

B&M Meeting

NEXT MEETING: MAY 9, 1981
8:00 P.M.
1ST UNITARIAN CHURCH
WOBURN, MA

Following the Business Meeting, Professor Charles Kennedy of the University of Nebraska will talk on B. & M. History. (Joe Shaw will auction one Steam Whistle and a NYC Lantern.)

JUNE 13, 1981 - Slide Show by Member Preston Johnson (to be confirmed).

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

25 YEARS AGO - May-June 1956, Vol. 24, No. 3 - Front cover shows First "Piggyback" Load (B. & M. trailer No. 601) at East Cambridge, May 1st. Story starting on page 3 entitled: "B and M Installs "Piggyback" - other participating carriers - D. & H., D. L. & W. Erie, L.V., NKP. - Wabash. B. & M.T.C. responsible for handling trailers over the highway to terminals. Photo of trailer 601 loaded with abrasives at Norton Co., Worcester. Article - "Radio Helps Railroad Police" improves effectiveness of our Police force; photos of Capt. Willis G. Lyman, Lt. Ernest G. Bishop. Items from pages "High Green" include: building new terminal for Northern Terminals, Inc. near North Station; construction started on building for servicing growing fleet of Budd cars; new freight house being constructed at Lawrence; on April 22nd more than 800 R.R. Enthusiasts made trip to Portland, ME behind steam Pacific type locomotive No. 3713; Mystic Term. Co. handled over 29,000 R.R. ties, shipped from Nashua, NH to Germany in 4 vessels; new passenger station under construction at Winchendon, MA. "Among Those Retiring": Arthur F. Garey, Yardmaster, Manchester, NH; John F. McCullough, D.G.C.F., East Cambridge; Jack Sears, Pass. Cond., Rockport, MA; Tracy Quick, Supt., Fitch. Div., Greenfield, MA; Tommy Callahan, Pass. Cond., Marlboro, MA; Eugene J. Daigle, Frt. Cond., Lydonville, VT; Harry T. Agnew, Frt. Cond. Photo of C. F. Belcher, Claim Agent, with associates in Law Department including K. M. Qua, G. W. Finney, R. K. Jones, K. L. W. Brown, W. H. Estey, and J. C. Alden. Mr. Belcher resigned as Claim Agent to become Executive Director of A.M.C.

50 YEARS AGO - May 1931 - in the April Newsletter.

"Mt. Washington Cog Railway for Sale" - Boston Globe, Saturday, April 11, 1981 - 112-year-old line, price is \$3 million. Formerly owned by B. & M.R.R. Also in Boston Herald, March 26, 1981.

West Concord items: (1) C.R. 7290-7231 N.B. ar. 7:20 A.M. for No. Acton; returned to West Concord 9:00 A.M. for Framingham. New record for times. (2) Track work resumed on E.B. track - may rebuild Sudbury Road crossing in Concord around Labor Day weekend - something to look forward to!

B&Misc.

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From JEFF URSILLO and DENNIS ADAMS - Power idling in the 70 degree plus sun at Somerville on 3/28 were SWs 800, 801, 1212, and 1129; GP9s 1718, 1721 and 1724, another victim of "Bad Paint Syndrome"; and GP7 1556. *** Same day at the Billerica back lot, power observed were SWs 804, 805, 807, 1121, 1211, and 1230; GP7s 1577 and 1557; and GP9s 1700, 1734, 1743. Most noticeable by its absence was F unit 4265. Has it left or is it still around in the shop area being made ready to move out? *** On 3/29, power seen at North Station and the Boston Engine Terminal was as follows: F40s 1000, 1010, 1007 and 1015; B&M FP7s 1563 and 1561; F10s 1102, 1103 and 1153. (See April Newsletter, page 5, third item re B&M 4265A - from H.B.C.) *** 3/23/81 - Went train chasing with Bill Fothergill (Hampton, NH) on March 14 out to East Deerfield, MA. On the way out passed GP9 1720 switching at Ayer Tower and overtook LAME B with GP40 310 and GP38s 200 and 210. Got to Deerfield just in time to catch MELA (Mechanicsville to Lawrence) with GP40s 316, 305, 314 and GP38 201, looking like the very devil in its flaking paint. Power stationed at Deerfield 3/14 included SWs 1224, 1127, 1117; GP7 1555; and GP9s 1723, 1747, 1709, 1749, 1702, 1701 and 1708. Also passed Sperry Rail Service Car 125 on the way to the Hoosac Tunnel. (Stopped at the B&MRRHS meeting on the way home, and on our way back to NH after the meeting SRS 125 was all the way above Dover, NH.) Power on DOB0 (Dover, NH to Boston) has been GP18 1752 and GP9 1722, on 3/23, was replaced by GP9s 1743 and 1701. GP18 1825 is working as the Portsmouth, NH switcher as of 3/21. Back home to Exeter, NH, passenger service returned to the depot at Exeter even if it was only for one day as the Mystic Valley Excursion passed through on its way to Scarborough, ME. Consist for the special train was MBTA F10s 1111 and 1110, sandwiched around five Pullman Standard cars, in a push pull arrangement. The train made some pretty impressive time in places. Power on POME A 3/21 was GP40s 300, 313 and 305. Boston and Maine power at Rigby yard recently has been GP7s 1558 and 1560. The Portland Terminal's Alcos were running mid-January, but for how much longer???? Get your photos now!

