

JOHN C. ALDEN, EDITOR, 11 Riverside Ave., Concord, MA 01742

DECEMBER 1980

TO MEMBERS AND FRIENDS OF THE B. & M. - MERRY CHRISTMAS & HAPPY NEW YEAR!

B&Meeting

NEXT MEETING: SATURDAY, DECEMBER 13, 1980, 8:00 P.M.
1ST UNITARIAN CHURCH, WOBURN, MA

PROGRAM: MOVIE AND SLIDE SHOW BY DONALD HILLS
ON B. & M.

B&Memories

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

50 Years Ago - December 1930, Vol. 7, No. 8 - Front Cover: Head-on view #4000 2-8-4. Leading Article: "Santa's Advance Reindeer - Our Freight Cars Disclose (that) He Will Be Very Much a Golfer" - many carloads of toys, etc. being shipped from Winchendon, Salem, Royalston, and Marblehead, MA, from Keene, Marlboro, Wilton, Weare, and Wakefield, NH, and other places. Pix showing conveyor system at Winchendon: "Miles of Toys go into cars," and miniature golf (indoor) a hit. Cen. Mass. item: Agent Pinchon at Gilbertville, MA obtained several carloads of apples from local growers. P. J. Mullaney, Asst. F.T.M. commended Mr. Pinchon. "English Railroads (Railways-Eng.) More Affected by Highway Competition Than OURS". (This was 50 years ago.) Article by Lawrence Richardson, Chief Mech. Off., B. & M. R.R. Longest runs 400 Miles - London-Edinburgh; have been consolidated into 4 systems - Southern, Great Western, L&N.E., L.M.&S. (now BRITRAIL) photo of 3-unit dining with kitchen in middle unit. J. P. Muller now Signal Construct Engineer. Pix: "The 'Flying Yankee'" at Wakefield Jct., MA with #3689 on head-end-E.B. taken by the late Carlton Parker of Newton. Article on new power plant at B.E.T. "That place with the Big Chimney" - 29 feet higher than Bunker Hill Monument" - photo showing the setup. "Auto Manufacturer Uses ("Special") Train" - Walter E. Chrysler made good time on one-stop run from Springfield, MA to W.R. Jct., VT with loco #3206 4-4-2 Lv. Springfield at 10:26 P.M., Ar. W.R. Jct. 1:50 A.M. - stop for water at Brattleboro 5 mins. 2 loco. models attract much attention at Portland, ME. Exhibit - one was model of the B. & L. woodburner 1835 made by Warren W. Saunders, former engineman for S.R. & R.L., M.E.C., and G.T.W.R.R.'s. The other model - "Flying Yankee" #3689 made by Harry E. Sait, mentioned in Nov. Newsletter. "Industrial Project of Far-Reaching Importance to New England" - center spread article with sketch of new plant for Simonds Saw & Steel Co. at Fitchburg, MA (on site of former R.R. car shops); photo "The 3 Musketeers" - D.G.C.F. George Johnson, Div. Supt. Twombly, and S.F.C. M.M.E. Wilcox, Portland Div. Rotterdam Jct., NY RB-4, loco. 4002 with 155 cars, 6,486 T. BIG TRAIN on the Fitchburg Div.!! Photo - Xing Tender Shanty-Valley & Hall Sts., Manchester, NH T. F. McHugh, Towerman, Waltham, commended for stopping train #59, and prevented crossing accident. ANSWER TO QUESTION - November - West Shore; N.Y.C., B. & A., D. & H., N.Y. N.H. & H., Rutland, C.V. RY., M.E.C., C.N.R., Greenwich & Johnsonville, Springfield Term. Ry., C.P.R., H.T. & W., Suncook Valley, M. & W.R., Un. Frt., Claremont Ry. & Lighting Co. P.T.M., York Utilities, and Woodstock R.R. (How many names are now existent?) ED. SPECIAL - 50 Years Ago - Scott Whitney, Claremont, NH - High Bridge (new) at W. Claremont, NH nearing completion by Am. Bridge Co. 2 men were severely injured, taken to Clare. Gen. Hosp.; N.B. #703 ar. Clare. Jct. 7:47 A.M. 1st train over new bridge, Oct. 29th. Fire destroys historic bridge near Franklin, N.H., built 1896 Br. #2/86. Photo in Man. NH Union showing twisted rails - over Winnepesaukee River. Thanks to David K. Johnson and Scott Whitney for this sad news. COMIC ITEM: Front cover of "Modern Maturity" Mag. June-July '80, full color illus. of P.R.R. Pass Cond. picking up revenue from little boy trying to conceal puppy.

