

## B & Meeting

### NEXT MEETING:

**December 12, 1981**

**8:00 PM**

**1ST UNITARIAN CHURCH  
WOBURN, MA**

**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 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.

**FEBRUARY 13, 1982**; Same time and place, Program to be announced.



# Season's Greetings



Our use of the First Unitarian Church, Woburn, facilities stipulate that:

1. All chairs that are brought out are to be put away. Only three rows, which are already set up, stay.
2. There is to be **NO** smoking in the building.
3. No food is to be brought in or consumed during our meetings. Failure to comply with the above will result in a monthly janitor service charge of \$40.00.

We received a complaint from the church authorities following our September meeting which has been answered. We would like to maintain a good relationship with our host and also to avoid the extra charges. May we have your cooperation? Thank you.

### BRING A FRIEND TO THE NEXT B&MRRHS MEETING !!!

As we come to the end of the year, and look forward to 1982, maybe we should pause in the midst of this hectic holiday season and take the time to thank the people who make the B&MRRHS go. These people include the Board of Directors and the Officers, who do all the behind the scenes "dirty work" that keep the Society operating smoothly; John Alan Roderick, for the great programs month after month; to the people in charge of the Church in Woburn, MA, also to Joe Shaw in Hampton and Dwight Smith at the Conway Scenic Railroad for providing a place for us to hold our meetings; to Dick Symmes and the **FANTASTIC** job he and his staff do on the Bulletin (The B&M Bulletin is considered to be one of the **best** railfan historical publications in the country!!! **Don't** take it for granted!!!); to the Newsletter staff, both past and present, for keeping the membership up to date with matters concerning the B&M and other railroads; and to all our contributors, without whom we would be nothing; the archive staff; to Dora Lamson and her Membership committee, who process your membership applications and renewals with great efficiency (keeping track of our 1500 plus and growing membership, changes of address, etc., is no easy job!); the Boston & Maine Railroad for its help in research articles and donation of information to our Archives; and lastly, to all of the members who are willing to pitch in and lend a hand when work has to be done, a table at a show needs to be manned, or a volunteer is needed. Thank you all for making the B&MRRHS what it is today, and what it will be in the future!!! Happy Holidays !!!

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 HO2-10-2! 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 : NOVEMBER MEETING OF THE B&MRRHS :**

The November meeting of the B&MRRHS was called to order on Saturday, November 4, 1981 at 8:05 p.m. at the 1st Parish Unitarian Church, Woburn Square.

The business portion of the meeting was disposed of, so the program for the evening could proceed. Don Clerke gave an excellent presentation on modelling the B&M, which included weathering details on all current parts schemes.

Several fine displays were also on hand, including a large diorama and covered bridge model.

The meeting adjourned at 9:30 pm.

Respectfully submitted,  
Michael E. Gaudette

**B&M SALE MAY BE IMMINENT !**

**"October 28, 1981 :** A spokesman in the Boston office of the Boston & Maine Railroad said yesterday the sale of the 1500 mile New England rail line to millionaire Timothy Mellon "may be imminent" and could happen in the next week or two.

Gloria Stone, public relations director for the bankrupt line, said the U.S. District Court in Boston and the Interstate Commerce Commission, both of which must approve the railroad's long impending reorganization plan, are working together to complete approval of the plan and clear the way for the sale to the scion of the Pittsburgh banking family.

The Raymond Cattle Company of Boston, a financial firm, reportedly had recently withdrawn its offer for the railroad, leaving the field clear for Mellon.

John R. McAuliffe, acting state railroad administrator, said Tuesday the 39 year old Mellon has offered \$25 million for the Boston & Maine line.

Also, yesterday B&M officials said they are hoping to purchase parts of the Conrail system in Rhode Island, Connecticut and Massachusetts. That move, apparently tied in with the Mellon sale, seems a further step toward Mellon's apparent goal of creating a newly unified and revitalized rail system in the Northeast. In June, he acquired the 900 mile Maine Central Railroad from the U.S. Filter Corp. for an undisclosed price.

