

John C. Alden, Editor

JUNE 1980

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

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.

JULY MEETING SATURDAY, JULY 12, 1980. Hampton NH. Full details as to exact location and time will be available next month. Bob Allen will be showing movies of vintage B&M steam.

AUGUST MEETING SATURDAY AUGUST 9th, 1980. Conway Scenic Railroad, North Conway NH; joint meeting with the 470 Club. **RAIL ACTIVITIES:** Regularly scheduled steam hauled trains at 11am, 1pm, 2:30. Doubleheaded steam (operating conditions permitting) on 4 and 7pm trips. Special "Ham & Bean Extra" leaving from N. Conway at 5:10pm for Intervale and return, stopping at the Legion Hall for a ham & bean supper. **FARE:** For card-carrying B&MRRHS and 470 RR Club members \$3.00. All other adults \$3.50. Children \$1.75, 4-12, under 4 free; for "Ham & Bean Extra" \$1 per person. **HAM & BEAN DINNER:** At Legion Hall, a couple of doors north of the CSRR Rt. 16 (Main St.) grade crossing just north of North Conway village. Meal also includes: tomato juice, tossed salad, rolls, pie, and beverage. \$3.50 per person. **ENTERTAINMENT:** Stall 4 of CSRR roundhouse at 8:30pm. Lawrence Brown of Oakland ME will present his excellent MEC and Bridgton & Harrison steam movies with background sound effects of live steam being bedded down for the night.

For Ham & Bean dinner reservations, send check to Joe Shaw, 886 Greenland Rd., Portsmouth NH 03801. For convenience we have a form elsewhere in this Newsletter.

IMPORTANT
ANNOUNCEMENTS

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

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.

NO FURTHER PREPAYMENTS of dues are being accepted until after the increase shall have been voted upon. Life memberships are no longer available, also.

BALLOT for 1980 B&MRRHS election is on the penultimate page. There are openings for President, Vice President, Treasurer, Secretary (all annual terms) plus two directors (3 year term). Also to be voted on: raising the annual dues effective with the 1980-1 year to \$13

B&M 4-4-0 RAFFLE The Society has purchased one of the PFM B&M 4-4-0's that have just been released and is raffling it off at \$1.00 per chance. If you'd like to take one or more tickets fill in the entry blank elsewhere in this Newsletter and return it to the business manager. If you take more than one chance, be sure to make a Xerox copy of the entry blank for each \$1 you send over the first \$1. The drawing will be held at our September meeting on Sept. 13th.

MOGULS, MOUNTAINS & MEMORIES The books have arrived from the bindery. By the time you read this all your orders will have been mailed. They should all arrive by July 1 in the continental United States. If anybody who ordered the book does not receive their order by July 1, please contact the Business Manager at the address noted in the PUBLICATIONS column elsewhere in this Newsletter.

We welcome the following new members: R. Goodwin II, Lincoln MA; Gary Cliborn, Dracut MA; Bill Holman, Laconia NH; Douglas C. Reichenberg, Concord MA; Gordon A. Batchelder, Farmingdale NY; P. Callahan, Jr., Lexington MA; Norris T. Whitbeck, Ridgefield CT; Frederick E. Johansen, Charlestown MA; Wilfred C. Chesebrough, Norwood MA; Edmund M. Finn, Manchester NH; Stanley G. Perry, Nashua NH; Willis C. Hendrick, Long Beach CA; Robert C. Knowlton, Templeton MA; J. Smith Ross, Berwick ME; Russell J. Martin, East Taunton MA.

● ● Moving? Then send your address change to the Membership Secretary. That address for all membership matters: T. R. Engel, Memb. Sec., B&MRRHS, P. O. Box 369, Belmont MA 02178...

B&Meeting The May 1980 meeting of the B&MRRHS was called to order by Pres. Malcolm Houck on Saturday, May 10 at 8:12 PM in the First Parish Unitarian Church, Woburn, Mass. Approximately 55 members and guests were present.

The Secretary read the minutes of the April 1980 meeting.

Mal Houck reported that the Society's Board of Directors had met on the preceding Saturday to make recommendations on a proposed new set of by-laws, of which a final draft would soon be prepared and submitted to the general membership for approval.

