

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

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

SECRETARY'S NEWSLETTER

28 AUGUST 1974

Dear B&M Fans:

The September 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, September 14, 1974. Following the meeting will be our usual high-quality entertainment program.

The next issue of the Newsletter should be back to full size. Several members have submitted photographs for inclusion in the Newsletter, so we will have pictures in the next issue.

PUBLICATIONS: The June issue of the Bulletin, which became the "August" issue, should be in your hands before you read this. It is our first 32-page issue and we experienced some problems producing it. We're sorry for the delay. The Sept. issue will be out in September on schedule.

Back issues of the Bulletin are still available but they are going fast. September 1972 is sold out, and there are less than 20 copies of December 1973 remaining. Also available are March, June, and September 1973, and March 1974. All are priced at \$1.00 plus 40¢ per copy ordered for postage and handling (e.g., if you order two issues, postage would be 80¢; for three issues, \$1.20, etc.). There has been some confusion concerning this postage charge, and we have had to return orders to several people who paid only 40¢ for multiple-issue orders. This should clarify the postage/handling requirements.

Another problem that we are experiencing with both the Bulletin and Newsletter is the failure of members to notify us immediately of changes of address. Please be sure to give us your change of address promptly. When you don't, your publications are returned and we must pay for their return plus the cost of re-mailing them to you First Class at your new address after we have received the change. This is an unnecessary expense that we would like to avoid. Also, when sending us a new address, be sure to include your Zip Code as the Post Office Department will not accept our bulk mailings unless all addresses contain proper Zip Codes.

The diesel book is now well underway but its publication will be delayed once again, this time until next spring. When it does come out, it will be sold to members at cost, which should be between \$1.50 and \$2.00 below the retail price.

Roy Hutchinson recently unearthed a small supply of the drawings from the now out-of-print June 1972 issue of the Bulletin. The drawing by our artist, Dick Symmes, depicts B&M 2-6-0 No. 1470 crossing a small wooden bridge at Milford, NH. The price is 50¢ per copy plus 20¢ for mailing and handling. Also available is another of Dick's drawings which adorned the cover of the March Bulletin. This one shows gas-electric car 181 at Claremont Junction and is also priced at 50¢ plus 20¢ for postage and handling. A few copies of the 1899 Hoosac Tunnel Route timetable remain at 25¢

apiece plus 10¢ postage. Finally, copies of the February 1932 Snow Train menu are still available at 15¢ each plus postage. If you buy both the menu and timetable, the postage charge for both is 10¢.

The Conway Scenic Railroad is now operating on a regular basis out of North Conway, NH, over former B&M trackage. For further information contact this new line at P.O. Box 434, Conway, NH 03818.

At our October meeting, on Saturday, Oct. 12, Mr. Arnold B. Joseph of The Bronx, NY, will be on hand with his large collection of B&M material which will be on sale to members and guests. The collection includes employees' and public timetables, passes, photos, and advertising brochures. This should be a good opportunity to acquire some rare B&M memorabilia.

Mr. Roger C. Keim, Apt. 8-D, 1161 York Avenue, New York, NY 10021, observed B&M GP-7's 1560 and 1573, in the maroon and yellow paint scheme, leading a 71-car freight along the Connecticut River northbound to Brattleboro, VT on May 31. Are these the last units in this series in this color scheme? If any members would like copies or prints of the slides that Mr. Keim took, he will be happy to have them made up at cost plus 10%. He would like to obtain track plans - current or preferably mid-1950's vintage - of White River Junction, Bellows Falls, and the Greenfield-Deerfield interchange and yards, as well as a photo of a B&M stainless steel coach in the 4800-4807 series, built by Pullman-Standard in 1947.

B&M RS-3's 1508 and 1536 have been leased to the Delaware and Hudson Railway, along with F-4266B. Reportedly, they will be painted in D&H colors, but will probably retain their B&M numbers. The B-unit will acquire a working steam generator, and will be spliced between the ALCO's for back-up service on the new Adirondack, running from New York City to Montreal via Albany. The D&H has also purchased the only two remaining Baldwin shanknose diesels (from the Monongahela Railway, ex-NYC), and will re-engine them for Adirondack service. The D&H is certainly doing the right things to please the railfan, as well as the general public!
B&M GP-7 No. 1567 has also been leased out - to the Morristown and Erie Railroad.