Mellon continued his role as a mysterious figure yesterday, refusing to appear publicly or to talk to reporters as the Maine Central train stopped in Intervale, N.H. to pick up N.H. Governor Hugh J. Gallen, Executive Councilor Ray Burton and McAuliffe. Maine Central vice president Bradley Peters confirmed Mellon was aboard and was joined by the state officials for a 264 mile round trip from Portland, ME to St. Johnsbury, VT to discuss "railroad matters in general."

The Boston & Maine has been bankrupt since 1970. The reorganization plan before the court and the ICC is to assure that creditors are reimbursed equitably for their losses and that the railroad has sound prospects for future profitable operation without plunging into bankruptcy again.

The B&M last year made a profit for the first time in 23 years and is said to have remained profitable since then, mostly by cutting costs. Mellon, a resident of Guildford, Conn., heads Guildford Transportation Industries. His grandfather, Andrew, was Secretary of the Treasury. The Mellon family helped to develop many new industries in the 19th Century. **(MANCHESTER UNION LEADER, Oct. 20, 1981 )**

**OOPS !!!**

The special passenger train carrying Timothy Mellon, new owner of the Maine Central Railroad, and about 40 Vermont, New Hampshire and Maine officials derailed near the Vermont / New Hampshire state line. The derailment occurred two miles from the nearest road, which complicated rescue matters. Locomotive 258, just out of the shops after a major overhaul, lies upside down in the ditch alongside the track, and locomotive 573 is on its side on top of 258. The locomotives will remain on the ground until the ground either freezes or dries out sufficiently to allow work crews in. Also damaged in the derailment was steel combine 322, used as a steam generator car (twisted center sill) and slight damage to streamline car 108. A washout was the cause of the derailment.

**KEENE (N.H.) B&M BRIDGE TORN DOWN !**

The 51 year old Boston and Maine Railroad bridge on Route 101 just east of the city was torn down during an arduous 18 hour job Wednesday night and Thursday morning (Nov. 4 and 5).

The Cheshire Branch had connected Keene, N.H. with North Walpole, Wichendon, MA, and Bellows Falls, VT. The 96' bridge, on the abandoned Cheshire Branch of the B&M, was dismantled by Yankee Crane Service, Inc., of Peterborough, N.H. and Old World Builders, Inc. of Rutland, MA, so the materials could be used by the railroad company elsewhere, according to company officials. It is unlikely that the Cheshire Branch will be re-established, officials said. Officials sought a stay of execution for dismantling the bridge, but an effort led by Executive Councilor Bernard Streeter failed to save the structure.

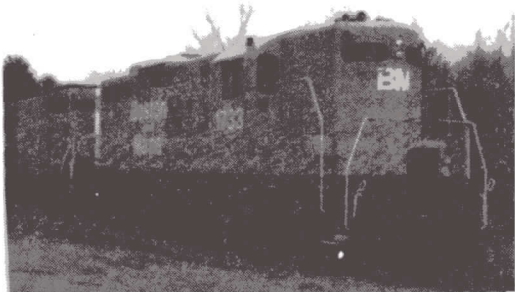
Company officials said the bridge had become a road hazard on Route 101, especially for large trucks. They said this hastened their decision to take the bridge down. The materials for the bridge, including old track, will be used at other B&M facilities.

During the 18 hour job, local traffic was detoured from Lower Main Street and Swanzey Factory Road, just south of Route 101.

