

# BOSTON & MAINE R.R.

*Historical Society, inc.*

## NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

24 February 1975

Dear B & M Fans:

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 8, 1975. The entertainment will be provided by Mr. David Johnson, who will present a slide program covering railroads both here and abroad. Mr. Johnson's excellent photographs have appeared in the B&M Bulletin and other publications.

PUBLICATIONS: The Bulletin has doubled in size over the past 18 months. That means the weight per issue has also doubled with a consequent increase in first class postal fees for back issues. We find that while we are charging 40¢ per copy for first class, we are usually required to pay 50¢. This obviously cannot continue. Effective April 1, postage for back issues will be raised to 50¢ per copy ordered. Orders received after that date without sufficient postage will be mailed second class.

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). Prices will be \$1.50 and \$1.75 respectively, after April 1. The current issue plus the Summer and Fall 1974 numbers are available to all at \$1.75 each (\$1.85 after April 1). Also available are the 1932 Snow Train menu at 25¢ each, the Springfield Terminal 1900 passenger timetable (reprint) at 25¢ each, and Dick Symmes' drawings of Mogul 1472 at Milford, NH, and gas-electric 181 at Claremont Jct., NH, at 70¢ each. Please remember to include your membership number when ordering back issues of the Bulletin or you will be charged the non-member's rate for issues prior to Summer 1974.

We are still searching for 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; and 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 on 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 or slides as long as they are clear and of good contrast. 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 pertaining to the above to the attention of the Publications Editor.

We undoubtedly set a delivery record in January with a bulk order of Bulletins purchased by the Hancock Historical Society in New Hampshire. The distance from Boston to Hancock is approximately 85 miles. The magazines were delivered to the

Captain of a Seaboard World Airlines DC-8 freighter at Logan Airport. The Captain, a Hancock resident, was in command of a round-trip flight from JFK airport in New York to Frankfurt, Germany, via London, and took the magazines with him. By the time they reached Hancock a few days later they had travelled approximately 8,000 miles!

Work is now underway on the Central Mass. book. We have reviewed and corrected the first portion of the manuscript and expect to have the final draft of the manuscript ready to go to composition shortly after April 1. The tentative publication date is November 1. We will keep you posted on the project as well as the price per copy as the work progresses. (JCH)

NEW MEMBERS: It is with pleasure that we welcome the following new members to the Society: Nathaniel J. Busteed, Brookfield, IL; Lloyd T. Krumm, Jr., Franklin Lakes, NJ; Robert McQuaid, Stoneham, MA; and Everett R. Ryan, Wakefield, MA.

FAN TRIP: On Sunday, April 6, 1975, the D&H will run a trip from Binghamton to Albany and return. There will be a two-hour layover in Albany to permit inspection of the American Freedom Train, which arrives in that city on 5 April. The consist of the special train includes coaches, open-air photo car, snack and souvenir car, and tavern lounge car. The motive power is not known at this time. Adults \$20, children under 12 \$15 for the round trip and admission to the Freedom Train. For further information contact the Ticket Agent, Delaware and Hudson Railway Co., 40 Beaver Street, Albany, NY 12207.

---

#### MEETING OF FEBRUARY 8, 1975

The regular monthly meeting of the B&MRRHS was called to order at 8:10 p.m. at the First Unitarian Parish Church, Woburn, by President Donald Robinson. Sixty-five members and guests attended the meeting.

The Secretary's Report was accepted as read.

The Treasurer's Report was accepted as read.

There was no report from the Publications committee.

The President mentioned that, in addition to GP 38-2 No. 212 being re-numbered 200 for the Bicentennial, a box car and caboose would also be painted red, white, and blue - the box car will contain exhibits.

Discussions regarding B&M activities continued.

The business meeting was adjourned at 8:28 p.m.

Following the business meeting, the entertainment was provided by several of the members who brought in movies of their recent railfan activities.

