

# Boston & Maine Railroad Historical Society

*Incorporated*

## NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

March 25, 1979

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

APRIL MEETING: Saturday, April 14, 1979, 8PM, First Parish Unitarian Church, Woburn Sq., Woburn, Mass. Mr. Edwin B. Robertson will present a slide show. Mr. Robertson is the author of several books, including two MEC roster books (one steam, one diesel) and one on Crawford Notch railroading.

MAY MEETING: Saturday, May 12, 1979, 8PM, Winnacunet High School, Hampton NH.

\*\*\*\*\*NOTE DIFFERENT LOCATION!!\*\*\*\*\*DIRECTIONS: Take exit 2 off I-95 (Rte. 51 exit) to go east, take exit for Rte. 101C from Rte. 51 and go east to Hampton Center. At Hampton Center take right turn at Lamaie's Tavern onto US Rte. 1 South. Go south about mile; the entrance to the High School complex is on the left just after the Catholic church and school (only one in Hampton), the school is on the right just past the medical building on your left. For those who hate toll-paying the location can easily be reached via Rte. 1 or Rte. 101C, with the necessary modifications to the directions

JUNE MEETING: Saturday, June 16, 1979, Mt. Washington Cog Railway. Enough interest and response to our inquiry for the proposed Cog Railway meeting and excursion for June has been expressed and we are therefore going through with plans and arrangements for same. Further details regarding cost, etc., will be forthcoming in the next Newsletter. — Joe Shaw, Program Chairman

### B&Meeting

The March 1979 monthly meeting of the B&MRRHS was called to order by President Leroy C. Hutchinson on Saturday, March 10 at 8:20 PM in the First Parish Unitarian Church, Woburn Square, Woburn, Mass. There were approximately 100 members in attendance.

The Secretary's report was read and accepted.

The treasurer's report was waived.

President Hutchinson reported that the delay in issue of the Winter 1978/1979 Bulletin is due entirely to problems with the printer, and that the Bulletin staff are in no way at fault.

Richard Symmes reported that the Winter 1978/1979 issue of the Bulletin has been promised for Friday March 16 by the printer.

John C. Alden reported that the February issue of the Newsletter was mailed the previous week. He thanked those who helped in its preparation and mailing.

Joseph Shaw reported that the response to the questionnaire for the June 16 meeting warrants proceeding with plans for that event, and that further information about it will be given in the April or May Newsletter.

There was no old business. There was no new business.

The business portion of the meeting was adjourned at 8:28 PM.

After the business portion of the meeting, Bradley Peters (vice President, Maine Central Railroad) spoke on why the Maine Central is solvent.

Respectfully submitted,

(signed) Forrest Mack, Secretary

COMING  
EVENT OF  
NOTE  
June 2-3, Wolfboro Branch RR Club Model RR Show, Masonic Hall, Glendon St., Wolfboro NH. Displays, Dealers, operating layouts, etc. Admission \$1 adult, 50¢ child. For info contact David Collinge, Railroad Ave., Newfields NH 03856. Tel. 603-778-8461.

### B&Memos

The B&MRRHS Archives at the University of Lowell has just acquired a complete 278-page photostatic copy of the Valuation Engineer's Corporate History of the Boston & Maine Railroad including detailed, itemized data of each of its earlier railroads. This gift from Robert F. Garner (retired B&M Material Engineer) is an important source of historical information.

● That address for all Address Changes: Memb. Sec., B&MRRHS, Box 369, Belmont MA 02178 ●

This Newsletter will probably be mailed on April 5th; this typing is done on April 1st. — TRE

**PUBLICATIONS** The following publications are available postpaid (unless otherwise noted) by ordering direct from this address: Business Mgr., B&MRRHS, Box 223, Harwood Station, Littleton Mass. 01460. Publications orders sent to any other addresses will be subject to an automatic delay of at least two weeks. Do not include any other correspondence with these orders!