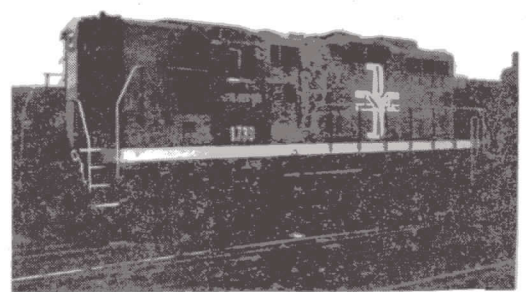
**From The Manchester Union Leader, submitted by DAVID K. JOHNSON.**

**1733 - THE LAST "BLUEBIRD"**

In October 1981, the sole remaining McGuinnis "Bluebird", 1733, was repainted to the Boston & Maine Railroad's current practice. With a single swipe of the Billerica spraygun, an era came to a close on the B&M. 1733 was perhaps the single most sought after locomotive on the railroad during the last year or so, as one by one the other engines went through the paintshop, (some more than once), and it became more and more apparent that this bit of rolling history's days were numbered. Woe be to he or she who didn't get their photos of it before it went !!



GP9 1733 in current paint scheme at North Hampton, N.H., October 1981  
Photo by Bill Fothergill



GP9 1733 at Somerville Engine Terminal in early 1981. Notice how good the paint looked even at this late date.  
Photo by Jeff Ursillo

### CONRAIL HANGS IN THERE

A year ago, Conrail looked like a basket case. Congress, tired at last of pouring money into it (\$3.3 billion since 1976), went along with the Reagan administration's proposal to give it one last shot of cash for one last try. If Conrail couldn't reach the black ink by 1983, it was to be auctioned off the highest bidders. Although Conrail is not yet out of the tunnel, it can certainly see something that looks like daylight. Its 1981 first quarter loss of \$52 million was the smallest loss in its five year history. In the second quarter it made a \$13 million profit. This week it reported a \$65 million profit for the third quarter. The final figures for 1981 may still edge into the red ink, but they surely will look a lot better than the \$244 million loss the system suffered last year.

Conrail's comeback is due to improved management, deregulation, a closing down of unprofitable lines and a rewriting of the labor contracts to permit Conrail to buy out laid off employees with lump sum severance payments rather than giving them lifetime pay guarantees. It is a dramatic example of how free market economics can stimulate even a moribund enterprise.

The revival of Conrail considerably changes the New England railroad picture. A year ago, the Providence and Worcester Railroad was the only bidder for the Conrail lines in Rhode Island and Connecticut, which were to be auctioned off. Then Timothy Mellon of Guilford Transportation Industries got into the picture. Mellon has bought the Maine Central Railroad, is buying the Boston & Maine Railroad and is negotiating to buy the Delaware & Hudson Railroad. He wants some of Conrail's New England lines to round out his new railroad empire.

After behind the scenes negotiations, Mellon struck a deal with Conrail. The Boston & Maine will take over all Conrail lines in Rhode Island, some of the Conrail lines in western Massachusetts and will share the rail freight business in Connecticut with Conrail, if the Federal Railroad Administration approves. The P&W, of course, will fight any such move.

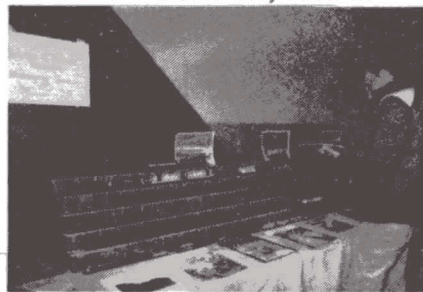
Under the plan, the B&M would acquire 95 miles of railroad track in Connecticut and gain trackage rights on 113 miles including the main line between Springfield, Hartford, and New Haven. It would also take over some smaller lines in the Berkshires. So the great railroad saga continues. Will the P&W, "The Little Railroad That Could" be shunted aside by the Mellon raiders in league with the Conrail cossus in the race for New England's tracks and sidings?

The next episode in this exciting serial will unfold in Washington, when the Federal Railroad Administration decides what to do.

