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MAY 1984

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Opinions expressed in the signed columns contained in this Newsletter are the opinions of the authors of those columns and do not necessarily represent the opinions of the Society, its Officers or members with respect to any particular subject discussed in those columns.

B & Meeting

**NEXT MEETING:
MAY 12, 1984
1ST UNITARIAN
CHURCH
WOBURN, MA
8:00 P.M.**

MAY 23, 1984

Tonight's entertainment will be a **Member's Night**. All members are invited to bring a maximum of 20 slides or 200' movie. A slide projector will be provided, but please bring a movie projector if you intend to show movies.

BMRRHS first Banquet/Meeting are to have the banquet in the **CANCELLED** speaker. More next month.

JUNE 9, 1984

Entertainment will be provided by B&MRRHS vice-president Bob Hagopian.

JUNE 24, 1984

"Amesbury Days" Celebration at the Bartlett Museum in Amesbury, MA. Features of the day will include a softball game with the Bartlett Museum staff, railroad videotapes (bring 'em if you got 'em) and other events for the entire family.

JULY 7, 1984

This will be our first all-day meeting at the Valley Railroad in Essex, CT. The events for the day include a barbeque, special train rides, and a softball game with NHRHTA. Make plans now to be there!!!

AUGUST 11, 1984

Our annual trip to the north country at the Conway Scenic Railroad in North Conway, NH. Events for the day include the Supper Chief, special railfan events and a softball game with the 470 Railroad Club. Be there!!!

THERE WILL BE NO MEETINGS IN WOBURN DURING JULY AND AUGUST!!!

SPECIAL NOTICE: YOU WILL RECEIVE ALL BULLETINS AND NEWSLETTERS FOR THE 1983-1984 MEMBERSHIP YEAR

B&MRRHS MEMBERSHIP SURVEY

Enclosed in this issue of the B&MRRHS Newsletter is the first B&MRRHS Membership Survey. We ask that you take a few minutes out of your busy day and fill out the survey. It can be returned either with your membership renewal, mailed to the Society's Post Office box, or brought to any B&MRRHS meeting, where a box will be provided. Cutoff date will be September 1, 1984.

ALAN DUSTIN RESIGNS FROM B&M

Alan Dustin, former Boston & Maine Corporation president and Chief Executive Officer, has

resigned his position with Guilford Transportation recently.

When "Dusty" came to the Boston & Maine in 1971, he inherited a railroad whose most modern locomotives were over ten years old, and whose physical plant had deteriorated to the point that one Massachusetts newspaper sarcastically ran a "Wreck of the Week" feature. Yet he didn't write the railroad off as so many others had, and felt that, given a solid reorganization plan and a little bit of luck, the railroad could be made profitable.

Dustin's "Operation Bootstrap" literally pulled the B&M's rapidly falling flag out of the mud,

added thirty new high horsepower second generation locomotives, repaired and upgraded trackwork to the point that derailments were the rare exception instead of the norm, and literally made the Boston & Maine into a profit-making railroad.

The B&MRRHS also owes Dusty a vote of thanks, as he was most cooperative and helpful in helping the Society acquire paperwork and other railroadiana that the B&M no longer needed, and was a good friend to the Society also.

Many thanks, Dusty, and best of luck in your future endeavors!!!

INTERCHANGE
... a column of opinion

This month's INTERCHANGE column will be devoted to responses to two recent editorials. Dear Editor, I would support the general idea you propose of sponsoring group activities. In general, my wife is interested in going with me on railfan outings, but we both enjoy other diversions as well. A winter (or any other season) banquet is a great idea. We would also enjoy bowling (ten pins). Group rates on Amtrak sounds like fun, but where can you go in a day other than New York? The suggestion that appeals to me most would be the idea of tours of abandoned railroad lines. As you may know, I'm extremely interested in B&M history and have extensively studied some of the "archeological" aspects of the system. I would be most happy to serve as a guide on such a trip if desired.

You ask "any more ideas?" The B&M, as you know, operated the S.S. Mount Washington for a number of years. Therefore, a trip on the present day M.V. Washington would be within the realm of B&M history as well as an entertaining outing. We often take the early trip from Weirs Beach to Wolfboro, take a ride on the steam train and catch the "Mount" back to the Wiers on her next trip. A group could also ride their dinner cruise for a fun time. The "Cog" was also B&M for many years, so would fall into the same category. Another great outing in the area, though only marginally connected with railroads, is the Casco Bay Lines Calendar Isles cruise.

How about organizing group photo sessions? Some other railfan organizations of which I am aware get permission to have a small group (25-30) visit yards for photography. Often there are night sessions, providing unique opportunities for serious photographers.

