

THE **Boston & Maine Railroad Historical Society**  
*Incorporated*

# NEWSLETTER

*"Every foot of track on the B&M, mainline or branch, rain or shine, was the scene of legitimate human endeavor."*  
Robert W. Jones, "Boston and Maine: Three Colorful Decades of New England Railroading."

**September–October 2021**

Meeting/Membership Telephone Number (978) 454-3600

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***Bellows Falls, VT, Boston & Maine EMD SW1 #1121, the Bellows Falls switcher, is on the connection track between the B&M's Conn River Mainline (foreground) and the Green Mountain Railroad (running left to right in the midground)  
Notice the diamond crossing where the two lines intersect, between the signals. Benjamin Perry photo.***

## TIMETABLE OF UPCOMING EVENTS

### December 4-5:

New England Model Train Expo  
Best Western Royal Plaza Hotel/Trade Center, Marlborough,  
MA. Saturday 10am-5pm, Sunday 10am-4pm. At present the  
B&MRRHS plans to have tables at the show with merchandise,  
clothing, models, books and more. Check the "upcoming  
events" section on our website for updates on the show.

**BOSTON & MAINE RAILROAD HISTORICAL SOCIETY**

is a non-profit, 501(c)(3) organization composed of people who want to share their knowledge, and learn more about, the history and operations of the Boston and Maine Railroad, its predecessors, and successors. Formed in 1971 by a group of interested B&M employees and railfans, the B&MRRHS now has nearly one thousand active members.

Our principal activities are publication of our journal, the *B&M Bulletin*, and our *Newsletter*, monthly speakers, archives and hardware preservation, preservation of the B&M 0-6-0 switcher No. 410 and coach-baggage combine No. 1244, participation in railroad shows, and maintaining two web sites: [www.bmrrhs.org](http://www.bmrrhs.org) and [www.flickr.com/photos/bmrrhs](http://www.flickr.com/photos/bmrrhs). If you would like to join the Society, you can join on-line or download an application at [www.bmrrhs.org](http://www.bmrrhs.org).

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**About the Newsletter**

The Boston & Maine Railroad Historical Society *Newsletter* is published six times a year. We welcome your articles, photographs, and news items about the Society, the Boston & Maine Railroad, and current railroad events in New England. It is best to query the editor before writing articles. Please address correspondence to the Newsletter Editor at:

*Rick Kfoury, B&MRRHS Newsletter*  
*B&MRRHS, P.O. Box 9116,*  
*Lowell, MA 01853*

or email [rickkfoury51@gmail.com](mailto:rickkfoury51@gmail.com).

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**MEMBERSHIP AND DUES**

Join us on-line or renew your membership on-line at [bmrrhs.org](http://bmrrhs.org). Credit cards may be used if you join or renew on-line (via PayPal). Dues are also payable by check, money order, postal money order, or cash (in person only). All payments in U.S. dollars. Please allow four to six weeks for processing.

Basic Individual - \$40	Basic & Spouse - \$43
Contributing - \$50	Sustaining - \$55
Supporting - \$80	Canada & Overseas - \$75
Benefactor - \$100	Corporate - \$500

**MEMBERSHIP RENEWAL**

Notices are sent monthly based on members' renewal dates. Envelopes are clearly marked "RENEWAL NOTICE." If a member does not pay within the renewal month, he or she may receive two reminder letters. Not responding may result in removal from the member list.

- When members renew, typically the month of renewal does not change. (A member with a 06/19 renewal date who pays in August would have a 06/20 update to renew.)
- Please review your label for the renewal date. Refer questions to the Membership Secretary.
- Renew by credit card at [bmrrhs.org](http://bmrrhs.org). Renew by mail using check or money order. You may pay by cash at a membership meeting or trains show at which the Society is present.

**CHANGE OF ADDRESS**

Please advise the Membership Secretary of your new address before you move. Returned and forwarded mail costs the Society money. Write Kathy LaValley, Membership Secretary, B&MRRHS, P.O. Box 9116, Lowell, MA 01853.

