

P.O. Box 302, Reading, Massachusetts 01867

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

SEPTEMBER 1981

B & M MEETINGS:

NEXT MEETING: SATURDAY, SEPTEMBER 12, 1981
8:00 P.M.
1ST UNITARIAN CHURCH
WOBURN, MA

After the business meeting, Emmons Lancaster of the 470 Club will present a show on the Logging Railroads of New England, per Program Chairman, John Alan Roderick.

SATURDAY, OCTOBER 10, 1981, 8:00 P.M., 1ST UNITARIAN CHURCH, WOBURN, MA. P.T.A.

SATURDAY, NOVEMBER 14, 1981, same time and place, 'MODELLERS' NIGHT', details to follow.

SATURDAY, DECEMBER 12, 1981, SPECIAL B. & M. 2-10-2 RAFFLE: The Society is once again offering an HO Brass Locomotive raffle. This engine will be an Elesco feedwater heater version of the S-1 2-10-2 by Custom Brass. As before, each chance in the raffle will cost \$1.00. The drawing will be at the December 12th meeting: All entries must be received at Littleton, MA not later than December 4, 1981. An entry blank appears elsewhere in this Newsletter.

1982 "NORTH OF BOSTON" CALENDAR: The Brass Whistle of North Conway, NH has published an excellent black and white 1982 calendar containing a good selection of steam in action and at rest on railroads of Maine, New Hampshire, and Vermont. Included are: B.A.R., B. & M., C.V. RY., G.T.W., H.T. & W., M.E.C., Rutland, and St. J. and L.C. We heartily recommend this calendar to the New England Steam Enthusiast. It is now available at \$3.75 per copy through the B. & M. R.R.H.S. Business Manager at our Harwood Station address...DON'T MISS IT!!!!

TO: B. & M. R.R.H.S., Inc. "2-10-2"
P.O. Box 2362 - Harwood Station
Littleton, MA 01460

YES! I want to win an HO 2-10-2! I understand that each entry in this raffle is \$1.00 and that a copy of this form must accompany each \$1.00 entry. I further understand that all entries must be received at the above address not later than December 4, 1981.

NAME _____

ADDRESS _____

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

25 YEARS AGO - Sept.-Oct. 1956 - Vol. 24, No. 5. Front cover - photo by Frank H. Hill, showing New Insignia being applied to R.D.C. #6146; F-end, consisting of two interlaced letters - B in blue - Min white - outlined in black. Photo story, inside front cover: "Three deceased B&M men honored at Sea Haven". Cabin dedicated to Henry C. Archibald and Harold S. Ashley; grandstand, to Raymond H. Mitchell; Engineering Department officials. Only two steam locomotives are left: 0-8-0 Switcher #622 and 4-6-2 #3713 Pacific type. "Last service use of steam power was July 23rd." #60-year veterans honored by President McGinnis with a luncheon on September 5th included G. R. Ferguson, Chief of Pass. Bureau. 30 RDC-9's have been acquired recently for use in MU with RDC'1.

T.N. Portland Term. Co. dated Aug. 31, 1937 - listed following Camp Xtras:

7:05 P.M. Special from Poland Track #2 with 17 cars
7:56 P.M. Special from Portland Track #4 with 12 cars, loco. 3687
7:15 P.M. Special from Fryeburg E.B. Frt. with 10 cars
Train No. 82 "State of Maine" Track #3 with 16 cars, loco. 4109
8:35 P.M. Sp-cial from No. Belgrade Track #6 with 13 cars
8:45 P.M. Camp Special to Worcester E.B. Frt. Main 15 cars
9:05 P.M. Camp Special to Worcester Track #2 with 12 cars
Train No. 80 Track #3 with 8 cars
Train No. 86 Track #3 with 9 cars
Train No. 152 Track #1 with 7 cars
Train No. 156 Track #2 with 8 cars
Train No. 84 Track #2 with 12 cars

(D.E. Hayes, S.M.)