**B&M BULLETINS:** Fall 1976, Winter 1976-7, Spring, Summer, Fall 1977; Winter 1977-8, Spring 1978, PRICE: \$2 @ to members, \$2.25 @ to others. Summer, Fall 1978, Winter 1978-9, PRICE: \$2.50 everyone.

**OTHER B&MRRHS PUBLICATIONS:** 1932 Snow Train menu - 25¢; reprinted Montpelier & Wells River/Barre & Chelsea RR employes' timetable #62B of January 22, 1928 - \$1.00

**BOOKS BY OTHER PUBLISHERS:** A Pinprick of Light by Carl R. Byron. A 72pp. 6"x9" softbound history of the construction and operation of Hoosac Tunnel by a well-known B&MRRHS member and former officer. Illustrated with photos, maps, and diagrams. \$4.95.

Vanishing Markers, a 128pp. illustrated description of Boston & Maine railroading 1948-1952 by a former B&M brakeman. This is a captivating account of B&M operations during one of the most interesting periods in the company's history. Members \$12.50; non-members \$14.95.

New England Diesels, Dave Alpert & George Melvin's photographic chronicle of the Diesel locomotive in New England from the 1930's to the present day. All class I roads as well as shortlines are represented in the 420+ photographs from New England's major rail photographers as well as some unknowns. The book is organized on a state-by-state basis including maps of rail mileage in each state. An excellent value! Hardbound, 232pp. Members \$24.00; non-members \$26.95.

Northern Rails - 1978 Edition: A 34-page illustrated guide to the railroads of Maine, New Hampshire and Vermont, their freight and passenger operations, locomotive rosters, yard and engine terminal locations, maps, and radio frequencies plus gazeteers of principal points of interest in each state. Includes all museums with equipment rosters. \$3.50

Railfan's Guide to New England: Similar in content to Northern Rails but covering all six New England states in a more comprehensive manner including detailed freight and passenger schedules. Published by B&MRRHS member Jack Armstrong whose excellent photos have often appeared in the Bulletin, Rails Northeast, etc. 50 pages, 8½" x 11". \$4.50.

NEW ENGLAND RAILFAN'S SPECIAL: Get both these indispensable guides, now out of print and very few left, at the special combined price of \$7.50.

**BACK BULLETINS** A few copies of the Fall 1975, Spring 1976, and Summer 1976 Bulletins have been returned to us by dealers. These are available on a first-come, first-serve basis at \$1.50 each or \$4.00 for all three. Order from the Business Mgr. at Littleton.

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**B&Memos** The Society has been advised by the Boston & Maine Corporation that a member of the Society was arrested for "unauthorized vehicle on rail" on the Central Mass. Branch. The Society cannot and does not in any way condone such behavior nor any other illegal acts. Disciplinary action has been taken. — Leroy C. Hutchinson, President

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**B&Matters** COMMUTER COMMENTS — Morrin E. Hazel reports seeing a train of the new Pullman-Standard coaches crossing Broadway in Cambridge going to the Northside over the Grand Junction branch. The consist: F40PH-2 #1009, P-S coaches 301, 302, 303, and push-pull P-S coach 1301. All five units had the wide purple band with yellow trim paint scheme. This train was a test train and ran tests on the Northside lines that week, running out through Belmont on two successive days. Your Asst. Editor saw it then; the best that can be said about the paint scheme and its appearance on a solid train of the Pullmans (which are virtually identical to the push-pull coaches on the dieselized EL commuter lines in NJ) is that it is eye-catching and modern looking. While purple the color of grape popsicles will take some getting used to, if the new cars ride and run well and are comfortable, and service becomes reliable, we will like and learn to love the "purple popsicles". Besides, the Atlantic Coast Line once used purple as the main color of a paint scheme, and with great success, too.

Warren Vittum writes us of a move in Weston to change the zoning by-laws there to allow existing railroad stations to be used for professional offices and such like, with a proviso that a suitable waiting room for railroad passengers be maintained in the structure. It is probable that if the change is not adopted the Kendall Green Depot would be torn down.

