

B & Meeting

NEXT MEETING:

Saturday, November 14, 1981

8:00 PM

1ST UNITARIAN CHURCH

WOBURN, MA

"MODELLERS NIGHT". This meeting will be our annual modellers night, and will feature a presentation by Don Clerke, the Societys modelling editor, as well as a film from Kalmbach Publishing. Members wishing to bring examples of their work are urged to do so. Remember, this is the best meeting of the year to do so.

SATURDAY, DECEMBER 12, 1981, same time and place, **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 12** meeting: All entries must be received **at Littleton, MA not later than December 4, 1981**. An entry blank appears elsewhere in this Newsletter. Entertainment will be provided by Mr. Richard Nichols of Amesbury, Mass., who will present a show featuring the Amesbury Branch and environs.

JANUARY 9, 1982; Same time and place, Program to be announced



MEET THE B&MRRHS OFFICERS

Left to right in photo:

Donald Hills, Board of Directors; Dora Lamson, Membership Secretary; Michael Gaudette, Secretary; John Goodwin, President; H. Arnold Wilder, Board of Directors; Malcolm Houck, Board of Directors; and Donald Clerke, Chairman of the Board. Missing at time of photo were John Hutchins, Treasurer; Robert Hagopian, Vice President; and John Alan Roderick, Program Chairman.

OUR APOLOGIES

We apologize for the lateness of the October Newsletter, however due to having to locate a new printer, learn the 'tricks of the trade' (which I'm sure we'll be learning for some time), and getting our new bulk mailing number, etc., time just plain ran out. We thank you for your patience, and hope you feel, as we do, that the wait was worth it.

TO: B. & M. RR.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 _____

MINUTES: October 1981 Meeting of the B&MRRHS

The October 1981 meeting of the B&MRRHS was called to order by John Goodwin on Saturday, October 10, 1981 at 8:10 PM at the 1st Parish Unitarian Church, Woburn Square. Approximately 65 members and guests were present.

The floor was given to former President Malcolm Houck, who announced the results of the election of officers:

John Goodwin, President,	John Hutchins, Treasurer,
Robert Hagopian, Vice President,	Michael Gaudette, Clerk

John Goodwin talked about the problems with the mailing of the Newsletter and the poor return of ballots for this year's election. He also brought the 10th Anniversary Issue of the Bulletin to the attention of the members.

Don Clerke announced that the E&B Valley, B&M hoppers were available and reminded everyone that next month's meeting will be Modeler's Night.

H. Arnold Wilder announced that B&MRRHS members were invited to a railroad station dedication in Sandown, NH on Sunday, October 18th at 2:00 PM.

Engine 4266 has arrived at North Conway. It has been decided that the B&MRRHS will supply the missing side grillwork in place of paint as originally planned.

The meeting was then turned over to John Alan Roderick for the evening's entertainment. Slides were presented by the following members; Scott Whitney, Gerry Babyok, Jim Nigzus, Dave Lamson, John Alan Roderick, and Bob Allen. Don Hills brought the show to a grand closing with his latest motion picture films of several B&M trains, including the circus train, especially good with sound! All present enjoyed the show and let their appreciation be known through a warm round of applause. The meeting adjourned at 10:45 PM.

Respectfully submitted,
Michael E. Gaudette

SPOTLIGHT ON BOSTON & MAINE RAILROAD HISTORY From B&M Employees Magazine

Twenty Five Years Ago:

November 1956, Volume 24, No. 6

Leading Article "Teaching the Teachers". 200 teachers from Boston schools were taken by special train for tour of B&M facilities around Boston, including Mystic and Hoosac Piers. At the luncheon at Hotel Manger, railroad officials included E.K. Bloss, Gen. Mechanical Supt; S.G. Phillips, Chief Engineer, F. Reynolds, Asst to Vice President, Operating; G.F. Glacy, V.P. Accounting; C.A. Somerville, Editor in Chief, B&MRR magazine; "Master of Ceremonies" President P.B. McGinnis; R. Jackson, Gen. Counsel; R.J. Sullivan, General F.T.M.; S.B. Hitchings, Gen. Passenger Agent. Photo showing above at the head table at Luncheon, date was Nov. 8, 1956, Business Education Day. Also, photo of teachers inspecting diesel house facilities at Boston Engine Terminal. Program was arranged by William L. Patton, Jr., Executive Office Asst.

New Briefs: Freight Trainmaster Loren F. Morse retires after 50 years of service.

