

## NEXT MEETINGS

SATURDAY, AUGUST 8, 1981 - all day at CONWAY SCENIC RAILROAD, NORTH CONWAY, NEW HAMPSHIRE

This will be a joint B&MRRHS/470 RR CLUB meeting. The day's activities will include a special fare of \$3.00 for all card presenting members of either organization for the North Conway-Conway trains. A special trip up to the MEC interchange at Intervale, NH from North Conway will take place at 5:05 P.M. returning to North Conway at 5:25 P.M. Also there will be a "Supper Chief" departing North Conway at 5:45 P.M. for Conway, NH where a Ham & Beans Supper will be held at the Congregational Church at 6:10 P.M., returning at (probably) 8:10 P.M. Fare for the Intervale trip will be \$1.00. The "Supper Chief" will cost \$8.00 per ticket for all ages. This price includes the supper and the round trip from North Conway to Conway. There is only room enough for 150 at the Supper in Conway, so order tickets early! Tickets may be purchased by sending an S.S.A.E. with a check or money order for \$8.00 to: John Alan Roderick, 30 Tower Street Somerville, MA 02143. Following the return of the "Supper Chief" to North Conway, a meeting will be held at Stall Four of the North Conway Roundhouse. Entertainment will be by Mr. Bill Robertson, who will give us a presentation of MEC and B&M subjects.

SATURDAY, SEPTEMBER 12, 1981, 8:00 P.M. 1st UNITARIAN CHURCH, WOBURN, MA. Program T.B.A.

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

50 YEARS AGO - AUGUST-SEPTEMBER 1931, Vol. 8 No. 1. Front Cover shows (Mag.) sketch of the "Flying Yankee" by William Harnden Foster, famous painter, who did the famous New York Central Lines calendar for 1924, entitled: "As the 'Centuries' Pass in the Night" - the original is at Edaville R.R. Museum - listed in Steam Power of the N.Y.C. Sys. by Alvin F. Stauffer as: "The most famous railroad calendar in the world". he wrote a brief account of a ride on March 7th - from Boston to Portland, ME. and return on "the Flying Yankee". "Our Freight Cars Now Wear Better Than Seven League Boots" - article gives full description of the inauguration of the "MAINE BULLET", running between Portland, ME. and New York City - photos showing V.P. J. W. Smith - "Firing" The Bullet" just before leaving Portland; steam loco. No. 4020 2-8-4 on the head-end with several officials on hand for the 1st W. B. run; also at Harlem River, N.Y. "start of the Eastbound Run" with N.H. electric loco. #0100, with several officials in front of it. The overall running time given as 12½ hours much faster than previous schedules on this run; this service started on June 15th. On July 13th, "the Maine Meteor" was begun; in connection with the Maine Central and Bangor & Aroostock R.R.'s; providing a fast freight between Boston and Bangor, ME., with connections to Aroostock; 24 hours faster than previous schedules... "Boston-Maine Airways, Inc. - Boston and Maine and Maine Central Railroads Join with Pan American Airways" starting August 1st; planes will cover the route between Boston, MA., Portland, Rockland, and Bangor, ME.; photo showing tri-motored plane, with three 425 H.P. motors; cruising speed of 120 M.P.H. "700 Boston and Maine Offices in Europe Now Operating to Help New England Industries and to Increase Our Railroad Traffic" .. article explains the promotion of New England abroad by the Bush Service Organization in 23 foreign countries - in Europe, South America, and the Near East; over 700 offices involved in this deal. "'CON' Camp bell, Our Diver, Makes Sure Bridges are Safe Under as WELL as Over Water" by John J. Kiley, Office Assist. to Chief Engineer: description of laying "a trench" in 30 feet of water for

cables in connection with new Tower A.; photo of Mr. Campbell at the stern of his boat (courtesy of the Boston Transcript). Photo Story.. "New England Governors Again Ride Minute Man" on Way to Conference at French Lick Springs, IND. shows group at rear end of train. "Frank W. Rourke now Asst. Freight Traffic Manager." pix.

