

JOHN C. ALDEN, EDITOR

SEPTEMBER 1980

NEXT MONTHLY MEETING -- SATURDAY, SEPTEMBER 13, 1980, 8:00 P.M.

B&Meeting

1st order of Business from Pres. Houck: "We will have presented for consideration of the membership the new set of By-Laws, based on the American Law Institute's model non-profit corporation By-Laws."

Program Chairman, J. A. Roderick, announces slide show will be presented by Joseph Mulligan, who will be acting Program Chairman for this meeting; he has slides of the Central Pennsylvania area for our entertainment.

SPOTLIGHT ON BOSTON & MAINE R.R. HISTORY (FROM B&M EMPLOYEES' MAGAZINE)

50 YEARS AGO - September 1930, Vol. 7, No. 5 - Leading Article - "North Station Approaches to be Modernized", \$4,000,000 improvement - Charles River will be moved Northward - ease "bottleneck" outside North Station with new drawbridges, center-spread photo showing diagram of changes involved. H.F. Fifield in Chr. "Director Car Finds the B&M Rail Perfection Higher than other R.R.'s." Article by R.E. Sampson, Gen. Welding Foreman, Eng. Dept. indicates small rail-detector car found B&M rails in better shape than other lines; was the forerunner of Sperry Rail Car. 2 photos of this car in A.R.A. Small photo shows 0-4-0 steam switcher on coal trestle E. Som. Eng. Hse. Another snapshot showing Ms. Katherine M. Piper, Nurse, 1st Aid Rm. CON, NH. "Felt of Statistical Bureau is a Star Athlete", Donald Felt of Melrose recently won both the low and high hurdles at New England A.A.U. meet.

25 YEARS AGO - September-October 1955, Vol. 23, No. 5 - Front cover photo shows V.P. Frank W. Rourke, cutting ribbon on "Our 64th Budd Car" - B&M now has the largest fleet of RDC's in the country, photo showing 5-car Budd train at Manchester, MA. Leading articles entitled: "Heavy Storm Damage", heavy flooding on Aug. 18-19, many photos (1) repairing freight line in Worcester; "the New England States" lv., North Station with NYC diesel No. 4037; estimate damage \$350,000. "Unique Routing Signal System", color-light automatic routing signals at Wells River, VT. "Agent Hatchell Featured" - James E. Hatchell, ticket agent, North Station, was featured in article in Pullman News, small snapshot. "A Welcome Assist" shows Woburn firemen loaning their 65-ft. ladder truck to reach a loose slate on Woburn Pass. Station tower, photo by Charles P. Smith, Baggage man. "Modernized Ticket Office at Concord (N.H.) Station, photo showing O. C. Hardy, Supt.; F. J. Claffey, Gen. Agt. and E. P. White, Tkt. Seller, Aug. 5th. Photo shows gas-electric car #196(?) at B.E.T. on Boston Clinton run.

COMING EVENTS OF NOTE (FROM R.R. INFO., NEWFIELDS, N.H. - DAVID COLLINGE)

- Sept. 13th - Conway Scenic R.R. North Conway, N.H. 10:00 A.M. to 6:30 P.M.
- Sept. 13th - American Civic Center, Wakefield, MA. Model R.R.ing Exhibits.
- Sept. 27th - TRAINSTOP '80, Greater Lawrence Voc. Tech. School, Andover, MA
- Oct. 4th - Valley R.R. Railfan's Day, ESSEX, CT. Full day of Steam, etc.
- Oct. 4th - Fall Foliage R.R. Excursion, Boston-Rensselaer, NY (flyer sent)
- Sept. 27th - Fall Foliage, Train Excursion, Portland, ME, Island Pond, VT 470 Club
- Sept. 28th - "Gorham Gallivant", Portland, ME/Gorham, NH, 470 Club, Portland
- Sept. 27th - "MOHAWK EXPRESS" Fall Foliage Festival, Boston/No. Adams MVRs.
- Oct. 11-13 - "Foliage International", Boston, W.R. Jct. Montreal P.Q. Mattapan.

