

NEXT MEETING: SATURDAY, JUNE 13, 1981 - 8:00 P.M.  
1ST UNITARIAN CHURCH  
WOBURN, MA

PROGRAM: Presentation will feature the work of Mr. Bob Chaffin, and will include his color 8mm movies of B&M steam and other related subjects dating from 1937-1950. These movies are brought to us courtesy of Mr. Don Hills, who will conduct the presentation. The AUGUST 8, 1981 meeting will be held in North Conway, New Hampshire.

#### MINUTES OF THE MAY 1981 MEETING OF THE B&MRRHS

The May meeting of the B&MRRHS was called to order by Secretary Robert Hagopian on Saturday evening, May 9, 1981, at 8:17 in the First Parish Unitarian Church in Woburn, MA. Over 65 members and guests were present. After a brief synopsis of the April joint meeting with the Mass Bay RRE, the Secretary read the Minutes of the March meeting, which were accepted. The Secretary announced the upcoming Boston Trolley Meet and instructed all interested to see NRHS member Jim Kird. Don Clerke announced the upcoming HUB Division convention of the NMRA to be held in Rockport, MA, May 16-17. Don also announced the August release of 1000 EB Valley HO Hopper Cars commemorating the 10th anniversary of the B&MRRHS and the 35th anniversary of the Northeast Region of the NMRA. The hopper cars will be offered at \$6.95 each. Member Jim Nigzus announced the opening of the Wolfeboro Railroad in New Hampshire on May 23, 1981. Jim announced that an Ex-B&M Diesel switcher and a 44-tonner will supplant the 2-6-2 #250 until her flues are rebuilt. Jim hinted that the Railroad hopes to have #250 in steam by the 23rd. Our Treasurer John Hutchins announced that the HO Brass B&M 2-10-2's are now available and that one will be raffled in the near future at \$1.00 a chance. Joe Shaw announced that the North Conway Model Railroad Club will hold its show on May 16. John Alan Roderick also announced the Steamtown "Rutland Trip" also scheduled for May 16. Joe Shaw proceeded with the auction. Of note among the many articles auctioned were: (1) A NYC Lantern that was sold to member Mr. Russell for \$22.00; (2) a C.P. Whistle to John Alan Roderick for \$325.00; (3) a C.N. Whistle to Mr. Thomas Mann, III for \$410.00. After a successful and dramatic auction of railroad books, Joe Shaw announced that next month a Whistle from a B&M 4100 will be auctioned. Bring your checkbooks folks! After the excitement of the auction had died down, John Alan Roderick introduced Prof. Charles Kennedy from the University of Nebraska. Prof. Kennedy spoke on the historical significance and economic impact of the B&M Motor Coach operation and trucking operations of the 1920's. Prof. Kennedy displayed his vast knowledge of railroad history and of the social, political and economic influences on the men and their machines of the railroad's past. After his discourse, Prof. Kennedy conducted a brief question and answer session. The membership thanked him with warm applause as the meeting adjourned at 10:00 P.M.

Robert M.J. Hagopian, Secretary

#### REPORT OF THE NOMINATING COMMITTEE (Forrest Mack, Chm., Joseph Camarano, John A. Roderick)

In accordance with Art. VII, part (b) of the By-Laws of the Boston & Maine Railroad Historical Society, the following slate of nominees is submitted by the Nominating Committee to the June 1981 meeting of the Society's membership: Member, Board of Directors - Donald G. Hills, Malcolm C. Houck, and H. Arnold Wilder; President - John A. Goodwin; Vice President - Robert M.J. Hagopian; Treasurer - John C. Hutchins; Clerk - Mike Gaudette.

