

John C. Alden, Editor

OCTOBER 1979

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

**OCTOBER MEETING:** The first meeting devoted to Modeling the B&M will be the October meeting, October 13, 1979 (2nd Sat. in month) at 7:00 PM (note earlier time) at the First Parish Unitarian Church, Woburn, Mass. Featured will be displays of B&M models by the society members, a slide/talk on "Modeling the B&M" by Don Clerke, a list of models suitable for B&M available since 1948 in O, S, HO, and N scales including a list of articles that have appeared in modeling publications on the B&M and modeling techniques, and door prizes. All members are invited to display their models. The more models the more successful the meeting will be.

**NOVEMBER MEETING:** Tentatively scheduled for THURSDAY, NOV. 8th, at the University of Lowell's Lydon Library at 7:30PM. **NOTE CHANGE OF TIME AND LOCATION!** Entertainment still unchosen as of this writing.

**DECEMBER MEETING:** Saturday, December 8, 1979, 8PM, First Parish Unitarian Church, Woburn Square, Woburn, Mass. The program will be put on by Don Bray on the Mount Washington Cog Railway.

**DUES** for 1979-80 are close to overdue!! Annual dues are \$10, conversions to life membership are \$100. Please let me know of any necessary corrections to name or address. Send your renewal payments to: T. R. Engel, Memb. Sec., B&MRRHS, Box 369, Belmont MA 02178.

**DUES  
ARE  
NOW  
DUE!**

**BROWN DOT:** Cut-off for non-renewal will be with the Nov. Newsletter, with pink sheets going to the unrenewed. The brown dot on your mailing label means that as our records stand ca. Sept. 21 you are unrenewed. This condition, if not corrected, leads to a "pink-sheet" notice next month and no more Bulletins or Newsletters until you renew.

For convenience, there is a renewal/new member form at the bottom of page 7.

## B&Meeting

The September 1979 meeting of the B&MRRHS was called to order by President Malcolm Houck on Saturday September 8, 1979 at 8:21PM in the First Parish Unitarian Church, Woburn, Mass. There were approximately 60 members and guests present.

The Secretary's report was read and accepted. The Treasurer's report was waived.

Don Clerke announced that the modeling meeting on Saturday October 13 would begin at 7PM rather than the usual hour. He also indicated that the building would be opened at 6:30PM to facilitate setting up displays, that no commercial sales would be permitted at this meeting, and that the program would include a slide-talk on modelling the B&M. He also displayed samples of diazo prints made from blueprints in the Society's archives, which would soon be available for purchase.

Membership Secretary Tom Engel announced that membership renewals are still being accepted, and that he needs assistance in typing membership cards.

Newsletter Editor John Alden reported that the last Newsletter was mailed the previous Saturday.

Dick Symmes announced that the Fall B&M Bulletin would be out by the end of this month or beginning of next month.

Charles P. Smith read the former Treasurer's Report, copies of which were available to anybody who wanted one. Mal Houck thanked Charlie for serving so long and faithfully as Treasurer. John Hutchins reported that he was planning to prepare quarterly financial statements which could possibly be included in the Bulletin.

Program Committee Chairman Joe Shaw reported that the November meeting would probably be at the University of Lowell, and that tours of the Society's Archives might be possible. He reported that the program for the December meeting would be given by Don Bray on the Mount Washington Cog Railway.

Dick Symmes reported that one of the Talgo motive power units has been scrapped.

It was voted to adjourn at 8:33 PM.

After the business portion of the meeting Roy Hutchinson gave a slide program showing B&M equipment and operations from 1937 to the present.

Respectfully Submitted,  
(signed) Forrest Mack, Secretary

- Moving? Send your change of address to the Memb. Sec., B&MRRHS, Box 369, Belmont MA 02178 ●
- IMPORTANT BOOK ANNOUNCEMENT ON NEXT PAGE!! ....