FROM OTHER PUBLICATIONS:

Boston & Maine Corp. "Minute Man", Apr.-June 1981, Front cover photo showing group of students from Grace Christian School, Nashua, NH on front of loco. 1563 - given tour of yards by Paul Renaud, Cond. and Paul Dionne, Engineer. "Most of the GO coaches have been returned to Ontario..."; many photos of new equipment for the Eng. Dept., including 1981 Gradall, 1975 Auto Car tractor with a Schertzer drop-neck trailer, 1979 Ford Welding truck. Vincent R. Terrill elected President of N.E.R.R. Club; Jerome C. Brennan made V.P. Retirements mentioned: John J. Moore, Chief Clerk of P.& S. Dept; Jim Heselton, Car Dept. Official, and Bill Gerity (brother, MEC President).

Maine Central Messenger - Summer 1981 - Front cover photo showing train RS-1 with several cars of coal for cement plant in Thomaston, ME. Lead story "Mellon acquires Maine Central, with photo of inspection train heading up the Mountain Div. Photo story, rebuilding bridge, Broadway, So. Portland, full page photo of train BR-4 by Ron Johnson; under Newsbriefs, formation of the Railroad Historical Society of Maine, contact: Norm Sullivan, R.R. Historical Society of Maine, Box 8057, Portland, ME 04104. "470 Park", mini-park being developed around engine 470 in Waterville, ME.

NEWS FROM THE NORTH SHORE

"CRASH TRAINS PROBED", Boston Herald American, 8/13/81.

8/11/81 at 4:38 P.M. Xtra 1731 with 4 cars, collided with passenger train #570, 4 cars, south of Prides Crossing; 1st reports indicated 4 fatalities, 23 injured; single-track was in use at the time on account of construction; investigations being made as to cause (shades of Aug. 3, 1932, Rutland, Mass.)

From DON LEJEUNE, Peabody, MA - 8/1/81 - New tie and ballast job on the Eastern Route continues...daily the 1752 (GP-18) has been leaving the "put up" track near Salem Tower and proceeds to Lynn Sand and Stone for ballast. MBTA side dump cars have been a common

