

BOSTON & MAINE R.R.

Historical Society, inc.

NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

December 27, 1975

Dear B&M Fans:

The January meeting of the Boston and Maine Railroad Historical 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, January 10, 1976. Following the regular monthly business meeting, we will have a viewing of 8mm movies of the Boston and Maine and other Railroads, taken from 1937 to 1956 by Mr. Robert Chaffin. These are excellent movies, and should not be missed.

MEETING OF DECEMBER 13, 1975: The regular monthly meeting of the B&MRRHS was called to order at 8:05 P.M. in the First Unitarian Parish Church, Woburn, Mass., by President Donald S. Robinson.

The reading of the Secretary's and the Treasurer's reports was waived.

Publications Editor R. Richard Conard reported that the Fall issue of the "Bulletin" would be in the mail within a couple of weeks and that work on the Winter issue was nearing completion. He also noted that the Society's Central Mass. book would be available for distribution at the January meeting.

The business meeting was adjourned at 8:09 P.M.

Chairman H. Bentley Crouch then introduced the night's speaker, Frederick C. Dumaine, Jr., to the meeting, which was attended by over 150 people, our largest crowd ever. He related Mr. Dumaine's significant involvement in New England area railroading: his having been president of the New Haven and the Delaware & Hudson; and his present control of the Bangor & Aroostook through his Amoskeag Corporation.

Mr. Dumaine spoke about his proposed merger and reorganization of the Bangor & Aroostook, the Maine Central (in which Amoskeag is a large stockholder), and the Boston & Maine (whose bonds Amoskeag has been purchasing), preferable with trackage rights into New York City over the former New Haven. This would create a viable, cohesive New England railway system outside of Conrail. He cited the economies made possible by such a merger through the elimination of duplicate offices and management positions, adding that managements were amongst the chief opponents to merger for just that reason.

He also narrated some of his past experiences on the New Haven and the Delaware & Hudson and offered comments anent the future prospects of the Boston & Maine and the Maine Central. His final remarks were in answer to questions put to him from the floor.

At the conclusion of Mr. Dumaine's talk, Chairman Crouch thanked him and announced that he would be presented with a copy of the Society's forthcoming Central Mass. book as soon as it was available.

Coffee and doughnuts were then enjoyed by the gathering.

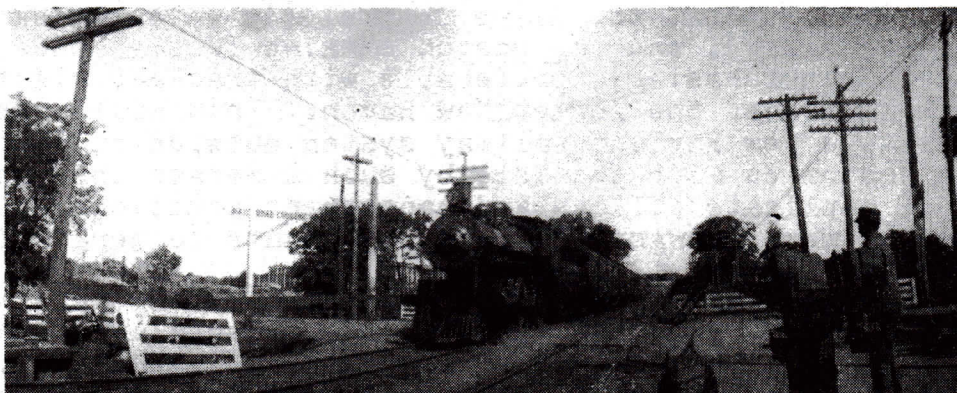
Respectfully submitted,

David Derow, Secretary

FEBRUARY MEETING: The February meeting of the Society will be held on February 14th, 1976 and following the regular monthly business, we will feature a "smorgasbord" of slides and movies. Members may bring their own color slides and movies. We will have projectors at the meeting to handle 35mm and other standard 2x2 slides, as well as 120 size slides, and also projectors to handle 8mm, Super 8 and 16mm movies. If you have some slides or movies you'd like to share with us, please bring them along. The only thing we ask is that the pictures be of the Boston & Maine, or at least a New England railroad, and that each member limit his presentation to not longer than 20 minutes.

