

P.O. Box 302, Reading, Massachusetts 01867

John C. Alden, Editor

APRIL 1980

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

**APRIL MEETING** SATURDAY, APRIL 12th, 1980, 8 PM, First Parish Unitarian Church, Woburn Square, Woburn, Mass. Ron Amadon, a UPI photographer, will present a Boston & Maine show of slides and movies.

**MAY MEETING** SATURDAY, MAY 10th, 1980, 8 PM, First Parish Unitarian Church, Woburn, Mass. The entertainment will be given by Doug Peters. **IMPORTANT BUSINESS:** This is our nominating meeting: nominations for President, Vice-President, Treasurer, and Secretary, plus the two three-year terms open on the Board of Directors may be made at this meeting.

**JUNE MEETING** SATURDAY, JUNE 14th, 1980, 8 PM, First Parish Unitarian Church, Woburn, Mass. Elections will be had at this meeting. Entertainment will be a members' night, so bring 20 or so of your best slides.

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 Sq. without a steeple, is at the corner of Winn St. & Rte. 38, several blocks north of the railroad station.

WINTER 1979-80 and FALL 1979 B&M BULLETIN both are now SOLD OUT!!

**IMPORTANT**

**ANNOUNCEMENTS**

**BAD CHECKS** — Henceforth, there will be a \$2 charge for all bad checks. In event we continue to get bad checks that charge will be increased to \$5. Further disciplinary action will be taken as necessary.

**IMPORTANT**

**ANNOUNCEMENTS**

**NO FURTHER PRE-PAYMENTS OF DUES ARE BEING ACCEPTED.** The Board of Directors has decided that for the society to continue with the current rate of dues (in effect since July 1976) were to court disaster. After due consideration it was decided a \$3 increase will be necessary, effective for the 1980-1 year. This increase will shortly be submitted to the membership for final action.

Also, conversions to life membership are no longer being accepted, nor are new life memberships being accepted. All existing life memberships will be honored, per vitam.

We are again offering plans of B&M Railroad equipment. See Publications page.

**MOGULS, MOUNTAINS & MEMORIES**

Effective immediately, the price is now \$12.95. Last minute in increases in printing cost, stock, etc. are the cause. At this writing the color proofs have arrived and two of them have had to be reshot because they are not of the quality we want. This work should be done and we should have a full set of proofs by March 15. The book will be printed about a week later, then go to the bindery. This additional slippage will mean a new availability date of the second week in April. Order your copy now using the order blank elsewhere in this Newsletter.

## **B&Meeting**

There was no formal B&MRRHS business for the joint meeting with the Massachusetts Bay Division of the Railroad Enthusiasts, which was held at the First Parish Unitarian Church, Woburn Square, Woburn, Mass., on Saturday evening, March 8, 1980.

The drawing for the two 2-8-0 models was held; Robert Hagopian won the one with the Elesco feedwater heater and William Lavoie the one with the Worthington feedwater heater. The raffle was very successful; there will probably be more in the future.

The entertainment was provided by Dick Sanborn, who in addition to his slide show had a display of material relating to the B&M and other New England railroads in the room. While Dick did not show pictures from the Atherton collection, what he did show was very well received. Many good shots all over the B&M and other roads. Different locations, some infrequently seen. A goodly turnout for a good show.

**INFORMATION WANTED**

Francis P. Coughlin, Jr., R.F.D. Clinton Rd., Lancaster MA 01523, is looking for information on engine #29 (2-6-0) of the Boston, Concord & Montreal RR.

The engine was named the Mount Washington and was built by Manchester (Amoskeag), particularly for photos, diagrams, and drawings. He has a copy of an advertising broadside and would buy copies of anything available for live steam modeling purposes.