Waltham and the MBTA are reaching agreement on plans to build a new westbound platform just west of the Moody St. crossing. Currently all trains stop at the platform between the Moody and Elm St. crossings. Having westbound trains stop west of the Moody St. crossing would greatly reduce "down time" for the crossing gates on the major north-south route through Waltham. As of Feb. 20 it was thought the new platform would be ready in the spring. (Rick Conard)

A bill (House #1493) to direct the MBTA to provide commuter rail service of "not less than three rush-hour trips" between South Sudbury and North Station over the Central Mass. has been filed in the General Court by Rep. Ann C. Gannett (R-Lincoln). However, the bill is given virtually no chance of passage as Governor King is opposed to anything that would increase the MBTA deficit. Interestingly, the Boston Glob reports in its 3/1/79 edition that the MBTA has purchased a 1979 Oldsmobile Delta 88 with air conditioning and other deluxe options with \$7,137 taken from the plant improvement budget for use by the MBTA's new chairman, Robert L. Foster.

SPOTLIGHT ON BOSTON & MAINE HISTORY - (from Boston & Maine RR Employees' Magazine)

50 years ago APRIL 1929, Vol. 6, No. 1: Front cover shows head end of eng. 4006, Lima-built 2-8-4, pulling out of Charlestown engine house with P-2 3683 and Santa Fe type S-1 in background. "Coming - 4020 to 4024" 5 more Superpower units to be ready by summer 1929. Inside front cover, sketch by Walter Edward Blythe of President G. Hannauer. "A Greater Gateway to New England" by L. C. Winship, Electrical Eng., photo of interior of Hoosac Tunnel double track, detailed description of train operation through the tunnel, new signal spacing, under control of Train Director at West Portal. "New Hotel at North Station" to be built adjacent to the west end of North Station, artist's sketch showing proposed hotel on site of Boston & Lowell Depot. "The Yardstick for Bridges" by B. W. Guppy, Engineer of Structures, in 1896 Theodore Cooper suggested loading diagrams for various types of locomotives starting with E-30, larger and heavier engines require stronger bridges. "The New Express Company" Railway Express Agency, Inc., owned and operated by 86 Railroads including the B&M, takes over the former American Railway Express Company. Pres. Hannauer speaks to Maine students at the College Economic Conference at Augusta, Me., have bright future here in New England. Commendation for service and cooperation in New Hampshire, glowing praise for the Boston & Maine RR in service and efficiency. Appointments: W. H. Skillen appointed Gen. Western Agent, Chicago. Commendations: engine crew of train #3117 put out bridge fire 1 mile west of Bondsville, Mass. by using ash-pan sprinklers...

**B&Matters** The B&M's reorganization trustees Robert W. Meserve and Benjamin H. Lacy report that the B&M had a net loss of \$707,179 for January 1979, down sharply from the Jan. 1978 loss of \$1,132,703. Jan. 1979 gross revenues were \$7,965,248; the year earlier figure was \$6,696,067. It must be remembered that Jan. 1978 featured the "Little Blizzard of '78"; the winter of 1978-9 has been much easier in the snow removal department. All in all, a good start for the new year.

The B&M has been repainting mileposts on the Fitchburg Route. The famous N97 milepost in Belmont on the old Central Mass. has been whitewashed for several months but as yet not relettered. This milepost is the one pictured at the end of our Central Mass. book. The blank milepost, looking much like a tombstone (fitting for the Central Mass.?), has been generating much adverse comment. Milepost N 84 in Sudbury on the Central Mass. also survives in good condition.

