at Montague and beyond that it found trees down across the eastbound. The rains of 20 Feb. caused problems up at Rice's when the tracks went under water and slower and slower slow orders had to be issued. On the more mundane side I saw 310, 314, + 202 (in new paint) WB at Charlemont with 114 cars c 1700 hrs. on 10 Jan. 1981. 1570 (also in new paint) was on the local at Charlemont on 17 Jan. and I saw a 1500 and a 1700 on a rail train there on 19 Feb. *** Quite a bit of media play has been given to the problems of Conrail (Trains articles notwithstanding) and especially its problems in New England. The consensus seems to be that Congress is no longer willing to fund its massive deficits with so little progress and that the Reagan administration will not fund them. The upshot is that many politicians are concerned that ConRail New England is likely to be dissolved and split up. WFSB TV in Hartford reported that the Providence & Worcester had offered to take over various Connecticut lines but that interest in the Massachusetts lines was much less. We'll see. Such is the news for now. *** 2/22/81 - Today I heard the Conn. River dispatcher talk with both the CVSP and CPSP (called the CP job) and referred to an oil tank dropped by EDSP at Old Deerfield, so I would guess that they are running 3 trains/day SB (plus the Amtrak and ED-1) and perhaps also northbound."

From COOS COUNTY DEMOCRAT, 3/4/81 - "3 cars derailed at Lancaster, NH. Train heads towards Groveton with 22 cars." (Thanks to Mr. Wilder.)

From ERVING J. LAWARE, Wilbraham, MA, 2/18/81 - "Hi! In passing on 1/27/81 CV Eng. 4450, BM 1747, 1711 and CV 4925 (CV Bluebird) seen in Springfield with switch of the month being 1222. The SPCV power is used for transfer work to ConRail; this date CV Eng 4450 went aground on the ConRail diamond at Spring Tower blocking all traffic East, West and South on Conrail. Conrail wreck from W. Springfield over in the speed of lite to right the wrong and set CV 4450 on its merry way. Lots of piggy's going up the Conn. River. More ConRail buggy's in B&M yard than CN & B&M buggy's. Amtrak's Montrealer can be seen with CN Alco Passenger Engine on the lead on more occasions, they go as far as New Haven."

From H. B. CROUCH - "On Feb. 19, 1981, B&M #4265A retired and sold to N.R.H.S. - Central New York Chapter - Marcellus, N.Y."

From MORRIN E. HAZEL, No. Revere, MA - "Bad News for Rail Project" - the Reporter, No. Conway, N.H. 2/25/81 - it appears that the Conway Branch, North of Ossipee is not eligible for Federal funding - "East Branch".

From THOMAS L. UNDERWOOD, JR., Arlington, VA - from the FEDERAL REGISTER, 3/5/81, re Northern R.R. and Boston & Maine - new lease - 2 pages. Reducing annual rent from \$189,109 to \$80,000 principal change. Thanks.

From MICHAEL C. LENNON, Manchester, NH - News items: (1) B&M to abandon Goffstown Line, from Goffstown News 2/11/81; (2) The Choo-Choo Derailed - Concord, NH - Boston service is not to continue, from Nashua, NH Telegraph.

From BILL HOLMAN, Laconia, NH - Several news items: (1) N.H. P.U.C. ordered improvements at three grade crossings in Rochester - N. Cross Road, Franklin Street, and Portland Street, (from Concord Union Leader); (2) Littleton, NH, 3/2/81 - Attempted derailment of B&M freight train, (from Union Leader); (3) New Firm will Run Concord-Lincoln Line (from Laconia Citizen).

ANNOUNCEMENTS FROM ACTON: (1) The HOME & HOBBY CENTER, formerly located in West Concord, MA, is now in Nagog Square, Route 2A, Acton, MA. (2) Member, H. M. Blodgett has been appointed Vice President, Cambridgeport Savings Bank.

