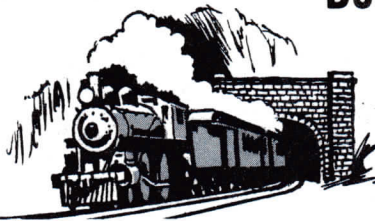


Boston & Maine Railroad Historical Society

Incorporated

NEWSLETTER



P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

October 21, 1977

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

NOVEMBER MEETING: Joint meeting with the Amherst Railway Society at 8 PM, Nov. 5 in the Engineering Auditorium at the University of Massachusetts in Amherst, Mass. The Auditorium is located in the Engineering East building adjacent to Parking Lot 65 on the U. Mass. Amherst Campus. The program will be a joint New England slide presentation by Dana Goodwin and Arnold Wilder. (If you missed their RRE presentations you won't want to miss out on this one!!) A brief map of the UMass campus appears elsewhere in this Newsletter; for getting to Amherst use a road map or follow your nose or the Central Mass. branch. Please note the change in meeting date from the second to the first Saturday of the month due to non-availability of the auditorium on our normal weekend.

DECEMBER MEETING: 8 PM, Saturday December 10, First Parish Unitarian Church, Woburn Square, Woburn, Mass. (our usual location, usual time: 8 PM, 2nd Saturday of the month). Program will be an all-B&M 1940-1960 era slide show with sound and music by Art Mitchell.

- P DUES ARE E T ● DUE P U ARE S S T ●
- DUES!!** This is IT!!! The impolite renewal notice. For those of you unrenewed annual members this is your Last Newsletter; unless you pay up at the Memb. Sec.'s Belmont Box (T. R. Engel, Memb. Sec., B&MRRHS, Box 369, Belmont MA 02178) you will no longer be carried on the rolls of the Society. Dues are \$10/yr.; conversions to life membership are \$100; make checks, etc. payable to the society and not any of its officers.
- I have put a brown dot (smudge) on the mailing labels of all unrenewed members to indicate to the mailing crew that Pink Sheets are to be inserted in those newsletters. So-o, no dot, no pink sheet; no worry; no dot, with pink sheet; we goofed (2 cases last year); dot, with or without pink sheet; our records say you're unrenewed. Nuf Ced; this is the last time dues will be mentioned until next year. Notabene: the Fall Bulletin is going out to the Renewed early next month so get your address changes to me at the Belmont box as soon as possible. — TRE

B&Meeting

Sept. 10, 1977 meeting — Your Asst. Editor has heard that the notes of this meeting were lost; however, no earth-shaking announcements were made nor was any great business transacted other than the usual reports. Meeting was held at the First Parish Unitarian Church, Woburn, Mass. The Summer 1977 Bulletin was distributed to those members attending (the balance were mailed Sept. 12). The entertainment, however, was something else: John Deely showed excellent black and white movies of B&A steam operations with some NYNH&H, B&M, and CV action thrown in, taken from 1935 on into the 50's. There was a brief segment of modern Amtrak diesel action, too. The highlight of the evening was some pacing shots of a Boston & Albany Berkshire working west of Springfield in the late Thirties.

October 8, 1977 meeting — (in brief by Asst. Ed.) Meeting held shortly after 8 PM at the usual place. It was announced that it appeared the Fall Bulletin might be ready for the Nov. meeting and possibly earlier but don't hold your breath waiting for it. (Bulletin has kept to schedule—Memb. Sec.) The Treasurer's report was accepted as read; there was no Secretary's report. There was earth-shaking news when Membership Secretary Thomas R. Engel announced that with the one membership application received that evening the B&MRRHS had reached the ineffable heights of having exactly 1,000 members (loud cheers and huzzahs from the audience). The meeting adjourned shortly after 2030 hrs. for the entertainment portion of the meeting.

HISTORIAN'S CORNER Many of you have requests for information relative to B&M history, motive power, and operations. All such requests should be routed to Mr. Harry Frye, B&MRRHS Historian. Harry will either respond himself or will pass your request for information on to someone who does have the information at hand. Please do not add such requests to orders for publications, membership renewal forms, or other business correspondence as that makes it very difficult to provide the level of information service we would all like to provide for you. Mail your requests directly to Harry at 14 Riverside St., Hooksett NH 03106.