Tender Offer Developments — A lot has happened to the Trustees' proposed tender offer in March. First, U.S. District Judge Frank J. Murray issued a memorandum opinion holding that claims for per deim and mileage for prior to the B&M's 1970 bankruptcy of 39 other rail companies were not entitled to priority over the mortgage bondholders. These claims amounted to \$8,582,000; other claims amounting to almost \$3.4mil. were also denied priority. Then, on March 19th Judge Murray, who has been overseeing the reorganization proceedings, authorized the reorganization trustees to proceed with the tender offer for the RR's 1st mortgage bonds (the 6s of 70) at \$800 per \$1000 principal. The Trustees will be permitted to use not more than \$33,060,000 from the B&M's restricted funds to purchase the bonds and pay the expenses of making the offer. However, on March 28th the Trustees announced that the largest holder of the mortgage bonds (Madison Fund) and the indenture trustee for the 1st mortgage bonds had each filed petitions seeking interim payment of interest on the bonds, Madison Fund seeking 1½ year's interest, total \$3,475,340, and the indenture trustees seeking at least 1 year's interest, costing \$2,780,160. Both petitions request payment out of interest earned on the proceeds of property sales. The Reorganization Trustees have not yet taken any position on the two petitions.

Portsmouth Pot-pourri — Sperry Rail Service tested rails in the Exeter area; Exeter has high priority in the B&M's maintenance schedule but local politicians remained unimpressed. The rails were tested for flaws using sonar and electric current tests. No flaws were found in Exeter; only 6 flawed rails (5 of them in Mass.) were found between Lawrence and Portland. ●● 2,500 tons of rail for the B&M were unloaded from a British freighter at the State Pier late in March. The rail is being taken to Billerica for welding into quarter-mile lengths and will be laid on the Ayer-Mechanicville main line. (Joe Shaw)

The ICC has approved the abandonment of the B&M's Maynard Branch from milepost B25.0 in Acton to B27.71 in Maynard, effective April 16, 1979. No investigation was instituted and the abandonment application proceeded rather quickly for this sort of thing. The trees between the rails will no longer be endangered by trains, nor will the places where the tracks are paved/buried over; but the trees do make a good stand of firewood. (Thomas Underwood, Jr.)

Louis Beaudoin writes us that the local freight on the Manchester-Rockingham Jct. line is running more often on a Saturday or Sunday rather than Wednesday. In March runs were on Sunday the 4th, Saturday the 10th, and Thursday the 15th. The March 10th train was interesting: GP9 1736 and GP38-2 203 with caboose and a flat car with 2 large concrete culvates. Most of the locals on this line don't average over 3-4 cars and there are many scenic spots along the line.

Worcester Branch notes, from Tom Travers — There are no more wig-wag crossing signals on the Ayer-Worcester line; the last one at Campground crossing in Sterling was removed from service in late 1976 (see Dec. 1976 Newsletter)... Two GP7's are based at Worcester, one used as the switcher and the other on the local. When the P&W's line to Gardner is blocked the Worcester local will be heavy; this local usually runs also on Saturday, often leaving Worcester for Ayer about 0800... The B&M is now removing the 2nd track from Barbers (jct. with the Gardner branch) north to the switch in front of the old Pullman-Standard (Osgood Bradley) plant in Worcester; about a mile of track is involved.

**EQUIPMENT NOTES** B&M boxcar 77288 made it to the Alaska Railroad at Anchorage, our member in Alaska Richard Sanders writes. On 3/1/79 the car was moved to the Alaska RR freight yard and left Anchorage on March 4th. Also arriving in Anchorage was new VTR car #12182. Alaska RR employees say this is a first, having a B&M box car up there ●● 3/8/79 the Long Island Rail Road retired its last steam-heated coaches, all ex-B&M coaches built in 1935. At least 4 of the cars have been converted to work car or other use, Richard C. Posik notes ●● On 3/12/79 100 new 50-foot B&M boxcars were shipped from Pullman-Standard. The cars, numbered 79000-79099, are the standard Pullman-Standard 100-ton box car with 10-foot sliding doors. They should be showing up on the railroad soon.

