

# NEWSLETTER

Boston & Maine Railroad Historical Society

19 Incorporated 71

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## ***The Board of Directors, Officers and Staff of the B&MRRHS wish everyone a Happy New Year***

### **— B&MRRHS CALENDAR —**

**JANUARY 13, 1996**

We'll be at Lowell for our annual Members Nite potpourri of railroading. **This event was postponed from December due to weather.** Members and friends are invited to bring up to 25 slides, a 10 minute video (VHS only) or 200' reel of movies of their favorite railroad subject. A Kodak Carousel slide projector and stack loader will be provided. There is also a beautiful projection screen video player at the Mogan Center. However, if you plan on showing movies or slides in other formats, you will need to bring your own means of projection. Member's Nights are always a fun way to see a wide variety of railroading in one evening.

**FEBRUARY 10, 1996**

George Dimond will be giving a presentation on the Lexington Branch with Bedford as the main topic.

**MARCH 9, 1996**

Program not set at this time.

**APRIL 13, 1996**

**Our Joint meeting with the Mass. Bay RR Enthusiasts in Lowell this year. More on this meeting next issue.**

### **— B&MRRHS WINTER STORM MEETING CANCELLATIONS —**

During the winter months, cancellation of B&MRRHS meetings will be broadcast on **WHDH AM Radio**—Boston, on the day of the meeting. (Sorry, WBZ Radio informed us recently that they will no longer be broadcasting cancellations for other-than-school events.) Also, notice of cancellation will be announced on the **B&MRRHS Answering Machine** at (617) 628-4053 **after 12PM** on the day of the meeting.

As always, if you do not hear the notice or are unsure of whether the meeting has been cancelled or not, *use your discretion*. Chances are, if you don't want to drive in it, we don't either!

# !! ATTENTION !!

## IMPORTANT MEMBERSHIP AND NEWSLETTER INFORMATION

Due to personal reasons Jeff Ursillo will no longer be MEMBERSHIP SECRETARY. Henceforth (as of 1/1/96) all membership correspondence and dues payments should be sent to the following address: B&MRRHS, P. O. Box 9116 — Dept. M Lowell, Mass. 01852. Any mail sent to the Florida P.O. Box will automatically be sent to Lowell as per Postal procedures.

This also means that we will be printing the Newsletter in the

Lowell area. So please bear with the Society while it goes through this transitional period.

Jeff sent his letter of resignation to the Board of Directors and it was accepted with regret. A tip of the hat and a big thanks to Jeff for all he has done in the capacities that he has filled for many years in the B&MRRHS.

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## RAILROADING DOWN EAST: B&M IS NORTHERN NEW ENGLAND ON WHEELS (Continued)

The present B&M brass hats have done a good job in the past and deserve credit for having brought the road out of the doldrums where it lay rusting in 1931. Freight revenue had dropped 45 to 29 million in three years; passenger fares had fallen over one-half in the same period. B&M was on the skids for fair, when the floods came to try and finish the job.

The new management, headed by E.S. French, pitched into a vast salvage operation. President French showed Jesse Jones of the Reconstruction Finance Corporation the record of the road's recent progress and received the RFC's proposal. If the mortgage holders would take half interest in the new mortgage and half in bonds which were not a mortgage but would pay interest if earned, the Federal agency would provide the cash to help turn the wheels by buying up \$30,000,000 of new bonds.

In order to work this plan the bondholders had to agree—and to have Yankees with horse-trading ancestors agree on anything involving new moves with money requires long yarning with a hard rein. When the B&M was much younger than it is now, it beat the New Haven to the purchase of the Connecticut River Railroad right-of-way by sending night trains through the countryside to buy up stock. This time they had an easier time of it. New Englanders surprised the road by agreeing to the proposals; 99% of the bondholders favored the deal. The score for the entire country was 94%.

Thus the B&M was saved from such dreary days as befell many railroads with less astute navigation at the financial wheel, and when the present war boom struck it was in a position to profit by the situation. Much that might have been done was still in a drawer in somebody's desk, but enough progress had been made to guarantee the *Line of the Minute Man* a key place in the Nation's transportation system.

When the full impact of the traffic rush began to be felt, it was too late to order new equipment of many types. Too late to order passenger coaches in quantity, even if management had wished to. Too late to improve the North Station track layout—although the present setup is serviceable—or to worry about what might happen if the Mystic bridges were knocked out. It was not too late to move tonnage, and in the common with all the railroads they did a praiseworthy job.

Power was a problem, but with the aid of existing terminals it was handled until new units were bought or borrowed. Possibly the busiest engine-house in New England moved into high-speed operation that it has kept up ever since the national emergency was declared. A mile out of North Station at Charlestown,

Mass., the new Boston Terminal engine-house handles 160-odd locomotives a day.

Situated very handily between two mains, the Terminal forms a horseshoe between the New Hampshire "high line" on the east and the Fitchburg Division connection on the west. The 50-stall roundhouse has one serious drawback: its stalls and parking tracks can be reached only by turntable. A move must be made every eleven minutes, day or night, and requires continuous and careful operation of the "*spinningest merry-go-round*" on the system. The drawback, which fortunately never materialized, would have centered about a bomb or sabotage of the "*big wheel*."

"She'd tie us up good if she went out," said a veteran hogger as he watched a road engine and a 600-class switcher ride the turntable together, "but," he added "she won't."

Such confidence is encouraging. Just the same, if the "*big wheel*" had been cantankerous in September, 1930—to pick a tough day—the power problem would have been acute. Exactly 184 engines were handled that day for the trains to carry the crowds for the American Legion's national convention.

When you consider that every engine has to move twice across the turntable, and some may require half-a-dozen moves, we realize what a key link this piece of equipment is in the Boston area movements. The engine-house does a full job of servicing, feeding hungry tenders 700 tons of coal and thirty tons of sand a day. About a million gallons of water a day gurgle into 95% of the engines that reach the terminal.

These supply operations sound almost fantastic, but the 525 employees at the roundhouse have plenty of mechanical helps. Coal is fed from subterranean pits via buckets that carry it to the top of the coal tower to permit automatic feed, and repair operations are speeded by complete machine-shop installations.

In the roundhouse two stalls are now reserved for Diesels used as "*shifters*" in the Boston area, and the other forty-eight receive the steam hogs as they grind in for service. The Diesel stalls are under considerable pressure these days, although the oil-burners come in only for repair. It is still the coal-hungry steam engines that catch the eye, both for their variety and the types of operations required to groom them.

(Reprinted with permission from *Railroad Magazine* 1946)

Part IV CONTINUED NEXT ISSUE

## RECENTLY IN THE BOSTON GLOBE'S "ASK THE GLOBE..."

Q. When was the last Boston to Montreal train? Where can I find information on the history of the railroad?

A. According to information received from Thomas Humphrey, transportation historian and co-author of "Boston's Commuter Rail—The First 150 Years" (1985), passenger train service between Boston and Montreal was run jointly by the Boston and Maine and the Canadian Pacific railroads until January 1956. Toward the end, the *Alouette* (trains 31 and 32) made the only daily round trip, leaving Boston's North Station at

12:45 p.m., arriving at Montreal's Windsor Station at 9:45 p.m.

