

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

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

SECRETARY'S NEWSLETTER

1 JULY 1974

Dear B & M Fans:

The July 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, July 13, 1974. Mr. Don Hills will present the entertainment, which will be the screening of a selection of his excellent B&M slide collection.

As the Society begins its new fiscal year, we look forward to another year of growth and increased activity. Fiscal year 1974 saw many beneficial changes within the Society, and we, as the third largest railway-oriented group in New England, have a fine future ahead of us. The Report of the Chairman of the Board of Directors, which appears in this Newsletter, gives an excellent picture of the Society's past year.

Our first accomplishment in this new year is already fact - the computerization of our membership and mailing list. This has just been completed, and will allow the officers and publications editor to obtain printouts of the roster, which can be easily and accurately updated at any time. The program will also give to the publications editor and secretary the names and addresses of the members on sticky-back labels in ZIP Code order which will greatly facilitate the mailing of the Bulletin, Newsletter, and other anticipated publications. The computerization of the roster was accomplished at minimum cost to the Society - a bargain, in fact.

This Newsletter continues our policy of including current and recent photos of activity on the B&M. Many members will be taking black & white pictures of the B&M this summer, so please remember to send your sharp, recent b&w pictures to the Secretary at the Society's address. All photos will be professionally cared for and returned promptly to you. You will, of course, receive credit in this publication for any photos used. Pictures (and material) for inclusion in the B&M Bulletin should be sent to Mr. John Hutchins at the same address. Please share your pictures with the rest of the membership in this manner. Somewhat surprisingly, 25% of our members live outside of New England and certainly enjoy seeing illustrations of current B&M activities.

Beginning with this issue, the minutes of the previous meeting of the Society will be included in the Newsletter. This will give to those members who cannot attend the meeting a good picture of the business transacted and entertainment presented at the meeting. The idea is not unique - credit the Narragansett Bay Chapter of the NRHS, among others.

Just under two dozen members thoroughly enjoyed a tour of the B&M's Billerica Shops on Saturday, June 15. The tour was made possible through the cooperation of the B&M, and particular thanks goes to Mr. McCaffrey, Supt. of Motive Power, who led the tour and patiently answered the many questions that were asked about the operations.

It is with pleasure that we welcome Mr. Norman C. Huntley of Portland, Maine, as a new member in the Society.

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MEETING OF JUNE 8, 1974

The regular monthly meeting of the B&MRRHS was called to order at 8:17 p.m. at the First Unitarian Parish Church, Woburn, by Vice President Donald Hills. Forty-five members and guests attended the meeting.

The Secretary's Report was accepted as read.

The Treasurer's Report was accepted as read. This was the Annual Report for this office. The balance on hand as of the Annual Meeting date was \$1104.01.

OLD BUSINESS: Mr. H. Bentley Crouch read the Annual Report of the Chairman of the Board of Directors. He mentioned that the report would appear in the next issue of the Newsletter.

The Chairman noted that the Society's archivist, Mr. William Cashman, needs assistance in his duties, and encouraged the members to help him out if they could. He then talked to some extent about the relationship between our Society and the Steamtown Foundation. Further discussion ensued.

NEW BUSINESS: The next order of business was the election of officers and directors. ~~While balloting took place, Mr. James Ickes was charged with the~~ responsibility of counting the ballots that were mailed in by members who could not attend the meeting. The results of the balloting were as follows: President, Donald Robinson; Vice President: William Cashman; Treasurer: Charles Smith; Secretary: David Squires. Elected to the Board of Directors: Richard Nickerson, Richard Symmes, and David Squires.

A motion was made, seconded, and passed that the Secretary cast one ballot accepting the results of the balloting as read.

Mr. Wayne Slayton suggested that members, when photographing trains, wrecks, stations, etc., take extra pictures that could be donated to the Society's archives.