Respectfully submitted,

*David R. Squires*  
David R. Squires, Secretary

NEWS: It appears that GP 38-2 No. 212 will in fact be renumbered 200 and painted red, white, and blue for the Bicentennial. In addition, it will sport Minute Man emblems on its sides.

RDC-1 No. 6100 is being overhauled and refurbished, and is presently at Boston Engine Terminal. The heavy work was done at the Billerica Shops, while interior work is being performed at B.E.T. The windows will all be of tinted glass, and the curtains removed.

Purple-striped and Cummins-powered RDC-1 No. 6148 is currently in service on the Fitchburg Division. (Have any other Budds received the purpling treatment?)

Alco RS-2 No. 1500 will be repaired and put back in service. The unit was damaged when hard-packed ice put it on the ground on 21 January.

The B&M's only 44-tonner, No. 119, may be on the property of the Springfield Terminal Railway at this time. Any information on this would be appreciated.

On 14 January a Providence & Worcester work crew triggered a two and one-half hour track confrontation with Penn Central Railroad officials over who controls the tracks between Southbridge Street and Worcester Union Station. After a lengthy discussion, the confrontation ended as PC officials took no action against a P&W official and a work crew that had begun some maintenance work in the disputed section. The four sets of tracks in the mile-long section are jointly owned by the two railroads, but are maintained and operated by the PC. The P&W has asked the PC to upgrade the section so it will be safe for traffic at 15 MPH instead of the current 6 MPH, but PC has said that the tracks are now adequate. (!)

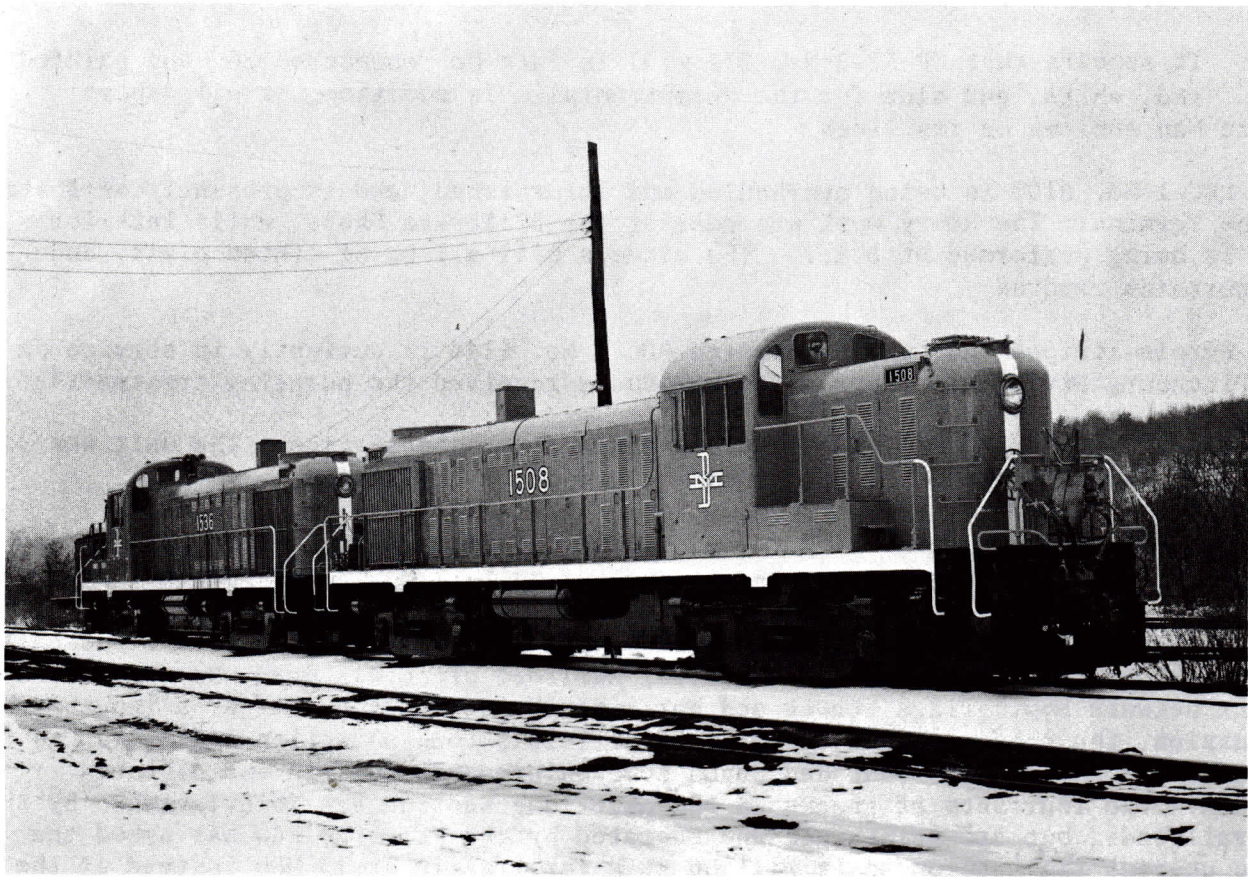
The B&M, which leased steam generator-equipped RS-3's 1508 and 1536 to the D&H last August for use on the Adirondack, has traded them to the D&H for a pair of D&H RS-3's. The D&H RS-3's are 4075 and 4082 (leased to the P&W as 162 and 164 for a time), and were repainted and renumbered 1508 and 1536 at Colonie Shops. Both units were seen at Mechanicville on 29 December in gleaming fresh blue B&M paint, with black running gear and white frame stripe, vertical nose stripe, and numbers. The vertical nose stripe never appeared on other B&M RS-3's repainted into the blue scheme. No. 1536 has been working out of E. Deerfield in pusher service. (J. Armstrong)

