

P.O. Box 2362, Harwood Station, Littleton, MA 01460

DENNIS ADAMS, EDITOR, 28 Summer St., Exeter, NH 03833 FEBRUARY 1985
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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:
FEBRUARY 9, 1985
1ST UNITARIAN CHURCH
WOBURN, MA
8:00 P.M.

Entertainment will be provided by Mr. Russell F. Monroe, who will present a slide show featuring Boston & Maine steam and early diesels.

MARCH 9, 1985

Entertainment will be provided by Mr. Walter Dunn, who will speak on his experiences working on the Boston & Maine Railroad.

APRIL 18, 1985

Our annual joint meeting with the Mass. Bay Railroad Enthusiasts! This year, it's their turn to host, so **PLEASE NOTE CHANGE OF MEETING LOCATION!!!** Entertainment will be announced next month.

MINUTEMAN STEAM ADDENDUM

B&MRRHS Historian Harry Frye has prepared an addendum to his book, **Minuteman Steam**. You may get one from Harry for \$1.00 and a stamped, self-addressed envelope.

Send to:

Harry Frye
Minuteman Steam Addendum
14 Riverside St.
Hooksett, N.H. 03106

MODELER'S NOTES RETURNS!!!

The second issue of **Modeler's Notes** appears in this Newsletter. The original issue was very well received, and Bob and Bruce has promised an even better issue this time. Let's see some support for this worthwhile addition to the Newsletter.

While on the subject of **Modeler's Notes**, we had several people write in that they did not receive a copy in their Newsletter. If you did not receive a copy and want one, please sent a **stamped, self-addressed envelope** to the Newsletter address. **No** mailings without the **SSAE!!!** We hate to be so firm, but we are doing our best to keep expenses down, and a few stamps here and there add up quickly.

BOSTON & MAINE MBTA SERVICE REVISIONS

Due to the Danvers River Bridge (Salem-Beverly) fire on November 16, 1984, two trainsets, FP40 1007 and five Pullmans and GP9 1927 and three Budd RDC's have been "trapped" on the isolated north/east side of the bridge. These trainsets have "soldiered on", providing Beverly to Rockport shuttle service for the last seven weeks. Meanwhile, all Ipswich passengers have been directly bussed to North Street in Salem, and Rockport passengers shuttle bussed between Beverly and Salem.

Effective January 7, 1985, the Rockport trains are annulled and all passengers will be bussed until the bridge repairs are completed (October 1985?). And, all rail equipment will be trucked back to the nearest rail connection for use elsewhere on the B&M/MBTA system. Probable truck route will be North Beverly to Danvers (on former Newburyport Branch-then via Wakefield by rail.) This equipment could be used to add trains when the Southeast Expressway construction resumes in the spring and/or when North Station reopens (April 1985?) or to replace the ex-New Haven 8600 coaches. **From Bill Crawford.**

GOODBYE B&M 3713???

In the last week or two, rumors that the Steamtown Foundation was planning to move B&M P4 Pacific #3713 to its new home in

Scranton, Pennsylvania. During the last few days, here is what the Newsletter staff has been able to find out.

The Steamtown Foundation is definitely **planning** to move the locomotive, however has not definitely **decided** to move it. If and when it goes, it will most likely be trucked to the nearest railhead and moved by rail to Scranton.

Should the locomotive be moved, she will no longer sit watching North Station, from which she led so many trains when steam was in its heyday. More depressing, however, will be that the last large surviving Boston & Maine steam locomotive will be far from B&M rails. (Just as long as they don't paint it **LACKA-WANNA!!!**) Seriously, it is a shame that the locomotive could not be kept in New England where it rightly belongs.

MBTA's (B&M) wooden trestle over the Danver's River between Salem and Beverly burned to the water November 16, leaving two commuter trains and some freight equipment stranded on the north side of the bridge. The two sets of passenger equipment that was stranded were a Pullman Standard/F40 set and an ex-BN GP9/RDC set. Both sets have been trucked to the main line on the Salem side. This isolates the Ipswich and Rockport lines until at least August, 1985. **From the 470.**

INTERCHANGE

... a column of opinion

B&MRRHS Newsletter 1985

Welcome to 1985!

Scott and I thought that this would be a good time to review the status of the B&MRRHS Newsletter and our plans for its future: and answer further a few of the questions that we are repeatedly asked and do not have time to respond individually to.

First, our New Year's resolution is to become a bit more stable with the production schedule. The recent lapse has been the unfortunate result of what can happen when one must work for a living and railfan for a hobby. While we thoroughly enjoy our work for the Society, we have the unusual quirk of also liking to pick up a paycheck at the end of the week. Nuff said!

