

Boston & Maine Railroad Historical Society

Incorporated

NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

January 23, 1979

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

FEBRUARY MEETING: February 10, 1979, 8 PM, First Parish Unitarian Church, Woburn Sq., Woburn, Mass. After the business portion of the meeting Dr. Collins will show slides of New Zealand 3' 6" guage railroads. A bit out of the ordinary..

MARCH MEETING: Saturday, March 10, 1979, 8 PM, First Parish Unitarian Church, Woburn, Mass. We will have a guest speaker, Mr. Bradley Peters, Vice President, Maine Central Railroad Co. While Mr. Peters' topic is not yet known, this should no doubt prove to be a very interesting meeting.

Our regular meetings are held the second Saturday of every month at 8 PM in the above church, unless a different time or place is announced in these Newsletters. The church, the only one in Woburn Square without a steeple, is at the corner of Winn St. and Rte. 38 several blocks north of the RR stop.

B&Memos

●● The Bulletin Staff are looking for good pictures of trains on the Saugus Branch in the 1930-40 period, or earlier. All photos will be returned to their owners and proper credit will be given for those pictures used. ●● Bulletin Editor Norman Longhi is looking for articles and good current photos for the B&M Bulletin. If you have pictures or articles please contact the Bulletin staff at the Reading box.

B&Meeting

The January 1979 monthly meeting of the B&MRRHS was called to order by President Leroy C. Hutchinson on Saturday, January 13 at 8:15 PM in the First Parish Unitarian Church, Woburn, Mass. There were approximately sixty members and guests in attendance.

President Hutchinson asked for a showing of hands by those who had travelled to this meeting by train. Three persons indicated that they had done so.

The Secretary's report was read and accepted.

The Treasurer's report was read and accepted.

Richard Symmes reported that the winter 1978/79 Bulletin has gone to the printer. He indicated that the Bulletin staff need good b/w prints of any B&M subject, also articles on the same. He also asked for a showing of hands by those who approved of the B&M Airways article in the Fall, 1978 Bulletin; the response was virtually unanimous and nobody opposed.

Newsletter Editor John Alden announced that the December 1978 Newsletter had been mailed on Saturday January 6th, and expressed his gratitude to the persons who worked on the mailing crew.

Membership Secretary Thomas R. Engel requested that mail address changes be sent to Box 369, Belmont MA 02178.

There was no old business.

NEW BUSINESS: It was announced that the Wolfborough Railroad invites members of the B&MRRHS to a program to be held at the Wolfborough, NH railroad depot on July 26 at 7:30 PM.

Ellis Walker reported that the Mystic Valley Railway Society will hold a show on Feb. 4, 1979; and that he needs help to man a B&MRRHS table at the show. He can be reached by mail at 25 Bruce Rd., Concord MA, phone 369-5757.

Don Clerke announced that the Hoosac Tunnel Historical Society has been formed in North Adams, Mass., that HTHS wishes to raise \$30,000 in funds to purchase and restore for museum purposes two MBTA steel coaches, possibly also obtain the use of a freight house in the area for museum use. Carl Byron reported that \$6,000 has already been raised.

The business portion of the meeting adjourned at 8:30 PM.

After the business meeting John and Anna Alden presented a slide show with sound of their trip to the Pacific Northwest with the Mystic Valley Railway Society.

Respectfully Submitted,
(signed) Forrest Mack, Secretary

● That Address for all Address Changes: Memb. Sec., B&MRRHS, P. O. Box 369, Belmont MA 02178 ●

LAST STEAM? In the Society's book "The Central Mass" it was indicated that the last revenue run by steam power on the B&M was on May 5, 1956 when Central Mass. train No. 3106 was powered by a 2-6-0 into Boston. We have now received a communication from Mr. Walter V. O'Farrell of Fairport, NY which indicates that this might just not be the case. He states that in the summer of 1956, probably July or August, he was working on a project at the rear of the Bethlehem Steel yard in West Cambridge and recalls seeing a P-2 class 4-6-2 on a Lexington Branch passenger train. If this is so it would place the last revenue run on the B&M two or more months later than the May 5 date. Can anybody shed any further light on when the last revenue run actually did occur? Address your comments and observations to the Newsletter Editor.