●●● Important MOGULS, MOUNTAINS, AND MEMORIES announcement on PAGE 4!! ●●●

**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 MA 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 (only a few left); Spring 1978 (very few left). PRICE: \$2.25 each. Summer, Fall 1978; Winter 1978-9, Spring, Summer, Fall 1979. PRICE: \$2.50 each.

**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 short-lines 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. Others \$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.

**NEW!** Railfan's Guide to New England (2nd Edition): 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". \$4.95.

A COMPLETE INDEX to all B&M Bulletins, 75¢, including postage.

BACK BULLETINS: A few copies of the Spring 1976 Bulletin remain at \$1.50 each.

**PLANS OF BOSTON & MAINE RIALROAD EQUIPMENT, BUILDINGS, MOTIVE POWER, TRACK PLANS**

The Society is now offering plans from official Boston & Maine Railroad drawings in the Society's archives. The first offering will be the following cars build around the turn of the century. (Drawing sizes are in inches.):

CAR	DATE	DRAWING SIZE
1. 60ft. Std. Passenger	Mar. 1901	24x62
2. 34'-0" box car	Jan. 1900	24x52
3. 34'-0" box car	Nov. 1901	24x52
4. 36'-0" box car	June 1902	24x53
5. 35'-9" stock car	Dec. 1899	24x64
6. 36'-8" stock car	Feb. 1902	24x62
7. 35'-8½" refrigerator car	July 1903	24x52
8. 34'-0" platform (flat) car	Aug. 1895	24x47
9. 34'-0" flat car	Jan. 1902	24x56
10. 34'-0" flat with 37' by 18' pit	Aug. 1901	24x51
11. 35'-0" coke car	Mar. 1900	24x64
12. 35'-9" drop end gondola car, 36" s	Feb. 1900	24x52
13. 35'-9" drop end gondola car, 30" s	July 1899	24x52
14. gondola lettering sheet	Nov. 1914	24x50
15. 31'-0" hopper bottom gondola	Apr. 1905	24x48
16. 30'-0" std. coal car with drop sides (Pratts Patent)	Sept. 1900	24x48
17. 32'-0" coal car with drop sides (Pratts Patent)	Oct. 1900	24x49
18. 32'-2" coal car with drop sides	Dec. 1901	24x49
19. Std. derrick for fuel dept. (2 print set)	Apr. 1902	24x51 & 24x56
20. clearance car	1900	24x54

Prices are as follows: single prints, \$3.50 each, group of three prints, \$9.00; five prints, \$15.00; 10 or more, \$2.50 each.

**AN URGENT APPEAL** The Society's continued rapid rate of growth has left us overloaded with necessary work and short-handed in several key areas not the least of which are the Bulletin and Newsletter which are the lifelines of our organization. We urgently need the assistance of more members if the Society is to continue growing and expanding the information and services it provides for all. Please look over the following list of tasks with which assistance is needed. None of them require previous experience or technical expertise but all are essential functions. Ask yourself if you couldn't spare a maximum of 5-10 hours a month in one or more of these areas. If so, please contact the listed individual for whatever area interests you. Your participation would be most welcome in any of these functions:

TASK	FREQUENCY	PEOPLE NEEDED	CONTACT	Members in nearby towns
1. Bulletin Mailing	4 times/year	5-10	Joseph N. Shaw, 888 Greenland Rd. Portsmouth NH 03801 603-436-2663	78
2. UPS/Mail Shipping to Stores	4-6 times a year	3-5	H. Arnold Wilder, 46 Lowell Rd., Westford MA 01886 617-692-6649	38
3. Publications deliveries to stores in: Boston, S. E. Mass., Central & Western Mass., Connecticut, SE Maine	4-8 times a year	5-10	John Hutchins, Nutting Road, Groton MA 01450 617-448-5339	35
4. Manuscript writing or research	ANYTIME	Anyone who can help	J. Norman Longhi, c/o B&MRRHS P. O. Box 302, Reading MA 01867	1150 members
We would especially be interested in assistance from some of our active or retired railroaders who are members. Placing your experiences on recording tape for future printing would be of considerable assistance if you don't wish to write them down.				
5. Photograph hunting or submission	ANYTIME	Anyone who will help or contribute to the photo files	David K. Johnson, c/o B&MRRHS P. O. Box 302, Reading MA 01867	1150 members
6. <u>Bulletin</u> and book production	4-8 meetings a year	Anyone to assist in editing, typing layout preparation	Richard W. Symmes 16 Frankwood Avenue Beverly MA 01915 617-927-2701	97
7. Newsletter mailing	monthly	5-10	Thomas R. Engel, 179 Lewis Rd. Belmont MA 02178 617-484-5911	50
8. Archives cataloging at the U. of Lowell	5-10 times a year	5-10	Forrest Mack, 262 Main St. Watertown MA 02172 617-924-8768	74 near Lowell
9. Modelling	ANYTIME	Anybody	Don Clerke, 132 Laurel St., Windsor CT 06074 203-644-8993	21
10. Membership Records	ANYTIME, (esp. July-Dec.)	Anybody	Thomas R. Engel, 179 Lewis Rd., Belmont MA 02178 617-484-5911	50

**HELLP!** Your Membership Secretary needs someone urgently to type membership cards for him. Also maybe some other membership and circulation work odds and ends. Persons not too long a haul from Belmont preferred. Contact T. R. Engel per "Urgent Appeal".

**TRACKSIDE STRUCTURES RECORDING PROJECT** We still have openings for many of you to assist in our effort to get these buildings on film before they disappear. If you can take a snapshot you're eligible; we're not trying for portraits, just pictures. If you live near one of the branch or mainlines or abandoned branches you are in a good location. We have offers from twenty people to participate so far; many more are needed. For instance, it will take up to ten to cover Metropolitan Boston — to date we have only one. We must move quickly to stay ahead of the vandals and wreckers. Write to Gene Prowten, 132 Stow Rd., Boxborough MA 01719. Enclose a stamped self-addressed envelope, business size.

**MISSING MEMBERS** We have had mail returned from the following members: Robert J. Dollard, Ronald S. High, John S. Harbeck, David B. Coldren, Edward R. Batson, John S. Bowles, James E. Mann. Any word on their current whereabouts were appreciated by your Memb. Sec. ● Our policy on mail returns: we send nothing further until we receive confirmation of new address. — TRE



MOGULS, MOUNTAINS AND MEMORIES The book will be priced at \$11.95 retail. It will be available to members only at the special pre-publication price of \$10.00 for all orders postmarked by December 1, 1979. Please use the order blank on page 7 to place your pre-publication order. DO NOT include any other correspondence with these orders as they are being processed separate from all other shipments.

**B&Matters** COMMUTER COMMENTS — Sic Transit Gloria Medford. About 1700 feet of the old Medford branch railbed between Spring and Park Sts. in Medford has been graded and the land subdivided into 42 parcels to be sold. The stretch between Park and Cross Sts. will not be graded until drainage plans are complete. On this section of the Medford branch the track was in a canal-like channel, complete with a concrete-arch footbridge spanning the branch that looked more like a span over a Venetian canal. All gone; when this work is complete there will be little trace of the west end of the Medford branch. Park St. station still survives, but would anyone recognize it as a RR depot?

The MBTA now owns South Station and plans to turn the facility into a modern rail, rapid transit, and bus facility, including a hotel, a 1500-car garage, and an office building. Tab: \$100 million in government funds.

The Red Line (Cambridge Subway) extension work continues. Davis Square tower was demolished late in August to make way for subway construction (Let's get pictures of more of these structures before they disappear). Once track and signalling work is completed on the line to Lowell through freights in and out of Boston will use the New Hampshire Route, which may well happen before the end of the year.

Service Changes: The stop at Malden Center on the Reading branch has been abolished. The stop's purpose was to provide a connection for riders from the Elevated going to RR points north of Malden and for local traffic; study however showed only an average of a dozen people a day were using the stop and bus lines paralleled the line. In the now-departed days of reduced off-peak fares there was a savings in going via rapid transit to Malden and changing for points north. Of particular note: Malden Center was a high-platform station, the only one ever on the Boston & Maine.