Our most popular improvement last year was the change to First Class mail. Even though this has more than doubled the postage budget for the Newsletter, we feel that it has more than been worth it. First Class mailing has all but eliminated mailing delays and other related problems. And, just in case anyone is wondering, here's what it costs to produce an average issue of the B&MRRHS Newsletter:

Basic typesetting, corrections, four halftones and printing for a four-page issue runs approximately \$235.00. Additional photos and pages increase that cost. Mailing costs to mail 1800 issues of the Newsletter run approximately \$240.00. This adds up to about \$475.00 per month!!! Not low budget by any means!!! (And we get a good deal because we bribe our printer with chocolate-chip cookies!) Plans for the future include (hopefully) semi-monthly features on different aspects of the Society, such as the Archives, modeling (recently begun with Modeler's Notes), special B&MRRHS promotions and the like. We will, of course, continue to cover the Boston and Maine and the other Guilford railroads present-day comings and goings.

Scott and I frequently get questions asked either at meetings or by mail with Newsletter submissions, and some questions pop up enough to warrant an answer. (Actually every question warrants an answer, but logistics sometimes make it difficult or impossible to answer each individually). Herewith, some of our most popular (or unpopular) questions:

Why aren't there more pages in the Newsletter? Budget considerations. Just like you, we have only so much money to spend on each issue of the Newsletter, and we must spend accordingly. Also, due to first class mailing, each issue must be kept to under one ounce in weight, so this also limits the number of pages. I suppose we could adopt a slightly changed New York Times motto: we print all the news that fits! (Also, the Newsletter has always lived within its budget!)

Why don't you print a train schedule? God knows, we try. But, it seems that every time we get a schedule available for publication, and into print, it has been changed, amended, added or some other way altered, so that it's no longer valid. We see little use in printing a three month out-of-date schedule, so schedules are not real high on our priority list.

Why didn't you print what I sent in? This is a tough one. An article may not appear in print for several reasons. It may have come in after deadline, and been too "dated" for the following issue, its accuracy may have been questionable (newspapers try, but most reporters are not railfans and do not understand rail-

roading.), there was not enough room in that issue (as per item #1), or, as has happened several times in the past four years, we never received what was sent in. We also try to avoid "cutsey" articles without good reason to print them. But, we do try to get as much as we can in each issue, and we thank all of our "correspondents". Without you, there would be no Newsletter.

Why don't you have a "For Sale" column? We do. It's called **B&M Marketplace**, and each For Sale listing has a charge of \$5.00 per month. Please send For Sale advertisements to the B&MRRHS' Harwood Station P.O. box, they will forward to us. **NO** items will be printed if this procedure is not followed!!! Also, no For Sale ads will be printed without the \$5.00 fee being paid. There is, of course, no charge for Help Wanted or Looking for Information type ads.

Why didn't you answer my letter? Did you enclose a stamped, self-addressed envelope? If you did, you probably had your questions answered quickly as was possible, depending on the circumstances. If you didn't especially with the busy holiday season, it may take a few months or longer to get a reply. We don't mean to sound unfriendly, and we love getting mail, but trying to write more than a letter or two a night does get to be a bit of a chore, especially when the Newsletter is on deadline, there's a television show you'd love to see, a friend wants you to go train-chasing with him, your family hasn't seen your face for a week or so, the lawn needs mowing, ... well, you get the picture. Please make our life easy and enclose that SSAE!!!

Why don't you print a Guilford locomotive roster? I think that we have been asked this almost as much as "Where's my BULLETIN?" and I must admit to a great deal of confusion as to why we are asked this so much, because we print a roster at least three times a year. True, it's not an in-depth type of roster, that is best left for the BULLETIN, but it is a thumbnail roster, constantly updated as Guilford shuffles and/or adds motive power on their roster.

And finally, **Where's my BULLETIN?** Coming. But, please remember, Scott and I edit the Newsletter, not the BULLETIN. Most of the time we have little more knowledge of the BULLETIN production schedule than you do. Best for 1985!!!

GUILFORD HAPPENINGS

Second generation B&M power has been seen on the Maine Central recently with GP40's, 39's and 38's frequently appearing on mainline freights. The ex-D&H GP39-2's are stencilled "Property of and leased from Mellon Financial Services Corporation #3 subject to an agreement filed with the Interstate Commerce Commission."

MEC SW7 #932 has returned to service at Waterville after a couple of years in the dead line. The hulks of Alco switchers and U25B's at Waterville are gradually being reduced to scrap.