## BOSTON & MAINE NEWS

From GLORIA STONE, Director P.R., B&M R.R. "For Immediate Release, Boston, MA 8 July 81 -- Timothy Mellon, president of Guilford Transportation Industries, Inc., and Robert W. Meserve and Benjamin H. Lacy, reorganization trustees of Boston and Maine Corporation, announced that they have signed today a definitive Acquisition Agreement providing for the acquisition by Guilford of all of the Common Stock of the railroad, subject to the approval of a New Plan of Reorganization by the Interstate Commerce Commission, the Reorganization Court and the railroad's creditors. Execution of such an Acquisition Agreement was contemplated by the letter of intent executed by the trustees with Mr. Mellon on April 15, 1981, and provided for the contribution by Guilford of \$24,250,000 in cash to Boston and Maine estate for the satisfaction of its debts. \*\*\* On signing of the agreement, Guilford placed \$2,425,000 in escrow with Shawmut Bank of Boston, N.A., as escrow agent, and secured its obligation for the balance of the purchase price with an irrevocable letter of credit issued by Mellon Bank, N.A., in favor of the trustees in the amount of \$21,825,000. \*\*\* The trustees expect to file their New Plan of Reorganization, in terms agreed upon as part of the Acquisition Agreement, within the next few days. \*\*\* The New Plan provides for the payment in cash in full of all priority claimants and First Mortgage Bonds. The holders of the railroad's Income Bonds will, upon consummation of the Plan, receive payment in cash in the full amount of their claims to the extent that the cash then available for the settlement of claims exceeds the cash required for payment of the First Mortgage Bonds and all claims having priority over them. To the extent that available cash is not sufficient, they will receive Certificates of Contingent Interest which will entitle them to payment of the balance due them when and if the cash becomes available. The trustees remain hopeful that the operating results of the railroad will permit full payment in cash of the claims of the Income Bondholders at or shortly after the consummation date. \*\*\* Holders of unsecured claims will receive Certificates of Contingent Interest (junior to any given to the Income Bondholders) which will entitle them to payment in cash, out of funds from time to time becoming available of not in excess of 10% of their respective claims. \*\*\* No new schedule has been set yet for the ICC's consideration of the New Plan."

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

Train No. 415 always has a Budd car in the lead. No need to keep the mike in the window and the tape recorder rolling. No need? Of course! The locomotive on 415 is always on the rear. Always! July first. Recorder off. Mike resting on a chair. No reason to be "rolling". Always a Budd car. Well, we often learn the difficult way. The sound of a lovely K-5LA was startling, to put it mildly! Reminiscent of 1014 and that Sunday night in January. \*\*\* 1015 was in from the South Side and at B.E.T. for some reason. It was relaxing and enjoying life but soon found itself ignominiously on the Super Train headed for Fitchburg. I really do not wish to speak disparagingly of the Super Train but I have never been able to adjust to the concept of a locomotive the equivalent of a GP-40 (a 300) hauling two cars! Psst! Don't tell the MBTA I said this but I would find it extremely interesting to witness two 1000's in freight service to ascertain to what extent the silencers mitigate (or even eliminate) the heavy pounding "beat" of the 300's. \*\*\* Broken Record Department! Does anyone know the origin of the minor triad horn on No. 200? It seems to be well established that 4266A donated its horn to 200 but how did 4266 acquire it? O.K., I'll admit that I will never be happy until I either climb aboard 200 or locate someone with a photo looking down on the

unit. Recently I listened to the tape I made last Fall of 200 on the "string train" and realized anew that while the horn sounds the same notes as the S-3BR on the Pullman cab cars the quality is much "warmer" and less harsh. Leslie did change the timbre of their horns many years ago to give a harder, louder sound and this could explain 200's horn. Next month I shall try to cover a horn experience I had with the New York Central in 1954 after taking THE COMMODORE VANDERBILT from New York to Chicago on business.