NEW MEMBERS: It is with great pleasure that we welcome the following new members to the Society: Mr. Frederick S. Ames, Newington, Ct.; Mr. Edward H. Beaudette, New York, NY; Mr. Robert V. Ridpath, II Minot AFB, ND; Mr. Karl Bohmer, Elmhurst, NY; Mr. Jerry Angier, So. Portland, ME; Mr. Stefan Lochiatte, Winthrop, MA; Mr. Paul F. Malinowski, State College, PA; Mr. Bruce M. Nichols, Dover, NH; Mr. Richard Sloan, Rosedale, NY; Mr. Joseph N. Shaw, Portsmouth, NH; Mr. Aubrey G. Robinson, Jr, Bedford, NH; Mr. Allan R. Autino, Ayer, MA; Mr. Richard J. Godfrey, Holden, MA; Mr. Jeremy F. Plant, Schenectady, NY; Mr. Robert K. Love, Medford, MA; Mr. Robert DeRosa, Everett, MA; Mr. Stephan J. Dimond, Middleton, MA; Mr. Donald H. MacLean, Schenectady, NY; Mr. Edward R. Batson, Rumney, NH; Mr. Paul Huntington, Randolph, MA The Society now has a total of 699 members!

HELP: Mr. Richard Symmes, 16 Frankwood Ave., Beverly, Mass. 01915, has a request accompanying the photo. "I want to know if anyone has a print or negative of this photo, and could supply me with a better print than what I have." This photo, he adds was taken from the Boston & Maine's employes Magazine dated May, 1951. perhaps someone can help him.



One of several old Boston and Maine pictures owned by Portland Division Engineer Elmer M. Dean of Salem is this view at Elliott Street crossing, Beverly, taken about 45 years ago, which shows a westbound passenger train approaching and a gateman on duty with his gates down

In answer to a couple of questions asked by Mr. Bregory Cox, (no address given) I do not believe that the frequency for B&M Towers is used. Channel 2 on the B&M is the yard channel. Mr. Cox would also like to know what the PC channels are that are used on the lines on Cape Cod and also the the B&A main. Anybody know the answers?

Mr. Dennis A Merkwan, 73 Edwards St., Laconia, NH, 03246 is interested in purchasing or obtaining copies of several pages of an early (number 1 through 10) B&M system timetable. He is interested in modeling the New Hampshire Division lines in the early depression era.

As part of its Bicentennial celebration, Derry, NH is publishing an updated history (1850-present) of the town. Mr. Richard A. Hoisington, 6 Park Ave., Derry, NH 03038, is writing the section titled, "Transportation and Travel". To add to the material already in hand, he would like other Society members to contact him who can supply information, stories and pictures related to rail transportation in the Derry area. Member Hoisington also is working on an article for the Bulletin about Windham Junction and needs the same kind of material as above for it.

We recieved a disturbing message from Mr. H. F. Brown of the Grand Trunk Ry. police in Portland. He reports that the B&M, MEC, CV, GT, and CPR (New England lines) have experienced a growing rash of switch lock thefts during the past year, thefts which now have extended to flanger signs and whistle posts as well. ALL thefts have been from ACTIVE lines and most have occurred on weekends which leads authorities to believe that railfans may be involved. Removing equipment from abandoned lines in one thing. Removing switch locks from active main lines is quite another. Such actions could easily result in derailments costing human lives as well as considerable economic loss. Replacement locks cost \$3.00 to \$4.00 apiece which gets expensive when 4 or 5 disappear at one time. Mr. Brown asks that the railroad police or local police be notified if you discover anyone tampering with switch locks or if anybody attempts to sell them to you. (JCH)

NOTICE: Softbound copies of the Central Mass. book will be available at the January meeting. Hardcover copies may or may not be ready at that time. If you have already ordered a copy, please try to pick it up at the meeting. You will get your copy sooner (and in better condition), and you will save us the time and expense of packaging, addressing and shipping your copy.

