

P.O. Box 302, Reading, Massachusetts 01867

John C. Alden, Editor

NOVEMBER 1979

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

NOVEMBER MEETING THURSDAY, NOV. 8th, 7:30PM, Lydon Library, University of Lowell, North Campus, Lowell, Mass. Please NOTE CHANGE OF TIME AND LOCATION!!! The entertainment will be presented by Mr. Larry Blanke; subject: Boston Area Rails... Lydon Library is the site of the Society's Archives. The library is located half a block in from the VFW Highway (which runs along the north bank of the Merrimack) in the block bordered by Standish St. and Textile Avenue, which both run north of the VFW Highway. Textile Ave. is the first bridge downstream from the beginning of the rapids on the Merrimack. (There was a map in the December 1978 Newsletter; also all new members since then have been sent the same map. — TRE)

DECEMBER MEETING SATURDAY, DEC. 8th, 1979, 8 PM, First Parish Unitarian Church, Woburn Sq., Woburn, Mass. The program will be put on by Don Bray on the Mount Washington Cog Railway. Back to our regular meeting place and time: 2nd Saturday of every month at 8 PM at the above church, at the intersection of Winn St. & Rt. 38, and the only church in Woburn Sq. without a steeple.

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

BROWN DOT (see below): This is the cutoff Newsletter if you haven't renewed; if you are unrenewed, nothing more will be sent until and unless you do.

BROWN DOT To help you, there will be a DARK BROWN DOT to the LEFT of your address on the mailing label if our records show you as unrenewed. Purpose of Brown Dots: to tell the mailing crew to put that label on a "pink sheet" (Unrenewed) Newsletter; the Final Notice is always printed on pink paper. We have made every effort to have the Brown Dots as authoritative as possible, and they will reflect the situation in Belmont as of Close of Business Friday Oct. 26th. Therefore . . .

The BROWN DOT condition is serious, if you have one you will receive nothing more from us until you do renew. BROWN DOT without PINK SHEET: you're still unrenewed, we forgot the pink sheet. PINK SHEET without BROWN DOT: mailing crew goofed, you are renewed. However . . .

BLANK PINK SHEET without BROWN DOT: Ignore these. Due to Postal Bulk Mailing rules the "Unrenewed" Newsletters must be mailed in a separate bulk-mailing and a minimum of 200 pieces is necessary. If we have fewer than 200 Unrenewed Newsletters we will then insert blank pink sheets into enough Newsletters with hand-typed labels to bring the total over 200, and mail all those together. — TRE

B&Meeting We have no formal report on the October meeting, which was our first Modeling the B&M Night; your Memb. Sec. was returning from White River Jct. on the Mass. Bay RRE trip. Checking around with people who were there, the meeting was immensely successful with one of our highest attendances yet. Many models of Boston & Maine equipment both steam and diesel. From all reports, definitely an event to be repeated. — TRE

MOGULS MOUNTAINS & MEMORIES The society's newest book, a 128-page softbound picture book with photos of the B&A, BAR, B&M, CPR, CV, GT, MEC, will be priced at \$11.95 retail. It is available to members only at the special pre-publication price of \$10 for all orders postmarked by December 1, 1979. Order forms were in last month's Newsletter. If you haven't received the October Newsletter, or need a new order form, contact the Memb. Sec.

TRACKSIDE STRUCTURES The results are beginning to come in - Hurrah! So far, 42 people have offered to help. We have discovered that our endeavor is unique. No one else has tried to save on film the structures that are the signposts of our past. We have had four reports from people in the field of the disappearance of familiar buildings by demolition or vandalism before they were photographed. Help is still needed - there are only forty-two of us. Won't you join us - all you need is a camera. We expect to get a circular letter out shortly detailing progress and the guidelines for tax deductible gift giving of your expense. Come to the Archives meeting and see what it's all about. Write to: Gene Prowten, 132 Stow Road, Boxborough MA 01719. Enclose a large SSAE.

● Moving? Send your change of address to the Memb. Sec., B&MRRHS, Box 369, Belmont MA 02178 ●

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 - 1979 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.

PLANS OF BOSTON & MAINE RAILROAD 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 built 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.