### BOSTON & MAINE NEWS (CONT'D.)

From DON LEJEUNE, Peabody, MA July 4, 1981 -- July, and August are usually known for slow-downs on the Railroad, this year is no exception. Billerica Shops are not undertaking any major repairs while vacations are underway. Lately the shops are changing wheels on the 200's, (GP-38-2's) on a "in the morning out by late afternoon" basis. On 6/30 GP-38 #207 was having its wheels changed. Also shopped were GP-7 1562 for a generator, 1721 GP-9 for Wakefield, MA derailment damage. GP-9 1739 for engine repairing, GP-18 1804 is also having work done. \*\*\* Learned today but reported a while back the Lynn Switcher (0800) was abolished, taking up the slack would be a Boston switcher coming up and doing the "Eastern Route". \*\*\* On 6/30 the Westward Track from Castle Hill to the Green St. Crossover was OOS due to an extensive Tie Job that took place. \*\*\* It's been over four months now since a 200, or 300 has been in Salem from EDSA (E. d.fld. to Salem). The closest place East for these units to travel has been Boston, and that's rare now. \*\*\* Power from SAED has been: 6/26 GP-9's 1702, 1712. 6/27 GP-9's 1718, 1709. 6/29 GP-18 1750, GP-9 1746. The Boston Switcher came in with GP-7 1576 on that day. 6/30 GP-18 1750 returned with GP-9 1730. 7/1 GP-18 1753, GP-9 1746, 1718. 7/2 GP-18 1750, GP-9 1730, The Boston switcher came in with GP-9 1727. 7/3 GP-9 1731, 1709. The Boston switcher also came in with GP-9 1730. 7/4 GP-9 1748, GP-18 1754. The 1459 switcher jobs have been serviced by GP-18's 1753, 1750, GP-9 1722, 1718. The 1718 in new paint scheme and colors has been in Salem frequently. \*\*\* 7/6 SAED GP-9's 1709, 1749; 7/7 GP-18 1826, GP-9 1706. \*\*\* Since the abolishment of the Lynn Switcher the first of July not only the BOSTON SWITCHER will be seen frequently in these parts, but also the CHELSEA GOAT, today (7/7) GP-9 1737 went through Salem with work. Work has also increased for the 0700 switcher and the 1459 switcher. \*\*\* SAED 7/8 GP-9's 1744, 1749, 7/9 GP-9 1728, GP-18 1754, 7/10 GP-9's 1749, 1728. The 1459 switcher for the end of this week was GP-18 1754, which was brought back in. Crews complained that it was continuously blowing hot air at them, and it was a "lemon". 7/9 The Boston switcher came in with GP-9 1718. \*\*\* New tie work on the Eastern Route continued at a fast clip, word has it that the job will take in all the westbound track from Salem to Everett Jct. With this job a little bit of history has been taken away forever. Over a half dozen sidings and run-around tracks, along with the Lynn middle has been removed. The other "Middle" track in the area can be found in Reading where the iron is used for car storage. Lynn's 4th iron over the station is another example when the facing point switch next to the old Lynn Tower was removed this week. Years ago you could set your clock when the "Camel" came in and the crew ate lunch downtown. Now any moves for that track will have to be backed in at the trailing point switch beyond the station. The reasons behind these moves to take out track and switches is solely for maintenance purposes as was explained to me.

