

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

MARCH 1981

B&Meeting

NEXT MEETING: SATURDAY, MARCH 14, 1981
8:00 P.M. BUSINESS MEETING
1ST UNITARIAN CHURCH, WOBURN SQUARE, MA

PROGRAM: Following the Business Meeting, Gerry Babyok, Tony LoRusso, and Scott Whitney of the White Mountain Model R.R. Club, will present a slide show of New England and Canadian Railroads.

On APRIL 23, 1981, JOINT MEETING with the MASS. BAY R.R. Enthusiasts, 8:00 P.M., Newton Highlands, Congregational Church. Slide show to be presented by H. Arnold Wilder and Dana D. Goodwin. Please note change of PLACE.

MINUTES OF THE FEBRUARY 1981 MEETING OF THE B&MRRHS

The February meeting of the B&MRRHS was called to order by President Malcolm Houck at 8:05 P.M., February 14, 1981, in the First Parish Unitarian Church in Woburn, MA. John Alden announced the recent release of C. Francis Belcher's book on "Logging Railroads of the White Mountains", published by and available through the Appalachian Mountain Club. John also explained that the Postal Service had delayed the mailing of a majority of the February NEWSLETTERS and that prompt response for NEWSLETTER publication is still necessary to help offset such delays. Response to the NEWSLETTER has been very good and John remarked that he is fast running out of room to print material submitted!

Joe Shaw announced that in three months a special auction will be held featuring a railroad lantern of historical significance as well as some CP & CN steam locomotive whistles that are valued at over \$150. Details on this auction will be revealed at future meetings and in future NEWSLETTERS. Joe also announced and introduced the new membership committee: Dora Lamson, Chairperson, Dave Lamson, Phil Stockbridge and Bob Allen. All 96 in attendance welcomed the new committee with a healthy round of applause.

The Business portion of the meeting was adjourned and John Alan Roderick introduced Mr. Steven Payne of New Hampshire. Mr. Payne introduced himself with a short dissertation on his past experiences with railfan photography and a recollection of the steam years as well as the transition years to the diesel. Mr. Payne concluded his speech with the unravelling of his most valuable tool in steam photography -- a six-foot long, three-foot wide sign that urged the locomotive engineers to "make smoke for the photographer!" Mr. Payne's presentation featured in vivid, clear and outstanding photographs the B&M in the steam era, the New York Central, Boston and Albany, Central Vermont, Maine Central in the Notch and the Rutland of long ago. The presentation brought back many fond memories of much of the audience as well as giving those of this jet-age a glimpse at the past steam-age. The applause at the conclusion of the meeting indicated the membership's appreciation for a job well done. The meeting adjourned at 9:38 P.M.

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

50 Years Ago - March 1931 - included in last Newsletter.

25 Years Ago - March-April 1956, Vol. 24, No. 2 - Front Cover photo shows loading steel passenger coach on S.S. "Christen Smith" bound for South Korea. Leading article entitled "Doing the Impossible", two blizzards on March 16th and 20th, "Engineering, Operating and Mechanical Forces, Especially on Terminal Division, Win Lavish Praise for Their Fine Performance During Twin March Blizzards." Budd cars did a great job handling unexpected large volume of comuters. Supt. W. E. Barrett died during the night of March 16th - many changes in the Operating Dept. resulted. "Radio Speeds Freight", the use of radio in yards in Boston completed in February; photos showing use of radios at various locations, include Frt. Train. Loren F. Morse and Russ Kendall instructing crews in use of radio. Rear Cover: Roster of Active 50-Year Veterans, No. 1, G. W. Ferguson.