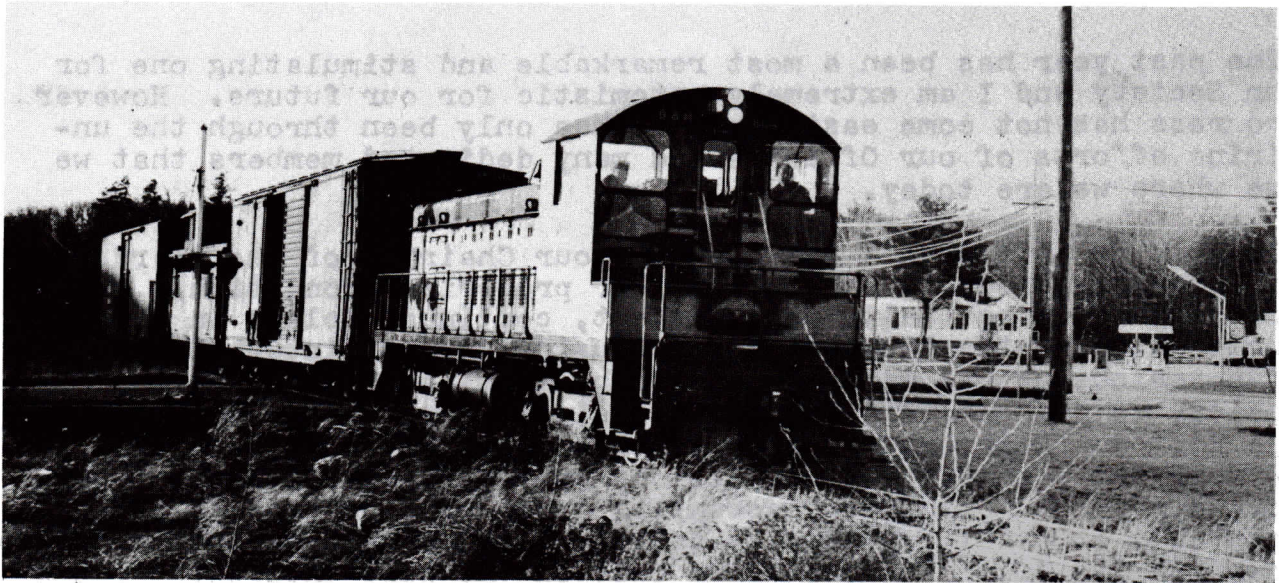
At this time, Mr. Crouch called the outgoing President, Leroy Hutchinson, and the former Chairman of the Board, Stanley Whitney, to come forward, whereupon he presented them with plaques which noted their meritorious service to the Society since its inception.

The business meeting was adjourned at 9:07 p.m.

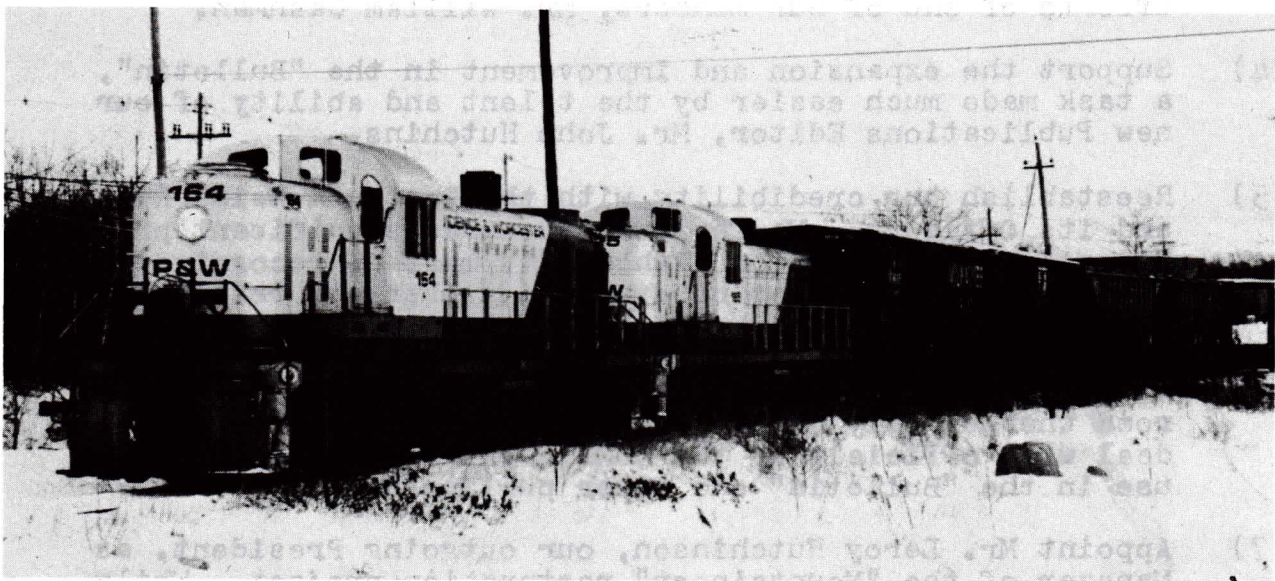
Following the business meeting, the entertainment was presented by Mr. Don Valentine, whose program consisted of slides of the truly photogenic Cass Scenic Railroad in Pocahontas County, West Virginia.