Until January 1965, passengers could travel from Boston to Montreal by changing to the Central Vermont Railway line at White River Junction, Vermont.

You'll find railroad history, track plans and photographs of the railroad at the B&MRRHS Archives, located in the Center for Lowell History located in the Mogan Center at 40 French St., Lowell, Ma. 01852. Access is free and open to the public. Call 1-508-934-4997 for hours.

## STATE TO STUDY EXPANSION OF LOWELL TROLLEY SYSTEM

Lowell, Ma.—The state wants to figure out if the trolley system that transports tourists to historic sites in the city is worth expanding.

The Northern Middlesex Council of Governments will undertake a \$60,000 study to find the answer.

The council decided, Oct. 20th, 1995, to enter an agreement with the National Park Service and the Lowell Regional Transit Authority for the study.

The study will determine the ridership and what the cost of an extended electrical trolley system would be.

The extended system, if feasible, will allow passengers to embark at the Terminal Building on Thorndike St. At the present time three or four vehicles run throughout the city, according to

the NMCOG Executive Director Robert Flynn.

The LRTA is putting up \$4,000 and the National Park Service \$2,000 with the balance funded by the state.

Lowell council representative George Zaharoolis stated that "the city has to be an integral part of the plan. If you want to base your planning on traffic within the city, then you have to go through the city."

Assistant Director, Beverly Woods said that this is just a preliminary step. "This isn't really going to directly lead to construction. This is a very superficial look at what's there for construction. This is just a feasibility study to see if it's possible."

(Lowell Sun)

## GUILFORD MOTIVE POWER NEWS

Springfield Terminal has arranged to take delivery—of 35 GP40 engines from Conrail along with four non-operable units for parts. These units were numbered in the 3000 series while on the Conrail roster. ST's "new" GP40s are ex-New York Central units and are some of the first GP40s built by EMD — older than STs current GP40s which; were originally delivered to Penn Central. The frames on these early GP40s were replaced in 1969 and 1970, and they have been rebuilt several times. Ex-CR units 3269, 3194, 3003, 3260, 3226, 3303, 3201, 3007 and 3001 have been sighted in Rigby Yard in South Portland, ME, as of November 2nd. This new motive power news is offset by the news that the ex-Delaware and Hudson GP39-2's on lease from Mellon Financial Services will be leaving Guilford at the end of 1995.

*from Internet by Paul Tupaczewski via Ken May  
The Green Block Central New York Chapter, NHRS*

As of October 10, 1995, the following units were retired from the roster at Waterville:

GP7's #20	ex-MEC #581	#29	ex-B&M #1536
GP9's #49	ex-B&M #1817	#58	ex-B&M #1711
U18B #400 & #405	ex-MEC	same nos.	
U23B #280	ex-D&H	#2301	
U30C #663	ex-DE	#012	
SD26 #633	ex-ATSF	#4650	
SD35 #614	ex-WM	#7434	
SD39 #691	ex-N&W	#2962	
SD45 #676	ex-NW	#1719	

The following units met their fate with the scrapper's torch during October 1995:

B&M GP 9's #1718, #1733 and #1747  
ST GP 7 #4 ex-MEC #565  
ST SW 1 #1404 ex-B&M #1124

Former D&H CA24M's #450-455 units will be going back to owner Chrysler Corp. come the first of the New year.

(Railpace—Dec. 1995)

### A REMINDER...

All material for the March/April *NEWSLETTER* should be submitted no later than February 10, 1996.

(BW)



## MBTA NEWS

### MBTA TO DOUBLE LOT IN SALEM

In a move to alleviate a parking crunch, the MBTA said it will build a one story parking deck, it will hold an additional 400 cars. Work will begin in early 1997.

In a statement announcing the deck MBTA officials said ridership on the Rockport/Ipswich line has risen 17%. "Salem is the fourth busiest station throughout the entire commuter rail system," said Transportation Secretary James Kerasiotes.

Along with the new deck will be a shelter so riders won't have to wait outside and bike storage lockers.

The MBTA has already started to advertise for bids to design the new deck. No estimates of costs are available but officials say this type generally costs about \$10,000 per space or \$4 million for the project.

*(Salem Evening News)*

### AND IN PEABODY...

The city of Peabody has launched a park and ride service

from Peabody Square to the Salem train station. Located on Railroad Ave. a shuttle bus runs four times in the morning and five times in the evening and is coordinated with morning and afternoon trains. Cost for the ride is \$1.00.

*(Salem Evening News)*

### ELSEWHERE ON THE SYSTEM...

According to articles in the Boston Herald, Globe and Nashua Telegraph there is a problem of not enough parking spaces for train riders to use. As one report stated, "there are 90,000 riders and only 23,000 spaces." City's and town's along the routes are ticketing commuters who park on city streets or in municipal lots leaving no place for local residents to park. There is money in the "T's" budget for parking facility improvements but a good portion of it is set aside for construction of parking lots on the Old Colony lines.

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## SABOTAGE ON THE CAPE

A railroad crossing gate on Rt. 6A in Barnstable may have been deliberately sabotaged over the weekend (Nov. 4-5) to stay open when trains were approaching, officials said.

The FBI, National Transportation Safety Board and the Federal Railroad Administration were brought in by local authorities after signal wires had been tampered with to reverse the action of the crossing gates, said police Sgt. Frank McKenna. "In light of that accident in Arizona, everybody's running a little apprehensive," McKenna added.

Barnstable police received a call about the problem at 1:30 am Sunday (11/5/95) and sent officers out to investigate. The officers found that the wires were taped and removed them. The signals at the busy crossing usually bring down the gates and start the lights flashing when a train is arriving at the crossing.

"It malfunctioned so the gates went down when there was no train coming, and went up when a train would approach—which of course would be very hazardous, said McKenna. "It goes beyond vandalism. Somebody definitely knew what they were doing." Investigators are trying to lift fingerprints from the tape found at the scene.

Federal Railroad Administration spokesman Louie DelRio said his agency had received conflicting reports about the problem and is sending an investigator to the scene to "check the facts."

*(Boston Herald)*

*Ed. Note: As we went to press, a WBZ TV News report stated that a local 16-year-old male had been apprehended in connection with the above crime.*

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## MINUTEMAN REVIVAL

Many of you may recall the former herald of the Boston and Maine Railroad as being a circular shield with a ribbon on top and with a Minuteman standing within. Two other firms are now using this same shield for their own heralds. First to do so was the Catamount Brewing Company of White River Junction, Vt. Instead of a Minuteman within the shield, they have a mountain lion (or cougar, known locally as a catamount, hence the name of the company). The next outfit to use the shield of the old B&M is the New England Central Railroad, of all things! In place of the Minuteman, they have placed an artist's rendition (a rather poor one at that) of one of their locomotives. This herald has shown up on some paper work as well as promotional coffee cups, hats and pens.

*Scott Whitney  
BLHS Bulletin- August 1995*

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## INS AND OUTS AT GUILFORD

At Waterville, SD26 #643, which had been out of service for over two years, returned to service in late April with new paint. GP39-2 #364 appeared in mid-May, having been out of service since a collision in early 1987, in Guilford's new paint/lettering, with "Guilford Rail System" on the long hood. The revised scheme has also been spotted on GP7's #22 and #35, and on GP39-2 #354 in recent weeks. Locomotive scrapping is continuing at North Billerica, Mass. Additional units reported scrapped include SD26 #632, SW8 #1412, SW7 #1430, SW9 #1433 and GP7 #1566.