CALLBOY'S CORNER: 1) John will be back from Nepal in time for the Nov. Newsletter. That address for News: J. C. Alden, Editor, 11 Riverside Ave., Concord MA 01742. He is sorely missed. 2) The old typewriter is back in operation, just barely, certain letters must be watched, etc. 3) The Plan for bringing more people into the Newsletter has not been put into effect yet; in large part your Asst. Ed. has not been able to put the proper amount of time into that project.

B&Matters The Alco PA's are here!! Okay, an explanation is in order: the Sept. Newsletter went to the printer Friday morning Sept. 30 under special arrangement to have it ready for that evening's mailing session. At 1250 hrs. I received word that three PA's were coming dead on AP-4 which would leave Mc'ville at 1700. I stopped the presses (I'm not kidding: pages 1 and 6 had already been printed; we won't do this again!) and inserted one line on page 5. At 2145 (with the mailing session in full swing) I learned AP-4 was at Ayer and coming in with all four PA's leading and running under manual block rules (PA's lack cab signals). Needless to say that became one of the fastest mailing sessions ever as we all rushed to get over to get to Hill Crossing (AP-4 did not work W. Cambridge that night). It was a glorious sight to behold: all four PA's, in D&H paint with the lower headlights piercing the gloom, red Mars light oscillating; AP-4 must have made record time that night. The PA's are now busy hauling the Framingham trains; once cab signals are installed we understand they will be used in Boston-Providence service. We have it definitely as being in the lease contract that they will stay in the D&H paint scheme; the units are on lease to the MBTA for one year.

The Swampscott Depot is to be refurbished, Dick Symmes reports. The Swampscott Jaycees have announced plans to refurbish the interior and exterior of the facility (leased from the MBTA) which will be used as a meeting place and club by the Swampscott Jaycees Train Station Corp. The Depot will also be available for other functions. The Jaycees are looking for money and materials for completing the exterior work on the building.

The B&M is experiencing Providence problems now that its service extends that far. Disagreement between B&M, Amtrak, and CR over apportionment of expense at the Providence enginehouse is reported. Also reported though unconfirmed: B&M has leased the ex-PC freight car shop there for passenger car repair and upgrading (Narragansett NRHS). The Providence & Worcester is reported as suing the B&M over "unauthorized" use of the Boston Switch-Prvidence Station portion of the Boston-Providence line which is owned by the P&W; supposedly the B&M had no agreement for such use with the P&W.

That MBTA purple, gray, and yellow paint scheme for commuter rail power may get "toned down" a bit, we hear; maybe a bit too loud even for the T, even though we've been putting up with a lot of "Purple Line" jokes...Welded rail was dropped along the westward track through Belmont Sat., Oct. 15. The welded rail train is an interesting operation; the end of each new section of rail is spiked down when it is to be laid, then the train is drawn out from underneath; when the rail end is reached it is chained to the next length which then gets the next length started.

A LOOK AT THE PAST—FROM BOSTON & MAINE R. R. EMPLOYEES' MAGAZINE

50 years ago November 1927: "Get-Together Meeting at Boston", second Family Party held at Boston City Club - Pres. Hannauer and wife greet over 500 Conductors and Trainmen..arrangements for this meeting were made by S. E. Miller, Gen. Supt.. Center spread—photo of part of the group at dinner... Gerrit Fort retired as Vice Pres. of Traffic—Oct. 28, 1927. two articles: The Fair of the Iron Horse, by Ben. Thomas; Some Sidelights of the Fair, by G. F. Starbuck, with photos.."Do Automobilists Heed our Signals?" by Frank A. Clinton, Claim Agent, with photo of crossing at Winnisquam, NH with A. & V. signals....

25 years ago November 1952: Front cover: shows JD-1, # 4265 on head end, near Gorham NH; leading article "North Country Colossus" story of the Brown Co.."Sarting their Second Fifty"- Archie G. Macomber-Agent, Weirs, NH.. Farm bureau opens modern feed mill at B&M yards, E. Deerfield, MA..Record breaking tour - Oct. 5, "Around the Mountains", 1,100 people, double-unit Diesel, 16 coaches and diner..photo-Leroy C. Hutchinson- Freight Claim Dept., was recently married..photo of engine No. 127—with passenger train- with "No. 9" front headlight (thought to be somewhere on the Fitchburg Division)....