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

50 years ago NOVEMBER 1929, Vol. 6, #8 - Special insert reported death of President George Hannauer at New Haven CT on Nov. 2nd - "New Hampshire - Boston & Maine Better Farming Train" visited by 20,000 people at 17 cities & towns in the Granite State; train started at Concord NH on Oct. 14. .photo showing livestock on flat car; consist of train: 2 baggage cars, 2 stock cars with flat car between, 1 day coach and J. W. Smith's business car; ran on B&M except MEC from Coßs Jct. to Colebrook and thence to Intervale. "Our Band Serenades the Legion" - photo showing B&M band at head end of special train at N. Sta. Sept. 28th taking American Legion to the National Convention at Louisville KY. Center Spread: New Super Locomotive #4015 2-8-4 steam from Lima, 6-wheel tender trucks, at E. Somerville Engine House. .Douglas M. Burckett appointed Electrical Eng. . Sketch entitled "The State of Maine Express Pulls Out" drawn by Fred A. Gilmore showing the State of Maine leaving Washington for Portland with federal Capitol in background.

25 years ago NOVEMBER-DECEMBER 1954, Vol. 22 #6 - Leading article: "Freight Terminal Modernized" "A" House now equipped with overhead conveyor system, centralized checking and flexible inter-com., pix, also platform bridge to form endless circuit over 6 tracks, raised to allow cars to be placed on these tracks. "Railroad Landmark Bows Out" Salem Station being razed, new highway overpass to be constructed, opening ceremonies Oct. 25th with Gov. C. Herter. .Robert F. Garner appointed Div. Eng. at Greenfield; D. S. Denio Assistant. "The Perfect Locomotive" A Salem lady wants to buy eng. #3674 4-6-2, to be retired next year, price est. \$5000 or more, pix, . .50-year service pass presented to Ralph Hasty by Robert F. Cowan, P. T. M., . .a century of train service ended on Oct. 31st between Plymouth and Blackmount NH, ICC approves abandonment of this line. . Concord & Claremont Branch sold to Samuel M. Pinsly; includes line from Contoocook to Emerson and Claremont Ry. . .

B&Matters COMMUTER COMMENTS — Rail service to Lowell has resumed for passenger trains on Oct. 21. A new timetable has been put out for the line, including a note about services' to New Hampshire being under negotiation and to watch for future announcements. Some track work and signalling work remains to be done on the line; south of Wedgemere the southbound track is to be lowered in the next few weeks, the northbound track having already been lowered. The switching of symbol freights BOME/MEBO and SAED/EDSA from the Fitchburg to the NH route is still to come.

The Rockport station tracks have been completely done over. New rail, ties, ballast, engine oil drip pans can be seen from Poole's Lane one block from the station. (Don LeJeune)

EQUIPMENT NOTES — All of the GO coaches are now in service; the travelling public is often confused by the system maps in the GO coaches — they're of Toronto, Ontario! ●● Word is that lately employees have been referring to the F10's and F40's the MBTA owns as the "Easter Eggs" on account of their yellow, purple, and gray paint scheme ●● As of 10/14 the following GP-7's are being used in passenger service, writes Don LeJeune: 1559, 1561, 1563, 1564, 1565, 1562, 1571, 1572, 1576, 1575, 1577.

One Up, One Down Dept. While we may rejoice at the restoration of passenger service to Lowell, we must unfortunately also note the passing of the Needham branch service on Oct. 13th. The usual (?) obsequies of Last Runs were observed. While official word is that the line would be out of service only 5 years or so while the Southwest Corridor project is completed cynics suspect the line is Gone Forever. Meanwhile the Boston & Providence embankment is still in use as the Second District is not quite ready as the alternate route into Boston. It will be a month or two before we can ride the NY&NE into S. Sta.

Speaking of South Station, the days of the semaphore signals there are numbered, so best get your pictures now. The air-operated ones on the signal bridge are especially interesting; it is believed they are the original installation of 1898.

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.

- WANTED: B&M 1950 annual report. Have for sale B&M and other annual reports, list for 15¢ stamp. Larry Eastwood, Box 41, Huntingdon Valley PA 19006.
- Cape Cancer Thrift Shop, Box 341, Barnstable MA 02630, has been given a collection of RR memorabilia for sale. Condensed list of items available: NYNH&H emp. TT #135, 4/24/38; B&M: 24 cancelled tkts. 1933-8 / 2 obs. seat checks 12-18-35; BRB&L: 3 tkts. spec. round trip 1/27/40 photo ferry "Brewster", many clippings re start & finish of the Narrow Gauge; Belfast & Moosehead Lake: emp. TT #14B 6/25/34, 10 canc. tkts. 1931; Suncook Valley: cancelled tkts. 1936-9; SJ&LC TT 4/30/39, CV Ry: 5 cancelled tkts. 1937; Rutland RR ticket 1-31-40; MEC 11 canc. tkts 1938, 1 tally card for parties, 1 train check; special collection including clippings, timetables, etc. Sandy River & Rangeley Lake RR/Bridgeton & Harrison, B&SR, WW&F.

