

BOSTON & MAINE R.R.

Historical Society, inc.

NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

30 SEPTEMBER 1974

Dear B & M Fans:

The October 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, October 12, 1974. This will be the Society's Flea Market Night, and any member who has railroad material for sale is urged to bring it in at this time. All transactions are to be by sale - no trading - with 10% going to the B&MRRHS. As mentioned in the last Newsletter, Mr. Arnold B. Joseph of The Bronx, New York, 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.

PUBLICATIONS: Back issues of the Bulletin continue to sell well. As of Sept. 24, there were 21 copies of December 1972, 14 of March 1973, and 34 of June 1973 remaining at \$1.40 each. There are plenty of September 1973 and March 1974 available at the same price. December 1973 is now sold out as is the 1899 Hoosac Tunnel Route timetable. Effective with the June 1974 issue, the price is \$1.65 per copy as we have added 8 more pages to the magazine starting with that issue. On January 1, 1975, the price of all back issues to non-members will be raised to \$1.25 plus 40¢ postage. For members, the price of back issues through March 1974 will remain \$1.00 plus 40¢ postage per copy. From June 1974 forward, the price will be \$1.25 plus 40¢ postage per copy for both members and non-members. When ordering back issues, members should indicate their membership number.

The 1932 Snow Train menu is still available at 15¢ plus 10¢ for postage and handling. Dick Symmes' drawings of 2-6-0 1472 at Milford, NH, and gas-electric 181 at Claremont Jct. are still available at 50¢ each plus 20¢ postage for each copy ordered.

We urgently need sharp black and white prints (preferably 5X7 or 8X10) of B&M diesels in action on trains for use in the diesel book and the Bulletin. The deadline for receipt of photos to be used in the diesel book is February 1, 1975. The reason for the dearth of diesel photos in the Bulletin is that we are not receiving any good printable photos of them. This is especially true of the GP's and RS's. If you want to see diesels represented in our publications (as they should be), then submit your photos of them to us.

We also need good photos of trains, stations, wrecks, construction, etc., on the Central Massachusetts line from its inception to the present. This material is to be used in a project that is presently in the planning stages.

If you have any photos of the Osgood-Bradley air-conditioned coaches 4585-4614 that you would like to see published in a plan feature about this equipment, please submit them to us not later than November 1. We are planning this feature for the December 1974 issue of the Bulletin.

Last month we noted that the lack of address change information is becoming a serious problem. Since then, returned mail has almost doubled. We cannot afford the time or expense of researching address changes and re-mailing at first class rates in

this volume. Consequently, it becomes necessary for us to adopt the following policy effective immediately. Whenever one issue of the Bulletin or two issues of the Newsletter for a member have been returned and we haven't received a change of address, that member's name will be dropped from the mailing list until such time as we do receive a change of address. At that time, we will endeavor to mail all missed publications to the member provided copies of them are still available.

Mr. Peter Osgood, P.O. Box 100, Blue Ridge Summit, PA 17214, is interested in buying pre-1960 schedules of northern New England railroads.

Member John C. Calberg, JC & B Enterprises, 2621 Pinewood Avenue, West Palm Beach, FL 33407, has for sale heraldic decals for most of the class 1 railroads in the United States. The random sampling of decals that he forwarded to us shows his work to be of the highest quality - the colors bright and true, the printing sharp. Contact him for his list of available railroads and prices. (The sampling that he sent will be available for inspection at the October meeting.)

Members are reminded that dues for the current fiscal year must be paid by December 1, 1974. Delinquent members will be removed from the membership list after this date.

It is with pleasure that we welcome the following new members to the Society: Lewis C. Tuttle, Hancock, NH; Gerard Alexander, Dorchester, MA; Daniel L. Cronin, Kennebunk, ME; Jonathan Leiby, Falmouth, MA; Don Provencher, Gorham, NH; Joseph J. Bednarz, Jr., Waterford, CT; Ralph C. Mazzeo, Wakefield, MA; Paul Kutta, West Chester, PA; and John H. Weston, Wilmette, IL.

PHOTO PAGES: We are pleased to once again have photos in the Newsletter. Please continue to send your sharp, black and white prints of current B&M activities to the Secretary for inclusion in this publication.

