

**BOSTON AND MAINE RAILROAD
HISTORICAL SOCIETY, INC.**

P.O. BOX 302, READING, MASS. 01867

SECRETARY'S NEWSLETTER

28 NOVEMBER 1973


Dear B & M Fans:

The November meeting of the Society was attended by approximately 75 members and guests who enjoyed Mr. Alex Paone's slide program on the Denver and Rio Grande Western Railroad and the Boston & Maine Railroad, and who were then treated to Mr. Russ Monroe's movies of recent steam fan-trip operations in New England.

The December meeting of the Society will be held at the Reading Depot at 8:00 p.m. (note change in time) on Saturday, December 8, 1973. We will again have a double entertainment program. Mr. Stan Whitney will screen one hour of official B&M publicity movies taken by George Hill around 1950, and then Mr. Don Valentine will show slides of railroading in the Pacific Northwest.

It was decided at the November meeting that henceforth regular meetings would be held at 8:00 p.m. instead of 7:00 p.m. This change in time is a result of many requests by the members that we meet at a later time as it was felt that 7:00 p.m. was an inordinately early hour for a Saturday night meeting.

Mr. Donald Robinson of North Billerica, Mass. was elected by the membership to fill out the unexpired term of Mr. Richard Towle on the Board of Directors. As was noted in the October Newsletter, Mr. Towle resigned because of employment and family commitments.

The B&M's 12 new GP 38-2 locomotives are due to begin arriving on the property around December 20, 1973. They will be numbered 201 through 212, and painted in the identical color scheme as the locomotives now being repainted. They will not be equipped with dynamic brakes. The first of the 700 new 50-ft. box cars have already appeared on the scene.

We are pleased to welcome the following new members to the Society:
Richard L. Hosterman, Weston, MA; Lloyd E. Neal, Somerville, MA; Donald J. Brown, Gardner, MA; John Cowan, Port Hope, Ontario; Paul E. Donahue, Beverly, MA; William C. Carson, III, Acton, MA; and Vinnie Paone, Melrose, MA.

Service on the Inland Route from Boston (via Worcester and Springfield) to New Haven and south has been changed as follows: southbound train No. 149 leaves Boston daily at 9:00 a.m., arrives New Haven at 12:45 p.m.; northbound train No. 144 leaves New Haven at 5:00 p.m. daily, arrives Boston at 8:50 p.m.

Mr. Donald M. O'Hanley, 2 Plymouth Avenue, Middletown, RI 02840 has many complete volumes of Trains, Railroad, and Model Railroader magazines for sale, plus several incomplete volumes. Contact him for details of the available sets and prices.

Mr. George W. Butler, 189 Holden Street, Worcester, MA 01606 would like to know the number of the B&M 0-8-0 switcher that worked the Worcester Yard in switching and transfer service. Such locos were numbered in the 600 series. Mr. Butler has a 28-ft. "N" gauge B&M switching and transfer layout - all freight, no passenger equipment.

Best regards,

Dave Squires

D.R. Squires,
Secretary

from the office of the president
Boston and Maine Railroad Historical Society, Inc.
Post Office Box 302
Reading, Massachusetts 01867

November 25, 1973

Dear Members:

The following speech was read to the membership at the November meeting. It is being printed here in the Secretary's Newsletter for the benefit of those who were not in attendance.

"I'd just like to say a few words on the "Mountaineer" project, and to let you know how disappointed I am in this organization.

The car which everyone was so enthusiastic over working on should have been on the 759 fan trip two weeks ago. It wasn't there because it was not then, and as of yet is not, finished.

At least 22 people volunteered their services on the project. Some of these 22 showed up only once. And two of us worked every week-end all summer-- John Hutchins and myself.

John and I are not the whole organization. We needed the support of the whole organization, but where were you all?

People like Wayne Hills and especially Larry Kemp needs must be heartily thanked for their work. Much of what actually did get done was with their help.

And after all our work, when Steamtown awarded labor with passes and tickets, a few of those who could not see fit to finish what the society began accused John Hutchins and I of bootlicking. Let me say this--there was no bootlicking. We deserved what reward we got.

If there are to be any more projects like this in the future, those ~~who~~ who sign up will be considered as committed to working. We want no superfluities-- don't put your name down to be civic minded, or to see how nice your name looks on a list--put it down because you intend to work. We count on those who sign up. We plan the work according to the lists. And if this situation of nobody showing up perpetuates, then the society can forget any future restoration projects.