● **ADDRESS for all MEMBERSHIP MATTERS:** T. R. Engel, Memb. Sec., B&MRRHS, P. O. Box 369, Belmont MA 02178. Do not send changes of address to Reading as they spend several weeks to get here,

**PUBLICATIONS** The following publications are available postpaid (unless otherwise noted) by ordering direct from this address: Business Mgr., B&MRRHS, Box 2362, 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, PRICE: \$2.25 ea. Spring, Summer, Fall 1978; Winter 1978-9, Spring, Summer 1979, Winter 1979-80, PRICE: \$2.50 each. FALL 1979 SOLD OUT

**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  
**B&M MODELING GUIDE:** Don Clerke's excellent handout from his modelling presentation at the October 1979 meeting. Contains an all-time list of articles/plans/data published on the B&M in the Bulletin, Model Railroader, RMC, etc. It also includes a list of all B&M or convertible B&M products in all gauges: motive power, rolling stock, etc. \$1.00

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

**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

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. Others \$28.95.

Northern Rails - 1980 Edition: A 34pp. 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. \$4.00.

Railroad Stations of New England: Volume 1 - The Boston & Maine by Mark W. Beaugard. A 72-page, softcover book containing photographs of existing Boston & Maine stations as they are today - homes, businesses, abandoned, or still in use. \$7.95.

Maine Central Steam Roster and Maine Central Diesel Roster. by Bill Robertson. Illustrated; very useful, an excellent value. \$4.00 each.

A Century of Railroading in Crawford Notch. by Robertson & English. \$4.00

**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; when ordering please use print number as well as the title and year of the print.

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.

**B&Matters** PASSENGER NOTES — A special chartered train was to be run on Sunday March 30 from Concord NH to Boston and return. Planned consist: 14 cars, with two "bar cars", with entertainers roving the aisles. The purpose: to benefit the Guardianship Trust Home Program, a nonprofit agency helping the Granite State's handicapped. The group bought the March 30th performance of "Sophisticated Ladies" at Boston's Wilbur Theater. For \$100 one would get the round trip by rail, the show, an apres-show buffet at the Park Plaza Hotel, and chartered bus between points. What with the seating capacity of the theater (1221 people) this was probably the largest (and longest) theater train ever around here.

Already wild rumors are flying about the MBTA's having some other company (Amtrak, Providence & Worcester, etc.) operate the MBTA's commuter rail lines, with dire tales (sometimes) of imminent start-up dates, etc. Fact is: the current contract between the MBTA and the B&M for both the North Side and the South Side service runs to December 31, 1981. Politics being what it is, and the MBTA as much a political institution as a transportation system, we are probably witnessing the preliminary rumors attendant in the process. When ConRail pulled out of the South Side service in March 1977 there were several groups that applied to operate the service, and likewise probably some other companies are considering applying for the new contract, but, as news of a more solid nature occurs we'll take note of it.

There is a new station on the line to Lowell just north of Walnut Hill near Lechmere Sales' Warehouse. Essentially a private station established for the convenience of Lechmere Sales (main store and offices not too far from North Station) — Lechmere Sales is paying for the service — the stop is named officially Lechmere and unofficially Dickinson's Depot. Trains stop there outward in the mornings and inward in the afternoons.

The Lowell commuter line is now entirely back to double track, though work is still be done in places; with the time change at the end of April trains schedules are expected to be changed; no details yet.

#### SPOTLIGHT ON BOSTON & MAINE R. R. HISTORY (from Boston & Maine RR Employees' Magazine)

50 years ago APRIL 1930, Vol. 6, #13 - Front cover shows Lexington (Mass.) Green with stone inscribed: "Stand your ground, don't fire unless fired upon... But if they mean to have a war, let it begin here." — Captain Parker... Leading article: "Minute Man - Origin of the Name" by Allen French, Historian (of Concord, Mass.), photo of "Minute Man" which stands near the Old North Bridge over the Concord River... Center Spread: "Winter is Over but Some of Us Enjoyed It", photo scenes of employee groups at North Conway and East Jaffrey, New Hampshire...