BARemarks & MeChatter

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From David H. Atwood, Eliot, ME: "At Northern Me. Jct., I recorded the following: BL-2 #51 and F3A #44 were lashed to GP-7's #67/68 idling in yard. SW-1500 #36 was switching the yard. GP-38's #83, 86, 88 were idling. GP-7s #66/68 were lashed to GP-9 #78, GP-9 #77 was getting engine overhaul. At about 5:30 PM what should arrive but F-3As #46/48 and GP-9 75 with BL-2 #54 in Red/Black/Silver paint job. It looked really sharp. BAR has on loan an engine with a 6 cylinder diesel. It's yellow with an alligator low-hood. It carried the name Morrison & Knudsen. As I drove through Brewer I looked over at the MEC Bangor Yard and flipped. Parked next to the River (Penobscot) were seven U-25 C's of the Rock Island RR. They are numbers 225, 229, 230, 231, 232, 233, 234. After getting released by a very helpful MEC staff to take pictures, I found U-25C #238 inside the engine house idling. It will be on the road shortly with RI paint job. All other U-25's have a lot of work to be done. Paint scheme is Red/Yellow on all other units. 14 U-25C's were purchased, six of which are at Rigby. Two will be used as spare parts. While there I saw the following: SW-9's 332/335, 334/331 being serviced. U-18B #406 getting new brakes. SW-1 #960 on turntable and being put to bed. I watched GP-7 #524 and U-18B #406(?) arrive with X-perimental engine #202. Another of those 6 cylinder diesels which I was told would give 40% fuel savings. On the way South to the town of Orland, I saw SW-9's #333/336 switching to St. Regis Mill in Bucksport...."

CEN. MASS. NEWS (from H. I. Judkins, Rutland, MA): "Thru my good friend Wes Hopkins of Plainfield, Conn. (one of our members) I was on an inspection trip of the Mass. Central today (Aug. 2) previous to an inspection trip tomorrow (Sunday) of Gov. King, from Palmer to So. Barre. We went right to the pile of dirt and ties at end of line, Barre Jct. We did considerable business also, with drops and pick-ups at Thorndike, Ware, Gilbertville, and So. Barre. Engineer Hebert, B&M out of E. Deerfield, mastered the ex-Southern R.R. diesel and coach formerly a Susquehana, D&H and Boston & Albany. Wes Hopkins, altho not one of the management, has done a great deal toward improving the Forest Lake to Bondsville section with his motor car and trailer and inspection tours every two weeks according to law...."

WOBURN "LOOP" DOINGS (George Poole, Aug. 10th): On Aug. 6, 1980, Tr. #933 came with Eng. #1113 (F-10) facing outbound from Boston, Pullman-Standard coach #321 and ex RDC 6148 - now an electrical coach. I believe this is the first time a P.S. coach has gone up the Woburn Branch. F40PH do not run up the Branch due to height restrictions. Extensive roadbed work will commence on or about Aug. 12, 1980. On Aug. 8th, large bundles of ties were placed along the branch. No trains will run on the branch 9 AM to 4 PM while work is in progress. A shuttle bus will work between WOB. & Winchester. There are rumors around the weekend service to Woburn may be discontinued. There is very little freight activity on the branch. It has been months since a freight car has been spotted in the Woburn yard. One on-line plant does receive 3 or 4 cars of paper per month. The local freight in the area, B0-4, seems to be busy along the Main Line (North). Arriving in the Montvale yard about 12 noon sometimes with 25 cars, returns to Boston usually after 8 PM. Keep up the good work on the Newsletter as I enjoy it every month (S)