*Chris Shepherd  
Portland Div. RRE The 470 via BLHS Bulletin- August 1995  
(BLHS - Bridge Line Historical Society)*

## SANTA VS. THE SNOWMOBILER

Tilton, N.H.—The owner of the Winnepesaukee Scenic RR says the Santa Specials that shuttle between Tilton and Laconia on weekends are more popular than ever, perhaps because all the snow has created picture-book scenery.

But the early snowfall has created some problems with the rail corridor, which is being used without permission by snowmobilers. They must wait until January 3—when trains stop running for the winter—before they are allowed to ride along the tracks.

Eddie Clark, owner of the rail line and Hobo railroad in Lincoln, said snowmobilers may not realize that in riding along the tracks they are packing the snow onto the rails, creating icy conditions that could derail trains. Clark said snowmobilers are prohibited from using the corridor until Jan. 3, when the rail line closes down.

He said that tracks also were packed down with snow in Laconia, where private snowplow operators dumped snow on the tracks, causing a derailment Saturday (12/9/95) that kept the Santa Train idle for 30 minutes and traffic blocked at two intersections.

Clark said more and more people are riding the Santa trains, now in their third year, and dinner trains are also popular on weekend nights. "We had 600 people ride two weeks ago on a Santa Fund Special," said Clark.

Santa is the main attraction for youngsters during the ride. He goes from car to car, presenting gifts and asking what they want for Christmas.

*(Union Leader)*

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## PORTLAND TRAIN STATION DESIGN PICKED

A committee developing a passenger-train station for Portland unanimously chose a building design with a round roof and canopies with a total cost of \$747,000 and \$782,000. The canopy is reminiscent of the original Union Station train shed and the round roof similar to those of early passenger trains.

Members of the city's Amtrak Building Committee selected the round roof design from three submitted by the firm of Van

Dam & Renner. Other designs submitted were of flat and partially pitched roofs.

Mayor Jack Dawson and others are hoping that some sort of cupola or other feature of the old station may be incorporated. The higher cost includes a clock tower. The cost does not include property costs. The station will be built on St. John Street.

*(Condensed from the Portland Press Herald)*

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## MBTA DEDICATES RED LINE TRACK

An MBTA worker who died after an on-the-job accident in 1993 was honored by T officials in a ceremony by dedicating a stretch of Red Line tracks in his name.

Milton DeVaughn was working on a track-clearing operation with a night-shift crew on December 2, 1993 when he slipped beneath the wheels of a passing work train.

MBTA General Manager Patrick Moynihan and DeVaughn's family unveiled a plaque naming the Red Line "flyover" at

Savin Hill for DeVaughn at the JFK Station.

Dan Dykens, who represents T MOW Local #589 of the Boston Carmen's Union, said T workers were proud that a piece of the system was named in DeVaughn's honor. "We name buildings and bridges after political and civic leaders every day, it is rare that we honor a working man or woman with such a dedication," said Dykens.

*(Condensed from the Boston Herald)*

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## CONN. TRIBE WANTS ELEVATED MONORAIL

Westerly, R.I.—It may be something out of Fantasyland, but the Mashantucket Pequot Indians would like to build a monorail running to their casino with Westerly as a stop.

"They're fun to ride, and quiet," said Robert Birmingham, the tribes planner. The monorail, if it ever becomes a reality, would connect Westerly with the tribe's Foxwoods casino in Ledyard, Conn.

Also on the line would be the Connecticut communities of New London, Mystic and Norwich.

The tribe sees the elevated train as one way of alleviating the traffic that clogs the one-lane rural roads leading to the casino.

*(Boston Herald)*

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## CHINA TO FIX NIGERIAN RAILS

Beijing, China—China signed a \$520 million contract to overhaul Nigeria's railroads and deliver new locomotives, disregarding mounting calls to isolate the African country for humane rights violations.

Nigeria's transport minister, Maj. Gen. Ibrahim Gumel, signed the railroad contract with the China Civil Engineering Construction Corporation at the Great Hall of the People, the seat of China's communist parliament, according to the official Xinhua news agency.

Under the contract, the Chinese state-run firm will repair Nigeria's railroads and deliver an unspecified number of locomotives.

The China Civil Eng. Const. Corp. has also done railroad work in Tanzania and Botswana.

*(Boston Globe)*

# GRS FREIGHT SYMBOLS AND SCHEDULES

<u>Job/Symbol</u>	<u>Time On Duty</u>	<u>Terminal</u>	<u>Primary Work Function</u>	<u>Scheduled Days</u>	<u>Crew Size</u>
OT-1	1630	No. Me. Jct.	Old Town to Waterville	Ex Sat. & Sun.	2
BA-R	Sun. 0800	No. Me. Jct.	Same as JR-1	Ex Wed. & Thurs.	2
	Mon. 2030	No. Me. Jct.	Same as BKPO		
	Tues. 1800	Rigby	Return Trip POBK		
	Fri. 0500	No. Me. Jct.	Same as BA-2		
	Sat. 0800	No. Me. Jct.	Same as JR-1		
BA-2	0500	No. Me. Jct.	Waterville to Bucksport	Ex. Fri & Sat.	2
JR-1	0800	Old Town	Waterville to Lincoln	Ex. Sat. & Sun.	
			Incl. Bucksport		
BK-1	0630	Bucksport	Bucksport to No. Me. Jct.	Ex. Sun. & Mon.	
BK-3	1900	Bucksport	Same as BK-1	Ex. Tues. & Wed.	2
BK-R	Sun. 0630	Bucksport	Same as BK-1	Ex. Thurs. & Fri.	2
	Mon. 0630	Bucksport	Same as BK-1		
	Tues. 1900	Bucksport	Same as BK-3		
	Wed. 1900	Bucksport	Same as BK-3		
	Sat. 0500	No. Me. Jct.	Same as BA-2		
MD-1	0700	Madison	Madison to Waterville	Ex. Sat. & Sun.	2
WA-2	0500	Waterville	E. Augusta to No. Me. Jct.	Ex. Sun. & Mon.	2
WA-R	Sun. 0700	Madison	Same as MD-1	Ex. Thurs. & Fri.	2
	Mon 0500	Waterville	Same as WA-2		
	Tues. 2330	Hinckley	Same as SDPO		
	Wed. 2200	Rigby	Return trip POSD		
	Sat. 0700	Madison	Same as MD-1		
SM-1	0730	Somerset	Mill Switcher	Ex. Sun. & Mon.	2
SM-2	1830	Somerset	Mill Switcher	Ex. Tues. & Wed.	2
SM-R	Sun. 0730	Somerset	Same as SM-1	Ex. Thurs. & Fri.	2
	Mon. 0730	Somerset	Same as SM-1		
	Tues. 1830	Somerset	Same as SM-2		
	Wed. 1830	Somerset	Same as SM-2		
	Sat. 0730	Waterville	Same as WA-2		
RU-1	0700	Rumford	Mill Switcher		
RU-2	1500	Rumford	Mill Switcher	Ex. Mon. & Tues.	2
RU-R	Sun. 0700	Rumford	Same as RU-1	Ex. Thurs. & Fri.	2
	Mon. 1500	Rumford	Same as RU-2		
	Tues. 1500	Rumford	Same as RU-2		
	Wed. 0800	Rileys	Same as RI-1		
	Sat. 0700	Rumford	Same as RU-1		
RI-1	0700	Rileys	Leeds Jct. to Rumford	Ex. Wed.	2
PO-7	0600	Rigby	Dover, Brunswick, Leeds Jct. & Brunswick	Ex. Fri. & Sat.	2
PO-8	0730	Rigby	Same as PO-7	Ex. Sat. & Sun.	2
PO-1	0700	Rigby	Rigby Yard	Ex. Sat. & Sun.	3
PO-4	T-W-T-F 0759	Rigby	Rigby Yard	Ex. Sun. & Mon.	3
	Sat. 0700				
PO-2	1500	Rigby	Rigby Yard	Ex. Tues. & Wed.	3
PO-5	1559	Rigby	Rigby Yard	Ex. Fri. & Sat.	3
PO-9	Sun. 0700	Rigby	Rigby Yard	Ex. Mon. & Tues.	2
	W-T-F 1400				
	Sat. 0759				
PO-6	Sun.-Mon.- Tues.-Sat. 1400	Rigby	Rigby Yard	Ex. Thurs. & Fri.	2
	Wed. 2359				
PO-3	2300	Rigby	Rigby Yard	Ex. Thurs. & Fri.	3
PO-R1	Sun.-Mon. 0759	Rigby	Rigby Yard	Ex. Thurs. & Fri.	3
	Tues.-Wed. 1500				
	Sat. 1559				