SPOTLIGHT ON BOSTON & MAINE R. R. HISTORY (from Boston & Maine R. R. Employes Mag.)

50 years ago FEBRUARY 1929, Vol. 5, No. 11 (compiled by Ye Editor..) Front Cover - Young lady snowshoeing in appropriate winter attire near lake.. Leading article: "The New Boston & Maine" summary of article in Traffic World relating the many improvements made in structures, roadway, equipment on the B&M during the past 3 years - great improvements in operation.. In the same vein, brief items "Way Over the Top" gross ton-miles per train hour was over the estimated figure of 18,500 in 1928. "A Monumental Year" according to Fred L. Sears, Manager, Bureau of Statistics - average car mileage was just under 27 compared with about 17 miles per day in 1922.. "The New Boston & Maine Substation" by R. L. Armington & A. E. Tremaine, Eng. Dept., to supply power to the New North Station, Boston yards, etc.. Photo-story: "#4001 All the Way!" shows front end of 2-8-4 #4001 on arrival at Rigby, Me. on thru freight run from McVillie, NY; change of crew at Ayer, Mass.; another photo-story shows cow-moose being removed from CPR express car on "The Gull" at North Station; moose along with bear, deer, wild-cats had been sent to the Sportsmen's Show from Fredericton, NB.. "Economical Engine House Operation" by W. H. Ohnesorge, stresses the factors of getting locomotives repaired properly and returned to service.. Leading editorial: "Sky or Land - You Need the Railroad" points out the use of railroad lines to enable airplane pilots to stay on route.. Mechanical Dept. promotions: Lawrence Richardson appointed chief mechanical officer, D. C. Reid appointed Asst. Chief Mechanical Officer; W. H. Ohnesorge made General Inspector of locomotive maintenance.. "Vermont Dairy Special" special train consisting of baggage car, 2 livestock cars, 1 flatcar, a coach, and B&M business car #555, toured Vt. making 26 stops, covered 685 miles over CV, St. J&LC, CP, M&WR, Rutland, and Boston & Maine; photo at Brattleboro; 7500 people passed thru the train..

B&Marketplace We publish ads by members as space permits. Please keep them as short as possible and send them on a separate sheet of paper. Don't forget to include name and address. We may edit ads to fit them in & can't guarantee the running of an ad.

- WANTED for collection (buy or trade) railroad china and silver, especially B&M, B&A, and MEC. Edw. Egan, 59 Bartlett Street, New Brunswick, NJ 08901
- FOR SALE: High Green and the Bark Peelers by R. M. Neal, \$10; Trains Magazine Vols. II thru VII (with indices), \$20 each. WANTED: B&M Bulletin, Vol. 1; Vol. 2, No. 1. A. L. Clark, 9516 Wallingford Drive, Burke VA 22015.

COMING March 25, Train-O-Rama, Holiday Inn, Hathaway Rd., New Bedford, MA. 11AM-5PM. Dealers, exhibitors, live steam, operating layouts, etc. All scales, all guages, all ages. Adm. adults \$1, child 6-12 50¢, Family max. \$3, under 6 and senior cit. free.

EVENTS March 31, Model Railroad Show & Open House, 10AM to 5PM; convention 9AM-5PM. Also evening program & banquet. Hub Division of the National Model RR Assn. At Fort Devens Sports Arena and Officers Club. For cost and full details, send long self-addressed stamped envelope to G. E. Owens, 238 Sudbury St., Marlborough MA 01752.