sight on this project. *** It has been learned that the plans to pull out the "Lynn Middle" at Bennett Street has been changed. The Lynn Middle is nothing more than a quarter mile crossover between the East and West bound tracks. Facing point switches to both sides of the middle were removed. The "T" feels that the safety of removing non-essential "potential problem turnouts" should be undertaken while this tie job is underway. *** POME EXTRA 312 West derailed on July 26, early afternoon Haverhill, MA (Rosemont). Eleven cars were put on the ground. As of 8/1 speed restrictions are still in effect as well as train orders governing the train movements through that area. *** EXTRAS: on 7/30 Chelsea Goat at Salem, MA with GP-9 1724. Fitchburg switcher GP-18 1825, Lowell switcher SW-8 803, AY-1 GP-7 1564, Work Extra at Haverhill SW-9 1222. DO-1 GP-9 1717, 7/31 Boston switcher at Salem GP-7 1575. *** GP-9 1711 left the "Shops" with a new paint job under Boston and Maine scheme, when viewed under cab windows you'll see 1711, but according to the re-wiring engine list the 1711 is classed into the 1800 series. *** SAED left Salem, MA on 8/1 with 1724, and 1711 for power. *** "200 notes, on 7/23 GP-38 #200 was OOS at E. Dfld. for 30 day tests. *** "300" notes, during the month of July the following GP-40's were put OOS at E. Dfld. for various repairs: 301, 304, 308, 316, 317. (This is not a complete list.) *** "1500" notes, during the month of July the following 1500's were put OOS at Billerica and E. Dfld. for various repairs (this is a partial list): 1560, 1565, 1563, 1576, 1562, 1677. *** "1700" notes, during the month of July the following 1700's were shopped at Billerica and E. Dfld. for various repairs (this is a partial list): 1705, 1711, 1732, 1721, 1739, 1744. *** Presently the Boston and Maine has 26 SW8's, SW-1's, NW-2's, SW-9's as a total that is in service, the following is a list of SW 8 switchers that are classed as stored, that is not in service for various reasons: 802, 804, 805, 807. SW-1's 1115 GMT/Keene, 1119, 1121, the 1222 is on the south side at S. Station shuffling around passenger equipment. 1126 is at Berlin. NW-2's 1202 to 1210, 1213 (one of the MU switchers), 1227, 1230. *** The following 1700's remain stored at Billerica: 1700, 1704, 1734, 1740. The following 1500's are stored: 1557, 1558, 1561, 1569. The 1556, 1566 are still in passenger service. This list compiled on 7/24/81. *** The following is a list of GP's that are NOW classed as 1700 or 1800's whether or not if they've been painted, they've been re-wired to be put in the 1800 class. 1700, 01, 02. 1803, 04, 05, 06, 07, 08, 09, 11, 1712, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24. 1825, 26, 27, 28, 29, 30, 31, 32, 33, 34. 1736, 37, 38, 39, 40, through 49. *** For the month of July SAED in Salem saw no GP-38's or GP-40's. *** 8/5 EDSA arrived early at Salem this morning with none other than TWO 200's GP-38 200, 206. The 200 was taken by the Tie Job Extra working its way to Revere. This was the first time in months that a 200 has seen rail in these parts. *** LA-1 (Lowell-Oak Grove incl. Wakefield Ctr. and Canobie Lake on the M&L Br.) GP-9 1741 assigned power on this date. *** At Boston yard 7 on 8/5 GP-7 1573 idling. At yard 8 GP-18 1803 fresh paint from Billerica, complete with new wiring and engine overhaul looks like it just left EMD plant. Later on will be utilized as B0-1 (Ayer, incl. Watertown, Lexington Br. and Frt. Cut Off.) *** Chelsea Goat at Salem, MA GP-9 1731, 8/5. Additional switchers working at Yard 8: SW-8 806, SW-1 1120, 1224.

From GIL PAYSON, Salem, MA - Postcard 8/3/81 re concrete ties W.B. Main So. Readville to Sharon, MA. Letter 8/6/81 - "The French are Coming" from U.S. News & World Report, 8/10, "The "Train Grande Vitesse" is to begin the Paris-Lyon run on September 27th. This electrified train has already set a world record by going 238 miles an hour, though its cruising speed is only 160 mph. The Paris-Lyon trip will take just 2 hours, down from almost 4. By October 38 trains will be serving not only Lyon but three other cities including Geneva. By 1983 Marseilles will be on the run, 4 hours from Paris, down from 7." On this same vein, C.S. Monitor, 7/31/81, by Richard L. Strout, "Faster than a speeding train", brief description of the new bullet train in Japan in 1967; why can't the USA have them??

B & MARKETPLACE

"Have for sale mint HO-scale B&M steam locomotives: PFM B-15 2-6-0 (with snowplow) - \$200; PFMA41 4-4-0 - \$220; Sunset K8b w/Elesco FWH 2-8-0 - \$240; and Gem R1d 4-8-2 painted, disassembled - \$100. Also mint CNR N5d 2-8-0 - \$150. All items are postpaid and customs-cleared." Bruce Curry, 23 Andrea Crescent, Nepean, Ontario K2J 1G8

Information wanted on caboose or cabeese pictured on pages 20 and 63 in Nelligan's "Route of the Minuteman". Contact Bruce C. Bowden, 4346 Abingdon Dr., Stone Mountain, GA 30083.

ANNOUNCEMENTS

FALL FOLIAGE RAILROAD EXCURSION TO THE BERKSHIRES - Mass. Bay Railroad Enthusiasts, Inc. Saturday, October 3, 1981 - Boston to North Adams, MA and Mechanicville, NY via the Boston & Maine's Fitchburg Division. View famous New England fall foliage from this specially-chartered excursion train. Our routing will include in excess of 100 miles of freight-only trackage, along with a trip through the world famous Hoosac Tunnel. Reserve this important date on your calendar now!