Photo of B&M combine being unloaded at Pusan, South Korea.

7 steam locomotives being hauled by a diesel to Pennsylvania scrap dealer, leaving # 622 and # 3713 the only steam engines left.

At Edaville, B&M # 1455, a Mogul, coach # 60, combine # 3633 and work car # WO211 were presented by George Hill, Asst to the President.

Photo of B&M supervisors attending the Maine Safety Conference at York Harbor, Me., including H. Gamble, J.J. MacDonald, A.J. Bensaia, W.J. Britton, R.S. Currier, E.C. Cone, O.O. Lewis, H.C. Stanley, R.E. Sampson, W. Hale, C. Benson, C. Pierce, J.J. Winn, G. Steele, W. Mochrie, R. Etheridge, J.H. Watts, E.A. Cox and R. Buker.

Pictures of Supt. O.C. Hardy, Concord, N.H. presenting 50 year service pins to William M. Casey, Chief Yard Clerk, and to Timothy M. Casey, Train Dispatcher.

Photo of Troy, N.Y. engine house, with many employees in front of steam locomotives, the year was 1915.

The Boston & Maine Railroad Historical Society's Tenth Anniversary commemorative covered hoppers from E&B Valley have been delivered. They are available in two numbers and can be ordered through the Harwood Station address. Price if \$6.95 for one, or \$12.95 for two, which saves you a dollar.

Order from:

B&M Covered Hopper
B&MRRHS
Box 2362
Harwood Station
Littleton, MA 01460

B&Matters

Welded rail has been installed in and around Exeter, N.H. as of October first. Also, some much needed trackwork was done in the Exeter yards, including installation of some new switches to replace the well worn trackage now there. The new cloth matting to prevent mud seepage was installed under the new switches.

As was reported last month, B&M F7 4266 A has been moved to The Conway Scenic Railroad in North Conway, N.H., where it is to be restored to its original maroon and gold livery by the 470 Railroad Club. The B&MRRHS had originally intended to help pay for the paint to repaint the unit, but has now decided to purchase replacement grids for the engineers side of the carbody. These grids have been missing for some time prior to it being taken out of service. A request for assistance in obtaining these grids has gone out to the Society, if you wish to volunteer for this undertaking, please contact one of the B&MRRHS officers as soon as possible.

Rumors have been running rampant concerning if and when the B&M and the MEC would start pooling power, and at last, official word has been heard. As of October 1981, MEC U25 B#225 has been entered into pool service, although at press time, it had not been reported sighted yet

From DON LeJENUE: from Salem, MA: Power from SAED has seen no 200s or 300s into this town for the last two months. A lot of freshly painted Geep9's mixed with some 7's and 18's have been the rule. Billerica shops and E. Deerfield shops have been kept busy with spray painting. DUPONT IMRON is used exclusively for the blue, steps, sides, walkways are black, the only white will be the grab irons front and rear. The white stripe on the nose and end of the units were too hard to keep clean so it was determined to paint them the rest of the body color.

With increased work, the Lynn Switcher(0759 job) was put back into service last month and the Chelsea Goat and Boston Switcher won't be seeing too much work around Salem as a result

Trackwork was supposed to be completed by the end of September on the westbound side from Revere to Salem. New ties and retiring switches were the main priorities before bad weather set in.

Currently the shops are in the beginning phases with the frame of a GP9, to start building the first SLUG! If successful, the old 1740 (Somerville derailment engine) frame could be the next candidate.

Work has already commenced on the old Greenville branch replacing old ties and rail, if needed. The branch runs from Ayer adjacent to the old tower through W. Groton up to Greenville. Track has been out of service from the Mass. state line up to Greenville for quite some time now.

It has been learned that it shouldn't be too long now before MAINE CENTRAL power is seen more on the B&M lines now that Timothy Mellon has control of it!!! The same should apply to D&H power. To the model railroaders, this could make quite an interesting "lash up". It was also learned that the B&M has put in its bid for Conrail in Mass. except the Boston-Albany route. If it's approved, the B&M would also have the control of Conrail trackage.. Let's wait and see!

Trackwork is continuing on the Conway branch of the B&M at this writing. Track restoration, grade crossing work and reballasting is taking place, along with the installation of some 112 pound rail at grade crossings, as a prelude to replacing the rest of the track at a later date. The Conway branch has been a busy place lately, with up to three trains a day on it, including DO-1 and DO-2, plus a Stone Extra, carrying nothing but crushed stone out of the pit at Ossipee.