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**NEW MEMBERS**

We would like to take the opportunity to our welcome new members who have joined the Society since the last *Newsletter* and through mid July:

- Robert Goodwin, Templeton, MA
- Keith Lavon, Billerica, MA
- Christina Jean Alexis, Rensselaer, NY
- John Chisholm, Newburyport, MA
- John Frost, West Nottingham, NH
- Carl Guzzo, Spring Lake, NJ
- James Hunt, Schenectady, NY
- Robert Phillips, Westford, MA

*Welcome Aboard!*



**MEMBERSHIP BADGES AVAILABLE**

B&MRRHS members are entitled to wear the official membership badge at all society events. The badge is an attractive shade of blue with white lettering, 3 inches wide by 2 inches tall. The badge has a secure magnetic attachment system that eliminates pinholes from shirts and sweater. The Society sells and mails badges at cost. Please make checks for \$12 payable to B&MRRHS and send to: Name Badge, B&MRRHS, P.O. Box 9116, Lowell, MA, 01853. Please specify name for the badge. NOTE: Magnets are known to be harmful to those who utilize Pacemakers.

**B&MRRHS SEEKING MEMBERSHIP SECRETARY**

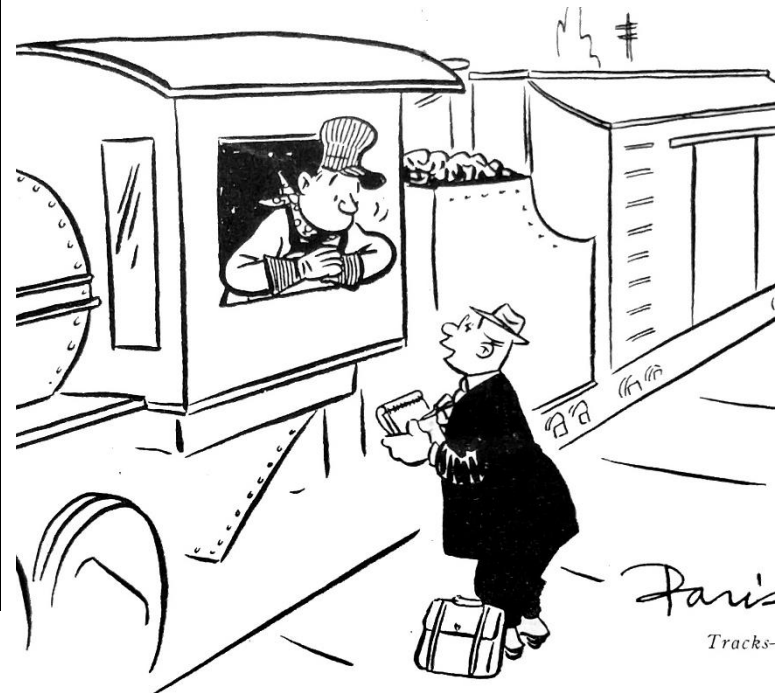
After years of service, of which the B&MRRHS is extremely grateful, our membership secretary Kathy LaValley has decided to retire from the role. We are actively seeking a new membership secretary. This is a vital role to the Society and does require some time commitment. If you are interested in learning more about the role, please email us at [bmrrhs@gmail.com](mailto:bmrrhs@gmail.com)!

**WEBMASTER'S REPORT**

Throughout the summer we recorded a steady online presence. As of early August we currently have 3,652 people following us on Facebook, and 442 subscribers on YouTube. Society members have continued to update the website, including the Online Archives. Member David Ashenden scanned and submitted pages 170-200 from the April 1913 Official Guide which includes the B&M and the MEC. Member Ken Akerboom completed transcribing the car disposition records from the B&MRRHS to the "Freight Car Data" section of the Online Archives. Finally, we added scans of the Newsletter from 1972 and 1973 to the website for your viewing. ☞ – James P. Nizsus, Webmaster

