

# Boston & Maine Railroad Historical Society

*Incorporated*

## NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

April 26, 1979

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

MAY MEETING: Saturday, May 12, 1979, 8PM, Winnacunet High School, Hampton NH.

\*\*\*\*\*NOTE DIFFERENT LOCATION!!\*\*\*\*\*DIRECTIONS: Take exit 2 off I-95 (Rte. 51 exit) to go east, take exit for Rte. 101C from Rte. 51 and go east to Hampton Center. At Hampton Center take right turn at Lamaie's Tavern onto US Rte. 1 South. Go south about ¼ mile; the entrance to the High School complex is on the left just after the Catholic church and school (only one in Hampton), the school is on the right just past the medical building on your left. For those who hate toll-paying the location can easily be reached via Rte. 1 or Rte. 101C, with the necessary modifications to the directions

NOMINATIONS—The Nominating Committee will make its report at the May meeting on its nominees for the four elected officers (President, Vice President, Secretary, & Treasurer) for one-year terms and the two directors' seats (three-year terms). Nominations will then be accepted from the floor. After that, the nominations will be closed. Ballots will be going out with the next (May) Newsletter.

JUNE MEETING: June 16, 1979, the THIRD Saturday. Mt. Washington Cog Railway & environs.

### DAY'S EVENTS

	TIME	PRICE
Cog Railway Museum & Shop Tour	10 AM	Tour AND ride
Noon Meal (brown bag or your choice)	Noon	\$10.95 per person
Train Ride (3 hr, ride)	lv. 2PM, rtn. 5PM	
Dinner at Charlemont Restaurant	6 PM	Dinner (including tax & tip):
Meeting at Charlemont Restaurant	7 PM	\$7.50 per person
Adjourn	9:30 PM	

The program for the meeting will be presented by Don Bray, including a slide show.

DINNER MENU at the Charlemont: Choice of entree: Pot Roast or Baked Stuffed Chicken Breast and: Juice, Potato, Vegetable (fresh), Salad Bar, Bread & Butter, Dessert, and Beverage. Definite reservations for dinner must be in no later than JUNE 6 so the Charlemont will know the exact number of each choice to prepare. Send reservations to: Joseph N. Shaw, 888 Greenland Rd., Portsmouth NH 03801.

CABINS: Cabins at the Cog Railway for Saturday night, on a first come-first served basis, are available at \$10 per person, and must be reserved.

The Charlemont is located very near the Fabyans Depot on U.S. Route 302.

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

**B&Meeting**—The April 1979 monthly meeting of the B&MRRHS was called to order by President Leroy C. Hutchinson on Saturday, April 14 at 8:12 PM in the First Parish Unitarian Church, Woburn, Mass. There were approximately 70 members and guests in attendance.

The Secretary's report was read and accepted.

The Treasurer's report was read and accepted.

Dick Symmes reported that the Spring 1979 B&M Bulletin should be out of the press in two weeks.

Membership Secretary Tom Engel reported that the March Newsletter moved rapidly through the mail, perhaps due to its having been posted during the middle of the week instead of at the end of the week.

Program Chairman Joe Shaw reported that reservation forms will be included in the next issue of the Newsletter, and that he must have these reservations returned to him by June 6 in regard to the June 16 meeting at the Mount Washington Cog Railway. He also mentioned that a Base Station shop tour will be given in the morning and that dinner will feature an option of Pot Roast or Baked Stuffed Chicken at \$7.50 per person. He also indicated that given sufficient riders, a roundtrip bus fare of \$6.10 from Woburn to Base Station and return would be possible.

President Hutchinson reported that a member of the Society has been arrested for operating an unauthorized vehicle on the Central Mass. Branch, and that the Society's Board of Directors has revoked this person's membership in keeping with Article IV, Section C of the Bylaws. He also read a letter from B&M Corp. President Dustin in re this matter.

President Hutchinson reported the appointment of R. Richard Conard, Donald Hills, and Henry Taves to the Nominating Committee.

In response to a question from the floor concerning purchase of cars by the B&MRRHS from the B&M Corp.'s Boston Wrecker, Board of Directors Chairman H. Arnold Wilder reported that while it would be feasible to acquire title to two of the cars, the real problem is finding a place where they can safely be stored and worked on. He indicated that nothing for certain has been heard in re availability of a suitable location for this purpose.

The business portion of the meeting was adjourned at 8:29 PM.

After the business portion of the meeting, Edwin B. Robertson presented a slide show covering B&M, Maine Central, and Grand Trunk operations from the 1950's to the present.