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

50 YEARS AGO - JUNE-JULY 1931, Vol. 7, No. 12 - Photo on front cover showing double-track, rock-ballasted Main line with 130# rail on Fitch. Div. 2-page article by John J. Kiley, Office Asst. to Chief Engineer, entitled "Rail Laying at Sixty Rails per Hour, Safely, Sanely, Satisfactorily". A comparison of Russian rail-laying and methods on the B&M with 3 pix. Leading article: "Safe Operation of Our Passenger Trains Gains Us National Recognition as One of the Outstanding Railroads in the Country." 12 years without a single passenger fatality!!! National Safety Council made award on May 19, 1930, to Mr. P. E. Pfeifer, Asst. Gen. Mgr. Short story, "The End of the 'Albert Knight'" by G. F. Starbuck; photo of this engine - a brief account of this former locomotive which was left in the ME woods with another engine the "Weld" - both from the Passumpsic R.R.; also, the engines were mentioned by John Gould, in the C.S. Monitor, "On Sinks and Silence" ... Photo in the center-spread. "New Lawrence Passenger Station" dedicated on April 25th, B&M officials present included: E.S. French, Pres., W.J. Backes, Chief Eng., and A.B. Nichols, V.P., brief account of the station and ceremonies. "Old Map Shows R.R. Lines in New England 85 Years Ago", brief description by Benjamin Thomas; 7 rail lines from Boston in those days. "Boston & Maine Glee Club is Making Big Hit", photo of the group based in Concord, NH.

Note: 25 YEARS AGO - JUNE 1956, given in May Newsletter. Correction: May Newsletter, page 11, from B&M Mag. should be May 1956, not May 1931. Sorry, Chief.

### BOSTON & MAINE NEWS

"B&M Logs Profit" - Boston Globe, May 1, 1981. \*\*\* "On the Right Track with the B&M", Boston Globe, May 3, 1981 (thanks to Walter E. Lenk and Bill Hellman). \*\*\* Timothy Mellon has offered to buy the B&M for \$24.5 million - as an investment - had also considered the P&LE, DT&L, and ICG. He believes B&M has bright future; feels it has come a long way in recent years. \*\*\* "B&M R.R. sale spawns a true rags-to-riches story", Boston Globe, 4/18.

From DONALD PROVENCHER, Gorham, NH - on April 24, B&M freight left Berlin, NH with diesel #1126 - was leased to Berlin Mills Ry. On April 25 switcher #1132 with fresh coat of blue and white paint arrived Berlin on the freight - the 1826 was seen coming to Berlin from E. Deerfield.

A NOTE OF SADNESS: The death of Mr. "FRIMBO", i.e., Rogers E.M. Whitaker, famous rail fan and avid train rider, reported in NYC recently.

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

Monday, May 4th, brought a deluge of F-10's to the South Acton line and 1566 was the only GP-7 out here all week. It was good to hear from "old friends" again! I am reluctant to criticize my friends at the horn manufacturers but a number of the S-3BR's have "problems". Some are not sounding all bells and/or have a hard burry quality. Recently an S-3BR in the distance reminded me again of the whistles on the 4000's. I guess it is a sure sign of advancing age to say "I remember..." but as a boy I heard a sound I have never heard since then. BU-3 had a heavy train (he always had a heavy train and was often double-headed - a 2600 and a 4000). This particular morning he had a 4000. As the train reached the reverse curve south of Wedgemere, the engineer did not like what he saw on his approach signal and drew his own conclusions! He hung on to the whistle cord (figuratively speaking) around the curve, through Wedgemere and on toward Winchester Tower. Winchester was densely populated even then and hundreds of residents were awakened at 5:30 in the morning. I heard plenty from my classmates in school later that morning! I'll paraphrase the line in the popular folk song reading, "The longest train I ever saw..." to read "The longest blast I ever heard." Sorry, no tape recorders in the 1930's! The whistles on the 4000's were air actuated. I blew them a number of times at the Charlestown Engine House and the time lag between the pressing of the lever and the sounding of the whistle was disconcerting.