B&Memos

From ROGER B. ROBAR, Lisbon, NH - Train-watching on Berlin Main Line and News from the North Country. EDWH: 1/22 #1738, 1721, 41 cars; 1/24 #208, 207, 19 cars; 1/26 #208, 207, 54 cars; 1/27 #1754, 1744, 24 cars; 1/29 #1752, 1744, 19 cars; 1/30 #1727, 1701, 40 cars; 1/31 #1724, 1718, 24 cars; 2/2 #1723, 1570, 1727, 49 cars; 2/3 #1754, 1702, 1709, 46 cars. WJ-1: 2/3 #1718, 11 cars. EDWH: 2/4 #311, 317, 14 cars; 2/5 #1709, 1750, 35 cars; 2/6 #1732, 1711, 1746, 13 cars; 2/7 #1730, 313, 25 cars; 2/9 #1711, 1568, 1557, 49 cars; 2/10 #1752, 1716, 25 cars. WHED: 2/11 #1716, 1752, 35 cars. EDWH: 2/11 #1709, 1750, 22 cars. 2/12 - the weather disrupts B&M service in northern N.H. The WJ-1 local heading south 2 miles from Apthorp (Littleton) derailed 2 cars on a washout. Engine #1718 and 1 boxcar made it over the washout. However, the next two cars, an empty propane tank and a boxcar, derailed but remained upright. Engine continued to Barret's siding. This caused WHED with #1709, 1750 to "hole-up" in Whitefield filling all side tracks. Meanwhile, the Ammoonosuc River had overflowed its banks in Lisbon and Bath, covering the track with heavy ice in several places. The track maintenance crews have their work cut out for them to restore service.

From DENNIS ADAMS, Exeter, NH, 2/6/81 - Article in the Exeter (N.H.) Newsletter dated 1/21/81 concerning storage and transport of LPG tank cars in and around Rockingham Jct. and Newfields, N.H.: "NEWFIELDS - Local and state officials, representatives of the B&M RR and SEA - 3 of Newington met Jan. 15. At issue was the parking of LPG railroad tank cars on sidings within Newfields. Selectman Chairman Robert Nixon recalled a derailment in July and the presence of the LPG cars during November and December. Selectmen have consulted with town counsel, Linsey Brigham, to bring the matter to the attention of state Public Utilities Commission members. Having the loaded cars stored within the town has provoked fears of an accident. The cars were parked while they waited unloading at a Newington terminal. SEA-3 representatives said suppliers had run behind in November and played catch-up in shipping LPG overland. Much of the gas used to come by sea but the import price is now very high. There is also a tracking procedure, the representatives said, on the inbound cars. Projections are to bring 140 cars in per month during this year. Six cars are unloaded at a time, taking 1½ to 2 hours to unload. The terminal can accommodate 14 cars. B&M officials indicated they would improve track conditions and spruce up the area, cutting brush and grass along the track. Federal regulations govern the shipping of LPG and allow cars to be left 15 days on railroad property after an initial 48 hours. Total storage time on railroad tracks can run to 17 days. There are no limits to the number of cars but loaded cars are attached five cars back from the locomotive and five ahead of the caboos. Unloaded tank cars are separated one car from locomotive and caboos. B&M will notify the Fire Chief of any derailments but believe that minor derailments are no more of a danger than a flat tire on a truck. According to Nixon, the meeting created a feeling that communication between the various agencies and the railroad had been re-established." Other items:

(cont'd.)

GP18 #1753 which had been working out of Dover, NH was moved out to parts unknown 1/18. Power on POME on 2/4 was GP38 207, and GP40s 310 and 312. Power on MEPO same day was GP38s 210 and 200, and GP40 315. Also, a correction on last month's Newsletter: power on Bow, NH coal train was B&M GP40s 306, 305 and GP38 200, not 202 as listed. Blame my sloppy note-taking, not the Newsletter - sorry. Also, Franconia Paper Co. 45 tonner was sitting in Concord, NH yards on 12/23/80.

From the HOYTS, Chelmsford, MA - LOWELL SUN, 2/5 - "Trains No Child's Play for B&M's Publicist", by Estelle Shaney, photo and story about Gloria Stone, her various duties of keeping the Boston & Maine before the public.

MeChatter

"Rigby Yard - Vital Maine Rail Gateway" - leading article in Maine Central Messenger, Winter 1980, gives very detailed account of this important interchange point with many photos of personnel and equipment.

