

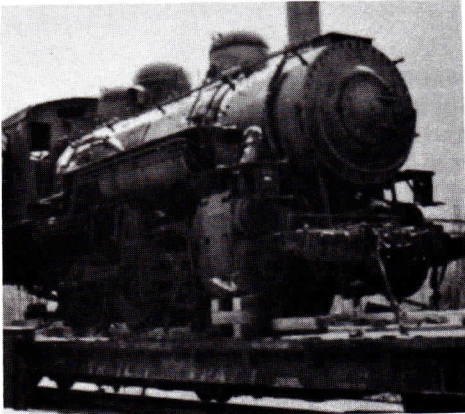


and Amtrak, not the Boston & Maine.

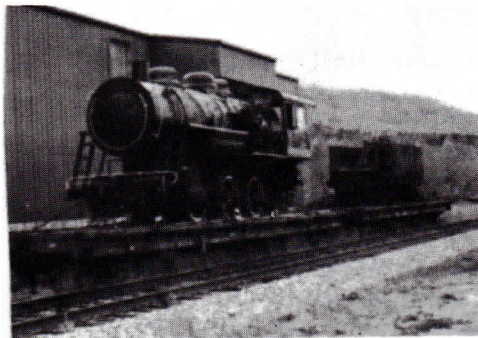
An era ended, since for more than seven generations, the B&M or its predecessor road-shave operated passenger service under their own name to northern and western New England, New York and Quebec. Only Amtrak's Montrealer, run by the B&M between Springfield, Mass. and the Vermont line, and freight operations continue.

An extensive feature, written by the B&MRRHS' own **Carl Byron** and **Richard Symmes** appeared in many New England newspapers on December 31, 1986. We received too many copies of it to credit everyone who sent reports in, so please accept a blanket "Thank You", and we hope to present the entire article in B&MRRHS publications soon.

### STEAM LOCOMOTIVES ON FLATCARS!



The two photos above illustrate a phenomenon that has appeared in New England during the past few months: the movement of steam locomotives. The top photo by **John Goodwin**, shows Boston & Maine 0-6-0 #444, waiting to be transferred to its new home in Dunkirk, NY. The locomotive finished its service at the H.E. Fletcher Co. quarry.



The second photo, from **Earl Elsea**, shows the locomotive that has recently arrived in Gorham, NH. Earl reports that it now is on its own piece of track.

### CLARIFICATION DEPT.

In the January interchange column, a re-editing of the column did not get securely fastened to the galleys, and ended up stuck to the seat of your editor's car. The addendum should have read something to the effect that we did not wish to discourage people from writing to us concerning restoration of equipment, we just don't need letters that say "What are **you** going to do about this?" It has to be what are **we** going to do about this?  
\*\*\*\*\*

### GUILFORD GLANCES...

**B&M U30-C** has been renumbered at E. Deerfield to #663. The 650 to 662 series are U33 C's and the ex 640 was their only U30C. This move was to make room for more units for the ever surprising Guilford roster.

A fleet of 27 year old SD24's rebuilt to SD26's and currently stored at Santa Fe's Barstow, California's storage yard will be "working units" as far as Oneonta paint shops. The 35 units will be painted in the Guilford scheme and be renumbered 615 to 649. A date of arrival has not been established. Units will be renumbered on a first come basis and their present Sante Fe numbers are not available at this time.

Changes that will be taking place in February include the takeover of many lines and branches by Springfield Terminal. This will cause a major turn of events for 30 MEC and B&M GP7's, 9's and 18's. A selection is currently underway on which units will be restenciled on the nose with an "ST". As of this writing a majority of GP18's will go. It also appears that the life expectancy of the SW1 to SW9, as well as a good portion of GP7's, is about ready to come to a close. A complete list will be followed up as soon as it takes place. Age, money, repairs all play a big factor in the decision. Also under consideration for retirement are the D&H Alco's, citing parts and age as factors. Also a final decision will be made as to whether or not to keep the 15 year old leased B&M GP38's that are up this year. One thing for certain is that the SD26's will be put into through freight service.