Good luck and keep up the good work.

Len Batchelder

Dear Sirs,

You invited comment re the raising of annual dues and the revelation that Bulletin Editor Gloria Stone receives a salary.

The raise in dues probably was inevitable and receiving the Newsletter via First Class mail will be a compensation. However, I wish there was some way to equalize the benefits members receive. Since the majority of the members live beyond easy driving distance of the Woburn and the alternate meeting sites, and thus are deprived of enjoying the meeting programs and business affairs of the Society. One would wish that they might receive a dues discount. In my own case, I live near Woburn, but since I am physically disabled, I am barred architecturally from attending the meetings on the second floor of the Unitarian Church.

The news that Mrs. Stone receives a salary rather appalls me. I thought our Society was a volunteer effort? Should authors of articles now seek royalties? As history in general is my avocation, I am cognizant of salaries paid in other areas of the field, but is just seemed that the B&MRRHS had a more active and vital membership which responded when the call for help was made. For whatever reason the Board of Directors decided to hire Ms. Stone, I would hope the decision turns out to be well taken.

Richard A. Hoisington

Editor's note: As members should remember, when Dick Symmes announced his retirement from the Bulletin's editorship after ten years on the staff in one position or another, the call for help that Mr. Hoisington mentions went out. For a year and a half, the call continued, with little

response from the membership. An ad-hoc committee was editing the Bulletin, but it was obvious that a regular editor was needed, and since no one had volunteered, the BOD, after much deliberation, decided to "sweeten the pot" by offering the editor a small salary. Since the Bulletin IS the Society, and since no one had volunteered, there did not seem to be too many options.

Any more comments?

**B&MRRHS NOMINATING COMMITTEE
NAMES OFFICERS FOR 1985**

The B&MRRHS Nominating Committee has submitted its recommended slate of officers for the 1985 year. The Nominating Committee consisted of Carl Byron, Chairman, Joe Banas and Dennis Adams.

Board of Directors:

Forrest Mack
Don Clerke
Jim Reardon

Terms for Board of Directors is three years.

For Officers of the Society:

For President:

Robert Hagopian

For Vice-President:

Scott Whitney

For Secretary:

Jeff Ursillo

For Treasurer:

John Goodwin

Additional nominations for any position will be accepted at each meeting of the B&MRRHS until nominations are closed at the June meeting. At this time, no further nominations will be accepted, and the ballot prepared.

**EAST DEERFIELD YARD TO BE
RENOVATED AND EXPANDED**

River Road winds along the Connecticut River from one end of Deerfield to the other, a quiet country way, most of it bordered by woods, cornfields, rambling old farmhouses and just a few modern homes. It seems an unlikely location for one of the busiest railroad freight and switching yards in the Northeast. Near the East Deerfield yard, however, the stillness along the riverbank is continually shattered by the blast of a locomotive's horn or the rumble and squeal of a freight train being moved.

The Boston & Maine runs 20 to 22 trains a day through the yard. And, according to the railroad's personnel director, Dennis Coffey, that means moving nearly 300,000 freight cars a

year, making East Deerfield one of the railroad's major locations. The 110-acre yard is also important to local economy. The railroad, with about 310 workers who live in Franklin County, is one of the area's largest private employers. Many of those workers spend at least part of each year, if not each week, on duty at the yard, Coffey said.

And, as busy as the yard is, it stands to become even more important to both the B&M's operation and the area's economic welfare. Now that Guilford Transportation Industries has acquired the B&M along with the Maine Central and Delaware & Hudson, the yard is to be renovated and expanded.

East Deerfield, at the junction of Guilford's northeast and southwest lines, will become the nerve center for all three railway systems: all of Guilford's tracks, which stretch from Boston to Buffalo and from Maine to Washington, D.C., pass through the yard here. As many as 90 jobs could be generated as new automatic switching equipment and locomotive repair equipment is added, according to the B&M's management. And the yard, the railroad's officials say, will handle nearly double its current capacity when the renovations are completed.

A grant of \$7 million from the state of Massachusetts to finance the expansion, which has been expected since August, should be forthcoming later this month. Governor Michael Dukakis dropped by the yard a few weeks ago to go through the formalities of releasing the money, and the groundbreaking for the work in East Deerfield should occur in June, Coffey said. **From the Daily Hampshire Gazette. Submitted by Richard J. Steinberger.**

FOR SALE:

One to five shares of stock in Locomotive Fifteen Corporation. These shares recently came on the market account the death of a stockholder. Price is \$100.00 per share. Locomotive Fifteen Corp. owns Alco S-4 No. 1055 and a Jackson Tamper, both of which it leases to Conway Scenic Railroad of North Conway, N.H. Locomotive Fifteen Corp. has an unbroken record of payment of dividends since its founding in 1975. If interested in buying one or more shares, write to Locomotive Fifteen Corp., P.O. Box 947, North Conway, NH 03860.