No good thing can last forever, goes an old adage; the Boston & Maine Corp. lost \$355,673 for July, which wipes out over half the earnings of the 2nd quarter; the July figure includes a net settlement with Bomaine Corp. for \$277,000 for Bomaine's use of B&M Corp. losses for tax avoidance. Also, Bomaine has turned over to the B&M's trustees all B&M stock which Bomaine had held. The July 1977 loss was better than the year-ago figure of \$1,449,152. However, Boston & Maine people at all levels of employment must not sit on their laurels, everyone must pitch in if the Boston & Maine is not to follow the path of the CNJ, EL, LHR, LV, PC, and RDG.

The Ringling Bros., Barnum & Bailey Circus Train came to Boston from Binghamton NY over the Fitchburg route and the Hill Crossing cut-off to the piggyback yard Oct. 19. The train was pulled by D&H power (one ex-RDG) and made good time arriving here at 0640. Ye Asst. Ed. gave chase; this was his first circus extra, too. The Greatest Show on Earth will end its Boston engagement Oct. 31. The animals ride in baggage cars with triple-axle trucks; when you see the elephants you understand why.

As of Sept. 1 the auto unloading operations at the Ayer auto facility were assumed by the Springfield Terminal Railway, which also operates an ex-interurban trolley line (now a freight only diesel short line) between Charlestown NH and Springfield VT including an auto & train toll bridge over the Connecticut (no cars allowed on bridge while train is crossing; trolley wire hangers are still in place on bridge. New procedures are being instituted to cut damage claims. For 1977 auto handlings are up 10% over year earlier figures.

EQUIPMENT NOTES: The 18 GP-40-2's are indeed on order (Brian Manning reports they will be under 15 year leverage lease) and will probably arrive after the first of the year. Their paint scheme has changed again: reportedly the orange and white scheme is out and the trustees want the blue scheme kept. Paint schemes are still up in the air.

4267 B, the B&M's indestructible last operating F unit (an F7B, we believe) is back in service. It had come to Boston for minor overhauling which touched off rumors of its immanent use in passenger service, which rumors were allayed when 4267 B returned to E. Deerfield Oct. 18 on SE-5 resplendent in fresh blue paint. An appropriate move: BE-1/EB-2 (the predecessors to SE-5/Es-6) were the last stomping grounds of the F's en masse in 1975 and early 1976. One could count on 4268 A, 4266 A, 4265 B, 4267 B (Ye Asst. Ed. must rely on memory and unit numbers were well-faded by then) showing up rather often; if BE-1 came barrelling off the Freight Cut-off faster than usual it was sure to have an F in the power consist. As late as Sept. 1975 BE-1 came through one night with one Geep and two FB's. However, they showed up less and less that winter; I saw an A-B lashup outside the E. Deerfield engine shop Feb. 21, 1976 and saw an F7A in late March on BE-1, then they vanished. I learned later that the sole surviving F7A had been permanently disabled by fire in April 1976.

We have heard that B&M management would be happy to see these F units (several hulks sit at Billerica) restored for exhibition; the problem is money. Units may be 1) sold for scrap, 2) used for slug units with new power, or 3) sold at scrap prices. Perhaps some of our local railroad museums could take an interest in first generation Diesels, perhaps declaring them Honorary Steam Locomotives. The D&H Sharks (last Baldwin Shark-nose Diesels anywhere) are in a similar limbo.

The Goffstown Covered Bridge Assn. has called it quits on current efforts to reconstruct the covered railroad bridge, last in regular use on the B&M, which was destroyed by fire (incendiary origin) in Aug. 1976 (see Aug. 1976 Newsletter). Waning local interest in the project and difficulty in lining up the necessary funding (on the order of \$500,000 from private and charitable sources was given as the reason. (9/22 Goffstown News-Banner-Bulletin) There is a chance of Federal funds' being used, however, inflexibility of Federal regulations (contractual requirements and construction guarantees) make reconstruction of a covered RR bridge nearly impossible, due in part to lack of recent covered bridge-building experience. Goffstown will have at least a model of the famous bridge; the B&M is donating a model of the bridge built by Chester Kingman to the town and the Covered Bridge Assn. has purchased a brass plaque to be displayed at the bridge site. (Mike Lennon)

Around the turn of the century the B&M turned to building a lot of new covered wooden bridges on its branch lines in northern New England. The reasons were economic: then a 120' iron bridge cost \$5,300 while a wooden Town lattice cost ca. \$3,500 or \$4,500 if a laminated wooden arch (such as the Goffstown bridge's) were included. These bridges were extremely strong and the B&M felt if cared for they would last indefinitely; fire and flood were the chief perils. How strong were they? The 219' double span at Hillsborough stayed in place even when its center pier was washed out during the 1938 hurricane. The last covered-RR bridge built in NH was built on the Concord & Claremont east of Chandler. It still stands, tho in deteriorating condition with the Claremont & Concord temporarily stayed on its abandonment.