ANNOUNCEMENTS: SEPTEMBER MEETING - B&M 4-4-0 Raffle--don't forget your raffle tickets for a chance at winning this prize brass locomotive! \$1.00/chance. **SPECIAL:** A rare B&M artifact will be auctioned off at September Meeting--BE THERE, DON'T MISS THIS OPPORTUNITY!! List of winners of doorprizes at North Conway "Ham & Bean Supper": Norm Dimmasky, Vanishing Markers; J.E. Lancaster, Route of the Minuteman; John Landry, Moguls, Mountains & Memories; Gary Westgate, "Vanishing Vapor"; Roy Hutchinson, Summer Bulletin; Mark Cawley, Maine Central Photo Album. **NOTICE:** Those persons interested in doing research and gaining access to the B&MRRHS Archives at the University of Lowell for the sole purpose of said research (not including withdrawals) should petition the Board of Directors for consideration and permission. Such petition should be in writing, stating the full nature of research and intentions. Please address petitions to Chairman of the Board, B&MRRHS, P.O. Box 302, Reading, MA 01867.

Warren E. Vittum, Jr., Weston, MA sends items re: (1) Crossing accident at South St., Roberts, MA on July 2nd; truck from McNamara Concrete Co. attempting to turn on crossing; (2) also, from Waltham News Tribune, 7/2/80, "Downtown rail crossings scheduled for rebuilding" in Waltham - Moody St., Beaver St., and South St.; Weston-Church St., Town Road and Lincoln Road; in Concord - Commonwealth Ave., Belknap St., and Baker Ave. All work on these crossings is part of a \$5.4 million contract to modernize the 26 mile line from Boston to South Acton. From the Boston Globe, 7/15/80, Rail repairs resume in Wellesley - threat to wells near Morse Pond caused by dumping of allegedly contaminated gravel nearby from Conrail tracks near Wellesley Square; crossing of Route 153 in Wakefield, N.H. needing repairs; also, from Carroll County, "A little bit of Hollywood" from Sanbornville by David Isgur. - film entitled "The King of America" made use of the Wolfeboro R.R. location ... from Wayland/Weston Town Crier - "Bridge load limit worries fire chief". Mass. D.P.W. has dropped the load limit on Conant Road bridge (over Cen. Mass. tracks) from 15 to 9 tons for two-axle vehicles." Merriam St. bridge over Main Line has a problem.

New York Times, June 29, 1980, feature story by Jack Newcombe entitled, "Taking a Ride into the Past on the Adirondack Railway", photo of 2 diesels - sketch map of this railway - (former N.Y.C. line), very complete story of operations from Utica to Lake Placid, N.Y. - 142 miles (from B. Dawson, West Medford, MA.)

From the Boston Herald, 8/2/80, "Ghost Train" rides the track - Elliot Norton - this play produced at Tamworth, N.H. by The Barnstormers - same play was in Boston at the Copley Theatre in the 1920's by E. E. Clive. Also, mentioned about this play ("Turkey") ... "is about a group of people stranded overnight in the waiting room of a train station near Rockland, Maine, where, every year at the same time, an unscheduled train roars thru the station creating havoc and terror." We always assumed this show originated in "Jolly Old England".

From 4 Woodlawn Ave., Everett, MA - Page 20, THE IRREGULAR - JULY 22, 1980
 "110-year-old Intervale (N.H.) baggage house moved near cemetery." This station was located across the tracks from the Intervale Cross Roads - quite a MOVE!

TRAINS MAG. SEPT. 1980 - Tom Nelligan's - BOSTON & MAINE STORY, PART 2. "Coming Out of Corporate Chaos" - very complete write-up of present day Boston & Maine Corp. with many photos by the author. Pres. Dustin states, "We should have a better future." Map showing B&M freights at 6 PM on Friday, Sept. 21, 1979; listing of motive power on trains; also Roster.