The report of the **Nominating** Committee was read by its Chairman, Forrest Mack. The following slate of nominees was presented:

- Board of Directors: Leroy Hutchinson, Joseph Shaw
- President: Malcolm Houck
- Vice President: John A. Goodwin
- Treasurer: John C. Hutchins
- Secretary: Robert M. J. Hagopian

Mal Houck opened the floor for nominations. There were no nominations from the floor. It was moved, seconded, and voted that nominations for the above offices be closed. Mal Houck then explained the process under which, by state law, further nominations for the above offices might be made in writing.

Program Chairman Joe Shaw described the entertainment scheduled for future meetings. He said that the May 1980 Newsletter was in error regarding the August meeting in giving \$3.50 as the price of both the special train and the supper; that price being for the supper only. He indicated that he needs a minimum of 100 supper reservations.

The business portion of the meeting was adjourned at 8:25pm.

After the business portion of the meeting an auction of railroad books, magazines, and memorabilia was conducted by Joe Shaw and Mal Houck.

The meeting concluded with movies shown by Doug Peters.

Respectfully submitted,
(signed) Forrest Mack, Secretary

AUCTION During the next two meetings there will be a short (15 minute) auction of vintage (and otherwise) railroad items; some things good, some things very, very, good, and some things -er- so-so. Magazines, maybe a few books, other memorabilia; Boston & Maine, and some New Haven and other roads. All proceeds go to the B&MRRHS. ●●● Speaking of meetings, we hear some surprises available only to those with dinner reservations are being lined up for the August meeting...

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.

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, Spring 1980, PRICE: \$2.50 ea FALL 1979 and WINTER 1979-80 both are 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. Beauregard. 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

NEW! Reproductions of Maine Central RR Handbook of Officers, Agents, Stations, and Sidings (1917) and Boston & Maine RR Handbook of Officers, Agents, Stations, and Sidings (1923), done by Bill Robertson. \$2.00 each.

SPOTLIGHT ON BOSTON & MAINE RR HISTORY (from B&M RR Employes' Magazine)

50 years ago JUNE 1930, Vol. 7, #2. Front Cover heading: "Steam Railroads in New England Had Their Beginnings in the Charter Granted the Boston & Lowell Railroad Corporation June 5, 1830. First train operated on June 24, 1835." sketch of the "Stephenson", first locomotive of the B&L purchased in England. Also, photo on p. 3 showing sketch of this engine with 3 "coaches". Inside front cover: full-page photo of "Boston to Lowell 1930" showing the "Alouette" northbound with P-2 Pacific type on double-track rock ballasted main line.

Leading article: "We Observe Our 100th Birthday", City of Lowell and B&M join in observance of 100th anniversary of B&L. Celebration on June 5th included formal exercises, a parade, and community demonstrations; several prominent people gave speeches, etc.

In connection with this 100th anniversary an article "Conception of First Locomotive Changed" by Benjamin Thomas shows "Waterman Brown", model of our first locomotive which was located in the Lowell Historical Society rooms, some discussion about this first locomotive; had 2 pairs of drivers connected, ht. of smokestack, etc. Another briefer article "Great, Great Grandfather of All Locomotives To Be With Us" a scale model of the famous "Rocket" to be on display at the North Station, on loan from the B&O.

"How Ties and Timber Are Treated" explains the operation of the tie plant 2 miles north of Nashua with a photo of ties and timber ready to be treated... Center page spread shows "the New \$1,500,000 Stable" for B&M "Iron Horses" shows BET under construction... under Keene NH "News" by Marium Foster an item Edward L. Keniston, 75, well-known resident at Harrisville NH and retired station agent there for 37 years died on April 24th... Rear cover: 3 4000-series steam locos as part of advertisement that appeared in Traffic World recently, 25 of these new Super-locomotives...

ANSWERS to questions in the May Newsletter: #1 275 passenger, 311 freight; #2 Quebec City and St. Petersburg FL (winters only); #3 6,091 tickets sold; #4 via Lowell Jct. and Lowell; #5 Mascoma River, crossed 21 times between Pattee and Westboro NH.

HAMPTON (JULY) MEETING DETAILS We now have full details on time and location for the July meeting in Hampton NH. The location is the same as for our May 1979 meeting (Winnacunet High School); time is 8 PM on July 12, 1980 and the entertainment is as scheduled.