From DENNIS ADAMS, Exeter, NH and JEFF URSILLO, Malden, MA - 11/9/80: Somerville Yard - GP7s #1574, 1576; SW8 #806 in a fresh coat of blue, but no "Boston & Maine" spelled out; GP9 #1723 and GP18 #1755; last but not least, SW9 1221. Skipped over to Lowell next, where SW1 1129 and SW8s #800 and 803 were idling away. A word of caution here...the crews in the yard are on edge due to the recent stoning episodes. Be on your best behavior. On to Billerica, where we spotted the following engines: SW8s #805 and 807 and 804, SW1s #1121, 1128 idling, SW9s 1230, a former Dover, N.H. switcher, and 1206, which has a blue body with a black top to its short hood and very small cab numbers; Alco S4 #1274; GP9s #1700 with all its hood doors wide open, 1704, 1734, and our unwilling celebrity 1740, the Somerville incident engine, out among the weeds, now with a blue cab with the new style numbers, and a primer red long hood with NO dynamic brake blister. Could this be the hood that 1826 was to get? Anyone know? It's still a sad sight to look at those old F units just rusting away in the grass. 10/24/80: Somewhat out of chronological order here, but what can you say. Sperry car #147 spent the night in the once bustling but now almost barren Exeter, N.H. trainyards, then left westbound early the next morning. Sperry #147 was again spotted by Bill Fothergill out in E. Deerfield on 11/8/80. Really gets around. GP9 #1733 (the last GP9 in the old blue/black/white paint) was part of the power on BODO (Boston to Dover, N.H. gravel train) usually along with two other GP9s during the first week of November. It took off for parts unknown later that week. Also, there have been a lot of LPG jumbo tank cars at Rockingham Jct., N.H. lately. That's about it for now from the wilds of New Hampshire.

BOSTON HERALD - 11/11/80 - "DPU assesses blame in B&M toxic spill." Nothing new...

BOSTON GLOBE - 10/31/80 - "Trial Run" - photo of British Railbus to be tried between Boston and Concord, NH. Additional story re "Railbus" by Charles E. Dole, CHRISTIAN SCIENCE MONITOR - 11/19/80 - with photos of interior and exterior. Ernest R. Courtemarsh states this car would be cheaper to operate, but would provide rail service between Lowell, MA and Concord, NH. On the same subject from DAVID K. JOHNSON, Nashua, NH in the EAST ANGLIAN TIMES - 10/14/80 - "British Railbus train took to the rails in Ipswich yesterday and was met with a mixed reaction from passengers. The lightweight experimental vehicle (LEV) is being operated for two months on the East Suffolk line in conjunction with normal services. Yesterday the 40-seat train was packed for its first passenger run from Ipswich to Lowestoft. The first thing noticed was the heat which one passenger described as "lovely and warm" and another referred to as "grossly overheated". Mr. Charles Bentley, a director of Leyland which built the body, said the temperature would be altered later. Mrs. Esther Lyons, from Braintree, said, "I think it's alright so far, it's just what we need on the Braintree line as we have the old rolling stock." But one male passenger who travels regularly from Ipswich to Saxmundham said, "I think it is awful; I cannot see the point of it - there's no room for luggage and it's too small." Mr. Alan Wayte (Mr. Wayte was here last winter for the test runs), from the British Rail research center in Derby, said the train had been on trial for 15 months and work had already started on a two-car unit which would go on trial next year. If the train was successful it would be used on lines all over the country and would be cheaper to run than the conventional train. It was more likely to be used for rural lines and not for commuter runs. (This last word of wisdom should be taken to heart by our so-called commuter rail experts here in the USA - DKJ). Two photos with article show car at Woodbridge Station and the other shows the interior with the conductor taking fares from careful of riders.