Also, in same issue of TRAINS MAG. article entitled, "How the Milwaukee Road packed up and went home from the West" - Blair Kooistra tells how the last E.B. trains were operated from Tacoma, Wash. Photos by the author - Tideflats, five Geeps moving 64 cars up Snoqualmie Pass (former electrified section). (Last E.B. Pass. train lv. Seattle on May 22, 1961 for Chicago, IL). Wood

CONN. RIVER DOINGS

From Ira Laby, Holyoke, MA, 8/18/80, "Perhaps I can answer some of the questions raised about ED-1 and stored cars on the Conn. River. The piggyback cars marked APL are indeed American President Lines cars, formerly Providence & Worcester. They are being repaired at East Deerfield, stored where convenient, and moved out in bunches. Rail Box Cars have been stored on the former M.L. 2nd track near Mt. Tom (still there yesterday) and every inch of unused track in Holyoke. The latter all left about 2 weeks ago. Currently there are about 2 miles worth of 50-ft. cushion underframe box cars on the former Cen. Mass. Br. between the Conn. Riv. bridge and Main St. in Hadley. They are in P.&W. colors, but repainted "A.H.W." The crew of ED-1 said that they came down from E. Deerfield

shops, they are stored near Mt. Tom, and then moved on to Cen. Mass. Have been unable to find what "A.H.W." means - crew said it was a "CAL logging line". They take the GP back with them after they have switched Easthampton and Mt. Tom."

"Memories of the Holyoke Depot of 1910" by Harold F. Foley, gives account of the White Mtn. Express stopping there at 12:45 PM, description of the Depot. "Famous Architect built R.R. Station" by Ella M. DiCarlo, on same page of Transcript-Telegram, July 12, 1980 - designed by Henry Hobson Richardson, who did many stations for the Boston & Albany R.R. and also Trinity Church, Boston.

P.V. NEWS - Scott Whitney, Claremont, NH - "B&M still owns the Pemi. According to a Mr. Schmidt of the B&M in Concord and Mr. Moore of the Goodwin in Bow the B&M still has not received payment on the White Mt. Branch and is still its legal owner. The mill at Lincoln is out of business but a new firm is eyeing the possibilities."

NEWS FROM SALEM, MA - Don LeJeune, 8/2/80

Power for SAED on 7/31 was GP-9 1714 & 1711; on 8/1 was GP-9 1716 & 1728; on 8/2 was GP-18 1754 & GP-9 1718. GP-9 1743 has been assigned for Salem due to lack of yard switchers awaiting maintenance or "whatever" at Billerica. The 1743 replaces the 1568 (GP-7) and prior to that 1727 (GP-9). These units often don't stay there long because of the shortage of power around and SAED priority comes first to go out of Salem with two engines instead of having to pick one up or swap power at YARD 7 (Somerville) or power in route to E. Dfld.

Some changes in local switcher jobs: The 0700 First Salem switcher remains the same from available SAED power. The 0830 Lynn switcher also has not changed. But the 1000 and 1430 switcher jobs which works the Gloucester Br., Beverly Gulf, Newburyport, etc., have been eliminated. A new 1500 switcher job has been taking up the slack where the others have left off. Work has been distributed to the first and second jobs. Reason has it that there just isn't enough work (traffic) for the amount of switchers that are assigned for a day's work. (The 1500 job works Wakefield, via Lynnfield to Wakefield Jct., Danvers, Danversport, and cleanup of Salem - forgot to mention.)

On Sunday, August 3rd, trains on the Eastern Route were hampered when a barge hit the Saugus River Drawbridge, the outbound track was damaged and single iron was used from West Lynn to Revere. By Aug. 7 the bridge and outbound track was put back in service.

Train Director at Salem Tower Barry Osborne tells me that work on the Beverly Drawbridge on the westward track will continue for 3-4 months. New pilings under the structure necessitates a single iron move from Beverly Jct. to the Spring Switch at Northey Point. This action also has a "Pilot Conductor" riding over the "wrong" iron section.

On the subject of bridges...On Aug. 13 the Lynn Switcher GP-9 1716 got an "OK" from Billerica to move a high car 16' 10" from Lynn to Salem yard, what wasn't considered was the vehicle bridge in Swampscott, better known as the Essex St. bridge. Well as it turned out the timbers, supports, and a badly mashed car are now being repaired.