**B&Matters** Send your Newsletter items to John C. Alden, 11 Riverside Ave., Concord MA 01742. The B&MRRHS wants YOU to contribute to the B&MRRHS Newsletter! We're at our best when we have lots of items from our members; this is your Newsletter and you're the ones who make it happen.

Bye Bye Bicentennial. The Bicentennial Box Car is back in revenue service. B&M 77039 came through Yard 8 in Boston on March 19, Ron Santurjian reports. This car, painted in a bicentennial scheme, had been used as a rolling exhibit, carrying displays on various aspects of the present-day Boston & Maine. During 1976 it and the Bicentennial GP-38 #200 were often on display at important public functions on the railroad; in later years B&M 77039 was often in company with a GP-40 when those units were on display. Now the bicentennial diesel is back in the regular B&M paint scheme, and the bicentennial box car joins in returning to obscurity.

Money Dept. — The Boston & Maine's Reorganization Trustees report for the month of January 1980 a net loss of \$1,553,943, compared to a net loss of \$707,179 for the same period last year. January 1980 expenditures include \$1,096,264 for the railroad's major track project from Ayer to Mechanicville, which is fully funded by a loan from the Federal Railroad Administration. Without this rehabilitation expense, the loss for January 1980 would have been \$457,679. Gross revenues for January 1980 were \$9,101,967 (1979: \$7,965,248). (Boston & Maine Corporation)

1979 Reports, Round One. The B&M Trustees' ICC Report figures for 1979 are out, published in Moody's Transportation News Reports of February 29, 1980. These figures are unaudited, the regular audit by Peat, Marwick, Mitchell & Co. is still in process. For 1979 freight revenues (K=1000) were \$103,134K total operating revenues \$108,049K. On the expense side Maintenance of way was \$28,603K, maintenance of equipment \$31,322K, transportation expense \$50,832K, general & administrative expense \$8,495K; total operating expense was \$119,153K. Other income was \$5,144K. Balance for fixed charges was d\$6,448K; with fixed charges of \$2,619K, contingent charges of \$753K (the income bonds) and taxes net loss came to \$9,878K before an extraordinary credit (not representing money in the till) of \$28,393K from the tender offer of last Spring for the 1st mortgage bonds put the books in the black.

Final ICC figures for 1978 (restated for the latest ICC uniform system of accounts) showed a net loss of only \$470K for the year. The B&M did manage to cover fixed charges for the 1st year since 1965 though the income bonds did not get covered. The effects of the main line rebuilding program and the accelerating business slowdown can be seen on the railroad for 1979, not to mention inflation's toll.

The January-February 1980 issue of the "Minuteman", the B&M Corp.'s employe publication, has an informative letter from President Alan Dustin on how the worsening economic conditions are affecting the railroad's business and what the Boston & Maine is doing to counteract them. Some points: Carloadings in some commodities are off substantially. The mild winter has helped the railroad avoid the excessive costs of snow removal, but one of the B&M's major commodities - road salt, received from western connections - is off and a drop of around \$1 million in revenues from salt is expected...Demand for New England-produced sugar sweetener products declined, resulting in a decrease in outbound loadings and the loss of \$750,000 in revenues...In the automotive area the demand for smaller fuel-efficient cars has affected the number of finished autos shipped into the Ayer unloading facility; unloadings are less than 50% of what they were last year. The related severe downturn in the auto parts industry is hitting manufacturers in southern NH and eastern Mass. who ship via the B&M. Lear Seigler in Salem, Mass. is closing their facility...The biggest negative blow is the scheduled closing this summer of the Uniroyal Tire plant in Chicopee, with a loss of several thousand carloads a year.