The MBTA abruptly ended rail passenger service to Ipswich on Sept. 7th, citing deteriorated track conditions north of Beverly as the reason. Passengers are being bussed by Michaud to North Beverly for the train to Boston. The "bustitution" is to continue until the tracks are repaired.

Service reductions on all the commuter rail lines have been announced by the MBTA as part of overall system cutbacks instituted during a budget squabble the MBTA Advisory Board is having with MBTA Chairman Foster. The cutbacks show up as a train consolidation here, a dropping there, etc.; looking at the new South Acton schedule it appears that for once cuts were made with some intelligence. A local train in the morning that closely followed an express which made local stops until Kendall Green now runs only from Hastings in, making the stops the express passes. This necessitates the use of a crossover put in at Hastings last year. One evening train is dropped. Boston-Salem service during the day is now hourly instead of half-hourly, but some trains that formerly terminated at Salem now run to the ends of the lines.

EQUIPMENT NOTES: The new Pullman coaches are now running on the Gloucester, Ed Brown notes, sending along clippings from the Salem Evening News, on the first run of the new equipment. Passengers made enthusiastic comments about the air-conditioning, tinted windows, and especially the smooth ride. GO coaches are also running on the Gloucester branch (train #545 often) and are said to be very uncomfortable...A train of Pullman coaches has also been operating on the South Acton line, coming through Belmont about 9:45 AM; F10's have been seen on weekday trains to South Acton.

**B&Members** We welcome the following new members to the B&MRRHS: A. F. Eisen, Dedham MA; Robert M. S. Hagopian, South Hamilton MA; Daniel Locke, Calremont NH; Elmer Bennett Babylon NY; Cpt. Thomas W. Dixon, Jr., Ft. Belvoir VA; Roger Bee, Rochester MN; William Yetman, Malden MA; W. A. Eaglesham, Rotherham, England; Robert F. Garner, Melrose MA; Thomas J. Tierney, Jr., E. Pepperell MA; Walter H. Boynton, W. Roxbury MA; Walter Ernst, North Billerica MA; L. P. Powers, Melrose MA; Alan Stout, Evanston IL; David J. Rockwell, Jr., Atkinson NH; Richard W. Tinkham, S. Yarmouth MA; Robert W. Moore, Houston TX; Charles A. Petlick, New Castle NH; Carl Goulet, Greenville NH; John H. White, Cambridge MA; Albert B. Dean, Melrose MA.

NEW MAGAZINES Railroad Photography Magazine, first issue scheduled for Spring 1980, a new quarterly publication devoted to prototype photography. To be printed in black and white on quality coated stock, 16pp. Price set at \$2 per issue, via 1st class mail. Publisher Raymond E. Reter is soliciting railfan photographers for photographs (b/w & color glossy prints; color slides originals only). For more information for contributions or otherwise write RR Photography Magazine, R. E. Reter, Publisher, P. O. Box 424, Timonium MD 21093. RR Photography will pay royalties on accepted pictures.

For you modelers out there, a new magazine, Mainline Modeler, currently scheduled to debut in January 1980. Robert L. Hundman is the editor; address is P. O. Box 5056, Lynnwood WA 98036. No word on price; the editor proposes to vary coverage among all Class I roads, among early articles are some planned on the B&M's Class P-2 and P-3 Pacifics.

SPOTLIGHT ON BOSTON & MAINE R.R. HISTORY (From B&M RR Employees' Magazine)

