

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

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

SECRETARY'S NEWSLETTER

27 FEBRUARY 1974

Dear B & M Fans:

The February meeting of the Society, the first to be held at our new meeting place, the First Unitarian Parish Church in Woburn, saw a good turnout of members and guests who enjoyed Mr. Henry Marrec's movie program on several Canadian and eastern American railroads.

The March meeting of the Society will be held at the First Unitarian Parish Church, ~~corner of Winn and Pleasant Streets, Woburn Square, at 8:00 p.m. on Saturday,~~ March 9, 1974. The proposed revisions to the by-laws of the Society will be voted on at this meeting. Following the meeting, Mr. Fred Bailey, Assistant Director of Steamtown, U.S.A., will present a slide program featuring the Boston & Maine Railroad.

Regarding the theft of the builder's plates from the B&M's new GP38-2's (Jan. 30, 1974 Newsletter), Mr. Preston Cook, Service Representative, EMD/GMC, Erie Lackawanna District, writes: "My notes indicate the plates stolen as of 21 January 1974 were the unit 205 right side builder's plate, serial 73636-5, and the unit 206 left side builder's plate, serial 73636-6. These plates were apparently stolen while the two units were together in New Hampshire, sometime around Monday, January 14, 1974. I am not aware of any third unit having had plates stolen. It would be a major achievement for the B&MRRHS if it could figure in the recovery of the plates. If any of your people should see the plates or are aware of them being offered for sale by anyone, they should notify the nearest B&M Railroad Police office." Mr. Cook concludes by saying that "the theft of the B&M GP38-2 plates must be nearly an all-time record. I have never before heard of plates being stolen in such a short time after delivery."

As instructed at the February meeting, the Secretary sent a letter to Mr. Alan Dustin of the B&M Corporation on 12 February, indicating the Society's disgust at the theft and our complete willingness to aid in the recovery of the plates.

The editor of the B&M Bulletin has renewed his request for photos for inclusion in the magazine. Please send your good, sharp pictures to Mr. John Hutchins at the Society's address. He is also interested in stories and other material for the Bulletin.

Mr. Donald Robinson, 154 Ipswich Street, N. Billerica, MA 01862, has 4 sets of B&M employees timetables Nos. 1-20 of the current series for sale at \$15 per set.

Henry Marrec, 11 Overlook Road, Arlington, MA 02174, has 8X10 black and white glossy photos for sale at the reduced rate of three for \$1.00. To all B&MRRHS members, photos will be on sale at the end of the monthly meeting. For those who cannot attend the meeting, send 65¢ to Henry at the above address for a sample 8X10 photo plus a 15-page photo list. This list includes choice photos of B&M steam and diesel, plus many more eastern railroads.

Please remember that we need timely information regarding current happenings on the B&M for inclusion in the Newsletter. Don't assume that everyone is aware of some interesting information that you may have - drop a postcard and let the news be spread throughout our Society. Ads from those wishing to trade or sell railroad items are very welcome - please keep them to a reasonable length.

We regretfully announce the deaths of two of our members. Mary E. Manette of Boston, Mass., and Warren G. Fancher of Morrisville, Vermont, both passed away in January after long illnesses. They had both been members of the Society since 1971.

It has been reported that the Providence and Worcester Railroad is now operating the former B&M branch from Barber (Worcester) to Gardner, Mass. Details are not known.

Steamtown is planning a double-headed steam excursion from Bellows Falls, Vermont to Montreal, Quebec on April 20-21, 1974. Further details will be provided when available, but of particular interest to B&M fans is the Bellows Falls-White River Junction-Wells River routing! WRJ to Wells River will give the trackage/mileage fans 40 miles of freight-only B&M trackage in daylight. The train will follow the rails of the Canadian Pacific Railway from Wells River to Montreal via St. Johnsbury, Newport, and Richford, Vermont. For border-crossing fans (there must be some), the train will cross the U.S.-Canadian border six times in those two days. The trip leaves at 9:00 a.m. on Saturday, April 20, 1974, and the round-trip fare is \$59.95.

It has been suggested that the Society hold a dinner meeting at a restaurant with a railroad atmosphere. There are several good restaurants of this type in the Boston area, and perhaps some new ones that we don't know about. If you like the idea of a dinner meeting, please drop a card to the Society and let us know. If you can suggest a restaurant, please do so. The purpose of this inquiry is just to give us some feeling of the support for the idea.

B&M passenger trains will begin making regular stops at the Belmont and Waverly Stations on the Fitchburg Division beginning Monday, March 4, 1974. Frequent service will be provided, and the running times will be 15 minutes between Waverly and Boston, and 13 minutes between Belmont and Boston.

Anyone traveling on the Long Island Rail Road should take note of the coach numbers. The B&M sold 30 series "AC" coaches to the LIRR between Sept. 1958 and July 1959. The B&M numbers were 4585 to 4614, and the LI numbers are 7521 to 7550. The coaches were extensively re-built by the LI, and carry from 53 to 117 seats.

The following B&M GP7's were leased to the Canadian Pacific Railway in Feb., 1974: Nos. 1556, 1557, 1560, 1562, 1564, 1567, 1569, 1570, 1573, and 1577.

B&M Alco S-1m No. 1274 is to be scrapped because of damage resulting from a collision with GP7 No. 1565. The 1274 was built in 1950, and re-engined in 1957 from 660 hp to 1000 hp.