Don Clerke notes that on March 9th the Boston & Maine took delivery of the first 10 of its new 100 ton covered hoppers. Numbered in the 5400-5419 series, the cars are painted B&M blue and have "Boston and Maine" written out in Helvetica Bold lettering on the side. They will be operating on the western and northern ends of the B&M; 4 have been assigned to Richford VT, 3 to Brattleboro, and 3 in New York state. The cars are not lined and will be used for grain shipment.

Dover Doings, starring F7B 4267B — The by now almost legendary last operating F-unit on the B&M, 4267B, is back in Dover NH working D7/D8, the "Gravel Extra". On 3/23 it was in Rochester NH with GP9's 1714 and 1705. On 3/26 D7 however consisted of GP18 1754, 4267B, and GP9 1705. SW-1 1124 also works out of Dover, doing yard work and working D11/12. This unit had been the Concord NH switcher for years. On 3/24/79 the Portsmouth switcher consisted of GP9's 1729 & 1747. 1729 is now in a new coat of blue paint, minus footboards. The two units had 37 empty hoppers in tow for Rockingham Jct.

Noon time in Rochester NH is an ideal time to catch D11 and D7. Lately, both trains have been arriving between 1130 and 1230. The crews normally break for lunch at a restaurant just east of the Farmington branch and Conway branch junction. The power is normally in a suitable position for photos. (Dover Doings is by Tim Pancurak; beware Rochester NH at noon on July 1, "the hottest spot in all creation!")

R. G. Nylander notes a northbound freight out of East Deerfield on March 2: 5 units from 4 RR's: GT, B&M, CV, and 2 CN's!

**BLAST FROM THE PAST** (From the Greenfield, Mass. Recorder, 3/17/79, sent in by R. G. Nylander) Gazette and Courier, March 17, 1879 — Manager Prescott (yes, Jeremiah Prescott, of Eastern RR and Revere Wreck fame/infamy — Asst. Ed.) has submitted a report covering the operations of the Troy & Greenfield RR and the Hoosac Tunnel for the year ending Dec. 31, 1878. Total receipts were \$209,410; expenses \$80,679; net earnings for the year, \$128,731. Number of passengers carried during the year, 154,461; tons of freight moved, 539,433. The estimated damage to the road from washouts in December is \$14,500; no accidents have occurred in the tunnel during the year.

**B&Members** We welcome the following new members to the B&MRRHS: Laurence W. Kattelle, Hudson MA; Paul A. Taylor, Atkinson NH; Gary Smith, N. Conway NH; Steven Hinchey, Glastonbury CT; David W. Anderson, Tequesta FL; Russell A. French, Conway MA; Carl Tinglof, Jr., Manheim PA; John Cowan, Revelstoke BC Canada. Welcome aboard the B&MRRHS, gentlemen!

**CONN RIVER** Inflation fighter's dream: Since 1924 it has cost 15¢ to drive an auto across the Connecticut on the Cheshire Toll Bridge between Charlestown NH and Springfield VT. Pedestrians & cyclists pay 2¢, a horse and rider pays 5¢, a one-horse vehicle 10¢. The two-lane bridge has a railroad track on the upstream lane: the bridge is owned by B&M subsidiary Springfield Terminal Ry. Of course, Springfield Terminal trains cross free of charge. (Warren E. Vittum, Jr.)

Right now it's nip-and-tuck as to whether the Montrealer can be saved. It turns out Amtrak pays the CN \$1.6m. yearly for use of its track and Montreal station for the Montrealer, almost 2½ times what is charged by American RR's for the same services; this is a large part of the Montrealer's deficit. Attempts are being made to negotiate a reduction in these charges; Vermont officials have found Canadian and Montreal officials receptive to the idea; the Montreal City Council has come out against the abandonment move, as has the Vermont Senate. However, the Montrealer is in political competition with the NY-subsidized Adirondack (Amtrak loses less money but carries fewer passengers); prospects for a Montrealer subsidy are dim. The Montrealer is not without its powerful friends in Congress, but reports are that congressional mail on the Amtrak cuts issue has been surprisingly light.