From JOHN GUNTHER, Round Pond, ME - "Since retiring Jan. 1979, I have joined the 470 Club and have done some limited train chasing. Was given a complete tour of the Waterville Shops, yard, tower, etc. Also visited Danville Junction, Brunswick, Lewiston and B&ML at Thorndike. I live 8 miles from the Rockland Branch and often see #324-325 the daily local, Rockland to Brunswick and return. Was in Lewiston 1/23 and saw the Rock Island U25B's #238 and 231 still in Rock Island paint on DR-2, Rumford to Rigby. At the end of Jan. 1979, I rode the MBTA B&M Framingham jobs during the testing of the new F40s and F10s (?). Rode in cab of #1100 one way and #1008 coming back. So, in spite of the remote area I have settled in, I keep my eyes and ears open. Of course the Bulletins and Newsletters keep me well informed on the Society and B&M in general. My first love is the B&M.

B&Misc.

B&M Corp. "MINUTEMAN", Nov.-Dec. 1980 - Front cover: photo showing East Deerfield yards with relocated main line tracks. Letter from President Dustin indicates B&M is doing much better.

From BOSTON GLOBE, 2/13 - "Rail Service to Resume", detailed account of the one-day strike on B&M.

From DON LEJEUNE - 2/2/81 - Presently the 1129 (yard switcher) is working Nashua, replacing the 1119 which is in for 90 day maintenance at Billerica, the 1129 equipped with a snowplow will be used instead of heavier power due to restrictions up the Hillsboro Branch. As asked by Wayne M. Gagnon, power that has been seen working or idling Nashua belongs to BONA Boston-Nashua freight. Power originates from Nashua Yard but it's understood that if GP-7's are available, they will take priority over GP-9's or 18's for the run, and for local work a yard switcher will be used. *** Note to Jeff Ursillo on his question 1/3/81, as it was told to me, the 1754 (GP-18) is one of many units that have been plagued with the "bad paint syndrome" considering that these units having better visibility, they are tried to be "latched-up" on the lead-end, or last unit in trail in a Mu'd consist, for crew safety, they are constantly going....The 1755 has been the only one from the 5 GP-18's to see the paint shop, and no immediate plans show the 1754 going in for paint. *** The British LRV Railbus completed repairs at Billerica on 1/23 but as yet been put back into revenue. *** From Billerica: Yard Switcher 1131 in for repairs and new paint over the maroon and cream. A new scheme for switchers seems to be over the horizon, using a smaller version of Boston & Maine and smaller numbers under the windows, this will accommodate all the SW's, and will be tested in the months to come. As was told me to, the B&M would like to project its image to the public with a