Respectfully submitted,

David R. Squires
David R. Squires, Secretary



In the dead of winter of 1974, new life appeared on the trackage between Barbers (Worcester) and Gardner, Mass., when the Providence and Worcester began operating the ex-B&M branch. Above, B&M No. 804 is in charge of the last B&M movement on the Gardner branch in late January. The 804 was heading towards Worcester as this picture was taken at the Holden Industrial Park. Below, P&W ALCO No. 164 leads the first revenue run of that re-born railroad out of Worcester heading for Gardner. The train is PG-1, and was also photographed at the Holden Industrial Park, on February 10, 1974. Both photos by Alfred S. Arnold, Holden, Mass.



REPORT OF THE CHAIRMAN OF THE BOARD OF DIRECTORS

The past year has been a most remarkable and stimulating one for our Society and I am extremely optimistic for our future. However progress has not come easily and it has only been through the untiring efforts of our Officers and many dedicated members that we are where we are today.

In July of 1973 when I was elected your Chairman of the Board of Directors the Society was in a rather precarious condition. The treasury was practically non-existent, continual delays in the publication of the "Bulletin" was causing unrest, internal problems of a serious nature were having a debilitating effect upon the Society as a whole, and most distressingly our relationship with the Boston & Maine R.R. was at an extremely low ebb. Much had to be done and done quickly. Decisions were made and matters of policy established which were essential if the Society was to survive. Naturally it was impossible to satisfy all members; nevertheless the Board in its deliberations acted only in the best interests of the Society as a whole, a policy we will continue vigorously to carry out.

The Board has met on six occasions during the past year, most recently on June 3, 1974. The following are some of the more significant steps taken as a result of these meetings:

- (1) Recommend that the annual dues be increased to \$8.00.
(Adopted by vote of the membership).
- (2) A complete revision of the By-laws.
(The revision was adopted by vote of the membership).
- (3) Commence a search for space for the proper storage and display of the Society's present and future historical material. As reported in the "Newsletter" this search has been brought to a successful conclusion through the efforts of one of our members, Mr. William Cashman.
- (4) Support the expansion and improvement in the "Bulletin", a task made much easier by the talent and ability of our new Publications Editor, Mr. John Hutchins.
- (5) Reestablish our credibility with the Boston & Maine R.R. and its Officers. We feel we have made significant progress in this direction although it must be recognized that the indiscretions of even one member can reflect adversely on all of us.
- (6) In line with the above establish a policy with the Railroad whereby only certain officers of the Society would deal with officials of the B&M in obtaining material for use in the "Bulletin" and other publications.
- (7) Appoint Mr. Leroy Hutchinson, our outgoing President, as Manager of the "Mountaineer" restoration project. While

this program has not been without its difficulties Mr. Hutchinson and a small group of dedicated members are to be commended for their efforts so far and it is hoped that some form of agreement with Steamtown can be consummated in the future regarding the use of this car by the Society in recognition of this entirely volunteer project.

