

BOSTON & MAINE R.R.

Historical Society, inc.

NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

August 25, 1975

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, Woburn Mass., at 8:00 p.m. on Saturday September 13, 1975. Following the regular business meeting, Mr. Dwight Smith will present a sure-to-be-interesting program featuring the Boston and Maine and Conway Scenic Railroads. Mr. Smith is the president of the Conway Scenic Railroad, which operates over a portion of the B&M's former Conway Branch.

The August meeting was enjoyed by about 45 members and guests who were treated to several slide programs put on by different members of the Society.

Due to popular demand from many members, the October meeting of the Society will be a flea market. Members are urged to bring anything they wish to trade or sell. More about this in the next Newsletter.

A REMINDER: Dues for the year June, 1975 to June, 1976 are past due. If you haven't remembered to pay your dues yet, a check or money order payable to the Boston and Maine Railroad Historical Society, Inc. for eight dollars, and sent to Mr. Charles P. Smith, treasure, at his home address (to save time in handling) 6 Edgehill Road, Woburn, Mass. 01801, will assure you of receiving the Newsletter, Bulletin, discounts on Society publications, etc.

NEWS AND OBSERVATIONS: As more and more of the B&M's diesel fleet emerges from the paint shops, the old paint schemes continue to fade away. Some paint schemes have already disappeared from the scene, such as the black scheme used on the 44-tonners, and more recently, the "bluebird" paint scheme used on the GP-18s, as unit 1754 is out in the all blue paint scheme. However, this unit and sister 1751 have received the Bicentennial treatment, with red, white, and blue stripes on the short hood, and the black "Minuteman" on the vertical white stripe on the nose.

The B&M now has one of the largest fleets of Bicentennial decorated locomotives in the country! Locomotives 1213, 1557, 1564, 1715, 1716, 1719, 1729, 1737, 1751, and 1754 have all been given the striping, and all but two of these (1213 and 1557) carry the "Minuteman" silhouette. Along with the 200, this makes eleven units, with more still to come.

While we're on the subject of the B&M's Bicentennial doings, Locomotive 200, the Bicentennial boxcar, and the caboose will be on display in Greenfield, Mass. on September 6 and 7, 1975 (a Saturday and Sunday). The 200 and box car will then be displayed at the Better Living section of the Eastern States Exposition from September 10 through 21, 1975 at West Springfield, Mass. The Society has recieved the following letter from Mrs. Gloria Stone, public relations director, B&MRR, dated August 7, 1975;

B&M will exhibit its Bicentennial boxcar and "The Minuteman" at the Better Living Section of the Eastern States Exposition.

Would it be possible for members who live in the West Springfield area to assist in handing out pamphlets and protecting visitors, and incidentally, the equipment.

The exhibit will be open from 10 September to 21 September, and if you can accept a two- or four-hour assignment, please contact Gloria Stone.

Free passes or tickets to the Exposition will be provided so that volunteers will incur no extra expense.

Mrs. Stone can be reached by calling her office at the Railroad's Billerica offices, area code 617, 667-8100, Extension 252 in Billerica.

At about 2:00 p.m. on Tuesday, August 5, 1975, all train service on the Eastern Route to Rockport and Ipswich was disrupted when Draw 7, after an opening for a barge, suddenly became completely disabled, with the span for the inbound side several inches from the height of the track. Two dead-head trains, one of seven cars and one of ten, were re-routed to Salem via the Reading line, thence up the Newburyport Branch to Danvers, thence over the Danvers Branch to Salem. The first train of seven cars continued from Salem to Lynn, where shuttle service was begun between Boston via MBTA bus, while the second train of ten cars was split up, the first 4 cars going to Rockport, and the last six going up the line to Ipswich, where the rear car was dropped, and the other five cars continued on to Newburyport. It took two lighters from the Coast Guard, plus the Boston wrecker to pull the draw bridge span back into place. The Eastbound mainline was OK'd for service at about midnight, but the Westbound side is another story. The Westbound span was completely removed from the drawbridge the next day, and as of this writing has not been replaced.

The next item has to belong in the believe-it-or-not class; at about 8:15 p.m. on Sunday, evening, August 10, 1975, freight BM-17 running between Rigby, Me. and Ayer, Mass., had a very unexpected passenger in the form of Miss Anna M. Cuttone, 17 years old, of Waltham, Mass.

Miss Cuttone had just taken her first jump in a sky-diving class, and the wind carried her a little too close to the B&M's tracks near Arundel, Maine. She landed next to the tracks as BM-17 was going by, and her main chute caught on one of the cars going by, dragging Miss Cuttone along the ground. After she had been dragged about 500 feet, her emergency chute suddinly popped open, lifting her up and setting her on top of one of the boxcars. The pilot of the plane she had jumped from saw this, and "buzzed" the head end of the train several times until they stopped. The crew soon discovered the reason for the antics of the pilots, and the girl was taken to Webber Hospital in Biddeford, Me., for treatment of minor cuts and bruises. One very lucky lady indeed!!