Another of the B&M's new ex-Conrail GP40's, at Rigby Yard in South Portland, Maine. Photo by Ron Palmquist.

THE B&M P-2b AND d MODELS BY OVERLAND ARE HERE!

The H-O brass models of the B&M P-2b and d classes by Tom Marsh's Overland Models were recently delivered to appreciative model railroaders and collectors who had been waiting patiently and impatiently ever since the announcement sometime ago. To explain to the uninitiated just what a P-2 is and what the excitement is all about, the P-2 was a 4-6-2 type steam locomotive built for passenger service for the B&M by the American Locomotive Company in an era when passenger equipment was advancing from light wooden construction to the more durable and heavier steel construction. The B&M, finding its high-driven 4-4-2 and 4-6-0 passenger engines unequal to the task of pulling the new, heavier consists turned to the Pacific 4-6-2 type because its larger boiler capacity and higher tractive effort. The first of that type, delivered in 1910 was designated the P-1 class and consisting of 12 engines was of a standard Alco design and did the desired job adequately. Deciding that the P-1 was not quite what it wanted for its major passenger locomotive, the B&M requested certain changes to be made to the design and, fresh on the heels of the P-1, in 1911 had delivered from Alco the first forty of the P-2 class. This design was so successful that the B&M adopted it as its standard passenger locomotive for years afterwards. A second batch of twenty P-2's was delivered in 1913 and a third batch, with some small modifications was delivered in 1916, ten engines. All of these deliveries were designated P-2a, b, and c. The last batch of engines of this basic design, delivered in 1923 was so heavily modified from the original design, it was designated as the P-3 class. Subsequent changes within the first two P-2 classes made them into b and d sub-classes in the 1920's. These are the classes that concern us the most as they were the most numerous of the Pacifics on the B&M.

When these locomotives were delivered from Alco in 1911 and 1913 they were clean limbed, racy looking machines. Through the years, however, numerous shoppings dictated by mechanical progress, accidents, and incidents changed their overall appearance but not their basic good looks. Like British engines they always appeared to be bigger and longer than they actually were. A contributing factor to this was the relatively close clearances of most B&M lines causing them to be built lower. Compare builders photographs of a P-2 with a Santa Fe or S.P. Pacific built in the same era and the differences in appearance are quite obvious.

Built for mainline passenger service, they were in later years relegated by more modern power to secondary, branchline, and commuter trains. They served on nearly every line of the B&M over the years and occasionally ventured onto the CPR, Rutland and Maine Central. Their last assignments were on commuter lines out of Boston in the mid - '50's. The

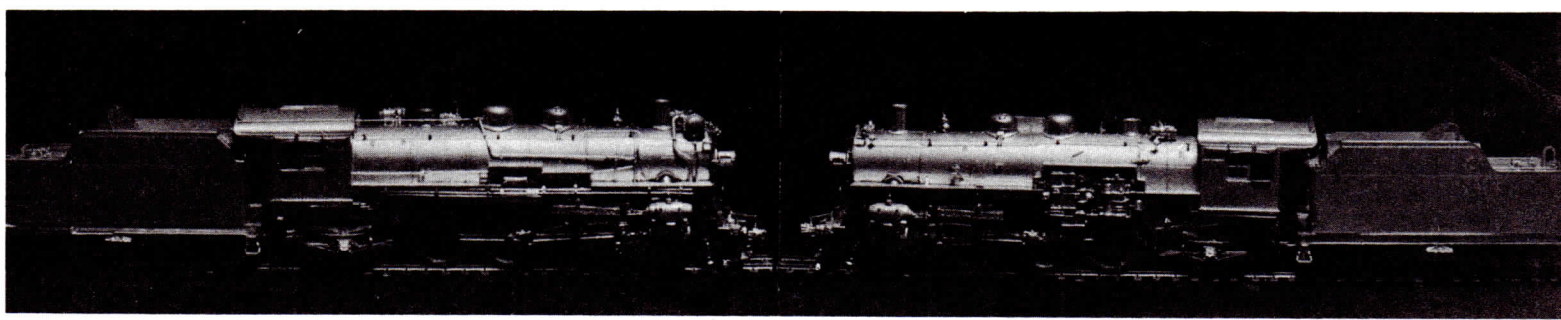
total roster of the P-2's was essentially intact right up to the early '50's which attests to the reliability and good design of these engines. We rail-nuts liked them because they were the engines most often seen, were of graceful and classic appearance and, while of the same class, were all individual in various appliances. If you ever rode behind steam on the B&M you most likely rode behind a P-2 and we all miss them greatly. For these reasons we of the model railroad persuasion have been wishing for a model of the P-2 for years but to no avail. Finally, several of us of the B&MRRHS decided to take matters in our own hands and contacted Tom Marsh of Overland Models to see if he would undertake to have a brass model of a P-2 built for us. He readily agreed to the venture and instructed us on how to go about it. He specified that we include lots of locomotive erecting plans and photos of the engines depicting the era we wanted the engine to be modelled in.