Respectfully submitted,  
(signed) Forrest Mack, Secretary

**B&Memos** —HELP WANTED—NO PAY! That's right, but think of the fun you'll have. We are setting up a project to record on film for the Archives the surviving trackside B&M buildings before they disappear. We can succeed if the membership volunteers because only you know the buildings in your area. You'll need a camera, an instamatic is good, they are goof proof. Believe it or not there is no deliberate record of the stations, freighthouses, towers, engine houses, crossing tender shanties, etc. except by accident, usually as background for something else. There is room for many people to help cover the several hundred miles of main and branch lines. Please don't rush out and start taking pictures; we have to get permission for you to go on the property and right of way. Also, we would like to know who and where you are. We will give you all the help we can, suggestions and methods, —but no pay! Gene Prowten, 132 Stow Road, Boxborough MA 01719, has agreed to be the coördinator. Write him and enclose a stamped, self-addressed envelope.

HELP!! The Memb. Sec. is in dire need of people to type membership cards from the dues file cards during the upcoming renewal campaign. (Yes, the renewal floodgates open at the end of May for the Advance Section notice). The work will last from June to October. People within relatively easy travel distance of the Belmont (Mass.) area preferred. For more particulars and the lowdown write the Membership Secretary at the Belmont Box. —TRE

STANDARD GUAGING OF THE NEWSLETTER Currently we name our issues after the editorial conference (masthead) date, which means each month's issue contains that month's news, meeting minutes, etc. Thus April has April news, etc. But—everyone gets it in May. And 99% of the world's monthlies name their issues after the months they're received in. Thus now we're sending out our April issue while nearly everyone else is sending out their May one. For the last time, it is more logical to have April news in your April issue than in your May one (Callboy readers will recognize the problem), but mounting confusion with one half the Society calling this one April and the other May and the realization any future management would lose no time in changing the issue names lead us to the inevitable reguaging which will occur at the end of June.

How It Will Work: The June issue (old style) will be called the JUNE-JULY issue; what would have been the July issue (old style) will be called the August issue (new style) & we will be reguaged. NOTE no issues will be omitted, still 12 a year, only the names will change. We go into such detail because frankly the prospect of 1,166 readers descending on us asking what happened to their July Newsletters leaves us very, very jittery... —TRE

COMING May 26, 1979, 6th Annual Spring Model RR Show, sponsored by North Conway Depot Model RR Club, Red Jacket Mountain View Inn, N. Conway, NH. 10AM-4PM. Adm. Adults \$1, kids 50¢, 5 and under free, family \$4 max. Dealers, slideshows, displays, Club layout will be open.

EVENTS June 2-3, 1979, Wolfeboro Branch RR Club Model RR Show, Masonic Hall, Glendon St., Wolfeboro, NH. Displays, Dealers, operating layouts, etc. Adm. \$1 adult, 50¢ child. For info. contact David Collinge, Railroad Ave., Newfields NH 03856. Tel. 603-778-8461.

OF June 3, 1979, The entire Lamoille Valley RR, a fan trip, you NEED the trackage. Leave Swanton VT 0900, arrive St. Johnsbury VT ca. 1700. Stricly limited to first 150 people. One way NOTE only, fare \$30 train only, various bus transport options to there extra. For tickets order from: Boston Chapter NRHS-Mass. Bay RRE Joint Trip Committee, Box 61, Needham Heights MA 02194. Include a SASE #10 size with your order; checks payable: Boston NRHS-M. B. RRE

LAST STEAM (1) The supposed "high-water" run of 1958 by #3713 is viewed by all respondents as apocryphal, another one of those good stories that didn't pan out. (2) On Nov. 16, 1955 #4113, the last B&M R-1, just recently overhauled for snow-melting service, and 494, a 4-4-0 built in 1892, were posed side by side at Billerica and the scene recorded by Official Photographer Frank H. Hill. The photograph was widely published; quite a contrast in size between the two engines. (3) Harry Frye writes the last inside-connected loco. #24 "Merrimac" was scrapped 8/7/1897 in Boston; most popular stories list #23 "Thomas West" as the last insider; it was sold to Poulterer & Co. 12/12/1895. Still inconclusive whether the Fitchburg had one still later, presently their last appears to have been #9, scrapped prior to 1895; the possibility exists one may have escaped scrapping on the FRR and the B&M scrapped it without renumbering.

