

BOSTON & MAINE R.R.

Historical Society, inc.

NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

26 June 1975

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 12, 1975. We provide good entertainment throughout the summer months, and church basements tend to be comfortably cool, so plan to attend an interesting meeting.

PUBLICATIONS: The following back issues of the Bulletin are sold out: March, June, and September, 1973; March, June, and Fall, 1974. Remaining issues are limited to five copies of the December 1972 issue (\$1.50 each to members, \$1.80 for non-members), plus the Winter 74-75 issue and the current issue both priced at \$1.75 (members) and \$1.80 (non-members). Also available are reprints of the 1900 Springfield Terminal Railway timetable and the 1932 Snow Train menu at 25¢ each; Dick Symmes' drawings of Mogul 1472 at Milford, New Hampshire, and gas-electric 181 at Claremont Jct. at 70¢ each; and a plan of B&M 2-6-0 1388 for 70¢ a copy. All the above prices include first class postage. Again, we remind you to show your membership number on your order or you will be charged the non-member price for those items to which it applies.

NEW MEMBERS: It is with pleasure that we welcome the following new members to the Society: Martin R. La Carbonara, Woburn, MA; George J. Shannon, Reading, MA; Russell L. Allison, Peterborough, NH; Frederick S. Senning, Avon, CT; James E. Beaudoin, Laconia, NH; Herbert H. Caswell, Jr., Ypsilanti, MI; Paul A. Hardiman, No. Reading, MA; Mathew T. Rines, Concord, NH; Thomas P. Lecompte, Baltimore, MD; Alan Gaines, Greenfield, MA; Henry Stenberg, Marblehead, MA; Steven Zolla, Wilbraham, MA; Robert Drayne, Tampa, FL; and Charles J. Kennedy, Lincoln, NB.

NEWS AND OBSERVATIONS: All B&M locomotives that are being shopped and repainted sport bicentennial stripes and an old friend, the Minuteman, on the nose. Welcome back.

The B&M has repainted box car No. 77039 and designated it as the road's "Bicentennial Boxcar." Along with locomotive No. 200 (ex-212), the car will be used as a public display at bicentennial celebrations in on-line towns. Currently, arrangements are being made with the towns of Beverly and Pepperell to exhibit the pair during their observances. The boxcar contains "...something old, something new, something borrowed, something B&M blue," according to the 6 June B&M Newsletter (the Railroad's, not ours.) There is a narrated slide presentation of B&M scenes, including the E. Cambridge piggyback facility, the Billerica welding plant and shops, Hoosac Tunnel, and the B&M training program. Work on the exhibits is performed by the B&M's Bicentennial Committee, some of whose members volunteer

their time to staff the car when on public display.

According to the Newsletter, April was one of the worst months in the history of the B&M. Carloads and freight revenues were down 22% and 15.8% respectively. This current financial condition precludes the distribution of the retroactive to Jan. 1 portion of a recently negotiated wage settlement.

(NRHS Narragansett Newsletter)

The B&M has issued new timetables (No. 21) effective May 18. Schedules have been altered with the elimination of midday trains on some lines, and the addition of service on others. Boston to Lowell runs have been lengthened by 3 to 5 minutes. The Ipswich and Rockport runs have been lengthened by 6 minutes and some adjustments in schedules have been made. Trackwork is being performed on the Rockport branch and delays on these trains can be anticipated during the summer months. Additional service is provided on the South Acton line and there is better shading of "peak hour" trains. (Narragansett Newsletter)

Alco S-2 No. 1265 was seen in derelict condition in transit to Luria Brothers on June 4 at Ayer. Alco RS-2 No. 1500 is coupled to GE 44-tonner No. 119 at the Billerica shops, and both look to be in rather wretched condition. Other dead units (including more Alco's) are in the same lineup. F-unit 4268A is inside the shop being cannibalized, while 4265A and 4266B are coupled together outside the shops, awaiting who-knows-what. No. 4266A is the only cab unit still running on the B&M, and there are only two B-units.