Since being part of the undertaking of reproducing the P-2 in brass for H-O scale was a great honor for us we intended to make it as close to the prototype as we possibly could. With the able assistance of Forrest Mack, erecting cards of the engines were provided from the archives and we started pouring over our photo collections for P-2 pictures looking for the typical engine to use as the prototype. This turned out to be more difficult than we initially imagined as there was no typical prototype engine to work from. Every darned one was different in some regard. The more we looked the more differences between them we found. It seemed that each B&M Master Mechanic had a different idea about what a P-2 should look like. In exasperation, it was decided to make up our own prototype using the characteristics most often found on the majority of engines. As one person put it, a "generic" P-2. We kept in mind that some discriminating modellers would want to detail a model to correspond with a particular engine so we located or added details that would be easier to be removed or be located elsewhere. On the otherhand, those not so discriminating would have a stock model that would be a "typical" B&M P-2. We picked the era of the model to be the mid - '40's to near when they were scrapped as this seemed to be the era most remembered by the majority of us. Plans and photos were sent to Mr. Marsh, clarifying correspondence sent back and forth and eventually the project was in the hands of the builder. We must stress the co-operation we received from Mr. Marsh during this undertaking. He demonstrated both patience and forbearance as we made last minute additions, changes and corrections by mail and by telephone. A very nice man to do business with.

After a long wait a pilot model was submitted to us "expectant fathers" from the builder. It was reviewed, revised and corrected and sent back. Shipment of the finished product was made in March and now sits before us for our approval.

Over-all appearance is excellent. Both the

Elesco and Worthington engines capture the feel and looks of the prototype. The cab and the trailing truck are particularly pleasing with just the right contour and placement with light spokes on the trailing truck wheels to give them that light, airy look that was characteristic of the P-2's. The domes and pop turret are pleasing to the eye and typical of the B&M. The tender and the engine running gear are as close as they can get and the front-end is strictly B&M. The sheathing of the cylinders seems to be slightly small but not objectional. The pilot truck has a little more wheelbase than the prototype but this is due to the tighter radius that th model is expected to negotiate than the real P-2 was designed to. This doesn't seem to detract from the over-all appearance. The stack appears to be a little taller and narrower than our photos indicate and this may have to be changed by the more discriminating modeller. It **does** look better with painting so most modelers can live with it. The head-end lighting generator just ahead of the left side of the cab are of two different types, one each on the Elesco and Worthington types. We don't know if this is prototypical but since the B&M was great on trying different appliances for its engines we will go along with it. We wish that detail parts manufacturers would come out with these oversized generators as they were used by a good number of roads, including the B&M for lighting older passenger car consists that were without their own independent generators. The separate smaller generator on the Elesco engine is correct for some engines although the placement may be different on some other engines. Some had non at all as on the Worthington engine because the engine lights were powered from the head-end lighting generator. The train control box is furnished separately for the Elesco model which is a good feature as some had them and some didn't. Unfortunately, neither of the models has the electro-pneumatic actuator which would normally be on the boiler top just ahead of the right side of the cab. This item is not commercially available but could be made up from junk left over from other projects. Another unfortunate item is the already applied train-control box on the Worthington engine. If a modeller chooses to remove it to comply with a favorite engine not featuring this feature, a jog in the handrail results which is impossible to straighten out. It would have been better to have left it off as on the Elesco engine. The upward jog of the handrail on the right side of the boiler near the smokebox on the Elesco engine is unexplainable as we have no photos to substantiate it. We don't say it didn't happen to one engine or another knowing the B&M but not too many engines we know of had it. The right-hand running board arrangement on both types of engines are correct for the period just after the change over from hand reverse to power reverse. Later changes affected the placement of the running boards somewhat. This would be a devil of a thing to change to update it to the later appearance. We are to



blame on that one as we went by plans and not by photos. Another thing we will take the blame for is the small size of the air tank under the smoke box on the Worthington model. Tom Marsh pointed it out to us but somehow we let it pass. We'll leave the type of headlight picked by the builder and the square chimney caps on the class lamps to be debated by the "nit-pickers" and pronounce the over-all appearance of the P-2 locomotive to be good to excellent. Don't be misled by the numbers on the box that the P-2 comes in. One may number either of the versions for a "d" or "b" and be correct in doing so. Another feature not previously mentioned is the extra driver furnished which is of the boxpok type that was substituted for the main spoked driver on various of the P-2's in their later years, a welcome bit of super-detailing for those people desiring to model a particular engine. Thanks again, Tom.