GTI inspection train with locos 364 and 573 plus coaches 392, 390, "Champlain" and "Guilford" ran Waterville to Scranton and return December 12-14. GP7 #573, one of the first to be seen in the Guilford colors, is now lettered Maine Central again. This Maine Central unit carried Delaware & Hudson markings on the side for some time. **From the 470.**

B&MRRHS BOSTON & MAINE OVER-N-UNDER CONTEST WINNER

Congratulations to Donald Robinson for coming up with the highest number of correct answers to our B&M Over-N-Under contest. He came up with 18 out of 23 possible (that we know of) answers to the question of how many places did the Boston & Maine cross itself via bridges. Many of you who wrote in to answer made the mistake of including lines that were not B&M. The trick was that the line could be a B&M line now or at any time to qualify. Also, some of you were quick to point out the street railway in and around the Manchester-Concord area was an integral part of the B&M system. This was not included in the list as it was not part of the regular "steam type" railway operation. Even though this decreased the total on other entries a little more, it did not alter the winner's position.

Out list is as follows, ranging from the most well known to the most obscure that we can come up with:

Existing:

- 1) East Cambridge (Southern Division over Fitchburg)
- 2) East Somerville (New Hampshire Division over Mystic Yard)
- 3) Waltham (Central Mass. over Fitchburg)
- 4) Greenfield (Conn. River over Fitchburg)
- 5) East Deerfield (Fitchburg over Turner's Falls Branch)
- 6) North Adams (Fitchburg over new B&M branch to Pittsfield)
- 7) Salmon Falls (Western Route over Conway Branch)
- 8) Tewksbury (Lowell Branch over Southern Division line to Lawrence)
- 9) West Graniteville (Stony Brook over Nashua, Acton and Boston)
- 10) Gleason Junction (Central Mass. over Marlboro Branch)
- 11) Holden Junction (Central Mass. over Worcester-Contoocook line)
- 12) Hoosic Falls (Westward over Eastward of Fitchburg)
- 13 & 14) Hoosic Junction (East and West legs of Bennington Branch wye over eastward of Fitchburg)
- 15) Keene (Keene Branch over Cheshire)
- 16) Lowell (Lowell and Andover over Boston and Lowell)
- 17) Fells (Medford Branch over Western Route)
- 18) Turner's Falls (Old B&M over new B&M (ex-New Haven))

Obscure:

- 19) Franklin Falls (Switchback under long trestle)
 - 20) Hill Crossing (Ice House Spur under Central Mass.)
 - 21) East Somerville (Siding under coal pocket track)
 - 22) Henniker (North Weare Branch over Worcester-Contoocook line)
 - 23) Claremont (for a short time in 1930, while the new high bridge was being built, the old grade passed from east to west side of old grade)
- There you have it! We hope you enjoyed the contest as much as we did, and even if you didn't win, we hope you find the information interesting (which is the real reason for these contests!!!) Stay tuned for our next contest, coming soon!

HIGHLIGHTS OF THE DECEMBER 1984 MEETING OF THE B&MRRHS BOARD OF DIRECTORS

Chairman Forrest Mack called the meeting to order at 4:00 p.m. Recommendations from the most recent Planning Board meeting were discussed, however action was postponed until after the holidays. A complete rundown of individual items will appear in a future Newsletter.

Bob Hagopian reported on the progress in acquisition of a computer for the Membership Secretary and Business Manager. Bob has picket out the model with needed peripherals, and is awaiting BOD approval to purchase. Approval will be forthcoming after the holidays.

Joe Shaw motioned that a brass snowplow be raffled soon. A flyer of tickets will be included in the next three Newsletter mailings. John Goodwin asked that the word "raffle" **not** appear on the return envelope.

Dora Lamson reported that sales of B&M T shirts have been brisk throughout the holidays and may need to order more. Advance sales of the Flying Yankee 50th Anniversary Commemorative T shirt have also been excellent.

Joe Shaw asked that a B&M P2 whistle in the Archives collection be loaned to the 470 Railroad Club for the use on Maine Central 2-8-0 #501. A motion was made and passed.

Dick Symmes inquired as to the lateness of the Newsletter. Dave Lamson explained that Dennis Adams' new job schedule was more demanding than he expected, but the problem has been rectified and normal schedules will be forthcoming.

With no further business to come before the BOD, the meeting was adjourned.

HELPER SERVICE

Wanted Rutland RR Operating Employee Timetables from the middle 1940's to 1963. Rutland RR. Operating Rules books from the same period. Also color photos or slides of Rutland RR diesels and Rutland steam photos, especially the L-1 4-8-2 Northerns in the green hornet scheme. Also, what is the color match for B&M's maroon and gold diesels in model railroad colors? (**Editor's note:** Try Accu-Paint Engine Maroon over an Imitation Gold undercoat.) Reply to: G.B. Salvatore, 33 Elm Street, Woodstown, NJ 08096.