**EDITOR'S NOTE**

It's hard to believe that summer is once again winding down and coming to an end; it feels like we were just here! I hope that you had an enjoyable summer and were able to connect with family, friends, and fellow enthusiasts — and perhaps set a little time aside for hobbies. The B&MRRHS stayed quite busy during the summer season, with our members and committees putting work into several projects. Steam locomotive #410 and combine #1244 have received cosmetic work, our archives and hardware committees accepted and processed large donations, and a team of dedicated volunteers continued to digitize the Robert E. Chaffin negative collection. I hope you have a great fall, and we look forward to hopefully seeing some of you at train shows and possibly at in-person meetings this winter! ☞ – Rick Kfoury, Newsletter Editor



"I'm conducting a survey. What kind of work do you do?"



## FROM THE ARCHIVES

B&MRRHS Archives Report  
Rick Nowell, Archives Chairman

July 10, 2021

Since the last meeting of the Board, I have made several visits to Lowell for the purpose of answering requests for information and filing newly acquired materials. Recent requests have included:

- Providing a good image of the McGinnis era B&M logo.
- Locating data on the 1923 Canaan, N.H. freight house.
- Providing an image of B&M 2-8-4 No. 4023.
- Searching for a photo or floor plan of a B&M coach-baggage combine built by the railroad in 1899 that became Arkansas and Missouri RR No. 102.
- Providing images of the American Freedom Train.
- Searching for images of trains at Perkins Bay, Lake Massawippi, on the Quebec Central RR.
- Providing an image of the Athol engine house.
- Providing a drawing of a bridge on the Central Mass. Branch
- Helping a researcher locate information on the Marlboro Branch.
- Providing information on the last regular passenger service at South Deerfield, Mass. station. This one involved input from several of our volunteers.

Carl Byron, working at home, has made good progress in scanning the indexes to George Hill negatives in MacMillan-Hutchinson collection. When he is finished, we will be able to post this index on the website. A

The team of member volunteers working on the large Robert E. Chaffin negative collection continued to scan, clean, digitize, organize, and label the collection. Over 1,400 stunning images from the B&M, Maine Central, Portland Terminal, Bangor & Aroostook and many other railroads have been completed as of this report.

I have spent several hours at Chelmsford organizing a large donation from the Sandown Historical Society and Museum. The first phase of the work involves emptying several file cabinets into boxes designated A) to be Cataloged B) check for duplicates, and C) transfer to Sales Department.

The Center for Lowell History, where our main Archives collection is located, is still open by appointment only, Monday through Friday, 9 to 5, and the third Saturday of each month from 9 to 3.

Respectfully submitted,

Rick Nowell  
Chairman

## **HARDWARE COMMITTEE REPORTS, JUNE-JULY 2021**

**Hardware Committee Chairman, Daniel Hyde  
Hardware Committee Curator, Richard Nichols**



**The following donations have been received:**

### **Donation by Marguerite Gropp**

Boston & Maine, 12 Trainman Cap Badges - Boston & Maine 3 Conductor Cap Badges  
Boston & Maine, 123 small uniform buttons – Boston & Maine 24 large uniform buttons.  
Broadway Limited & Pullman Coach Belt Buckles – Rail Spike from I.C.G.R.R. Memphis, Tenn.

### **Donation by Gary Molgard**

4 - Dressel Passenger Car Wall Lanterns – Adlake No. 31-D Battery Lantern  
Keystone Lantern, Dietz-Vista B&M Lantern, Dressel E.M.S. R.W.Y. Lantern  
Vintage Switch Stand Lamp /w Red & Green Lens – Eagle Kerosene or Signal Oil Can.  
Section of Rail 4 ½” length – Railroad Spike from Rutland R.R., Chester Vermont.