50 years ago OCTOBER 1929, Vol. 6, No. 7: Leading article describes: "The Story of Our Biggest Picnics" with a photo of Pres. Hannauer throwing the 1st pitch to V. P. N. W. Hawkes behind the plate..three big outings at Fitchburg (Whalom Park), Goffs Falls (Pine Island Park), and Centennial Grove (Essex, Mass.)..at Fitchburg special trolley cars conveyed picnickers to Whalom Park; 4 special trains from Boston, Portland, Berlin and Keene NH brought picnickers to Goffs Falls.."Safety Luncheon Attracts Big Throng" photo shows Gen. Mgr. J. W. Smith accepting trophy from Pres. Hannauer for Operating Dept.."Introducing the Boston & Maine Band" with photo - 42 pieces, uniformed in the "Minute Man" colors - buff and blue - G. T. McElroy, Manager & Drum Major; list of fellow employees..Center-spread featured events at the Family Outings..Rear Cover: Meredith, NH - "situated on the Southern Div. of the Boston & Maine RR on direct route to Montreal. The Station Agent, Charles I. Swain, has worked for the B&M for 47 years."

(Send your Newsletter items to John C. Alden, 11 Riverside Ave., Concord MA 01742.

## **B&Matters**

This is your Newsletter, and as this issue clearly shows, you're the ones who make it happen. Let us know your observations and notes of everyday happenings.)

"From Rigby to Rotterdam" was often the sonorous phrase used to express the east-west expanse of the Boston & Maine system; but if plans out West go through that may have to be revised. The B&M may get to operate the Pattersonville-Fort Plain NY stretch (27 miles) of the former West Shore; Pattersonville is just west of Rotterdam Jct., currently the B&M's westernmost point. The track was not included in the ConRail system so is presently owned by Penn Central, who received a \$100,000 rental in 1978; CR operated the line and received \$243,000 to cover operating deficits. The New York DOT is favoring the B&M as operator of the line, but a new outfit, Mohawk & Hudson Transportation Systems, is also vying for the line proposing to buy it outright. NYDOT projects the B&M would lose \$32,000 during its first year of operating the line, M&H \$200,000; M&H says most of that deficit would disappear if they owned the line. Penn Central is wanting \$2.25 million for the line. (David R. Strom)

Final figures on the tender offer are in: \$36,392,900 principal amount of 6s of 1970 series TT 1st mortgage bonds were tendered and purchased at 80. This leaves just about \$10 million principal amount of that issue outstanding, plus ca. \$6m. in back interest, plus over \$18m. principal amount 4½s of 1970 income bonds, with back interest at 4% a year from 1958 on (you figure it out - TRE), plus other debt, per deim and other claims, etc. In short, the Boston & Maine isn't out of the woods yet.

The Trustees' ICC report for 2nd quarter 1979 is out, carried in the 9/18 Moody's Transportation News. Freight revenues were \$27,023,000, up sharply from the \$22,237,000 of 2nd quarter 1978. However this great spurt in revenue did not get through to the bottom line: maintenance of equipment expense was \$7,110,000 (up from \$5,983,000) and maintenance of way expense \$8,098,000 (up from \$4,169,000). It must be noted that maintenance of way expense is up because the cost of the main line rehabilitation project is charged against current income per ICC procedure. There was a deficit of \$223,000 before fixed charges of \$637,000; the fixed charges are down from \$974,000 due to the repurchase of \$36.3m. in 1st mortgage bonds. This would have left a deficit of \$1,064,000 but for an extraordinary credit of \$28,382,000 from the bond repurchase, leaving instead net income of \$27,318,000. Alas, that credit is a "paper transaction" so no extra cash in the till. (Such calculations keep accountants busy - TRE)

These financial statistics, while they tell us whether the B&M is surviving, prospering, or withering, are only the B&M's "box score". And just as the box scores of the Red Sox don't tell the play-by-play of the games, the financial figures are only the final results of all the activities of the railroad's various departments and give us no idea of what's behind them. The local freight moves out of one yard on a given day, for instance. Bob Ridpath has sent us his observations of activity out of Salem on Monday 7/23:

"ES-6 (EDSA) arrived in Salem with GP9's 1734 & 1711 and GP40 308. 1734 became the power for the Peabody switcher. Out of Salem tunnel and into the North St. yard at 1130 dragging 14 cars and cabooses. Lynn switcher was powered by SW-1 1132; 1132 returned in time to head up the Newburyport local (3 box cars and cabooses), leaving Salem at 1345. The first Salem switcher was working in Beverly & went up with 4 cars. The 1430 switcher was to operate over the Danvers and Newburyport branches. Newburyport surprised me. Though the local/switcher went up with only 3 (and returned with 2) there were a total of 11 freight cars in various stages of 'undress' at different industries there." Bob notes that there all locals are designated as switchers and all branches in the Salem area are considered yard tracks. Local freight S1/2 which operated Salem-Danvers-Wakefield Jct. is now the home of the 1430 switcher. S11/12 is simply a run made by the Newburyport switcher.