Power for SAED (Salem) starting Aug. 3rd: GP-18 1754, GP-9 1718, GP-18 1752, GP-9 1730, GP-18 1752. (Train canned and engine made light move back to Salem.) GP-9 1741, GP-18 1750, GP-9 1736-1709, GP-9 1747-1717. On Saturday GP-9 1731-1728 approached Salem yard (Castle Hill) but not without incident. It seems that rail fatigue once again put the first car on the ground at the same location of another more serious incident. The last one in Dec. '79 (Summer B&M Bulletin Focal Point).

GP-9 1708 worked the 1500 switcher job out of Salem the week of Aug. 3rd.

GP-9 1730 replaced the 1708 for the week of Aug. 10th, a light move was made out of B.E.T. due to the 1708's upcoming "washout" (inspection).

Word from Billerica is that on or about July 22nd the B&M became an all EMD railroad when the 1274 (Alco Switcher) was stored...will have to check into.

B&M Switcher 1210 (NW-2) caught fire while working Westminster on Aug. 12 and had to be "towed" to E. Deerfield for repairs.

Restoration has begun on ex-B&M 0-6-0 steam engine switcher that was used by Fletcher Co. for many years. When finished the train will be on display at the Museum of Transportation in Boston.

In addition to last month's report of power 0.O.S. for repairs at Billerica, add to it the 1566 (GP-7). It should be noted that all the units that go to the Billerica Shops for repairs will come out re-painted in the new B&M blue, letters spelled out Boston and Maine, and numbers under the cab window in large numbers.

Power for SAED Salem for the week of Aug. 10th: GP-9 1742, GP-7 1567, GP-9 1731-1701, GP-9 1733-1716, GP-18 1751, GP-9 1737. This is a partial list for the week, it may be interesting to note that the 1733 is still holding up in the old McGinnis blue, black and white paint scheme, mainly due to a mild detergent that's used to clean the engine. This won't last forever though unlike the Maine Central that's elected to keep some of their older power in the "old paint scheme" the B&M looks for their new image to be easily recognized.

Lately a lot of the GP-18's 1750-1755 have been showing up in Salem, I've been told that there's a surplus of power due to the summer season (not much work in or out) so that these units can be spared and distributed freely. As a rule the GP-40's, and 38's are used on the long hauls but occasionally a heavy freight like POME or BOME will be seen with 4 or 5 Geeps pulling them, while the Geep 7's, 9's, or 18's do extra work.

FROM BILLERICA: The 1725, which along with the 1726 (both GP-9's) rebuilding after the Chicopee wreck are still being worked on. The 1725 should be leaving the shops by the end of this month. As mentioned in earlier Newsletters these units will be unique as under the B&M blue paint stands the colors of the Union Pacific bought by way of Naprano Salvage of New Jersey. Not only will these two units have the new paint scheme, but under the cab window will be the 1825. This new procedure has been anticipated for a long time. Now all GP-9's that go in for re-wiring of new electric cab, electrical magnetic contacts instead of the traditional pneumatic types will get this new 1800 series designation. Also noticeable will be the deletion of the sign "No footboard" along with the orange painted steps. Black steps will be back again. Other units in the field that have already been re-wired will probably have a spray paint and stencil job put on provided that a suitable color match can be achieved with minimal problems. At present there are over twenty such units that have been re-wired in this category. A partial list is this: 1703, 1706, 1708, 1717, 1721, 1738, 1741. In two months the 1726 will leave the shops done as the same.

Accu-Cals told me some months back that when their supply of Boston & Maine decals is depleted that they will issue their new Boston and Maine series. This new change, along with the 1800 series numbers replacing the 1700's, the elimination of the orange steps, should keep the modeler busy...what about that Don Clarke????

When the new 1825 leaves finished, it will also be the only GP-9 unit not to have the dynamic brakes, housing and fan on the top and sides, as her sister units have.