How is the Boston & Maine meeting these challenges? By making cost adjustments to offset the revenue losses, doing only those adjustments in operations required to control costs in relation to revenues...By engaging in an active marketing program to develop new markets both on- and off-line. Case in point: new cars acquired in 1979 for the wood and paper traffic from Maine...By improving transit times in certain overhead corridors in and out of Maine and the North/South route between Canada and southern New England. This has attracted competitive overhead business and has helped offset the heavy on-line losses in traffic over the last six years (since 1974, on-line loadings have decreased by over 40%). The letter ends "Our ability to survive in spite of these losses is a tribute to your efforts (the employes') and to our improved physical plant and service".

Don LeJeune notes the first Peabody switcher (0700hrs.) again met with misfortune on 2/28 with GP-9 1747 (from EDSA's power of 1747 & 1738). Seems after the train's last car cleared the South Reading branch hand-throw switch off the Danvers branch in Peabody Square, prior to crossing the busy square 5 cars derailed turning over some 300 ft. of rail. The engine remained on the track but was unable to return to Salem. The branch was expected to be out of service 3 days as track crews repaired the damage.

**B&MOTIVE POWER** East Deerfield switchers on 2/26/80: SW9 1222 in fresh blue and SW9 1224 in maroon & gold with hardly any maroon left! B&M GP-9 1701 was at the engine terminal in fresh blue with large GP40-style "Boston & Maine" on 3 lines spelled out on the long hood and CR-style road numbers on the cab sides...Springfield MA switchers on 2/22/80 NW2 1209 in blue and SW9 1223 in maroon & gold with white sill stripe; on 3/2/80 NW2 1211 in blue and NW2 1212 in black with red stripes, the last operating unit in the black and red...When possible, at least one trailing unit on through freights is isolated (put at idle) for fuel conservation. (Jack Armstrong)...As of 3/1/80 power out of service at Billerica Shops: GP-7 1555, GP-9's 1703, 1725, 1726. It appears all GP-7's have been repainted blue from the maroon & gold scheme..GP-7 1560 will be assigned permanent status for Salem's switcher power. This move has been anticipated for a long time. 1132 & 1228 are having difficult times in the cold weather and can't meet the tonnage for Danvers, Danversport, and Newburyport scheduling. This crew and switcher is known at the 1430 switcher. (Don LeJeune)

Jim Hurley reports seeing ex-B&M Alco 1267 at CR's ex-CNJ yard at Elizabethport NJ on 3/3/80. All B&M markings off except numbers; white stencil for Napanano Metals on side of cab. Prime mover and much of the interior also missing. Napanano Metal is in Newark NJ.

The Conway Scenic RR has bought ex-CNJ coach 1190 that for some years has reposed outside the former B&M station in Greenville NH at the branch's end. The B&M station is used as a restaurant and its owner had planned to use the car as part of the restaurant. Conway Scenic bought the car for salvaging of useful parts, the rest of the car will be cut up at the site; as the Greenville branch is now abandoned west of West Townsend (and the trees between the rails are bigger) the car couldn't move by rail.

Speaking of Greenville, the Feds caught up with that daredevil/idiot who flew his plane UNDER the Greenville trestle last July (see August 1979 Newsletter.) He has been grounded for six months.

**SYMBOL FREIGHTS** Many changes, the following are as of 3/30: POED lv. Rigby 1900, crew on duty 2300 Lawrence, ex Sun.; POME-A lv. Rigby 0700, lv. Lawrence 1115, Daily; POME-B lv. Rigby 1500, lv. Lawrence 1930, Daily; LASE lv. Lawrence 1400 Daily; BOSE lv. Boston 0300 Mon-Fri, 0600 Sat-Sun; DOBO lv. Dover 2030 Boston & rtn., via Wildcat, Sun-Thurs. BONA abolished.

MEPO-B lv. 0100 Mcville, 1030 Lawrence, Daily; MEPO-A lv. Mcville 1600, Lawrence 0130, Daily; MELA lv. 1900 Daily; MEBO lv. 1400 Daily; EDPO lv. E. Deerfield 0330, on duty Lawrence 1100, ex Sun. CONN RIVER: EDSP/SPED lv. E. Deerfield 1230 Daily, Springfield & rtn.