From DON LEJEUNE - 4/2/81 - "Bits and Pieces": On 3/26/81 GP-9 1727 as B0-1 working the Saugus Branch with a string of assorted tank cars and "high" cars bound for the River Works G.E. E. Deerfield Tower is OUT. Work has begun at Billerica to incorporate the Tower's interlockings there. All that will be left are hand throws. All power switches and signals are being designed for the dispatcher's panel. The projected closing of the tower is June 1st of this year. *** March 26, 1981 marked the end of the Beverly Draw project. Over 90% of the pilings were replaced and service through the Eastern Route Main Line is back to normal. Work will continue all through the summer on the Gloucester Branch though. *** A locomotive check of Conrail shows that they have in the vicinity of 4,666 units of all different makes and types. *** On any given day the Boston and Maine needs at least 85-100 units to keep things moving smoothly. *** GP-40 #303 left Billerica Shops during the third week of March. Presently the 308 is shopped for similar work. Notice the numbers under the windows now instead of on top of the long hood. *** GP-18 1754 has been working as the 1459 switcher job out of Salem, MA for a week now. Runs good and the crews prefer that type of unit for their territory that they cover (up to Wakefield Jct.); many of their industries are tight and visibility is limited, so...whenever an "18" comes in it's put to good use at Salem. The 1754 has to be the most deserving unit to be painted next though. On the fireman's side there's more primer showing than B&M blue. *** Power idling at Lawrence yard on 4/5/81: 801, 1226 switchers. GP-9 1702. SPP0 made up with B&M buggy CO-46. CO stencilled instead of just C-46. *** A program is under way for the old-Budd cars. The B&M is going to convert 40 "Budds" to coaches, that is without their fan domes on top, etc. The use of the Toronto cars is nearly up and will have to return to Toronto, Canada. The State of Connecticut has electric MU's and a deal to swap the B&M steam cars has been brought up. *** The 1272 (last remaining all black with red and white stripes on the nose) yard switcher sits in the scrap yard adjacent to the "Race Track" at Billerica. *** Boston and Maine Caboose C-51 is getting a complete overhaul at the Billerica Shops.