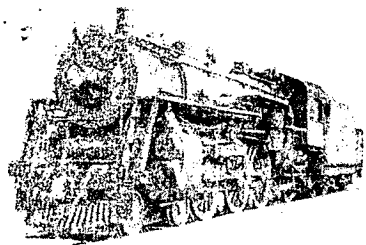
The B&M's Berlin, New Hampshire job, JU-UJ, leaves White River Junction about 4:15-4:30 a.m. daily except Sunday and arrives Whitefield around 8:00 a.m. Whitefield still has the legendary ball signals and interchange is made here between the B&M and the Maine Central. The Berlin freight's crew goes on rest upon reaching Berlin and then leaves Berlin in late afternoon on the return trip. A B&M switcher comes down from Groveton to Whitefield arriving there sometime between 4-6 p.m. (Narragansett Newsletter)

WE'RE PROUD: The following letter was received from Mr. Alan G. Dustin, President and Chief Executive Officer, Boston & Maine Corporation:

"I just read your Spring edition of the B&M Bulletin and can't pass up the opportunity to commend you and all of your people for the excellent content and the professional manner in which you put this together. The description of the Boston and Maine under 'White Flags' was very nicely done. We appreciate the good publicity and look forward to reading your magazine. Keep up the good work!"

THIRD-CLASS MAILINGS: Better late than never? Maybe. But it is irritating when you receive the Newsletter after the meeting date! This is common in the sovereign states and commonwealths far off from New England, and the members there are not likely inconvenienced. But why it takes 11 days for this Newsletter to go from Reading to Lynn, Beverly, Nahant, other North Shore towns and Cape Ann is a mystery. (Towns west of Boston deliver the Newsletter to members in 4-5 days.) Unfortunately, there is nothing we can do about this. Please remember that our meetings, except in very rare circumstances, are always held on the second Saturday of the month at 8:00 p.m. at the church in Woburn throughout the entire year. (The date on the Newsletter is the typing date. It then goes to the printer where it is printed, collated, and stapled. Later that day, or the next, it is folded and stapled again, and then the labels are applied and it is prepared for presentation to the Post Office. No small operation, now that we are mailing out close to 600 per month. This Newsletter will be mailed from Reading on Tuesday, July 1, so you can check the speed of your delivery yourself.)

Question of the month: Why does a Newsletter sent to Milwaukee, Wisconsin bear a Waterloo, Iowa postmark upon receipt? Please bear with us.



Boston & Maine Railroad Historical Society

Incorporated

P.O. BOX 302 · READING, MASSACHUSETTS 01867

June 14, 1975

Fellow Members;

It is with pleasure that I submit to you, as Chairman of your Board of Directors, the annual report of the Board for the fiscal year 1975.

This past year has been a most gratifying one and your Society is in an extremely healthy condition. Our paid-up membership as of this moment has passed the 575 mark and we should exceed 600 members within a very short time. This remarkable growth has, of course, enhanced our treasury and our fiscal position is the best ever. Our publications have continued to maintain their high level of quality and competence and our first book is well along, with publication planned for early November. Our curator, Mr. William Cashman, reports that material is continuing to come in in goodly quantities and that the work of cataloguing and inventorying is proceeding apace. Hopefully our archives at Merrimack College in North Andover, where this material will be housed, will be accessible to members in the near future.

What is probably the most gratifying achievement of this past year is the improvement in our credibility and acceptance within the railroad itself and with other rail-oriented groups. I attribute this in large degree to a greater awareness on the part of our members that a mature and responsible approach to our common interests can only result in improved relations with those in the industry on whom we are dependent on for so many things.

This past year has not been a complete bed-of-roses however. Your Board, for the past two years, has placed our publications at the top of the priority list. To this end we have committed all available monies to expand and improve upon our "Newsletter" and "Bulletin" and in addition to dedicate ourselves to this same level of excellence with our first major publication, the forthcoming history of the Central Mass. It should come as no surprise, therefore, that notwithstanding our improved financial position, the matter of a dues increase has been seriously considered. I am glad to report, however, that we have taken certain steps to increase our income and at this time the Board is not recommending such an increase for the coming fiscal year. We believe that the present level of dues, plus the sale of publications to non-members, will be adequate to see us through for another year.