# GRS FREIGHT SYMBOLS AND SCHEDULES

<u>Job/Symbol</u>	<u>Time On Duty</u>	<u>Terminal</u>	<u>Primary Work Function</u>	<u>Scheduled Days</u>	<u>Crew Size</u>
PO-R2	Sat. -Sun. 2359 Mon.-Tues. 2300 Fri. 1559	Rigby	Rigby Yard	Ex. Wed. & Thurs.	2
PO-TMN	Sun. 0700 Mon.-Tues. 2300 Fri. 1559 Sat. 0759	Rigby	TMN PO-9 TMN PO-R2 TMN PO-R2 TMN PO-9	Ex. Wed. & Thurs.	1
DOBO	1800	Dover	Dover to Boston incl. NH, Western, Eastern Rtes.	Ex. Sat. & Sun.	2
PH-1	0600	Portsmouth	Lawrence & Dover	Ex. Sat. & Sun.	2
LA-1	0700	Lawrence	Lowell & Plaistow	Ex. Sat. & Sun.	2
LA-2	Sat.-Sun. 0800 Mon.-Tues.-Fri. 0900	Lawrence	Lowell, Plaistow, West. Rte., Wakefield Ind. Trk.	Ex. Wed. & Thurs.	2
LA-3	1500	Lawrence	Same as LA-1	Ex. Sat. & Sun.	2
LASA	Sun. 1900 M-T-W-T 2000	Lawrence	Lawrence to Salem incl. NH, Western, Eastern Rtes.	Ex. Fri. & Sat.	2
BO-1	0630	Yard 7	Boston Yd. incl. all Rtes.	Ex. Sat. & Sun.	2
BO-2	2230	Yard 7	Same as BO-1	Ex. Fri. & Sat.	2
SA-1	M-W-F 0700 Tues.-Thurs. 0800	Yard 7 Lawrence	Boston to Salem Wakefield Ind. Trk.	Ex. Sat. & Sun.	2
LO-1	0700	Lowell	Ayer, Lawrence, Boston via N.H. Rte.	Ex. Sat. & Sun.	2
LO-2	Sun. 0800 Mon.-Thurs. 1600	Lowell	Same as LO-1	Ex. Fri. & Sat.	2
NA-1	0630	Nashua	Nashua Yd. incl. Chem.	Ex. Sat. & Sun.	2
NA-2	0830	Nashua	Ayer, Lowell, Manch. & Wilton	Ex. Sat. & Sun.	2
NA-3	2000	Nashua	Lowell, Ayer & Concord	Ex. Sat. & Sun.	2
NALA	1830	Nashua	Ayer, Lawrence & Concord	Ex. Fri. & Sat.	2
AY-1	0630	Ayer	Baldwinville, Worc., Fitchburg	Ex. Fri. & Sat.	2
AY-4	0630	Ayer	Baldwinville, Worc., Fitch & NH Rtes.	Ex. Sun. & Mon.	2
AY-2	2000	Ayer	Same as AY-1	Ex. Sat. & Sun.	2
AY-R	Sun. 1000 Mon. 0630 Thurs. 0600 Fri. 0630 Sat. 0800	Ayer Ayer Barbers Ayer Fitchburg	Same as AY-1 Same as AY-1 Same as SELA Same as AY-1 Same as FI-1	Ex. Tues. & Wed.	2
FI-1	0800	Fitchburg	Baldwinville & Ayer	Ex. Sat. & Sun.	2
FI-2	1800	Fitchburg	Same as FI-1	Ex. Fri. & Sat.	2
SELA	0600	Barbers	Lawrence & Nashua	Ex. Thurs.	2
ED-1	0700	E. Deerfield	E. Deerfield Yard	Ex. Sun. & Mon.	3
ED-2	Mon. 0700 T-W-T-F 1500	E. Deerfield	E. Deerfield Yard	Ex. Sat. & Sun.	3
ED-5	0900	E. Deerfield	W. Springfield, Adams, E. Northfield & Athol	Ex. Sat. & Sun.	2
HO-1	0700	Holyoke	W. Springfield & E. Deerfield	Ex. Sat. & Sun.	2
PL-2	0700	Plainville	W. Springfield & Torrington incl. Metro-North	Ex. Sat. & Sun.	2
RJ-1	0700	Scotia	Rotterdam Jct., Mohawk & E. Deerfield	Ex. Sun.	2

*Ed. Note: Obviously these are subject to change without notice. This is provided as a service to members and readers only.*

## GRS ROAD ASSIGNMENTS

Symbol	Time	Terminal	Primary Work Function	Sched. Days
BAMA/MABA	0800	No. Me. Jct.	No. Me. Jct. to KEAG Rest & Return 0600 O.D. KEAG (58 miles)	Ex. Sat.
BKPO/POBK	2030	No. Me. Jct.	No. Me. Jct. to Rigby Rest & Return 1800 O.D. Rigby (141 miles)	Daily
SDPO/POSD	2330	Hinckley	Hinckley to Rigby, Rest & Return 2200 O.D. Rigby (99 miles)	Daily
PORU/RUPO	1500	Rigby	Rigby to Rumford, Rest & Return 1200 O.D. Rumford (94 miles)	Daily
261/262	1900	Ayer	Ayer to Mohawk, Rest & Return 1500 O.D. Mohawk (167 miles)	Daily
SENE/NESE	Extra	Barbers	Barbers to Rigby, Rest & Return 1730 O.D. Rigby (143 miles)	Ex. Sun.
DHPO/PODH	2330	Fitchburg	Fitchburg to Rigby, Rest & Return 2230 O.D. Rigby (130 miles)	Daily
EDLA/LAED	1400	E. Deerfield	E. Deerfield to Lawrence, Rest & Return 1400 O.D. Dover (140 miles)	Ex. Sun.
EDWJ/WJED	0800	E. Deerfield	E. Deerfield to White River Jct., Rest & Return 0500 O.D. WRJ (90 miles)	Mon-Wed-Fri.
EDPL/PLED	1000	E. Deerfield	E. Deerfield to Plainville Rest & Return 0800 O.D. Plainville	Sun.-Tues.-Thurs.
DHPO/PODH	0930	Mohawk	Mohawk to Fitchburg, Rest & Return 0930 O.D. Fitchburg (155 miles)	Daily