B&M symbol freights BR1 and RB2 (Boston-Rigby) have been consolidated with freights D7 and D8 to form BG1 and GB2 (Boston Gravel). This means that there is no longer a through freight from Boston to Rigby!

Steamtown will be running two doubleheaded steam trips in late October between Riverside, VT (Steamtown) and Rutland. On Saturday, Oct. 26, the train will run from Steamtown to Rutland and return. On Sunday, Oct. 27, it will run Rutland to Steamtown and return. Tickets on either trip are \$14.95 for the round trip - no half fares. For further information contact the Steamtown Foundation, P.O. Box 71, Bellows Falls, VT 05101.

Mr. Paul W. Cherington, President of the Boston and Maine Corporation, died on Sunday, August 11, 1974, after a long illness. A recognized authority on transportation, he was also an educator, author, and an advisor to government officials. His chief interest was in transportation and its efficient operation. He was a leading expert in that field and helped shape the concept of Amtrak. The trustees of the B&M Corporation named Mr. Alan G. Dustin to succeed the late Mr. Cherington as President and Chief Executive Officer of the railroad. Mr. Dustin has served as the Executive Vice President of the B&M since July 1, 1973. He will continue in the capacity of chief operating officer, responsible for administration of the operating, mechanical, transportation, engineering, and purchasing and stores departments.

Molly B. O'Connor of Oakdale, MA, is keeping us informed about B&M activities in the Worcester area, as is Mr. A.S. Arnold (who supplied more photos, which will appear in the next Newsletter). They noted that a Providence and Worcester Railroad freight rammed the rear of the standing B&M Lowell to Worcester "Zebra" at 2:15 a.m. on Monday, August 12, just south of Barbers. The P&W job was en route from Gardner to Valley Falls, RI. The two P&W units, MLW's 2001 and 2002, were both damaged, the former more severely. The B&M caboose and two freight cars were heavily damaged. Fortunately, there were no injuries. The B&M's hook cleared the tracks, which were blocked for 12 hours. The P&W quickly recalled ALCO No. 161 that had been sent to the D&H on August 11.

Although the P&W has been operating the B&M's Gardner Branch since last winter, the Interstate Commerce Commission just recently approved the application of the P&W to purchase the 21.9 mile branch from the B&M.

Ninety-three thousand pounds of B&M track is missing, but B&M officials and Marlboro and Hudson (MA) police have apparently cracked the case. The 46.5 tons of rail, tie plates, and spikes, as well as 60 ties, were recently reported missing from abandoned B&M track in the above towns. An individual has been arrested for the larceny, and more arrests are imminent. The ties were found on the property of the person who allegedly removed them, but the rails are still missing.

Best regards,

David R. Squires

David R. Squires, Secretary

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MEETING OF AUGUST 10, 1974

The regular monthly meeting of the B&MRRHS was called to order at 8:03 p.m. at the First Unitarian Parish Church, Woburn, by President Donald Robinson. Forty-five members and guests attended the meeting.

The Treasurer's Report was accepted as read.

The Secretary's Report was accepted as read.

OLD BUSINESS: None.

NEW BUSINESS: None.

The President announced that the Conway Scenic Railroad was now in operation, and suggested that members visit this new line, which is under the direction of member Dwight Smith. He noted that Mr. Arnold Joseph of the Bronx, NY, would be at the October meeting and would have on display for sale a great variety of B&M memorabilia. He also mentioned that the town of Hancock, NH has requested that our Society play a role in the celebration of their upcoming bicentennial.

Mr. Crouch noted that the diesel book which the Society is publishing will be available in the spring of 1975.

The business meeting was adjourned at 8:16 p.m.

Following the business meeting, Mr. Richard Anderson presented an excellent entertainment program which consisted of slides of the B&M selected from his fine collection.

Respectfully submitted,

David R. Squires

David R. Squires, Secretary