Although we have been able to resolve our fiscal problems we were not as fortunate in averting two personnel crises; the resignations of both our Publications Editor, Mr. John Hutchins, who is stepping aside this summer because of business and personal



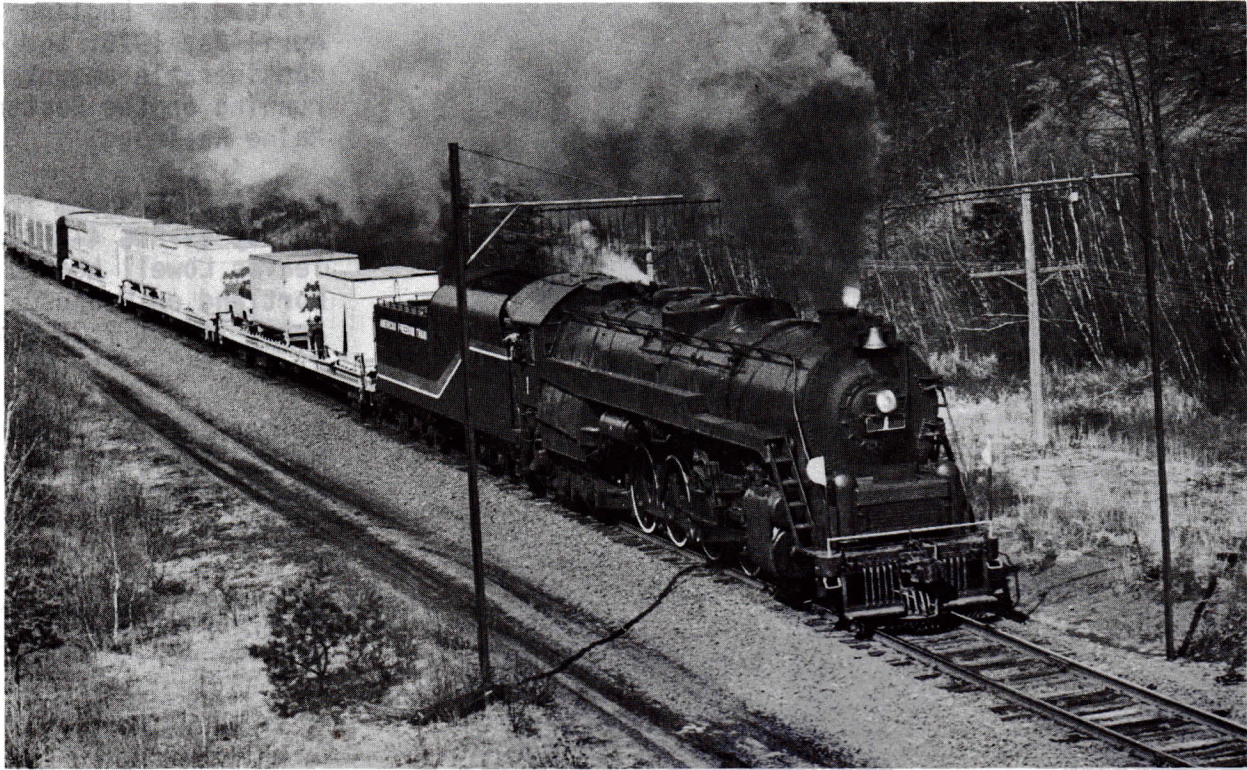
The American Freedom Train visited New England in April-May 1975, and did a considerable amount of running on the Boston and Maine Railroad.

Left: The Freedom Train, led by ex-RDG 4-8-4 #2101, leaves Lowell headed for Portland on Wednesday, April 16, at 7:30 a.m.

Below: Leaving Salmon Falls, Maine, April 16, at about 10:00 a.m.

Both photos by Russell F. Munroe, Jr., Middleton, MA.