TYPIST WANTED: We are in need of someone to bolunteer to help with typing tabular data for the B&M Bulletin. A carbon ribbon typewriter (not a regular fabric ribbon typewriter) is necessary, and neat and accurate typing is required. If you feel that you can help, please contact Rick Conard, Publications Editor, at the Society's address.

PUBLICATIONS: Copies of the Winter 1974-1975 and Spring 1975 B&M Bulletins are still available at \$1.75 each to members and \$1.80 to non-members; the Summer 1975 issue sells for \$1.75 each to members and \$2.00 to non-members. Also available are the 1900 Springfield Terminal Railway timetable and the 1932 Snow Train menu reprints at 25¢ each; Dick Symmes' drawing of 2-6-0 1470 at Milford, N.H.; and Jim Ickes' scale plan of Mogul 1388 at 70¢ per copy. All the above prices include first-class postage. We remind members to show their membership number on their order or they will be charged non-member prices. Please address orders for the above items to Dept. B. Softbound copies of the Central Mass. book are available to members at \$5.00 each and to non-members at \$6.95 plus 50¢ postage for each copy ordered. Use the order blank below to order your copy now, if you have not already done so. Please be sure to enclose a check or money order payable to the Society with your order.

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TO: Boston & Maine Railroad Historical Society, Inc.
Dept. CM
P.O. Box 302
Reading, Massachusetts 01867

Gentlemen:

Enclosed please find my check or money order payable to the Society for \$ _____. I would like to order the Central Mass. book(s) in the softbound edition. I understand that the book(s) will be mailed to me as soon as possible.

MEMBERS ONLY: _____ Softbound edition(s) @ \$5.00 each, postpaid \$ _____

NON-MEMBERS: _____ Softbound edition(s) @ \$6.95 each, plus 50¢ postage for each copy ordered \$ _____

TOTAL ENCLOSED \$ _____

Name _____ Membership No. _____

Address _____

City _____ State _____

Zip _____

(Please do not enclose other correspondence with your order. Thank you.)

NEWS AND OBSERVATIONS: The B&M has leased all of its remaining serviceable RS-3s to the D&H. Units 1508 and 1536 (the ex-D&H units) plus units 1513 and 1519 are already on D&H property, and 1506 is expected to follow shortly. The original B&M 1508 and 1536, which ran on the "Adirondack" passenger trains on the D&H, have been renumbered into the D&H 4000 series. Perhaps one of our members from New York could supply us with the correct D&H numbers, and perhaps a photo for the NEWSLETTER.

The B&M's White Mountain Branch, Concord to Lincoln, NH, will soon become an independant short line. The State of NH, through the Public Utilities Commission took possession of the branch on October 30, 1975. Weaver Brothers Construction Company, Inc., of Bow, NH and the Wolfeboro Rail Road Co. have rehabillitated the line north of Meredith, filling in washouts of varying sizes. Some needed less than 100 cubic yards of fill, while the largest needed over 10,000 cubic yards!! As this is written, the B&M is still running a five-days a week local between Concord and Meredith, and return, and the Wolfeboro have two Alcos from the MEC, plus a plow and cabbose in Portland, Me. to be moved to Concord for the New line. No word on any Name yet, but look for steam passenger service to return to yet another portion of the B&M.

The recent winter storms which have struck the Boston area have taken their toll on the B&M's commuter service as well. Over one-fourth of B&Ms RDCs have been rendered unserviceable, forcing train cancellations and most others to be late waiting for equipment. In more than a few instances, diesels have been called on to haul the Budd cars through the white stuff.

This NEWSLETTER was mailed on January 3, 1976, and is a little later then usual due to the Holidays. The next NEWSLETTER should be in the mail by the fourth weekend in January.

Deadline for the next NEWSLETTER is January 13, 1976.

Best regards,

Wayne D. Hills
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