From DON LEJEUNE, Peabody, MA - When travelling in Canada, don't look for Canadian Pacific or Canadian National diesels, look for VIARAIL painted units, as the two railroads have merged. \*\*\* The 0700 1st team Salem Switcher under the direction of Urbanski and Connors have nicknamed the 1750 series engines as "picture windows". The crew utilized this engine (1752) the end of April. \*\*\* A new SS Pierce complex is being built at the Industrial Park in Peabody adjacent to the old S. Reading Branch that the 0700 switcher services. It's been said that as many as ten carloads per day to that facility alone may be brought in. Adjacent to the SS Pierce Co. another large complex will be having a new siding put in. That end of the Branch has Bicknell and Fuller which sees three cars a day and Eagle Can Co. Before long double track will have to be put in up at that end. \*\*\* Beverly Gulf which has been getting tank cars for years is due to shut down and sold to a redeveloper. Those familiar with the Beverly, MA area will remember seeing a switcher shoving cars down the tracks that come off the Eastern Route Mainline for over a quarter of a mile to the Gulf. And for those who aren't familiar with the tracks, they're situated right down the middle of the street ...camera buffs take note. \*\*\* It has also been said that the Lynn switcher 0830 job (power from EDSA's) second unit may be abolished come the end of June. Work is usually light at that time and the closing of the Gulf drops their work load considerably. In place of it the Boston Switcher which has been seen up in the vicinity of Salem will be doing the Lynn switcher's work. The Boston switcher comes up the old Saugus Branch 2-3 times per week, many times going beyond Salem up to Rockport and Newburyport with work. \*\*\* The rapid decline of through freights in and out of Boston (Yard 8) has brought up the possibility of redesigning Salem Yard and having work brought to Salem instead of Boston. Currently Salem has the potential for space, has three switchers working daily, good engine facilities, and a reliable wye track to turn power. This project will be discussed and an in-depth study on its feasibility will be the topic by many railroad officials. \*\*\* The Danversport Tressle was put back into service on April 29th after major repairs. At that time the 1459 switcher job had to park their power and buggy just off of Danvers Square. This isolated GP-9 1744 for quite a while. \*\*\* A bulletin came out in May changing COED (Concord-E. Dfld.) to Monday and Wednesday operation only. \*\*\* Freight schedules have been known to change a week after they were put in effect. Last Newsletter a March Schedule was published; since then some changes have taken place on departing times, I'll try to keep up with the changes as they happen. \*\*\* Last month it was reported that a 1500 would be assigned the 1459 switcher job out of Salem. Well, it didn't last too long. The 1575 (GP-7) was due for a "Washout" at E. Deerfield that week, and has since been replaced by the following engines up until this date of May 11. GP-9's 1744, 1728, 1701, 1717, 1701. \*\*\* Power leaving Salem on SAED on the following dates: 4/18 GP9's 1744 and 1711; 4/29 GP-18 1752 and GP-9 1744; 4/30 GP-9's 1729 and 1702; 4/17 GP-9's 1737 and 1736; 5/5 GP-9's 1723 and 1716; 5/4 GP-9's 1733 and 1701; 5/8 GP-9 1717 and GP-18 1826; 5/3 GP-9 1716 and GP-18 1826. The 1733 had to be the best paint job when it left the factory as it's still the only remaining unit in the old paint scheme still in good shape...shoot it while you can...because it's eventually going to see the paint shop like the others so I'm told no preservation. The 1737 still in Bicentennial nose scheme still hasn't shown any major signs of wear. The 1716 is still also holding up from the Bicentennial paint. \*\*\* On 4/29 GP-9 1741 as the Boston Switcher worked Lynn and Beverly. Don't give up hope for the 1740 (GP-9 Somerville chemical car accident engine) just yet. It's been heard that it stands a shot of being the first rebuilt BOSTON and MAINE slug unit. It was told to me that there's only about 4,000 pounds difference in weight between a GP 40-2 and a GP-9, ballasting these units and with the know-how of m'uing that the Mechanical Dept. has this could prove to be very interesting. The possibilities of using the 4267B (amongst the weeds) has surfaced also. Currently the 1740 is coupled with a sister unit still in primer and UP long hood (ex Union Pacific with no dynamic blisters) at Billerica. \*\*\* On 5/10 SAED left with GP-9's 1733 & 1723. W1-1 seen switching cars on 5/8 with GP-7 1556. \*\*\* Since the welcome of new T diesel units the B&M has slowly been able to recapture some of its leased GP-7's. Four were sent to Billerica the week of May 3rd. #'s 1563, 1565, 1575, 1577. The only GP-7 still being used by the T is the 1566.