(Send your Newsletter items to John C. Alden, 11 Riverside Ave., Concord MA 01742.
B&Matters Let us know your observations and notes of everyday happenings on the Boston & Maine;
this is your Newsletter and you're the ones who make it happen.)

For the record, it snowed in Boston, enough to leave a white cover on the ground which lasted till the next morning's sun, on October 10th. O the variety of New England weather! Each month brings a new range of photo possibilities. Now that the leaves are off the trees is a good time to get pictures of structures, especially as more disappear..

On Monday Oct. 22 at about 0330 symbol freight EDSA derailed at Hill Crossing in Belmont as it was going onto the Fitchburg Freight Cut-off. Exact cause was a burnt-out journal (hotbox) on B&M hopper 013. A wheel derailed at the Clark St. bridge just west of Belmont Center and was dragged along the road-bed to Hill Crossing where 013 and 3 other cars left the rails. By mid-morning the inward track, which had been damaged by the derailed wheel, was cleared and back in service, albeit with a severe speed restriction. This delayed some of the morning commuter trains, which were often combined to produce things like an F-10 -Budd car-F40-Pullman type sandwich. Immediately after the derailment repair work was started on the damaged track; reportedly over 1500 ties were damaged. Ties are being replaced, averaging one every six feet or so; occasional rails replaced, and other track parts worked on. Work has continued all week.

This derailment did lead to some apprehension in town the next day as the Greatest Show on Earth came through town over the same tracks around 1130. The circus train crawled along through the damaged section; when some rather somnolescent lions came into view many hoped the train wouldn't derail! Well, the Ringling Bros. Barnum & Bailey passed without incident; after a several week stand the circus train will be off to another city.

On Aug. 2nd freight train CVSP-1, with 72 loads and 6 empties for 7781 tons pulled by B&M engines 1725 & 1726 and a CV unit, derailed about 0140 when they hit a washout on the Southward main track at Chicopee. The 3 engines and the head 12 cars derailed blocking both tracks; the engineer, conductor, and headend brakeman were all injured when the lead unit rolled over. A large thunderstorm was reported to have passed through the area about 2 hours earlier and was probably what caused the accident.

The B&M's Reorganization Trustees report August 1979 earnings: revenues of \$9,633,967 with however a net loss of \$582,948, compared to net income of \$255,471 on revenue of \$7,956,859 for the previous August. The Trustees note, though, that the August 1979 figures include rehabilitation expense of \$796,868 for the Ayer-Mechanicville track work project being fully funded by a loan from the FRA. Without that expense the month would have been profitable by \$213,920; when the effect of the rehabilitation project is taken into account, the railroad has actually been doing better this year than last. Still, on the 50th anniversary of the Great Crash (10/29) it is disquieting to note that for many American railroads 1930 - after the crash - was their best year. What will the Eighties bring? — TRE

Two derailments at W. Concord on the west leg of the wye recently; the second one caused traffic tie-up on Commonwealth Ave. for about an hour during the 5 PM rush hour. Both cases of one set of trucks on tank car taking off in the wrong direction. (Enough bad news)

Geoffrey Bolton notes that the four signals at the Mitchellville crossing in Shirley mentioned last month apparently will each have two heads from the way the wires are. There are also 4 standard wayside signals similiarly situated at the Catacunemaug Rd. crossing in Shirley with 3 heads, although there is no interlocking there. (This has been done to break up a long signal block and allow a greater flexibility in train movement.) New poles have been erected with a single crossarm for 2 wires for 110 volts and 2 bare wires. The new signals will be run on code transmitted through the track from Billerica.

The days of Fitchburg and Ayer towers are severely numbered; with the current progress of work Fitchburg tower may be closed in mid-November and Ayer tower may well succumb in the spring. More friendly landmarks pass..

