

BOSTON & MAINE R.R.

Historical Society, inc.

NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

2 January 1975

Dear B & M Fans:

The January 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, January 11, 1975. Mr. Al Hale will provide the entertainment, which will consist of movies taken on the B&M, that reportedly will be every bit as interesting as last month's scheduled program would have been. For those interested, we will have copies of John S. Kendall's book on the St. J. & L.C. for sale - paperback, \$1.50. Guests are always welcome at the meetings.

PUBLICATIONS: As noted in the previous Newsletter, the diesel book has been postponed once again, this time in favor of a history of the Central Massachusetts Railroad jointly authored by John Alden, Ben Crouch, and Don Robinson. Please note use of the word "postponed" as opposed to "cancelled" relative to the diesel book. The latter will appear at a later date. The action is necessary for two reasons. First, the Central Mass. manuscript is virtually complete and the photo-gathering effort isn't far behind. The diesel book is in no such shape. Second, the diesel book is the work of key members of the publications staff who must simultaneously carry on the demanding task of publishing and distributing the Bulletin. The time available to us is insufficient to do that and produce a quality book as well. The change of editorship in June will permit the present editor to concentrate entirely on the diesel book until it is completed sometime early in 1976. Please bear with us as this work is both exacting and time-consuming if it is done properly.

The December 1972, March 1973, June 1973, September 1973, and March 1974 Bulletins are still available at \$1.40 each including postage (\$1.65 to non-members). The summer and fall 1974 issues are available to all at \$1.65 per copy. Also available are the 1932 Snow Train menu at 25¢ each, the Springfield Terminal 1900 passenger timetable at 25¢ each, and Dick Symmes' drawings of Mogul 1472 at Milford, NH, and gas-electric 181 at Claremont Jct. at 70¢ each. All the above prices include postage. When ordering back issues of the Bulletin from now on, please be sure to include your membership number or you will be charged the non-member's rate for issues prior to summer 1974.

We still need good photos of several subjects for work already underway. For the Central Mass. book we need shots of locomotive-hauled passenger trains with diesel power and historic shots of operations west of Oakdale on that line. For the Bulletin, the following: milk cars (especially the wooden variety); wrecking cranes and other work equipment (e.g. Jordan spreaders, plows, passenger equipment downgraded to work train service, etc.) in use; prints or photos of wrecks that occurred prior to 1900 (the earlier the better). For both the Bulletin and the diesel book, early and recent photos of all classes of diesel power in use in trains or in yard service. We are especially interested in shots of units assigned to unusual types of service for their type, and of demonstrators on the B&M. We can use black and white or color prints, the latter from either slides or negatives as long as they are clear and of good contrast, or slides themselves. Please indicate whether or

not you want the photos returned to you when we are through with them. Otherwise, they will remain in the Society's files. Please send all photos to the attention of the Publications Editor.

Our drive to put the Bulletin on a self-supporting basis continues. That done, we will have more money available for soft-bound books and other projects. In order to produce any significant expansion in sales, we must begin selling more Bulletins outside of the Boston area. We presently need somebody who is willing to distribute magazines in northeastern Mass., coastal New Hampshire, and Portland. If you travel regularly in that vicinity and could pick up magazines in the Boston area for distribution to points within that area four times a year, please contact John Hutchins. We will be looking for volunteers for other areas in the near future.

Finally, those of you who visit the Wolfeboro Railroad for Railroad Days February 8 and 9 or during the subsequent summer will find something familiar there. Thanks to Dick Symmes' efforts, the article on Wolfeboro that appeared in the summer 1974 Bulletin has been incorporated into an official booklet which will be on sale to tourists and rail buffs who visit Wolfeboro. (JCH)

NEW MEMBERS: It is with pleasure that we welcome the following new members to the Society: John R. Harding, Kintnersville, PA; Dennis W. Casey, Gardner, MA; Michael B. Carson, New Haven, VT; Laurence I. Beake, Melrose, MA; Russell F. Monroe, Middleton, MA; Paul Muse, Gloucester, MA; William J. Fothergill, Hampton, NH; and Walter V. O'Farrell, Fairport, NY.

RESIGNATION: The Board of Directors is in receipt of the resignation of Mr. John Hutchins as Publications Editor effective with the distribution of the summer 1975 issue of the Bulletin. The Board wishes to take this opportunity to publicly thank John for the superior job he has done with the Bulletin since he took over its stewardship a year and a half ago. It is easy to criticize and offer opinions and advice as to how it could be done better. The Board feels that John's efforts speak for themselves. His attention to detail, his insistence on meeting deadlines, his desire to produce a quality publication have, at times, ruffled a feather or two. No individual, dedicated to his task, could do otherwise, and the Board has unanimously supported him, both morally and financially. Our support has been completely justified for we believe that we now have the best publication, bar none, of any railfan organization.