OF April 21, Southern New England Great Circle Trip: Boston-Springfield-New Haven-Boston. Specially chartered Amtrak excursion train. Options include side trips to the Valley RR for chartered steam train operations & open window coaches, or to historic Mystic Seaport.

NOTE Fare: \$29.95, special children's rate \$10 when with adult. Fuller details next month when we will have a flyer included; in the meantime write for details: Mass. Bay RR Enthusiasts, Box 136, Ward Hill MA 01830.

CALLBOY'S CORNER 1) That Address for all news items and other things for the Newsletter: John C. Alden, Newsletter Editor, 11 Riverside Ave., Concord MA 01742. Keep 'em coming, folks! Much appreciated. 2) The Giant Back Newsletter Sale has been a smashing success! We have now exhausted all back stocks of 1976-7 Newsletters so officially the sale is over. Thank you for helping us out; the stamps are being put to good use. Watch for forthcoming announcements for sales of 1977-8 Newsletters! 3) Looks like this issue gets mailed Feb. 1; news closing was Jan. 27th. — TRE

PUBLICATIONS The following publications are available postpaid (unless otherwise noted) by ordering direct from this address: Business Mgr., B&MRRHS, Box 223, Harwood Station, Littleton Mass. 01460. Publications orders sent to any other addresses will be subject to an automatic delay of at least two weeks.

B & M BULLETINS; Fall 1976, Winter 1976-7, Spring, Summer, Fall 1977, Winter 1977-8, Spring 1978, PRICE: \$2 @ to members, \$2.25@ others. Summer 1978 PRICE: \$2.50 everyone.

OTHER B & MRRHS PUBLICATIONS: 1932 Snow train menu - 25¢; reprinted Montpelier & Wells River/Barre & Chelsea RR employees' timetable #62B of January 22, 1928 - \$1.00

ART PRINT: 20" x 26" full-color print of painting by Peter Rhoads depicting 4-8-2 4117 on a passenger train at the west portal of Hoosac Tunnel. Suitable for framing. Shipped in a durable mailing tube. Regular edition \$5.00; Limited edition (signed & numbered) \$7.00.

BOOKS BY OTHER PUBLISHERS: A Pinprick of Light by Carl R. Byron. A 72pp. 6"x9" softbound history of the construction and operation of Hoosac Tunnel by a well-known B&MRRHS member and former officer. Illustrated with photos, maps, and diagrams. \$4.95.

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

New England Diesels, Dave Alpert & George Melvin's photographic chronicle of the Diesel locomotive in New England from the 1930's to the present day. All class I roads as well as shortlines are represented in the 420+ photographs from New England's major rail photographs as well as some unknowns. The book is organized on a state-by-state basis including maps of rail mileage in each state. An excellent value! Hardbound, 232pp. Members \$24.00; non-members \$26.95.

NEW!

Northern Rails - 1978 Edition: A 34-page illustrated guide to the railroads of Maine, New Hampshire and Vermont, their freight and passenger operations, locomotive rosters, yard and engine terminal locations, maps, and radio frequencies plus gazeteers of principal points of interest in each state. Includes all museums with equipment rosters. \$3.50.

NEW!

Railfan's Guide to New England: Similar in content to Northern Rails but covering all six New England states in a more comprehensive manner including detailed freight and passenger schedules. Published by B&MRRHS member Jack Armstrong whose excellent photos have often appeared in the Bulletin, Rails Northeast, etc. 50 pages, 8½" x 11". \$4.50.

NEW ENGLAND RAILFAN'S SPECIAL: Get both these indispensable guides in time for Christmas at the special combined price of \$7.50.