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

Thr response to my request for comments on my monthly whistling notes has been cataclysmic - one letter! I am a bit discouraged after the hours spent each month thinking and writing the notes but it is an incontrovertible fact that more people look and take pictures than listen and operate a tape recorder. How many of you would be interested in my cassette idea covered in last month's NEWSLETTER - if it reaches fruition? (What is discouraging is the thought of editing 1500 - 2000 trains on 100 cassettes and 60 reel-to-reel tapes.) The heavy wet snow on February 25th hit the S-5TR horns on the F-40's hard. 1000, 1007 and 1009 each sounded the two rear-facing bells only! One of the reel-to-reel tapes I made last summer is delightful - almost 45 minutes of continuous mockingbird song plus one or two trains. The cruelest thing the B&M has done to me since I moved here a year ago last January was to take away "my" BOSE and MEBO. I enjoyed the heavy pounding beat of two or more 300's and almost felt the pictures on the walls vibrating! Can anyone tell me at which throttle position this distinctive "beating" occurs? My address is: Donald K. Tead, 130 Parker St., Acton, MA 01720. Good listening!

LATE NEWS FLASH from FRANK K. HAGGERTY, Andover, MA, 2/25/81 - M. & L. Br. "Local freight on ground after dropping coil car P. & L. E. 42137 at Zurback, Salem, NH... car lv. Irwin, PA 1/28/81 URR.-PLE.-CR.-B&M.

AMTRAKs

"Florida by rail-price is right", Boston Globe, 2/8/81, by Wm. A. Davis - good writeup on travel by train to Florida and places that are served by rail there. (Thanks to B. DAWSON, West Medford.)

Also on AMTRAK by David Rogers, Boston Globe, 2/8/81, "Plans to trim Amtrak are opposed", and in Boston Herald, 3/16 (AP), "Effect of Amtrak cuts Disputed" -- Will the Northeast Corridor be all that's left???

"AMTRAK CUTBACK OPPOSED IN SENATE", photo Pres. Alan S. Boyd, Boston Herald, 3/24/81.

CRReport

Boston Globe, 3/10/81, by Fred Pillsbury, "End of the financial line for Conrail?" Results of studies made by various agencies concerning operations, etc., of Conrail - some improvements made. (from Bill Hellmann, Sudbury, MA)

Pix - Boston Herald, 3/16/81, Conrail's new Hi-Rail clearance truck checking track clearance at Gallitzin Tunnel in Penn.

South Middlesex News, 2/24/81, item entitled "Train derails on Charles bank" with photos Bellingham, MA "Train was on its way from Framingham to Milford -- had salt for Grafton and Upton R.R."

T**opics**

"THE T" by Richard Lamere, Boston Herald, 3/3/81, Large layoff effective March 21st... also, Boston Herald 3/13, editorial "Carmen's tactics could backfire...". "It looks like the end of the MBTA line for poor ol' Charlie", Boston Herald, 2/26/81 by Suzanne Perney. "Union Head urges 1-day state strike" by Paul Sullivan, Boston Herald, 3/9. A 2-car special operated thru So. Acton March 13th for prospective operators of commuting services...by Don Tead.

B&MMarketplace

FOR SALE: A B&M Library: 21 issues B&M Bulletin dating to 1975; The Central Mass; Through Covered Bridges to Concord; and Vanishing Markers, Employees TT #57, 9/27/53. \$65.00 postpaid, the lot. Contact: Fredrik C. Bruhn, 91 Dartmouth Dr., Lexington, OH 44904.

Would like to purchase slides of B&M passenger and freight operations in Portsmouth, NH area early 1960's. Contact: Robert Vibbert, Jr., 257 Avenel St., Avenel, NJ 07001.