HUB DIVISION, NMRA ANNUAL FALL SHOW at Minuteman Regional Vocational Technical School, Marrett Road (Rt. 2A), Lexington, MA on November 7, 1981, 10:00 to 5:00 P.M. \$1/50/.50 - \$4.00 family max. For details SSAE to Glenn Owens, 238 Sudbury St., Marlborough, MA 01752. (617) 485-5209.

SPECIAL REQUEST: Member Bill McLin of "Home Port", South Harpswell, Maine 04077, would like to come to some of the Society meetings but living 40 miles beyond Portland, does not want to drive alone. He would like to correspond with other Society members in his area who would be interested in making travel arrangements with him.

MERGERS

From WALTER E. LENK, Wellesley, MA, from BOSTON SUNDAY GLOBE 7/26/81 - "Piecing a New England railroad together...Timothy Mellon hopes to link three systems that will run 'from Bangor to Buffalo' and rival Conrail", by Fred Pillsbury, Globe staff; with map involved, by Deborah Perugi...detailed discussion of M.E.C., B.&M. and D.&H. one sentence caught our attention: "The D&H runs from Montreal to Washington and from New York City to Buffalo" (by trackage right).

"Would-be rail barons piecing track together", by Robert Kilborn, Jr. Article in the C.S. Monitor, 8/17/81, "Focus" covers the story of Mr. Mellon and the New England railroad situation.

Special: President Alan Dustin of the B.&M. gave members of the Old Railroad Wheels an up-to-date report of this "merger plan". Mr. Dustin feels that this area will be greatly benefited by Mr. Mellon's proposals. "Run-thrus" from "Bangor to Buffalo" may be possible in the future!

Minor derailment in Somerville gets wide attention. Boston Herald, 7/29/71 - A tank car derailed - N.P.I.

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

We all like to receive compliments about our efforts in life! I work assiduously at my interest in transportation warning sounds and at my column in the NEWSLETTER. It is most gratifying to hear words of praise as so often they are absent. I would like to share with the readers two examples of real, sincere compliments - the kind which tend to give one a superior feeling in life! A Train Director friend on the B&M said to me a week or so ago, "Don, I have discussed your articles with my buddies and we all think you are nuts!" The second truly sincere compliment came this morning from a member of the nursing staff at Suburban Manor. "Donald, I was taking the train to Boston the other day and was surprised to see you walking on the station platform. I was wondering what you were doing." "I was going up to talk to Engineer Walter Dunn." "What did you want to see the engineer for?" "To discuss locomotive horns." "To discuss what?" "Train horns?" She looked at me incredulously, shook her head and muttered, "Gosh, what a nutty interest!" So my friends it should be readily apparent by now that the ubiquitous gray squirrel is not alone in his nutty interest. Ouch! Recently I asked the young couple in the apartment below me if the locomotive horns all sound alike and they replied "Yes." The former occupant of the apartment had also replied in the affirmative as did two other former neighbors in the building. The reply of a school teacher in a nearby condominium house thus astounded me. "No, they don't sound alike. The new engines have different horns from the B&M ones." I must add that she is fond of music and plays the flute. I wish the people in the "sound alike" category could hear my tape of the meet of 608 and 405 at Parker Street this morning. The interaction of the "Metroliner" S-3BR on 608 and the excellent S-5TR on 1004 is fascinating.

AMTRAK BRIEFS

BUDGET compromise gives Amtrak, Conrail a reprieve - Boston Herald American 7/30/81. The House and Senate bills - federal subsidies \$735 million; House bill cancels \$82 million per year in interest payments to the federal government.

Air Controllers' Strike - Boston Globe, 8/4/81, "A wait to ride the rails" - 3:45 P.M. train for New York and Washington departed South Station with double normal passenger load. Photo showing crowd.