uniform look, and during daylight hours the public sees switchers more than the "heavy power" that run at night. *** GP-7's 1562 is shopped for main generator and engine work, and 1569 is shopped for engine overhaul. *** Another question from Jeff Ursillo in regard to power at Boston: Since COME Boston-Mechanicville, or BOSE Boston-Selkirk was abolished months ago, there is the absence of heavy power which used to lay idling a few tracks over from the Yard office at Yard 7. As mentioned earlier, a 300 or 200 may occasionally find its way into Boston from EDSA (E. Deerfield-Salem) or an extra may be run from E. Deerfield but the days of seeing the "big stuff" are almost a thing of the past as far as Boston goes. A source from Billerica tells me that the likelihood of an Alco B&M switcher, black, with red and white stripes pushing cars around has to be very remote. The 1186 still has the paint scheme but is stored for future disposition....Next time if possible try to get a better look. *** Power still stored behind the shops on Hill tracks are the 1700, 1704, 1734, and 1740. *** GP-38 #209 is scheduled for new scheme and painting with DUPONT IMRON. *** GP-40 #303 is shopped for inspection. *** The 1826 still receiving final touches will leave the shop near the end of February. The 1703 still behind schedule should be completed in 2-3 months. *** To try and clarify a point, the 1825 (now GP-18) completely rebuilt does have ex-UP hoods of a GP-9, with "old" B&M paint on it; not the new DUPONT IMRON Paint. So does the 1826, as far as the paint is concerned, but the hoods were swapped from another B&M GP-9 unit to keep a uniformity look on their GEEP's. That is, not having a unit without Dynamic Brake blisters on the sides. *** B&M's old 4265A unit which has been dead for quite some time at Billerica will be made ready this week to once again "see the rails" as it will be shipped "custom rail delivered" to New York as a group that has purchased the unit will refurbish it to its original Minuteman colors. *** GP-9 1716 worked the "1459" switcher job at Salem (MA) for the week of January 25th. Power on SAED for 2/1 was the 1750, 1724. On 2/2 was the 1747, 1706. *** Here's a list of tracks "spiked OOS" (out of service), there may be others but this is my list as of this writing. Newburyport Branch: from Danvers to Topsfield; from the "diamond" at W. Peabody into Middleton. From Newburyport north, including Salisbury, Atlantic, and Seabrook, Salisbury Point, and Amesbury. Note: Busy Seabrook served from the Portsmouth switcher (Hampton Branch). From Salen, NH including Canobie Lake and Derry (M and L Branch). Lexington Branch to Bedford (crossing flashers removed). From Kendall Green (on Branch East) westward to Berlin, MA. Greenville Branch from Mass. State Line to Greenville, NH. Connecticut River: from Chicopee to Chicopee Falls. From Northampton to Wheelright (Cen. Mass.). Bennington, NH to Hillsboro, NH (Hillsboro Branch). Manchester, NH to Goffstown (Goffstown Branch). Rockingham Jct., NH westward to Manchester, NH including Freemont, NH (Portsmouth Branch). Ossipee to Mt. Whittier, NH (Conway Branch). Woodsville, NH to Blackmont, NH (off Berlin Rte. Mainline). Concord, NH to Lincoln, NH. Stony Brook to Cherry Brook (? - Cen. Mass. MBTA). It should be noted that from this list: some of the tracks are used by MBTA, Joint Operations, at some locations track has been permanently taken up, or it still exists but is not used. *** For those who didn't read it, TRAINS MAGAZINE, Jan. & Feb. issues were very good on Conrail operations.

From BILL HOLMAN, Laconia, NH - Sightings: B&M GP-7 #1557 picked up three empty hoppers from the Budweiser brewery in Merrimac, NH, Friday, 2/6. Then on to Merrimac depot to pick up three empty tanks at a chemical plant nearby. Found the whole train later on "resting" at the Manchester yards. Saturday, 2/7, caught northbound in Dover, GP-38's #203 and 206 and GP-40 #306 dropping off a few assorted cars at the sight of the Dover depot, and then moved on into Maine. Only a 2-man crew on this one and it was a long one. Also, Saturday, 2/7, found GP-9 #1717 idling in Portsmouth yard coupled to a caboose with a string of propane gas tanks on same track. Also found Merrimac, NH depot (abandoned) but open, and reported to local police before it is torched by vandals. Nothing of any value inside could be seen, except a lot of papers and trash.

From L. S. TWOMBLY, Concord, NH - "Big doings in White River Jct.! The downtown White River Assn. is ready to push on with the revitalization of WRJ. Three key committees will focus their energies on bringing new business into the downtown area, establishing a railroad museum, and developing long range plans for the rejuvenation of the downtown district. "The Railroad Renaissance Committee" wants to recall the days when WRJ was a major rail center, with as many as 50 trains a day. The Committee plans to work with the railroads to generate programs that will attract people once again to WRJ as a rail center. They hope to establish a museum with displays of railroad equipment and memorabilia." He also raises a question as to what happened to builders' plates from locomotives of the B&M built before 1920????

HARRY A. FRYE of Hooksett, NH gave correct answers to questions concerning Billerica Shops in Jan. 1981 Newsletter.