SPOTLIGHT ON BOSTON & MAINE R.R. HISTORY (from B&M R.R. Employes Magazine)

50 years ago May 1929, Vol. 6, No. 2 — Pres. Hannauer appeared before NH legislature on Mar. 26 in connection with report from the Public Service Comm.; Pres. Hannauer stated there were many inaccuracies in this report — the B&M had been doing better than the report indicated, passenger and freight trains had been speeded up, etc.. "Fish Line Stops Train", April 15th a fishing line caused short circuit, two flagging blocks in stop position, train #827 delayed between Lee and Barrington NH on the WN&P Div.. "First Mile-a-Minute Flyer" — the Antelope in 1845 — travelled the 26 miles from Boston to Lawrence in 26 minutes..today we hope.. "New 70-ton Hopper cars" by C. B. Smith, Eng. of Tests, 8400 series, 500 cars with 4 hoppers photo of 8499, for coal, ballast handling..Annual Report for 1928 showed large decline in passenger traffic; improved freight handling noted..center spread top half photo of 2-8-4 4006, 4-6-2 3683, 2-10-2 3009, bottom half unusual study of North Station concourse..picture of new bridge at Fitchburg, "last link in the chain between McVillage NY and Boston"..Deane R. Ainsworth, clerk at Springfield, has hobby of travelling over the Boston & Maine system..

25 years ago May-June 1954, Vol. 22, No. 3 — Front Cover shows 2 men on platform at end of 40-foot boom, cleaning ledges above track, Wilder VT..lead article "Radio Speed Yard Service" instant communication between yard offices and diesel switchers — speed up movements, photos of Russ Kendall, Gen Supt. Air Brakes & Train Control; T. M. McLaughlin.. "Locomotive Engineer Serves as Governor" for 2 days Engineer Norman McMeekin of Woodsville, NH was acting Governor on April 26-27; his regular run, JU-1 and UJ-4 between W. R. Jct. and Newport.. "The B&M on TV" story on day-to-day operation on the B&M, photo of H. E. Bixler in studio of Station WMUR-TV, Manchester NH.. "Former Minnesota Trolley Car Rides the B&M" photo of Twin Cities car on its way via B&M to Seashore Trolley Museum.. "Building a Stronger Railroad" Pres. T. G. Sughrue addressed the N. E. Shippers Advisory Board March 25th — reduction in debt, better motive power (almost 100% diesel), more rock-ballasted roadway, CTC installations at 20 locations; improvements in passenger train and freight train schedules ..Photos: 3713 4-6-2 P-4 steam at International Paper Co., Somerville Jct., pumping steam, #627 0-8-0 switcher at Westboro NH engine house April 14, last one.. "More Landmarks Pass" Dow St., Manchester NH crossing tender's cabin, West Lebanon NH passenger station to VFW Post, 100,000 gal. water tank razed..

**B&Matters** COMMUTER COMMENTS — Politics Dept. There was to have been a special train run to Concord NH on April 21 to display a new MBTA locomotive and several refurbished coaches. the type of equipment that would be used on any trains NH authorities might contract to have the MBTA run to New Hampshire. The idea had come from NH officials and the date was all set when with but 2 weeks to go the trip was suddenly scuttled by MBTA Chairman Robert L. Foster after consultation with his staff. In a memorable gaffe Foster said, "Much as we love our sister state of N. H., it doesn't seem economically intelligent to encourage people to work in Massachusetts and live in New Hampshire."

New Hampshire was livid. Concord Mayor Martin Gross noted "they could also build a Berlin wall. That would work too, and a Hell of a lot better." NH Gov. Hugh Gallen wasn't amused; he had just proposed a pilot commuter rail project between NH and Mass. to DOT Sec. Brock Adams. US Rep. James Cleveland complained to the Urban Mass Transportation Administration (UMTA).

Cooler heads have prevailed. The demonstration train is (as of 4/28) back on, for May 4th, arrival in Concord expected ca. 1900hrs., the equipment will be on display on the 5th. A similar demonstration train will be run in the Boston area out the Franklin branch on May 20th to celebrate that line's improvement.

Foster has also just announced a commuter rail management shakeup, this reported on radio 4/28. Foster wants more attention to costs and deficits; in the interview he noted the mid-day commuter trains with lighter passenger loads and higher deficits per passenger as areas for possible reductions.