I am looking for photos of the 1946-1947 Freedom Train, and am also interested in obtaining photos of the old Ski Trains. Please reply to: Jerry Vogel, 155B Raleigh Court E, Ocean, NJ 01803.

I am interested in any and all pictures and information on the B&M's woodchip hoppers. Please reply to: Gregg McFarland, 51 Back River Road, Dover, NH 03820.

Things are back to normal on the Connecticut River mainline as the bridge at Wells River was restored to service on or about November 16th. WJ came up from White River Jct. to test it out. The first revenue train was WJCP, also up from White River Jct. Evidently, the B&M has elected to start the CP connection train out of East Deerfield instead of going back to Springfield. They've kept the EDSP/SPED turn job and have established EDCP/CPED. EDCP runs from East Deerfield to White River

Jct. where it becomes WJCP. At Wells River, WJCP turns into CP917. WJCP/CP917 swaps power enroute with CP904/CPWJ. CP904 becomes CPWJ at Wells River then at White River Jct. it turns into CPED. WJBE/BEWJ have also returned to their normal duties, they do all local work between Woodsville and Berlin. WH-2, the night local at Whitefield has been abolished; the Groveton Branch has been fully restored to service with the bridge at Lancaster repaired about one week before Wells River was back. The branch is still yard limits though, while Woodsville to Berlin is back to being train order territory. WH-1 does all Groveton Branch work. **From the Narragansett Newsletter.**

In case certain Guilford symbols are confusing; here are some for ready reference:

- | | |
|---------------------|--------------------------|
| AY Ayer | BA Bangor |
| BE Berlin | CX Canadian-Rouses Point |
| BO Boston | NW Bellevue, Ohio |
| CH Cherry Hill | OI Oak Island |
| CP Canadian Pacific | PO Portland |
| Newport | PY Potomac Yard |
| CV Central Vermont | RU Rumford |
| ED East Deerfield | SE Selkirk |
| WH Whitefield | SP Springfield |
| LA Lawrence | WJ White River Jct. |
| ME Mechanicville | |

From the 470.

Have you read about these people?

IF YOU HAVEN'T, YOU'D BETTER—YOU'LL LOVE 'EM!

Lots of our passengers and freight shippers have remarked that they could "write a book about the B and M." But nobody did—till R. M. Neal came along.

He came all the way from the University of Missouri to do it—just because he wanted to. He took a risk—all over our system—and here and there he takes us for a little ride too. But mainly "High Green and the Bark Peelers" tells the story of our railroad, in layman's language—and it makes mighty good reading!

When you read this book, you'll hobnob with our engineers, our trainmen, our signal tower operators. You'll command snooty black diesel switchers taking freight cars in and out of factories and warehouses. You'll learn railroad hand signals and railroad lore. You'll see a hundred or more of your loaded cars picked up by the B and M's famous diesel powered freight trains, such as "The Bullet" running between Portland and New York.

You'll admire that great fast freight, but then you'll boss a local freight yourself. You'll out off a tanker at an oil plant, you'll trundle boxes and crates with hand trucks. You'll handle paint and plumbers equipment, and a canoe... and you'll proudly deliver a new fire truck to Milford, N. H. You'll realize incidentally that the communities that cluster beside the tracks depend on the B and M's local freight train.

You'll patrol tracks in a rainy drizzle or blinding snow storm. You'll be the eagle eye of safety. You'll realize that those fast freights pound out 1800 tons of merciless pressure upon a track, so you'll inspect daily, looking for that slight chance of an unfavorable condition and correct it at once. This is painstaking, hard work... but you, and the men you work with, will examine every foot of right-of-way with care, knowing the fine safety record of the B and M is your responsibility.

You'll be the boss of the latest passenger equipment—power and cars of the most modern type. Your "consist" will be a 2000 HP Diesel, B and M silver air conditioned streamliners, and a parlor car. You'll run 115 miles in 120 minutes. You'll carry 12000 gallons of fuel oil. You'll check the gauges, study the dials for oil pressure and engine temperature. As you pull out of the yards you'll see the signals clear and distinct and finally it's "High Green," and "our speedometer shows seventy-five miles an hour."

From the time you meet the "bark peelers" from the hills above Sanbornville to the time you see a B and M gate man at North Station tip his hat as he answers a lady's question, you'll sense the loyalty, the quiet, inflexible attention to duty, the cheerful confidence that are as much a part of the B and M Railroad as its right-of-way.