From CARROLL WEBBER: In the Newsletter for September 1981, someone asked about "Snap Track". We always called them "panels". I was talking with one of the truck drivers and the fellow who had charge of the trucks hauling the panels. They told me they came from the MBTA and were going to Nashua to be taken apart, the good ties to be reused and scrap the rails.

A while back, someone asked about an "S" iron in a piece of wood. These were put in hardwood ties when they were green. Piece work, by hand. They tried a staple of 1/4" round stock but a lot of them would break in the bend, which was no good. When a hardwood tie seasons (drys out) they would sometimes split the whole 8'6" length.

1733 GETS THE BRUSH

Time and the print shop have caught up with GP9 1733. On October 18, 1981 1733 was sighted in the yards of Portsmouth NH. Repainted in the current paint scheme. 1733 was the last "Bluebird". Photos will appear in the December Newsletter.

Report by B. FOTHERGILL

The following article was originally submitted to the **BULLETIN**, but was too short, however the information is really too good not to share with our membership:

From: NATE BUSTEED, Brookfield, Illinois;

"My dad, Henry E. Busteed, passed away in October of 1955 at age 65, having completed 46 years service with the Boston and Maine.

He began as a fireman and was set up to engineman in 1939, from which time he ran just about everything from 400 switchers, to Moguls, to 'Mudcutters' (3000s) to 4000s on troop trains from Worcester to Portland. Engines with names like 'Hercules' and 'Ye Salem Witch!' too.

I've had cab rides on 3600 class engines, Boston to Rockport, all night spent throwing the reverse lever for him on the Lawrence Switcher (#429), riding the Saugus Branch with vandals throwing rocks, even a cab ride on the 6000, but only out from North Station to the New Engine House. Also once had a ride on a 3600 class from Somersworth to Milton on the Conway Branch, and on a 3800 class diesel for one or two stops when I came back for his funeral in Milton, N.H.

One time I showed up at North Station on a cold winters day for the departure of the **PINE TREE** which had a 3700-09 class (I really don't remember which one) on the point. They didn't use anything bigger on it because of weight limit on the Piscataqua River drawbridge. Dad said, 'Go on home. I've got a 'green' fireman and he's having trouble making steam.' So there went my cab ride on the **PINE TREE!** They (the fireman) let me crouch down in front of the seatbox going by the towers so they wouldn't get my dad in trouble.

One time, with me riding along, dad 'showed off' by doing 12 miles from Lynn to Boston in 12 minutes despite the two drawbridge slowdowns! And that with a Pacific and five wooded open enders!!!

For two summers he fired the Flying Yankee (not the 'tin fish') with a 'hand bomber', as he liked to call it, Boston to Portland - 114 miles in 110 minutes!!! When he got there, there was usually only a few inches of water remaining in the tender. They had the 3688 or 89 that had the stretch tenders so you didn't have to stop for water. And he insisted on wearing a white hat which my mother would starch for him.

Dad was still in active service when he died usually the North Station Switcher, 11 p.m. to 7 a.m., I think. I went out to see him on occasion, and usually he had #1105 or 1107 as I recall.

My dad always had a smile and maintained an active Christian testimony to his peers and his sons for all the years I knew him. My only regret, as most offspring say in later years, was that I did not spend more time with him." Nat Busted, Brookfield, Illinois.

This article represents something a little different for the Newsletter, if you have any comments, we welcome them; if you would like to see more of this type of article, or if you feel it is best left for the **BULLETIN**, please let us know. No letters will be printed, but they will all be read.

MOTIVE POWER ROUND UP

From DON LeJEUNE: 9 / 25: SAED left with GP9 1745, GP18 1850. 9 / 26: 1708, 1730, 1718. 9 / 28 SAED arrived in Salem with GP9 1708 and a short of string of cars. 9 / 29: GP9 1733 (STILL in McGuinnis blue and looking GOOD!!!) and GP18 1825. 9 / 30: GP18 1751, GP9 1712. The week of Sept 20th, GP9 1724 was the 1459 assigned switcher. On 9 / 29, GP9 1708 came in from Boston and has been utilized as the 1459 switcher from Salem.

On 9 / 27 GP9 1745 was designated as a work train working ballast from Northey Point to Beverly Jct.