Private Worries: (1) Are we returning to the once-in-the-morning-and-evening-does-it mentality that drove commuter rail into the ground in years past? It has been found that the single most important factor in increasing commuter rail ridership was increasing train frequency (and not speed) of service, especially in off-peak periods, such was found during the Federally-funded commuter rail experiment on the B&M in 1963 or so. (2) Will this cost-cutting and deficit-trimming drive lead to deferred maintenance? It must be noted that the B&M may perform only that maintenance the MBTA allows it to, especially as the MBTA now owns the equipment. Maintenance budgets have been cut in past years. — TRE

Rail service on the Lowell route will be temporarily cut back to Winchester (Woburn trains will still run, though) starting May 6th until September for track rebuilding work. A replacement bus service will be offered with the same fares as on the railroad. There has been some discussion of whether a full suspension was absolutely necessary, also much worrying in some quarters that the purpose was to effect a permanent "bustitution". But track improvements for passenger service isn't the only purpose of this work: the MBTA is required under the commuter lines sale agreement to provide the B&M with a suitable high & wide route to its Boston yards. With the Red Line (Cambridge Subway) extension taking over the Fitchburg Freight Cut-off the Lowell line is to become the new high & wide route and clearances must be increased. Once this work is done through freights would probably no longer use the Fitchburg to Ayer.



A Tale of the Eastward Main: On April 23 rail crews worked on the eastward track through Belmont replacing bad rails. Battered and chipped rail ends were common and a significant amount of rail had to be replaced. The original rail dates mostly from the late 1920's, much of it Krupp rail, and varies from 110# to 130#. Welded rail for both tracks had been dropped in late 1977 and the westward rail was installed in late Fall 1977 and Spring 1978. The welded rail for the eastward track however after having lain on the right of way all winter was picked up and taken elsewhere. The heat-treated welded rail is 115# rail and is much stronger than the 130# rail it replaces, which tends to be brittle in winter. With this massive replacement of jointed rail with jointed rail apparently the eastward track might well never get its welded rail. The welded rail makes quite a difference on the ride of both passenger and freight trains on the westward track.

On April 30th certain schedule changes will go into effect on the Providence line, mostly a reduction on the midday trips to Providence.

6 GO coaches on delivery to the MBTA were seriously damaged in a freight derailment on the CPR at Barton, Vt. April 7th. Another 4 GO cars in the train were undamaged and continued to Boston. Derailment's cause is unknown. . . black MBTA GP-9 7534 or 7543 was observed in a fast-moving CNR freight at Bellevue, Ont. on April 14th. Headed for Paducah or Michigan's SEMTA? (Bruce P. Curry)

MBTA F40PH MODEL NOTES—Jerome Rosenfeld sends us some other changes necessary in converting Life-Like's F40PH to MBTA dress. MBTA F40PH's lack the Dynamic Brake feature and the fan to this feature on the model must be removed and the resistor grills filled in. Next the "cab headlight" must be removed as the MBTA F40's lack this feature while Amtrak F40's are equipped with what is more or less a "Mars" light.

**B&Members**—We welcome the following new members to the B&MRRHS: Robert P. Broden, Billerica MA; Robert M. Jeffers, Jr., Worcester MA; Robert Allen Liljestrand, Shrewsbury MA; Craig Smith,\* Delmar NY; Robert J. Sullivan, Jr., Tewksbury MA; Domenic Vecchiarelli, Scotia NY; Richard E. Genereau, Weymouth MA; Raymond H. Billings, Greenfield MA; E. Stanley Swanson, New Britain CT; Robert C. McCutcheon, Liverpool NY; Paul J. Godfrey, Pelham MA. Welcome aboard!

**B&Matters**—(The B&MRRHS Newsletter needs a few good stories; actually lots of them, the more the better. Also observations, notes of everyday happenings, and such like. We try to keep you abreast each month of what's happening in your Society and out on our namesake railroad. But we need your help; there are some areas on the B&M we haven't heard much about. The West End and more recently the North Country have been strangely quiet. So, send your Newsletter items to: John C. Alden, Newsletter Editor, 11 Riverside Avenue, Concord MA 01742.)