The Board is pleased to announce that Mr. Richard Conard of Wayland will assume the job of Publications Editor commencing with the fall 1975 issue of the Bulletin, and will be working with John from here on in to effect an orderly and efficient transition. At Mr. Conard's request, John will stay on as Business Manager and will be in charge of the actual printing and distribution of our publications.

The Board pledges its support to Mr. Conard and requests the assistance of the membership in permitting him to continue to produce a magazine we can all be proud of. (HBC)

MAILINGS & MEETINGS: The February meeting will be held at our regular time and place as scheduled. Members taking the RRE's bus to Wolfeboro for Railroad Days will be back in town in time to attend the meeting.

It is apparent that there are inconsistencies in the delivery times of our third-class matter. (Last month, some Virginia members received the Newsletter a few days before some of the New Hampshire members got theirs.) Please remember that our meetings are always scheduled on the second Saturday of every month at 8:00 p.m. in the church in Woburn. Any changes to this schedule will be announced well in advance.

PHOTOS: Do you want them in this Newsletter? If so, then send me some of your recent good quality B&M material. Otherwise, I'll print my own pictures - and then wait for the hue and cry about really dominating the Newsletter!

MEETING OF DECEMBER 14; 1974

The regular monthly meeting of the B&MRRHS was called to order at 8:06 p.m. at the First Unitarian Parish Church, Woburn, by President Donald Robinson. Seventy-five members and guests attended the meeting.

The Secretary's Report was accepted as read.

The reading of the Treasurer's Report was waived.

Mr. Crouch asked for aid in the form of pictures and data for the Society's book on the Central Mass. Railroad.

It was suggested that a night other than Saturday might be better for the meeting night. A show of hands indicated that the membership was overwhelmingly in favor of continuing to meet on Saturday night.

Mr. Crouch read a statement approved by the Board of Directors that announced the resignation of John Hutchins as Editor, and the appointment of Richard Conard as his replacement.

Mr. Hutchins gave the Editor's Report.

Mr. Cashman gave the Archivist's Report, and indicated that things were going well.

President Robinson suggested that the February meeting be cancelled, or perhaps held in Wolfboro, due to the fact that the RRE were going there that day, and many of our members would likely go there also. The matter was left undecided, but the decision will appear in the next Newsletter.

The business meeting was adjourned at 8:30 p.m.

The entertainment originally scheduled for this evening was not presented. In place of this, Mr. Don Valentine presented a fine substitute program that covered several railroads, largely Canadian in subject matter.

Respectfully submitted, .

David R. Squires

David R. Squires, Secretary

DUES: Regarding membership dues, several members have written to the Treasurer noting that they had paid their dues on dates scattered throughout the year. If a person joins the Society during the year after the start of the fiscal year (July 1), he will receive all Bulletins for that fiscal year. Thus, if one pays dues in February, he will receive the previous Sept. and Dec. Bulletins, plus the next March and June issues. He will be due again on July 1 for the next fiscal year even though only five months have elapsed.

MEMBERSHIP: The most recent tabulation shows that we have just over 500 addressees on our mailing list. This includes regular and life members, plus a few honorary members and a small number who receive the publications on an exchange or free basis. Geographically, our members live in the following areas:

	<u>U.S.A.</u>		<u>FOREIGN</u>
MA 309	CA 10 (!)	MD 4	Canada 9
NH 51	PA 9	FL 3	England 1
NY 35	RI 8	IN 3	Scotland 1
ME 17	VA 7	WI 3	
VT 13	IL 7	MO 2	
CT 10	OH 6	TX 2	
NJ 10	MI 5	DC, WV, NC, SC, GA, AL, IA, KS,	
		LA, OK, ID, WA, AK: one each.	

OFFICIAL NEWS: The reorganization trustees of the Boston and Maine Corp. report that in October, for the fourth consecutive month, the railroad showed a profit. Net income before extraordinary credits for the month of October was \$158,689, compared to a loss of \$300,853 in October 1973, an improvement of \$459,542. Net income for October 1974, after credits for extraordinary items of \$3,035,857 was \$3,194,546. These credits are attributable to the settlement of certain outstanding local taxes by the payment of two-thirds of the principal amount, with interest and penalty waived, and to the settlement of the railroad's government guaranteed loans on the same basis. There were no extraordinary items in Oct. 1973. Operating revenues for October increased 15% to \$8,658,804 from \$7,490,417 last year. Operating expenses increased 10% to \$6,709,869 from \$6,070,695 last year. The ten-month ordinary income loss decreased 73% to \$2,074,348 from \$7,564,611 in 1973. Net income for the ten-month period was \$961,509 after credits for extraordinary items of \$3,035,857, as compared to a net income loss of \$7,564,611 in 1973. Operating revenues increased 15% to \$78,335,046 from \$68,248,862 in 1973. Operating expenses increased 7% to \$64,304,866 from \$59,854,538 last year.

PEOPLE, PLACES, & THINGS: Member George Drury becomes Information Chief at Kalmbach Publishing Company on February 1, 1975. He is currently employed in the Books Dept.

Up north, member Ed Galvin is the Maine Central's new Director of Public Relations.