Now let's get out the screw-driver and see what is inside. Upon checking the mechanical end of the P-2 one problem occurred on more than one model. Although they run nicely right from the box we found that the screw on the motor end of the torque shaft was tight to the frame. If the torque shaft was not soldered square with the gear box this put pressure on one side of the main axle. Loosen the screw and put a little acc cement on the threads, but do not tighten. All drivers will be better equalized. You might want to check the motor lead which goes over the top of the motor, this could possibly be hitting the top of the boiler. Bend it down so it runs along the main frame. Thanks to Roger Robar for the drawing.

The lead truck tends to bind or set high on one end. File the slot a little on both ends for better tracking. for better rolling for the lead truck, you may find the sheet brass piece holding the axles in the frame a bit too tight, binding the wheels. Just bend the brass down slightly until the wheels turn free. We are impressed with the construction of the lead truck as it has a built in weight for better tracking. It's the little things that count. A possible problem might be the hook which runs from the frame to around the axle of the trailing truck. If bent or soldered with too close clearance it could cause problems with the swinging of the trailing truck or curves. We changed the main driver on one of the Worthington models and suggest that you do not work over a deep pile rug as the eccentric screws are very small and hard to find. We spend an hour combing out the rug to find one and the other we found when trying to figure out why the front drivers would not equalize. The screw was caught in the spring. We'll put it down to luck.

If you wish to exchange boxpok main drivers for the spoked ones, remove the small eccentric screws and then being very careful back the main crank pins out of the old drivers. Do not lose the small washer between the main rods and the side rods. While going this far you might want to remove the other drivers and paint the bare frame. When queried about the scale-sized rivets on the engine as to how much the paint might cover them up Tom suggested that we stop using brooms and try spray-painting. To each his own. The long handles are handy.

We feel we must mention the quality of the soldering and the clean detail castings by Ajin the builder. The workmanship is splendid. You may find the steam connection on the rear of the tender sticks out too far for double-heading. You may wish to remove it and exchange it for a casting that depicts the connection in a chained up position instead

of fully extended for use. We discovered the weight furnished with the engines to be perfectly balanced when the engine was weighed. That is, the weight of the engine was centered on the main driver. This could greatly enhance the pulling power of the P-2. Though it is a little too early yet, the engine tested pulled six pieces of passenger equipment which was diverse in weight and "rollability" around thirty-six inch radius curves and on a one-half percent grade. We say a little too early because the coating has yet to be worn off the driver tires through use. When this wears off the pulling power should improve greatly. Don't add weight until you absolutely need it and do it sparingly. Motors are relatively cheap but replacing a gear-box is an awful chore.

All in all we have a beautiful model in appearance and operation and intend to have more work done by Overland Models.

You may expect an article in one of the future BMRHS Bulletins about the many variations of teh P-2 complete with numbers and photos to better help you model a particular engine.

B&MRRHS P-2 Committee
4/12/84

A recent study by the Rockingham County Planning Commission indicated little interest in the establishment of rail commuter service between Salem, N.H. and Boston. Commission transportation specialist Daniel Fortier said, "The study called for one train per day, one run each way. You can't create a market using one train a day."

Several years ago there had been a proposal to operate commuter rail service between Methuen and Boston. The Methuen stop would have been about one half mile north of the old station and was to utilize the parking lot of an abandoned shopping center beside Rt. 28, a stone's throw from the Mass./N.H. state line.

Both of these proposals would have used a small portion of the M&L branch.

A second study by the Rockingham County Planning Commission is being undertaken to find out if there is interest in establishing a tourist train between Boston and the New Hampshire seacoast. This train would run via the main line to Rockingham Jct. and then down the Portsmouth Branch. Attractions would be the historic city of Portsmouth, Strawberry Banke and the N.H. beaches.

From Richard Hoisington.

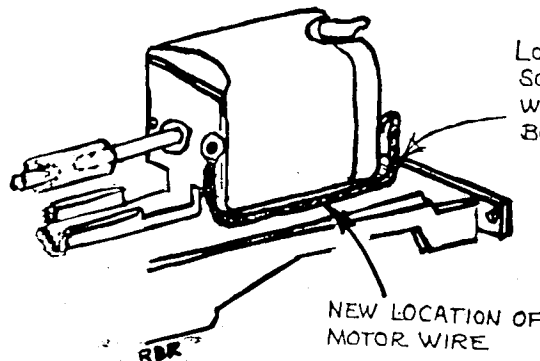
OVERLAND MODELS, INC.