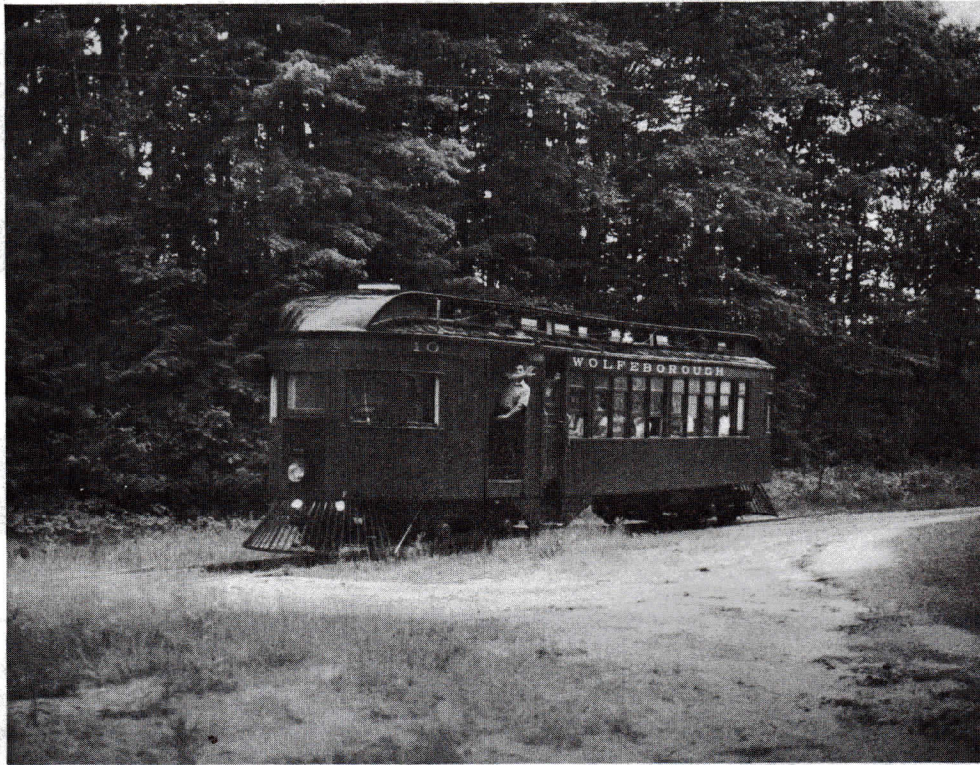
Ben Crouch took the pictures of the activity on the Wolfboro Railroad that appear in this issue. Two photographers are represented on the second photo page. The picture at the top was taken by Richard Hoisington of Derry, NH, and he wrote that "it shows GP9 1708 with local Y-1 on the Goffstown covered bridge with its engineer standing on the pilot watching the Memorial Day parade pass over the tracks on May 30, 1974. The engine (running long hood forward) with its 3-car train arrived just as the parade approached the crossing at the end of the bridge. The flagman told the police officer at the crossing, 'Go ahead; we're in no hurry.'"

The other two photos were submitted by Alfred Arnold of Holden, MA, and show the wreck on the B&M just south of Barbers (Worcester) that occurred at 2:15 a.m. on August 12, 1974. The B&M Lowell to Worcester "Zebra" was rammed by the P&W's Gardner to Valley Falls freight. (See August Newsletter for further details.)