B&Matters COMMUTER COMMENTS — The first F10 has arrived in town, coming in Jan 11th. The unit is painted in a scheme very similar to the MBTA F40PH's: yellow, gray, and purple. While the F10's are originally the ex-GM&O F3's the rebuilding has seen the "chicken-wire" grill coverings replaced by chrome grills and the units will look like F7's. With double-beam headlights and rear view mirrors the F10's will look quite flashy. After testing at BET the first F10 was sent to the South Side with a pair of GO coaches for testing on the Framingham line. Unfortunately a clearance problem developed between the coaches' low steps and concrete platforms at Back Bay and South Stations and the train returned to the North Side. (Narragansett Newsletter) Presumably that problem has been corrected as the F10 and GO coaches were to make their maiden run on the Framingham line on Thursday Jan. 25 but as that was the day of the torrential rains we don't know whether the run was made.

Another planning report is in: this one done by the Metropolitan Area Planning Council's (MAPC) Central Transportation Planning Staff (CTPS) as part of the Commuter Rail Improvement Program (CRIP). Their recommendations from their 18 months' study of MBTA commuter rail: Refurbish 4 lines (Eastern, New Hampshire, Franklin, and Shore Line), other lines to be evaluated after methods to try to attract new riders have been given a fair show. Four different plans: Plan A calls for limited improvements, enough to continue service for 5 to 8 years; Plan B for substantial improvements guaranteeing reliable service for a long time; Plan C (the most elaborate) calls for upgrading for service on par with the railway system offered in the late 1950's (!). Plan D calls for termination of all rail service with replacement by busses serving the stations. Recommendations by line: EASTERN route: good prospects, Plan B; if Blue line is not extended to Lynn, then plan C. GLOUCESTER Branch: After new station at Rte. 128 in Beverly is completed, replace or eliminate rail service. READING: Make no investment in right-of-way because of declining ridership; replace with busses. NEW HAMPSHIRE Route: Restore the right-of-way, improve service to Plan B-C level. FITCHBURG Route: Retain rail service until Red Line's Alewife Station is operating, then reevaluate cost-effectiveness of bus vs. rail. FRAMINGHAM line: Try improved rail service for 2 years, then reevaluate bus vs. rail. NEEDHAM Branch: During Southwest Corridor construction use busses; after 2 years evaluate bus service to see whether to reinstate rail service. FRANKLIN branch: Plan B, the route is poorly suited for bus service. SHORE LINE: Plan B in connection with NE Corridor project being undertaken by Amtrak. No word on the Stoughton Branch.

These conclusions were based on each plan's implementation and operational costs and its effects on service and ridership, using various methods such as net cost of service per trip, to evaluate all lines. What makes this report with its gloomy prospects for continuing the present extent of our commuter rail network serious is that this study's recommendations are to serve as the basis for future grant applications for funding commuter rail projects. There appear to be some problems with the study; it should be noted that for the last 4 years service on the Fitchburg Route has been more frequent than it was even in 1951! The report is now open to public review; for a copy call CTPS at 523-3410 (Boston).

This past week the Boston area has twice gone through periods of torrential rains, first on the weekend of Jan 20-21, then more heavily on January 25. Both times the Fitchburg Route got flooded in Cambridge and Somerville (especially near Union Sq., the land is very close to sea level and the water table is high) and trains were run via the freight cut-off. On Sunday Jan. 21 high water in Chelsea on the Eastern Route knocked out rail service between Lynn and Boston; trains ran north of Lynn while bustitution prevailed to Boston. The Woburn branch was knocked out of service. Things are now getting back towards normal as the lines (and everything else) slowly dry out.

Another Weather Matter — During one of those exceptionally windy days of last December train 507(?)'s crew noticed something unusual about one of the ex-NH coaches in the train at Mansfield; the wind had gotten under the stainless steel fluting on the sides of the aging coach and peeled it back from the corroding undersides much as one would peel open a sardine can. The car was deemed untrackable, its occupants were relocated to another car, and the ailing coach was set out at an industrial siding and the train continued on to Providence. For years now, local commuters have had to contend with very hot cars in summer, very cold cars in winter, very leaky cars in rain, and now small craft warnings? (from the Narragansett Chpt. NRHS's Narragansett Newsletter)