Don LeJeune writes that the S. Reading branch track relocation project behind Eastman Gelatin has begun; onlookers may watch this from public property (Allen's Lane) adjacent to the factory..#1132 has been used from Salem since early August when an 800 series switcher was damaged when hit by a tractor trailer while crossing busy Route 1 in Peabody...Don also notes observing that going west POSE is used by train and dispatcher, while heading east all units are related with the term "extra", such as "313 extra eastbound".

SYMBOL FREIGHTS Lots of changes to report since our last schedule of 7/25; the following are as of Sept. 23: New train, POWI (Rigby-Wilmington) lv. Rigby 2100, arr. Wilmgtn. 0100 & rtn. Abolished: MEED, MAED, EDMA. MAED/EDMA replaced by COED (lv. Concord 2200 ex Sat) & EDCO (lv. E. Deerfield 2200 ex Sat). CHANGES: POME runs Wed-Sun, POSP run ex Sun, Mon, DOBO lv. Dover 2100, LAME runs Mon, Tue lv. Lawrence 1500, SAED lv. Salem 1900 ex Sat; EDME replaces MEED lv. E. Deerfield 1500 to Mc'ville & rtn., MELA lv. Mc'ville 1400 Sun, Mon, EDSA lv. E.D: 1930. CONN RIVER: SPPO Lv. Springfield 1000 for ED & rtn., lv. ED 1800 for Rigby ex Mon, Tue.

ABANDONMENTS: Cpt. Tom Thompson notes from Traffic World that the ICC is currently investigating the B&M's proposed abandonment of the Wheelwright branch; the effective date is postponed pending the investigation's completion. Will the Mass. Central get the Wheelwright after all? Will the Mass DOT get the line and transfer its operation to the Mass Central? stay tuned..●● The B&M has also formally applied to abandon the Central Mass from milepost B10.50 at Waltham North to Berlin (MP 32.18) and from MP 32.75 at Hudson to Marlboro (4.74 Mi.). As the Hudson-Marlboro track was part of the Fitchburg's South Acton-Marlboro branch (Maynard branch) the mileposts show different mileage). Also applied for: abandonment of the Bedford branch MP B4.28 (Cambridge) to MP B15.26 at Bedford. As the MBTA owns both branches the track would probably remain but freight service would end.

Cpt. Thompson also writes that the B&M has been getting high praise in the trade journals (Railway Age, Modern Railroads, Progressive Railroadng, etc.) for their attempts at controlling car hire costs, having good things to say about the B&M's new computer system and the B&M/MIT study that resulted in new trains between Springfield and Rigby.

EQUIPMENT NOTES — RS-3 1547 is still on the roster as of 9/25, the last surviving RS unit on the B&M ●● 4267B, the last operating F-unit on the B&M, met with serious engine damage several weeks ago and hasn't run since; the engine is a particular favorite but the damage is severe enough this might be The End ●● 1740 & 1743 are now painted CR blue with the new number & decal treatment. A 300 and a 200 and a GP-9 were masked for a new paint job at North Billerica in early Sept., unknown whether it was to be in CR blue. (Don LeJeune) ●● CV 3601 which was severely damaged last month with B&M units 1725 & 1726 is located behind the engine house at E. Deerfield. No work has been done on it yet.