From LOUIS H. BEAUDOIN, Manchester, NH - 10/24/80 - B&M is repairing Manchester, NH to Lawrence, MA Branch to reopen Derry portion closed in September because of bad track. Seven car loads of new railroad ties were moved down the branch week of 10/12. One track crew was observed working at N. Londonderry and another at Derry on 10/17. B&M agreed to repair the line after a meeting with the NH Transportation Authority. On 10/8 a meeting was held by Derry Town officials with B&M, NH Transportation Authority and Governor's Aides regarding the Derry Industrial Park and plans of a future extension of the rail line into the park. As for the Manchester to Epping line, there are no plans to reopen this line.

From LOUIS H. BEAUDOIN (continued)

What is left is about 2½ miles running from Manchester to the east side of Atlas Storage on Page Street which is served by a switcher out of Manchester. The Manchester to Goffstown Branch seems to have no future of reopening either, this line closed because of a weak bridge at Manchester. Anybody know about this one??? About a year ago First Lumber at N. Londonderry built a new warehouse, a siding was put in but not connected. As of 10/24 it is still not connected to the main line.

From WALTER SOKOLOWSKI, Maynard, MA - "Outside interests are very much interested in controlling the V. & M. which is the heart of the B. & M. Main-Line. Also, is it between Fitchburg and Millers Falls? (Yes, ED.) From Boston Herald, 11/13/80, "Bartow Kelly, President of Vermont & Massachusetts Railroad Co., announced the directors have decided not to approve or recommend to shareholders tender offer proposals from U.S. Filter Corp., or Providence & Worcester Railroad Co." This item and one entitled: "The V. & M. R.R. and its two suitors" from Boston Globe, 11/5/80, sent in by W. Hellmann, Sud. Also, from W. Sokolowski, "In regards to the Re-Hab of the Eastbound track from S. Acton to Boston by Atlas R.R. Construction Co. of Pittsburg, the ALCO either owned or leased by them - generally puts up on the Grace siding in S. Acton. This unit, black in color, is used for various needs, in particular, ballast work. With the demise of all ALCO power on the B. & M. this unit is a welcome guest, as it 'whistles' along in its duties. Reminds me of the "1274" at the E. Deerfield or the 1184 at Gardner, when those units were in service... Question: is the Gardner switcher abolished or cut-back? Have not seen or heard of it lately. SW-1 1115 had the honors for quite a while... Former Marlboro Branch right-of-way in Maynard will play a big part in revitalization of the downtown district. Bridges are gone, embankments removed for future access road and off-street parking - most crossings paved over... In the 1950's, line saw daily service to Maynard."

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

The November Newsletter arrived on the 5th and I phoned Jack Alden at once to reiterate my thoughts on how attractive the new format is! The last few issues have proven an even greater pleasure thanks to the new layout. *** My thanks to Dick Hoisington and Scott Whitney for their comments on 200's horn. I believe 4266A had a Leslie or Westinghouse "honker" originally and I understand the horn was replaced by the minor triad when the 4266 was in Canada. If this is all correct we still have our mystery as 200's horn does not sound the notes specified by the Canadian Government's standard although the basic chord is the same. *** By coincidence (and a first for South Acton, I believe) a Toronto GO train was out here yesterday on 615 (10 Nov. '80). The cab car has the 3-note standard horn and it is a K-3H. When 1559 was in Canada it was furnished with either an M-3H or a K-3H and I tape recorded it from my apartment in Cambridge during a snowstorm on 25 Feb. 1969. It was whistling on the Lexington Branch and the sound was quite a surprise to me at the time. The K-3H, M-3H and S-3K sound the same notes. The S-3B is 1½ tones higher in pitch. The five-note Canadian standard is the K-5H which sounds a different chord from the K-5LA due soon. *** Deane Ellsworth of AMTRAK and the top horn expert in the USA lives on the main line of the Southern outside Washington. One night recently he had five K-5LA's on Chessie and Southern within an hour and a half and all five were flawless! I doubt very much that I will be able to identify individual units among the five new F-40s as I have been able to do in the cases of many of the present units with S-5TRs! *** Comments on my monthly notes will be greatly appreciated. I spend many hours each month endeavoring to create notes I hope will be of interest. I repeat that I hope I'll be successful in inducing many of you to listen. It is surprising what a microphone and tape recorder will pick up in addition to the trains - a dreadful variety of civilization noises but also a talented mockingbird, roosters crowing and a cow mooing. All these sounds in no-longer-bucolic Acton. Your cards or notes will give me an insight into the extent of your sonic interests. My address is: Donald K. Tead, 130 Parker St., Apt. 5K, Acton, MA 01720.