An Alternate Return Route from New York, via the Long Island Rail Road

by William Crawford

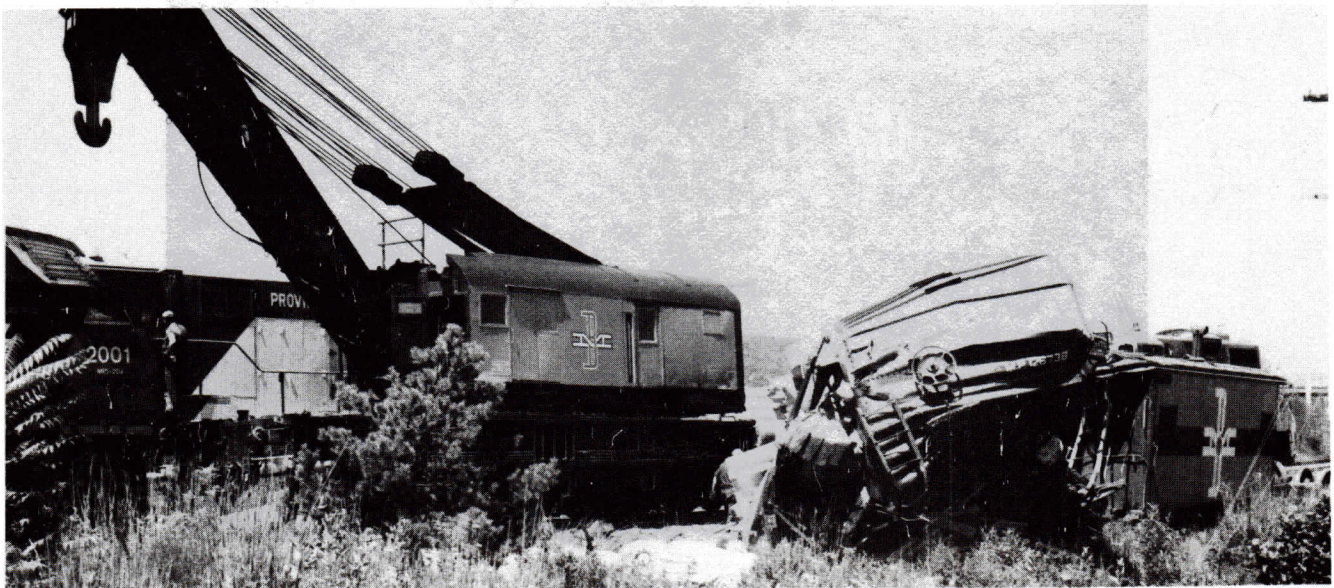
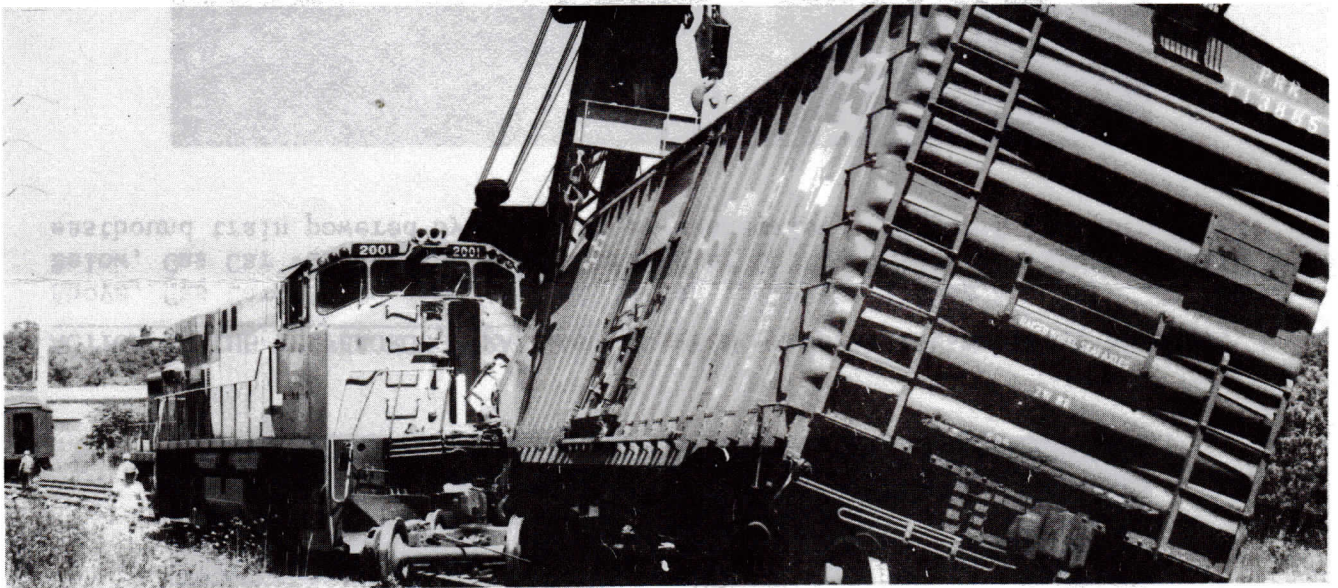
Inspired by a recent article in the Narragansett Newsletter (NRHS), my wife and I and another couple returned to Boston from a weekend in New York by way of a unique rail-water routing. Although it took twice as long and cost half again as much as the Shore Line train, the route via Greenport, NY offers great variety for those weary of Amtrak's ever-extending uniformity. This article is intended as a rider's guide - a brief set of how-to-do-it notes. But first, a bit of history: The Greenport branch was the first of the major rail lines on Long Island - extended to Greenport on July 27, 1844. Until completion of the Shore Line, it provided the best and fastest New York-Boston route. Steamboats sailed from docks adjacent to the