From DON LEJEUNE, Peabody, MA, 5/18/81 - I made the run out to E. Deerfield and here are my observations. Yard 7 power idling on 5/16: yard switchers #806, 1123, 1128. GP-7 1576, GP-9 1716. \*\*\* All Budd cars are carrying the slogan emblem over the T circle saying "Commuter Rail is making it in Massachusetts." \*\*\* Power for SAED on 5/14: GP-18 1826, GP-9 1707. 5/17: GP-9's 1727, 1709. 1459 switcher out of Salem for the last two weeks has been GP-18 1753, GP-9 1721. \*\*\* Observations enroute to E. Dfld: Ayer GP-18 1750 with buggy C-74 parked adjacent to the old Ayer Tower. GP-18 1826 working the Ford Plant at Ayer. At Fitchburg: Switchers 1212 now all blue, and the 1224. At Gardner: GP-9 1748. At E. Dfld. Power for POSP were the 204 and 208 (GP-38-2's). GP-9 1730 was heading out as the Greenfield switcher. GP-18 1753 made a light move west. The 1213 switcher was working E. Dfld. yard East. The red and white stripes have bled through the hood of this unit giving it a different color scheme of B&M blue with red and white nose stripes. Power coming in from Turner's Falls switchback were GP-7 1575, GP-9 1719 and the 1212. Both the 1213 and the 1213 having MU capabilities works out good for E. Dfld. needs. \*\*\* Power arriving from White River Jct. were GP-9 1744, GP-18 1752, GP-7 1559 and buggy C-53. CPSP consisted of GP-18 1751, GP-9 1737, CP Unit 1801, and GP-9 1705. The 1705 left the shops recently with new paint. Ex B&M unit 1113 was being repaired at E. Dfld. shops, it's now the 1849 which is owned by the Holyoke Power & Water Co. \*\*\* Switcher working the E. and W. yards at E. Dfld. were the 1223, 1225; some switchers still in the old scheme look almost as good as the day it left the shop. \*\*\* The following units were in the shop "00S" for repair work: Bay 1 - 1754, 1741; Bay 2 - 1130, 800, 803; Bay 3 - 314, 1556; Bay 4 - 1715, 1574, 210. Power idling on the run-around track: 1228, 1222, 1571, 1747, 1127, 1120, 1131, 1555. \*\*\* Any interested railfan members be sure to obtain a release for authorization to be in the area of the shops. It's for your own safety and protection. Good camera shots are still obtained from Train Watcher's Bridge, more so now that shrubbery has been cut down. The yard looks great with its new design. Don't forget to "shoot" the tower because it won't be there much longer. \*\*\* Freight Train Changes: Effective Monday, May 11, 1981 - Symbol freight train MELA-A will leave Mechanicville 1100 daily; LAME-A will leave Lawrence 0100 daily. Effective Wednesday, May 13 and continuing until further notice: Symbol Freight Train CPSP is changed to leave White River Jct. Yard at 0500 daily.

From BILL HOLMAN, Laconia, NH - "Concord -- The Public Utilities Commission has reaffirmed an order it issued in January directing the City of Manchester to pay the costs of installing extra signal lights and gates at the West Mitchell Street railroad crossing, the scene of an earlier fatal car-train collision. Costs of compliance with the order were estimated last January to be about \$95,000." -- Manchester Union. \*\*\* "Nine cars of a 100-car freight train bound for the Public Service Co. of N.H. plant in Bow derailed blocking rail service between Manchester and Concord. The derailed cars were near the end of the unit coal train that originated in Mechanicville, NY." -Union Leader. \*\*\* "For almost three years, the Goodwin Railroad ran freight trains over the 77 miles of state-owned rail line from Concord to Lincoln. Last fall the railroad filed a lawsuit against the state claiming that the state had withheld improperly about \$212,000 owed to the railroad to enable it to break even financially in its Concord-Lincoln operations. The state now has responded to that claim by asserting that the railroad should be ordered to repay \$1.1 million paid to the railroad while it was serving the state-owned line." - Tom Ferriter, N.H. News Bureau. \*\*\* "Thirteen box cars owned by the Boston and Maine Railroad jumped the tracks at the Lisbon-Littleton, NH townline on May 8 disrupting service on the lightly-used line for 49 hours. B&M employees cleared the tracks of debris and derailed cars and no injuries were reported in the derailment and Boston and Maine officials said there were no hazardous materials in any of the damaged box cars.