- (8) Adopt a fair but firm stand regarding member's deportment, both at meetings and in their general conduct on and about railroad property. The Board is adamant in insisting that no individual will conduct himself in a manner which will reflect adversely on other members or the Society as a whole and we will continue to police our ranks in this regard.
- (9) Broaden the scope of our meetings by inviting guests to speak before the members on subjects of interest to all. This policy was initiated most successfully in May when Mr. Alan Dustin, Executive Vice-President of the Boston & Maine R.R., spoke before 100 members and guests.

As we commence the new fiscal year there are several important facts which point to the continued growth and vitality of our Society, facts which the Board believes support the decisions they have been called upon to make in the past year. Most significant of all is the almost 200 member increase in the last twelve months which has resulted in our Society having passed the 400 member mark. This increase can only have a most beneficial effect. The additional revenue generated has obviously reflected itself in a much healthier treasury. This in turn has allowed the Board to increase the budget available for publications, the most immediate result of this being the expansion of the "Bulletin" from 16 pages a year ago to 32 pages commencing with the June 1974 issue. In addition two other publications are programmed for this year. Most important however is the long range advantageous effect that this large infusion of new members will have for our Society. As we rely almost exclusively on our members for the contribution of photographs, historical material, and articles for use in our publications it is obvious that both the quality and quantity of these will continue to improve as our base is broadened. Additionally the potential for obtaining well qualified personnel for the various offices is greatly enhanced.

I remarked earlier that we now have rooms at our disposal at Merrimack College in Andover, Mass. for the storage and display of Society railroadians. However this is only the beginning and before our members can avail themselves of these facilities a vast amount of work must be done. Inventory, cataloging and filing, and a myriad of other tasks must be accomplished before we can truly say that we do indeed have an archives. Mr. William Cashman, our Vice-President elect, has offered to serve as "Rooms Committee" Chairman and he can use all the volunteer effort possible. Those members who would like to involve themselves in getting this project off the ground should make their intentions known to Mr. Cashman.

In closing I would like to take this opportunity to express my appreciation to my fellow members on the Board for their cooperation and invaluable assistance during my first year as Chairman; additionally I would like to extend my sincere thanks to Mr. Leroy Hutchinson, our outgoing and only President since the Society's founding, for the leadership he has provided during this year of our greatest growth and to Mr. David Squires, our invaluable Secretary, who has accepted his greatly increased work load in his usual efficient and competent manner.

Respectfully submitted

H. Bentley Crouch
Chairman, Board of Directors
June 8, 1974

Back issues of the B&M Bulletin are available at \$1.00 each plus 40¢ for first class postage and handling. The following issues are available:

1972: September (very few), December. 1973: March, June, September.

Also available are a few copies of the 1899 Hoosac Tunnel Route timetable at 25¢ each plus 10¢ postage, and the February 1932 Snow Train menu at 15¢ each plus 10¢ postage. If you buy both the timetable and menu, the postage charge is only 10¢.

*** IMPORTANT - PLEASE TAKE NOTICE ***

As of the date of this Newsletter, we begin our new fiscal year. Dues are now payable, which cover the period 1 July 1974-30 June 1975. We very much need your continuing support so that we can maintain the high quality of our publications, and keep the Society running as smoothly as it is now. Please renew your membership promptly. A renewal form is provided for your use in this Newsletter.

The greatest number of members and guests ever to attend a B&MRRHS meeting came to hear Mr. Alan Dustin speak on May 9, 1974. His important talk will be comprehensively covered in the September B&M Bulletin, for we feel that that important meeting should be shared with the entire membership.

Please remember that our Historian, Harry Frye, and Archivist, Bill Cashman, would like nothing more than to receive, catalog, and safely store any B&M memorabilia that you care to donate to the Society. We have superb facilities at Merrimack College, so now is the time to help us make this project a success.

Member Richard Baltulis will sell railroad books to members at 25% off list price, and Slim Gauge News at 20%-discount. The latter is a fine quarterly publication for those interested in narrow gauge operations; the price per issue varies from 75¢ to 90¢, depending on the size of the issue. Contact him at 160 North Avenue, Weston, MA 02193.

Molly O'Connor of Oakdale, MA writes that on May 20 the "Zebra", a daily freight from Worcester to Lowell and return, passed through Oakdale pulled by two units, quite an unusual occurrence. The lead unit was No. 1508 - described as quite in need of paint. She also notes that the Worcester-Ayer line has had a number of ties replaced, and currently it is being re-ballasted.