From GRANT WHIPPLE, of Cape Neddick, ME -- Item from the York County Coast Star, dated July 1, 1981 re the condition of the track serving Portsmouth Navy Yard some local residents of Kittery, ME are quite concerned about possible derailments, etc.; 2 photos: 1 showing rail sunk into tie; 2 showing Southern R.R. box car with slogan reading "Super Cushion Service" ....Thanks

From PAUL TAYLOR, Newton, NH letter dated July 7, 1981 -- Dover 1500 Switcher abolished - 6-25-81 Biddeford Switcher now doing all work Dover to Pine Point. \*\*\* The "Y" at Rollinsford is being rebuilt. Word is that the "passenger" yard at Dover is to be re-tired, isolating the enginehouse and turntable from the R.R. \*\*\* Within a few months

DO-2 will be moved to Rochester. \*\*\* 1736 now (7/7/81) power at Portsmouth - two to three extra Portsmouth switchers a week due to increase of sand and stone being shipped into Seabrook Power Plant. \*\*\* New siding at Hampton, NH at Foss Company to take tank cars. \*\*\* Tie replacement, stone ballasting and surfacing in progress on Conway Branch. \*\*\* "Cement Extras" being run on Tuesdays, Wednesdays, and Thursdays to speed up delivery of cement from M.E.C. to plant in Wilmington. Runs from Biddeford (light engine) to Rigby where it picks up the cars, takes them to Dover and then returns to Biddeford. DOB0 then picks them up for delivery. This speeds up delivery by about 24 hours. \*\*\* Engine 1555 being used for Biddeford Sw. and cement extras. Puts up on track #2 in Biddeford yard. Yard is being partially rebuilt. R-mor has it that B&M wants to shorten second track by retiring it from A.R. interlocking to just east of Main Street, Saco. \*\*\* Temple Avenue crossing at Ocean Park and Main Street, Plaistow, NH just recently rebuilt.

Also, news item from Plaistow (N.H.) News, 6/25/81 - Main Street crossing was rebuilt in record time; much smoother than previously; photo shows crew at work.

"The Maine Central is sold" - item from Loco. Engineer (B.L.E. Union Weekly newspaper - 6/26/81) M.E.C. has been sold to Timothy Mellon, at an undisclosed price.

Flash from DON TEAD, Acton, MA - Loco. 1010, Train No. 410 derailed between the Willows and San Vel. N.P.1 and 2 P.S. cars "off the iron".

#### B&M MEMBERS

From DORA LAMSON, Membership Secretary, latest list of new Members:

P. W. Carr  
5 Philips Road  
Stoneham, MA 02180

William W. Hartzell  
SR 32, Box 142  
Owls Head, ME 04854

Myron E. Moore  
123 Greenwood Street  
Melrose, MA 02176

Judson W. Downie  
Box 83  
Newbury, NH 03255

Andrew J. Jennings  
29 Talbot Avenue  
N. Billerica, MA 01862

Mr. Arthur Ouellette  
16 Barry Place  
Trumbull, CT 06611

Maurice J. Duhaime  
P.O. Box 429  
Rollingsford, NH 03869

Richard G. Kelley  
Powwow River Road  
E. Kingston, NH 03827

Arthur F. Purchase, Jr.  
90 Medford Street  
Medford, MA 02155

Henry P. Gates  
10 Clark Road  
Woodbridge, CT 06525

Robert M. Leavitt  
43 Orchard Street  
Greenfield, MA 01301

Robert T. Siemen  
790 Iroquois Tr.  
Willoughby, OH 44094

David Gilchrist  
153 Medford Street  
Arlington, MA 02174

H. J. McCall  
Signal Const. Supv.  
Boston & Maine Corp.  
Iron Horse Park, High St.  
N. Billerica, MA 01862

Vincent R. Terrill  
32 Old Essex Road  
Manchester, MA 01944

Joseph R. Graham  
13 Lucerne Drive  
Andover, MA 01810

George H. Hamor  
39 Burnside Street  
Nashua, NH 03060

R. B. Whalen  
24 Berry Street  
Danvers, MA 01923

James W. Allen  
South Maple Street  
Brookfield, MA 01506

Welcome aboard, Gentlemen!

REMINDER: Dues are due! on or before September 30, 1981. See back page of this NEWSLETTER for Membership Renewal Form.