DIRECTIONS — Take Exit 2 off I-95 in New Hampshire (Rte. 51 exit) to go east; then from Rt. 51 take the exit for Rte. 101C and go east on 101C to Hampton Center, crossing the B&M's old Eastern Div. just before Hampton Center; elapsed mileage since leaving I-95 is about 2 miles. At Hampton Center take right turn at Lamaie's Tavern onto US Route 1 South. Go south about 1/4 mile; the entrance to the High School complex is on the left just after the Catholic church and school (the only one in Hampton). For those who hate toll-paying the location can be easily reached via Rte. 1 or Rte. 101C with the necessary modifications to the directions.

FOOD: Lamaie's Tavern, Pizza Hut, and the Galley Hatch (all nearby) all have good food.

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

B&Matters The B&MRRHS wants you to contribute to the B&MRRHS Newsletter. The B&M Beat covers a lot of territory and we need your help; don't forget those B&M connections, either. This is your Newsletter and you're the ones who make it happen.

PASSENGER NOTES: Ever since the era of push-pull started on the Boston & Maine commuter lines two years ago the trains were run with the locomotives always on the Boston end of the train. The past few weeks, however, several trains have been regularly running **engine-first** out of Boston on the Fitchburg Route and returning to Boston with the engine pushing from the rear. This was first seen on one of the Gardner trains but since then some of the South Acton trains have been run with the engines on the outward end of the train. It is not known whether this new practice has been happening on the other lines.

Mileage collectors, note! It is now possible to make a same-day rail round trip between Boston and Haverhill! This can be done only late on Saturday afternoons; the 4:20pm train out of Boston gets to Haverhill at 5:30. There is a 12-minute layover before the last inward train leaves Haverhill at 5:42pm and arrives in Boston at 6:51; both runs, as are all of the Haverhill trains, are via Reading. In the last years of the old Portland (and later Dover, then just Haverhill) service (after ca. 1959) all trains went via Winchester and the Wildcat.

Speaking of Portland service, there is a \$25,000 feasibility study being made of passenger rail service between Boston and Portland. Though threatened by Federal budget-cutting, Gov. Brennan of Maine is expecting that the study will be completed by this fall as scheduled; the study is a NERCOM project. Future state involvement in passenger rail service, Gov. Brennan said, is not a "wild dream". (Bill Holman) **Most Recent Wild Rumor:** Nothing less than running a Boston to Montreal train via the B&M to Portland and thence up the Grand Trunk to Montreal. The Grand Trunk is in very good shape for high-speed running and thus the time might well be reasonable. There is a good deal of vacation travel between Quebec Province and the Maine coast so the market may well be there.

The B&M, in cooperation with state and local officials, has begun operating a fire patrol vehicle behind all loaded unit coal trains in New Hampshire, on order from the NH Public Utilities Commission after a series of brush fires along a 7 mile stretch of track from Hooksett to Bow believed caused by a faulty engine on the unit coal train. (Bill Holman)

The MBTA has announced a major track and signal rehabilitation project for the South Acton line with work scheduled to begin in mid-June and run to next spring and cost of over \$7 million. Project will include 26 miles of continuous welded rail on the eastbound track and 20,000 new ties, undercutting of tracks at stations and bridges to improve drainage and raising the ballast 2 inches. During the work the line will be operated on the westbound track only in both directions between Kendall Green and South Acton; work on the westbound track (reportedly) was completed in 1977. (Of this westbound track work of 1977 Warren Vittum, Jr., who sent the clipping from the Wayland Town Crier with the above info, notes "a few ties, bonding for signals, a little stone here and there, with a strip of welded rail in Belmont. That's short of what they're telling now.")

1979 Reports, Round Two. Robert W. Meserve and Benjamin H. Lacy, the B&M's Reorganization Trustees, report 1979 Consolidated Income (including subsidiaries and leased lines) on a Generally Accepted Accounting Principles (GAAP) basis of \$18,361,000; this includes the effect of a charge of \$8,346,152 for the Ayer-Mechanicville project and an extraordinary credit of \$28,392,556 from the cancellation of much of the First Mortgage bond indebtedness through last year's tender offer. For the railroad only the Trustees report on an ICC basis 1979 net income of \$18,257,408.

Expenses for 1978 have, in accordance with instructions from the ICC, been restated to include \$2,633,000 of retroactive wages earned during that year which the railroad expects to pay in 1980 pursuant to labor agreements negotiated during 1979 and 1980. Taking that into account, the B&M's Consolidated (GAAP) loss in 1978 was \$3,473,000; on a railroad-only ICC basis the loss was \$3,173,724 for 1978.