Mr. George Barth, 268 Grove Street, Apt. A, Charleston, SC 29403, has published a complete list of passenger equipment plans that he has for sale. These attractive plans are 9" X 4", and are 65¢ each, with a few specials slightly higher. Contact him for the list.

Apropos of the B&M's named locomotives, apparently some wags have taken things into their own hands. Mr. James E. O'Dell, 850 Spring Avenue, Troy, NY 12180, writes that "GP 38-2 No. 208 was observed at Mechanicville on June 8 wearing an unofficial but very New Englandish name. The unit wears the name 'Wedgeworth E. Pogo' in the dust on the left side under the cab window. An earlier name, the 'Richard M. Nixon', has been erased from the unit's right side. Perhaps officials are attempting to avoid any political problems. One other unit has been spotted by at least one local fan carrying the name 'John Wilkes Booth' stenciled on its fuel tanks. I have not seen this myself, so beware of false rumors." Mr. O'Dell continues: "Members desiring to obtain photos of original paint schemes will find Mechanicville a barren place. Only NW-2 No. 1200 remains in the old black and red, but 1200 is worth a safari. She still is in her unique scheme, with large numerals



On May 30, 1974, at approximately 9:00 p.m., 21 cars of B&M symbol freight BE-1 (Boston-E. Deerfield) derailed in Waltham, Mass. The narrow-gauging of the Fitchburg Division (see bottom photo) was quite short-lived, however, for the line was back in service for Saturday's operations. It was reported that the truck of one car derailed in Belmont, and was dragged for one mile before the total mishap occurred in Waltham. Both photos by Bentley Crouch.



underneath the cab window in place of the usual Minuteman. No. 1204, the first blue NW assigned to Mechanicville, is badly faded. Looks like a candidate for the East Deerfield repair program." And finally, and hopefully not just rumor, he says that "Mechanicville will see regular passenger service again. New York State has announced a resumption of the Laurentian service up the old D&H route through Mechanicville. Most funding will be provided by New York - Amtrak will lease the operation to the D&H. A total of 8 cars are involved in the service - all D&H. Each train will consist of 1 baggage car, 2 coaches, and 1 diner. All cars will be refurbished at Amtrak shops in Jacksonville, Florida. Coaches to be used are the 200 series 1939-built ACF cars. Motive power will be the Alco PA's, at least for the first few months. The PA's will be sent, in pairs, to M-K shops in Boise, Idaho for a complete rebuilding. The D&H has vowed to continue its active fan trip program." Anyone who has information about the Saratoga & Schuylerville Railroad is urged to write to Mr. O'Dell, as he is working on a possible article for the B&M Bulletin.

A few months ago mention was made in this Newsletter that a number of ex-B&M series "AC" coaches were in use on the Long Island Rail Road. It is a pleasure to report that 29 of the 30 cars are still in service, LIRR 7538 (ex-B&M 4609) being the only car retired, in 1968. Fourteen of the cars are bar cars, and two are school cars, these being used on a lease agreement with Adelphi University whereby Adelphi gives classroom instruction to LIRR commuters offering courses on the graduate and undergraduate level.

Mr. W.A.E. Novak, 4565 Randolph Street, Maywood, CA 90270, writes: "Years ago I lived in Saratoga Springs, NY, and the B&M had a branch line terminating there with a mixed train every once in a while. Because the traffic was so light, the engines used were very interesting, usually well along in years. The one I remember best was No. 1492, and we used to joke about whether that was the number or the year it was built! Anyway it was a most appealing engine and made a pleasant-musical rhythm with its clanking side rods as it ambled through Bear Swamp.

"I would like to obtain a picture of this engine. If the Society can help me in any way I would indeed be grateful."

Anyone interested in a new AHM B&M 4-8-2 brass locomotive? If so, contact Warrick Custom Hobbies, 1510 South Andrews Avenue, Fort Lauderdale, FL 33316. The price was \$159.95, but it is available to a member for \$89.99 plus \$2.50 postage.