Through the generosity of Merrimack College, and with the cooperation of Phillip Costello, the Librarian, the B&MRRHS has a secure place to store its collection of historical items. They are to be stored in locked bookcases and cabinets in the "Arundel Room" of the McQuade Library at Merrimack College. The Arundel Room is where the college stores its rare books, and is locked at all times and can only be used by permission of the Librarian after Presidential approval. The college employs a full-time security police force. The Society's Historian, Mr. Harry Frye, and Mr. William J. Cashman, Jr. have been placed in charge of preparation of the collection. If you have erection drawings, plans, maps, timetables, rulebooks, photos, negatives, slides, movies, books, or anything else associated with any era of the B&M, now is the time to make your contribution. Please contact Mr. Frye or Mr. Cashman at the Society's address. Mr. Cashman may also be contacted by phone at 617-665-5685.

This year's Steamtown Railfan Weekend will be held on May 11-12, 1974. Details are still being finalized, and will appear in the next Newsletter. Reserve this weekend so that you can enjoy steam at its best.

We are pleased to welcome the following new members to the Society:
Paul Langevin, Wyoming, RI; Stanley M. Hauck, Weymouth, MA; James Adams, Oshawa, Ontario; Robert Paul Fuller, Portland, ME; William J. Brooks, Bellows Falls, VT; David W. Follansbee, Manchester, NH; L. Peter Cornwall, New Canaan, CT; David K. Johnson, Nashua, NH; David C. Clapp, Sterling, VA; Roger P. Bernard, New Bedford, MA; A.S. Arnold, Holden, MA; and Gary Brierly, Urbana, IL.

Mr. Brian H. Manning, 161 Fairview Avenue, Coventry, RI 02816, would like any information that members may have on the Boston, Barre and Gardner Railroad, later the B&M's Gardner Branch, and now owned by the Providence and Worcester Railroad. Brian is preparing an article on this line for the B&M Bulletin. Please contact him at his home, or at the Society's monthly meeting.

Railroad Magazine has made a Special Introductory Offer to those who wish to begin a subscription to the magazine. The regular rate is \$7.00 per year for 12 issues, but for a limited time, new subscribers can receive a full year of Railroad for only \$5.97, or about 50¢ per issue. If you wish to subscribe, send your check in the amount of \$5.97 to Railroad Magazine, 420 Lexington Avenue, New York, NY 10017. Please mention that you read about the special offer in the B&MRRHS Secretary's Newsletter.

Mr. John A. Cloutier, P.O. Box 2018, Auburn, Alabama 36830, would like to purchase Volume I, Nos. 1-4 of the B&M Bulletin. These are out of print, so if any member has an extra set, or wants to part with his own set, Mr. Cloutier will pay the cover price and postage.

The cancellation of the Steamtown triple-headed steam excursion from Albany to Scranton via the Delaware & Hudson Railway has generated considerable controversy. The Callboard, official organ of the Mohawk and Hudson Chapter of the NRHS, announced that the D&H had not been notified of the trip, nor would the company permit the lead locomotive to be covered with a tarpaulin to ruin photographic opportunities for those who chose to motorcade the trip, rather than pay to ride it, because of the adverse effect such a move would have on the general public along the D&H route. Little has appeared concerning Steamtown's position in this story. It is this... Steamtown was given permission to run the trip as the result of a telephone conversation with President Sterzing of the D&H on October 31, 1973. At that time, Mr. Sterzing requested Steamtown to contact Mr. Hontz, Vice-President of the D&H, to make arrangements for the trip. On November 6, 1973, Mr. Hontz agreed to the April 20-21 weekend, and at the same time made arrangements to move 759 to Rouses Point and 653 to Plattsburgh in preparation for the April trip. No. 759 was moved to Rouses Point for winter storage on November 14, at a cost to Steamtown of \$2,000. Arrangements were being made to move 82 (ex-CPR 1246) and 653 to the D&H following the December 29 trip to Rutland. After the trip was officially announced by Steamtown, however, the D&H claimed no knowledge of the trip. So why the prior arrangements to move three steam locomotives to D&H property in preparation for the trip?

Regarding the picture at the bottom of page 17 in the Sept. 1973 B&M Bulletin, which showed coaches and electric locomotives with no steam engine near Hoosac Tunnel, Mr. Ralph W. Strong, 601 El Centro Street, South Pasadena, CA 91030, had these recollections that were inspired by the photograph: "I seem to remember seeing this happen more than once. As I recall, engines were disconnected for minor service while the coaches were loaded and unloaded. The electrics then pulled the cars off the main line to wait for the return of the engine and make way for their (the electrics) next haul. As I remember this must have been more common than it would seem. Schedules were tight and minutes counted.

"As I write this the smells and sounds of the station come back to me. The engines throbbed and their heat could be felt nearby. The coaches had a musky smell

and the creak of baggage wagons was everywhere. Steam hissing, bells tolling and sharp whistle blasts penetrate my memory. Then the hum of electrics with their squeaking brakes came and went as they dropped off trains or picked them up. The bump of connections seemed to echo the length of the train as the slack took up."

Thank you very much for sharing your memories with the Society, Mr. Strong, and thanks to all those who contributed the timely information for this issue of the Newsletter.

Best regards,

David Squires

David R. Squires, Secretary

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