*** As of 4/1/80 power classed as OOS (out of service) at E. Deerfield were: 803, 1124, 1128, 1564, 1568, 313, 315, 1826, 1755, 1745, 1853. Units rewired as GP-18's are being put down on paper for records or daily status board as an "18". *** As of 4/1/80 power classed as OOS at Billerica, whether in for repairs or salvage, these units are still on the property and carry a spot on the board: GP-7's 1557, 1562, 1569, 1577, GP-9's 1704, 1703, 1729, 1734, 1740, 1700, 1743. Yard Switchers: 804, 1271, 1230, 1274, 1211, 1203, 1121, 1207, 1205, 1206, 1204, 1208, 119, 807, 805, 1178, 1270, 1282, 1283, 1280. B Units: 4267B, 4265B, 4266B, 4268B. *** The 1118 and 1213 (yard switchers) are still being used on the property. *** There's a very strong possibility of purchasing or manufacturing "Slugs" for ROAD SERVICE not Hump work as they are used by some railroads. A slug next to a road engine or between two of them may be the answer to easing the power shortage somewhat. "B" units possibilities have once again surfaced for use in one way or another. More on this when it becomes available...or a reality. *** Power for SAED on 4/2/81 was the 1746, 1708 (Geep 9;s). *** Power for SAED on 4/1/81 1738, 1706 (Geep 9's), 3/31/81 1728, 1711. Power for SAED on 3/30/81 GP-18 1750, GP-9 1739. 3/29/81 1706, 1711. GP-9's. 4/5/81 1706, 1722. GP-9's. *** A relatively new freight designation of a couple of months ago is SPP0, Springfield, MA to Portland. A lot of "pigs" from Springfield and the abolishment of EDPO brought this on. Crews change at Atkinson, NH. SPP0 is Lawrence based. *** 3/30/81 WI-1 (Wilmington Switcher with GP-9 1715 and 20 cars. *** Late Extras - 4/14/81 - After reporting last month's decision to try and use a Geep-18 for the 1459 switcher job at Salem (MA) it was told to me over the weekend that Trainmaster John Urbanski was finally successful in getting a GP-7 for a permanent unit to work this job. It's felt that a yard switcher is too small for the amount of work and the tonnage that they have to move around, and something larger than a GP-7 would be wasting power. So the 1575 (GP-7) has been assigned as such. BO-1 Boston Switcher Job has been the 1576 GP-7 for the last week. Both units have a fairly new coat of blue paint over original maroon, still with safety orange steps and numbers on the long hood. *** Week of April 1st, GP-7 left Billerica Shops. *** GP40-2 #313 is the next unit to be shopped for engine work and paint over. *** GP-9 1729 is one of five units currently undergoing repairs at Billerica. This unit is scheduled to be put back on line around the 24th of April. *** The 1131 (new, and only yard switcher in Boston and Maine wording on the long hood) was damaged in Boston recently. Derailment damage will have it off the line for another week. *** The LRV is still at Billerica in service, but has not been pressed back into revenue. Talk is that it may be sent down to Connecticut. *** After interviewing three Train Directors at Salem last month, I was surprised to see them shuffled to other positions before the Newsletter hit the press. Kathy Aldham is currently working the crew dispatcher's office at Mystic Jct. Michelle Matte is operator at Concord, MA. Paul Carroll is Yard Clerk at Lowell Yard. *** This week I was fortunate to speak with Chris Smyth who was the first woman to work the Towers for the B&M. Chris is 27, married with one child. She attended Northeastern University. She has four years on the job. She's qualified everywhere on the South Shore. Has worked Salem, Waltham, Winchester, Tower X and H. Chris's husband has been on the railroad for eleven years; he's now on the Portland board and working as a hostler in Boston. Chris seems to enjoy her work and is more than able to handle any situation that may come up.

CARROLL COUNTY INDEPENDENT - 4/8/81 - item entitled: "Railroad Woes" in the Political Beat column by Christopher Morgan - lengthy discussion on rebuilding the Conway Branch; federal money being withdrawn; State of N.H. not too interested now. Also mentioned is the Lydenborough trestle which needs strengthening for heavier cars going to Monadnock Paper Co. (Submitted by C. F. Belcher - thanks.)

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

Two examples of the vagaries of the wind and the weather. One night last Fall (long after the freight trains were "stolen" from this line) I was startled to hear the characteristic pounding beat of 300's. A quick phone call revealed that a train with three 300's was going by Willows! The 14L's could not reach me. It reminded me of hearing a distant parade as a boy in Winchester. The band's glockenspiel and bass drum could be heard but nothing else. *** This morning (31 March) the whistling of 456 (Engineer Walter Dunn's train) could be heard clearly from Littleton but due to a wind shift 408 could not be heard from Martin St. (less than a mile away) one-half hour later. *** Two responses so far to my circulating cassette idea. One from James Bachorz of Schenectady with a very kind offer to assist in production. The other was a letter from my former "burrah sahib" at WGBH-TV Channel 2 and WGBH-FM David Ives, President. Member Dan Beach sent Dave a copy of my notes in the March Newsletter. Dave would like to listen to the cassette if it materializes. *** I am a "bird listener" as well as a "train listener" and had to suffer through jokes and imitations of bird songs and "train" whistles for years in the business world. It was thus a great pleasure to work for WGBH in 1963-1973 and find that the staff members were sincerely interested in my sonic activities! My discovery of a resident mockingbird outside the studios and my suggestion that a five-bell truck horn be installed on the truck-tractor of the TV mobile unit were both greeted with enthusiasm. The horn idea ran into problems between Vancouver and Boston. *** Bob Swanson, the inventor of the M-5, developed the T-5 for trucks using the same musical chord. Bob sent me a tape years ago without telling me what the sound was and I was completely fooled! He had installed a T-5 on his automobile and had dubbed-in some railroad sounds. I thought it was an M-5.