Mr. Rex Sherman, Hope Farm, Bradford, NH 03221, sent in this note: "I wonder if any of your members could assist me in locating significant historical facts concerning three covered railroad bridges on the B&M's Goffstown and former Claremont and Concord branches. The Goffstown bridge crosses the Piscataquog River in the village, and was built originally in 1850 by the old New Hampshire Central Railroad and replaced by the B&M in 1900. I am interested in knowing something about the construction and appearance of the original NHC bridge, and also of any major alterations that have been made to the present bridge since 1900. The other two cross the Sugar River at either side of Chandler Station, some five miles west of Newport. The originals were built by the Sugar River Railroad in 1871 and again replaced by the B&M in 1905 and 1906 respectively. Again, I am interested in finding data on the original bridges and such major alterations as have been made (if any) on the present ones. I am nominating these bridges for the National Historic Register, and need the information in this connection."

Mr. George W. Brown, Model Railroad Specialists, 24 Fuller Road, Cochrasset, MA 01778, has in stock a complete line of Accu-cals, Accu-paint, and Railcals. "S" gauge scale is to be added to the stock, as well as nickel-plate track, switches, locomotives, and cars. All scales will be represented, and a complete line for scratch builders will be available.

Mr. Brian Manning, 161 Fairview Avenue, Coventry, RI 02816, still needs information on the Gardner Branch operations during the last 20 years. He comments that "the P&W's MLW Locomotives are rumored to be too heavy for the Gardner branch trackage. They are definitely too heavy for the East Providence trackage, so the RS-3's are used. The new Locomotives are enjoyed by everyone. They have a desk, hot plate, lockers - things that make work easier and which may hasten the demise of the caboose. They are the only units east of the Mississippi and north of the Ohio and Potomac with gyrating headlights." (Turbos, take note.)

The Boston & Maine, which has avoided being forced into a proposed northeast rail merger with other bankrupt lines, figuratively thumbed its nose at the Penn Central on June 10 by showing how it lured away a lucrative account of the Ford Motor Company. Ford has agreed to ship its products from various eastern assembly plants to a new 40-acre unloading and distribution facility in Ayer. Ford figures that it will save about two days of rail shipment and get better access by truck trailers to its dealers around most of New England. Ford, after closing its assembly plant in Somerville about a decade ago, had used the New Haven Railroad yards at Readville for its rail distribution point. The new B&M freight yard has five spur tracks, and can accommodate 1000 stored motor vehicles now, with room for another 600 in the future. B&M President Cherington told a gathering of Ayer residents, U.S. Army officials, and visiting railroad personnel that he expects the new freight yard to generate rail traffic of 6000 car loads of motor vehicles per year. This reference is to the tri-level auto racks that can carry 13-18 passenger cars each, depending on the size of the automobile. At a billing rate of about \$200 per rail car, this should mean at least \$1 million a year in additional revenue for the B&M. There is guarded optimism that International Harvester and one or more Japanese makers will emulate Ford in using the rail and its Ayer facility.

The Norfolk and Western Railway has donated an ex-Wabash, ex-B&M streamlined coach to the Roanoke (VA) Chapter of the NRHS. No other details are known.

A glance at the May 19, 1974 Amtrak timetable would indicate that imitation may indeed be the sincerest form of flattery. Six Boston & Maine train names live on in 1974. Twenty-five years separate the B&M's April 1949 timetable and Amtrak's most recent, but here is what we have:

<u>B&M - April 1949</u>	<u>CONNECTICUT YANKEE</u>	<u>Amtrak - May 1974</u>
Washington-White River Junction (connections to Montréal & Québec)	<u>EAST WIND</u>	Philadelphia-Springfield
Washington-Portland	<u>FLYING YANKEE</u>	Washington-Boston
Boston-Bangor	<u>MINUTE MAN</u>	Boston-New York
Boston-Troy (Albany, Chicago)	<u>MONTREALER</u>	Boston-Washington
Washington-Montréal	<u>NEW ENGLANDER</u>	Washington-Montréal
Boston-Montréal		Boston-Philadelphia

Best regards, David R. Squires, *Dave Squires* Secretary