"Grain to Russia: How will Reagan handle dilemma??" by Jonathan Harsch in C.S. Monitor, 7/22/81. Photo showing 1/2 mile-long grain elevator at Hutchinson, Kansas, with several "Cotton Belt" hopper cars in front. Many angles to this situation discussed. Russians prefer to deal with USA - "to trade under agreements and with reliable suppliers."

From UTU News, 6/6/81, "Railroads ready for grain harvest" - Santa Fe and MoPac have sufficient number of grain cars ready for movement this year. (Thanks to Robert Warren, Clearwater, FL.)

From So. Pac. Bulletin, July 1981, feature article entitled: "Feeding the World" with many photos showing unit-grain trains helping to speed distribution of grain in the Southwest and Mexico. Other types of food products included in this article.

TRANSIT ITEMS:

Front page of Concord, MA JOURNAL, 7/23/81, photos of old-time in Concord Center, article entitled: "Recalling Local Trolley".

"Antique Boston trolleys are wanted by Dallas again", C.S. Monitor, 8/5/81. In 1935 these 50-ft. double-ender trolleys made at Worcester by Pullman-Standard were shipped to Dallas; in the late 50's these cars were sent to MTA, Boston, priced at \$3,500 each. Now Dallas is building a trolley line in historic district - wants these cars back again. Item in the Boston Herald American states these are "1945-vintage cars"; photo of #3322.

"Boston's transit system: phoenix or dinosaur?" by Rushworth M. Kidder, C.S. Monitor - Many questions are raised in this article: is the financial structure sound; are the unions too demanding; are the work rules efficient; too many employees?; is system well-managed. Two reasons for keeping MBTA running (1) massive traffic jams in Boston streets; (2) many commuters have no alternative means of transportation.

NEWS BRIEFS FROM BILL HOLMAN, Laconia, NH, 8/17/81

A former NYC street car used in Vienna, Austria going to The Seashore Trolley Museum; Portsmouth, NH Herald - 7/9/81.

"B & M can't allow Snowmobile Crossings", Gloria Stone, P.R. to Don Anderson, Manchester Union City Editor reproposed crossing in Jefferson, NH.

"Maine trying to save last passenger train", 7/26/81, Laconia Evening Citizen; VIA Rail-Canada proposing to eliminate "The Atlantic", Montreal-Halifax.

A special passenger train operated thru Crawford Notch to Quebec Jct. on June 6th - train left Portland, ME at 7:30 AM, due back at Portland about 4:00 PM - believe to have been inspection trip for new owner. (Manchester, NH Union)

MISCELLANEOUS NEWS ITEMS

OFF THE LAWRENCE "FIELD" TRACK by Don Maxner and Tony Schultze. Switchers on duty at Lawrence, Mass. yard during July and August included the 800, the 1222 and the 1229, plus GP-9 #1741 which is used for local jobs. *** Several cars went on the ground during the week of 7/13 after a heavy thunderstorm apparently weakened one section of yard track. The #800 was also a victim and it repeated the performance on Aug. 6th. Extensive tie replacement was done during May. *** The number of road engines parked or idling in the "field" next to the Lawrence yard office has increased since the crew law change was passed. On August 3rd, a mix of 12-GP38s and GP40s were all in town at mid-afternoon. This is 40% of the high-horsepower road units. It appears that eastbound (Portland) crew changes are being done here again. Westbound crews for trains from Portland to Mechanicville still seem to go on duty at Atkinson, N.H. *** Eastbound coal shipments have leveled off at an occasional 10-20 carloads per train. The heavy LNG traffic of a few months ago has dwindled to almost nothing, at least during daylight hours. *** On Aug. 6th, a covered hopper with DL&W (Delaware, Lackawanna, & Western) reporting marks and almost invisible "LACKAWANNA" lettering was spotted in the yard. Somewhere there is a Conrail employee, with a bucket of paint and a stencil in hand, searching frantically for this car. *** The afternoon of Aug. 7th saw MEPO with what appeared to be an MP15 switcher traveling dead in the consist. Unable to determine a road name or owner. The paint scheme was orange and brown with some yellow trim. (A case of Old Milwaukee?) *** On Aug. 10th, a dead Maine Central S2?, black with red and white nose striping, was seen in the westbound consist of POME. *** Received reports of "snap track" being hauled on flatbed "TT" units north on Interstate 93 and west on Route 111 in Hudson, N.H. Any ideas where they are going and what they are for?