14L NOTES FROM A SONIC VANTAGE POINT - Parker St., S. Acton, by DON TEAD

The five MBTA F-40's will bring a new and very pleasing sound to the B&M - The Nathan K-5LA. Bob Swanson of Vancouver and Deane Ellsworth of AMTRAK developed the K-5LA and both AMTRAK and CHESSIE have made it their standard. Walter Mark, MBTA's CMO, heard the horn in Chicago on one of the railroads, liked it and specified it for the new units. A mystery! No. 200 has a horn sounding the same notes as the S-3BR on the Pullmans but the timbre (musical quality) is not the same. Looking up from trackside, I did not recognize the horn as an S-3BR. (200 was in S. Acton 8/12 on the "string train".) Perhaps a member can tell me how the horn found its way atop #200 instead of the furnished S-3LR and what the model number is. Excellent sound!

B&Marketplace

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BOB WEBER, 75 Pickwick Drive, Doylestown, PA 18901 - I would like to correspond with anyone having a hand lantern made by the New England Glass Company. NEGO went out of business in 1888. I would like to get some dimensions and photos of them if I can.

WAYNE PERRY, Burlington, MA, phone 272-1494 - is looking for information regarding the whereabouts of former "Talgo Trains".

DAN REAGAN, 7416 S. Ivy Way, Englewood, CO 80112 - FOR SALE: Sunset B&M K-8 2-8-0 with Worthington Feedwater Heater, \$190.00. Custom Brass New Haven 1-4 4-6-2, \$200.00. Both brand new.

HENRY G. KEITH, 4908 Loma Laguana Drive, Carlsbad, CA 92008 - is seeking information regarding employment record of one Gilbert Henry Keith, employed as a "Manager" of the Boston & Maine RR in Boston ??? many years ago.

LEWIS C. TUTTLE, Old Peterborough Road, RFD1, Hancock, NH 03449, phone 603-525-4020 - FOR SALE: Complete set of B&M Bulletins from Fall 1974 to Spring 1980. Best offer. Although you were kind enough to print this ad in your July issue, I have had no takers. Perhaps I made the mistake of saying that the list price was \$45.75. This isn't a matter of trying to make money; I've just got to clean out my bookcases and it would seem to me that some of the newer members would want very much to pick up this collection if they could afford it. Therefore, I am hoping that you will reprint the ad, without the list price reference, as shown on the attached paper. Otherwise I may have to throw them away to make room and this would seem to be very undesirable since many of them are now out of print.

H. BRUCE LESLIE, 37 Shore Road, Bristol, RI 02809 - WANTED: One copy of B&M Employees' Magazine, August 1930, Vol. 7, No. 4.

M.T.T.H.S. (Modern Transport Technical and Historical Society) recently formed in Monrovia, CA, "is basically aimed at the interests of the transport enthusiast, historian, and modeler. The Society is interested in all modes of transportation, primarily the era from 1900 to the present, both domestic and foreign." Please contact: David G. Casdorff, MTHS, P.O. Box 1458, Monrovia, CA 91016

B&Matters

GEOFFREY BOLTON, Brown Road, Shirley, MA 01464, 8/12/80 - Alco #1271 in the middle of a freight headed east through Shirley - headed for Billerica? See item from Joe Camarano in August Newsletter.

JOE CAMARANO, 80 Rublee St., Arlington, MA 02174, 8/23/80 - "In the August 1980 Newsletter it was noted by me that on July 5, 1980 B&M Engine #1271 was in fact 'alive and well' working the yard in E. Deerfield. On August 16, my son Mike and I saw #1271 sitting deathly quiet in the N. Billerica yard with a capped/wrapped stack!! Does this mean the end of the line for Ole #1271, or is she there for repairs?? Anyone have an answer? (Later observation: #1271 is still at N. Billerica this date, 8/23/80.) A bit of follow-up on Don LeJeune's August Newsletter info concerning GP9 #1740. On August 16, 1980 #1740 was again (or still) at N. Billerica. Appears to be in need of some brake work as was evident by missing parts. (Also, on this date, August 23, 1980, #1740 was still at N. Billerica and still in need of brake work.)