B&Misc. - "Railroad Lease Paves Way for Federal Funding" by Pat McKenna, in the Reporter, N. Conway, NH, 11/12/80 - it would appear that the "East" (former Conway) Branch may be upgraded if Federal funding is possible; others involved are Ossipee Aggregates and B. & M. First stages would be rebuilding the line to Ossipee; later on, to Conway. (From MORRIN E. HAZEL, No. Revere, MA. Thanks.)

B&Models - Our Correspondent in Anchorage, Alaska, Richard Sanders, is asking about more articles on B. & M. modeling - in the Bulletin or Newsletters.

AMTRAK - Cheers for AMTRAK!!! Mr. C. F. Belcher, former Executive Director of The A.M.C. states that travel from Boston to Whitefish, MONT. via the Broadway Limited and Empire Builder - on time and all connections made. Also, an article from the Carroll County Independent, 11/5/80, on same subject as above by Pat McKenna - this one entitled "Work Begins on Rail Renovation" by Christopher Morgan. (Thanks to C.F.B.)

B&Memos

From DON LEJEUNE, 11/6/80 - Officially the M&L Branch (Manchester-Lawrence) is out of service from mile marker 7.6 to 16, with bunters installed; this is effective as of 11/6. *** Power on EDSA for Salem, MA consisted of three GP-38's 203, 207, 210, on 11/14, this is a rare sight while MEPOA uses 3 or 4 GEEP 9's. *** From Billerica: work has again resumed on the 1826 and the 1803. As of now there are 4 GP-7's sporting the new paint jobs and BOSTON and MAINE on the side with 7 GP-9's now 1800's. As mentioned when the 9's go to Billerica for this paint scheme and rewiring they are automatically classed as a 1750 horsepower unit, the same as the 1750 to the 1755, the only difference is that they don't have the chopped nose as they are first sighted. *** Nov. 16, power for SAED is the 1825, + 1705. The 1500 switcher job for the last two weeks has been GP-9 1721, mechanically a good engine, still with the minuteman on the nose. By now all the GP-7's have been painted over if they have had any Bicentennial markings on them, so I'm told. Up to now the 1755 GP-18 is the only unit that has undergone major work and paint scheme change. *** When the 1703 (1803) leaves the Billerica Shops shortly the 1704 will be going in for major rewiring and paint. It should be noted that when possible when a GP-9 is at E. Deerfield for a short layover the paint crews have been repainting the truck black, painting around the body frame white, painting over the steps black over the orange fluorescent, for modelers a white stripe on the edge of each step is put on some of the units but not all. *** Effective Sunday, Nov. 16, SAED, EDSA will become a through-freight crews go on duty at 1830, leave at 1900 and will go to E. Dfld. for the Salem job and Salem for the E. Dfld. job. No more meets and crew changes as they have done in the past, they will be put up for rest and will go out the next night as the opposite train that they came in on. *** GP-9 1733 (old, old McGinness paint job) seen recently still looks good, has been spruced up, keeping clear of major repairs and the spray paint job. When it is finally caught up with, it will be the only GP-9 to go from McGinness Blue to BOSTON and MAINE blue. *** On 11/1 MEPO B had foreign company along. It seems that the Unit Coal Train was able to leave two Conrail units in Lowell to be later used on the MEPO-POME run. On that day two GP-38's and two Conrail units were used to complement the run. *** GP-38 #211 was put back in service last month after major repairs at Rigby, when it was "Wabashed" by another railroad up there. *** It has been learned that the White Co. who was supposed to set up a temporary welded rail site in Salem, MA for use on the Gloucester Branch has now been using another location closer to their track laying project. *** On 11/1 a new and larger British Railbus has been used from the Concord, NH to Lowell route on trial runs. The Sperry Rail car has been seen also on various rail routes "testing" also. *** Word from Billerica is that one of the MBTA's F-10 #1112 is shopped for a main generator job. It seems like yesterday that these units appeared on the B&M property and needless to say they also have seen their share of mechanical problems. Yard switchers #803, 1131, 1130 are also shopped for repair work in Billerica. *** As of now the following power is stored at Billerica: GP-9's 1700, 1704, 1734, 1740 - 1703 Maint. & rebuilding - "1826" work has been temporarily stopped while crews work on