ACTION ON THE WOLFEBOROUGH RAILROAD (Ex-B&M Sanbornville-Wolfboro branch).

Above, Gas Car #10 running east at Cotton Valley at 1:50 p.m., July 23, 1974.
Below, Gas Car #10 waiting in the siding at Cotton Valley for the meet with eastbound train powered by #250, an ex-Wannamaker, Kempton & Southern 2-6-2.





Greenport depot, across Long Island Sound to Stonington, CT, where passengers continued on to Boston by rail. In the rush for completion of the Greenport line, a few miles of track were laid as wooden rails covered with strap iron, to be replaced a few weeks later when real iron rails arrived from England.

Although the principal reason for the existence of this line was gone by 1850 when the direct Shore Line route was completed, close-in suburban development followed the rails. Beyond Ronkonkoma (50.3 miles from Penn Station), the line runs through a rural setting of farms, marshes, and scrub forests. Frequent suburban service is provided by the L.I.R.R. as far as Ronkonkoma, and many trains lay over there awaiting the weekday rush hour. Several push-pull trainsets with Alco FA cab units can generally be found there. Beyond Riverhead (75.3 miles from Penn Station), patronage is so light that the Long Island had tried to abandon the service. Indeed, most of the service now listed in the timetable is provided by a bus connection at Babylon. Trains do run to Greenport, per the schedule below:

<u>Mon- Fri</u>	<u>Fri Only</u>	<u>Sat- Sun</u>		<u>Mon- Fri</u>	<u>Mon Only</u>	<u>Sat- Sun</u>
8:32am	4:23pm	11:10am	New York(Penn Sta.)	6:11pm	9:49am	8:38pm
↓	↓	↓		↑	↑	↑
11:41am	7:11pm	2:03pm	Greenport	2:55pm	7:25am	5:46pm

A change of trains is necessary, either at Jamaica or at Ronkonkoma and Hicksville to or from the electrified MU cars which serve Penn Station. Coach fare is \$5.50 one way from New York (96.3 miles). Equipment on our trip was an Alco road switcher (C420 type?), a parlor car, and four coaches. The train was mobbed on the hot June Sunday that we rode; but by the time 45 minutes had passed, it became pleasantly empty.

Ferry service is now operated from Orient Point (9 miles east of Greenport) to New London. Limousine service is available by calling the number listed next to the station pay phone. We paid a flat rate of \$7.00 for the 25 minute ride. Traffic along Route 25 was sufficiently heavy that a single traveler could easily avoid the Limo fare by hitchhiking. Ferry service is frequent, either 1 hour or 2 hours between boats during the summer season. Exact times are available from: Orient Point-New London Ferry, New London, CT 06320. The ferry route is very scenic and quite refreshing on a warm day. The passage takes 90 minutes; fare is \$3.50 one way. The boats are converted World War II landing craft which are in wretched condition. Corrosion has taken its toll, with some pits as deep as 3/8" on the deck plates; engine vibration was unbelievable!

The ferry slip in New London is located about 1 1/2 miles west of the New Haven depot (had we known it was that far, we would have looked for a taxi!) The ferry schedule has a good map of New London for those needing it. Amtrak service to Providence and Boston is fast and frequent, and provides a fine complement to an interesting day.

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