Springfield News: Westover Development Commission has been looking for an operator of the RR on the closed air base and the B&M's branch to it, unused since 1974 and now out-of-service. Two plants now at the development tract want rail service and 2 others (paperboard manufacturer and a lumber wholesaler) need rail service for proposed facilities. Three operators are being considered: the B&M, the Mass. Central (of CM book fame), and Railtran Associates.. Mt. Tom Power Plant of Northeast Utilities is under orders to convert to coal but is fighting it; B&M might get another unit coal train user. (Greg Cox)

Ever wonder what happens to the road switcher units one sees on symbol freights like SE-5/ES-6 when they reach their destinations? They go right to work on other assignments between symbol freights. Bob Ridpath sent us an example: the day he visited Salem yard ES-6 came in in the morning with 1565, 1744, and 1722 as power; 1565 went out as the Lynn switcher, 1744 powered local S-11/12, and 1722 served as the Peabody switcher. All came back to Salem by 1500 to power SE-5 that night. Local freight S-11/12 works Salem to Newburyport and Rockport (seems to replace B 21/22 north of Salem) and runs on train orders above Ipswich.. Mr. Ridpath observed on Aug. 24: Peabody switcher took 9 cars out, returned with 6; S-11/12 ran to Newburyport that day, took 8 cars out returned with 2; S-1 (powered by # 806) took 7 cars out (5 Wakefield, 1 Tapleville, 1 Topsfield). The 2nd Salem switcher (SW1# 1128) returned from Beverly 4 cars.

B&Members We welcome the following new members: Warren E. Vittum, Sr., Weston MA; Charles M. Taylor, New London NH; Daniel M. Twomey, Somerville MA; Darrell T. Arndt, Denver CO; Richard Wheeler, Melrose MA; Richard B. Hasselman, Gladwyne PA; Paul N. Pellegrini, Huntingdon Valley PA; Clark E. Johnson, Jr., Weston MA; James Dufour, Nashua NH; Eugene Victory, Salem MA; Thomas K. Dyer, Lexington MA. Welcome to the B&MRRHS, Gentlemen!

SLEUTH: At this moment we have 1,002 members; seven more are missing: Robert W. Buswell, Keene NH; Richard J. Bolan, Darien CT; Edmund T. Kennedy, Bedford Village NY; David R. McCulloch, Elkhardt IN; Benjamin Perry, Jr., Providence RI; Ronald Sebastian, Des Plaines IL; Herbert Shaner, Portland ME. We hope nothing unfortunate has befallen them, but those whose Bulletins get returned to us will be dropped from the roster until they send us their correct address. Return postage is expensive.

COMING EVENTS OF NOTE 13 Nov. 1977: Model RR Show and Open House, Noon-5 PM, V. F. W. Hall, Ingell St., Taunton MA. Dealers, white elephant table, operating layout, slide clinic, door prizes. Admission donation \$1; children with parents free. For further information contact David Lacy, 21 Range Ave., Taunton MA 02780, tel. (617) 824-0368.

ATTENTION MODEL RAILROADERS: There is an HO scale model railroad club forming on the North Shore. At the present time we have fifteen members and are growing fast. Through the generosity of Mr. Ivon Preble (a former president of the NMRA and other functions in that organization) the club has acquired as a gift Mr. Preble's layout. This is a club-sized layout measuring 11'x34' with 652' of track, 64 air-operated power turnouts, and a minimum radius of 36". At the present time the club is looking for new quarters for the layout with provision for future expansion. We have several good prospects for a location with the most promising one being in Wakefield.

Anyone who is interested in joining or finding out more about this club should call either Ralph Mazzeo (245-2372) or Jack Troughton (245-8247).