stripping Budd cars for renovation. *** In response to Joe Camarano, Arlington, MA re: GP-9's, 18's. When one of these units are completely rewired with new electric cab, electrical magnetics, instead of the pneumatic type contacts just for starters, repainted Boston and Maine, those now leaving the shop with an 1800 number, some will be restencilled in the field that have been rewired. These won't have a low nose put on, but as far as the mechanical department in Billerica is concerned, and the Chief Train Disp. Board is concerned the physical appearance of a GP-9 can be that of an "18". It's only a matter of time that all of the 9's will be upgraded to "18's". *** #2: The black "foreign switcher" is probably the black Conrail Switcher Unit, works that area, sometimes goes up to Boston Market Place tracks (Everett Jct.) on Conrail trackage over Draw 7 (2 tracks) one's B&M, other is Conrail's. *** ED. Note: Thanks also, Don, for B. & M. Frt. schedules, dated 9/18/80. (Not always on time. ED.)

From DAVE STROM, Scotia, NY, item from the Schenectady, NY Gazette, 11/8/80, indicating residents of Riverside (Stillwater, NY) are disturbed by unattended freight trains - waiting to get into McVillage yards.

Topics

- From C.S. MONITOR, 11/7/80, article entitled: "The 'T' should get itself on track" by George B. Marry, mentioned are: elimination of sparsely traveled bus routes, better control of operations thru more efficient management; less interference from politicians with not much knowledge of Mass Transit problems, etc.... On the same subject, BOSTON HERALD, 11/13/80 editorial entitled: "No Wonder 'T' stands for trouble". Although no one wants to have the "T" shut down, more cooperation is necessary on all sides. Many items on same subject, i.e., "Sanity for the T" and "Spare Us That Suburb Scorn", BOSTON GLOBE, 11/18/80.

B&Marketplace

- Item from Little Rhody Division: Would like to let your readers know that we still have in stock several kits of the Division's second run of limited series car kits. This run was an Athearn Express Reefer in HO for carrying milk. The cars are pre-painted with special "Yankee Clipper" decals and Kadee couplers included. They are priced at \$6.95 each plus \$1.00 for postage and handling and may be ordered from the Little Rhody Paint Shops, 16 Pine Rd., N. Attleboro, MA 02760. *** W. K. "Bill" Espe, 1019 28th Ave., N.W., Minneapolis, MN 55418 makes Western belt buckles on order; prices \$10 and up. (From C. F. Belcher) *** From R.A. HOISINGTON, Derry, NH - HAVE B&M Rulebooks - 1909, 1917, 1931, 1948; Manchester & Lawrence annual report - 1873; Roster B&M Pass. Conductors & Trainmen - 1933; B&M Rules...for Prevention of Personal Injuries - 1930; B&M Rules (for) Collection & Reporting of Revenue by Pass. Conductors - 1929; B&M Station & Siding Symbols - 1954; American Loco Co. Locomotive Handbook - 1917; Railroad Mag. 8/58-7/75, other rail and model mags.; assortment of 20-year-old public timetables, including rare MEC. Send SAE for detailed list. WANT: Sunset HO B&M K-8 2-8-0, PFM CV 2-10-4. Write Richard Hoisington, 6 Park Ave., Derry, NH 03038.

B&Misc.