From MICHAEL LENNON, Manchester, NH - Items about installation of new crossing protection at West Mitchell Street -- who is going to pay?

B&Marketplace

From RICHARD NICHOLS - "Whistle Stop at the Salisbury Point Station, Saturday, June 6, 1981, Bartlett Museum R.R. Committee. Program will include narrated slides of the Amesbury branch of the B&M RR. movies and we are trying to get some live steam engines to be put on display for the show. Dealers are welcome and will be given door prizes. The show will take place at the Bartlett Museum, 270 Main St., Amesbury, MA, 10 A.M. to 5 P.M. For further information contact: Richard Nichols, 2 Whitehall Manor, Amesbury, MA 01913, Tel: 388-0937."

Repeat from JAY KNIGHT - "Wanted: B&M Bulletins, Vol. I, #1, to Vol. IV, #2. Please contact: Jay Knight, 11275 Pacton, Utica, Michigan 48087."

From STEPHEN A. SOLOMBRINO - "For Sale: Limited edition slide sets of B&M steam, all eras. Please send LSASE and 50¢, to be refunded upon first purchase, to cover postage and handling, to receive a sample slide and subject listing. Contact: Jacquelyn O'Sullivan, P.O. Box 1, Rockland, MA 02370."

From TARRY GOOCH - "WANTED: copies of the Fall 1976 and Winter 1977-78 B&M BULLETIN; an LMB HO B&M T-1-b 2-8-4 (12-wheel tender); please state prices and condition. Write: Tarry Gooch, 674 Canyon Drive, Solana Beach, CA 92075." "I enjoy the Newsletter each month - it's an outstanding publication, as is the BULLETIN, and everything else B&M, which the Society publishes."

From DAVID DEMERITT - "WANTED: B&M BULLETINS, Vol. #1 No. 1, 2. Vol. #2 No. 1, 2, 3, 4. Vol. #3 No. 1, 2, 3, 4. Vol. #4 No. 1." Address: 80 Middlesex Ave., Natick, MA 01760. He notes two corrections to Jan. Newsletter: GP-18 #1825 and 1826 should be GP-9's.

From PAUL J. BALLARD - "Wanted: B&M Bulletins Vol. I, #1 to Vol. IV, #1. Will include in sale 25 issues of "Rail Travel News" from Vol. 7, No. 3 thru Vol. 8, No. 6 (Feb. '77 - Apr. '78). Contact Paul Ballard in St. Louis at toll-free number - 1-800-325-3897, Extension 335, during working hours."

From MUSEUM OF TRANSPORTATION - Please contact William T. G. Litant, Director of PR, concerning any historical data, photos, etc. of Brookline, NH Station while it was in use. Museum of Transportation, 300 Congress St., Boston, MA 02210

AMTRAKs

From JOHN BEEBE, Lexington, MA - C.S. MONITOR, 2/4/81, p. 14, had long writeup about special "Troop Train" operated from Ft. Leonard Wood, MO to New York City and return, during the Christmas holidays - 10-car special carrying 610 enlisted men. Route used was Frisco to St. Louis, former Penn R.R.--New York. AMTRAK collected \$92,000 in revenue plus \$9,286.10 in food and beverage on E.B. run.

From C.S. MONITOR, 2/10/81 - Travel: brief report on AMTRAK trip from New York to Atlanta, GA. Metroliner to Washington, D.C. and Crescent to Atlanta.

Topics

BOSTON HERALD, 1/21/81 - "R.I.-to-Hub riders sue to keep trains"; and "T. union troubles jeopardize federal funds for extensions". 1/22/81 - "Retiring 525, firing 80 seen T lay-off solution". 1/23/81 - "T discount fares on rail hiked". 2/2/81 - "Political or Economic, T Cuts Still Hurt", including photo. 2/4/81 - "Free trolley riders are willing to pay". 2/3/81 - "Walpole commuter gets his train-Plimptonville".
 BOSTON GLOBE, 2/2/81 - "Protester stops T in its tracks", including photo.
 MEDFORD DAILY MERCURY, 1/29/81 - "Hobby railroader Charles Ro into business"; photo shows area of shop in Malden Square. (Thanks to B. Dawson, W. Medford.)