### **Donation from Sandown Historical Society & Museum**

The Sandown Historical Society & Museum, Sandown N.H. has transferred the former collection of the Salisbury Point Railroad R.R. Hist Soc., to the B&MRRHS on May 27, 2021 with the help of members, Bill Marnik, Robert Grodzicki and Richard Nichols. The collection contains 6 file cabinets, 1 flat file draw cabinet, documents, books, maps, assortment of framed photographs, 12”x 16” display cases w/ buttons and badges, B&M conductor & Amtrak/MBTA conductor uniform, B&M conductor cap w/ badge, 3 railroad lanterns, 2 semaphore blades, Dressel Railway Signal Lamp, Western Union Cable Office sign, Railway Express Agency sign, Builders’ plates (Fiat Rail Car and Budd Car Co.), 3 railroad crossing warning sign, 1 hand held stop sign, field telephone w/ case.

**2447 items have been registered in the Hardware Collection since July 2013.**

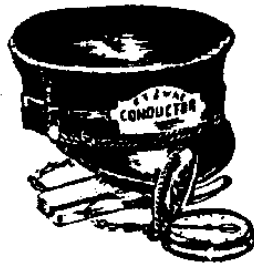
The next Hardware Committee work session is scheduled on Thursday, July 15, 2021  
North Chelmsford, MA 10:00 A.M. to 12:00 noon.

Respectfully Submitted,

Richard Nichols

Curator, Hardware Committee

Boston & Maine Railroad Historical Society



**RICHARD J. MULHERN, FORMER B&M PRESIDENT**  
**1932 – 2021**



**AT “PERFECT SHIPPING” DINNER—Among head table guests at the May 14 “Perfect Shipping” dinner of the New England Shippers’ Advisory Board in Portland, were, from left, Richard J. Mulhern, President, Boston and Maine Corp.; Frederick C. Dumaine, president of Amoskeag Co., and former NHRR and D & H President; E. S. Miller, president of Maine Central, and Robert L. Travis, chairman of the transportation committee of the New England Council.**

Richard J. Mulhern passed away Sunday, March 7, after a long and courageous battle with Pancreatic Cancer. He was 88. Dick was born in Boston, MA, the youngest son of the late Joseph J. Mulhern and Gertrude McNutty. After attending Brown University and graduating from Boston College in 1955, he received his JD from Boston University Law School in 1958. Appointed by President Richard Nixon, Dick represented the U.S. at the International Railroad Conference in Argentina in 1969. He was co-author of the contract between the New England Railroads and the Commonwealth of MA through the MA Bay Authority in 1965 to provide local passenger transportation. After appointment to lead General Counsel of the Boston and Maine Railroad in 1965, he became President and Chairman of the Board in 1966. After several years as an attorney, he moved to the Virgin Islands to pursue another interest, sailing, and was owner of a bareboat charter business. Upon retirement, he moved to Hollywood, FL. Dick had a great sense of humor, was an avid reader, loved a good debate, boating, Boston sports, cooking, and entertaining. Favorite times were spent with family and friends and numerous pets. Preceding him in death were his beloved son Richard, Jr. and siblings Robert, Joseph, and Jack Mulhern of Boston and Joan Slattery of Newton, MA. His sister Dorothy Carroll passed away March 9. He leaves behind his beloved children Ellen Mulhern, Dedham, MA, Joseph (Jay) Mulhern, Ft. Lauderdale, FL, Leslie Ingram, Boston, Elizabeth (Beth) Mahon, Tampa, FL, Pamela Mulhern, Boston, and grandchildren Terrance Mulhern, Kendra Mahon, Luke and Hannah Ingram, and great-grandson Emmett Ernst.

## ***At B. & M., the Only Way Is Up***

*Head of road, 35, finds job a “challenge”*

*The New York Times, Sunday, June 11, 1967*



**T**o revive a venerable joke, business is looking up for Richard J. Mulhern these days. When you are president of the Boston & Maine Corporation, up is about the only direction you can look.

The holding company which controls the Boston & Maine Railroad had a deficit after fixed charges of \$427,496 for the first quarter of 1967, on top of a deficit of \$1,701,704 for all of 1966. Last week, B&M's directors approved a plan to extend the maturity of the \$46.3 million first mortgage bonds to July 1, 1970. But that will be a month before an \$18.7 million second-mortgage bond issue falls due, so another deferment is not possible.