NORTH COUNTRY NOTES CONWAY SCENIC RAILROAD will be opening its doors for 1979 season on Saturday, May 5th and will be operating a full four train schedule of 11-mile rides every weekend until June 10. On June 16 full daily operations will resume through to October 21. Steam locomotives 0-6-0 #47 and 2-6-2 #108 will share train-hauling duties with 44-tonner #15. It is hoped to have steam fired up for Memorial Day weekend, and again commencing around July 1st on a regular summer-long basis.

Conway Scenic's shop forces are busy converting a former MEC wood-bodied vestibule coach into CSRR's second open-air coach. The first, completed last season, is former Boston & Maine wood-bodied vestibule coach 1557 (later 557).

Diesel locomotive 15 sports a brand new Nathan K5LA five chime air horn. This, along with the unit's Hancock air whistle, makes #15 the sweetest sounding diesel for miles around.

North Conway's Depot will soon sport a new frill of gingerbread trim along the eave line of the canopy, made to the exact pattern of the trim that graced the depot from its construction date in 1874 until removed during a repainting in the early 1950's.

The North Conway rail terminal, including depot, roundhouse, turntable, freight house, and car-house have been nominated for inclusion in the National Register of Historical Places, the first rail facility in New Hampshire to be accorded this honor. — Dwight Smith

**B&Marketplace** We publish ads by members as space permits. Please keep them as short as possible and send them on a separate sheet of paper. Don't forget to include name & address. We may edit ads to fit them in & can't guarantee the running of an ad.

- WANTED: Boston Terminal Co. employee timetables; Vol. 1 Nos. 1-12 Trains. Henry Taves, 12 Hubbard Park, Cambridge, Mass. 02138; 876-1730.
- WANTED: 1 NYNH&H NE5 caboose, HO, and 1 PRR N5 caboose, HO. Contact: Joseph N. Shaw, 888 Greenland Rd., Portsmouth NH 03801, tel 1-603-436-2663.
- American Shortline Railway Guide, by Edward A. Lewis, a 134-page book featuring data and photographs on these interesting lines from all over the U.S. The covers are four-color featuring the Lamaille Valley RR of Vermont. Price: \$9.95 softbound, \$14.95 hardbound, postpaid from The Baggage Car, P. O. Box 733, Morrisville VT 05661.

LAST STEAM Ralph Phillips comments further on the last B&M steam: 0-8-0 #622 ended her days at Schiavone's in Charlestown MA; she was there still in 4/58 but was undoubtedly scrapped soon thereafter. 4-8-2 #4113 was used in snow melting service in Mechanicville where it relieved 2-8-4 4023. (Our Post-1911 Steam Roster notes that 4023 was scrapped 8/30/55, 4113 scrapped 9/20/56.)

Two Last Steam Questions, this time from your Asst. Ed. (1) I have heard a story about 10 years ago, when 3713 was moved to the Science Museum, that 3713 was brought out for emergency service to haul a passenger train through water too deep for diesels, this happening in early 1958. Did it happen thus, or is the story different, or is it apocryphal? (2) Inside-connected steam locomotives were fairly common on 19th century New England RR's; the B&M did not retire its last "insider" until 1895. I have heard that the Fitchburg RR had one in service even later (on its wreck train) that survived to the B&M's takeover of the Fitchburg system July 1, 1900. The Question: was this the last inside-connected locomotive in service on a U. S. railroad? Direct responses to the Memb. Sec. at the Belmont box.

SYMBOL CHANGES No word yet on when the contemplated alphanumeric symbol-freight nomenclature will be begun on the B&M. As the schedules are about to go into upheaval we won't be giving a detailed breakdown this month: times are mostly the same with some changes, but trains are set back frequently enough that the times are at best approximate. Cause of the upheaval: the rebuilding of the Ayer-Mechanicville main line. To minimize disruption of trackwork the railroad intends to run its trains at night as much as possible.