*Ed. Note: Obviously these are subject to change without notice. This is provided as a service to members and readers only.*

### *Info Wanted*

Dolly Smith Wilson, Research Assistant at Northeastern University, is seeking information on the railyards that were formerly located in the Fenway, South End, Roxbury border area. These were New Haven yards, but perhaps some of our members can help in this project. This is in celebration of the 100th Anniversary of Northeastern University. If you'd like to help, Ms. Wilson can be contacted at (617) 373-5852 or at Centennial Office, Northeastern University, 360 Huntington Avenue, Boston, MA 02115. Also, she can be reached by Fax at (617) 373-5430.]

## CR DERAILMENT FORCES LAKESHORE DETOUR

A derailment involving some 51 cars of an 80+ car train on Conrail's main line forced the re-routing via D&H to Binghamton and then Conrail to Buffalo of Amtrak trains Nos. 58 & 59. The wreck took place at Fonda, N.Y., west of Albany, on December 15th. The main line was cleared by the evening of December 16th.

It must have been an interesting—albeit somewhat inconvenient—detour for passengers. Likewsie, quite a novelty to ride of Richmondville Hill, etc. in a sleeper car on the way to Binghamton. The delays were reported to be in the area of 4-5 hours due to the re-routing. For the mileage collectors "lucky" enough to take advantage of it, it must have been a fun event.

—John Alan Roderick



## NOTICE TO ALL MEMBERS

Please let the Society know if you have a **change of address**. This will ensure that you get continued mailings and information of what your Society is doing. Also if you know of a member of the Society who has passed away please let us know.

## "There's No Business Like Show Business..."

If you or someone you know would like to do a slide or movie presentation for the B&MRRHS, please contact our Program Chairman, Jim Byington. He can be reached through the Society's telephone at (617) 628-4053, or by dropping a line to Jim at the B&MRRHS P.O. Box in Woburn.

## A GUILFORD GLANCE...

Guilford's "Brontosaurus" is seen resting at the old freight house in Dover. (L.R. Weeks photo)



## ...A SHORTLINE SNAPSHOT

Former Springfield Terminal 44-tonner No. 1, now at Claremont Junction on the Claremont Concord shows signs of neglect and vandalism in September, 1995. (Richard Muse photo)



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## SIDINGS...

The term "Johnson Bar", a long heavy lever used to reverse the motion of a steam locomotive, was named for an official of the Baldwin Locomotive Works. The bar was similar to the gear shift in an automobile. Three quarters of it, about chest high, was inside the cab, the remainder in the floor. It was necessary to use both hands to prevent injury to chest, arms and legs. The engineer who operated the Johnson bar was called a "hog mauler."

The last week of October/first week of November saw SENE heading east through Rockingham Jct. with Nine GP-40's of Conrail lineage and a few days later Five more went the same way. Is this, according to the rumors at a recent train show, some of the 35 units Conrail is giving to Guilford is for use/ownership of the line from Worcester to Ayer (the remnants of the WN&P Division mainline)??? Can anybody enlighten us to why so many units are heading this way and if this is only a rumor or did the big "G" buy these units?

Fifty-two years ago this past December saw the Boston & Maine Railroad rename the Pompanoosuc station on the Passumpsic Division to Kendall.  
(B&M Employees Magazine)

Bachmann will be doing a "limited run" in "N" scale of "Doodlebugs" with a winter 96/97 delivery date at a cost of \$49.95. Unfortunately no B&M scheme but I'm sure if one gets an undecorated one it can be done-up. More on this may appear in the Modelers Notes.

Three childhood buddies were killed when a Long Island commuter train struck them on an overpass. The young men were tossing eggs at cars below when the train's lights illuminated them but the engineer had very little time to stop before striking them. The train was doing 55 mph on the stretch of track, which is on a curve, in the Queens section of New York.  
(Foster's Daily Democrat)

Wethersfield, Ct.—The state DOT will be testing a new early-warning device for trains to prevent railroad crossing accidents. This is a first of its kind in North America would signal the engineer if there is a vehicle on the tracks ahead. The \$1.2 million system is scheduled to be tested in the fall of 1996 at railroad crossings in Groton. The system uses metal detectors and motion sensors to detect a vehicle on the tracks.  
(Boston Globe)

Danvers, Ma.—A slow moving freight train (10 mph) stuck an ambulance at the Central St. crossing. Police said that the train struck the rear of the ambulance while it was at a traffic light. Traffic was tied up for almost an hour until railroad police arrived.  
(Salem Evening News 11/7/95)

Railroading is again in commercials. This time for brand new automobiles. All those cars on rail flatcars kept a lot of trucks off the road.

Cook County in Illinois has more fatal accidents at railroad crossings than any other county in the continental USA according to federal records, with 40 deadly accidents between January 1991 through May 1995.

Rounding out the top five Counties are:

2—Lake County, Indiana—23

2—Los Angeles County, Calif.—23

4—DuPage County, Ill.—18

5—Harris County, Texas—17

(Boston Globe)

An intoxicated man passed out between the railroad tracks in Nabburg, Germany and remained unconscious when a passenger train, unable to stop, rolled over him. Miraculously, the man escaped injury but not the long arm of the law, he was charged with endangering rail traffic.  
(Boston Herald)

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## HISTORICAL SOCIETY ACQUIRES STEVENS MILL RR DEPOT

What is the Blue Moon Studio doing in the backyard of the Parson Barnard house?! Thanks to a gift of Ann and Richard Cavanaugh and to a grant from the Nathaniel and Elizabeth P. Stevens Foundation, this small square building will be restored by the Historical Society and will become a site for interpreting transportation history and North Andover's industrial heritage. While it may well be the last move in the history of this versatile little building from the Cavanaugh's, the staff of the Historical Society have begun to piece together its history.

According to Tom Rockwell, a member of the Historical Society and a life-long resident of N> Andover, was once was once the railroad depot for the Stevens Mill. In our photograph collection, we have a photo of the depot as it looked around 1890. The original *gabled* roof was later replaced by a *hipped* roof and the chimney was removed. A new railroad depot was

built in 1924, but our little building was moved rather than demolished. By the early 1940's, it had acquired two additional doors and was doing patriotic duty as a guard house for the Stevens mill.