The main line Rigby-Mechanicville changes above are mainly because of the rebuilding project, the idea being to concentrate the trains at night on the western half of that line. Since DOBO was previously abolished there had been no trains running over the Wildcat; with DOBO on again the Wildcat is once again being used.

Also, SAED now runs via Lowell, so no through freight is run over the Fitchburg route into Boston. Cars for W. Cambridge yard are brought out from Boston, high cars will come in extras from Ayer. 3/30

**B&Members** We welcome the following new members to the B&MRRHS: Harmon S. Smith, Palmer MA; Richard J. Keegan, Nashua NH; Paul N. Goewey, Wilbraham MA; Frederick W. Deibert, Highland Park NJ; Richard J. Yates, Meriden CT; Norman N. Roberts, W. Brookfield MA; Hollis D. Emmons, Littleton NH; William Bobisuthi, Lagrange Park IL; David G. Casdorff, Monrovia CA; Richard B. Sanborn, Epping NH; Maureen Lerch, Canton MA; Fred C. Baker, Saranac Lake NY; Lionel W. Vincent, Medford MA; William O. Pettit, Worcester MA; Charles J. Breslin, Exeter NH; Clarence W. Hunt, Littleton NH; J. Leonard Bachelder, Merrimac MA; John C. Mellon, Evanston IL; Philip C. Whitney, Fitchburg MA; James Bachorz, Schenectady NY; P. C. Vilandre, Menlo Park CA; Edward J. Michalski, Revere MA; Baldwin L. Hamilton, Alco PA.

**MASS CENTRAL** MC has purchased ex-Southern NW5 #2100 via Eveready Machinery Co., of Bridgeport. The NW5 arrived at Palmer on 2/22/80. The NW5 will be based at Ware for service on the Ware River line and was expected to go into service by mid-March. Whitcomb 401 will go to Amherst where it will be stationed for service on the B&M Wheelwright branch between Norwattuck Junction and Northampton which the Mass Central will take over later this spring. (Jack Armstrong)

**B&Misc.** The Sperry Rail Service car was back on the B&M; this latest visit is working from Rotterdam east. Ira Laby notes that when it came through Holyoke around last December, spraying bad joints and rails with orange paint for marking, the Sperry car would only get about 1½ rail lengths before having to stop and spray again... we note the passing of Harrison Rainie, 87, retired Vice President of the MEC; Mr. Rainie had a 51-year career with the Boston & Maine and later the Maine Ctrl.. The B&M is working on a new employees' timetable — and a new book of rules... The growing sluggishness in the economy and the decline in traffic, plus more efficient car utilization by the railroads, are rendering more Incentive Per Diem cars surplus and these cars are flocking back to their own roads. The P&W's cars are clogging their sidings and some are being stored on the B&M at various locations. Car Hire on these cars is very high... Part of the 4R project work for this summer includes the installation of in-track signalling from North Pownal to Hoosick, allowing for the single-tracking of this stretch. The westward track will be removed; this stretch includes the "wide iron" where the two tracks are at times almost half a mile apart. Get your pictures or see it while it's there...

**BOOK REVIEW** Over the River and Through the Years, Book One, by Katharine Blaisdell. 184pp., indexed, illustrated. 1979, Courier Printing Co., Soft cover: \$6.00 (\$6.50 postpaid), hard cover: \$9.00 (\$10.00 postpaid). Author's mailing address: Mrs. Katharine Blaisdell, North Haverhill NH 03774.

The Connecticut River and its environs have always been of interest to railroaders and covered bridge buffs. Katherine Blaisdell relates in a down-home fashion, life along the river, its many covered bridges and ferries, as well as a major section of her work devoted to the railroads along the river in the North Country.