B&Members We welcome the following new members to the B&MRRHS: Thomas Czyz, Chicago IL; Paul B. Moccia, Nashua NH; Robert E. Spaulding, Kettering OH; Anthony H. Lane, San Jose CA; Allan R. Baldwin, Orange MA; Dr. Edward A. Metz, Ganado AZ; Mark R. Sullivan, Waltham MA; Paul E. Nile, Pinehurst MA; Harold W. Hyatt, Wappingers Falls NY; John T. Stanton, Lowell MA; Margaret Corlin, Burlington MA; Roger G. Robar, Lisbon NH; Raymond Farina, Colonia NJ; Melvin E. Beaton, Dedham MA; Armistead B. Rood, Washington DC; Donald J. LeJeune, Peabody MA. Wlecome aboard the B&MRRHS, ladies and gentlemen!

SYMBOL FREIGHTS Yes, your Asst. Editor knows full well he left the departure time for 8917 out of White River Jct off last month's schedule. 8917 leaves WRJ at 0800, making a day-light run to Newport.

The following changes are as of Sunday, Jan. 28th: RB-30 Lv. McVille (rather than Rotterdam Jct.) 0200, arr. Fitchburg 1030. BR-21 Lv. Fitchburg 0230, Arr. Mcville 1100. AE-9/EA-10 abolished. CV 447 lv. Springfield 0700. ES-2/SE-1 is a turnaround job out of East Deerfield.

B&Matters (The B&MRRHS Newsletter needs a few good stories. Actually lots of them, the more the better. Also observations, current notes of everyday happenings, even some from long ago, notes of coming events, etc. We try to give you an idea each month of what's going on in your Society (our raison d'etre) and out on our namesake railroad. But we need your help, so, send your Newsletter items to John C. Alden, Newsletter Editor, 11 Riverside Ave., Concord MA 01742)

The Boston & Maine Corp.'s November 1978 earnings figures are now in: net income of \$296,983 on gross revenues of \$8,292,285; net revenue from railway operations was \$330,899. Comparable year-earlier figures: net loss of \$352,663 on revenues of \$7,492,518; net loss on railway operations \$394,742. For the 11 months of 1978 the B&M's net loss stands at \$1,263,197 (cf. 1977's \$3,538,645) and gross revenues at \$83,569,459 (cf. 1977's \$80,571,922). By next month's Newsletter the 1978 figures should be complete; for now — dare we say it — there will be income available for fixed charges?

No, the Manchester to Portsmouth branch has not been paved over at the Rte. 101 crossing east of Epping, NH. It was the Fremont branch (old WN&P) main line) that was paved over on Sept.30th. That track has been out of service for a number of years. Freight service on the Manchester-Rockingham segment is practically non-existent but the line is used for high/wide loads that won't clear on the main line west of Rockingham. (Richard A. Hoisington)

The Montrealer ("Bootlegger") derailed on the B&M in Holyoke, MA on January 13th. Only one minot injury, several people were shaken up; the engine stayed on the rails while most of the Amcoaches left the rails but did not go far off the roadbed. Cause is under investigation.

Much of the rain we had here in the Boston area fell as snow in Northern New England and plow extras were run on several lines up north. As of this writing we haven't learned of any washouts, those this weekend (Jan. 27-8) Wayland on the Central Mass. is flooded; no damage reports yet.

EQUIPMENT NOTES: S-3's 1178 & 1186 made their way to Billerica Shops in early Jan. along with 44-tonners #119 and Springfield Terminal #1. They were spotted on eastbound local W-2 at Westford on Jan. 3rd by Brian Carroll; all four arrived at Billerica Jan. 8th for storage (Leo Clark). Don Clerke writes that S. T. #1 will be repaired and B&M 119 scrapped.