President of the Society Mr. Donald S. Robinson has sent in a review of the newest of books by Edgar T. Mead, Jr., titled The Up-Country Line, which tells the story of the Boston, Concord and Montreal Railroad, from inception to its lease to the Boston and Lowell, including the BC&M sponsored Mount Washington Cog Railway and the Profile and Franconia Notch.

"While this is not a comprehensive history of the railroad," writes Mr. Robinson, "it covers the ups and downs (both literal and figurative) very well."

Many good photographs and two excellent maps of Woodsville at different times are used to illustrate the book." Mr. Robinson also notes that there is a roster included in the book giving names and numbers under several different ownerships, "but unfortunately only in a very few instances is the wheel arrangement noted."

"This latest in the Short Line Railroad Series is a worthwhile addition to any rail oriented library. It may be obtained at \$6.50 from the Stephen Greene Press, Fessenden Road, Brattleboro, VT 05301"

On Tuesday, August 12th, BM-17 derailed 7 cars at Western Ave., in Lowell, Mass. blocking both mainlines North of Lowell station. Freight trains NY-20 (engs 1728, 1701, PC 2832 with 14 cars), WR-2 (engs 1736, 1741, 1702, with 80 cars), and NE-87 (engs 206, 201, 202 with 101 cars) were detoured from Ayer to Lowell Jct via the Fitchburg and New Hampshire divisions through Boston, on August 13th.

This final note, Canadian Pacific power is once again running on the Connecticut River Line all the way to Springfield, Mass. Freights involved are 8904 and 8917, which run between Wells River and White River Jct., and JS-4, which leaves White River Jct, at 8:00 p.m. daily and SJ-1, which leaves Springfield, Mass., at 11:00 a.m. daily. Power consists of RS-18s RS-10s, RS-3 make up the bulk of the power, but FP-7s have come down on at least two occasions this year.

Best Regards,

Wayne D. Hills

Wayne D. Hills

PUBLICATIONS: Copies of the Winter 74-75 and Spring 1975 Bulletins are still available at \$1.75 to members, \$1.80 to non-members. The Summer 1975 issue sells for \$1.75 to members and \$2.00 to non-members. Also available: the 1900 Springfield Terminal Railway timetable and 1932 Snow Train menu reprints at \$.25 each; Dick Symmes drawings of 2-6-0 1470 at Milford, N.H., and gas-electric 181 at Claremont Junction (almost gone) at \$.70 each; and the plan of Mogul 1388 at \$.70 per copy. All the above prices include first-class postage. Again we remind you to show your member number on your order or you will be charged the non-member price for those items to which it applies.

Central Mass. book: We have received a request for more information concerning the contents of the book so we'll publish the information here for the benefit of all. Length will be 136-144 pages. The book will be divided into seven chapters and a lengthy photo section covering the origins, construction, operation and physical plant of the Central Mass. Branch. The first chapter deals with the origins of the Massachusetts Central RR and the initial phase of its construction. Chapter 2 covers the reorganization of the company as the Central Massachusetts RR, its lease to the Boston & Lowell and completion of the line to Northampton. The third chapter covers construction of the Wachusett Reservoir and the changes it wrought on the railroad while Chapter 4 covers the Hampden RR fiasco. The fifth chapter brings the history of the branch up to date. Chapter 6 is a fictitious Boston-Northampton trip circa 1920, and Chapter 7 covers station architecture including a plan of the Weston depot done by our talented draftsman, Jim Ickes. The entire book is profusely illustrated with large-format photos (many old and rare, some published for the first time), numerous maps, etc., features to which you have become accustomed in the Bulletin. Hardbound books will have a dust jacket. The dust jacket illustration will also appear on the cover of the soft-bound version and on the title pages of both editions.

Those of you who've been delaying your order for a hardcover copy should get your order in now as there are only 9 of these not yet spoken for. Use the order blank with this Newsletter to reserve your hardbound or softbound books. Be sure to include your membership number and a check made out for the proper amount.

NEW BOARD MEMBER: The Board of Directors of the Society is very pleased to announce that Mr. Dana A. Story of Essex, Massachusetts, has accepted nomination to the Board effective 1 October 1975. Mr. Story will fill the unexpired term of Mr. David Squires, who is re-locating to the Washington, DC area. Mr. Story's term will run until 30 June 1976.

MEMBERS' SERVICES: New England Rail Service, P.O. Box 701, Keene, NH 03431, has announced that they are now handling the series of books on New England shortline railroads, published by Stephen Greene Press of Brattleboro, VT. The books will be available to Society members at a 15% discount. They also note that they are collaborating with Pacific Fast Mail on a brass B&M K-8 (2-8-0) model, and that a B&M brass mogul (2-6-0) is available at \$150.

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.

CUT HERE

TO: Boston and Maine RR Historical Soc., Inc.
Dept. CM
P.O. Box 302
Reading, Massachusetts 01867

Gentlemen:

I would like to order the Central Mass. book(s) in the edition(s) indicated. I understand that the book(s) will be mailed to me as soon as they are published.

_____ Hardbound edition(s) @ \$11.00 per copy	\$ _____
_____ Softbound edition(s) @ \$5.00 per copy	\$ _____
TOTAL	\$ _____

Name _____ Membership No. _____

Address _____