EQUIPMENT NOTES — Paint Schemes: GP-7 1560 has been painted blue from its original maroon & gold scheme.. GP-9 1743 which was due to be painted in the CR blue and new decal scheme instead left the shops the way it came in (Don LeJeune).. last year GP-9's 1709, 1746, 1733, and 1744 were in the McGinnis blue scheme; today only 1733 and 1746 remain in that scheme ●● Bye-bye Bicentennial? GP-38 200 the bicentennial unit, is at Billerica for repainting; it is expected to lose its bicentennial colors then.. ●● 1271, the last operating Alco on the B&M, is still running at E. Deerfield yard. ●● GP-7 1555 and GP-9 1718 have been doing local work out of Lawrence yards ●● Jack Armstrong notes that B&M NW2 1202 which we reported as scrapped in Aug. is alive & well; it and SW9 1231 were the yard switchers at Springfield, Mass. on 10/6/79 ●● Mathew Rines notes CV 3601 was on the Island Pond trip of 9/29..

The Boston & Maine is making the most of motive power utilization. CPSP arrives in Springfield in the early morning usually with CP units; the power is then used on the SPPO (Springfield-E. Deerfield turnaround) arriving back in Springfield in late PM to then head north again on SPCP at 1900. (J. Armstrong)

Notes from Salem, by Don LeJeune: GP-9 1721 has been used as the 1430 switcher out of Salem. Prior to that 1721 could be seen working the Hollis & Greenville branches and the Ayer area. SW-1's 1132 & 1128 are still the assigned local power in and around Salem.. the crossovers at North St. and the wye track were out of service for a day while crews worked to reraill cars when the irons gave way from "fatigue".

B&Members

We welcome the following new members to the B&MRRHS: Frederick B. Kippen, Jr., Northampton MA; Charles T. Caliri, Northboro MA; Walter Walsh, Medford MA; Richard Pearson, Greenland NH; Robert L. Hundman, Lynnwood WA; Robert G. Mudge, Saugus MA; A. C. Monkiewicz, Wenham MA; Howard R. Usher, Chelmsford MA; Robert H. Galle, Salem NH; Daniel W. & Daniel S. Hyde, Lowell MA; William C. Finan, Ayer MA; William J. Maurer, Kansas City KS; John C. Kelley, Hudson MA; Wayne Gebhardt, Lawrence MA; James Straka, Shreveport LA; Dennis Adams, Exeter NH; Bruce C. Luecke, Champaign IL; Andrew F. Doty, Springfield MA; Fenton H. Norris, Winchester MA; Milton E. Thayer, Wells ME; Jerry Langone, Woburn MA; Jack Smallwood, Beverly MA; Horace N. Foster, Cape Elizabeth ME.

B&Mugs

CM Shops, P. O. Box 49, Newfoundland NJ 07435, has recently released a B&M Minute Man motif coffee mug. The mug and its artwork are of high quality and should be a welcome addition to B&M fans. They sell for \$4.95 each with a 10% discount for 3 or more. — Harry Frye

● That address for Newsletter items: J. C. Alden, Newsletter Ed., 11 Riverside Ave., Concord MA 01742 ●

B&Musings

We present here a poem, "Camilla, 30", written late in the last century by Charles E. Preston and taken from The Boston & Maine Railroad by Francis B. C. Bradlee. The "Camilla" (B&M #30) was an inside-connected 4-4-0 which ran for many years on the Medford branch. We think it captures very nicely the feel of a vanished era and a vanished place. Especially appropriate, as the seventies draw to a close, to reach back into the past of gently swishing steam, softly ringing bells, of now more than "thirty years ago"...

In the golden days of youth,
Of which many of us know
Who lived in old town Medford
Some three decades ago,
There was a steed attractive
To the youthful minds aglow,
'Twas the iron horse "Camilla"
Of thirty years ago.

This creature, almost human,
Was astir from morn till night;
She'd take the road at six-twenty,
And till dark pursue her flight;
Was waited for by hundreds,
And seldom ever slow —
That bright, old, sleek "Camilla"
Of thirty years ago.

The bell upon the depot,
Which is never heard today,
Would call the many people
Who wished to go away;
But there would ring a sweeter one
As through Park Street she'd go,
'Twas that of dear "Camilla"
Of thirty years ago.

We'd hear her on the crossing
And coming round the curve;
She'd always make the "fly-switch"
With very steady nerve,
And over Mystic River,
Where tide would ebb and flow,
She'd make the drawbridge quiver
Some thirty years ago.