From RICHARD HOISINGTON, Derry, NH - 5/3/81 - At Rockingham (Jct.), interchange between westbound (south) main line and Portsmouth end of Portsmouth Br. recently ballasted with crushed rock! What next: Super elevation and restoration of pass. serv., via Rockingham, between Portsmouth and Boston? (We can dream, can't we?) Remainder of Jct. area unused and sad to behold for those who recall 30-or-more yrs. ago when there was pass. serv. on both Port. Div. HIGH IRON & Portsmouth Br. with E-7's and gas-elecs, plus steam power well represented.

From JOHN BEEBE, Lexington, MA - 5/11/81 - "My cousin owns a woodworking shop in Laconia, NH. The shop is located adjacent to an abandoned side track that was once the property of the B&M. He has found an "S" shaped piece of metal sticking out of the end of one of the ties. The piece is about four inches long and the exposed edge is about 3/32" thick. The flat edge is approximately one inch wide. What would have been the function of such an item? Would it have held together the two edges of a crack in a tie?"

From BILL HELLMAN, Sudbury, MA - The P.R.R. ran a steam packet for passengers from downtown Norfolk, VA to Cape Charles. Steam trains were operated to Salisbury, MD where the electric trains to Philadelphia and NYC. Passenger train service was abandoned in the 50's; also, auto and car ferries were operated by the State of VA.

## NATIONAL NEWS

AMTRAK - C.S. MONITOR, 5/14/81 - Many letters urging better break for AMTRAK vs. airlines, buses, etc. "On Amtrak cuts; leave the riding to us." Photo of Metroliner.

"CONRAIL: getting signals that it's heading for the roundhouse", C.S. MONITOR, 5/14/81 - Federal government is interested in having private firms takeover.

"CONRAIL to abandon 14 area freight lines", BOSTON HERALD, 5/21/81.

From FRANK H. WILLARD, JR., in BOSTON GLOBE, 5/8/81 - Detailed account of proposed abandonments, etc., in this area, with maps.

From PAUL J. BALLARD, National Transportation Safety Board, Washington, D.C., letter of 3/12/81 to Hon. Andrew L. Lewis, Secretary, DOT, re accident 4/3/81 at Somerville, MA.

From THOMAS L. UNDERWOOD, JR., Arlington, VA - Copy of Federal Register, 5/5/81 re petition of the B&M for trackage rights over the D&H, between McVillie, NY and Buffalo, NY and between McVillie and Philadelphia, PA.

From HOWARD PAULSON, Townsend, MA - Another news item from TIMES-FREE PRESS, E. Pepperell, MA 01437, 4/22/81 (see p. 11, May Newsletter). Also, "Prince site awaits Town of Ayer approval" with sketch of plant.

## **B&Marketplace**

Boston Chapter NRHS, Bay State Society of Model Engineers present THE BOSTON TROLLEY MEET, June 5, 6, 7, Holiday Inn, Grove Street, near Junction of Mass. Pike and Rt. 128. Saturday, 9 A.M. - 5 P.M.; Sunday, 9 A.M. \$5.00, spouse and children free. Contact: Norton D. Clark, 21 Endicott St., Newton Highlands, MA 02161 (617) 695-0998.

NOTICE: Interested in hearing from members with news and/or photos of the 4200's, 4265/4268A/4266, etc. Have silver/brass B&M Cond's hand lantern with name engraved on it: "Geo. G. Shute"; could anyone furnish information re this man?? Contact: Don Provencher, 14 Park Street, Gorham, NH 03581.

"TRAIN TRIPS EXPLORING AMERICA BY RAIL" - Price \$7.95, author, William G. Scheller, Editor of Appalachia, states: "Trains reveal the least homogenized aspects of the American landscape. They have a marvelously abrupt way of entering and departing even the largest of cities -- one minute you are downtown, and the next it seems, you are away in the country."

From DON VALENTINE: The HO scale models of the B&M 2-10-2's which Harry Frye and I worked on with N.J. Int. have now been received. They appear to be the best model of a N.E. prototype yet and are available through N.E. Rail in either the Elesco or Coffin feed water heater version for only \$300. Retail is \$406 each, so a good savings. Quantities are limited as only 150 Elesco and 100 Coffin type were built. Both versions have a working Bethlehem Tender Booster.