A 5-percent wage increase for railroad operating

employees went into effect Aug. 12, 1966, and a similar increase for non-operating employees became effective Jan. 1. As a result, the B&M's wage bill will rise this year by \$1,224,000. Some railroad unions are holding out for greater increases, and Congress even now is considering legislation to make them accept outside mediation of their demands.

The task of negotiating with bondholders and public authorities is vastly complicated for Mr. Mulhern because his two most recent predecessors in office, Patrick B. McGinnis and Daniel Benson, were sent to the penitentiary for playing practical jokes with the railroad's finances. With all those factors to contend with, the 35-year-old Mr. Mulhern presents to the world a face of calm that astonishes just about everyone who must deal with him. He himself has a ready explanation.

"This is the opportunity of a lifetime for me. The problems here are staggering. Every week there is a major crisis. Just meeting them is a tremendous challenge. But if I ever started worrying, I could soon worry myself into a straitjacket. Every day I could find something worse to worry about than the problem I had worried about the day before. "So, I've tried to maintain a sense of humor and at the same time to develop an intellectual cauliflower ear. I know if I can remain calm, there will be a tomorrow."

The big hurdle Mr. Mulhern faced when he succeeded Benson as president last November was how to meet the maturity this Aug. 1 of the first-mortgage bonds. The bonds originally were payable on Aug. 1, 1960. McGinnis got one five-year delay and the Benson management managed a two-year extension. Mr. Mulhern had just become general counsel the last time, so he heard all the arguments of how the railroad might just as well go broke and get it over with, since its passenger deficit

was regarded as insurmountable. As of now, there isn't any passenger deficit.

As general counsel, it was Mr. Mulhern who negotiated contracts with the Massachusetts Bay Transportation Authority to pick up the tab — about \$240,000 a month — for the deficit incurred in operating passenger trains under contract in Boston's north shore commuter area. He also got the Interstate Commerce Commission to let the railroad cancel passenger service up the Connecticut valley to White River Junction in Vermont; to cut off an intrastate run to Newburyport, Mass., and to end service next month to Concord and Dover, N. H., unless New Hampshire votes to pay for operating the trains.

Now that the B&M board has authorized the bond extension, Mr. Mulhern is going to have to get the required asset of holders of at least 75 percent of the bonds. He already has an understanding with a group of large institutions that own about 42 percent of the issue. "It hasn't been easy," Mr. Mulhern acknowledged during an interview last week. "But if the bondholders assent, we have as good a deal as we possibly could get. At the same time, it is in the best interests of the bondholders not to take an unreasonable position. The New Haven Railroad has proved that receivership is not the answer."

Mr. Mulhern acknowledges that on its own, it will be difficult even three years from now for the B&M to handle a full refunding of its first and second mortgages. But he does not really expect the road to remain an independent line. Within the next week or so, it is expected that the Interstate Commerce Commission will announce its decision on the applications of the B&M, the Delaware & Hudson, and the Erie-Lackawanna to be included in the Norfolk & Western Railway. Earlier this

year, one commissioner recommended that the N&W be required to absorb the D&H and E-L. But he said that direct inclusion of the B&M in the N&W would be inequitable to that line because the B&M's prospective earning power "was so small that only a nominal value could be placed on its stock."

The B&M since has asked the full commission to set equitable terms for its merger into the N&W. But if the commission refuses, Mr. Mulhern thinks the railroad is "in good position" to open negotiations that could lead to its merger into a consolidated Pennsylvania-New York Central Railroad. He said that shortly after he became president, he made a point of meeting with Stuart Saunders, chairman of the Pennsy. "The situation won't remain as it is now," Mr. Mulhern said in discussing his railroad's many problems.