The west end of the Goffstown branch extending beyond the covered bridge (destroyed by fire in Aug. 1976) was ripped up early in April. Everything, rail, ties, and ballast was removed. East of Goffstown track work has been done with rails and ties replaced in places, some of this rail came from the removed west end. The brush cutter worked to Goffstown on April 17. There is a lumber yard in Goffstown that sees 5-6 carloads a week. (Mike Lennon)

30-day abandonment notices have been posted for the Bennington-Hillsboro section of the Hillsboro branch and the Townsend-Greenville portion of the Greenville branch (this stretch includes the Greenville trestle). Both lines have seen little or no business in the past few years and were like to see none and were de-facto abandoned. If no objections are made during the 30-day period after posting the notices (they were carried in Traffic World) the abandonment is approved. (Michael V. Lennon)

The Boston & Maine Corp.'s Trustees report that February 1979's net loss was \$682,251, compared to Feb. 1978's \$1,382,026 loss. Figures for first two months 1979 are net loss of \$1,389,430 on \$15,742,082 in revenues vs. loss of \$2,514,730 on \$13,064,819 of revenues for 1978. This past winter the weather has been milder and there was no coal strike. Dare we hope 1979 shapes up better than 1978?

EQUIPMENT NOTES—The Sperry Rail Service test car came through Belmont going west at 0805 on April 12, destination & purpose unknown. The car is a converted gas-electric "doodle-bug" and is painted yellow ●● GEEP-40 FOLLIES: The 300's continue their metamorphosis into Just Another Engine in the power pool; on April 9 local B-3 out of Boston had #314 and probably did work on the Bemis branch. Unknown yet whether any have seen service on the Central Mass., Watertown, or Bedford branches. (Keep us informed of the 300's' progress onto the branch lines.) ●● SW-1 1118 is in an experimental but very attractive new paint scheme. Basic color is blue (what else?), but a brighter shade more like CR blue. The trucks and fuel tanks are silver, the frame is black. A white stripe is painted around the cab with the number below the stripe and the B&M logo above. At the radiator end there are two large white rectangles painted on both sides with a black minuteman emblem inside. Currently 1118 serves as the Billerica shop switcher but on Sundays it switches the Lowell yard right by the passenger station. (Art Mitchell)

SYMBOL FREIGHTS Outside of the Conn River, no earth-shaking changes this month, so no new schedule this month. Changes: BR-21 lv. Rigby 1900, RS-1 lv. Rigby 2230, NE-87 lv. Rigby 1300, NE-1 lv. Rigby 0500, lv. Fitchburg 1430, and goes to Rott. Jct.; NE-2 lv. Rott. Jct. 1030. CONN RIVER: CV447 lv. Spgfd. 1600, CP917 lv. Spgfd. 1900. CV390 lv. WRJ 1700, CP904 lv. WRJ 2200; EW-1 and WE-2 are 3rd class trains 4301 and 4302 north of White River Jct.

**SPECIAL NOTICE** For the month of June and the June-July (see p. 2) issue your Asst. Editor will be acting Editor. Newsletter business for May 25-June 30 should go to the Belmont box.

The rescheduling of the Conn River trains is due to competition from the D&H for the lucrative newsprint traffic from Canada to New York, Philadelphia, and other east coast cities. The D&H has put on a fast paper train and the B&M, CP, and CV must respond to keep this traffic ●● the Rigby-Springfield trains continue to do well, especially with piggyback. At Springfield connections are made with ConRail's van trains for the West with delivery time to Chicago that saves several days over routings through Selkirk and other intermediate yards. B&M trains are now made with separate Selkirk and Dewitt blocks for more efficient interchange with CR ●● EW-1 and WE-2 became 3rd class trains to cut the need for train orders as they are now timetable trains. J. B. Egan in The 470 notes that X-1 & X-2 use these numbers on the line to Berlin but are called 6051 & 6052 Waumbek Jct. to Coos Jct. G1/2 is called 6053/6054.

**Portsmouth Area Notes** — Joe Shaw notes that about 1½ miles of the line into Portsmouth is to be double-tracked from Emory's Crossing to the old Portsmouth station. In Portsmouth yard and track improvements with work to start May 7 include new rail (100# inplaces), ties, ballast, and switch relocations and other projects. Bud Horton writes there were two minor derailments on the Portsmouth branch Apr. 5; 3 jumbo covered hoppers & buggy derailed at Raymond & chewed up quite a bit of roadbed. 6 hoppers of sand derailed on the wye at Rockingham Jct. He also notes the Front & Main St. crossings in Exeter have been rebuilt and are "real smooth" now. Paul Taylor adds that many of the "locals" seen on the Portsmouth branch are high-wide freight extras with materials for Seabrook.

**Dover Doings** — 4267B was back in Boston over the weekend of Apr. 28-9. Your Asst. Ed. got confused by some handwriting and guessed wrong; #1124 is used on DI-1/ID-2 (there's no such D11/12). This train normally doesn't do yard work in Dover. DI-1/ID-2 services consignees on the Conway branch to Rochester, the former Gonic branch, and the former Farmington branch. The restaurant where the two crews often eat is south of the Farmington branch and was once the Rochester Depot. (Paul Taylor) Bud Horton adds DI-1/ID-2 are the old Intervale-Dover trains even though they haven't seen Intervale for years.