## TRANSIT TOPICS

-5-

THE NATION'S RAPID TRANSIT MESS - "Boston's fare problems far from unique..." Boston Herald American, 7/6/81, ... raising the fares by 25¢ would make "T" fares the 2nd highest in the country.

"Transit woes still haunt Chicagoans", C.S. MONITOR, 7/8/81 - Many problems beset the Chicago Transit Authority - fares now 90¢, the highest in the nation. Photo of the LOOP District - train approaching on double-track over street.

"Fare hike approved for T commuter rail runs" - effective July 15th.

"Shutdown of T's power plant voted" - So. Boston 73-year old steam generation to be shut down on August 1st. (2 items from Boston Herald American of recent date).

Concord, MA JOURNAL, 7/2/81 - (1) "T fares going up again". (2) "Commuter bus to continue." Many problems - has caused low ridership even though statement made: "Fare was lower than the corresponding rail fare; the bus could deliver passengers to downtown Boston and Cambridge faster than the train" ????. In what manner do they figure this one? (3) "Rail commuters' parking woes." Question of how much space should be allotted in West Concord and Concord, MA.

## AMTRAK TOPICS

Full-page, full-colors AD in the back cover of Boston Mag. 7/81, with heading: "THINK OF THIS AS THE WINDOW OFFICE YOU ALWAYS WANTED" - showing 2 businessmen at work, with beautiful scenery outside.

Postcard from JIM ULLMAN, Box 891, Meridan, CT 06450 as follows: "RAILROAD PASSENGER ALERT: The Nat. Assn. of RR Passengers is very concerned about the deep reductions proposed in the Amtrak budget, threatening the survival of such trains as the MONTREALER and THE LAKE SHORE LIMITED....We urge you to write to your U.S. Senators and Congressmen...."

From C.S. MONITOR, 6/25/81, article entitled, "The 'little railroad' that might" by Ward Morehouse, III, staff correspondent. A rather detailed analysis of the problems of Amtrak: (a) "Passengers currently pay only about 40% of Amtrak operating costs with an average ticket subsidy by American taxpayer of \$35 per trip." (b) "Every dollar now invested in new equipment directly yields new revenue and generates an increasingly attractive return on investment."

## MISCELLANEOUS ITEMS

NEWS FLASH from the M.E.C. R.R., 6/16/81, from BRAD PETERS, V.P. "Portland, ME...Guilford Transportation Industries, Inc. announced today that it had completed the acquisition from U.S. Filter Corporation of all of the common stock of Maine Central Railroad Company. Guilford has also acquired a beneficial interest in 37.2 percent of the common stock of the Vermont and Massachusetts Railroad Company presently held in an independent voting trust. Terms of the transaction were not announced."

Letter from BRUCE D. ANDREWS, Dracut, MA - "As a youth, I remember seeing the early RSDs and "Geeps" switching cars at a large mill in Wilton, and I was wondering if you could tell me what kind of mill it was. The mill sat on a banking of a river, and there was a long white Warren truss bridge right before the mill. \*\*\* I also would like knowing about your Society since I am handicapped railroader myself. I have a small "N" scale railroad (2' x 4-1/4') and I have been looking for a club that could assist me with my railroad. I would appreciate any help you could give me since I have limited use of my hands. \*\*\* My age is 29, and I live in the Lowell, MA area. I have an ore-carrying (crushed stone and coal) railroad, and have already finished with most of the scenery. I would like to have another "N" scaler to share my hobby with, and feel that I could often offer them friendship and ideas in return for their time and help. (53 Corrine Drive, Dracut, MA 01826).

"Cheshire Bridge is up again", BOSTON HERALD AMERICAN, 7/11/81 - "Repairs, fee hikes ordered on last toll bridge left in N.H." Full description of the bridge - N.H. P.U.C. has "ordered a new deck and new structural supports installed and the bridge painted by Jan. 1982." The 2¢ charge for pedestrians and bicycles is not justified - to be dropped; 15¢ charge for autos is reasonable...new truck rates are being studied. Wants to charge the R.R. for each freight car moved over its own bridge.