From Mrs. Carmel F. Janelle, 401 Thornton St., Manchester, NH 03102 - She would like any information on the following former B&M employees: Alphonse Daigle, worked as brakeman in 1910, 90 Lock St., Nashua; Joseph Daigle, worked as brakeman in 1924, 34 years old, no address; Leonard Daigle, worked as brakeman in 1923, 3 Salvail Ct., Nashua.

WANTED: Purchase or trade - Train Orders from various locations. Contact: Dr. Edward Metz, 1120 4th West, Kemmerer, WY 83101.

FOR SALE: 10 hard-bound volumes of New Hampshire R.R. Commission Annual Reports 1891-1900. \$100.00. (Will not break lot.) Contact: G. M. Kidder, R.D. #9, Acton, MA 01720.

WANTED: Pilot - either Standard or Snowplow for PFM B&M B-15c 2-6-0. State price and condition. Contact: Roger B. Robar, 17 Pine St., Lisbon, NH 03585.

WANTED: Duplicate Slides, colored and b&w prints of B&M 1700 series, double door "Brookside" Milk Cars. Contact: T. J. Travers, 40 Juniper Lane, Rutland, MA 01543.

WANTED: B&M Bulletins, Vol. I #1, to Vol. IV, #1, will include in sale 25 issues of "Rail Travel News" from Vol. 7, No. 3 to Vol. 8, No. 6 (Feb. '77 - Apr. '78). Contact: Paul J. Ballard, 526 Willoughby Lane, St. Louis, MO 63119. (Former B&M Brakeman). Repeat.

B&Misc.

From TARRY GOOCH, Solana Beach, CA - "As a boy in Manchester, NH (my birthplace) during 1947-48 (age 11-12), I remember well the Minute Man emblem on the B&M E-7A and F-2A units (and FTs which never received the emblem, apparently, as the parting/curving of the stripes in front was too close together for one), and the Pine Tree emblem on the occasional MEC E-7A through town (used in pooled service, I suppose) - perfect, beautiful heralds, on the maroon and yellow units. All the other B&M diesel units carried the MM herald, I think, until the change (E-8A) occurred: NW-; SW-; F-3A; F-7A; RS-2,3; S-; GP-7,9; but, we moved before I had a chance to see any of these (and didn't see any diesel yard engines in Manchester at the time). My favorite power, though, was (is) B&M steam, principally the R-1-d and P-4-a,b which frequented the 112 lb. main track steel through Manchester in '47-'48. Other classes commonly assigned at or through my home town were the G-10, 11; B-15; K-7; P-2-b,c; P-3-a; and, P-5-a (ex-DL&W K-? class) which I recall during this period. It appeared that the latter (P-5-a class) had not been appreciably altered/modified in appearance, if at all, by the B&M, except of course, engine numbers and the large, but classy and well-styled/proportioned road name lettering on the tenders (white and red 'two dimensional' or 'shaded' eng. nos. and letters). The only other steam power lettered in this classic or 'modern' style, which I can remember, was the P-3-a and the magnificent, supremely handsome R-1-d and P-4-a,b. All other steam, it seems, had the 'standard' rectangular white road name herald on the tender and white engine numbers; although, a few photos I've seen indicate that at least some, if not all, of the R-1-a,b,c received the newer style lettering before going to the B&O in mid-1947 (I never saw any of these three earlier R-1 sub-classes, that I can remember, nor any of the T-1, S-1, or J-1 - wish I had - perhaps an H, A-41, P-1, K-8 (brief glimpses) at an earlier age in other locations such as arriving or departing North Station, Somerville, No. Billerica, Keene, or even out in the New Hampshire countryside on blueberry and raspberry ('Blue-berrying', they called it) picking trips, etc. with the folks or grandparents). The R-1-d was the only order, apparently, delivered by the builder (BLW, '41) with this newer style, larger, lettering. I sure miss those days in Manchester and the B&M as it was then. Many changes can take place in 32 years. I understand that there are no longer two main tracks through town (only a single main, now), and the fine old depot is gone, maybe even the roundhouse and turntable, as well. At least we have the memories - how wonderful they are, and how fortunate it is that B&MRRHS is preserving and presenting them - all the key historic elements of the Boston & Maine Railroad - in such an outstanding manner. The B&M is my first love among all the roads, far and away, and always will be."