Louis Beaudoin reports grade crossing improvements done on the Manchester-Epping line. The Valley St. crossing was rebuilt and signalled and the Route 28A crossing was upgraded. A wig-wag crossing signal survives at a crossing near Mammoth Mills. This portion of the branch sees switcher service 6 days a week and a local freight to Epping about once a week. On the Manchester & Lawrence branch only one wig-wag signal remains, at the Rte. 28 crossing in Londonderry NH just north of the Derry town line.

Dover Doings — DO-2 (gravel train) had recently painted #1740 with the number painted under the cab window and the B/M symbol up high on the short hood along with the 4267B and the 1734. (This was in early August). #1567 has been assigned as the DO-1 power for several weeks for the Dover-Farmington local which runs Monday thru Saturday. Gravel is being shipped to Scarborough ME and Seabrook NH as well as Boston. Gravel train runs to Ossipee Sunday thru Thursday and sometimes Friday and Saturday.

The "Portsmouth Switcher" usually has two 1700 as power due to increased business. Two 300's had to be pressed into service on July 1 when several gravel cars derailed at Bayside in Greenland. The 300's were used to reraill the cars along with the company bulldozer...#1226 is reported to be in the old maroon & gold paint scheme, earlier we had it in the blue scheme. #1221 is assigned to Dover and is used on the Biddeford job and the Dover switcher. (Richard J. Hughes)

Ayer-Mechanicville Main Line Rebuilding Project Report — New turnouts and ballast have been put in on the west side of the E. Deerfield yards.. Fitchburg's Tower BX is rumored to close; track crews have installed new rails and a turnout off the westbound main to the turntable track leads; this will eliminate a power turnout to this area from the tower.. Fitchburg Div. trackwork is still in full swing in the western part of Mass. Work is being done in the west end of the Hoosac Tunnel on the tunnel walls... (Don LeJeune) Geoffrey Bolton writes the Ayer-Gardner stretch is being resingalled for two-way running on both tracks with reverse running governed, not by jacks, but by wayside signals. An example: four signal standards at the Mitchelville crossing in Shirley, one in each corner of the road and the tracks.

THE WOLFBOROUGH SITUATION Garnered from several sources. Succinctly put: It is reported that the Hallocks (the Wolfborough RR's owners) have a prospective buyer lined up and are hopeful of a sale. Concurrently, interested businessmen and other parties in the Wolfborough area anxious to have an operating tourist railroad in Wolfborough including some active in the present Wolfborough RR are forming a company, Wolfborough Steam Railroad, Inc, to "acquire, maintain, and operate" the rolling stock of the Wolfborough Railroad. This group has been exploring funding for the enterprise; for legal reasons the company will probably be a public company with stock sales limited to New Hampshire residents. The New Hampshire Transportation Authority has said they would not buy the track, though they would arrange for a \$25,000 grant to the project. This is our latest knowledge on the matter. (Dennis Snook, Theodore Nordbeck, & Scott Gordon)

There Is a Prototype for Everything Dept. Word comes to us of the removal of the gauntlet track on the bridge over the Ct. River between Woodsville and Wells River. An interesting case: basically an elongated switch with the points in NH at the bridge's east end and the frogs at the west end in VT!!

**MODELER'S CORNER** The following models are either new models on the market or models not previously reported, or expected soon.

O Gauge: N. S. Custom Brass importing a GE 44 ton engine and an Alco RS-3.

S Gauge: S Scale Locomotive & Supply has kits of photoengraved and cast brass for B&M 2-8-0. Trainstuff, New Brunswick has Fox trucks.

N Gauge: JMC/Concor has an F-3 with a new mechanism; Kadee has a 39' single dome tank car similar to B&M style; Model Power has an F40-PH painted for MTA.

HO Gauge: Alexander Scale Models is bringing back the Model Engineering Works GE 44 ton engine with a new drive mechanism. GSB Rail Ltd. has cab interiors for EMD F units and diesel windshield wipers. The Car Shop has a brass kit for the N5 caboose. Silver Streak has two and three window caboose kits similar to early Fitchburg and Conn River cabooses. Rio Grande Models has a kit for Marion steam shovels similar to B&M.