SAT, AUG. 23, 1980, BOSTON HERALD AMERICAN - "Tanker leaks toxic acid in Somerville Railway." N.P.I. but Mayor Brune quite concerned.

BOSTON GLOBE, AUGUST 19, 1980, "Deliver Me by Night Owl" by Charles A. Radin, AMTRAK take a Bow - a very favorable report on trip to D.C. by nite train.

MYSTERY PHOTO, BOSTON HERALD AMERICAN, 8/22 - showing Hoosac Tunnel through the "GREEN MOUNTAINS" of Western Mass. still double-tracked in photo.

"NEXT STOP, NOSTALGIA" - photo story of the Wolfeboro RR, BOSTON GLOBE, Sunday, 8/24/80, (B. Dawson).

A NOTE OF SADNESS -- Died on August 26th, Audrey Parker, sister of the late Carlton Parker (well-known rail fan and photographer), of Newton, MA.

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: 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

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 modeling 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.

MOGULS, MOUNTAINS & MEMORIES: The Society's own 136-page book featuring 4-color covers, 180 b+w photos and 4 internal color plates by New England's foremost rail photographers. Main-line steam and diesel action from 1940 to the present on the Boston & Albany, BAR, B&M, CPR, CV, GT and MEC is highlighted plus branch and short lines throughout the region to the north and west of Boston. Heavy coated stock plus durable binding make this an excellent value on any bookshelf. Softbound. \$12.95

BOOKS BY OTHER PUBLISHERS: A Pinprick of Light by Carl R. Byron. A 72pp 6" x 9" 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

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.

Route of the Minuteman, by Tom Nelligan and Scott Hartley. A well-illustrated look at the B&M from 1969-1979. Excellent photographs concentrate on the Rigby-Mechanicville mainline, Conn River, commuter, and branchline operations. A lively, well-written text accompanies the 64 pages between 4-color covers. Softbound. An excellent value. \$5.00.

MINUTES OF THE AUGUST 1980 JOINT MEETING OF THE B&MRRHS AND THE 470 CLUB

After a sumptuous feast provided by Post 95 of the American Legion, and the doubleheaded Sunset Special, the August meeting of the Boston & Maine Railroad Historical Society and the 470 Club was called to order by Joe Shaw in stall #4 of the Conway Scenic Railroad Engine House in North Conway, NH at 8:25 PM. Approximately 100 in attendance from both clubs listened as Vice President of the B&MRRHS, John Goodwin, welcomed one and all to the evening meeting. Next, Larry Blanc, President of the 470 Club welcomed those present on behalf of the Portland group. The Business portion of the meeting was dismissed in favor of the thoroughly MEC--B&H entertainment. Before embarking into the movies, the dual membership offered a hearty round of applause to the Conway Scenic Railroad and its magnanimous President, Mr. Dwight Smith. Dwight returned the gratitude with an equally hearty "You're all Welcome!" All were in full agreement that the day had proved, as usual, to be a success as we once again witnessed the glory of steam in the shadows of the glory of the White Mountains. The entertainment was provided by 470 Club member Larry Brown, who was assisted by longtime favorite, Ron Johnson. Ron put in a "plug" for the 470's new record release, "Vanishing Vapor" and reiterated upon upcoming railfan activities (i.e., the Island Pond trip on Sept. 27 the Gorham Gallivant on Sept. 28 and the Mass Bay RRE trip on Oct. 4 from Boston to the Berkshires.) After these brief announcements and accolades, Larry Brown rolled some priceless movies of MEC Steam of all shapes and sizes in the Portland-Gardiner-Waterville areas. Included along with this, Larry presented some fascinating footage of the Bridgton & Harrison and numerous fantrips on the line. Larry also presented some vintage Live Steam films that proved a very pleasant change from 12" to the foot scale! The meeting finally adjourned at approximately 10:45 PM as all departed after having enjoyed a pleasant day of steam railroading in the Saco River Valley.

Respectfully submitted,
Robert M.J. Hagopian, Secretary
B&MRRHS

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NON-PROFIT
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