- "Old Railroad Station to be Moved to New Site", BELMONT HERALD, 11/13/80, by Mary Reilly, Staff Writer - old Wellington Hill R.R. station of Belmont to be relocated near Unitarian Church; this station in use from 1852-1874. Also, on same subject - item: "How Do YOU Move An Historic Building? Not Easily" from BELMONT CITIZEN, same date (contributed by John Boardman)

More news from DON LEJEUNE - 11/16/80 - Made some observations on local power on this day. Boston Yard 7 idling: GP-9's 1733 & 1731 MU'd. 1711, 1729. GP-7's 1574, 1576, 1555. Yard switcher 1128, old paint scheme. Lawrence shut down; GP-9 1709 paint peeling, switchers 801, 1131. Heavy power idling GP-40's 300, 305, 317, GP-38 201, lashed up in from MEPO-B. Lowell yard shut down: all yard switchers, 1129, 800, 803, 1124, the 1124 repainted with GP-9 numbers on both sides of hoods instead of under window has different appeal compared to her sister units, all these Lowell switchers still had orange steps and footboard markings. Also, GP-38-2 #206 to be repainted - will have the appearance of GP-40-2; BOSTON & MAINE will be spelled out on long hood-numbers in new larger type; #209 next in line.

"The Big Red Gets Rolling", BOSTON GLOBE, 11/18/80 - "Trailways is gearing up for a run at Greyhound" by Fred Pillsbury, with photo of James L. Kerrigan, President of Trailways, and new terminal at South Station. *** "Penn Central case is settled for \$2.1 B", BOSTON GLOBE, 11/18/80, by Charlie Green, Knight-Ridder Service; amount represents payment for property of P.C. to C.R. (ConRail). *** "New Plant for Vermont" - Bombardier Corp. planning to build passenger car plant at Barre; VT - employ 150 people at start. BOSTON GLOBE and HERALD (from Bill Hellmann, Sudbury, MA).

B&M Meeting

- MINUTES OF NOVEMBER B&MRRHS MEETING - The November meeting of the B&MRRHS was called to order by Vice President John Goodwin at 8:10 P.M. in the First Parish Unitarian Church in Woburn Center. The minutes of the October meeting were read, moved, seconded and accepted. Joe Shaw led off Modeller's Night with the auction of the B&M 0-6-0 Builder's Plate. Doug Peters was the highest bidder at \$140.00. The Society thanks Doug for his generous contribution and hopes that he cherishes his new acquisition. After an additional auction of a poster-sized turn-of-the-century photo, it was announced that those submitting material for the November NEWSLETTER do so before Thanksgiving. Joe Shaw then turned the meeting over to John Alan Roderick who introduced the Modeller's Night program. Don Clerke, Modelling Editor and member of the Board of Directors of the Society, presented a slide presentation of model and prototype motive power and rolling stock. Don presented many ideas, tips and techniques on modelling the B&M. After his presentation, Don invited all to examine the many models, over 120 on display around the hall. Many members had their work on display, among them: Larry Kemp (HO), John Landry (HO), Scott Whiting and Gerry Bubyok (N Scale Module), and Bob Quagan (HO). All involved were beaming with pride as they displayed their handiwork in fine-scale modeling. After door prizes of modelling material were won by J. W. Francis and Wayne Slayton, and after a brief intermission, the meeting was concluded with the screening of the Kalmbach film "The Magic of Model Railroading". This entertaining and tongue-in-cheek look at modelling topped the evening off. Judging from the laughter and warm smiles, all present appreciated John Alan Roderick's efforts in acquiring and presenting this fine film. The meeting then adjourned at approximately 10:00 P.M.

Respectfully submitted,
R.M.J. Hagopian

PUBLICATIONS FOR SALE - The following publications are available postpaid (unless otherwise noted) by ordering direct from this address: Business Manager, 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, Summer 1980, PRICE: \$2.50. Fall 1980, PRICE: \$3.25.

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. Mainline 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 makes this an excellent value on any bookshelf. Softbound. \$12.95.