"Rail Restoration Funding Raises Hopes in Conway", The Reporter, N. Conway, NH, 8/5/81 - State of NH will fund 80% of the cost of rebuilding 12-mile stretch of track south of Ossipee; later on, may reopen this line to Conway. (Thanks to Morrin E. Hazel, Revere, MA.)

From WALTER E. LENK, Wellesley, MA - "Before the age of electronics, remember those old heavy B&M crossing gates which took all your effort to raise up and down? When on the B&M was the first husband and wife team to man the operation? Apparently, this was during World War II. Railroad Magazine dated June 1943 states the following: "Country's first man-and-wife tender team, Mr. and Mrs. Harry H. Cameron, guard a busy Boston & Maine highway intersection at Manchester, N.H. Mrs. Cameron sounds her warning whistle while lowering the gates for a wartime manifest, while her husband, just off duty, beams approvingly."

ARTS AND DRAMA SECTION:

Artrain - Museum on Rails, C.S. Monitor, 8/5/81 by Theodore F. Wolff. A 5-car train started operation in May 1971 consist of 3 exhibit (box) cars, one studio car, and a caboose; spent its first 2 years in Michigan. For further information write: Michigan Artrain, 316 Fisher Bldg., Detroit, MI 48202.

Arts-Entertainment, C.S. Monitor, 7/27/81 by John Beaufort, writes about "The Dance and the Railroad" play by David Henry Hwang concerning the Chinese Coolies who helped build the Central Pacific R.R. across the Sierra Nevadas; 2 men improvise an opera, "The Dance and the Railroad" which is produced about the time the strike ends in 1867. This 70-minute drama was at the Public Anspacher Theatre.

From the Winchester Star, "ARNOTT DIRECTS", Prof. Peter Arnott was directing production "Design for Living" at Tufts University summer season.

GREEN BLOCK, Central New York Chapter N.R.H.S., Aug. 1981, devoted one whole page to Boston & Maine F7A No. 4265 sketch at top of page, with details of its history, specifications by O. A. Kenyon note data supplied by Mr. Alan Dustin, President, Boston & Maine.

Our apologies to David K. Johnson of Nashua, NH for omitting his name from Book Review: "Logging Railroads of the White Mountains" in the August Newsletter on page 6. The current issue of "Appalachia" has a review of this book by Mr. Belcher; Walter W. Wright did this review. This book is still available at Appalachian Mountain Club, 5 Joy St., Boston, MA 02108. Price to non-members - \$8.95, tax .45¢, mailing \$1.00.

Our thanks to Lawrence Brown of Putney, VT for many items including several on the Railroad Fair at Sacramento, CA and the opening of Cal. State R.R. Museum there on 5/2/81.

OFFICIAL BALLOT
1981 B. & M. R.R.H.S. Elections

Vote by making an "X" before the name of the person you are voting for. Detach and either mail to: B&MRRHS, Election Dept., P.O. Box 302, Reading, MA 01867, or bring the ballot to the September 12th meeting in Woburn. If mailed, do not include anything else with your ballot; all ballots must be received by September 30th to be counted. Be sure to include your name and address on the envelope, but do not sign the ballot.