B&Marketplace We'll publish advertisements by members as space permits. Please keep them as short as possible and send them on a separate piece of paper. Don't forget to include your name and address with your ad! We may edit ads to fit them in.

- FOR SALE: Huge collection of HO steam, diesels, freight, and passenger cars, mostly Athearn and AHM plus HO brass trolleys, never run, still in original boxes, big savings. Also selling entire collection of B&M and Boston Elevated Ry. 8x10 photos from 15¢ to \$1.25 each. Entire collection of 2 "x 2 " original negatives from 1960 to 1974 at 35¢ each. Call Henry Marrec at (617) 643-9442 for appointment.
- WANTED: B&MRRHS B&M Bulletin issues prior to Vol. 2, No. 2. Please indicate price and condition in initial letter. Also want B&M annual reports for the following years: 1950-51, 1953, and 1955-57. State condition and price. Robert L. Eastwood, Jr., P. O. box 41, Huntingdon Valley PA 19006.
- FOR SALE: Order from KENRAY SHOP, Dept. BM, Box 422, Wilton NH 03086. A discount of 50¢ per order is offered for anyone ordering two or more items.
 - 1978 New England Railroad Calendar, \$3.00 each; 1977 NE Ry. Calendars \$2.00 each.
 - 40 Different worldwide railroad postage stamps, \$1.00 per packet of 40.

NEW ENGLAND ROUNDUP North Country Notes — Goodwin RR had a fire problem Sept. 7 due to an overheated wheel bearing; small fires were started along the line Ashland-Laconia most of the fires were no larger than 15 sq. ft. however the local fire departments were kept busy..the waste paper at the mill in Lincoln has been sold and taken out by rail, Alan Thomas writes. Mr. Thomas also sent us his observations of the new B&M local: working out of Whitefield: They tie up in the MEC yard and have orders not to run the engine all night; I don't know what they will do this winter. They are usually called for 1055 hrs and make up their train (I don't know if they wait for the eastbound MEC. They run to Waumbek and take the Grovetons to Co's Jct. where they meet the Groveton local about 1300. They exchange trains and vans; then run to Waumbek and leave all but the van. Then a side trip to Cascade where they leave their van and lift what the Berlin Mills has made for them from Cascade plus another van. Then back to Waumbek (about 1700, ahead of the Berlin job which is called for 1600 at Berlin) where they leave the Cascades for the Berlin job and lift the MECs and run back to Whitefield for tie up. This makes a nice easy chase in an area where most activity was at night.

MEC Matters — In honor of Edward Spencer Miller's completion of 25 years' service as President the Maine Central has published E. Spencer Miller, An American Prototype, a collection of some of his outstanding editorials from the Maine Central Messenger, along with an encomium by the Board of Directors and a brief synopsis of Mr. Miller's career. Not included in the book but very informative was an editorial in the Spring 1977 Messenger by Mr. Miller on car hire.

The New England Regional Commission is adopting a \$3 million budget for improving rail transportation in the area; the funds are to pay labor costs. B&M is the largest recipient with \$332,000; other recipients: Providence & Worcester \$515,000; Maine Central \$458,000; Bangor & Aroostook \$350,000; ConRail \$305,000; Central Vermont \$212,000; and Lewiston & Auburn \$112,000 (part of the GT). Other lines receiving smaller sums include the Narragansett Pier, Rhode Island Port Authority, Rhode Island DOT, Delaware & Hudson, Montpelier & Barre, Vermont Ry., and Green Mountain. (Molly O'Connor)

The Claremont & Concord got a stay on abandonment of its trackage east of Claremont when LaValley Building Supply Co., a major customer, offered to subsidize the line's losses. The ICC put off the effective date for abandonment to Sept. 14 so the parties involved would have time to come to binding agreements; we have had no further word on this move. (Mass. Bay RRE Callboy)

D&Happenings — D&H is reconsidering its fan trip program; rumors are the future is bleak for any more fan trips..the 2 Sharks have been retired and reportedly are for sale. It would be a great tragedy if they should be scrapped; perhaps they too could be declared honorary steam locomotives and preserved at some museum..New D&H paint scheme: solid blue relieved only by 4 gold heralds, lettering, and silver trucks..the C628's are slated for retirement. (Narragansett Newsletter)