If you want to know what our President looks like, turn to page 385 in your Shaughnessy D&H book and you'll see him at work at Crescent Tower.

The last Newsletter noted that joint B&M-D&H trackage runs from Mechanicville to Crescent. The B&M owns one, the D&H the other. Who knows which railroad owns which track?

Mr. Theodore W. Wells of Milton, MA, has responded to our inquiry (2 Dec. Newsletter) about "wigwag" crossing signals still in use on the B&M. Here is his list:

Main Lines

Fitchburg Div.

Orange, MA: E. Mill St.

Shelburne Falls: Middle Crossing (double installation, one left.)

Portland Div.

East of Newton Jct.: Russ Crossing

Conn. River

South Deerfield: Conway St.

Branch Lines

Lexington Br.

Lexington: Revere St.

(Cont.)

Newburyport Br.
W. Peabody
Portsmouth Br.
E. Manchester: Hall St.
Hillsboro Br.
East of Wilton
West of Nashua
Ayer-Worcester
Thayer: Mill St.
Sterling Jct.: Gates Crossing
Lancaster: Bailey's Crossing
Summit: Burncoat St.
Conway Br.
South of Sanbornville
M. & L. Br.
Salem
Londonderry

Mr. Wells notes that there also some Brach flashers left, but these do not have a swinging disk.

Molly O'Connor of Oakdale, MA, let us know that the B&M's Jordan Spreader was busy tamping and spreading the new ballast on the Worcester-Ayer line in early December. She also sent a clipping that noted that five men had pleaded not guilty on Nov. 25 in Superior Court to secret indictments charging larceny of copper wire from the B&M Corp. in Gardner during April and May of this year.

NEWSLETTER POLICY: You have probably noted that, over the months and years, the Newsletter has been growing and changing, along with the Society. New features and ideas will be added from time to time. Changes, presumably (hopefully) for the better, will frequently be made.

The Publications Editor receives material every so often which he feels isn't really Bulletin copy. It may not be "news" either, but you'll be seeing some of it on an irregular basis in the Newsletter. Next month's issue will have the first of such features.

Another section that will appear from time to time will be personal reminiscences of the B&M by employees and fans, or "True Tales of the Rails", or whatever. We hope that you will enjoy them. The first such story follows, told by our President, Don Robinson.

THE INVISIBLE HOPPER CAR

or,

Now what are we going to do?

"During my middle 'teens I became acquainted with an engineer who would permit me to ride in the cab during way-freight switching. At first this was around Waverley on the Central Massachusetts branch and later at Arlington on the Lexington branch. It was at the latter point that this incident occurred. At the time there was a covered coal trestle in the yard which, because of its location between highway crossings, had a short, steep ramp. In putting a car up there it was therefore necessary to take a run and go charging up the hill full tilt in order to make it. On this particular day they had a car to go to the third of the four pockets and went blasting up with it. Unfortunately everyone had forgotten, and in the darkness inside the shed did not immediately see, that there was an empty on the second pocket. The knuckles were both closed, the hand brake was only loosely set, and the bumper at the end of the trestle was weak; the result was inevitable. The crash as we hit was followed shortly by the sounds of splintering timber and then the

empty car landing in the street below. Luckily no one was passing at the time so there were no injuries. We left the load and in silence dropped back down the ramp with each wondering how this would be explained. None was entirely blameless although the agent and conductor were probably the most culpable: the former for not reminding the conductor of the presence of the car, and the latter for falsely assuming that the shed was unoccupied.

Once we reached ground level I made myself scarce in a hurry and never did learn how the car was returned to the rails."

MEMBERS SERVICES: Jim Shaughnessy, 479 8th. Ave., Troy, NY 12182, has tie bars, tie tacks, and custom belt buckles available with the current B&M logo thereon. He also has bars and tacks with the Minuteman emblem. The buckle features a B&M "F" unit in blue, B&M logo, and your name (up to six letters.) Contact him for prices and additional information.

Dr. Philip R. Hastings, 110 Sunset Road, Waterloo, IA 50701, is interested in acquiring memorabilia for his private collection from the northern New England lines, particularly B&M, St. J.&L.C., Rutland, M&WR, CV, GT, MeC, and predecessors. This would include hardware (such as switch locks and keys, switch lamps, hand lanterns, items from depots, etc.) and paper (such as timetables, tickets, old photos, etc.). He will trade prints from his own negatives photographed on the above lines during the 1940's and 1950's or would pay cash.

If you are interested in a New Haven/B&M steel cupola car caboose kit, similar to the B&M's cars C-1 to C-10, write to this address: New Haven Caboose Kit 301, The Car Shop, 16748 Brinbourne Avenue, Cleveland, OH 44130. The Car Shop specializes in brass HO gauge caboose and tender kits, but will consider other B&M prototype items if enough interest is shown. The caboose kit is \$20.00. Delivery may be expected in March 1975.

Best regards,

David R. Squires

David R. Squires, Secretary