(continued)

BOOKS BY OTHER PUBLISHERS:

-7-

A Pinprick of Light by Carl R. Byron. A 72 pp. 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 1 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, 232 pp. Members \$24.00. Others \$28.95.

Northern Rails - 1980 Edition: A 34 pp. 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.

SPECIAL ANNOUNCEMENTS:

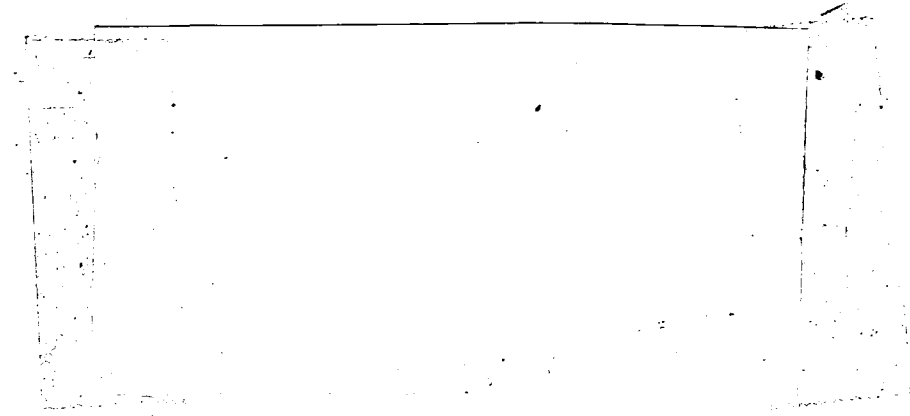
A PLEA FOR CONTRIBUTORS: Those who have enjoyed many years of membership can appreciate the positive growth of our Society's B&M BULLETIN. Those who are new converts may be enthralled at the high-quality and interesting format/material of our magazine. All appreciate the hard work and consideration that goes into each issue. All must appreciate that all this hasn't just evolved! WE NEED YOU!! If the present quality level of our publication is to be maintained, WE NEED YOUR CONTRIBUTIONS OF MATERIAL ON OUR BELOVED B&M. You don't have to be a literary genius; just a devotee of the B&M! Please send your material to the Editor, Dick Symmes, 16 Frankwood Avenue, Beverly, MA 01915. Together we can make a good thing even better, and perpetuate a fine tradition! Please write NOW!

MEMBERSHIP CARDS: The Society wishes to apologize to all members who have not received membership cards for the 1980 year. Due to several difficulties in the membership area, the cards have been delayed in production. We thank all who have borne with us and appreciate your patience. If you have not received your 1980 card, please do not give up all hope! New cards of a different format are indeed on the way! These new cards will not need to be updated each year, but shall bear your name, number, and an issue date. Membership, of course, must be renewed each June with the payment of dues. Your new cards will be issued in January 1981. Again, we apologize for the prolonged delay and thank you all for your understanding and continued support. We trust the new system will not yield disappointments! (The Board of Directors and Officers)

BOOK REVIEW: ALL ABOARD FOR YESTERDAY! 1979, Down East Books, Camden, ME 04843
Softcover, 168 pages, an anthology, illus. with photos, \$9.95

Mr. J. Malcolm Barter has compiled a fascinating collection of personal history on railroading in Maine. The anthology entitled, All Aboard for Yesterday! -- A Nostalgic History of Railroading in Maine, is an antique-toned presentation of material published in the pages of Down East Magazine from the first 25 years of its publication. Each story is colored with the rich hues of the rugged Maine life of past and present. The timelessness of Maine is captured within the pages of this collective work. From B&M Pacific #3622's triumphant entrance on the cover to the peaceful quiet of maple sugar railroading, this book maintains its true Maine flavor as only the native writers could produce. The narrow gauge, from Rangeley to Wiscasset, is presented in a personal, human-interest orientation that projects the true feeling of these peculiar two-footers. The book is resplendent with brown-tone photographs. Though lacking in specific dated captions, and low-contrast quality, these photos project the feeling of their subjects and complement the narrative well. Many maps and illustrations are included to complement the individualistic writing of the 20 or more authors from past and present. This work would make a nostalgic addition to any railroader's or railfan's library.

Robert M. J. Hagopian



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