NOVEMBER MEETING

AMHERST RAILWAY SOCIETY

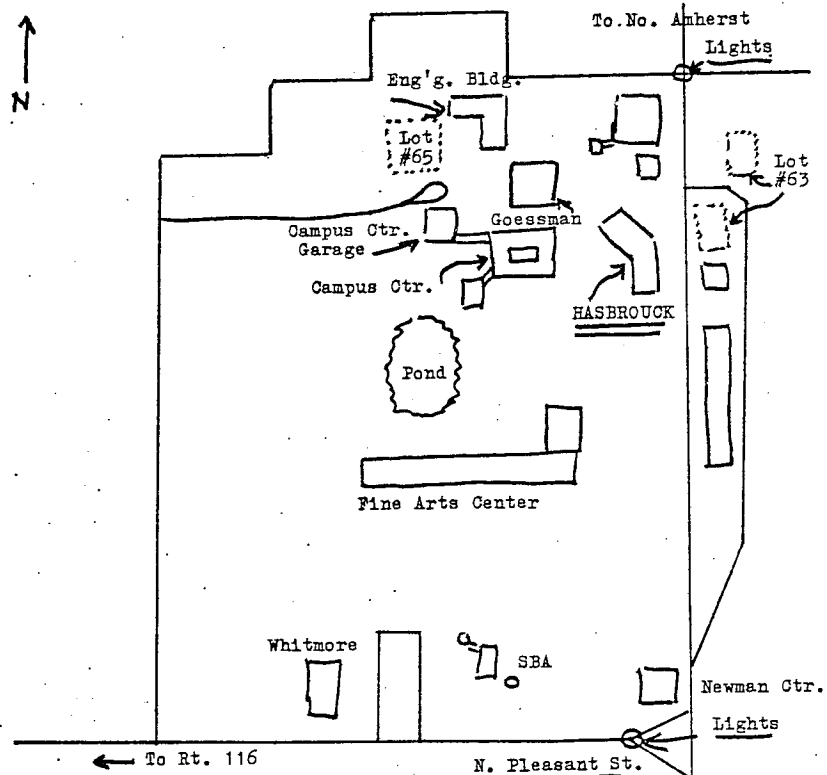
The map at right is taken from a flyer sent out by the Amherst Railway Society and shows the UMass Amherst campus area. Getting to Amherst is the visitor's responsibility; as we said earlier the best thing to do is to consult a roadmap of Massachusetts or follow the Central Mass. branch.

Note that the meeting is in the Engineering East Building while their regular meetings are held elsewhere.

GIANT NEWSLETTER SALE

By popular demand we are selling once again back Newsletters. Price is one usable 13¢ US postage stamp that we can use for foreign mailings; (Canadian rate 1 Canadian quarter) per Newsletter; all U. S. orders will be sent out in the bulk mailings. Order from T. R. Engel, Memb. Sec., Dept. NS, Box 369, Belmont MA 02178. Good idea: wrap stamps in wax paper to take care of moisture problems. Issues available: May 1976: Oldie but Goodie, the pre-Alden-Engel Newsletter. January 1977: The B&M system map showing single & double track and control system, poetry. March 1977: Commuter takeover, Equipment Notes, Extras, & Routes April 1977: Commuter Comments, Tender Offer, Mr. Graustein's Milk. June 1977: A Blockbuster: Mr. Dustin's Remarks, ROOTS, and the symbol freight schedule.

After years of meeting in either Goessman or the Engineering Building, we are moving our October and November meetings (except Nov. 5) to HASBROUCK, Room 20. Hasbrouck is much easier to locate than either Goessman or the Engineering Building. It's right on North Pleasant Street, just beyond the campus pond if you are coming from the south, on the west side of the road. Park either in the Campus Center Garage, Lot #65 (which is where



we used to park for Engineering and Goessman, or in Lot #63, which is right across from Hasbrouck. Room 20 is on the lower level, one floor down from North Pleasant Street. Remember -- this location is for the meetings of Tuesday, October 18 and Tuesday, November 15. If there is a meeting on Saturday, November 5, it will be back in the Engineering Building Auditorium.