Some B&M Symbol freights have changed and more will follow, one is BU-LA, LA-BU Buffalo-Lawrence which turned on the wheel and returned. This run is now BU-BO, BO-BU Boston has once again seen some of the BIG UNITS in town!!

SW-1 1124 working as the Salem, Mass. switcher is being sent to Waterville to be used as the turntable switcher for the "big 6 axle jobs". MEC SW-7 #933 is being sent to East Deerfield where it will join its sister units 931 & 934 as an alternate on the East End yard switcher.

**Don LeJeune**

### NEWS FROM SALEM, MA, JUST BEFORE "AMTRAK DAY"

**B&M SW-1 1124** has been the Salem Switcher for the past two weeks. Roadunits at Castle Hill at 7:30 a.m. are usually gone at 4:30 p.m., usually B&M 1700 series Geeps, although about one-quarter of the time B&M 200 or 300 series power or Delaware & Hudson 7300-7400 will show up.

New Salem station is nearly graded and ready for hot-top. Concrete light bases and drainage is in. Nearby, along Bridge Street, opposite North Street, a new wood building is being built over a new spur track.

A good collection of track machines arrived around December 1, along with three orange Amtrak ballast hoppers. The hoppers disappeared around December 15.

The former troop sleeper baggage cars at Bridge Street have finally left. Russ Monroe tells me that he has seen them on a pig farm in Middleton. The four trucks went on a flatbed trailer and rubber wheels went under the car-bodies. As of December 10, two wood and steel boxcars are left with "For Sale" signs on them. **From Steve Butterworth.**

**We apologize for the latenc of the January Newsletter. The holidays followed by three consecutive snow storms did us in!**

### SUPER SUNDAY

**Super Sunday**, January 25, 1987 wasn't too super for the Claremont & Concord Railroad. Early Sunday morning, the former B&M Engine-house at Claremont Jct. burned to the ground, destroying three C&C locomotives, including former Boston & Maine 112 (C&C #18). Get your photo of Boston & Maine structures and early motive power **NOW!!!**

### INTERCHANGE

a column of opinion.....

All work and no play makes Dennis and Scott very dull individuals indeed!

Once upon a time, Scott and I were having a bull session somewhat to the effect of "Wasn't it too bad that the B&MRRHS didn't exist fifty years ago". Well, it is a shame, hindsight being what it is, but that's all water over the dam now! And, we don't mean to cast shadows on the work of our founding fathers either, actually everyone thought that the Boston & Maine was indestructible right up until the late '60's, when the seeds of the B&MRRHS were planted.

But, as bull sessions are want to go, we started getting into the improbable domain of wishful thinking. The session went long into the night, and to make a long editorial short, this first (annual?) **Back-To-The-Future** issue of the B&MRRHS Newsletter is the result! What we have done is arbitrarily picked a year, in this case, 1959, and researched articles and information relevant to that time period. We have also written this in the first person, more like a current report would be written.

In this issue, page one and two are current (1987) news that was too current to delay until next month, and after the heavy line, climb aboard our plutonium fueled Budd car, open the throttle and come back to February of 1959 with us!

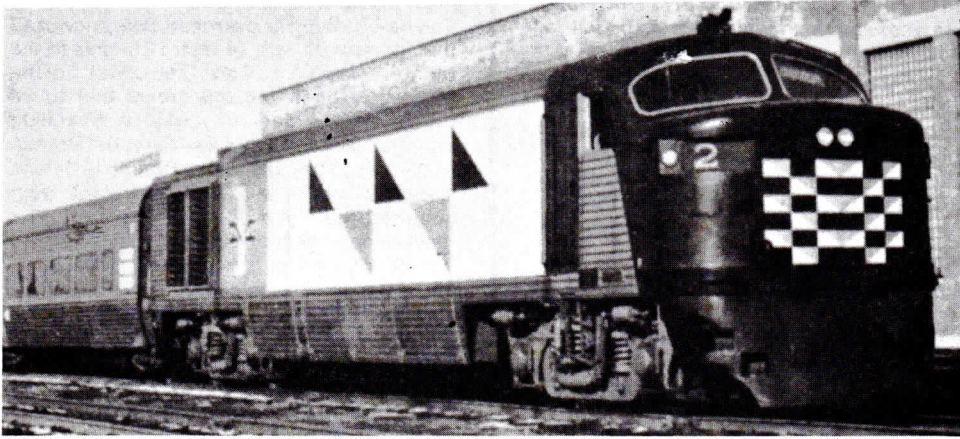
We'd like your comments on this issue, and if it proves popular, we'll do it again sometime in the future, possibly on an annual basis (perhaps April, month of tomfoolery?)