Harold Judkins reports Central Mass. milepost B54/N50 is preserved and in good hands, though not on the original location.

The Ayer-Mechanicville main line rebuilding project is moving into high gear. Work is in progress between Wrights and Gardner and farther west at Soapstone and Williamstown. We hear there are requirements that the monies lent for this rebuilding project be spent within a limited time period, 2 years we believe. This is why the B&M procured English rail for making the welded rail — it was available. Supplies must be gotten wherever they can and with U.S. producers having lengthy backlogs the B&M went to England for rail. Other supplies are subject to similar backlogs so supplies are ordered well in advance.

**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 & address. We may edit ads to fit them in and can't guarantee the running of an ad.

- FOR SALE: New PFM B&M B-15 2-6-0, B&M caboose, Overland C&O caboose, Timberline Franklin Jct. F. Bruhn, 91 Dartmouth Dr., Lexington OH 44904
- SELLING ON approval original slides of SP, ATSF, Amtrak, & other western road diesels and Sierra, YMSP, RC-BT, WS&CV and Cal-West steam and diesel subjects. Some original B&W negs. & emp TT's. Joseph T. Bispo, 4216 S. Fruit Ave., Fresno CA 93706.
- American Shortline Railway Guide, by E. A. Lewis, a 134-page book featuring data and photographs on shortlines from all over the U.S. PRICE: \$9.95 softbound, \$14.95 hardbound, postpaid from The Baggage Car, P. O. Box 733, Morrisville VT 05661.

**CVViews** The Rocket is back! And this time probably permanently. It is now part of a bimodal movement of perishables from the South to eastern Canada. The trailers move by rail to Potomac Yard, thence by highway to Palmer, Mass., thence via the CV to Montreal. This saves several days of delays north of Potomac Yard on CR. (Green Board) Wallace Meyer notes the increased pace at Palmer

**MEChatter** Maine Central Chairman E. Spencer Miller announced at the 1979 Annual Meeting on April 25 that MEC's 1st quarter 1979 earnings were \$1,020,349 on revenues of \$14,082,663. Last year's 1st quarter earnings were only \$514,108 on \$12,563,502 of revenues. (Wait till James Earl Carter, Jr. hears about this! — TRE)... The MEC's new (old, 4 ex-L&N engines) power we mentioned in January are GP-7's, not 9's, Matt Rines writes. The units were purchased when MEC didn't have enough operable units to handle business; thus it's risky to speculate on the Alco switchers' fates. GP-7's have been more reliable for Maine Central than their newer power.

----- (RESERVATION FORM FOR CHARLEMONT RESTAURANT) -----

CHECK ONE: Chicken \_\_\_\_\_ No. Persons \_\_\_\_\_ Pot Roast \_\_\_\_\_ No. Persons \_\_\_\_\_

TOTAL NUMBER OF PERSONS (including guests) ATTENDING DINNER \_\_\_\_\_

TRAIN RIDE: TOTAL NUMBER OF PERSONS \_\_\_\_\_

Send To: Joseph N. Shaw, 888 Greenland Road, Portsmouth NH 03801

**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. Do not include any other correspondence with these orders!!

**B & M BULLETINS:** Fall 1976, Winter 1976-7, Spring, Summer, Fall 1977; Winter 1977-8, Spring 1978, PRICE: \$2 @ to members, \$2.25 @ to others. Summer, Fall 1978, Winter 1978-9, PRICE: \$2.50 everyone.

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

**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 photographers 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.

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

**GIANT NEWSLETTER SALE** Back by popular demand, the Giant Get Rid of the Remaining 1977-78 Newsletters Newsletter Sale. Having unloaded - er - sold out the 1976-7 stock, we have a limited number of April, May, and June 1978's around. We will sell them only as sets of 3, no substitutions, please. Price: 2 usable 15¢ US stamps, order from Dept. NS, Box 369, Belmont MA 02178. May & June contain the 2-part Laurence Breed Walker story on a pre-WWI trip from Boston through Crawford Notch to the Mt. Washington resorts; April we must admit was a Real Dog news-wise.

ORGANIZATION  
NON-PROFIT

MAY MEETING will be in HAMPTON, NH

(April 1979)

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