FERROEQUINE PEREGRINATIONS Central Massachusetts is the home of many interesting railroad sights and sites; while going out to Amherst one can make an entertaining trip of it. The B&A main line, pretty much unchanged in location since the Western RR built it in 1836-9, forms the region's southern boundary and features good photo locations plus several interesting branches. The Ware River RR runs from Palmer to Barre & the R/W continues to Winchedon (abn'd 1967). The North Brookfield RR still exists, I believe, to the town of that name. There is the abandoned portion of the Central Mass. (Oakdale-Wheelwright) in addition to the extant portion to Northampton which includes a spectacular trestle at Bondsville. The CV comes down from Miller's Falls through Amherst to Palmer for a diamond crossing with the B&A. To the north is the Vermont & Massachusetts (B&M main line) and to the west the Conn. River line. Most interesting of all, however, are the 3 ghost railroads in the town of Palmer.

The drowned Athol Branch (B&A): traces can be found in Indian Orchard and trestle footings elsewhere indicate another spectacular trestle long gone. This line went under the B&M's Bondsville trestle; most of the northern end of this line (and some fantastic CM grading) lies forever 'neath Quabbin's waters.

The Hampden RR: -which ran only two trains- is still very visible where it leaves the B&M, its path running straight through cuts in hills and crossing valleys on high fills.

The Southern New England: The Grand Trunk's grand scheme to enter Providence (and Boston), Charles M. Hays' brainchild which lost its great supporter when he went down on the Titanic. As traced by Wallace Meyer it left the CV in Palmer behind Lay's Mobile Park on Rt. 32 (Palmer-Monson section) and crossed river and Rt. 20 at present electric company yard (nb. confusion with trolley line here); paralleled Rt. 20 then 67 to Turnpike, trestle (long, big, 'gone!'), wandered among hills back to Rt. 20 (dual highway section) crossed Rt. 20 at end of dual highway, reappears at Brimfield-Holland road and comes out in the present Brimfield Flood Dam area, thence to Southbridge. Sporadic sections of grading continue to Woonsocket. If completed would it have altered NE railroading or been a CV white elephant? Happy Hunting!!

The following publications are available postpaid (unless otherwise noted) by ordering direct from the address which follows: Business Manager, B&MRRHS, P. O. Box 223, Harwood Station, Littleton MA 01460. Publications orders sent through the Reading address will be subject to an automatic delay of at least two weeks.

THE CENTRAL MASS. Members \$8.00; Non-members \$10.00 (NOTE NEW PRICES!)

B&M
BULLETINS

Spring (19 left), Summer (25 left), Fall 1975 (38 left), Winter 1975-6 (8 left),
Spring 1976, PRICE: \$1.75 each to members, \$2.00 to non-members
Summer, Fall 1976, Winter 1976-7, Spring, Summer 1977;
PRICE: \$2.00 each to members, \$2.25 to others

OTHER

Scale drawing of Mogul 1388 - 70¢ (only 20 left!)
1860 Woburn Branch election poster - 70¢ (only 21 left!)

B&MRRHS

1932 Snow Train menu - 25¢

PUBLICATIONS

Copies of the poem "The Canaan Wreck" available at 50¢ each (13 left).
Reprinted Montpelier & Wells River / Barre & Chelsea RR employes' timetable
No. 62B of January 22, 1928. Members \$1.50; Non members \$1.75.

BOOKS

Vanishing Markers, a 128 page illustrated description of Boston & Maine rail-
roading, 1948-1952, by a former B&M brakeman. This is a captivating account
of B&M operations during one of the most interesting periods of the company's
history. Members \$12.50. Non-members rate is \$14.95.

BY

OTHER

Trains of Northern New England, 96 pages, 120 photos with full-color cover.
Softbound. This book features John Krause's photography of B&M, CV, Rutland,
and MEC operations in Vermont and along the Connecticut River in the 40's and
50's. Includes steam and diesel action. Members \$6.50, non-members \$7.50.

PUBLISHERS

NEW! NEW!

New England Diesels, Available in October, Reserve yours now! Members \$24,
Non-members \$26.95 retail.

ART PRINT: 1st in a series of full-color prints of paintings to be done by Peter
Phoads depicts 4-8-2 4117 on a passenger train at the west portal of Hoosac
Tunnel. Measures 20" x 30", suitable for framing, shipped in a durable mailing
tube. Available in regular or limited editions. Limited edition is signed and
numbered by the artist. Regular edition \$5.00, Limited edition \$7.00

BOSTON & MAINE R.R.

Historical Society, inc.

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