**We would like** to thank the following people for their input, suggestions, and encouragement in the production of this special edition of the B&MRRHS Newsletter: **Bob Allen, Chandler Cobb, Dave Lamson, Harry Frye, Jeff Ursillo, the B&MRRHS Archives** and Scott's collection of **B&M Employee's Magazines.**

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**B&M's TALGO pauses between commuter runs. The unusual power units, one on each end, are made by Fairbanks-Morse.**

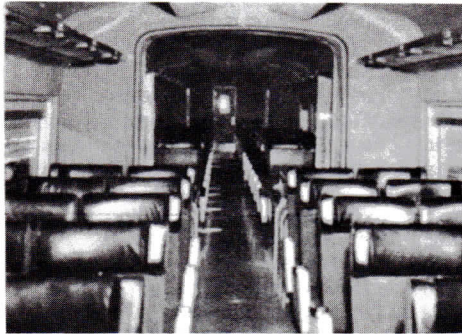
### COMMUTER SERVICE DELUXE

An ultra-modern, lightweight passenger train, a million-dollar reproduction of a train which has operated successfully in Spain for the past eight years, has made its debut in Boston & Maine commuter service. The Talgo, together with the world's largest fleet of Budd diesel rail cars, now numbering 108 units, offer to Boston & Maine commuters the finest and most luxurious coach equipment on any railroad in the country.

The new streamliner, 667 feet in length, consists of five coaches, each with three articulated units, and two specially designed Fairbanks-Morse diesel electric units, one at each end of the train. The two diesels operate in unison when the train is running, being synchronized for operation at the head of the train. Each unit develops 1720 horsepower and together they are capable of moving the train at speeds of up to 120 miles per hour. Each of the five cars has seating accommoda-

tions for 96 persons, or a total capacity for the train.

The light weight of the cars and their low center of gravity, approximately 18 inches lower than conventional train equipment makes possible high speed operations while providing streamlined comfort and safety for passengers. Cars are completely air-condi-



tioned and are fitted with reclining type seats, having individual seat lights and ashtrays. Subdued overhead lighting and ultramodern styling in decor and appointments add unusual attractiveness to the comfortable accommodations.

The train has an unusual wheel arrangement. The three articulated units of each car have a total of eight wheels, one pair of wheels at the extreme ends of the two end units, and a pair of wheels at both ends of the middle unit. The wheels themselves are 26 inches in diameter, compared with the 36-inch diameter of conventional coach wheels. The wheels are guided on axles, meaning that they are steered through curves. This permits high speed on curves and eliminates the need for excess weight to keep the cars on track. Car floors are only 26 inches above the rail, compared with 51 inches for conventional cars. This low floor height permits easy accessibility for passengers.