After the war, Mr. Nathaniel Stevens gave the little building to his chauffeur, Frank Blood, who was Ann Cavanaugh's great uncle. Mr. Blood was a songwriter who used the little building as a recording studio. Since his death the "Blue Moon Studio" has remained on the property at 26 Osgood St. until the Cavanaugh's decide to build a new house. Rather than tear down this unique little piece of North Andover's history, they generously offered it to the Historical Society. Having outlasted at least three former uses, it will now become an integral part of our educational program.

(North Andover His. Society Newsletter—Fall 95)



Last working Wig-Wag on the B&M at Jones Crossing, Rte. 101, Milford, N.H. B&M GP9 No. 1848 is pulling a local over the crossing in March, 1986. (B. Winiarz photo)

## B&MRRHS HARDWARE ACQUISITION

Back in August of 1992 word got out that work would be done in the "Jones Crossing" area of Milford, N.H. (Rt. 101), concerning the last working wig-wag signal on the Boston & Maine system. A letter was submitted to Mr. Norman Girouard, Design Engineer in the signal department of Guilford Transportation Industry by Joe Shaw.

Three years had passed and not much news on the wig-wag. Ed Felton received a call back in October of 1995 and along with Mr. Girouard and Mr. Thomas Cary, head of the Signal

shop and other people the wig-wag was acquired by sale from the Boston & Maine Corp.

The wig-wag is disassembled and stored in Lowell and will be refurbished and put up for display and possible operation by the B&M #410 on Dutton St.

The Society's Board of Directors, Officers and Staff thank everyone involved with getting this piece of history with special thanks going to the Boston & Maine Corporation.

## CONTRACT TO BE AWARDED FOR IPSWICH EXTENSION

After years of lobbying the MBTA is expected to award the construction contract for the Ipswich extension. Assuming the start of work will be in early 1996, service could begin by the fall of 1997. Service would run between North Station and Newburyport, with stops in Rowley, Ipswich, Hamilton, Beverly, Salem, Swampscott, Lynn and Chelsea.

State and local officials have pushed for the return of rail service since the early 1980's. The last passenger train rolled out of Newburyport in 1976. The plan is to restore 9 miles of track from Ipswich and over the Rowley and Newbury marshes to the Route 1 traffic circle in Newburyport.

Two stations are planned with the larger being built on the site of the old Georgetown Sand and Gravel site with parking for over 800 cars. Included in the station are restrooms, newsstand and an enclosed waiting area. (What!! no Dunkin Donuts?). The smaller one on the site of the old Rowley station with parking for 200 cars.

(Salem Evening News)

*Note: Another clipping from the Evening News, a few days later states that the contract was possibly postponed until the month of January so the MBTA's construction division could better review the bids.*

## RAILROAD MUSEUM TRAIN RIDE ON TRACK

Thomaston, Ct.—The Railroad Museum of New England is ready to roll, with an agreement to operate a scenic ride between Waterbury and Torrington. The state recently deeded the Thomaston station to the museum and gave it a 30 year lease to operate trains and build additional stations along the way.

The museum plans to open the ride next year and wants to turn the Thomaston station into an exhibit of what a typical

small station was like at the turn of the century, according to museum president Howard Pincus.

The museum has sixty pieces of train equipment and thousands of artifacts. The all volunteer museum will rent the station for a \$1.00 a year and pay the state 2% of gross revenues for use of the line.

(Boston Globe)

## MEMBERSHIP MEETINGS

October saw the counting of ballots for the annual elections and a slide show by Newsletter Editor Buddy Winiarz of New England Railroading in Mass., Vermont, Maine and various other subjects. Also member Carl Byron showed a video on the Boston & Maine during the 1930's/40's when steam was king. These were from the films of Ed Ellis.

November saw our yearly trip to Wakefield with the North Shore Model Railroad Club. As usual, the boys at North Shore played great hosts to our members who brought their B&M HO engines and other pieces of equipment.

There was no meeting in December due to inclement weather. The member's night program will be re-scheduled for January 13, 1996 (weather permitting, of course).

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## HELP IS NEEDED BY YOUR SOCIETY

February 3 & 4, 1996 is our annual trek out to the Amherst show in Springfield, Mass. 10-5 both days. We are looking for some help to man the tables. If anyone is interested please drop a line to the P O Box in Woburn or drop a jingle on the Society's phone line. One day is great but both would be nice but remember even a few hours can be help for lunch or free time relief.

March 2, 1996 is Trains Unlimited VI at the Middle School in Amesbury, 9-4. This is our show along with the Salisbury Point RR His. Society. All day or even a few hours would be helpful. Again drop a line or a dime or even come down and volunteer.

There will always be someone with the price and other information at the tables at all times so you wouldn't be left out in the cold.

## WITH APOLOGIES...

In the last issue of the Newsletter there was an article about the Andover train station. This was submitted by Rick Nowell, not your editor. This was inadvertently done as my Newsletter assistant thought I had done it but the fault lies with me as I should have mentioned Mr. Nowell was the editor of the article. I apologize for any type of misunderstanding.

## Thanks...

I would like to thank the following people for their contributions to the Newsletter this month: Samuel Saywood, Jim Nigzus, Paul Kosciolk, Rick Conard, John Alan Roderick, Steve Cook, Joe Shaw, Linda Weeks, Ellis E. Walker. Richard Muse, Richard Symmes, and Bob Warren.

—BW.

## 40 years ago...

February 28, 1996 marks the 40th anniversary of the Swampscott wreck. We'll have pictures and text on this in the next *Newsletter*. Just so it doesn't go unmentioned...

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## UPCOMING EVENTS OF INTEREST...

- January 28, 1996 A slide lecture on local railroading by Richard Symmes will be held at the Wenham Museum, 132 Main Street, Wenham, Mass. continuously from 1-5PM. This is in conjunction with "Train Time 10".
- February 3, 4, 1996 W. Springfield, Ma. sponsored by the Amherst Railway Society, at the Eastern States Expo Grounds, Better Living Center and Young Building on Memorial Ave. Adults \$5.00 Children 5/12 \$1.00 under 5 years free. Open 10 to 5 each day.
- March 2, 1996 Amesbury, Ma. Middle School on Main St. Open 9-4 Trains Unlimited VI. Fares: Adults \$3.00 Children/Seniors \$1.00 Under 5 years free.
- March 31, 1996 Hooksett Memorial Jr. High School on US Rt. 3, Open 11-4. Admission \$2.00 Under 5 years free. Sponsored by the Hooksett Lions Club.
- April 20, 21, 1996 Bolton, Ma. at the Emerson School on 692 Main St., Bolton. Take Exit 27 off Rt. 495. Along with Annual Open House on Hudson St./Rt. 85 in Bolton. Adults \$3.00 5-12 years \$.50 under 5 years free, family max. \$7.00. Open 9-4 both days.
- April 27, 28, 1996 Marlboro High School Rt. 85 (Bolton St.) Marlboro, Ma. O-Scale show. Adults \$4.00 5-12 years \$2.00 Under 5 years free, Family max. \$10.00. Open 10-4 on the 27th and 9-2:30 on the 28th.

# Boston & Maine Railroad Historical Society — Merchandise Catalog

*Incorporated*

Revised 1-96

**NEW !!**

**FOR OUR HO-SCALE  
MODELERS...**

**NEW !!**

## Mystic Terminal Co. Gondola

This is an Athearn kit which has been custom lettered for B&M's wholly owned Mystic Terminal Co. subsidiary. Available in one road number only. \$9.95 each or two for \$17.95 plus \$3.50 P&H (up to 2 cars).