(From the Worcester Evening Gazette, October 30, 1981 Submitted by CYNTHIA O'CONNOR)

### YOUR SOCIETY IN ACTION !!! THE B&MRRHS AT THE 35TH ANNIVERSARY NER SHOW AT NORTH CONWAY, N.H. !!!

This is the B&MRRHS display and sales table at the 35th Anniversary Convention of the N.E.R. (NMRA), held at the Fox Ridge Motel at North Conway, N.H. On the table were back issues of the Bulletin, other Society publications, books by other authors and a display of HO and N scale model trains depicting the B&M paint schemes through the years. Models were donated for this exhibit by the Great Bay Model Railroad Society. All in all, a great convention, and a very successful outing for the B&MRRHS !!!



**B&M Members** from Dora Lamson, Membership Secretary :

We welcome the following new members to the B&MRRHS :

Jerry E. Cook 9 Noble St. Brunswick, ME	Frank W. Fitzgerald 17 Wesmur Rd. Malden, MA.	Donald Rosette 48 Hancock Ave. Medford, MA.	John Orofind 999 Asylum Ave. Hartford, CT.	Robert M. Franklin P.O. Box 1147 Brewster, MA.
Richard E. Dill South Newington Rd. Newington, N.H.	Richard R. Clarke 10 Edgewood Rd. Middleton, MA	Andrew E. Clarke 2431 Pinn Rd. Apt 123 San Antonio, TX.	Ken Karlewicz 26 Halgren Crescent Haverstraw, N.Y.	Frank Norcross 74 Stafford Drive Severna Park, MD.
Scott Hanson 215 Willoughby Ave. Apt. 901 Brooklyn, N.Y.	Norman E. Nary RD # 1, Box 541 Sunset Hill Rd. Northwood, N.H.	Thaddues S. Anderson 134 High Plain Rd. Andover, MA.	Raymond J. Haberstroh P.O. Box 444 Rehoboth, MA.	Bruce LePlant 64 Kirkland Drive Webster, N.Y.

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 Hardwood Station address. Price is \$6.95 for one, or \$12.95 for two, which saves you a dollar. Include \$1.00 per car for postage and handling. Order from :

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

Boston National Historical Park has recently acquired Hoosac Stores numbers 1 & 2 Charlestown, and is seeking information on their use by the B&M over the years. Anyone having material or photographs on B&M operations at the Hoosac Piers is requested to contact

**PAUL WEINBAUM**, Historian

Boston Nat Hist Park  
Charlestown Navy Yard  
Boston, Mass. 02129

**Tel. 242-5622**

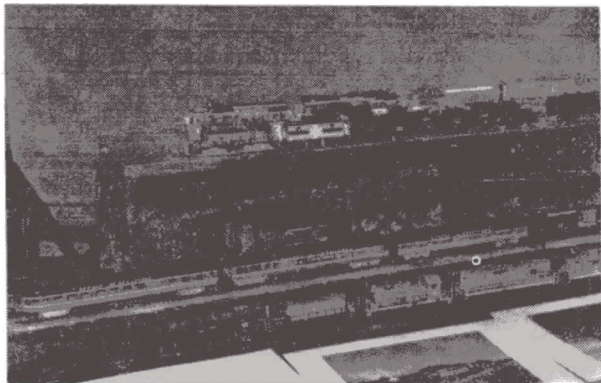
or to see

**STEVE CARLSON** at the December meeting.

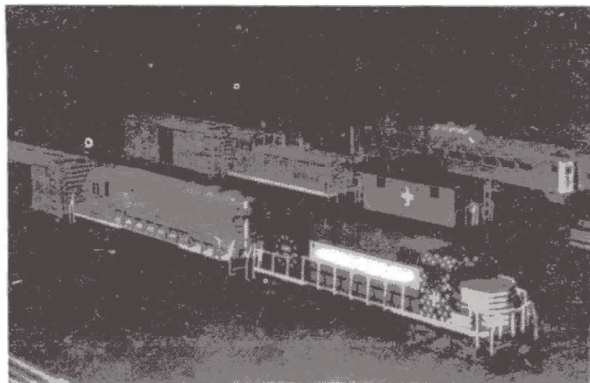
**DON CLERKE'S** 1981 B&M Modeling Update - Available Now! Send SASE to:

**DON CLERKE**  
132 Laurel Street  
S. Windsor, CT 06074

### B & MODELERS MEET ---- November 14, 1981



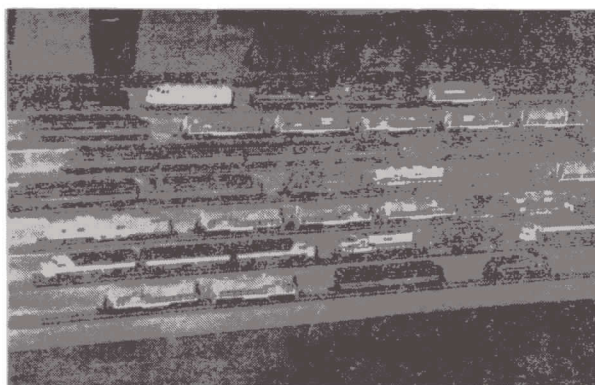
Display of BAR, B&M, and D&H equipment including a beautiful model of the covered bridge at Bennington, by Larry Kemp and (Young) Bucky Dumaine.



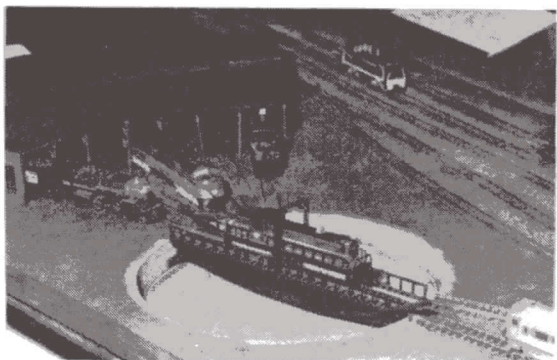
Ed Dooks display of B&M diesel and steam locomotives in HO scale, including a Sperry Rail car.



Some nice N scale B&M, NYC, and Pennsy custom painted and kitbashed by Larry Howard.



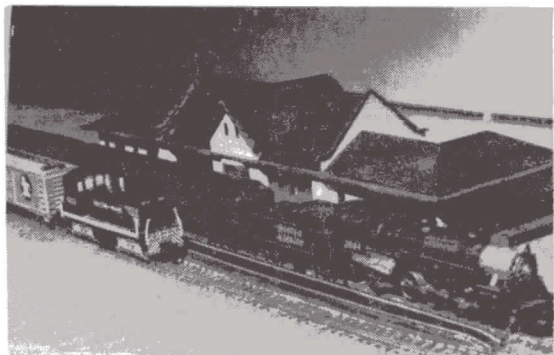
B&M, MEC, CV, and BAR N scale motive power custom painted and decaled by John Landry, Dennis Adams, and Jeff Ursillo.



Scenes of a beautifully detailed N scale diorama built by Scott Whitney, Gerry Babyok, and John Allan Roderick.



The B&MRRHS attracts railfans of all types !!!!



## NOTICE TO THOSE ORDERING MERCHANDISE BY MAIL FROM THE B&MRRHS :

The two recent postal rate increases resulted in significant increases to the Society's handling and mailing expenses. As a result, it will be necessary for the Society to begin charging for shipping and handling. Effective January 1, 1982, shipping and handling charges must be included with each merchandise order according to the following schedule :

Order Size	Shipping / Handling Charge
\$0 to \$10.00	\$1.00
\$10.01 to \$25.00	10% of order
\$25.01 to \$50.00	\$2.50
\$50.00 and up	B&MRRHS pays

All orders postmarked not later than December 31, 1981, will be honored without shipping charges, so get your Christmas orders in **NOW !!!**

Due to our photo layout on the B&MRRHS Modellers Meet, held November 14, 1981 at Woburn, we have cut back **MOTIVE POWER ROUND UP** this month. Any matters of major importance have been listed, and everything else has been kept for use in future Newsletters. We hope that you enjoy the photos, and **MOTIVE POWER ROUND UP** will be back in January.