Joe Shaw notes that a gasahol plant is being proposed for Portsmouth by interests **associated** with Cumberland Farms. Plant would use coal and grain brought in by rail; grain by-products would be shipped out by rail... Parts of the Rockingham branch are being relaid with 100# rail from the main lines, replacing 60-70# rail.. Container ship arrives every Wednesday but so far not enough traffic for COFC service.

EQUIPMENT NOTES GP-9 1725 should be out of the shops by July with GP-9 1726 following in August; they were involved in the Chicopee derailment last summer. The 1725 will have a Union Pacific long nose hood from a GP-9 without dynamic brake housings; the 1726 will have a GP-9 long nose hood with traditional designing so it won't be that noticeable that it isn't original B&M stock. The UP GP-9 bodies bought by the B&M were former UP 239 and 289.

GP-9 1740 (CR blue, the Somerville derailment engine) left Billerica Shops on 4/28 sporting the new Boston and Maine paint scheme. This will be the standard procedure for the GP-9, 18, and 7 units. Not to forget the 200 series GP-38's, these will be painted like their GP-40 brethren in the near future. SW-1 1118, the only switcher with the Minuteman on the nose and white stripe, will be the only unit to get this treatment. SW-8 800 was recently repainted in Boston with the traditional lettering; GP-9 1741 to leave the shops in early May with the new paint scheme. On the repair track at Billerica: 1211, 1121, 807, 805; #1206 in for repairs is the only switcher painted black on roof and top of hood and has small numbers under window. #1108 in one of a kind scheme is used as shop switcher, along with 1740 which will go into road service shortly. Also at Billerica for major work: 1703 and 1121.

POWER to see the junkie from Billerica in the coming year: 802, 1178, 1186, 1207, 1282, 1283, 4266B, and 119. (Don LeJeune)

Don "followed" SAED on May 4-5 and sends the following observations: Left Salem 1900 with GP9 1728 in new paint job (regular old scheme), picked up the 1751 GP18 at BET and 27 cars at yard 8 and high-balled New Hampshire Div. Incidentally, track lowering project in Somerville has been completed, new CTC system is due to be installed in Tower X governing moves throughout that area. You know that the Fitchburg freight cutoff is doomed when the home signal of the cutoff to the fourth iron in Somerville's been taken down. In for repairs at BET were the 1700 GP9 and the 1753 GP18 with a broken windshield.

The 1221 still works Wilmington yard.. Power at Lowell was the 806, 1131, 1572, and the 1567. MEPO had GP40 314 and GP38's 206 & 203.. Power for daily switching Boston yards: 1228, 1206, 1743, 1739, 1702, 1707, and 1750.

All traffic east and west was tied up for hours at Ayer on May 4 when the coal train (empty) rounded the eastward curve under the Main St. overpass in Ayer with some cars derailing. Heavy equipment was brought in and cars were re-railed, but not without a massive mess of waiting trains on both sides of the line.

Followed EDSA back in with the 1723, 1755, and 1704. The 1755 has the new Boston and Maine paint scheme; shifting problems when used as the lead unit has prevented it from being used as a lead unit, except while being MU'ed.

BOSE ran with GP38's 208, 205, 211 and a buggy from Boston to Fitchburg (light move usual for a Sunday night) before picking up a heavy train and needing a pusher at Fitchburg. MEBO ran with GP40's 308, 306, 311, and a heavy train of covered hoppers and some piggybacks.

Power being used at Salem at the beginning of May: GP9 1716 as the Lynn Switcher, GP7 1574 as the 1430 job, and the 1208 working Salem as a spare switcher...the FRA snuck into Salem 5/8 and black-balled 5 out of 6 units there that lay idling. It would have gotten the sixth but it had already begun working as the first Peabody Switcher at 0700...

As of April 27, 1980 the B&M is not only operating with a new timetable for employees but with a new book of rules as well. Some major changes in the way train orders are issued and other rules have been made and we'll try to have a run down on the changes next month. Needless to say the railroad has been on a shake-down run with the new rule book.

NEW ENGLAND ROUND-UP Bangor & Aroostook—Joe Shaw sighted BAR BL-2's 52, 53, and 55 at Northern Maine Junction on the siding adjacent to the MEC line. The units were covered with canvas and had their nose emblems painted out. BL-2 #51 was in the yard idling and #54 was nowhere to be seen. A shudder runs through the railfan community: are the days of the BAR BL-2's numbered?