The pride of all the round-house,
But especially of John,
Whose full name was John Sanborn,
A name now so well known,
Though not the superintendent,
He was without a foe,
And ran this old "Camilla"
Just thirty years ago.

We loved our old "Camilla",
We boys and girls as well;
We loved to ride behind her
And listen to her bell.
That sound was one of welcome
Where'er we wished to go,
'Twas our young pride "Camilla"
Of thirty years ago.

'Twas when Conductor Hamilton
Would wave his hand, she'd start
And through the bridge and down the track
She'd travel like a dart.
Would fly her way to Wellington;
I'd like to have you know
That none could beat "Camilla"
Of thirty years ago.

And on the double track
She was always found in line;
Would reach her place in Boston
In twenty minutes' time.
But then the cars were smaller
And "links and pins" to go,
And air brakes unfamiliar,
Some thirty years ago.

But things since then have changed,
And also numbers too,
And engine names have gone,
While many men are through
Who used to work and wonder
And travel to and fro
Behind dear, passed "Camilla"
Of thirty years ago.

As boys and girls we are no more,
As in the days gone by,
We have grown and scattered,
And some of us lie
Awaiting the train — of angels —
Heaven's bright call, and lo!
The "reward" long promised
Of the golden years ago.

BELMONT EXHIBIT Member Ron Santurjian has assembled an exhibit of antique railroad memorabilia which will be on display in the Belmont Room at the Belmont Public Library on Concord Avenue ½ mi. east of the railroad underpass at Belmont Center, at least until the Christmas season. The exhibit traces the history of railroading through Belmont and deals with the Massachusetts Central, Boston & Lowell, Fitchburg, and Boston & Maine Railroads as they passed through the town.

The Belmont Room is open 10AM-4PM Monday-Friday generally; viewing hours on Sundays between 1 and 5 PM may be arranged by calling Ron at 628-3785 weekdays during the day.

SYMBOL FREIGHTS So many changes this month that we will probably soon have to come out with a new schedule; also, a major change on the Conn River is expected shortly. Our list of updates: POSE-A Daily lv. Rigby 0700, Fitchbg. 1430, to Rott Jct.; POME lv. Rigby 1200; POSE-B lv. Rigby 1630, lv. Fitchbg. 2300 for Rott. Jct; POSP runs ex Sun; DOBO lv. Dover 2030 for Boston & rtn.; LAME lv. Lawrence Mon & Tues 1500; SEPO-A lv. Rott 1300, Fitchbg. 2400; SEPO-B lv. Mcville 2400 lv. Fitchbg. 1145; MEED/EDME turnaround lv. Mcville 0400, lv. ED ca 1100; MEPO runs ex Sun Mon lv. Mcville 1800; MELA runs Sun MON lv. Mcville 1800; MEBO lv. Mcville 1600 ex Sat arr. Boston 0200, Sat. lv. 2000. CONN RIVER: SPPO runs ex Sun (Spgfl.-ED turnaround runs daily), lv. Spgfd ex Sat. 1000, Sat. lv. 0900.

New Train: POWI, Rigby-Wilmington & return. Carries hopper cars of cement from Maine points to the Dragon Cement plant; effectively the trains works almost as a unit cement train with little if anything else in train, thus turnaround time and transit time are held to a minimum

COMING EVENTS OF NOTE NOTICE: Adirondack Ry. trip has been cancelled on account equipment will not be ready. Annual Meeting of the Railroad Enthusiasts will be held instead at the Old Colony & Newport on Sat. Nov. 17th. For details: Mass. Bay RRE, Box 61 Needham

Thursday, Nov. 15th: Arthur E. Mitchell will show New England Past & Present, a slide show, and Busy Rails, a slide & sound presentation of the New Haven 1950-57. Mass. Bay RRE meeting, at the Newton Highlands Congregational Church, 54 Lincoln St., Newton Highlands, Mass. TIME: 7:45PM.

B&Misc. The B&M's bridge over the Saco River in Maine on the line to Rigby is to be rebuilt. The Federal Railroad Administration (FRA) is conducting tests throughout the B&M system using GP-18 1751 to haul their coach. Don LeJeune writes that 4267B appears to be finished as far as any possible use goes; it's been repaired too many times and no longer worth the extra investment

PUBLICATION
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Meeting is Nov. 8th (Thurs.) in Lowell

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BOSTON & MAINE R.R.