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

No amount of words can convey adequately the ramifications of my interest in railroad and other sounds. The differences among the K-5LA, the S-5TR and the M-3, for example, simply elude mere words. How would one describe an oboe, a clarinet, a bassoon or a hammered dulcimer? Or the songs of a mockingbird or a rose-breasted grosbeak? With the foregoing in mind, I hope sometime this year or next to be able to circulate among interested members five or six identical cassettes of the horn sounds about which I have been writing, as many of you have no opportunity to hear these sounds live or on tape. The only cost to each of you would be first-class postage to mail the cassette to the next on the list! But the idea has not left Chicago yet so we are a long way from Mechanicville! *** The long-awaited K-5LA's are here but the five units have all been assigned to the "South Side" because of the "temporary suppression" feature on the locomotives. No. 1014 did make two runs to Gardner a week ago Sunday and its K-5LA was excellent. All five bells forward and sounding, near-perfect atmospheric conditions and six or seven 14L's were recorded! My thanks to engineer Tristram R. Fall, Jr. for the superb whistling! *** The K-5LA is the best sounding railroad warning device today but its granddaddy, the M-5, is the finest horn of all. The M-5 entered the warning scene when diesels had the deadly single-note "honker" and the SOUTHERN immediately put M-5's on all their units. I wrote to the NEW YORK TIMES in 1966 on the subject of Sounds of Warning in Transportation and ended the letter as follows: "I once asked the vice-president of operations of a local railroad why his company does not use the five-note horns and he replied, 'We do not need a symphony orchestra on our locomotives'". The TIMES published my letter and I am sure the editors appreciated the humor of Mr. F. W. Rourke!

D&Happenings

From WALLY DAY, Plattsburgh, NY, 1/23/81 - "I hate to be a nit picker, but I offer a slight correction to the news item re D&H power seen at Mcville as reported on page 4 of the January 81 Newsletter: The D&H 7600 series GP-39-2's are not ex RDG as reported but are part and parcel of a group of 20 GP-39-2's purchased new from EMD by the D&H and gradually delivered in April and early May 1976. This, of course, was the same time that the RDG and LV units were transferred to the D&H as part of the formation on Con-

rail. All of the 7600's are, as far as I know, still in the blue-gray color scheme. Some of the RDG and LV power has been repainted into the new blue-with-yellow-lettering color scheme and some is still in the RDG green or LV Cornell Red. Keep up the fine job on the Newsletter!!"

From BOB WEBER, Doylestown, PA, 2/9/81 - "My copy of the Newsletter arrived today. I have only one complaint. I wish I could be present at the monthly meetings to see the films and slides which certainly must be very interesting. But I'm a little TOO far "down east". The next time you have a spot to run a question in the Newsletter, perhaps you could run this one. Does anyone recall the pattern or patterns of B&M dining china? Did it have its own or were the dining cars through cars and at any eating stops were the meals handled by some concern other than the railroad itself? The reason for asking is that in one of the Beebe & Clegg books, there is an interview view of an older B&M dining car and the table plates are the "Indian Tree" pattern. That was used by the New Haven and Pullman dining cars. There are a few errors in these books and perhaps this is actually a New Haven photo or something else entirely. They show a view of what they term a Santa Fe dining car and the plates are positively PRR "Purple Laurel" pattern."

From MERT STEARNS, Ft. Walton Beach, FL, 1/26/81 - "Regarding the Northern Railroad, there is an occasional train operated through to White River for high and wide extras, subway cars, etc., and an occasional inspection trip. Last summer I saw a special passenger train with a streamlined steel coach belonging to the U.S. Dept. of Transportation or the Railroad Administration. This train was leaving Concord about 2 PM for White River. In October someone told me they were cutting the brush along the right-of-way between Concord and White River Jct. and there was talk of running a container train over the line. The account of the mileposts being repainted in 1979 might have some connection."