"I'm not satisfied this railroad can't make money despite the economic situation in New England. I'm not satisfied that our freight revenues can't be increased. And I'm not satisfied either that our expenses here can't be cut despite the wage increase." One way he hopes that the BM can cut its costs and at the same time increase its revenues is through closer coordination with its principal connections. He told of how he had met recently with the presidents of the Delaware & Hudson, the Maine Central and Bangor & Aroostook railroads to explore the practicability and economics of pooling their equipment and some facilities.

In their discussions, the railroads also have been exploring how they might obtain a better division of freight rates. Industry experts who have been watching Mr. Mulhern's performance note that even though he has been a railroad man only since 1959, he acquired an impressive grasp of the operations, sales, and marketing



aspects of the industry while he was the B&M's top lawyer. The senior partner of a leading railroad engineering company said last week: "He is a very astute young executive and very meticulous. He has learned his business thoroughly. He recognizes why things are done the way they are and is quick to point out how they might be done a different and better way."

Mr. Mulhern is a native of Boston. He grew up in Jamaica Plain, a suburb, and attended the Moses Brown school in Providence, R.I., before going to Boston College, from which he was graduated in 1955. He took his law degree from Boston University in 1958 and was admitted to the bar in November 1959. He said it was only natural that he would study law. His father is a lawyer, as are two of his brothers. "I didn't want to join my father's firm," he said, "because my father is a very strong-willed person. On top of that, with two brothers also in the firm, I personally felt that there wouldn't be much opportunity for me to have my opinions prevail."

At 35, naturally, Mr. Mulhern has many years of a career to look forward-to. What comes after the B&M presidency, if he is successful in merging it into the N&W or the Penn Central, he does not know. But he doesn't contemplate moving back even temporarily to his former position as general counsel and executive vice president. "Some people say I'm keeping this chair warm for Dan Benson, but nothing is further from the truth," he said. "Dan is a great operating man, one of the best in the industry and it would be a shame if his talent goes unused. But it isn't realistic to believe that he could ever again work for the B&M." ❧

## B&M EMD F7A #4268 AND #4266 UPDATE



Sister EMD F7As  
 Boston & Maine  
 #4266 and #4268,  
 owned by the 470  
 Railroad Club and

located at the Conway Scenic Railroad in North Conway, NH, have received a lot of work lately. Volunteers have recently prepped, installed, and painted new side panels on #4266.

Much work to restore #4268 to operating condition has been performed as well. An air brake rack was installed, and the compressor control switch was connected, as were the front and rear sanders and the bell. 470 Club member Wayne Allen finished sander lines in the 4268 while member Cory Fothergill did more cab painting and member Ryan Fothergill welded glove box panels in place on 4268 and patched the front wall by the floor. The volunteers reinstalled visors and radio box, mounted new switch for the ditch lights, bolted new cab heater into the floor, and did more painting. *Alan Small photos.*

## ANDREW'S EXCURSIONS #9

### PRIDES CROSSING – THE SWEET STOP

B&MRRHS MEMBER ANDREW RIEDL



*Prides Crossing depot is seen here on a glorious Saturday morning. The depot dates back over 120 years, and until April 5th, 2021, trains stopped here for 141 continuous years! Andrew Riedl photo.*

**P**rides Crossing, of course, remains the quintessential New England railway setting.” - Robert Willoughby Jones

When I wrote this article, I realized that while completely unintentional, this is the second article in a row that I have written featuring a former Boston and Maine depot that lives on as a candy store! I have always had a sweet tooth, especially for chocolate, so while the sequence of my visits to Erving in the previous Newsletter and Prides Crossing in this current issue may seem like it's a deliberate pattern, I can assure you that it's just a tasty coincidence! This article is also written at this time to acknowledge the end of train service to Prides Crossing after nearly a century and a half and ensure that its legacy gets acknowledged.