BOSTON and MAINE P-2b 4-6-2

PROBLEM: CENTER DRIVERS WITH LITTLE OR NO VERTICAL TRAVEL.

SOLUTION: THE MOTOR HEIGHT IS EXTREMELY CLOSE IN THE SUPERSTRUCTURE.

- a. CLEAN OFF ALL EXCESS SOLDER AND CASTING LUGS INSIDE SUPERSTRUCTURE.
- b. RELOCATE THE MOTOR WIRE AS SHOWN IN DIAGRAM.
- c. LOOSEN THE REAR MOTOR SCREW AS INDICATED.

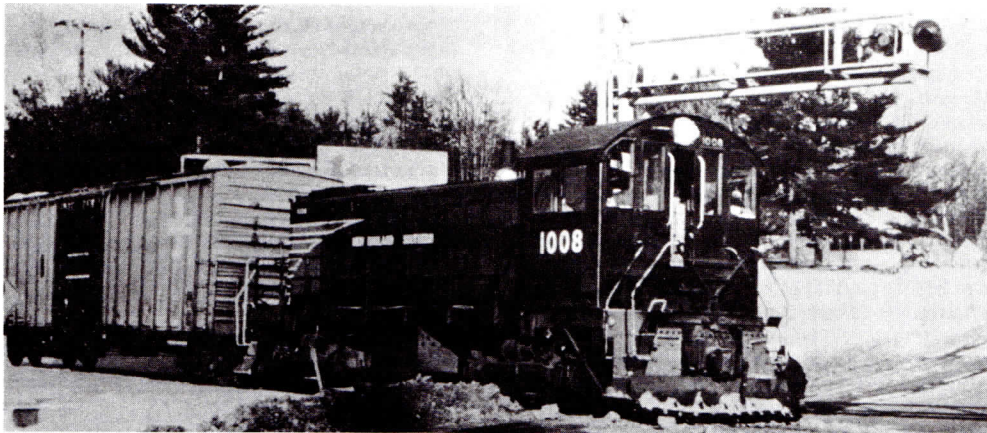


**OF BOSTON & MAINE U-BOATS
and other bizarre sightings ...**

In addition to the recent acquisition of several ex-Conrail GP40's, there have also been reports coming in from **Harry Frye, Bill Fothergill** and others concerning some "extra" ex-Conrail GP40's that were not on the original list. These units are stencilled "BM" on the nose. At the same time, reports also have starting coming in concerning ex-Conrail U-Boats showing up with "BM" stencilled on the nose.

Wayne Allen provides us with some additional information to help set the record straight.

The B&M has bought three ex-Conrail U33B's, numbers 2916, 2919 and 2925. Also, there is no longer any B&M 335, which was ex-Conrail 3381. The unit was on lease during January, but has been returned. There is a lease, however, on three, or possibly four Conrail GP40's, as follows: 3244, 3249, 3258 and ???, with "BM" on the nose. These may be purchased eventually. A lot of the ex-Conrail GP40's have been spending their time on the Delaware & Hudson.



Ex Portland Terminal Alco S-1 1008 is now working for the New England Southern Railroad on the Concord to Lincoln line in New Hampshire. According to the crew, they never run past Plymouth because there is no business north of there. Photo by Ben Campbell.

**CONWAY SCENIC RAILROAD
ANNOUNCES 1984 SCHEDULE**

Conway Scenic Railroad of North Conway, N.H. will open its doors for its eleventh consecutive season on Saturday, May 5, 1984. Commencing on that date trains will depart at 11:00 AM, 1:00 PM, 2:30 PM, and 4:00 PM every Saturday and Sunday, plus Memorial Day, Monday, May 28th. Starting Monday, June 11th, trains will operate every day until the close of the 1984 season on October 21st.

Sunday, May 13th, is Mother's Day, and Conway Scenic Railroad will give a FREE ticket to every mother that shows up at the ticket office with one or more of her children. Last year a four-generation group of mothers took advantage of this annual offer.

NEW at Conway Scenic Railroad this year: The cab of former Boston & Maine Railroad F7 diesel electric No. 4266 will be open for public inspection. Visitors may climb an easy set of stairs to the cab, and once inside they can sit in the engineer's seat and manipulate the throttle, reverser, air brake valves and other controls as they enjoy the view down the tracks from their high perch. Nothing in railroading quite compares with the view from the cab of an EMD E or F unit!