B&Members

From DORA LAMSON, MEMBERSHIP SECRETARY - Our membership is steadily growing which is very good news. More members means a healthier Society with better potential for serving its subscribers. The bad news is that with more members, the jobs of keeping the financial and membership records becomes more complex and time consuming. Due to this, we find we must gently and respectfully request that you submit your membership dues as closely as possible to our June 30 expiration date. The cutoff date for those members not paying promptly will be September 30th. If no renewal money has arrived by that date, their names will be placed in the inactive file which means they may not receive the Fall Bulletin or the monthly Newsletter. Regretfully, we cannot guarantee that Bulletins or Newsletters missed because of late payment of dues will be available to make up for missed copies. *** In return for your prompt payment, which makes our jobs so much easier, you will receive your membership card in a matter of days. Ultimately, we hope to move the cutoff date back to August 31st so this year's cutoff date is intended to ease you into our more stringent dues payment policy. Thank you. *** List of new members:

William Green
18880 Bedford Rd.
Birmingham, MI 48009

Wayne Wheeler
Tonga Dr., Box 200
Bow-Concord, NH 03301

Peter B. Bittner
184 Royal Ave.
Buffalo, NY 14207

Chris Lavelle
Box 5403
APO, NY 09194

Edward C. Stead
31 Random Rd.
Bedford, NH 03102

Jerome A. Jozak
P.O. Box 804
Lawrence, MA 01842

Tom Field
10 Vine St.
Beverly Farms, MA 01915

Alan W. Haxton
22431 Nona
Dearborn, MI 48124

George M. Yocum
33 Gordon Rd.
Erdenheim, PA 19118

Edward A. Bangs
36 Pearl St.
Charlestown, MA 02129

Warren E. Benson
37 Bay State Rd.
Boston, MA 02215

Lee A. Yeager
5661 Sampson Blvd.
Sacramento, CA 95824

(continued)

John T. Bell
1603 Blackrock Rd.
Swarthmore, PA 19081

Richard W. Kunemund
39 Briarwood Dr.
New City, NY 10956

William L. Taylor
RFD #1, Box 142
Center Harbor, NH 03226

W. A. Killen
50 Golf Lane
Huntington, NY 11743

David N. Cummings
163 Flower Ave. E.
Watertown, NY 13601

Charles E. Russell
RFD #2
Clyde, NY 14433

Lynn R. Taylor
E. 4107 2nd Ave.
Spokane, WA 99202

Walter P. Michaels
39 Judith Lane
Waltham, MA 02154

Paul F. Hunt
Dartmouth College Hwy.
Haverhill Corners, NH 03765

Stuart Hinchliff
5 Minot St.
Woburn, MA 01801

Keith J. Bittenbender
Box 543, 360 Summit Ave.
Rockford, MI 49341

O. A. Kenyon
409 Montrose Ave.
Syracuse, NY 13219

Douglas D. Fife
26 Langdon St.
Plymouth, NH 03264

Henry Van Leer
22 Kilby St.
Woburn, MA 01801

Gordon H. Miller
208 Park Ave.
Somerdale, NJ 08083

Marion Hanson
25B Holiday Dr.
Portsmouth, NH 03801

Ralph W. Hanson, Jr.
23 Fuchia Dr.
Rochester, NH 03867

John S. Harbeck
Box 109, 7 Victoria Lane
Lanesborough, MA 01237

B&Mailbox

From HARRY A. FRYE, Historian, Hooksett, NH - Somewhere along the line it would appear that one of your correspondents has passed on some erroneous data. I refer to the item in the April 1981 Newsletter by Thomas Neville of Scotia, NY. The Tower A fire data that I have would indicate the date to be 1/14/1914 rather than 2/13/1913. If this can be documented, I would, of course, appreciate a correction to my data. He further states that a week after that incident B&M #3672 was assigned to the "State of Maine Express", which I find remarkable as the #3672 wouldn't arrive until March of 1913. He also mentions using New Haven #1364 and #1390 in this same time frame, and they wouldn't be built until 1916!! Somewhere along the line, there is an error(s). *** I would also like to answer Mr. Tarry Gooch's questions/comments as well. B&M FT units were repainted in the manner of the other F units and did receive Minute Man Heralds on their noses. Mr. Gooch is correct in his observation of the FT units in their original paint scheme. The style of lettering he refers to is commonly called "Speed Lettering" and it was applied to all P-3, 4, 5, R-1's (all subclasses) in the mid-1940's. He may also be informed that alas, the turntable and enginehouse at Manchester, NH have been gone for many years. I'm afraid that he would not recognize the Railroad facility at Manchester. As one who has trod the Manchester depot platforms, I also bemoan its loss. (Editor's Note: Mr. Neville is one of our Senior members, having retired as Portland Division Passenger Conductor many years ago.)