Yes, this book really tells the story of the joys and challenges of railroading in Northern New England.

It tells it so well that we'd like a lot of people on our lines to learn more about us.

If three or more people in any community served by the Boston and Maine will take the trouble to request a copy for their local public library, we'll present a copy of "High Green and the Bark Peelers" to that library—with our compliments!

Write to G. H. Hill, Publicity Manager, North Station, Boston.

"HIGH GREEN AND THE BARK PEELERS"
is published by Duell, Sloan and Pearce.
275 pages—\$3.50
on sale at all leading book stores.

BOSTON and MAINE RAILROAD

"WE'RE ALL IN A BOOK NOW!"

BOSTON and MAINE RAILROAD
"MINUTE MAN SERVICE"

Our West End Editor discovered this promotional poster for the excellent book "HIGH GREEN AND THE BARK PEELERS" while the Ashuelot depot was being cleaned out, and we thought you might enjoy a look at it! However, no, we don't have copies of the book for sale, and Scott has no interest in selling the poster!

ALL ABOARD!!!

Be on the first train in order to get one of the new publications from the B&MRRHS Archives Department!!

1) **Boston & Maine Rail Motor Car Diagrams**

This is the book that many of you have been waiting for! Twenty-six pages of side, end and interior plans for the Boston & Maine's "Doodlebug" fleet are yours in a sturdy vinyl-cardstock folder. Also included in the plans are those for the trailer cars that were used with the gas cars. This book is a reprint of an original copy as it came from the B&M and is complete with penned in notations. This is a must for the serious rail historian or modeler.

Price: \$5.00 @, plus \$1.25 postage & handling per copy. (Mass. residents add sales tax.)

2) **B&M Standard Track and Structure Plans**

Another must for historians, but more so for the serious modeler who desires more accuracy in his work. Twenty-six pages of plans from switches and signs to water tanks and clearances. Please note that this is not a complete set of B&M standard plans, but a carefully selected set that would be of most use to modelers. Don't be without one!

Price: \$5.00 @, plus \$1.25 postage & handling per copy. (Mass residents add sales tax.)

3) **Boston & Maine 1937 Characteristics Charts**

Have you ever wondered just what the

B&M was like in 1937? Most of us are too young to have seen much of the B&M in that era, but fortunately records of that period are still available. Our copy of this Characteristic Book will show you things like: operating divisions, multiple tracks, weight of rail, ballast, signals, turntables, wyes, and much more, all by using specially coded system maps. A super buy!

Price: \$5.00 @, plus \$1.25 postage & handling per copy. (Mass residents add sales tax.)

Order any of the above publications from:

B&MRRHS
P.O. Box 2362
Harwood Station
Littleton, MA 01460

New England Rail Frequencies:

Note:

YARD - indicated channel used in yard switching and in switching when enroute.

ROAD - channel used by both trains and dispatcher for communication.

DISP. - channel used by dispatcher to talk to trains.

TRAINS - channel used for trains to talk to dispatcher.

- 161.160 - B&M Disp.
- 161.520 - B&M Trains
- 161.400 - B&M Yard
- 161.370 - B&M Maint. of way
- 161.310 - B&M Commuter
- 161.190 - B&M Carknocker portables
- 161.230 - B&M Carknocker repeater, especially useful in EDF

160.350 - B&M Hump
161.250 - B&M Police; Conway Scenic; MEC
Portland Term.

- 161.205 - CV, GT Road or Yard
- 161.415 - CV, GT Road or Yard
- 160.770 - CV, GT Yard
- 160.800 - Conrail Road
- 161.070 - Conrail Road
- 160.380 - MEC Road
- 160.620 - MEC Yard
- 160.590 - D&H Disp.
- 160.530 - D&H Trains, Yard
- 161.475 - CP Road
- 160.875 - CP Yard
- 160.605 - Green MT. Road
- 161.010 - VTR Road
- 160.710 - VTR Yard
- 160.950 - Claremont and Concord
- 160.920 - BAR Disp.
- 160.440 - BAR Trains
- 160.650 - P&W Road
- 161.100 - P&W Yard
- 161.340 - Lamoile Valley

Key:

- B&M - Boston & Maine
- CV/GT - Central Vermont/ Grand Trunk
- MEC - Maine Central
- D&H - Delaware & Hudson
- CP - Canadian Pacific
- VTR - Vermont Railway
- BAR - Bangor & Aroostook
- P&W - Providence & Worcester

Boston & Maine Railroad Historical Society

Incorporated

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