OFFICERS (Vote for not more than one per office)

- () PRESIDENT John A. Goodwin _____
- () VICE PRESIDENT Robert M. J. Hagopian _____
- () TREASURER John C. Hutchins _____
- () CLERK Mike Gaudette _____

DIRECTORS (Vote for not more than three)

- () Donald G. Hills _____
- () Malcolm C. Houck _____
- () H. Arnold Wilder _____

LATE NEWS FROM DON LEJEUNE

Miscellaneous notes of interest -- The 1229 (yard switcher) has been designated the Haverhill Switcher for the last month. *** D0-1 GP-9 1717 was seen working in the N. Berwick area. *** Power at Boston Yard 7: Yard 8 switcher 1224, GP-7 1573, GP-9 1708. The 1821, ex-GP-9 repaired at Billerica from Wakefield, MA derailment looking good in new Boston and Maine scheme. The unit has been assigned the 1459 Salem job for the last week. *** 8/15 SAED power lineup GP-18's 1826, 1850. *** The week of August 9th saw three newly painted GP-18's, all nose facing west as they left Castle Hill.

MODELERS TAKE NOTE: Power such as the 1850 newly painted has taken a new look. Not only is B&M spelled out on the long hoods but the white trim customarily found on the sides over the tanks are now all black. There's no more white line down the nose or down the other end over the headlights, the walkways are black and on the end of each step there's a white trim (this white trim was not consistent on all the newly painted units). Some steps were all black. On the nose of the 1850 were BM such as found on the 200 and 300 series units. As mentioned previously, the buggy's all will be changed from the "C" series to three numbers because the computers are programmed to read the numbers, not letters. At present it's been understood that Accucal does not have on the market a new series with the B&M schemes.

POWER N' PLACES:

GP-9 1749 working as CO-1 (Nashua and Derry, NH).

1124 as the Concord switcher.

GP-18 1825 Nashua switcher, also used on NABO for the past few weeks.

Idling at Lawrence GP-9's 1717, 1718, switchers, 801. The 1229 as the Haverhill switcher.

Working at Lowell the 803, 1123, 1730.

FI-1 GP-7 1559 (E. Fitchburg to Athol including Monadnock Branch)

SPPO GP-40's 305, 300 buggy 456 and 23 cars at Lowell.

LAME A: GP-s 207, 302, 211, 301 buggy 425 and 90 cars.

MEPO A: GP's 307, 316, 201, 310 buggy 463 and 95 cars.

More Miscellanea:

The 208 GP-38-2 was seen at Dover parked adjacent to the freight office on 8/18. The unit in new scheme didn't have the BM on the short nose. So the new trend of uniformity goes on...but the ever present slogan of "anything goes" still hangs in the air. *** Known by many members the 4267B unit's final days were seen as it was spliced between two other working units on the gravel train from Ossipee, NH. The B unit's days were numbered by constant water leaks and ground relay problems that continuously took her from active service. It's been said by more than one that's into railroading, "Boy I wish it was still here."

FROM DOVER, NH: Work in Dover has dropped off enough so as to cancel a regular yard switcher. A good portion of the lead tracks into the old passenger yard have been canibalized for pieces and parts. Only a couple of tracks to the old engine house and TT remain for the use of the fueling track. The five stub end freight tracks have old gondola and bad order box cars to fill the spaces. East and West bound tracks still get cars set off them occasionally with the gravel train parked on the Eastbound side. Power is sometimes dropped off adjacent to the freight office. And if you're lucky enough to be there at the right time, there's a bridge that overlooks both ends of the line.

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 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.

VANISHING VAPOR: An excellent 33-1/3 RPM recording of B&M Pacifics and Moguls - produced by the 470 Club from tapes made in the mid-1950's by B&MRRHS Director, Preston Johnson. Includes trackside, cab ride, and North Station rush-hour sequences. Railfan/Railroad Mag. calls it "a real delight". Don't miss it! (Shipped in special mailer.) \$7.95 post-paid. (J.C.H.)

ALL ABOARD! PUBLIC TRANSIT IN SAUGUS, by Stephen P. Carlson, 28 pages, softbound. This fascinating book covers the history of the B&M's Saugus Branch plus trolley and bus services in and around Saugus, Mass. Includes good station and train photographs. \$3.00

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 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

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