From THOMAS J. NEVILLE, Scotia, NY, 2/14/81 - "On Feb. 13, 1913, Tower A was destroyed by fire - many trains were cancelled. State of Maine Express was to make its first trip Portland to New York City train No. 28 from Portland, No. 3 coming to Portland, consist of #28 was: a combine, two steel coaches, sleepers No. 52 and 54; also, sleeper No. 56 from Concord, NH picked up at Lowell - locomotive No. 3217 Atlantic type, had trouble

getting through Clinton - had to stop for diamond crossing with the New Haven; road foreman had trouble there; next week had #3672; also, used New Haven locos 1364 and 1390; crew consisted of: Cond. Geo. W. Lyons, B.M. Harold Johnson, Geo. Hayes, Brake., and T. J. Neville, Flag. - this train ran until Labor Day 1961.

From CARL V. EHRKE, Belleville, Ont., Canada - sent in book review on RAILROAD RECOLLECTIONS by Charles H. Heels; edited by Alan R. Capon, published by Museum Restoration Service, Bloomfield, Ontario. It is the story of James Heels who emigrated from England to Canada in 1855, worked for many years on the Grand Trunk Ry., between Montreal and Toronto; was in construction work on other sections of G.T. Ry; he died in 1906 leaving six sons who all worked on the railroads - there is a great deal of historical information on many lines through Ontario. Retail orders can be placed with: W. & R. Greenley, Booksellers, 290 Front St., Belleville, Ontario K8N 2Z8 Canada. \$19.95 plus postage.

From M. C. LENNON, Manchester, NH - 5 page resume of New Hampshire Train Service 1/28/80 through 2/28/81 - a brief history of the starting of this service; encouraging people to use trains; heavy bus competition; unfortunate accident involving the British Railbus; heaviest traffic was on May 30, 1980 - about 1000 passengers used these trains to see the "Tall Ships" in Boston; 2nd train was taken off at the end of June 1980; service ended 2/28/81 - \$3.4 million spent on this project; about 1 M for track improvements; 4 station platforms built; speed limit increased from 40 to 60 MPH but, buses made better time.

Our thanks to JOHN F. O'ROURKE, Somerville, MA for a copy of B&MRR Timetable No. 61A - 1/15/28 - White Mountains - Passumpsic Div. (last edition of this Timetable).

A phone call from ED. LEWIS, Morrisville, VT on 3/21/81, stating W. B. Freight was leaving town with 15 cars for St. Albans, returning with 35 cars - name of Railroad???

In the latest issue of "The RAILROAD ENTHUSIAST", Summer-Autumn 1980, article entitled: "CHICAGO UNION STATION" by Richmond S. Bates - a very complete story of this interesting station; history and description of this building and operations thereto; many good photos taken by the author. (Ye Editor first visited this station in October 1933.)

RE: B&M DINING CARS - "Yes, the B&M did have dining cars of its own, as well as its own china and silverware. I have searched for years for some of this chinaware without success, but a friend has some. As I recall it, 'Boston & Maine' is spelled out in sort of script. I have had a silver-plated ice bucket and crumb-tray over the past. Diners were on the "Minute Man", "Pine Tree Limited" and others, as I recall it. Because there were only a few diners, the dinnerware is anything but common. No doubt someone has substituted a photo of the New Haven dinnerware, etc. in the Beebe & Clegg book for lack of a photo of B&M items. The B&M also had some "eating stops" in years past, a few were Greenfield, Ayer Jct., Sanbornville, N.H., Dover, etc. These probably were operated by others under a franchise, I surmise." G. M. Kidder, Acton, MA.