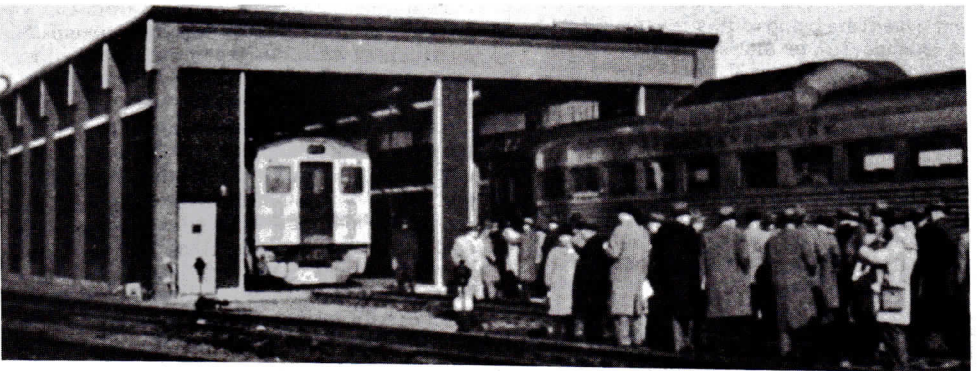
Power for heat, light and air conditioning throughout the train is furnished by the two diesel locomotives. Because of this, the two diesels run at full throttle even when the train is standing idle. Each coach has 12-volt batteries for emergency lighting should the diesel power be interrupted. The train's electrical and air connections are carried in the Ohio Brass couplers. The type of couplers and their low position as compared with standard equipment makes it impossible to couple the Talgo equipment with conventional cars or diesels without using adaptor couplers. Each diesel has a standard coupler folded back into its headend for use in the event an emergency should require the diesel or the entire train to be towed by a standard locomotive. One important difference between the Boston & Maine Talgo and the original Spanish Talgo is that the B&M's is completely reversible and its articulated cars can be operated in either direction. This is important to its use as a commuter train to stations in the greater Boston area where turnaround facilities are not available.

### MILLION DOLLAR FILLING STATION

A million-dollar service station, a distinct innovation in the annals of American railroading is now providing oil, water and sand, the basic needs of the Boston & Maine's 108 Budd passenger cars on a high speed, assembly line basis. Completed last December as an adjunct of the railroad's principal engine terminal in Somerville, the new Budd Service Building symbolizes the vast change that has come about in the transportation of passengers by rail. Its structural design, a low, rectangular building, 720 feet in length, is as radically different from the traditional "roundhouse" of steam railroading years as its services and facilities are unique in railroad operations.

Inside the new facility, a six car train can supply engine water, drinking water, sand, fuel, transmission and lubricating oils on an assembly-line basis. An average six-car train can be completely serviced and given its required daily inspection within a period of 20 minutes.

As each train enters the east end of the building, on either of two parallel sets of tracks, employees move to their assigned duties. From overhead reels, strategically placed between the two tracks, they unreel lines of hose and fill the tanks of each car, as needed, with drinking water, treated engine water, fuel oil, transmission and lubricating oil. As each task is completed, the hose lines retract automatically into position just above the work area. Still other hoses are available to



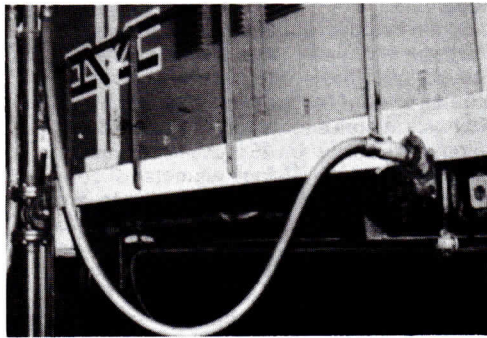
provide hot water for removing ice and snow in the car's running gear and flushes it down conveniently placed floor drains.

Other employees move along each train with small sanding cars attached to a monorail, replenishing the sand boxes of each Budd car with sand piped in from a 10-ton supply on the roof. Other employees inspect cab interiors and operating devices in compliance with Interstate Commerce Commission regulations. Each train, whether consisting of one car, or as many as seven cars, makes only two stops in the service building while being serviced. Then the trains move out the west end of the building, either to return directly to train service or to be run through an automatic washing machine located along the outer side of the Budd building.

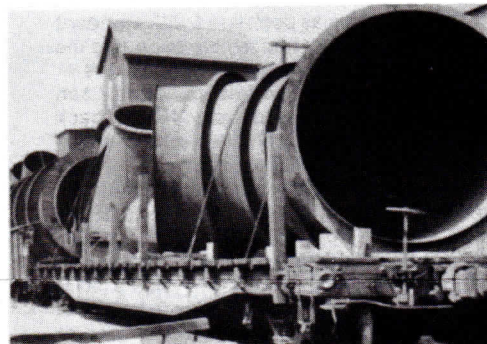


## BITS 'N PIECES

News and photos from around the Boston & Maine!