One important change of note: SE-1/ES-2 is abolished; there is now a through Rigby-Springfield train. RS-1 lv. Rigby 2355 Daily, and SR-2 lv. Springfield 1400 Daily. The purpose is to save time on running through ConRails Rigby to Springfield. The move appears to be working well; there's a big improvement in car-handling and time is saved. The through Conn River jobs are also benefitting from more efficient operation at East Deerfield with set off/pick up time reduced.

**CVIEWS** Interesting things seem to be coming down from the north on the CV trains lately. Although they haven't yet gone further than White River Jct., CN power has shown up. On 3/13/79 two MLW M420's ran south on 390 and were dropped at WRJ. Quite a night was to be had as they were set off with other engines around the turntable; great for night photos! These included a blue "Battle Creek Boo Boo", Green CV 4551, red DW&P Alco RS-10, and other CN style painted engines. A total of 14 engines were there all at one time. (Scott Whitney)

**MEChatter** The ICC has lifted its ban on the Amoskeag Co.'s making a tender offer through its subsidiary Downeast Management for more MEC common stock. As it stands now Amoskeag may acquire additional shares provided that those shares be placed in a trust to insulate MEC from Amoskeag control. MEC has declared a \$1/share dividend, payable in May.

NEWS, etc. Send all items for the Newsletter to: John C. Alden, Editor, 11 Riverside Ave., Concord, Mass. 01742. This is your Newsletter and though we write it you're the ones who make it happen. Our production schedule is based on the following meeting's date; try to have your items to John by the 3rd weekend before the meeting; absolute closing comes on the 2nd weekend before the meeting. We'd especially like to hear from the West End, Mechanicville, Rotterdam Jct. have been strangely silent.

MODELER'S CORNER HO: A new brass caboos ladder is available from Taures Products of Orange CA that is close to perfect for B&M cabooses. This is the only correct ladder for the B&M that I know is available.

Detail Associates now has coupler lift bars and eye mounting bolts that are correct for EMD power to detail those B&M geeeps.

Life Like now has a model of the F40PH painted and lettered for the new MBTA "T" engines. To be totally correct some additional detail is needed such as windshield protection.

New England Models have a new B&M 40 foot box car. It is the blue 76000 series car with the black outlined B&M herald.

Mantua has just brought out a model of a USRA 0-8-0. This could be used as the basis for a B&M USRA 0-8-0 since they were the USRA engine. I have not seen the model yet, so I can not attest to the accuracy of the boiler size and wheel spacing.

Gary Schwedes, Santa Monica CA has the old Lawrence line of bronze body and underframe GP7 available for \$12.00. If my memory serves me they do not have dynamic brakes.

Keystone Locomotive Works is coming out with a GE 44 ton switcher kit for about \$70.00

Wabash Valley Lines is planning to produce the old Red Ball Monsanto Nitric Acid cars. These cars were familiar to the B&M railroad scene and were based in Boston. The cars have "Boston" lettered on the side of the car.

S Gauge: Seltzers of Cleveland Heights OH have a GE 44 ton switcher, EMD F7, and SW1200 switcher available. Train Stuff has a new kit for Fox trucks, popular on B&M equipment.

MODEL MEETING The October meeting of the B&MRRHS will be devoted to modeling the B&M. This will be the first modeling meeting ever held by the Society. Featured will be displays of kits and parts for modeling the B&M, slide show and talk, photo display and members display of B&M and B&M-related model equipment. Tables will be available. Please plan to display your equipment at the meeting and share the fruits of your labor with the rest of the Society, so get busy and get those models ready for the meeting. It is hoped that if it is a success it can become an annual affair. — Don Clerke

ORGANIZATION  
NON-PROFIT

MAY MEETING will be in HAMPTON, NH  
(March 1979)

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