Maine Central — The Maine Central paid a \$2 per share cash dividend on its common stock May 1. earnings have been showing big gains over the last three years, though what the future holds no one knows. The Big News, though, many might carry under the Say It Ain't So Dept.— the Dumaine interests have sold their holdings in Maine Central common! Amoskeag Corp. sold its entire stake in Maine Central - 35% - to U. S. Filter Corp. for an undisclosed price. No reason for the sale has been given, and U. S. Filter will say only that it bought the shares "for investment". Many are wondering: Have the Dumaines given up their idea of One Railroad for northern New England? The situation bears watching...

What of U. S. Filter? An international outfit with operations in energy-related engineering and pollution control and related fields all over the World. They are in a joint venture with the Burlington Northern to develop some BN coal properties out west, but no other apparent RR connections. Who controls US Filter? Verrry interesting: the Düsseldorf-based Friedrich Flick Industrieverwaltung KGaA, known as the Flick Group has 35% of the voting stock, but in Nov. 1978 transferred their holdings to a trustee. Recently the US Filter stockholders authorized 4 million more shares of a preference stock (the same class as the Flick Group's holdings). No further developments have been reported. (above info from Moody's Industrial Manual - 1979)

The Cape Cod trip ran May 17th, the first ConRail fan trip in New England, and with the singular distinction of finishing 15 minutes ahead of schedule. 504 passengers; a well-run and successful trip!

B&Memories

Back in February we wondered what had become of the Concord Coach that for many a year had been on display in the Concord Depot in Concord NH. Well, Member Arthur E. Lassonde has sent us the answer and it's quite a story! The following is from a book he is writing about the Boston & Maine, and might well be called "Saving the Coach"...

During this period any antiques that caught Mr. McGinnis's eye were picked up and taken to his farm, all, that is, except one.

On the second floor of the Concord Depot there were offices for Superintendents, Master Mechanic's, Engineering, Rights of Way, and also a Boston & Maine Treasurer where employees could cash their checks.

The Treasurer's name was at this period of time William Bennett. He was near retirement age and I suspect he was not happy with the way the Railroad and his office was going, due to the many jobs being abolished. This is the story from Bill of more or less what transpired over the Concord Stage Coach.

Once day Bill heard in his office a lot of commotion downstairs. He walked over to the balcony and observed a woman ordering two men to move benches around, open doors, etc. He notices a flat bed trailer truck backed up to the front door of the Depot, and Bill decided to go downstairs to see what was going on. He inquired of the lady what she was attempting to do and she told him she was the wife of President McGinnis and he had sent her to Concord to get the old Concord Stage Coach which belonged to the Railroad.

Bill informed the lady the stagecoach did not belong to the Boston & Maine and she could not take it. She informed him she could take the Coach and continued to order her men about. Bill went back upstairs, three steps at a time, and there were a lot of steps, and called the Concord Police. When they arrived and on ascertaining the situation they told the lady to cease and desist her efforts as this was a civil matter.

She and her flatbed trailer truck left in a huff, leaving the coach behind.

Bill then called Lawrence Whittemore who within hours sent his own trailer truck to the Depot and with Bill pushing the Stage Coach, got it loaded, and delivered it to the New Hampshire Historical Society where it remains for all generations to see.

FCC RR FREQUENCY ALLOCATIONS We've been sent the following listing of frequencies and the roads and their departments that use them.

160.215 Fore River	160.710 VTR yd., B&ML rd.	161.250 B&M pol., PT, MEC yard,
160.230 B&M, BAR, C'sie rd., SJC	160.770 CV yard, GT	NW road, Conway Scenic
160.290 P&W mow	160.800 CR #1 road	161.265 LI yard
160.320 D&H, Chessie yd.	160.860 CR hump yards	161.280 CR MTA
160.350 B&M	160.875 CP yard	161.295 Chessie Police
160.380 MEC yard, LI road	160.920 BAR disp.	161.310 B&M commuter
160.440 BAR trains	160.935 CV yard GT	161.340 St. J & LC
160.455 LI pol. #1	160.950 CLCO	161.355 GMRC road
160.470 M&B	160.980 CR yard	161.370 B&M maint.
160.500 D&H, G&W	161.010 VTR road	161.385 B&ML
160.530 BAR yd, D&H disp., C'ie yd.	161.040 GT	161.400 B&M, D&H yard
160.560 CR special agents	161.070 CR #2 road (AMTK)	161.415 CV, GT
160.575 Wolfborough	161.100 P&W yard	161.445 LI disp.
160.590 D&H trains, G&W	161.130 CR maint.	161.475 CP road
160.605 GMRC, LI pol. #2	161.160 B&M disp., CR, PRSL	161.490 D&H
160.620 MEC road	161.190 B&M carknockers	161.520 B&M trains
160.650 P&W road	161.205 CV, GT	161.535 CP