## ANNOUNCEMENTS !

**THE STONEY BROOK RAILROAD CLUB** of Westford presents the 1981 Railroad Show, **SUNDAY NOVEMBER 22, 1981** from 12 to 5 pm. Location: Abbott Middle School, Westford, MA (Minutes off I 495 or Route 3.) Dealers, operating layouts in 1/2", Std. Gauge, 1/4" (0 Scale), HO, N. Live Steam, Railroadiana. Admission: Adults \$1.00, Children 5 to 12 and Senior Citizens \$.50, Handicapped **FREE**, family limit \$2.50.

**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 Trainways of New England, 115 Standish Rd., Needham, MA 02192 or call (617) 444-6709 until 11 pm.

**APRIL 18, 1982 LITTLE RHODY DIVISION'S** 18th Annual Open House. Open to the public from 10:00 AM to 4:00 PM at the Frank A. Olean Regional Center, Airport Road, Westerly, R.I. Registrations and information: Stephen Boothroyd 256 Balsam Rd. Wakefield, RI 02879.

**TRAIN SHOW** Sponsored by Pulaski High Music Club, **SATURDAY, FEBRUARY 20, 1982** at Pulaski High School, 757 Farmington Ave., New Britain, CT. Information: Bob Cugno, Pulaski High School, Above address.

## GOLDEN SPIKE CEREMONY MARKS SANDOWN DEPOT RENOVATION !

Over a hundred people attended the Golden Spike ceremony at the Sandown, NH depot to watch former NH Governor Meldrim Thomson and other dignitaries drive golden spikes into the train track as part of the dedication of the depot.

The Sandown Historical Society and Museum sponsored the open house and ceremony to dedicate the Depot which has been under renovation by the Society for four years. Sandown Historical Society President Rev. John R. Chapman presided over the program introducing the dignitaries.

Rev. David Watkins, pastor of St. Matthews United Methodist Church, gave the invocation and Rev. Chapman welcomed everyone. Historian for the Society, Bertha Deveau said the Depot was built in the 1860's as a stop on the Worcester, Nashua and Portland Railroad, and won many awards for beauty competing with other stations on the line.

The WN&P line was heavily used for passenger and freight service and consequently there were occasional train wrecks. Mrs. Deveau related the story of a wreck in Sandown on which train coal was carried. "Some of the people of Sandown were very warm that winter," she said.

In 1911, the Boston & Maine Railroad bought the line and service continued until 1977 when the town bought the depot from the state. The Society has been renovating the building since then, and Mrs. Deveau thanked the members and friends who have helped. H. Arnold Wilder, from the Boston & Maine Railroad Historical Society, riding his trained horse, gave a few details about the railroad line. Robert Fuller of Atkinson, who is author of a book about the Boston & Maine Railroad suggested that the Society "run the track a little further and operate an excursion train."

Assistant Vice President George Romaine presented a memorial brass plaque, engraved with the names of the three station masters, George Sanborn, Beverly Seeley, and C. Burton French. The plaque will be hung inside the depot. Edna F. French, widow of Mr. French, and Doris Dumbrowski, daughter of Mr. French, were present.

Romaine also presented a wall display of railroad items donated by Vincente Blanco of Sandown. Harold Pruden of Sandown made the display.

Driving the first golden spike was former Governor Meldrim Thomson who talked about the volunteer spirit in New Hampshire communities.

Thomson said it was not grants from Washington but people that built America and suggested that "government should take a back seat in our lives."

Other dignitaries who drove golden spikes were: Judge George Grinnel, who has donated two railroad cars to be placed on the track; Sandown Selectmen David Rizzo and William Gregorio; Representatives Richard S. Rand, Natalie Flannagan and Alfred Ellyson. Assisting in the ceremony were Society members Edward Deveau and John Harrington.

Judge Grinnell introduced Roy N.V. Brodie, East Derry, who is also donating a baggage car to the Historical Society.