BOSTON DIVISION

<u>Location/ Symbol</u>	<u>Run</u>	<u>Eng. Crew Report</u>	<u>Trn. Crew Report</u>	<u>Leaving Time</u>	<u>Working Limits</u>
<u>Boston (Mystic)</u>					
B0-1	Ex. Sat. & Sun.	0630	0630	0700	Ayer, incl. Watertown, Bemis, Lexington Brs. & Frt. cutoff.
B0-2	Ex. Sat. & Sun.	0800	0800	0830	Hastings incl. Central Mass Br. Lexington, Bemis, Watertown Brs. & westerly end of former Frt. cutoff.
B0-4	Ex. Sat. & Sun.	0930	0930	1000	Lowell incl. Woburn & Stoneham Brs.
<u>Concord</u>					
C0-1	Sunday	0730	0730	0800	Ayer
	Monday	0930	0930	1000	Ayer
	Tue. & Thur.	0930	0930	1000	Nashua to Derry
	Wednesday	0930	0930	1000	Potter Place-Manchester
<u>Dover</u>					
D0-1	Ex. Sat. & Sun.	0745	0800	0830	Ossipee incl. Gonic-Farmington Brs.
D0-2	Ex. Sat. & Sun.	0945	1000	1030	Ossipee incl. Gonic-Farmington Brs.
<u>Lawrence</u>					
LA-1	Ex. Sat. & Sun.	0830	0830	0900	Lowell-Oak Grove incl. Wakefield Center & Canobie Lake on M&L Br.
<u>Lowell</u>					
L0-1	Ex. Sat. & Sun.	0930	0930	1000	Lawrence-Oak Grove incl. Wkfld.Ctr.
<u>Manchester</u>					
MA-1	Ex. Sat. & Sun.	0930	0930	1000	Concord-Lowell
<u>Nashua</u>					
NA-1	Mon-Wed-Fri	0930	0930	1000	Antrim
	Tue-Thur.	0930	0930	1000	Antrim
	Sat.	0830	0830	0900	Winchester-Ayer
<u>Wilmington</u>					
WI-1	Ex. Sat. & Sun.	1000	1000	1030	Boston-Lowell incl. Stoneham & Woburn Brs. & Lowell Jct. via Wilmington Jct. Br.

NEW ENGLAND DIVISION

<u>Ayer</u>					
AY-1	Ex. Sun.	0530	0530	0600	Fitchburg-So. Acton incl. Hollis Br. & Greenville Br.
AY-2	Ex. Sat. & Sun.	1700	1700	1730	Fitchburg-So. Acton, Lowell incl. Hollis & Greenville Brs.
<u>E. Deerfield</u>					
ED-1	Ex. Sat. & Sun.	0715	0715	0730	E. Northfield-Springfield incl. Easthamptom Br. & Wheelwright Br. to Hadley
ED-2	Mon.-Wed.-Fri.	0935	0935	1000	East Gardner
ED-3	Tue-Thur-Sat	0935	0935	1000	Hoosick Jct.
ED-4	Ex. Sat. & Sun.	1130	1130	1200	North Walpole

## NEW ENGLAND DIVISION (cont'd.)

<u>Fitchburg</u>					
FI-1	Ex.Sat.&Sun.	1730	1730	1800	So.Acton-Gardner
FI-2	Tue-Wed-Thur	0800	0800	0830	Athol incl. Monadnock Br., Jaffrey and former Waterville Br.
<u>Groveton</u>					
GR-1	Ex. Sun.	0815	0815	0815	Jefferson-Barrett
<u>Keene</u>					
KE-1	Ex.Sat.&Sun.	1130	1130	1200	Brattleboro
<u>Mechanicville</u>					
ME-1	Mon-Wed-Fri	0800	0800	0830	Pownal incl. Bennington Br.
	Tue-Thur-Sat	0700	0700	0730	Rotterdam
<u>White River Jct.</u>					
WJ-1	Ex.Sat.&Sun.	0930	0930	1000	Apthorp-Blackmont
<u>Whitefield</u>					
WH-1	Ex.Sun.	1245	1245	1300	Groveton-Berlin
<u>Worcester</u>					
WO-1	Ex. Sun.	0600	0600	0630	Fitchburg-Lowell incl. Hollis Br.