ANNOUNCEMENTS OF TRIPS

OVERLAND CHAPTER NRHS, 320 Wisconsin, Apt. 511, Oak Park, IL 60302

For full details contact: Richard M. Billings, TRI-STATE TOURS

901 E. Kimberly, Davenport, IA 52807

- (1) Scandinavian Rails, departing June 5th for Europe from New York.
- (2) Yukon Rails, departing Chicago, August 5th, via S. F. Zephyr.
- (3) Autumn Rails 81, September 27th from Denver to Southern Colorado, etc.

RAILROAD INFORMATION (RAILROAD SHOWS) from David Collings, Newfields, NH 03856
(603) 778-8461

MARCH 8	Carver, MA	Carver Elem. School	DownEast Model RR Assn.	10:00-4:00
MARCH 21,22	N. Weymouth, MA	174 Middle Street St. Jerome's Church	S. Shore Model RR Club	9:30 -4:30
APRIL 18(?)	Brunswick, ME	Holiday Inn	DownEast Model RR Club	Unconfirmed
APRIL 25,26	Bolton, MA	Emerson School	Nashua Valley RR Assn.	9:00-5:00

MEMBERSHIP MATTERS

All dues payments and all other membership matters that formerly went to the Belmont, MA box are henceforth to go to the Society's Littleton box. With the change in Membership Secretaries, the Belmont box is being phased out; while a forwarding order will be in effect until the fall, to save days in transit time use the Littleton box.

NEW ADDRESS: Dora Lamson, Membership Secretary
B&MRRHS
Box 2362, Harwood Station
Littleton, MA 01460

Welcome a new member: Ronald A. Frizzle, The Barbershop, P.O. Box 1, Kittery Point, ME

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.

BOOKS BY OTHER PUBLISHERS:

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.

Maine Central Photo Album, by E. B. Robertson, 72 pages of photos, mostly steam, covering the entire M.E.C. \$6.95

LATE, LATE NEWS FROM THE NORTH COUNTRY - from ROGER ROBAR - 2/17/81

The mills resound with the sound of trains - B&M is to be congratulated with being the first to get the rails opened after the big storm and flooding. 2/14: CP on Berlin Mainline? Yes! CP engines #5020, 4222, 8772, 4203 with 69 cars went south to Woodsville. This train was held there to let EDWH with #1730, 1716, 1729 and 46 cars to pull pass the South Wye in Wells River so CP extra could continue south. 2/15: What a sight! WHED with six engines, #1750, 1707, 1729, 1716, 1730, 1718 with 109 cars left Whitefield about 7 AM. They broke a coupler at Wing Road and had to leave 14 cars on siding. That evening EDWH had #1825, 1722, 1744 with 73 cars. That's large tonnage for Berlin Mainline. Railfanning the same day to St. Johnsbury, VT, I learned that CP had a washout just below McIndoes. Arriving at the washout site, I was surprised to see a side dump ballast car over the embankment. Apparently the fill had frozen in the car and when they attempted to dump the load, everything went over, car and all. No injuries were reported. I remained at the site till late afternoon and watched the crew dump 9 more loads of fill, chaining the trucks to the rails so they wouldn't have a repeat of the morning. 2/16: WHED with #1744, 1722, 1825 and 36 cars. EDWH with #1751, 1742 and 19 cars. Looks like Berlin Mainline is back to normal.

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NOTICE: "Logging Railroads of the White Mountains" by C. F. Belcher is now available at A.M.C. Headquarters, 5 Joy Street, Boston, MA 20108. Price to AMC members \$7.95 plus 40¢ tax; to non-members \$8.95 plus 45¢ tax. Add 75¢ postage if mailed. See page 3, November Newsletter, for Book Review.

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"End of train...end of line...end of country", C.S. MONITOR, 2/25/77, photo of caboose at Vanceboro, ME by Peter Main.

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