**Automatic fueling** devices are being installed on all fueling facilities on the railroad. Operation of the automatic devices requires the permanent installation of separate valve attachments on each fuel pump and each locomotive and Budd. The device measures the flow of oil into the locomotive tank and automatically shuts off the flow when the tank is filled.



**The Boston & Maine** is an important link in the building of the Yankee Atomic Electric Co. plant at Rowe, Mass. Material and equipment for the plant are being routed over the B&M to the Hoosac Tunnel station, where they are delivered to the Hoosac Tunnel & Wilmington for delivery to Rowe. Recently three cars carrying 100 tons of pipe were delivered from Portland, Maine.



**Boston & Maine 6000, running as the Flying Yankee, photographed in February 1935.** Notice the "modern diesel fueling facility", a SOCONY truck, probably the only type of fueling facility on an almost entirely steam railroad.

**No. 6000**, the Boston & Maine's famed streamliner, is now a museum piece at the Edaville Railroad in South Carver, Mass. The stainless steel streamliner which served as the Flying Yankee, Mountaineer, Cheshire and Minute Man in the course of its 22 years of service, was delivered to the New Haven at Lowell,

late last June, for delivery at Tremont, Mass., then was handled in separate units on flatbed trucks to Edaville.

**During the past year**, the Boston & Maine finished taking delivery of 50 new diesel electric locomotives of 1750 horsepower, which replaced 50 obsolete units in need of heavy repairs, and improved train operating efficiency, as measured by gross tons per train hour, to the highest in the railroad's history.

### TRAIN DISPATCHING MODERNIZED

**All train operations** throughout the extensive areas embraced in the recently merged Portland and New Hampshire divisions - now the Boston Division - are placed literally at the fingertips of the division superintendent by a completely modernized train dispatching system consolidated in the Railroad's general office building in Boston.

By means of a novel idea in centralized machine control, the system focuses at point remote from the actual scene of operations, a new CTC system governing train traffic between Concord, NH and White River Junction, VT, and a 13-year-old CTC system controlling trains between Dover, NH and Rigby, ME, as well as all train dispatching formerly divided between Concord, former New Hampshire Division headquarters, and Dover, former Portland Division headquarters.

In effect, the new system provides constant control of all train operations over 143 miles of track between Boston and White River Junction, VT, 138 miles between Boston and North Conway, NH, 113 miles between Boston and Portsmouth, NH. The railroad's other operating division, the Fitchburg Division, continues with Greenfield and its central train dispatching point. To that point has been added train dispatching on the Railroad between White River Junction and Berlin, NH, formerly included in the New Hampshire Division.

Moving the dispatching controls from Concord and Dover to Boston posed a problem of providing new circuits in cable and open wire from those points to Boston or devising some other method. Since provision of these new circuits meant a prohibitive expense it was decided to adopt another method, one novel and perhaps unique in comparison with similar installations made thus far on other railroads. The method employed is to lease high frequency channels over leased wires of the New England Telephone & Telegraph Company. To carry out this idea, special converter circuits were designed to convert signal codes and indications to and from the Railroad's circuits at both ends of the leased phone wires.

The central dispatcher's office is designed to provide complete efficiency, quiet and comfort. The CTC machines and dispatching consoles are arranged in a series of open bays and all partitions, walls and ceilings are constructed of sound-proofed material to carry out the acoustical design. Overhead fluorescent lights provide shadow free lighting in all parts of the room and air conditioning adds to the working comfort. The room is entirely free of wiring as all wires and cables are concealed beneath the floor.

### NEW TUNNEL AT SALEM

**The "High Car Job"** became a thing of the past this last August, with the opening of the new and larger railroad tunnel under the bus-

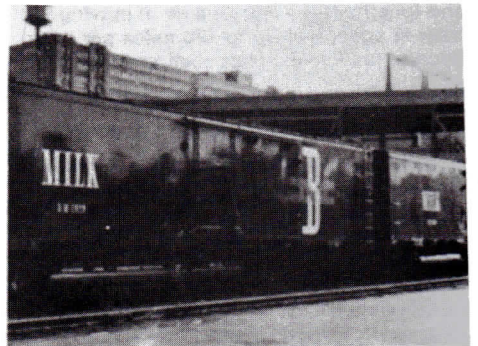
iness center of Salem, MA.