D&Happenings

D&H News Release - 3/24/81 - Kent P. Shoemaker, President of the Delaware & Hudson Railway, today warned against expedient short-term solutions which would create a Conrail monopoly in the Northeast and lead to both higher costs for the economy and a still-weak rail system. *** Appearing before the U.S. Senate Subcommittee on Surface Transportation, Shoemaker decried the notion that eliminating D&H as Conrail's competition would be a partial solution to Conrail's problem. "D&H is neither the cause nor the solution of Conrail's problems," Shoemaker said, "It is not D&H, the efficient rail operator,

D&HAPPENINGS (cont'd.)

which must go. Rather it is Conrail itself which requires drastic medicine." *** While D&H has received Federal loans totaling \$36.5 million (\$25 million of which has been paid to Conrail in trackage fees), vs. Conrail's well-over \$3.0 billion, the D&H has recommended for over two years a relatively simple solution to its problems, but the government has failed to act. *** Noting that the government stripped away one-third of D&H's markets in the process which formed the government-owned Conrail, D&H has sought restoration of its access to markets so as to reestablish its profitability," Shoemaker said. *** Unlike Conrail, D&H does not have the problems of redundant main lines, excess branch lines and high cost terminal operations. D&H suffers from a revenue anemia brought on by the government's artificial restriction of D&H from markets. *** Shoemaker said further that consumers and the economy of the Northeast must be protected from the unrestrained pricing freedom Conrail would enjoy in the absence of competition. Without the prod of competition to keep Conrail honest and to force it to achieve greater efficiency, Conrail's current inefficiencies will be passed on to the public in the form of higher prices. *** Citing the D&H's recent action lowering rail rates by 40% on flour from Buffalo, NY, to the New York City area, Shoemaker pointed out that competition is also an economic stimulus. Flour from Buffalo is now competitive again in this major market because D&H is there. Conrail alone would never have lowered its rates. *** "There can be two healthy rail systems in the Northeast down the road, but only if we take the hard interim actions and preserve competition. It is our hope that Congress and the Administration will take the long-term view in making these critical choices," Shoemaker concluded.

ANNOUNCEMENTS

From WELLESLEY COLLEGE - APRIL 15 through JUNE 8 at the Jewett Arts Center - featuring "The Railroad in the American Landscape" - Symposium Saturday, MAY 9th (Editor's Note: date of our next meeting) 10:00 A.M. to 4:00 P.M., many speakers will discuss various related subjects; also, free railroad movies as follows on Thursday evenings at 7:30 - APRIL 23, "The Great Train Robbery and The General"; APRIL 30, "Night Mail, The Wonder Ring, and Pacific"; MAY 7, "Twentieth Century". Contact: Marjorie Dings at 235-0320, Ext. 314 for further information. (See April Newsletter.)

UNIVERSITY OF VERMONT announces "1981 - HISTORIC PRESERVATION SUMMER INSTITUTE". Contact: Summer Session, Grasse Mount, University of Vermont, Burlington, VT 05405.

STEAMTOWN USA - On Saturday, MAY 16, 1981 in cooperation with Green Mountain Railroad Corporation, FIRST GENERATION DIESEL EXCURSION between Steamtown and Rutland, VT - \$20 per ticket. Leave Steamtown 9:00 A.M.

TRAINWAYS TRAIN MEET, Lexington, MA, MAY 17, 1981, 9:00 A.M. to 4:00 P.M., Minuteman Vocational High School, Off Route 2A. Contact: Dr. Seth Lewin, 115 Standish Rd., Needham, MA 02192; Tel: 617-444-6709.

NORTH CONWAY MODEL RAILROAD CLUB SHOW, North Conway, NH, MAY 23, 1981, Red Jacket Motor Inn, Route 16 & 302, 10:00 A.M. to 4:00 P.M. Contact: Paul E. Weld, Box 254, North Conway, NH 03860; Tel. 603-356-5033 after 5 P.M.

WOLFEBORO BRANCH RAILROAD CLUB presents "Fifth Annual Railroad Days and Model Railroad Show, MAY 30 and 31, 1981, 10:00 A.M. to 4:30 P.M., Masonic Hall, Glendon St., Wolfeboro, NH - just one block up the hill from Wolfeboro Railroad Station. Parking available nearby.

MISCELLANEOUS ITEMS:

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From JOHN BEEBE, Lexington, MA - 3/23/81 - After reading that article in the C.S. Monitor on 2/4/81 in regard to the troop train carrying army personnel on holiday leave from Fort Leonard Wood to New York City and back, I was interested to see in the New Yorker magazine for 3/2/81 that Ernest M. Frimbo had been on that train on its return trip. What was extraordinary about that was that the train traversed a 19-mile branch of the Frisco that Frimbo had never ridden before--and that a passenger train had never been on before. *** I have a question for your readers. Was there ever a railroad car ferry between Cape Charles, Virginia, and Norfolk? Those of us who rode the Pennsy in World War II had to take a passenger boat from Norfolk to the DelMarVa peninsula and then get on the train for New York and Boston.