The 1224 (SW9) still assigned as the Fitchburg switcher. In Yard 7 Boston, 9 / 27, the 1226, 1120, GP9 1727, GP18 1753. The 1120 was recently painted along with the 1118 Billerica shop switcher. Both units are in IMRON blue with 'Boston & Maine' on the sides and large numbers under the windows. The 1229 still working Lowell yard. GP9 1747 as DO-2, GP18 1803 as DO-1.

COED South lead unit GP9 1716. SPPO East lead unit GP40 311. MELA-A lead unit at Lawrence GP40 303. All on 9 / 29.

From Billerica: GP7 1566 is still assigned passenger service. Occasionally if needed another GP7 will be placed into MBTA passenger service. GP9 1734, in from the elements, will be leaving the shops 11 / 1 with major work and new stencilling. GP9 1739 is shopped for an engine change, GP7 1576 is shopped for a main generator. Other GP7s at Billerica are 1558, 1557, 1561, 1565. GP38 207 was in for a truck change, GP40 305 is in for a cylinder rebuild, paint, etc. All GP40s will eventually be equipped with a low idle setting. All units shopped will get new paint and lettering. (Note to modellers: there is still no company making the new style 'Boston & Maine' lettering.) For those new members, and anyone not familiar, 'GP' stands for 'General Purpose' and 'SD' stands for 'Special Duty'. The B&M has only GP power. A couple years ago, Alco switchers were used, but parts became too hard to get.

On 10 / 1, EDSA arrived early this morning with GP9 1729 and GP18 1825. On 10 / 2, GP18 1806, GP9 1736, 10 / 3: GP9 1729, 1705. On 10 / 5, GP9s 1729 and 1705 made another day in between runs. On 10 / 6: GP18 1848, GP9 1718, 1708, the 1708 picked up in Boston. The 1821 (Ex 1721) damaged at Wakefield Ma a few months ago was the first GP9 to 18 unit painted with BM on the nose and no white stripes on ends and sides. The IMRON paint is still showing no signs of wear. Additional information on the new paint schemes, the letters BM (stencilled) will be put on the noses of ALL newly painted P9s, 7s, 18s, 200s and 300s.

Power on DOBO as of late has been GP9 (18) 1848, GP9 1737 and GP18 1850. On 10 / 8, GP9 (18) 1803 replaced 1848, the rest of the lashup stayed the same.

The B&O Museum in Baltimore MD. has taken in a huge electric locomotive for preservation, one of the "Little Joes" from the South Shore Railroad. Built originally for Russia under lend lease, it was sold instead to the South Shore in the late 40s, after US / Russian relations deteriorated. A GE unit, it is one of the largest electrics ever built. The B&O Museum is operated by Chessie, and the South Shore Line is now part of the Chessie (CSX) System. **From "THE CALL BOARD",** Mohawk & Hudson Chapter, NRHS

MORE B&M



1) GP9 (18) 1803 at Exeter, N.H.

2) GP7 1560 at Rigby Yard in Portland, Me. Note no train control package on rear.



B&MRRHS

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Photo

Also from "THE CALL BOARD": Delaware & Hudson Alco C420 # 407, which had seen brief service as an Avon Blue unit, was outshopped in the traditional blue and gray colors (including silver trucks!), following an engine change.

From DANIEL FOLEY: Recent sightings: GP9 (18) 1821 at White River Jct 9/6/81; 1804 at East Deerfield Shops on 9/19/81.



**DON'T FORGET ABOUT THE B&M 2 - 10 - 2 RAFFLE !!!!
SEE ENTRY BLANK ON PAGE ONE !!!**

Just in case you haven't yet made plans for your 1982 summer vacation

From the WALL STREET JOURNAL, Sept 28, 1981:

NEW YORK: "Just when you thought the railroads were dying, American Express Co. is set to revive the 'golden age' of luxury transcontinental rail service.

Beginning in April 1982, the travel concern says, wealthy travellers can take a nine day rail trip between New York and Los Angeles in refurbished private railroad cars, 'the way it was in the days of the Great Trains' like the Twentieth Century Limited.

The ticket price is strictly 1980s: \$2,295 a person one way, or about \$250 a day.

The emphasis is on luxury service and snob appeal. The tour includes 'gourmet' meals cooked by a private chef, 24 hour room service, nightly dance bands and entertainment, and a manicurist and lady's maid. There will be stopovers in New Orleans and Phoenix, with limousine service to luxury hotels there.

Each trip is restricted to 20 couples aboard four private cars, for a limit of 400 passengers for the 10 trips planned in 1982. American Express says the trips hark back to 'a time when railroad cars were reserved for the elite and privileged.'