The new tunnel has overhead clearance of 19 feet, compared with 14 feet, 11 inches in the tunnel it replaces. Cars that could not be cleared through the old tunnel had to be routed around Salem by way of Wakefield Junction and over the Newburyport Branch to West Peabody and Salem Branch to Salem. Over the years this special freight train acquired the name of "High Car Job". The new tunnel's greater clearance, sufficient to handle the highest cars in service, has eliminated the need for this train.

The new tunnel was built in connection with a major state highway improvement project in Salem. Its construction eliminates two grade crossings in the center of Salem, and thus removes two serious bottlenecks for highway traffic.

To eliminate the two street crossings, at Norman and Mill Streets, it was necessary to build an entirely new tunnel, alongside the old tunnel, and extend its length to 2100 feet, or about twice the length of the former tunnel, and an open ramp section from Mill Street to Castle Hill. The Railroad's ancient Norman style granite stone station was raised and a new, one-story brick station was constructed about 400 feet west of Mill Street, the westerly entrance of the new tunnel.

In addition to its greater overhead clearance, the new tunnel has a two-foot greater width, 18 feet, against 16 feet in the old tunnel. It is also constructed of reinforced concrete instead of granite block stone in the old tunnel. In past years, the old tunnel frequently flooded due to excessively high tides in the Salem area. The new tunnel has an elaborate pumping system in the middle of the tunnel, to pump out water accumulating from heavy rainfall or snow.



**The Boston & Maine** has taken delivery of new milk cars, equipped with Thermo King refrigeration units. The cars will be used primarily for handling bottled milk between Bellows Falls and Boston.



**The B&MRRHS Newsletter** is always on the lookout for unusual ways to publicize the railroad we pay homage to, and this license plate certainly qualifies. Eat your heart out, Wayne!



# A NEW TRAIN???

## NO, JUST A LOCOMOTIVE!!!

It's the newest, largest and most powerful locomotive in use on any New England railroad. Diesel-Electric! 196 feet long! 5400 horsepower!

Four of these are now at work on the Boston and Maine, hauling oil and gasoline and coal and other necessities into New England for our homes and our factories.

From the B and M's western gateways at the Hudson River in New York State, they can haul as many as 125 loaded freight cars — more than a mile of train — up hill and down dale in speedier time and with greater ease than two steam locomotives could formerly. Faster, more frequent service for New England.

The same day, each of these Diesel-Electrics makes a return trip back over the 200-mile stretch of rails from Boston to Mechanicville, N. Y., taking out of New England the products of our important war industries, and food grown on farms in Maine, Vermont, New Hampshire and Massachusetts — much of it destined for our fighting men and those of our Allies on farflung battle lines all over the world.

Eight more of these mammoth pieces of railroad power — each costing \$500,000 — are being built for Northern New England's largest railroad. All are scheduled for delivery before the end of this year.

The 16,000 New England men and women who are the Boston and Maine, naturally, are proud of these latest additions to our modern locomotive fleet. More important than pride, however, is the fact that these and other modern weapons of rail transport will enable us to further speed movement of goods for our homes, our factories, our fighting men — for Victory and the end of the war.

### FACTS ABOUT THE NEW B & M DIESEL-ELECTRICS

5400 horsepower is furnished by four 16-cylinder engines.

Capable of speeds as high as 70 miles an hour.

Hauls its loads, without the help of "pusher" engines, over the steepest grades in the Berkshires.

Has a complete operating cab on either end.

Can be separated, if desired, in the center, and used as two 2700-horsepower Diesel-Electric locomotives in either freight or passenger service.

Its cab is equipped with arm-chair seats for engineman and fireman; radiators for their comfort; windshield wipers; defrosting apparatus, and even sun visors for the windshields to shade the crew's eyes.