Above: AFT at York, Maine on April 16. The Northern-type is just about to blacken the Route 9 overpass with soot for the first time in many years.
Below: The Train arrives at Lowell on April 28 at 4:30 p.m. NE-84 hauled by GP 38-2's 208-207-211 is about ready to leave for Portland. R.F. Munroe, Jr.



REPORT TO THE MEMBERSHIP

June 14, 1975

The past two and a half years have been a period of tremendous growth for both the Society and its publications. The improvements that Dave Squires has made in the Newsletter have transformed it into a timely, illustrated and thoughtful publication. The Bulletin has grown from 16 to 32 pages and has firmly established our reputation for quality work in New England and beyond. Copies of the Bulletin now repose in such institutions as the Smithsonian; the Massachusetts State Library; the State Historical Society of Wisconsin; the Baker Library of the Harvard Business School; the Hancock, N.H., Historical Society; and in the reference libraries of such periodicals as the Boston Globe, the Greenfield Recorder, Constructor, Contractors and Engineers, etc. The September, 1973, issue was adopted as the official magazine of the Hoosac Tunnel Centennial, a feat for which Carl Byron was primarily responsible. Our article on the Wolfeboro Branch was enlarged into the official brochure of the Wolfeboro Rail Road Co., a brochure which we laid out and published thanks to the efforts of Dick Symmes. That product was of sufficient quality to interest another of the New England rail museums and we expect to do their brochure next year as a result. Through the efforts of its author, Mr. John Parker of Springfield, Vt., our article on the Springfield Terminal Ry. was serialized in the Sunday supplement to the Vermont Eagle Times-Reporter. A complete issue of the Bulletin is shortly to be reprinted and nationally distributed as a printing and paper sample by a major paper company. And so forth.

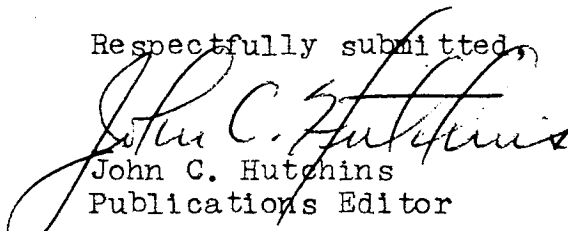
Such accomplishments do not occur of their own volition. It takes good people to make them happen. They are the product of considerable time and effort donated by a number of your fellow members. In this respect, I would like especially to single out and extend my deepest thanks to Ken Patton, Dick Symmes, Jim Ickes and Carl Byron. Without them the Bulletin would not be the success it has become for it is not a one-man publication as some have mistakenly been led to believe.

I am happy to report that the publications are also in better financial condition than they were in March, 1973. In spite of the increase in Bulletin size which more than doubled the production cost, last year's publications deficit amounted to only \$717.74. The forecast deficit for the current fiscal year was \$421.00, but it now appears that it may be \$200.00 or less when the publication and distribution of the Summer Bulletin is complete. (As of today, we have a budget surplus of \$416.11.) This record is the result of a dramatic increase in retail sales. In March, 1973, there were eight Bulletin retail outlets. Today there are 22 in four states. By December of this year there will be 27 in five states. These sales in conjunction with the sharp rise in membership since 1973 have produced the large amount of cash required for the publication of our first book, a history of the Central Massachusetts Branch, which will appear about November 1. Back issue sales have also risen, though more gradually than initial sales of each issue.