The 'land cruise' is being operated by Twentieth Century Rail Tours, a private New York company. The cars, leased from railroad buffs, date from the 1930s and 1940s and have been refurbished, with such modern additions as video cassette recorders. The cars include a private bar car and a mahogany panelled club car used by the Canadian National Railway.

But the train service may be something less than the Whitneys or Vanderbilts were used to. The private cars are hauled by regularly scheduled Amtrak trains over the ailing rail system's sometimes rickety tracks.

American Express says it's spending a 'substantial sum' to promote the new service. It feted reporters with champagne and dinner on a trial run to Philadelphia over the weekend, and a six day press trip leaves here for New Orleans today.

American Express says it expects the trips to yield a modest profit and to gild the travel concerns image."

Thanks to Gilbert Payson.

-B&M Members from DORA LAMSON, Membership Secretary:

The B&MRRHS welcomes these new members to the Society.

Tom Nichols
Box 124
Charlton Depot, MA

Johh Umbdenstock
577 Ridgewood Road
Westwood, N.J.

Jack Styles
Box 2115
Peabody, MA

Randolph J. Owen
5 Winthrop St
West Boylston, MA

James S. Meuse
25 Karen Rd.
Wakefield, MA

C. Richard Irish
17 Thelma Dr.
Exeter, NH

REPAINTS !!!

RHS
etter
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3) GP18 1850 at Exeter, N.H.



4) GP7 1555 at Biddeford, Me.

LISTENING IN

A listing of popular radio frequencies in use by New England railroads:

BOSTON & MAINE	VERMONT RAILWAY	BANGOR & AROOSTOOK	MAINE CENTRAL
161.400	160.290	161.440	161.250 (also Portland Terminal & Conway Scenic)
161.520	160.710	161.530	
161.160	161.010		160.620

B& Marketplace

"I am interested in buying the early issues of the B&M Bulletin up through the Fall issue of 1974. Also, is there anyone I can contact to get photocopies of the September 1972 Bulletin with its articles of the E7's and the stainless steel passenger cars? I would like to model some of those and need info as to such things as location of steam generator equipment on the roofs of the E7's and roof details of the passenger cars" Contact **CHARLES H. SOWA, P.O. Box 2125, Martinez, CA 94553.**

Builders Plates from the Northern Pacific Railroad American Locomotive Co. Brooks Works Feb. 1907, no. 41930, Brass, loco No. 2388 2-6-2; ALCO Brooks Works Apr. 1907, NO. 41963, Brass, Loco No. 2419, 2-6-2; Schen. Works, Nov. 1912, NO. 52034, Brass, Loco No. 1169, 0-6-0. Plate size all plates 13½ x 7¼. **C. B. COBB, Whipple Rd., Kittery, Me. 03904.**

Have to sell: 2 Con Cor PA1, Santa Fe, 1 powered & 1 dummy w/ Kadee couplers \$35.00; 1 Bachman 4-8-4 Northern, Santa Fe, \$25.00 or B.O.; all N scale; also N scale "rare bird", 1 Jamco brass 3400 class Santa Fe Pacific, like new in orig. box, B.O. over \$200.00 reply by Dec. 31, 1981. **JON LANDRY, 12, Linden St., Exeter, NH 03833.**

ANNOUNCEMENTS

TRAINWAYS meet at Nashua Senior High School, Nashua N.H., 9 am to 4 pm, December 13, 1981. Admission: Adults and teens: \$2.00, children 5 to 12: 50¢. For info contact Trailways of New England, 115 Standish Rd., Needham, MA 02192 or call (617) 444-6709 until 11 pm.

SECOND ANNUAL MODEL RAILROAD SHOW, sponsored by the Ammonoosuc Valley Railway Assoc., at Continental 93 Motor Inn, Exit 42, Littleton, NH. November 21, 1981. Donation \$1.00.

HELP WANTED

"If it is at all possible, I would like to get information about the 5000 series motors that operated through Hoosac Tunnel. I would like very much to build a large scale model of one, but have had no luck in obtaining drawings or dimensions of them. Perhaps Don Clerke or others on your staff might be able to help me. This will not be a commercial endeavor. My late father worked in the repair shops in North Adams and I can remember them slightly. I was in my pre teens when we left the city and by the time I got out of the service they were gone. Any information you can give me will be appreciated. Thank you." **DONALD MARSHALL, College Hill, Woodstock, VT 05091.**

"I write to you for help in a research project. My particular interests over the years have been heavy duty depressed center and well hole flatcars. During the past 4 years, I have been consolidating all the information available to me in a series of three ring binders arranged by reporting marks, both common carrier and privately owned. This is not a passing fad, but a serious project and is now in 24 volumes.