Well wishes were expressed by the dignitaries and Rev. Chapman said benediction which concluded the official ceremony.

Refreshments, displays and souvenirs were available inside the depot, including an authentic display of telegraph equipment and memorabilia about railroads and also about Sandown. **From the Plaistow (N.H.) News, 10 / 29 / 81. Contributed by THEODORE O. HESSE, Kingston, NH.**

**B& Matters**

The B&M has claimed that the derailment which occurred near Cole's Hill in Wells, Maine, in August, 1981 was due to "braking coming down the grade and a worn side bearing on one of the cars." The railroad inspects the tracks at two week intervals and in the interest of safety the company has programmed more than \$700,000,000 in the past three years to improve the track structure. James Shay, Assistant to the Vice President of Engineering stated that the tracks in Wells are in Class 3 condition, that is trains have speed restrictions: 40 miles per hour for freights and 60 miles per hour for passenger trains. (**York County Coast Star News, October 28, 1981**).

As a result of a probe into the fatal crash of a passenger and a freight train at Prides Crossing in Beverly, MA last August, the B&M "conclusively attributes 'the accident' to human factors and human error on the part of personnel involved," according to Vice President James Stoetzel. Consequently, one person was fired and disciplinary action taken against another. B&M sources are quoted "Appropriate disciplinary measures have been taken and the B&M plans neither further action nor further statements relative to this incident." (**The Lowell Sun, October 10, 1981**)

**From GREG NAZAROW:** Cheyenne, Wyoming seems to be full of surprises! On October 4, 1981 I spotted two **B&M RDC cars** (an RDC1 and an RDC2), westbound, dead in train ahead of the caboose. Perhaps you could speculate where they were going. I thought maybe Boise, Idaho to Morrison Knudsen, but the train had N&W and SP pool units on it, so who knows. Perhaps they were to be put onto another train at Ogden (probably so if they were headed north) Who knows! Looks like B&M / MBTA is extending passenger service **way** out west!!! Cars sighted were RDC1 #6139, and RDC2 #6203. (They were enroute to Morrison Knudsen, Boise, Idaho, for refurbishing. **L.C. HUTCHINSON**)

**From SCOTT WHITNEY:** Coal is still going to Mt Tom, but now the cars are frequently brought down on extra trains, and empties are returned on the same run. Coal is only unloaded between 0700 and 2200 hrs. daily, to eliminate noise while local residents are sleeping. The number of trains between East Deerfield and White River Jct. is down by two due to the consolidating of the CP bound and Whitefield bound trains. The trains are usually preblocked, thus having a buggy show up in the middle of the train quite frequently. B&M is going through the process of leasing out two of its branch lines in New Hampshire and New York to the Green Mountain and Vermont Railway. The Ashuelot branch is going to the GMRC (GMRC already operates the Keene, N.H. yard under the same arrangement), the Bennington branch going to the VTR. Both transitions are in the hands of the Federal government, and its anyone's guess as to when it will all happen.

Weekend of October 11th and 12th saw the Mystic Valley Railroad Society trip run from Boston to White River Jct with push pull F40s with Pullman Standard equipment. A side trip was run to Woodsville and the return trip stopped at Bellows Falls to allow passengers to ride the Steamtown train to Chester, VT. GMRC #401 did the honors, with B&M engineer Doug Kidd guest starring in the cab.

On November 4, 1981, the Portsmouth Switcher rolled into Rockingham Junction, N.H., with 69 cars (approx 2200 tons) and locomotives 1733, 1716 and 1563. This may be an all time record for cars and tonnage on the Portsmouth Branch. A minor derailment at North Hampton, N.H. was the reason for the large number of cars. **From ROBERT E. DONNELL**

**ARTHUR GERRISH, 421 Glendale Rd., Hampden, MA 01036,** has a large assortment of B&M railroadiana for sale. This includes timetables, excursion flyers, employee magazines, several lanterns, a station sign and other hardware. Contact Mr. Gerrish by mail at the above address or by telephone at **(413) 566-3243**.