From M.C. LENNON, Manchester, NH - News clipping "100 Turn Out to Stop 333-Percent Toll Hike on Cheshire Bridge" - increase tolls on passenger cars from 15¢ to 50¢. (Editor's Note: Bridge is owned by Springfield Term. Ry.)

BOSTON HERALD - 4/2/81 - re Conrail - "Report concludes Conrail hopeless", UPI Washington. Study by FRA recommends: (1) Separate passenger and commuter operations from CR; (2) reform labor protection provisions; (3) force RR's using terminals in N.E. corridor to pay more....

C.S. MONITOR - 3/5/81 - "Reagan's right turn for mass transit" - item includes: reduced Amtrak fare subsidies; termination of federal funds for CR., etc.

C.S. MONITOR - 3/12/81 - Full-page advertisement entitled "To Our New England Neighbors From the People of West Virginia" - invitation to N.E. to use more coal from West Virginia to save expense and energy.

BOSTON HERALD Editorial - "T" Topic - "Wrong thing to say" - why MBTA has not seen fit to cut costs until recently. Union figures they are exempt from economics of business...

C.S. MONITOR - 4/9/81 - by Celia Herron - "Repairing San Francisco's Old Cable Cars" - photo looking down hill showing cable car coming up -- been running for 108 years -- \$62M needed to overhaul the system.

AMTRAK celebrating 10th Anniversary - Congratulations!!!! C.S. MONITOR - 4/9/81 - Direct daily train between New York City and Toronto, Ontario starting April 26th via AMTRAK and VIA to be known as the "Maple Leaf"; leave G.C.T. 8:45 A.M. EST, arrive Toronto 8:30 P.M. Southbound leave Toronto 9:05 A.M., arrive G.C.T. 8:50 P.M. One-way fare \$63 (U.S.)

POSTCARD dated 4/3/81 - "THE SINGLE MOST IMPORTANT THING you can do now to save this country's rail passenger system is to meet personally with your U.S. Senators and Representatives and "educate them" while they're home over Easter Recess (SENATE: Apr. 10-20; HOUSE: Apr. 10-27). Don't be bashful--their job is to serve you--make appointments now!! Stress (1) trains are full (many in Congress think trains are empty); (2) inflation won't be reduced by killing trains and throwing people back into cars, which are the primary consumer of expensive foreign oil (dependence on foreign oil also threatens our national security). Keep up the good work! We're making progress. P.S.: Urge train riders to write to Congress. Signed: Barry Williams, NARP.

C. S. MONITOR - 1/28/81 - "British Diary - a correspondent comes in from the cold" - by David K. Willis. High praise for the dining car service and meals on trip from London to York, England - contrast with East German and Russians trains....

C.S. MONITOR - 3/12/81 - "On the Track of Adventure" by Barbara Acton-Bond - Wife of English Rail-fan describes some of the events on trips in Old England: "such as rising at 5:00 A.M. to catch an electric train leaving London from Euston Station bound for

Crewe...change trains there to enthusiasts' special...headed for Carlisle...change locomotives to Sir Nigel Gresley..." But, at 2:00, the official part of this trip was about to begin. You could feel the excited tension in the station's atmosphere....

RECENT AD - AAR - C.S. MONITOR - "Myth: All freight carriers compete on an equal basis."
 "Fact: Public subsidies for trucks and barges throw competition out of balance."
 "Surprise: Rights-of-way costs are heavy for America's railroads; motorists and taxpayers carry most of the burden for highways and waterways."

BOOK NEWS - TRAIN TRIPS - EXPLORING AMERICA BY RAIL, by William G. Scheller. 270 pages of photos, maps, 5-1/4" x 8-1/2"; cost \$6.95. Publication date - April 1981 by The East Woods Press, 820 East Boulevard, Charlotte, NC 28203.