Little more need be said of our past accomplishments as you are all well aware of them, I am sure. I would like briefly to address myself to a persistent problem plaguing the Society -- participation. Roughly 50% of our membership is located within 50 miles of Boston yet the same 10 or 12 people consistently end up doing all the work. This is unhealthy. We desperately need more people to augment an overworked group of officers if the Society is to remain viable. It is not unrealistic to assume that we should be able to get an additional 15 people from this area to help out. The work to be done ranges from mailing to maintaining membership lists. Not all of it is particularly stimulating. But getting it done is vital to the interests of the Society as a whole. Those of you in the area who simply wish to receive the benefits of membership but can't afford a few hours here and there to help would do well to remember that those presently bearing the responsibility for the Society's policy and operations cannot do so forever. The effort becomes an unreplenished drain of their time and talent which is eventually self-defeating. Further, the constant participation of the same group leads to the false conclusion that we are run by a clique, a charge that has been uttered on occasion. Such is not the case. It is simply a question of the same people consistently volunteering much of their spare time and effort because nobody else will. Those who wish to level a charge of clique rule should consider their own efforts (or lack thereof) on the Society's behalf prior to making such a statement. This does not mean we discourage constructive criticism. On the contrary, such criticism is vital to the health of a group. But by definition, such criticism entails making positive suggestions accompanied by a willingness to make the necessary effort to implement them. That is a far different thing than criticism merely for the sake of venting wrath at the decisions of this or that individual such as we saw previously when there was a dangerously high ratio of criticism to constructive contribution which had as its basis personality or age group differences. That, happily, is no longer the case which means we have matured collectively such that all viewpoints are given due consideration. That is excellent progress. Now we have got to take the next step which is voluntary participation in the Society's work regardless of how menial the work to be done might be at times. I am confident from my past association with the Society that we have plenty of capable individuals within the local area who can help. So, let's hear from you!!

In closing, I would only say that I have enjoyed the challenge of editing the Society's publications and look forward to more quality work which I know will be forthcoming under the direction of my successor, Rick Conard.

Respectfully submitted,


John C. Hutchins
Publications Editor

BOSTON AND MAINE RAILROAD HISTORICAL SOCIETY

REPORT OF THE TREASURER JUNE 14, 1975

INCOME 1974-75

BALANCE AS OF JULY 1, 1974

	\$ 912.37
DUES	4754.10
BULLETIN SALES	4344.20
MISCL. ITEMS	69.97
WOLFBORO BOOK R. R.	1750.00
TREAS. SPECIAL ACCT.	1200.00
TOTAL	\$13030.64

EXPENDITURES 1974-75

BULLETIN	\$ 6117.72
HALL RENTAL	110.00
POSTAGE	592.74
PRINT UP	231.99
SPECIAL ACCT. (SAVINGS)	1200.00
BANK SERVICE CHARGE	25.56
CENTRAL MASS. BR. BOOK	435.00
TREASURER'S CASE	33.48
REGISTRY OF COPYWRITES	35.00
TELEPHONE CHARGES	78.72
OPEN ARCHIVES	15.58
LETTERHEADS	133.50
JOHN HUTCHINS WORKING FUND	135.00
DAVE SQUIRES WORKING FUND	82.34
MISCL. ITEMS	36.82
TOTAL	\$10760.45

INCOME TOTAL \$13030.64

LESS EXPEND. \$10760.45

BALANCE AS OF JUNE 14, 1975 \$ 2270.19

Respectively Submitted Charles P. Smith, Treasurer.

Charles P. Smith

BALANCE IN TREAS. SPEC. ACCT. \$ 1553.97. WE EARNED \$ 53.97 INTEREST
TO MARCH 1975.

MEETING OF JUNE 14, 1975

The regular monthly meeting of the B&MRRHS was called to order at 8:11 p.m. at the First Unitarian Parish Church, Woburn, by President Donald Robinson. Seventy members and guests attended the meeting.

The Secretary's Report was accepted as read.

The Treasurer's Report was accepted as read.

The Annual Report of the Board of Directors was accepted as read.

Mr. Hutchins gave the Annual Report of the Publications Editor, and this was accepted as read. He then mentioned that hard-cover copies of the Central Mass. book would be available on a first-come, first-served basis, and those desiring them should order them as soon as possible.

Mr. Richard Baltulis noted that he had Mr. Byron's book on the Hoosac Tunnel, "A Pinprick of Light", for sale at the meeting for \$3.00.

The President instructed a committee consisting of Messrs. Kydd, Paone, and Slayton to retire and count the ballots for the election of officers and directors that had been mailed in and brought to the meeting. The results of the balloting are as follows:

President: Donald Robinson
Vice President: William Cashman
Treasurer: Charles Smith
Secretary: David Squires
Board of Directors: Wayne Hills
H. Arnold Wilder

The Society gratefully acknowledged the donation of over 100 negatives to the archives by Mr. Fred C. Freitas, Jr.