ALONG THE ROAD: PC engines laying over at E. Deerfield from pool trains NY10/BM7 have been used almost daily to push NE87 to E. Gardner. NE87 arrives at E. Deerfield around 9 a.m. and the pushers are tacked on at the west end of the yard. They return in time for their mid-afternoon departure on BM7 for Syracuse. PC cabooses are also put to good use while on the B&M. They have been seen on locals to Gardner, Easthampton, Turners Falls, and on work trains.

Canadian Pacific power can also be found at E. Deerfield coming down in the very early morning on JS4 to Springfield and returning on SJ1, which leaves Springfield around 11 a.m., arriving at E. Deerfield in the early afternoon. The engines are cut off and brought down to the engine facility for a quick servicing. The sun is at its best position at mid-afternoon for photos at the engine facility. It is not uncommon to find B&M, PC, and CPR power at the engine facility all at the same time. Penn Central uses almost any type of B-B road power it has (though mostly U-boats and GP35, 38, and 40's) in B&M pool service. Canadian Pacific uses RS-18, RS-10, and RS-3's, but FP7A, FB-1, and FPA-2's have appeared on rare occasions.

(Jack Armstrong)

CORRECTION: Regarding the Springfield Terminal Railway timetable that was distributed to all members with the Fall 1974 Bulletin, the fact that it is a reprint was inadvertently not printed on the timetable. We apologize for this oversight.



Boston & Maine Alco RS-3's 1508 and 1536, ex-D&H 4075 and 4082, at Mechanicville, New York on 29 December 1974.

-- Photo by Jack Armstrong, Adams, MA.

---

RESPONSE: The wig-wag/banjo crossing signal query that appeared in the Newsletter a couple of months ago certainly brought in quite a response from the membership. We have received several letters on this, people comment on the subject at the meetings, and Mr. William Cobleigh of Acton, MA even sent in a picture of the Poor Farm Crossing in Hudson, MA.

This kind of response is good. What interests, titillates, or confuses you about the B&M? Let us know.