BOOK REVIEW of LOGGING RAILROADS OF THE WHITE MOUNTAINS by C. F. Belcher - BOSTON -- AMC Director of Publications Arlyn S. Powell, Jr. announced today that the Club has just published Fran Belcher's long-awaited LOGGING RAILROADS OF THE WHITE MOUNTAINS. "This is the first book," said Powell, "that fully recounts the exciting--and until now untold--story of the logging era in New Hampshire. Belcher concentrates on a period from 1870 to 1910, when railroads crisscrossed the North Country and lumber barons dominated the scene." Illustrated with over 80 rare photographs and 20 maps, this book has been acclaimed as "outstanding; a first-rate addition to both forest and railroad history" in the Journal of Forest History. LOGGING RAILROADS evokes turn-of-the-century New Hampshire, when log hauling depended on steam-driven trains. These spark-belching work-horses pulled millions of board feet to the sawmills, which produced lumber and paper for a rapidly-growing nation. The trains also started fires in the "slash" or debris that the loggers left behind. Eventually, practices such as these created an intense public outcry that spurred the formation of the eastern national forest system. Here are the stories of "wood butchers" like J. E. Henry and his sons, whose methodically efficient railroads transformed the Pemigewasset Valley into a waste of raw stumpage. There is George Van Dyke, who organized and managed the biggest log drives that ever came down the rivers of New Hampshire. And then there were individuals like the Saunders of Livermore, who worked out the principle of selective timber cutting on their own long before the advent of modern forestry.

B&M Marketplace

Ken Harris in England is gathering material for a book on current world diesel locomotives. If you have good quality B&W prints of Mexican, Canadian and USA diesels now in use (no color prints or transparencies), contact Ken Harris at 70 New House Park, St. Albans, Herts. AL1 1UJ, England. Send no prints, but give him a listing of what you have; he is reliable and will reply to all letters. (From David K. Johnson, Nashua, NH.)

I am writing a paper for the Bulletin on the Jenny Lind Tower in North Truro, which is the only surviving remains of the old Boston Fitchburg Railroad depot. Does anyone have any old negatives or photos of the Boston Fitchburg Railroad depot? Unfortunately, the Society's archives has only one picture in poor condition. I hope to make copies of any negatives or photos received not only for my personal collection, but also for the Society's archives. Your negatives or photos will receive good care, and will be returned as soon as possible. Contact: Walter E. Lenk, 22 Priscilla Circle, Wellesley Hills, MA 02181.

THROUGH FREIGHT SCHEDULES EFFECTIVE MARCH 3, 1981 (from Don LeJeune)

<u>Location/Symbol</u>	<u>Run</u>	<u>Eng.Crew Report</u>	<u>Trn.Crew Report</u>	<u>Leav. Time</u>	<u>To</u>	<u>Home Terminal</u>
<u>Mechanicville</u>						
MEPO-A	Daily	0015	0015	0100	Lawrence	Mechanicville
MEPO-B	Daily	1315	1315	1400	Lawrence	Mechanicville
MELA-A	Daily	1015	1015	1100	Lawrence	Mechanicville
MELA-B	Daily	1915	1915	2000	Lawrence	Mechanicville
<u>E. Deerfield</u>						
EDSA	Ex. Sat.	2000	2000	2100	Salem	E. Deerfield
EDCO	Ex. Sat.	2200	2200	2300	Concord	E. Deerfield
<u>Lawrence</u>						
MEPO-A	Daily	0945	0945	1030	Rigby*	Lawrence
MEPO-B	Daily	2145	2145	2230	Rigby**	Lawrence
SPPO	Daily	2000	2000	2030	Rigby***	Lawrence
POME-A@	Daily	0645	0645	0700	Mechanicville	Mechanicville
POME-B@	Daily	1845	1845	1900	Mechanicville	Mechanicville
POSP@	Daily	0430	0430	0500	Springfield	Springfield
LAME-A	Daily	0030	0030	0100	Mechanicville	Mechanicville
LAME-B	Daily	1000	1000	1030	Mechanicville	Mechanicville

*Turns on wheel at Rigby - returns to Lawrence as POME-B
 **Turns on wheel at Rigby - returns to Lawrence as POME-A
 ***Turns on wheel at Rigby - returns to Lawrence as POED
 @West End crews report to Atkinson Depot

<u>Salem</u>						
SAED	Ex. Sat.	1900	1900	2000	E. Deerfield	Salem
<u>Concord</u>						
COED	Ex. Sat.	2000	2000	2100	E. Deerfield	Concord
<u>Springfield</u>						
SPPO	Daily	1030	1030	1100	Lawrence	Springfield
<u>Dover</u>						
		<u>Boston Division</u>				
DOBO/BODO	Ex. Fri&Sat.	1945	2000	2030	Boston/return	Dover
<u>Nashua</u>						
NABO/BONA	Daily	2015	2015	2100	Boston/return	Nashua
<u>E. Deerfield</u>						
		<u>New England Division</u>				
EDWH	Ex. Sun.	0230	0230	0300	Whitefield	E. Deerfield
<u>Springfield</u>						
SPCV	Daily	1530	1545	1600	W. R. Jct.	Springfield
SPCP	Daily	0445	0445	0515	W. R. Jct.	Springfield
<u>White River Jct.</u>						
CVSP	Daily	1900	1900	1930	Springfield	Springfield
WJCP	Daily	1345*	1345*	1400	Newport	Newport
CPSP	Daily	0500	0500	0600	Springfield	Springfield
<u>Newport</u>						
CPWJ	Daily	1930	1930	2000	W. R. Jct.	Newport
<u>Whitefield</u>						
WHED	Ex. Mon.	2100	2100	2100	E. Deerfield	E. Deerfield

*Train and engine crew report at 1145 hours Saturday and Sunday, only.