From GIL PAYSON, Salem, MA, 3/23/81 - "Further on the subject of tilting passenger-car bodies, here is something I have just come across in PICTORIAL HISTORY OF TRAINS by David S. Hamilton, published by Octopus Press, Ltd., London, England in 1977. Bear in mind that it's four years old. On page 173, "Starting in Germany in 1968 an active tilt was developed, in which power was applied to the pivoted bodies so that the tilt could be initiated before the centrifugal pressures were felt, thereby subjecting passengers to much gentler forces. The APT (British Rail's Advanced Passenger Train) has this active tilt and can therefore run at high speeds over routes where curves have not been eased in anticipation." It's too bad they don't tell us a little more of how it works, that is, whether it's automatic or whether somebody presses a button. Best wishes. You are doing a fine job with the NEWSLETTER."

From PVT. STEPHEN G. MYERS - From Ft. Gordon, GA, "Three-thirty in the morning, we rush out in our shorts at the sound of the fire alarm. The January air instantly awakens me. 'Inside and open your lockers,' shouts the Sergeant. Oh no, a surprise inspection after I have taped up a hundred maps and pictures of the Boston & Maine. The Captain steps up and I begin to turn red. He asks me a question that we train-lovers are so often bothered by, 'Do you like trains?' 'Yes, sir,' I answer. 'Do you have a train set?' Sixty other privates look over to hear the reply. I say, 'Yes, sir.' Now I am tagged with the name choo-choo. For when other soldiers crowd the Augusta bars, I stand on the Savannah River, waiting for that train to cross and dreaming of my girl back home." From Ft. Carson, CO, "Here I am, where the mountains touch the clouds. Where the Union Pacific and Rio Grande pass by now and then. And everyone seems to love Colorado and its Rocky Mountain view. But I'd rather be in New York. Nowhere in the world can beauty match that of my home! Rotterdam Junction, surrounded by rolling green hills and in the center is a small yard, no more than five tracks wide. A train can sit here half a day before a crew will come to get her. Her soft blue color blends in with the sky and slightly covered with dirt, she looks like a child who has just finished playing. Each day she comes back hoping to see you out with your camera. A faded B and M are written on her cab and a dull 1742 on her hood. Her heart rumbles with weakness and her horn whails so soft. Soon she'll be gone just as I am. Only I'll bring her back when she's a new Japanese car! Those hills will wait and so will the sky, but I won't smile till I'm back in New York. God bless my home!"

From GEORGE A. MATHESON, Lennoxville, P.Q., dated 2/18/81 (received on 3/18/81 via RDG. P.O. Box #302), had many items of detoured trains around Feb. 14th and 15th - over C.V.'s Richford Branch. Was interested in the reason for these detours, etc. It sounds that this situation was reported by Roger B. Robar, Lisbon, NH in March '81 NEWSLETTER on page 2.

ANNOUNCEMENTS:

19th Annual Reunion of the NHRHTA, May 8 and 9, Providence, R.I. Biltmore Plaza Hotel, Banquet Friday night with many events on Saturday of interest to Railfans. Contact: Warren Riccitelli, 39 Brookside Ave., No. Providence, RI 02911.

From Wellesley College Museum: Jewett Arts Center will present The Railroad in the American Landscape 1850-1950 - an exhibition of 75 paintings, prints, and photographs by artists, including Asher B. Durand, George Inness, Alfred Stieglitz, John Sloan, and Walker Evans. Opens at Wellesley College Museum, April 15 through June 8th. Contact: Marjorie Dings, 235-0320, Ext. 314.

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: Spring, Summer, Fall 1977, \$2.25 ea. Spring, Summer, Fall 1978, Winter 1978-9, Spring, Summer 1979, Spring, Summer 1980, \$2.50. Fall 1980, \$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.

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 1 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

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

(APRIL 1981)
P.O. BOX 302 • READING, MASSACHUSETTS 01867

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