The B&M had 3 groups of cars of particular interest to me. First is series 5000 to 5007, 5 of which appear to have been sold to GE. I have a fairly good drawing of 5000, but do not have a diagram and would appreciate it if you could supply one, plus additional photos if available.

B&M 5010 is a complete mystery to me. Aside from data in the freight equipment register, I know nothing of its construction. It appears to have been retired in 1978. Anything you can supply on this item would be very much appreciated.

B&M 5100 to 5103 are 38' cast steel depressed centers. As of the Jan. 1981 register they were all on the roster. My project begins for the most part in 1949 and there were 4 of them on the roster then. I have only a photo of 5103 from a friend. A diagram and additional photos would be very helpful. Also, do you know anyone particularly knowledgeable in the Barre & Chelsea? They had 3 well holes, and data on them is very minimal.

Your assistance in the above matters would be very much appreciated, and I certainly would be willing to pay such expenses as are reasonable and necessary to fulfill my needs." **CRAIG BOSSLER, 1212 N. 6th St., Reading, PA 19601.**

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. Publication 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 1977, \$2.25 @; Spring, Summer, Fall 1978, \$2.50 @; Winter 1978 - 1979, Spring, Summer 1979 \$2.50 @; Summer 1980, \$2.50 @; Fall, 1980, \$3.25 @.

Other B&MRRHS Publications: 1932 Snow Train menu, 25¢; reprinted Montplier & Wells River / Barre Chelsea RR employees timetable #62 B of January 22, 1928, \$1.00.

B&M Modelling Guide: Don Clerkes excellent handout from his modelling 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, Railroad Model Craftsman**, 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 four 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 1950s by B&MRRHS Director, Preston Johnson. Includes trackside, cab ride, and North Station rush hour sequences. Railfan / Railroad Magazine calls it "a real delight". Don't miss it! (Shipped in special mailer.) \$7.95 postpaid. (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, MA. Includes good station and train photographs. \$3.00.

BOOKS BY OTHER PUBLISHERS

New England Diesels: Dave Albert & George Melv's photographic chronicle of the diesel locomotive in New England from the 1930s to the present day. All Class 1 roads as well as shortlines are represented in the 420 plus photographs from New England's major rail photographs as well as some unknowns. This book is organized on a state by state basis, including maps of rail mileage in each state. An excellent value! Hardbound, 232 pages. Members \$24.00 Others \$28.95.

Northern Rails 1980 Edition: A 34 page illustrated guide to the railroads of Maine, New Hampshire and Vermont, their freight and passenger operations, locomotive rosters, yard and terminal locations, maps and radio frequencies plus gazeteers of principle 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.

A Century of Railroading: In Crawford Notch, by Robertson & English. \$4.00.

Maine Central Steam Roster & Maine Central Diesel Roster: By Bill Robertson. Illustrated, very useful, an excellent value. \$4.00 each.

Rock Island Locomotives on the Maine Central: by E. B. Robertson. \$4.00. Reproductions of **Maine Central Railroad Handbook of Officers, Agents, Stations and Sidings (1917)** and **Boston and Maine Railroad Handbook of Officers, Agents, Stations and Sidings (1932)** done by Bill Robertson. \$2.00 each.

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

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

A Pinprick of Light by Carl R. Byron. A 72 page, 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 Railroads: Past, Present and Future: by Robert P. Fuller. This 95 page hardcover book covers in chronological order the history of New England's railroads since World War II. It concentrates on the slow deterioration of service, what was done to stem that deterioration, and recommendations for ways to improve the regions railroads. Contains several photographs and an extensive bibliography. \$10.95.

Railroad Lanterns: A Buying Guide: An easy to use buying guide with price references was researched and authored by C.M. "Bud" Kell after his discovery research is a 32 page buying guide using a step by step approach to describe and value railroad lanterns. It answers questions about completeness, condition, authenticity, styling, glassware and manufacturers. Thirty one photos and illustrations are used to simplify lantern identification. \$4.95.

**PUBLICATION
TIME-VALUE**

**NON-PROFIT
ORGANIZATION**

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ZIP Code 03801

Incorporated **Boston & Maine Railroad Historical Society**

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