MEMBERS' SERVICES: Mr. R.E. Mahoney, 21 Taylor Street, Canisteo, NY 14823, is selling his entire collection of 1,000 3"X8" pictures in its entirety only. The collection includes builder's photos, originals, individuals, Alco, and Smithsonian material. Contact him if interested in buying the entire lot.

Mr. Richard Carnevale, 153 Lothrop Street, Beverly, MA 01915, would like to borrow B&M Bulletins prior to December 1972 for the purpose of Xeroxing them. Help him out if you can.

Mr. Carlton Johnson, Clio, MI 48420, has a 1902 "Railroad Commissioners Report of Massachusetts" for sale. It is in good condition, 783 pages, 6" X 9", two large fold-out maps - one of steam railroads, the other of electric lines; maps are 28" X 36". He is asking \$12.00 postpaid for the book.

Henry Marrec, 11 Overlook Road, Arlington, MA 02174, is selling his complete 41-volume private collection of black and white 8X10 glossy photos of the B&M RR. Each photo will be sold separately at \$1.20 each. The collection covers steam, diesels, passenger cars, freight cars, wrecks, stations, aerial views, many others. Every photo is different - no duplicates in the collection. Also for sale is a large assortment of jumbo size 20" X 24" black and white photos of B&M steam and diesel power at its best. These are priced at \$4.50 each.

Both sizes of photos will be sold on a first come - first served basis. Call Henry at 617-643-8163 and make an appointment to see the collection at his home in Arlington - call evenings or on the weekend. Those who wish to purchase through the mail please send 50¢ in stamps for the list of 8 X 10 and 20 X 24 photos. No sample photos from this collection will be sent out.

Your money will be refunded if the photos you order from this collection have already been sold. Please do not confuse this 8 X 10 and 20 X 24 photo sale with the 5 X 7 photos offered for sale in the last Newsletter. The 5 X 7 offer still stands and photos from that collection are available on an unlimited basis at 50¢ each. If both lists are desired, send \$1.00 cash or check and a sample 5 X 7 will also be sent to you.

Also for sale are HO brass Boston Elevated Railway type trolleys. Included are center-entrance cars, type 5's, double and single truck Birney's, steeple cab electric work loco, PCC cars, and open-end trolley. Send large SSAE for the price list of the trolleys.

If you would like to purchase John Kendall's book on the St. Johnsbury and Lake Champlain, please contact Mr. Donald Valentine, Jr., 7 Balsam Street, Keene, NH 03431.

CDS Lettering, Box 2003, Station D, Ottawa, Ontario K1P 5W3, Canada, is manufacturing excellent dry-transfer lettering in HO, S, and O scales. They are presently marketing CV boxcar lettering (old and new), CP International of Maine, Erie, Erie-Lackawanna, Vermont Railway; they have on the drawing board lettering for Rutland, Boston & Maine (new and old), Maine Central, and Delaware and Hudson. A complete listing may be obtained by writing to the above address in Ottawa

Mr. James J. Shelter, 159 Guelph Street, Oshawa, Ontario L1H 6J1, Canada, has the following items for sale: Employees Operating Timetables, CN and CP, Great Lakes Region (Eastern and Northern), 19 of them in all, good to excellent condition, \$15.00. Official Railway Equipment Register of the U.S.A., Canada, and Mexico, October 1969, \$5.00. McGraw Electric Railway Directory, 1924, hard cover, \$12.00. Package deal for all of the above: \$28.00.

Mr. Shelter would like to purchase an HO gauge PFM CNR Northern 6200 class at a "reasonable" price.

REMINISCENCES: We have received good response to this new now-and-again section. The next true tale of the rails will appear, predictably, in the next issue of the Newsletter. Noting that we have several hundred members, there should never be a lack of stories to print. Let's hear yours!

Best regards,

*David R. Squires*  
David R. Squires, Secretary