July 1979 Model Railroader has an article on building a 50-foot cushion underframe boxcar entitled "Building a Great Northern 50-Foot Cushion Underframe Boxcar". This car is very similar to the 77000 series B&M boxcars. — Don Clerke

---

**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 and can't guarantee the running of an ad.

- B&M negatives and prints available for steam, diesel, passenger and freight. Taken by D. T. Hayward from the 1930's to date. Send Lg. SAE and \$2 (refundable) for print and negative listing or SSAE for negative price list to Pennsylvania Photos, Box 823, Bowling Green Sta. NY, NY 10004.
  - FOR SALE: Railway Age Gazette Jan. 1892-June 1913 (except Jy 1910-Dec. 1911), also have the Mechanical Sections for 1913, '14, & '15. Bound, brown covers, 6 mos. per book. Excellent condition, 43 books in all, over 200 lbs. Write to discuss price; purchaser will have to pick them up in Concord. L. S. Twombly, 18 Juniper Lane, Concord NH 03301.
-

## FAN TRIPS

Oct. 13: Boston-Springfield-White River Jct. & return. Lv. S. Sta 8:15AM, Back Bay 8:20, Fare \$39.95, child 12 & under \$24.95. Write Mass. Bay RRE, Box 136, Ward Hill MA 01830.

Oct. 20: The entire Belfast & Moosehead Lake RR. Lv. Belfast ME 10AM, rtn. ca. 5PM. Charter bus option Portland-Belfast \$7. B&ML rail ticket \$25. Sponsored by the 470 RR Club, limited to 150 seats. Send SSAE to Gilman Angier, Jr., 79 Hillside Ave., S. Portland ME

Nov. 10 (Sat.): Utica-Lake Placid NY & return. The ENTIRE Adirondack Ry. Lv. Utica 8 AM, rtn approx. 8 PM. Sponsored by the National RR Enthusiasts. Tickets \$35; make checks, etc. to RRE, Inc., and mail to RRE, Inc., 510 Hattie St., Schenectady NY 12304.

COMING EVENTS  
OF NOTE

Oct. 20 & 21: Steamtown's 6th annual Railfan's Weekend. Grounds open 9AM, first train 10AM. \$37.50 per person for 2 days, no one-day tickets. Postal money order or certified check only, Steamtown Foundation, P. O. Box 71, Bellows Falls VT 05101.

Oct. 25: RRE Annual Banquet, Summerside Lodge, Malden. Jim Boyd, Managing Editor, Railfan & Railroad, guest speaker. (See attached flyer)

Nov. 3: Hub Div. NMRA Fall Show, Keefe Technical High School, Framingham MA, 750 Winter Hrs: 10AM-5PM, Donation: adults \$1.25, children 50¢, family max. \$3.50. For info send SASE to: Glenn Owens, 238 Sudbury St., Marlborough MA 01752.

Nov. 4: Stoneybrook RR Club, 1979 RR Show. Westford Abbott Middle School, Westford MA. Operating layouts from N to O scale, live steam, full-size track inspection cars, railroadiana adm \$1, child 50¢, family \$2.50. Info: Scott Gordon, Box 3205, Westford MA 01886 (692-6032)

QUERY Rigby Yard. Two answers to the Query in the August Newsletter: Tom Underwood writes us that this railroad yard is named after the Rigby horse race track that was on the site previously. Now, who was the racetrack named after? Gil Payson notes that according to The Eastern Frontier by Charles E. Clark (Alfred A. Knopf, New York 1970) Rigby, Me. was probably named for Sir Alexander Rigby, who in 1643 bought the "Province of Lygonia", the land lying between the Kennebunk and the Kennebeck, from the Council for New England. So the name stretches back to colonial times..

Next Query (this one pops up in conversation every so often): why is the Wildcat the Wildcat? The track between Wilmington and Wilmington Jct. has been known as this for a long time. Was a brakeman mauled by wildcats once? (though we doubt there have been wildcats in the area for decades if not centuries.) A puzzle. Put on your thinking caps & come up with an origin and write your editor...