Former Maine Central Class W 2-8-0 No. 501 will be parked on a siding adjacent to the 4266. The 501 is to receive a cosmetic restoration this coming season... and a call is going out for volunteers to assist in this project. Contact Dwight Smith at 356-5251 or P.O. Box 947, North Conway, N.H. 03860 if you desire to help bring old 501 back to glory.

**BOSTON & MAINE RAILROAD
RULES OF THE ROAD**

Passenger Service:

Express or through passenger trains are defined as trains moving over either main line or important branch tracks, making a limited number of station stops and covering a considerable portion of the run beyond suburban limits, also trains handling through passenger equipment received from connecting lines or originating on our own line and commonly known as through trains. All other passenger trains will be known as local or suburban trains. Passenger trains will not be required to make up or break up trains at points where switch engines are employed, providing switch engines are employed, providing switch engine is on duty during the time train is at station. Freight that is handled in first-class trains on branch jobs becomes a mixed train. Short Turn-around Passenger Runs. No single trip of which exceeds 80 miles,

including suburban and branch line service. Passenger Switching Rule.

Train consisting of baggage cars, smoker and coaches arrives at a terminal or turning point (where there is a switch engine on duty) this train to be moved in the opposite direction, crew will be required at any point to pick up a car or cars when the work of picking up does not require switching them out behind another car or cars and to set off a car or cars, when not in more than one place in train.

Freight Service:

Road Switching - Through freights will not be required to do any switching at terminals or any other points where switchers are employed except the regular setting out or taking in of cars.

A Switcher is defined as follows:

The setting out of cars from two places in train or taking in a car or cars not head on one track.

Local Freight Service:

All trains loading or unloading freight or doing switching will be classed as locals. This will not apply unless trains load or unload freight at more than three stops, icing cars, making more than five stops to take on or set out cars.

Example:

A train makes five stops to take in or set out cars, the rule allows this train to load or unload at three of these stops and not become a local, but should a train make five stops to take in or set out cars, and make one stop to load or unload at a station, other than the five stops to take in or set out, the train will become a local. To be clear - A train that make 6 stops "in combination" becomes a local.

Boston & Maine Railroad
Rules Applicable To Engineers
Effective January 1, 1922

From the Bartlett Museum Newsletter, Richard Nichols, Editor.

A new item in the Ayer, Mass. **Public Spirit** from February 29, 1984. The following is an excerpt from an editorial:

"Member (of the Ayer Revitalization Committee) Bill Coakley suggested a Railroad Museum as a drawing card. As he said, "the railroad should be a focal point, rather than something we conceal."

"We think Mr. Coakley is on the right track." Also in the same paper, a quote from Mr. Jeffrey Hull, Ayer Rotary:

"Ayer does not look like a New England town ... that uniqueness has been downplayed ... The railroad which has made this town has been shunned. Capitalize on it: Use it as a Heritage Park, as Lowell has done." **Submitted by Ron DeFilippo.**

Three people wrote in to inform us that there is no lease with the Concord & Montreal Railroad for the B&M to renew. **Rick Conard, O.R. Cummings** and **T.J. Humphrey** all wrote to inform us that the Concord & Montreal, along with six other previously leased lines, was consolidated with the Boston & Maine by an exchange of stock according to an agreement of December 1, 1919 (made effective as of January 1, 1919). Thus, the B&M's lease of the C&M ended on December 1, 1919. This lease was made on June 29, 1895 for 91 years, which would have made the expiration date April 1, 1986, not 1984. This information is from Boston & Maine Annual Report for 1895 and 1919, and Moody's Manual for 1932.

**GUILFORD/MAINE CENTRAL
ANNOUNCES OPEN HOUSE AT
WATERVILLE SHOPS**

Guilford Transportation, Inc., and the Maine Central Railroad Company are planning an open house for the public at Waterville Shops on May 19, 1984, in conjunction with National Transportation Week.

Guided tours through the shops and displays of equipment will be available to the public between 11:00 a.m. and 3:00 p.m.

The Green Mountain Railroad, long the home of Alco's only, is now the proud owner of yet another of those ex-Burlington Northern Geeps that have been showing up all over New England. Their "new" unit was purchased from Chrome Crankshaft and their Alco S4 switcher 303 was used as trade in.

Three Amtrak passenger cars were spotted recently at the tail end of an eastbound Boston & Maine freight, presumably destined for Waterville Shops. **From Dora Lamson.**

The House Appropriations Committee has endorsed a bill allocating \$195,000 to save the Lamoille Valley Railroad. Transportation Secretary Patrick Garahan said without appropriation, the railroad will run out of money, jeopardizing industrial development and ending jobs for hundreds of Vermonters in the area between Swanton and St. Johnsbury. The subsidy, slated as a one-time appropriation, would help the Lamoille Valley regain sound financial footing and expand its market, he said. **From Bill Holman.**

TUGS PULL RAILROAD BRIDGE INTO MYSTIC CT.