SACRAMENTO, CAL. R.R. FAIR: Dedication of Cal. State R.R. Museum and 60th Annual Meeting of Ry. & Loco. Hist. Soc. News item entitled: "Railroad is King Again." Boston Globe, 5/3/81, sent in by Bill Hellman and Walter E. Lenk. Gave a good description of the activities involved - the 3 steam locos U.P. 3985 and 8444, and So. Pac. 4449 were of great interest to those attending this Fair. The Presidents of So. Pac., West Pac., and Santa Fe; V.P. of Un. Pac. were present at opening ceremonies, as well as Gov. Brown of Cal., and several state officials. A full account of our trip West was given by Mr. Wilder at May meeting of the Old R.R. Wheels.

"Tracking the Railroad in American Art", a detailed account of the exhibition at Jewett Art Center, Wellesley College, was in the Providence Journal, written by Edward J. Sozanski. This exhibit has been mentioned in past 2 Newsletters. (Sent in by C.F. Belcher)

"Would Vandals Use the Park" - news item in the Carroll County Independent re the Wolfboro RR plans to have a park near the Sanbornville Station. (Send in by C.F. Belcher)

"THE CALL BOARD", May 1979, Mohawk & Hudson Chapter, NRHS, sent in by Bob Warren of Clearwater, FL, contained item: "More on Sandbank?" mentioned member Steve Myers who spent much time in the vicinity of Rotterdam Jct. and D&H Mohawk yard; also mentioned was "Larry Peterson", Veteran train watcher in the Schenectady area during the 1940's and 1950's.

Boston Herald, 5/12/81, "Here's One to Ponder for a Moment: A Regulation from the International Air. Transport Assoc. which says 'No person shall enter or attempt to enter any aircraft in flight.'" WHAT SAY??

## PUBLICATIONS FOR SALE

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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 address will be subject to an automatic delay of at least two weeks. DO NOT include any other correspondence with these orders!

B&M BULLETINS: Spring, Summer, Fall 1977, \$2.25 ea. Spring, Summer, Fall 1978, Winter 1978-79, Spring, Summer 1979, Summer 1980, \$2.50 ea. Fall 1980, \$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:

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, 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.

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"DIESEL SPOTTING" from member DAVID DEMERITT, Natick, MA - 4/27/81, Portland, ME, saw M.E.C. GP-7's 252, 253, 256, 257, 258, 259, 262 and 561. Portland Term. ALCO S-2 1054, 1051. S-4 1063, 1057, 1056, and S-1 1101, 1007. At G.T. Term. CV 3605 new green scheme, yellow striping. CNR units M-420-W 2504, 2523, GP-38-2 5509, GP-38-2W 5571, 5588 and 5540. At Rigby Yard, MEC U25-B 238; U18-B 409, 401, 408; also, 407, 405 and GP-38 255; on RY-2 Portland Terminal S-4 1058 working MC yard; and B&M GP-7 1560 with Boston & Maine on long hood; same for 1570. At MEC engine terminal GP-7 562, CNR Gp-9 4595, CN M420-W 2502, 2520. At East Deerfield, MA, B&M units: GP-9 1733, 1726, 1738, 1746, 1711, and 1733 in McGinnis colors; GP-40-2 301, 303, 305, 304. CV engines in the green scheme - GP-9 4550, 4551, RS-11 3601, 3611, 3605, 4923, 4548, 4925. Saw CPR power on SPCP GP-35 5012, 5005, and 5022; on CVCP-BM GP-18 1754, CV GP-9 4924, CP-RS-10 8824, RS-18 8750, C-424 4240. Seen at E. Deerfield Engine Terminal - CPR GP-30 5001 (in CPR red), also CP RS-3 8029, RS-2 8402, RS-10 8468, RS-18 8760 as well as several CNR, CPR, CV and CR cabooses. Three CR units - U-25B 2500, GP-40 3091, GP-15-1 1698. As a freight trainman on CR, have ridden these units many times and will report on Selkirk Yard. Any questions about Conrail, contact David Demeritt at 80 Middlesex Avenue, Natick, MA 01760.

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