D&Happenings

Preliminary results for 1979 for the Delaware & Hudson show a \$3 million improvement in its net deficit over 1978. Kent P. Shoemaker, D&H President, said the results, which met the Business Plan target for the year, represent the second year of better performance for the D&H. More recently, the D&H has just announced it earned a profit for March and April 1980; the two successive months of profit are the first since 1976. Pres. Shoemaker said the sharply improved results reflect 4% higher carloadings, a better traffic mix, and better cost efficiency from an improving physical plant. The D&H does expect to increasingly feel the effects of recession but hopes that marketing and service efforts will mitigate the ill effects of the recession.

New equipment to be acquired during 1980: 200 52-ft. 100-ton mill gondolas, 100 100-ton coal hoppers, 150 65-ft. gondolas, and 6 totally remanufactured Alco 420m locomotives.

Still no word on final action on those plans and proposals to have the D&H buy the ex-DL&W line from Scranton to Binghamton and abandon its own Pennsylvania Division. Last rumblings were that lining up financing for the acquisition was the sticking point; sounds like go visit Ararat NOW...

PALMER POTPOURRI Remember that plan last fall for Amtrak & the CV to join in on building a new connecting track between the B&A and the CV so Amtrak trains could go east from Springfield then turn onto the CV and go north? A story heard last month out in Palmer is that a landowner out there is asking a very stiff price for his 2 acres, and that is supposedly what's holding up the plan..

------(DETACH)------(DETACH)-----DETACH)-----

RESERVATION FORM for Ham & Bean Supper at North Conway on August 12 before the meeting.
Send to: Joseph N. Shaw, 888 Greenland Rd., Portsmouth NH 03801. PRICE: \$3.50/person

NAME _____
ADDRESS _____

Make Checks out to Joe Shaw, c/o B&MRRHS-
470 Club
One Person _____
Number of people, if more than one _____
AMOUNT \$ _____

------(DETACH)------(DETACH)-----

ORDER FORM for Moguls, Mountains, and Memories. (Please detach)
SEND TO: Business Manager, B&MRRHS, Box 2362, Harwood Sta., Littleton
Harwood Station, Littleton MA 01460

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

NAME _____
ADDRESS _____

------(DETACH)------(DETACH)-----

B&M 4-4-0 RAFFLE Entry blank for raffle tickets. REMEMBER, if you take more than one chance be
sure to make a xerographic copy (Xerox, Savin, etc.) of the entry blank for each \$1
you send over the first \$1. Drawing will be held at the September meeting on September 13, 1980.

Send to: Business Manager, B&MRRHS
P. O. Box 2362, Harwood Station
Littleton, MA 01460

Yes, I want a chance to win a B&M 4-4-0!!!

NAME _____
ADDRESS _____

------(DETACH)------(DETACH)-----

OFFICIAL BALLOT for 1980 B&MRRHS elections. Vote by making an "X" before the name of the person
you're voting for, detach, and either mail to: B&MRRHS, Election Dept., P. O. Box 302,
Reading MA 01867, or bring the ballot to the June 14th meeting in Woburn. If mailed, do not include any-
thing else with your ballot; all ballots must be received by June 9th to be counted. Be sure to include your
name and address on the envelope but do not sign the ballot.

OFFICERS (Vote for not more than one per office)

PRESIDENT: _____ Malcolm Houck

TREASURER: _____ John C. Hutchins

VICE-PRESIDENT: _____ John A. Goodwin

SECRETARY: _____ Robert M. S. Hagopian

DIRECTORS (Vote for not more than two)

_____ Joseph N. Shaw

_____ Leroy C. Hutchinson

DUES INCREASE: Shall the annual dues of the B&MRRHS be increased to \$13.00 per year, effective
with the 1980-1 year beginning July 1, 1980?

_____ YES _____ NO

A "Yes" vote is to pass the increase; a "No" vote is to defeat it.