Goodwin RR — Alan Thomas reports that the mill at Lincoln NH is running and as of Jan. 2nd was loading its first box car. Goodwin had been up about 5 times before Christmas; they aren't letting the empties sit around as before. The Franconia Paper Co.'s diesel has been out; the locomotive is still lettered for the mill's previous owner New England Pulp & Paper. Goodwin RR engine #1 now has pilot plows at each end.

Buck & Spence, Move Over Dept. — The Providence & Worcester has gone and bought almost 10% of the common stock of the Vermont & Massachusetts RR (3000 shares), the Journal of Commerce reports. The Journal states that the holdings were those of Dartmouth College; purchase price was reported as \$100/share, well above the \$38 bid price on the over the counter market. At 3000 shares the transaction comes in at a cool \$300,000. Needless to say, the transaction has raised a few eyebrows. The V&M is a leased line of the B&M; rental is 6% on the \$3,193,000 capital stock, \$3000 for organizational expenses, plus payment of all taxes on the V&M, state, local, and federal; the Fitchburg RR leased the line for 999 years from January 1, 1874 and the B&M has assumed (and the reorganization trustees propose to retain) the lease which expires in 2873; the mileage covered is the main line between Fitchburg and Greenfield plus the Turners Falls branch.

The B&M's reaction, it may be stated, is one of puzzlement; everyone's reaction is: Why? One railfan newsletter ventured that, as the P&W is rumored in the Journal of Commerce to be interested in buying the CV, the P&W was looking for a Gardner to Millers Falls link to the CV. But as long as the B&M pays the rent it controls the V&M until 2873, and it appears the V&M is satisfied with the B&M rental. So that possibility appears closed. There remains the possibility the P&W is protecting its northern & western connections against a possible collapse of the B&M system (now less and less likely, we hope!). Still, a very expensive insurance policy. As an investment? There are many safer ways for a company to make much more than 6% on its money. So, New England's railroaders remain puzzled; general consensus appears to be the Providence & Worcester is Up To Something, but the question remains: What? (The preceding was personal commentary on a puzzling matter by your Asst. Ed., & is solely his product & doesn't represent the views of the B&MRRHS. Quite frankly, we'd like to hear some opposing views!)

Those changes on the Conn River that went into effect Jan. 2 (Dec. 1978 Newsletter) seem to be working well. Some details on the new way of servicing the engines on the CP trains at E. Deerfield. ES-2 takes fresh engines to Springfield. At Springfield ES-2's crew swaps power with CP 904 which has arrived earlier. Those fresh engines are then used on CP 917 (CP 904's northward counterpart) and SE-1 returns to E. Deerfield using CP 904's "tired" engines, which are then serviced at E. Deerfield. This power ferrying saves several hours off the previous running time of the CP trains. Because of this power ferrying ES-2/SE-1 runs as an extra on Sunday and Monday, leaving E. Deerfield anywhere between 0730 and 1000 or later.

Alan Thomas notes that EW-1 had usually been getting into Wells River around 1000 early in Jan. There is occasional business on the Blackmount branch, all that's left of the BC&M out of Wells River.

Don Clerke reports B&M freight equipment is undergoing many changes and there are many new addition to the roster. In the fall of 1978 61 10000 series open hoppers went through heavy maintenance and overhaul and were renumbered 11000-11060. The "5500" covered hopper fleet has been reconditioned including new paint and roller bearing trucks on some cars. They have been restenciled and have new heralds. The next cars to be reconditioned are the hydracushion "800" series cars starting early January.

The B&M accepted delivery Jan. 11th of 10 airslide covered hopper cars, valued at \$430,000 for the 10 cars, which are leased from the builder, General American Transportation Corp. These airslide hopper cars are the first to bear B&M's logo. The 100-ton capacity, 50' 9", 4180 cubic foot capacity air-slides will be used primarily to handle bulk food products such as sugar and starch. (B&M Corp.)