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 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

LATE NEWS FLASH - "Mellon May Buy Bankrupt B. & M. for \$24 M" - no details yet. Boston Herald - 4/16/81; also Boston Globe - 4/18/81.

"Steam Memories at Springfield, Mass." by Raymond E. Tobey, in Spring 1981 B. & M. Bulletin - very informative article with Map and Photos - good work.

"Coast to Coast" by Scott Hartley in RailFan Mag., May 1981 - detailed account of rail trip on "Lake Shore Ltd.", "San Fran. Zephyr," D&R.G.W. - Rio Grande Zephyr, and the "Desert Wind" - Springfield, MA to Los Angeles, CA. Many photos and route map.

"The train they call SPRINT" - TRAINS Mag., April 1981 - a very good article by Gary W. Dolzall, re MILW. Road high-speed trains between Chicago and the Twin Cities, many photos showing trains en route and at terminals.

"Minuteman" - Jan., Feb., March, 1981 - B. & M. Corp. Newsletter - front cover photo of W. B. freight train-lead. engine #308, in Deerfield River Valley by Jack Armstrong, p. 9, copy of full-page ad for New Hampshire papers entitled, "With rising transportation costs, the future is in piggyback..." Photo of 2-unit diesel with B. & M. trailers crossing bridge. (According to our quote from B. & M. Mag. May 1931, it would appear that the B. & M. piggyback service started just 25 years ago.)

LATE, LATE NEWS --

From HOWARD PAULSON, Townsend, MA - Enclosed is a clipping from our local paper about the proposed flour mill to be built in Ayer. This was mentioned in a condensed news item from the Free Press - "Ayer Flour Mill One Step Closer" - New England Milling Co., Inc. to construct a multi-floor flour building on 19.7 acres on Westford Road (Ayer) with capacity of 15,000 tons of bulk grain - 12 silos. Variance is necessary from Board of Appeals before construction can begin. *** Also, plans are under way to rehabilitate the line from Ayer to end of track in West Townsend. The State will lend \$423,000; the various industries along the line will pay the interest on the loan and the Boston & Maine will repay the principal. *** Business along the branch now is somewhat below normal but not too bad. The paper mill in West Groton receives and ships in box cars and also has an occasional tank car. The plastics plant in Townsend receives plastic pellets in covered hopper cars and ships in box cars and trucks. There are two grain and fertilizer dealers in Townsend who receive material in box cars. One of the dealers also handles coal and we see something not seen for twenty or more years - a hopper car of coal on this line. The cars are left right on the main for unloading, since this dealer does not have a siding. At end of track is a corrugated box manufacturer in West Townsend who receives material from the south in box cars, usually bearing reporting marks of the Southern, Family Lines or Railbox. Power on the branch is almost always a 1700 series out of Ayer.

From TIMOTHY VINCENT, Trumbull, CT - April 18, White River Junction, 12 noon; north-bound symbol freight (with CP caboose) pauses to change crews and leaves - is this EDCP or SPCP? 63 cars and caboose being powered by 2 GP-9 (1745 on point)...no CP power in sight. *** Passing through Springfield, MA the next day, cabooses in yard - CN, CP and CV - no power seen, but probably away from my view. *** Could you publish a new symbol freight schedule? (Editor's Note: Yes, this issue.) *** Northern RR - had a conversation last fall with B&M Roadmaster at Whitefield, NH. Said that the railroad made a decision to just not use it and route Boston traffic via East Deerfield; there is a regular inspection and weed-silling program - just in case. Last weekend, though (April 18), Northern RR really looked in rough shape at Lebanon.

A NOTE OF SADNESS - James Otis Smith of 723 Main Street, Melrose, MA passed away on March 23, 1981. He was a member of the B&MRRHS.

FROM GIL PAYSON, Salem, MA - "Came across this in one of my father's old diaries."

Sept. 5, 1896

Went to Springfield, Vt., over Labor Day. Took a stage at Charlestown as far as the river where the new bridge is being built and we had to walk over.

(Editor's Note: Cheshire Bridge raising tolls.)

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