## Boston & Maine McGinnis-Era Blue 40' Boxcar

40' car with white B&M insignia. This is an Athearn kit custom produced for us in two different road numbers, and priced at \$9.95 each, or 2 for \$17.95 plus \$3.50 P&H (up to 2 cars).

## Boston & Maine Airslide Covered Hopper Kit

Patterned after the 5820-5829 series cars, prototypes for these covered hoppers see regular service in handling semolina grain along with the red, white & green Prince Spaghetti car. Manufactured by Walthers, cars are all gray with black reporting marks and lettering. \$7.50 each (2 numbers available) or two for \$12.95 plus \$3.50 P&H (up to 2 cars).

**VERY LIMITED QUANTITIES LEFT!!!**

## ...AND A "LITTLE" SOMETHING FOR THE N-SCALE ENTHUSIAST

Our popular Mystic Terminal Boxcar is now available in a limited-run N-Scale version. Available in two road numbers. \$10.95 each, or 2 for \$18.95

*Please add \$3.50 P&H for up to 2 cars.*

## Single Bay Gray Airslide Hopper

With large "B and M" lettering on sides. One road number only. (Mfd. by Atlas Tool Co.) \$8.25 each plus \$3.50 P&H (up to 3 cars).

## McGinnis Era 40' Steel Boxcar

Blue with black panel. One road number only. (Mfd. by Atlas Tool Co.) \$7.45 each plus \$3.50 P&H for up to 3 cars.

## B&M 50' Gondolas in both HO & N

B&M "Minuteman" orange gondola. This is a replica of the 50-foot gons delivered to the B&M in the late 1980's. These cars were used primarily for scrap metal hauling, and featured a silhouetted Minuteman on orange. Mfd. by Model Die Casting. Available in both HO and N-Scale.

N-Scale	\$5.75
HO-Scale	\$5.25

*Please add \$3.50 P&H for up to 3 cars (N) or 2 cars (HO).*

## B&M 410 Restoration Effort

*Help support the ongoing cosmetic restoration of 0-6-0 No. 410—All proceeds from the sale of the items advertised below go directly to the 410 Restoration project.*

### PATCHES

410 "Manchester Locomotive Works" Cloth Patch  
2 1/2" Round embroidered cloth sew-on patch. Blue with silver trim. \$2.50 each plus .50 P&H (up to 3 patches)

### TEE-SHIRTS

Screen printed front and back with original drawings, sketched at Iron Horse Park by our friend Sandy Shepard, these distinctive shirts are available in either Ash (light gray), Jade Green, or Paprika. Sizes M (Jade Green only), L, XL and XXL \$12.00 plus \$3.50 P&H (up to two shirts or per one shirt and one hat combination).



### BASEBALL HATS

Made in U.S.A. Blue with custom-embroidered 410 logo, Manchester Locomotive Works, B&M Lowell on front. Available in the following styles:

Corduroy	\$13.00
Twill	\$12.00
Mesh Blue	\$12.00

All hats are "One-size-fits-all". Please add \$3.50 P&H (for up to two shirts, or per one shirt and one hat combination).

### 8" X 10" PHOTO

(Black & White) of engine 410 under steam at Middlesex Enginehouse, Lowell, Mass. during the 1940s.

**\$6.00 plus \$2.00 P&H**

# FOR THE ARMCHAIR B&M ENTHUSIAST...

Enjoy the majesty and drama of the Boston & Maine of yesteryear in the comfort of your own living room with these splendid New England video offerings from the B&MRRHS and others!

**\*\*Reduced Price!!**

Premium quality VHS videos featuring the movie mastery of Stanley Whitney and authentic B&M sound by Preston Johnson

## **New England Glory: The Mountain Division\*\***

Follow the E7-powered Mountaineer from North Station through scenic Crawford Notch, then spend a day watching the steam-powered Maine Central trains in and around Bartlett, N.H. Magnificent steam action among spectacular scenery in New Hampshire's White Mountains! **\$49.95 plus \$3.50 P&H\* (77 Min.—VHS Only)**

## **The Boston & Maine in the Four Seasons:**

### **Volume One—Summer & Fall**

Featuring Pacifics, Moguls, Atlantics and E7s. Mainline & commuter service in the Boston area. Name trains such as the *Kennebec*, *The Gull*, *The Flying Yankee* and *Mountaineer*. Track repair work being conducted with a mix of 1950s-era mechanized and hand tools. **\$49.95 plus \$3.50 P&H\* (44 Min.—VHS Only)**

## **The Boston & Maine in the Four Seasons:**

### **Volume Two—Winter & Spring**

Spectacular coverage of fast-paced action with steam and diesel-powered trains bucking snow drifts as workers shovel station platforms. In Spring, more passenger trains and local freight action, plus activity at North Station featuring Rockingham Park Race Specials! **\$49.95 plus \$3.50 P&H\* (51 Min.—VHS Only)**

(Produced by Herron Rail Services through agreement with James T. Ickes)

We are pleased to offer the following quality VHS videotapes of movies by leading New England rail photographers from Sunday River Productions

**B&M Steam: Part I—by Albert G. Hale with sound by Preston Johnson.** An in-depth look at B&M steam power in the 1930s featuring system-wide action with both freight and passenger trains. Views of streamlined Flying Yankee and a scenes from a dozen different Branch Lines. **B&W 37 min. \$29.95 plus \$3.50 P&H\***

**B&M Steam: Part II—by L. Peter Cornwall and Charles Brown with footage from the John Tolley Collection. Sound by Preston Johnson.** Main line freight and passenger trains on the Portland, New Hampshire and Fitchburg Divisions as well as Conn. River line. **B&W 32 min. \$29.95 plus \$3.50 P&H\***

**New England Short Lines—by Albert G. Hale and L. Peter Cornwall. Sound by Preston Johnson.** Taken in the 1930's, scenes from the following railroads are included: B&ML, The Knox, M&WR, St.J&LC, B&C, Lake Champlain & Moriah, Suncook Valley and others. **B&W 40 min. \$29.95 plus \$3.50 P&H\***

**New England Main Lines—by Albert G. Hale and Charles Brown with footage from the collection of J. Tolley. Sound by Preston Johnson.** The trunk lines of New England in the mid-1930s under full steam! New Haven, Grand Trunk, Canadian Pacific, Central Vermont, Bangor & Aroostook, and Rutland are featured in this action-packed production. **B&W 51 min. \$39.95 plus \$3.50 P&H\***

**SRRL: Two-Foot Gauge in Maine—by Albert G. Hale with additional footage and L. Peter Cornwall and the collection of J. Tolley. Actual engine sounds recorded by Sunday River.** Freight and passenger trains on the Sandy River & Rangely Lakes and Bridgton & Harrison. Also shown are brief scenes from the Monson and Wiscasset, Waterville & Farmington! **B&W 31 Min. \$29.95 plus \$3.50 P&H\***

## **B&M MEMORIES: The Affordable Video Alternative**

Our 'B&M Memories' videotapes are transferred directly from original 8mm and Super 8mm movie footage. In order to keep production costs down, these tapes feature a musical soundtrack with no narration. A fact sheet containing the locations and dates of scenes is included with each tape. Although the color and clarity may not match up to some of the top-shelf (and more expensive) offerings, the content of these videos is unsurpassed!