The B&M has leased 20 100-ton covered hoppers from U.S. Railway Leasing Corp. The cars, 5400-5419, will be the largest covered hoppers on the B&M. They are 3-bay cars, 58' 8" long, 10' 7" wide, and 15' high; capacity is 4780 cubic feet. It is expected they will be painted B&M blue and delivered in Jan.

The B&M has had 10 55' plug door reefers on lease from Fruit Growers Express of the RBNX type. The cars have gone to FGE for maintenance and when they return to the B&M they will be painted B&M blue with B&M heralds and numbered 150-159. The cars are 55' 8" long, 10' wide, and 14' 3" high with a capacity of 68 tons and 5577 cubic feet.

During 1978 the B&M received 8 more pressure unloading covered hopper cars #5910-17 of 100-ton 2785 cubic foot capacity. These cars are the same as 5900-09 and are leased from North American Car Corp.

Fifty-foot box cars 50-55 and well flat 5010 were scrapped in 1978.

MEChatter The Maine Central has acquired 4 ex-Louisville & Nashville GP9's. The units will require shopping before use and are expected to be used as switchers and local freight engines. Could this be the end for MEC's Alco switcher fleet? (Narragansett Newsletter)

D&Happenings The D&H is cannibalizing itself for rail and other supplies. CTC sidings at Windsor and Uniondale PA and Mohawk Yard at Schenectady have been pulled up for relay rail. The sale of most 6-axle power to Mexico has had the expected result of leaving the road severely strapped for motive power. The power crisis has brought about the inevitable delays, train consolidations, and outlaws. (Block Line, via the Narragansett Newsletter)

MODELER'S CORNER The B&M 104600 series caboose models are now available from Pacific Fast Mail. The caboose is brass and beautifully detailed. It has the correct truck, made especially for this model, and the ladders and lantern holders are correct also. It is hoped that the trucks and ladders will be available separately. The model lists for \$57.50. Model is HO scale.

Details West now has a HO plastic model of the Dual Air Pak car (B&M #105-119). The detailing is excellent and the kit comes with trucks. It should be available early in 1979 at a cost of \$5.25. B&M decals are available from Accucal.

Due in the spring or early summer are the HO brass models of the B&M 4-4-0 and two versions of the 2-8-0.

Models of the new B&M GP-40-2 300-series engines can be easily made from the Atlas GP-40 model. The dynamic brakes and nose lightshas to be removed. The model is HO. Decals are available from Miller Advertising.

Floquil Paints is now making B&M blue.

Plans and a photo of the B&M USRA caboose, adopted in December 1919 appear on page 97 of the January issue of Model Railroader magazine.

The next issue of the B&M Bulletin will have the second Modeling the Boston & Maine article. The subject is the freight cars of the Boston & Maine, 1967 to the present

— Don Clerke

B&Misc. Some time ago we came up with the idea of running a directory of "high bridges", trestles and spectacular river crossings and such like, and also one of wigwag crossing signals (automatic flagmen). Response hasn't been overwhelming, but we have had a response on the wigwags. Don Robinson notes ones at Ordway on the Central Mass, south of Sanbornville on the Conway, one in Nashua and one west Richardson on the Hillsboro, one (possibly two) north of Derry on the M&L, nad one (possibly 2) in East Manchester on the M&P. It turns out there's a little known one close to Boston at North Woburn on the stub of the old Woburn Loop. Are there any still on the Ayer-Worcester line? Let us know of any others, also, best get pictures of them while you can. High Bridges: Claremont is the main line High Bridge par excellence on the B&M, but there are major river crossings all over the system. The Wheelwright has its Bondsville trestle (best when the trees are bare), the Greenville NH trestle is virtually abandoned, Hudson MA has a little-known one, the Bennington branch features at least one trestle, and of course up in the North Country there's the B&M's crossing of the Androscoggin at Gorham. Happy Hunting!

ORGANIZATION
NON-PROFIT

(January 1979)

P.O. BOX 302 • READING, MASSACHUSETTS 01867