# BOSTON<sup>A</sup><sub>N</sub>D MAINE

One of America's Railroads — All United for Victory

Massachusetts Bay Railroad Enthusiasts, Inc.  
announces a:

### RAILFAN'S GUIDE TO EASTERN MASSACHUSETTS

Contains a wealth of information for the visitor to Eastern Massachusetts and the local observer of the railroad scene. A **MUST** for the Serious Railfan and the Transportation Professional! The **RAILFAN'S GUIDE** features a 24"x36" three color map of Eastern Massachusetts (including Cape Cod and the Islands and the entire state of Rhode Island) as well as an enlarged inset of Metropolitan Boston. All railroad lines and MBTA streetcar and rapid transit lines are highlighted, with color overlays showing major highways and ferry services. Map design and drafting is by noted South Shore cartographer Barry Steinberg.

On the reverse side is an extensive text compiling the **RAILFAN'S GUIDE** with:

- All scheduled passenger train service within the confines of the map area, including service and schedule summaries,
- Freight train operation summaries, including up-to-date schedules and the radio frequencies used by dispatchers and train crews,
- MBTA streetcar, rapid transit, and trackless trolley service descriptions, including route itineraries and headways/frequencies.
- Tourist railroad operations summaries,
- Locations/descriptions of former railroad station buildings and other noteworthy railroad structures (almost two hundred listings), including location, current use, and condition,
- Photographic points of interest, including detailed access instructions,
- "Reminders of Trolley Days" - locations of carbarns, stations and other structures, rights of way, and other information,

All of the information and site locations have been thoroughly checked by Mass Bay RRE members and area Transportation Professionals to verify that data are current and accurate. The **RAILFAN'S GUIDE** text (almost twenty thousand words) has been compiled by New England rail history expert, J. Leonard Bachelder.

The **RAILFAN'S GUIDE TO EASTERN MASSACHUSETTS** is an outstanding value at \$3.75 per copy (postpaid). **Order two** - one for your permanent file and another as a "working copy". Convenient fan-folded format, ideal for your coat pocket or camera bag. Order from Mass Bay RRE, P.O. Box 136, Ward Hill, MA 01830. Allow four weeks for delivery.

The following is a list of those members who participated in the Member's Nite entertainment at our December 1986 meeting:

**Mr. Eric Clegg**, (shown by your Program Chairman on his behalf) several roster photos of Boston & Maine and Vermont Railways power dating from the late 1960's. Our thanks to Mr. Clegg, who is from Pinecourt P.Q., Canada, for sending these photos along for our members' enjoyment and for inclusion in the Archives.

**Mr. John Chick**, Who gave us a brief presentation of Boston & Maine steam in 1986 in the form of ex-Boston & Maine 0-6-0 444, which is currently at the Dunkirk, NY Historical Society.

**Mr. Larry Kemp**, who shared with us some recent pictures of the 1986 Bangor & Aroostook Turkey Train.

**Mr. Ed Felton**, who presented some pictures from his collection of Boston & Maine, Amtrak and Southern Railway power.

**Mr. John Reading**, who showed some of his more recent work including the Henry Ford Museum in Michigan and the Cog Railway on Mount Washington.

**Scott Whitney**, our president, took us into the "Twilight Zone" with a look at the recent track upgrading work of the old Lehigh & Hudson River Railroad line from Sparta Junction, NJ, to accommodate the Stak-Pak trains, one of the biggest current railfan happenings in the Northeast.

**John Alan Roderick**, our illustrious Program Chairman, who gave a presentation on "How I Spent My Summer Vacation!", showing Canadian National, Canadian Pacific and VIA in New Brunswick and Prince Edward Island.

Many thanks to all those who contributed to making this year's Member's Nite a success, and best wishes for a happy and healthy 1987!

#### HELP WANTED

I bought an Athearn F7B, and would like to paint and detail in for the Boston & Maine Railroad's last blue scheme. I would gladly pay for any photos that could be sent to me. Please respond to: Stephen D. Carlson, 177 Burbank Road, Sutton, MA 01527.

When is Claremont Depot not Claremont Depot? Find out in March!

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## Boston & Maine Railroad Historical Society

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OUR FIRST (ANNUAL?) "BACK TO THE FUTURE" ISSUE!!! DETAILS INSIDE!!!