Letter from ROBERT RIVET, 2058 Decarie Blvd., Apt. 6, Montreal, Quebec H4A 3J3 - "Since 1976, I have acquired the Spring 1976, Spring 1975 and March 1972 issues. Please advise me as to the availability and price of the following issues: Fall, 1971; Winter, 1971-72; Summer, 1972; Fall, 1972; Winter, 1972-73; Spring, 1973; Summer, 1973; Fall, 1973; Winter, 1973-74; Spring, 1974; Summer, 1974; Fall, 1974, Winter, 1974-75; Summer, 1975; Fall, 1975; Winter, 1975-76. This would round out my collection; every issue is new until you have read it. At the time that I discovered the B&M Bulletin, I started modeling the B&M in HO. I have had problems in numbering the passenger car fleet properly. The publication of the B&M passenger car roster in recent issues is a mixed blessing: a blessing because it answers the most pressing problem; mixed because, at the rate it is being published, not unlike a peep show, it will be several years before we get around to the more recent equipment. Would it therefore be possible for me to acquire a fairly complete B&M passenger car roster without having to wait until the mid-1980's to complete the numbering of my own passenger fleet?"

Book Review of "LOGGING RAILROADS OF THE WHITE MOUNTAINS" by C. F. Belcher - "This long-awaited volume has at last made its appearance and from what this reviewer can determine it covers the subject with 'Ivory' thoroughness. Some may be of the opinion it is merely a gathering of the various articles on the subject written by the author over the years and published from time to time in the AMC semi-annual journal, APPALACHIA. You doubting Thomases may rest assured; it is all of those articles and much, much more. It is an extremely well organized and researched social, economic and industrial history of New Hampshire's mountain northland during the years of awakening and growth following the Civil War up to the creation of the White Mountain National Forest and beyond to the days immediately following World War II. \*\*\* Covered in detail are seventeen logging railroads from 1870 to 1948 from the four-year life of the East Branch of Conway Lumber to the 60 year span of the Sawyer River road, owned by the Saunders family, pioneers of selective cutting. It is also the story of people; the lumber barons such as J. E. Henry, George Johnson, George Van Dyke, and the mysterious absentee owner Oakleigh Thorne; also about the unsung heroes such as 'Pork Barrel' Dumas, the loyal self-taught engineer, barely literate, who built Henry's railroads, bridges and dams; of the luckless Charles Black, crushed by an unbraked log truck in the remote Swift River country of the Bartlett and Albany; and of Crosby Kennett of Conway who in one short year saved the Conway Lumber from bankruptcy and turned it into a profitable operation for Oakleigh Thorne. To a lesser degree it also documents some of the concern and efforts by those on the outside to put an end to the timber slaughter and destruction of the land, efforts which eventually culminated in forest conservation and modern day environmental controls. \*\*\* The book's strongest point is its excellent organization with all of its dozens of fine photographs and excellent maps, all following the text with precision. There is a map showing all seventeen lines and a 'time chart' which gives at a glance the relative chronological order of the various pikes; it is quite simple, for instance, to see at a glance that 1895 was the peak year for logging railroad activity with no less than ten in action."

Book Review of "TRAIN TRIPS: EXPLORING AMERICA BY RAIL" by William G. Scheller - "At a time when Americans are being asked if they wish to continue to subsidize the long distance passenger train or throw in the towel and declare the Amtrak experiment a failure, comes this delightful paperback book which describes in detail some of the finest train trips one can still enjoy in this country. \*\*\* The first portion of the book describes