If there are no projects, then this society has no right to the word "Historical" in its' title. If we do not preserve the last vestiges of the old Boston and Maine Railroad, if we do not save from rust and cobwebs the relics of a better railroading day, we do nothing worthy of being a Historical Society. We only stagnate. We sit like lumps of dough with no yeast to make them rise. We have no purpose. We will just continue to sit here, meeting after meeting, hearing reports, gossiping about the fact that we never do anything, watching slides go by on the screen, and then going home with a feeling that time was wasted.

This was not the purpose for which this society was founded. It was founded to be the means by which veteran B&M fans remember the past, and where new, younger fans can see the past through talk, sight and experience. So for the sake of the kids and the oldtimers, lets' get going before we slow down and die.

The death of a youngster is always a sad thing. The society is a youngster. If anything we've ever done here has pleased you, given you enjoyment, then please do all you can to see that there are no repeats of the "Mountaineer" incident or the society, young as it is, will die. And let us do all we can to see, once our little society is back on its' feet again, that nobody find cause to think we've created a monster."

There have been a lot of arguments, pro and con regarding the above project. Granted, Steamtown is a long drive for some. And yet some of us found the wherewithal to get up there. We laboured long and hard under the hot summer sun. It would be a shame, yes a crime even, to let this work be in vain. The "Mountaineer" has been completely sandblasted and primed. All that remains is to get it painted, lettered and then tackle the interior. I wish to personally thank the following members who gave even a little time to this worthwhile project:

Carl Byron, Bill Cashman, Dave Coldren, Tim Coll, Ken Dawes, Clark Gabriel, Don Hillis, Wayne Hillis, John Hutchins, Dave Hutchinson, Jim Ickes, Larry Kemp, Doug Kydd, Bill Mc Caffrey, John Mc Gaffigan, Dick Nickerson, Alex Paone, Vinnie Paone, Wayne Slayton, Dave Squires and Mark Wellemeier.

These 21 members and myself put in a lot of time on this project, time we could have used elsewhere. The society owes these fellows a vote of confidence. How about finishing the project that they started? You would think that in an organization of about 375 members, more than 22 could support this project.

When John Hutchins and I were assigned to the Steamtown train crew, several volunteers offered to take over and finish the car. But, where were they when week-end after week-end the car sat there unattended?

I realize that not everyone can make it every week-end and now faced with severe cutbacks in gasoline it will be even harder. However, car pools can be formed. If just 20 additional members sign up and each one put in just one Saturday or Sunday next year, the car can be finished in no time.

This is not a personal thing. Both Steamtown and the society will benefit. Once the car is finished it will go on publicity tours. Steamtown has offered to affix a plaque to the car stating that the car was restored by our Society.

The society has made a commitment to Steamtown and I for one intend to see it through, hopefully with the backing of our membership. If we don't get the backing, then myself and a few other dedicated members will finish the job. I hereby resolve that the "Mountaineer" will not be allowed to rust away on an obscure sidetrack at Steamtown. We will finish the car and hopefully sometime in the future, the "Mountaineer" will be running in all her former glory. WON'T YOU TAKE A HAND IN THIS WORTHWHILE PROJECT?

Another point I wish to bring to your attention is the uncouth behavior of some people at our last meeting. Several persons have contacted me to the effect that they will not attend another meeting until the filthy language and obscene gestures have been eliminated. We can not afford to lose these good, decent people all because of a few foul mouths. So, in the future, anyone using foul or obscene gestures or language during any meeting will be asked to leave, voluntarily or forcefully. This also holds true for the ticket office at Reading Depot. From the time the meetings are called to order at 8 o'clock until the end of the entertainment, the ticket office will be closed and locked. NOBODY will be allowed in the ticket office.

In closing let me say that respectable people come to these meetings, some bringing their wives and or guests, to be entertained not harrassed with foul language. Also, anyone wishing to sell pictures, timetables, books, etc., will be allowed to do so only at the close of the meetings and only then by first clearing it with either the ~~Chairman~~ of the Board of Directors, Ben Crouch or myself. Chairman

So come on folks, lets' knuckle down to the "Mountaineer" project and lets clean up our monthly meetings so that those who come to enjoy themselves can enjoy themselves.

Very truly yours,

Leroy C. Hutchinson
Leroy C. Hutchinson
President

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P.O. BOX 302, READING, MASS. 01867



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