Tugboats eased a new 263-foot, 25,000 ton Amtrak rail bridge into the Mystic River at noon, February 2, 1984. Movement of the mammoth structure culminated a trip that began at 6 a.m. two days earlier in Perth Amboy, NJ, according to Sue Martin, Amtrak spokesperson:

Fabricated by Harris Structural Steel Co., of New Jersey, the modern swing bridge will be erected beginning at high tide on February 2. Brennan Brothers Construction Co., also of New Jersey, will supervise the work. Work crews floated the bridge, 36 feet high, 33 feet wide, into position. Barges carrying the bridge were then flooded, and as the tide went out, the bridge settled onto supports set into place earlier. The new bridge replaces a similar structure build in 1907.

"One track over the new bridge was scheduled to be open in late February. Most of the remaining work to be done on the installation of the bridge should be finished by April," said Martin.

"It will then take about six weeks to get the bridge fully operational," said Martin. "That means installing machinery, mechanism operating the swing span, rail ties, electrical controls and overhead catenary. Then all the locking devices have to be fine-tuned and tested." From the Norwich Bulletin. Submitted by Warren E. Vittum.

HELP WANTED

I am looking for a copy of Donald Clerke's article, "Modeling the B&M Freight Cars Since 1967" (Winter 1978 Bulletin), and his article on B&M operations. Also, any information on present day cabooses. Please respond to: Jerry Gorthell, 550 Brighton Ave., Modesto, CA 95355

From Michael Huchko come the following: In the March Newsletter there were two articles on the potato train BACH. As the first article from the 470 indicated, it was a pilot project. For whatever reason, the last run of BACH was on February 10. It may have been a one-month trial period. But, no matter, we do not have a dedicated piggyback train coming into Cedar Hill. If there are any pigs for Cedar Hill terminal, they come down from Springfield via the night job BMCH. The power on BACH included not only B&M units but also D&H, MEC and Guilford diesels.

Rumors of the B&M moving out of the Cedar Hill terminals started a week or two after BACH started. But for now it appears that the B&M will stay in Cedar Hill, the future only time will tell.

DELAWARE & HUDSON TRANSFERS EMPLOYEES

In mid-March another facet of the anticipated consolidation of Guilford operations came to public attention as the news media disclosed that some 62 clerks and administrative workers, along with 15 managers would be transferred out of the Albany area. According to the GTI spokesman, all the employees at D&H headquarters will be moving and a number of employees at Colonie will be affected as well. The transferring employees will be relocated to what is shaping up at GTI's operations center, the B&M facilities at North Billerica, Mass.

Although it wasn't spelled out in black and white, this latest move should have the D&H out of the Beaver Street building within a few months, the fate of Colonie and its locomotive shop is still up in the air at the present.

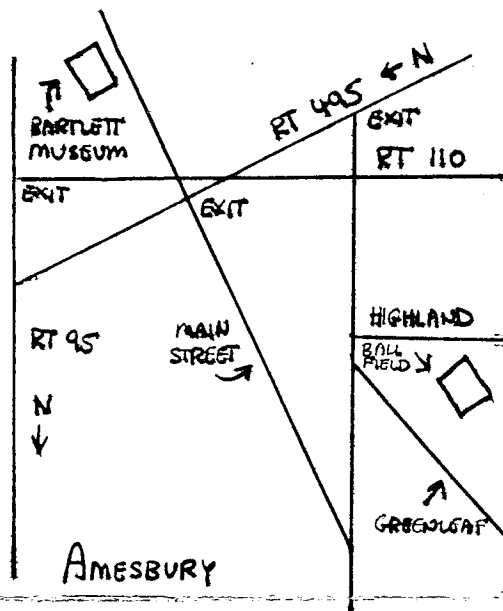
Due to contracts with various unions, 90-day notices were posted at local D&H offices concerning the transfers. If the unions or New York state take no action, the transfers should be

completed by summer. From the Mohawk & Hudson NRHS Callboard.

SCHEDULE OF EVENTS FOR AMESBURY DAYS, SUNDAY, JUNE 24

Here is a schedule of the day's events:

- 12 p.m. - 5 p.m. Picnic in the Pines
 - 1 p.m. Pre-game Warm-ups
 - 2 p.m. Softball Game: B&MRRHS vs. Bartlett Museum Staff
 - 5 p.m. Video Movies at the Bartlett Museum (\$1.00 admission)
- Let's have a big B&MRRHS turnout!!!



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