briefly the history of passenger trains in America, up to, and including the creation of Amtrak in 1971. \*\*\* The second half of the book covers the major routes that Amtrak serves, just as one would see them from the train. There are detailed listings of facilities available at each city served on each route. Also included are things to see along the way if one wishes to stop over. \*\*\* With this guide, a person may plan a trip, know what to expect ahead of time about ticketing, baggage handling, accommodations and service, and have a brief outline of each major city along the way. \*\*\* The author, William G. Scheller is the editor of APPALACHIA Magazine, and the New England correspondent for Fodor's travel guides. Over a year of research and 27,000 miles of rail trips provided him with the necessary data for the book. \*\*\* Copies are available at \$7.95 from your local bookseller or directly from the publisher at: The East Woods Press, 820 East Boulevard, Charlotte, NC 28203. \*\*\* Whether you intend to take a trip or not, we recommend this book as simply a nice armchair adventure." (Reviewed by Richard W. Symmes.)

Letter from TARRY GOOCH, Solana Beach, CA. received recently, we quote in part: "I'll always remember the great, magnificent, majestic, superb, supremely handsome and beautiful B&M R-1 Mountains (BLW) and P-4 Pacifics (Lima). No finer modern steam power of the 4-8-2 and the 4-6-2 types/wheel arrangements ever existed, in my view, than these - the esthetic and near-technological apex of modern steam, which compared favorably with many of the Northern type (4-8-4) and Hudson type (4-6-4). What wonderful creatures of man's spirit, values, abilities, and enterprise they were - steam and the railroad were one, once. I mourn their departure from the railroad scene, as I do the loss of such historic sites and landmarks as the B&M passenger station and engine facilities (steam: RH & TT) at Manchester, N.H. - almost a feeling similar to that of losing part of one's home and surroundings - the familiar, homey, meaningful, intrinsic entities of our history and existence. But the B&MRRHS helps very much to allay these feelings of loss with its outstanding work and documentation - keeping the B&M 'home' together and intact, in its history. The NEWSLETTER is the clarion chronicler of both past and present B&M history and events; the B&M BULLETIN is the academic journal of B&M history; both are of the highest order in quality, importance and value, as are the other B&MRRHS publications such as 'The Central Mass.' and 'Mountains, Moguls and Memories'."

Musings from STEVE MYERS, U.S.A. Col. Springs, Co. 'SCOTIA, N.Y.' - 2 items - (1) "'Saga of an RS-3' - Covered with rust and worn blue paint, summer's weeds grow high round her trucks. Lost behind a turntable in Mechanicville she was laid to rest. Just eighteen miles from where she was born. Headlight now gone and engine too, she is now nothing more than a home for a robin and his family. Late at night when that old Alco sits all alone, a midnight freight rumbles past for Deerfield. Her steel trembles with the ground and how she wishes to be out there. Thirty years ago she rode that line. So proudly, so new she bore her number on her side, '1547' was painted over her heart. She'd pick up a string of cars in Rotterdam and with the green signal she would begin the race to Mickeyville! Up the grade in Scotia and past a D&H drag in Crescent. A loud blast of her horn would lift all the eyes in a nearby golf court. Across the town of Halfmoon where George Davenport and his gang would wait to change a rail. Nearing her destination, she'd close up her throttle and cut off her load, To the ready track she would go and await her next orders. She still waits there, down the ready track, across the turntable and there she waits for orders, orders to be hauled off to a scrap company." (2) "Sitting...just sitting on a rail and staring. About an hour has passed, I haven't moved and neither has she, but the evening sun has lowered making her blue paint shine. Her heart rumbles with a slow and even sound and every few minutes she lets out a blast of air. There are two others behind her but she's got the honors of leading the nearly one hundred car train to East Deerfield. The trees hide her from the town of Rotterdam Junction and she's all alone but for me. I look up at her, 1749 she's called and she just

soaks up the sun of the July eve. How I wish that I could sit up in that window, run her to some New England city rather than look up from the ground. The sun's gone now, and I've got to get home but I'll hear her when she passes my home in Scotia tonight. Her horn will call me to the window and I'll watch the shadows pass 'till it's well gone again I'll dream of being in that seat. Some day I guess."