Presented here are many first hand accounts of rail activities, the rise and development of the Woodsville NH area as a rail head, along with personal reminiscences of life on the railroad, wrecks, floods, and other curious phenomena associated with the rugged North Country and its hardy inhabitants. Along with the personal accounts of the locals and railroaders of the area, Mrs. Blaisdell has included a wealth of photographs of wrecks, flood damage, stations, trains and the people who rode and ran them. Though these photos are devoid of specific dates, they do help to portray the aura of the area and the flavor of Connecticut River railroading. Also included is a map of the Woodsville facilities that some may recognize from the Summer 1975 Bulletin. Indeed, Mrs. Blaisdell's accounts are a personal addendum to that issue.

Mrs. Blaisdell's writing style is very clear and contributes to the overall authenticity of this work and its subject. Anyone interested in the Woodsville-No. Haverhill area, its covered bridges and settlements, and the Connecticut River itself, should find this book of great and lasting interest.

— Robert M. J. Hagopian

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Please reserve \_\_\_\_\_ copies of Moguls, Mountains, and Memories for me/us at \$12.95 per copy. A check/money order for \$ \_\_\_\_\_ is enclosed.

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MODELERS CORNER I wish to thank everyone for their patience, understanding and kindness during my recent illness. It was greatly appreciated.

O SCALE: American Standard Car is producing a 60' gas electric originally built by the St. Louis Car Company. This is a model of B&M 150-152 built in 1926. Northeast Shortline has power trucks for the car..●● Chooch Enterprises has announced plans for an EMD SW-1 switcher for some future release.

S SCALE: Train Stuff has 50-ton Fox Leaf Spring Trucks.

N SCALE: Kadee has announced that they will discontinue production of their entire line of N scale cars, high uncompetitive cost the reason. So, get them while you can.

HO SCALE: The B&M steam continues to come. Sunset's B&M K-8c's in both Worthington and Elesco feedwater heater versions are in the hobby stores.

The long-delayed PFM 4-4-0's have been shipped.

Hallmark has brass EMD FT A&B units available.

Collectors Corner has HO steel box car painted for the B&M in black car and checkerboard herald. Keystone Locomotive works GE 44-tonner kit is now available.

Alco Scale Models is planning to release a B&M steel caboose.

Northeast Scale Models is reissuing the B&M M-1 Snowplow kit.

GSB Rail Ltd. has cab interiors for EMD SW & NW diesel switchers; EMD GP and E-8 are coming.

Roller Bearing Models has new all-metal roller bearing trucks in both 70 and 100 ton types.

Wabash Valley has a four wheel gondola/flat suitable for early turn of the century B&M (former Red Ball kit). They also have Monsanto nitric acid cars lettered for Boston.

Trainminatures has 40' wood and steel boxcars and 36' hopper cars painted and lettered with dimensional data only. They also have a 40' bulkhead flat lettered for B&M. This car is incorrect for B&M.

New decals from SMP (accucals): 5815 B&M, MEC, PT EMD Switchers; 5817 B&M diesel 1960 to present. ●● Miller Advertising has B&M 50' blue box car decals.

MODEL PRESS: Mainline Modeler, a new modeling magazine with the January/February issue being the first, is an excellent new magazine. The first issue has a lot of B&M information including lettering and painting B&M F units, B&M USRA 40' double sheathed box cars, and a beautiful color shot of a B&M E-7 passenger train on the inside of the front cover.

Other Model Articles: Model Railroader: Feb. 1980, "EMD Versatile GP38-2"; Dec. 1979, "Build an NW2 in HO Scale"; Dec. 1979, "Paint Shop - Sharing the Look as well as the Work" (painting B&M, MEC, & PT diesels green and maroon GP7, GP9, and E-8). Prototype Modeler, Dec. 1979, "The Frisco NW2's" (plans and good basic information). — Don Clerke

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(APRIL 1979) (3/30/80)