If you've ever driven down the meandering state route 127 on Cape Ann, in northeastern Massachusetts, you've almost certainly driven through the coastal city of Beverly. Beverly is comprised of several different sections, some urban and some rural, none of which are far from the ocean. The B&M operated two different lines within the city limits; a tradition which the MBTA continues to this day. One of these two lines was the Eastern main line between Boston and Portland via

Portsmouth, and the second was the Rockport Branch which diverges east off the main line just north of Beverly Depot. These two lines include five stations, two on the main line and three on the Rockport Branch. The middle location of the three branch line stations is Prides Crossing which features a charming depot building that is well cared for as its post-B&M station reincarnation: Prides Crossing Confections.

Prides Crossing dates to 1880 when the Eastern Railroad established a stop at the current station location which was then a rural crossing. The physical station building itself was built shortly afterwards before the turn of the century, and for many years served residents of the neighborhood commuting to Boston or traveling out of the city to the beaches and estates in the area. As of 1963, a B&M timetable showed 17 inbound trains a day stopping at Prides Crossing, a handful of these being designated as flag stops. Soon after that timetable, during the MBTA era, Prides Crossing became less and less significant as more and more trains began bypassing it, and the station eventually became nothing more than a one or two-train-a-day stop. Freight service also ended on the entire branch back in 1988.



*While Prides Crossing depot still proudly stands in its original location, a few modern MBTA commuter rail amenities have been added over the years to the location, such as modern signage and platform graphics. It is unclear what will become of these items with the end of passenger service. Andrew Riedl photo 3/27/2021.*

Finally, as of April 5th, 2021, between the infrequent service, and very low ridership due to changes in commuter travel because of COVID-19, trains no longer stop at Prides Crossing, marking the official end of service after 141 years. It is worth noting the Beverly Farms depot is only 0.74 miles further up the line from

Prides Crossing, so one doesn't need to travel far to get train service in the area. Historically, however, another piece of B&M history was lost on that Monday in April, and the MBTA seems to have no plans to ever restore service, at least in the immediate future.

The depot and station platform itself are certainly worth a visit if you're in the area. The station is constructed out of wood, and interestingly, both sides of the platform canopy remain and have been enclosed so they are included in the overall interior footprint of the building. The building is very well cared for and is painted a lovely shade of green with purple and orange trim. The interior also is in fine shape and Prides Crossing Confections has made good use of the space while keeping much of the original structure intact. There are also a few historic images of the building on the walls as you enter the shop.

The former passenger platform remains on the trackside of the building, as does the purple MBTA station sign, however, given the recent elimination of service, it is unclear whether these features might be

removed in the future. I would hope that at least the platform will remain to serve as a reminder that this location proudly served the neighborhood for almost 150 years. Also, at the front of the building on the street side, the famous benches labeled "Democrat" and "Republican" remain, a testament that there is a place for everyone to feel welcome and comfortable at Prides Crossing.

While it is disappointing that trains will not continue to serve Prides Crossing, it is great to see the historic depot so well cared for, and a fun local business making great use of the building while also preserving and appreciating its rich B&M heritage. Let us all hope that this wonderful former B&M depot will one day have trains roll to a stop at its platform once again! In the meantime, I encourage you to check it out for yourself the next time you drive by, and definitely treat yourself to some chocolate as well. Happy explorations!



*A closer look at some of the interesting details on the depot building. The colorful trim, the signs from Prides Crossing Confections inside as well as the famous political party benches are all part of the charm. While trains may not stop here anymore and the building hasn't served as a train station in years, it's still true to its heritage. Andrew Riedl photo March 27, 2021.*





*Former Boston & Maine Alco S5 #864, the last of its kind — B&M or otherwise — has been the subject of a popular restoration effort. The locomotive, which is stored at the Mad River & NKP Railroad Museum in Bellevue, OH. At a recent session, Luther Brefo and Joe Nugent scraped paint from the locomotive before painting the trucks silver and the sill yellow. The plan is to temporarily repaint the locomotive to its original ALCO demonstrator scheme of green and yellow to temporarily enhance its appearance at the museum. The restoration group plans to relocate the locomotive to the east coast, restore it to mechanical operation, and then repaint it to the classic Boston & Maine maroon and yellow.*

*Luther Brefo photo, July 25, 2021.*

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