From CONWAY SCENIC R.R., North Conway, N.H. Phone No. 603-356-5251 - (A) ANNUAL RAIL-FAN'S DAY! Sat., Sept. 19, 1981 Trains leave for Conway at 11:00 A.M., 1:00, 2:30 and 4:00 P.M., Frt. EXTRA 11:04 A.M. Steam XTRA to Intervale Lv. 5:10 P.M. Slide-movie show by Ron Johnson at 7:00 P.M. Stall Four (4) Model R.R. exhibits in Frt. Hse., and Grand Trunk caboose - No. Con. Model R.R. Club. Station open 10:00 A.M. to 7:00 P.M. Special\*B.&M. Diesel #4266-A and many other displays... \*\*\* (B) THE ALL-NEW "NORTH OF BOSTON" 1982 R.R. CALENDAR featuring old-time steam-operated trains dating back to 1920; on sale for \$3.50 at Station.

Brief Book Review on "THE DUMMY" - A complete history of the Line that once ran from Old Orchard Beach, ME to Camp Ellis at Biddeford Pool, at the mouth of the Saco River. Many photos, time tables, engine roster, etc. Thanks to member William H. McLin, "Homesport", South Harpswell, ME. for an autographed copy of this book - co-author Elaine Peverly. Price?

From our good friend - GIL PAYSON, Salem, MA. Wall St. Journal, July 20, 1981 - "The Delaware & Hudson Railway is the purchase target of Timothy Mellon...wants to buy the .... road from Norfolk & Western Railway as part of his goal to create a New England rail system via mergers." Comment from Gil: "Now it's out in the open - what many observers (including this humble person) have suspected right along." \*\*\* In passing - Mr. Payson is interested in obtaining a copy of our "Cen. MASS." book. Anyone having a copy that you wish to sell, please contact - Mr. Gilbert R. Payson, 8 Orne Sq., Salem, MA 01970.

RAIL FAN MAG., Sept. 1981 "STEAMING TO SACRAMENTO!!!" - Front cover and several pages devoted to photos of: So. Pac. 4-8-4 Daylight type - restored in its original colors, as well as Un. Pac. #3985 Challenger 4-6-6-4 and 4-8-4 #8444 - many locomotives at the Cal. State R.R. Museum - "good show.!!!"

AMTRAK - 10th Anniversary - Special Issue of "ON TRACK" (32 pgs.) several items of interest including: "To Those Who Made It Happen, Employees Quiz The Boss, and the Best Is Yet to Come..." many photos - price including mailing cost is \$2.00 per copy to: Amtrak ON TRACK Magazine, Corporate Communications Dept., 400 N. Capitol St., N.W., Washington, D.C. 20001 (only checks or M.O.'s please).

CORRECTIONS - We apologize for the statement in our June Newsletter: page 3 - "When travelling in Canada, don't look for Canadian Pacific or Canadian National diesels, look for VIA RAIL painted units, as the two railroads have merged." What was meant and intended to say - VIA RAIL has taken over the long distance, thru passenger runs in Canada... We hope to keep our news accurate as possible. \*\*\* Also, item on last page: "Diesel spotting" had some errors that were noted by a member in Canada; we have written to this gentleman, but, due to P.O. Strike in the Dominion; the letter was not delivered.

Final note: Our thanks go to all of our correspondents that keep us informed of happenings on the B&M and related news. Our special thanks go to "The Faithful Few" that get together once a month to put the Newsletter "on the road" it can be done by as few as three(3), but, this is not a good operating procedure!!



## 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 address 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 1978-79, Spring, Summer 1979, Summer 1980, \$2.50 ea. 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.

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ALL ABOARD! PUBLIC TRANSIT IN SAUGUS, by Stephen P. Carlson, 28 pages, softbound. This fascinating book covers the history of the B&M's Saugus Branch plus trolley and bus services in and around Saugus, Mass. Includes good station and train photographs. \$3.00

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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.

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