### **Volume 1: The Films of Robert Chaffin**

B&M action during the steam-to-diesel transition period! See diesel and steam powered commuter trains racing out of North Station, Hoosac Tunnel Electrics in color, and loads of freight and passenger action. **Approx. 60 minutes: Color & B&W: VHS only \$19.95+ \$3.50 P&H\***

### **Volume 2: The Films of Richard Symmes**

Bluebirds and Budds! See Boston & Maine action during the late first-generation period. Numerous shots of Budds, B&M's Talgo, F-Units, Geeps and more running around the Boston area and elsewhere on the system. **Approx. 60 minutes: Color: VHS-only \$19.95 + \$3.50 P&H\***

### **Volume 3: The Films of Donald S. Robinson**

Come along for a cab ride in a B&M 2-6-0 on the famed Central Mass. Branch as we rock and roll over Clinton Viaduct. See steam action on the Central Mass., follow the B&B local, and get a cab-seat ride in a doodlebug from Claremont Jct. right into the trainshed at Concord! In addition, there are a number of scenes showing the Rutland and other New England roads. **Approx. 60 minutes: Color & B&W: VHS only \$19.95 + \$3.50 P&H\***

### **Volume 4: The Films of Russ Munroe, Jr.**

See first and second generation diesel power in action on B&M's main and branch lines. Chase an Alco-powered local, follow the Ringling Bros. Circus Train, see Budds and the Talgo in commuter service. Also, ride along for the final trip of MBTA inspection car 500 on its way to Seashore Trolley Museum. **Approx. 90 minutes: Color: VHS only \$24.95 + \$3.50 P&H\***

### **Volume 5: The Films of Dana D. Goodwin**

These films feature black and white footage of the *East Wind* behind both P-4 Pacifics and R-1 Mountains; even New Haven power. There are early Railroad Enthusiasts fantrips on the Bridgton & Harrison, Pennsy, and elsewhere, and a selection of big steam on the B&M. A must for any B&M fan! **Approx. 60 minutes: Color & B&W: VHS only: \$19.95 + \$3.50 P&H\***

*\* Up to 2 videotapes may be combined for shipment at the \$3.50 rate.*

# IF YOU JUST CAN'T HIDE YOUR B&M PRIDE...

## — Distinctive Tee-Shirts —

### BOSTON-MAINE AIRWAYS

You can no longer fly B&M Airways' Stinson Tri-Motors to Bangor or St. John, but this striking tee-shirt will help you relive that exciting era.

Printed in Orange and Black on White, you'll be the hit of the flight line or the photo line with this colorful tee designed by our own Richard Symmes. Made in USA and available in Medium, Large, X-Large and XX-Large.

**\$9.95 + 3.50 P&H\***

### SAFETY FIRST!

Back by popular demand! This time we are offering this shirt in sky blue with white lettering.

Made in USA and available in Medium, Large, X-Large and XX-Large.

**\$9.95 + 3.50 P&H\***

### B&MRRHS SPEED LETTERING

Back in the days 'When Steam was King,' the B&M applied this unique shadow-scripted 'Speed' lettering to some of its handsomest classes of locomotives.

Now, thanks to the artistic talent of Rob Quagan, we are happy to offer an attractive variation of this elegant lettering style in a tee-shirt, by tastefully incorporating 'Historical Society, Inc.' below. Done in the classic Red, Gold and White on Black background, this is perhaps the prettiest shirt design we have ever offered!

Available in Medium, Large, X-Large and XX-Large

**\$9.95+3.50 P&H\***

*\*Up to 2 shirts may be shipped for \$3.50*

## B&M Bulletin

— back issues available —

Fill in your collection of the award-winning *B&M Bulletin* while back issues are still available.

These special prices for the *B&M Bulletin* are available through this merchandise catalog offer only. Prices are not available at shows, and only while supplies last.

Order 1-3 Bulletins and Deduct .25¢ per magazine.

Order 4-7 Bulletins and Deduct .50¢ per magazine.

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<del>SOLD OUT</del> 1	<del>\$3.25</del>	Vol. XVI #3	\$4.95
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<del>SOLD OUT</del> 3	<del>\$3.25</del>	Vol. XVII #1	\$4.95
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Vol. XV #3	\$4.95	Vol. XVIII #3	\$5.95
Vol. XV #4	\$4.95	Vol. XVIII #4	\$5.95
Vol. XVI #1	\$4.95	Vol. XIX #1	\$5.95
Vol. XVI #2	\$4.95		

#### Postage & Handling:

1-3 magazines:	add \$3.50
4-7 magazines:	add \$4.50
8-12 magazines:	add \$5.50
13 or more magazines:	add \$8.00

## NORTHEAST RAIL ATLAS

Steam Powered Video's Comprehensive Railroad Atlas of North America—Northeast USA.

Designed to provide a single-source of reference to the North American rail network, past & present, in greater detail than has been available until now.

All extant rail lines are shown, together with stations, junctions, yards, principle bridges and tunnels, etc. This is a "must have" item!

**\$ 19.95 each, plus \$2.50 P&H**

And for around the house or for working on the layout during the "cool" months...

NEW !!

"McGinnis" Herald Sweatshirts



NEW !!

Recollect the era of "Bluebird" Geeps and Buddcars on the Boston & Maine in one of these heavy 9 oz. 50/50 blend Sweatshirts. Blue with black and white herald, these promise to be a big hit with the winter railfan. Made in USA and available in Large and Extra Large for \$18.00 each plus \$3.50 P&H (for up to 2 shirts) or in XX-Large for \$20.00 each plus \$3.50 P&H (for up to 2 shirts)

## B&MRRHS ARCHIVES PUBLICATIONS

Reprints of Boston & Maine Shop Manuals, Structure Diagrams, and Standard Plans Charts, reproduced from originals in the B&MRRHS Archives. For research or modeling purposes, these items are invaluable.

Maine Central RR Freight Car Plans	\$10.00
B&M Diesel Locomotive Classifications	\$7.00
B&M Routes Available for Detours—1953	\$5.00
1937 Characteristics Charts	\$5.00
Freight Car Lettering Manual #1: 1900-1907	\$5.00
Track & Structure Diagrams #3	\$5.00
Track & Structure Diagrams #4	\$5.00
B&M / MEC Rail Motor Cars	\$5.00
Maximum Weight & Clearance Charts	\$5.00

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Qty.	Item / Size	Price	Total

- All Prices in this catalog are subject to change without notice.
- Items available while supplies last.
- Please allow 4-6 weeks for delivery.
- Payment must be made in U.S. funds.
- We are not responsible for typographical errors.
- Outside U.S. postage will be higher.

Sub Total	_____
5% Sales Tax (MA Residents Only)	_____
Total Shipping & Handling	_____
Total Enclosed	_____

Bill to my Visa\_\_\_\_ MasterCard\_\_\_\_

Card Number \_\_\_\_\_ Exp. \_\_\_\_\_

Signature \_\_\_\_\_