The business meeting was adjourned at 8:45 p.m.

Following the business meeting, Mr. George Drury of Trains Magazine presented an excellent slide program that included personally observed rail scenes before he went with Kalmbach Publishing Co., a tour of Kalmbach, rail activities in the Chicago-Milwaukee area, and a brief look at the most interesting object of all - the railfan.

Respectfully submitted,

David R. Squires
David R. Squires, Secretary

The Central Mass. book is progressing well although we are a little behind schedule. Photo selection is complete (over 160 photos), the maps are finished (more than six of them drawn by our artist, Dick Symmes), trial layouts for two chapters have been completed and type-setting will be done by August 1. We will endeavor to publish the book in November as previously scheduled, but the date could be set back as late as early January. Any necessary schedule adjustments will be announced in the NEWSLETTER.

The book will be printed in both hardbound and softbound editions. The number of copies will be small due to our limited budget. The softbound edition will retail for \$6.95. The members' price will be \$5.00 (including postage). There will be only 150 copies of the hardbound edition priced at \$11.00 to members (including postage). These will be available on a first-come, first-served pre-publication reservation basis. Due to the interest generated by the project, we expect them to sell out rapidly. If you wish to order one or more copies, please send the order form below plus your check for \$11.00 per copy ordered to the Society not later than August 29. Be sure to show your membership number on the form. Your order will be acknowledged or else your check will be returned if all copies are sold out before we receive your order.

You may also use the order form to reserve softbound copies in advance of publication. The same terms as above apply except that the price per copy will be \$5.00.

REMINISCENCES: "As much as I've always loved the steam locomotive, there was one occasion when I was really frightened by one. When a freight train was heading toward the town of North Adams, the engineer would blow the whistle for one crossing near Williamstown, then blow again for what I believe was called Greylock crossing. From the sound of the first whistle, I had about five minutes or less to scramble to trackside. I'm not sure if this stretch of track had a grade to it. Because of the war effort, they might have tied too much tonnage to the engines at times.

"This particular instance, which was in the early months of 1943, I ran to trackside after hearing a few blasts from the engine's whistle. Instead of counting freight cars as the train passed, I witnessed an awesome sight, as one of the 4100's was stalled with its train. Drivers were spinning at different variations of speed as the engineer tried to regain his engine's footing. Sanders were sanding, sparks were flying from beneath the wheels, and the big Mountain-type rocked from port to starboard like a ship at sea in a storm. Smoke shot straight up for a couple of hundred feet.

"The noise and smoke scared the daylights out of me, and I had the feeling that the engine would explode. After a while the engineer gave up, and the train was there for some time. I believe the crew had to call for assistance."

Robert F. Wilner
345 East 209th. St.
Bronx, NY 10467

(Was this a common occurrence in this area?

How about you old time west-enders; do you know?)

MEMBERS' SERVICES: Mr. G. M. Kidder, R.D. #1, Acton, MA 01720, would like to obtain a photo of the 1956 wreck at E. Fitchburg when a pair of diesels slammed into No. 1225, wrecking it and driving the engineer (his father) on 1225 right through the cab window.

Mr. R.L. Eastwood, Jr., P.O. Box 41, Huntingdon Valley, PA 19006, would like to obtain B&M annual reports between 1950-1957, 1960, and after 1968. Write, giving full details.

Mr. George W. Brown, Model Railroad Specialists, 29 Rutledge Road, Natick, MA 01760, has a good supply of original B&M color slides (and slides of other roads) at 35¢ each. He also has postcard-size black and white B&M photos for sale at 50¢ each. They stock custom painted locos and cars from their own paint shops, and currently have in stock SMP, Micro-Scale, and Herald King decals, in addition to code 55, 70, 83, and 100 all-weathered.

Best regards,

David R. Squires

David R. Squires, Secretary