**From DON LeJEUNE:** It's been quite a while now since it's been cut, but Boston has lost BO-2. BO-1 and BO-4 are taking up the slack.

The Central Square Station in Lynn has received \$200.00 to upgrade and rehabilitate the structure. New platform, better lighting, benches, signs and paint, along with a new downstairs waiting room highlight this project. During rush hours, passenger service will be every fifteen minutes, and MBTA bus service will connect downstairs from the station. Wouldn't it be great if the B&M reopened the Lynn Tower adjacent to the Green St. Bridge. The structure is still as sound as it was back in the 50's.

A lot of 300's used for work trains lately due to shortage of GP7's and 9's that are shopped for work. WO1 will be using two units back to back due to "black tracks" (leaves on the tracks) hopefully will continue on a regular basis. New train dispatchers are in training at Billerica to ease the work load. One is veteran Salem Train Director Barry Osborne.

The Conway Branch upgrading continues, with several crossings being rebuilt, and the light rail being replaced by heavier rail from Exeter, removed when welded rail was installed earlier this fall. New Ballast has also been put in place.

**From BUD HORTON:** A special train carrying new Maine Central owner Timothy Mellon ran 10/26 from Portland to St. Johnsbury, VT. The train also carried state representatives of New Hampshire, and I assume Maine representatives as well. The train was scheduled to return to Portland on 10/28 or 29. Also, to maybe shed a little light on the question concerning the double tracking of the Dover Arch posed in the Fall B&M Bulletin, the B&M Book of Bridges, the Dover Arch should have been double tracked around 1907.

**B&Marketplace****AN IMPORTANT NOTICE CONCERNING B&MARKETPLACE**

As of January 1, 1982, there will be a \$5.00 charge for any "for sale," "swap", and "looking to buy" listings in B&Marketplace. This does not affect any listings for assistance and/or research, except in a commercial endeavour. Also, due to space limitations, we must ask that you edit your listing down to a maximum of four or five lines. Your ad will reach our 1500 plus membership, and is still a good deal, since you can't even buy a small ad in Model Railroader or Railroad Model Craftsman for under \$40.00, and all money goes to the B&MRRHS. Please submit all B&Marketplace listings through the Harwood Station address, and enclose check or money order for \$5.00 per month, made payable to the B&MRRHS. Thank you.

For Sale: B&M Railroad Timetables from April 26, 1931 to October 31, 1971, 67 asst, not a complete set, some duplicates. All in Good to Very Good condition. Please send large SSAE for individual list to: **FRANK E. LISBON, P.O. Box 728, Portsmouth, N.H. 03801**.

For Sale: "I have a number of CN, CP and GT negatives that I have taken myself over the years. If anyone is interested in purchasing these, I would ask for a large SSAE expressing his needs, I'll return a list of what I have and prices. Also, have March 1889 issue of National Car & Locomotive Builder, (cover is patched, back cover slightly torn reading matter not disturbed) B.O. will take it! Postage prepaid. **From L.S. TWOMBLY, 18 Juniper Lane, Concord, NH 03301**.

For Sale: BM timetables: 1887, 1900, and 1932 to 1959; BM and other New England railroad books; HO brass: CV2-10-4, BM2-6-0, 4-4-0, 2-8-0, 4-8-2, other items; super8 films BM; other railroad items. LSSAE for list **ARTHUR BENEDICT, 1339 Montego, No. 69, Walnut Creek, CA 94598.**

Wanted: Back issues of B&M Bulletin in good condition. Any information on B&M passenger equipment and MW equipment. Any info would be greatly appreciated. **JOHN J. LOESER, 38 Shadowlawn Drive, Old Bridge, NJ 08857.**

### — PUBLICATIONS FOR SALE —

The following publications are available 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 @. Winter 1980 1981, Spring 1981, Summer 1981, Fall 1981 \$3.25 @.

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