

BOSTON & MAINE R.R.

Historical Society, inc.

NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

May 24, 1976

Dear B&M Fans:

The regular monthly meeting of the Boston and Maine Railroad Historical Society, Inc., will be held at 8:00 P.M. on Saturday, June 12, 1976 at the First Unitarian Parish Church, corner of Winn and Pleasant Streets, Woburn Square, Woburn, Mass. Before the regular monthly meeting, the annual Board of Directors meeting will take place at the church at 7:00 P.M. Also, to be fair to the membership, elections for the next fiscal year's offices will be held at the July meeting instead of the June meeting, and nominations will be accepted from the floor at the June meeting. Anyone wishing to make nominations from the floor should plan to attend the June meeting. Ballots for the next fiscal year's elections will appear in the next Newsletter. Following the regular monthly business meeting, entertainment will be provided by Mr. Dick Finn, featuring pictures of New Zealand and Australia.

MAY MEETING: The regular monthly meeting of the B&MRRHS was called to order at 7:25 P.M. on May 8 by President Donald S. Robinson. The meeting was held at the Price Chopper Supermarket, in North Adams, Mass., with 25 members and guests in attendance.

West end members who are normally unable to attend meetings in Woburn were formally introduced to the Boston area members who attended the meeting.

There were no Secretary's or Treasurer's reports read due to the absence of the former and illness of the latter.

Nominations for the 1976-1977 officers received from the nominating committee were announced by John Hutchins. They are as follows:

President	Kenneth E. Patton
Vice-President	Leroy C. Hutchinson
Treasurer	Charles P. Smith
Secretary	David Derow
Directors	H. Bentley Crouch
	Thomas R. Engel
	John C. Hutchins
	David K. Johnson

There were no nominations from the floor.

Publication Editor Rick Conard announced that work on the Summer Bulletin was well under way. Members should receive the issue late in June or early in July.

Ken Patton that we are badly in need of west end photographs for use in the Society's publications. Anyone who wishes to submit photographs taken in that area or anywhere else on the B&M should send them to Ken at 316 Park St., Wrentham, MA 02093.

Jim Odell of Troy, N. Y., noted that the idea of having meetings at various locations around the B&M was an excellent one. He expressed a desire for more such meetings in the near future. Several possible locations for the coming year were discussed.

There being no further business, the business meeting was adjourned at 7:40 P.M.

Following the business meeting, Jack Armstrong of Adams presented a slide program drawn from his travels along the B&M and several other northeastern U.S. railroads, most of which have now become parts of Conrail. Jack was also responsible (with assistance from Don Hills) for making the meeting arrangements. We thank him for both his excellent show and the effort he expended in organizing the meeting.

Respectfully submitted,

(signed) John C. Hutchins
Business Manager

PUBLICATIONS: The following back publications are presently available. All prices include postage.

BULLETINS - Winter 1974-75, Spring 1975, Summer 1975, Fall 1975, Winter 1975-76, Spring 1976 and Summer 1976
Price per copy; \$ 1.75 to members, \$2.00 to non-members.

Timetables Springfield Terminal Ry., 1900 (reprint)
Price; 25¢

Drawings - 2-6-0 1388 (plan view) by Jim Ickes
2-6-0 1470 at Milford, N.H. by Dick Symmes
Price; 70¢

Menu - Snow Train, 1932 (reprint) Price; 25¢

ARCHIVES: The Society is always welcoming donations to its archives and its collection grows steadily. But, we need help in cataloging plans, photos, etc. If anyone would like to volunteer their services for this task, please contact member William J. Cashman, Jr., at the Society's address.

B&M NEWS AND OBSERVATIONS: The week of April 19th thru May 3rd turned out to be perhaps a turning point in the B&M's future. During that week, hearings were held before the Interstate Commerce Commission for approval to sell selected lines and property of the Boston and Maine to the Massachusetts Bay Transportation Authority. At the conclusion of the hearings, Administrative Law Judge Geraldine R. Keyes issued an Order approving the sale which consists of 279 miles of the B&M rail lines, associated facilities, and the Budd car fleet for \$39.5 million. This decision constitutes Phase I of the B&M's Plan of Reorganization. The B&M retains a permanent easement to provide exclusive freight service, as required, over all of the lines being sold.

The Public Service Company of New Hampshire at Bow has repaired a defective boiler and coal train service over the B&M and Conrail has increased to on train every three days.

The Boston and Maine had the best Amtrak on-time performance (97.4%) for 1975. This is for handling the "Montrealer" North and South between Springfield, Mass. and White River Jct, VT. For the record, Illinois Central Gulf had the worst record, with 51.9%, while second best was awarded to Union Pacific and second worst was awarded to Penn Central.

The MBTA has upgraded the Eastern Route mainline between Boston and Beverly, and the speed limit for passenger trains has been lifted to 60 MPH. Also, service between Boston and Beverly has been increased to half-hourly, with more frequent service in the morning and evening rush hours. Service after 7:00 PM to Beverly leaves Boston on the hour, with the last train of the evening leaving at 2359 hours, or 11:59PM to those of you who don't work for the B&M.

A new Rail Passenger Car made by the Fiat Company is presently being modified at Boston Engine Terminal for experimental service of the B&M and Conrail. The car is 74 feet long, 9½ feet wide, 12 feet high, weighs 83,335 pounds, two engines generates at total of 560 Horsepower, with a maximum seating capacity of 150. The car is presently being modified to meet FRA specifications.

Locomotive 200 and the B&M's Bicentennial Display car will be on display at the following locations on the following dates:

- June 12.....Lynnfield, Mass.
- June 19.....Danvers, Mass., Maple and Charter Sts.
- June 26.....Mechanicville, NY
- July 3-4.....Fitchburg, Mass.
- July 22-23.....Keene, NH
- September 4.....Beverly, Mass.
- September 12.....Orange, Mass.

Locomotives 1712, 1730 and 1755 have been returned to service after shopping at Billerica. Anyone seen them to report if they have the BiCentennial striping? Unit 4267B has been repaired and repainted after an unknown collision. Locomotives 1518, 1260 and 1182 have been sold to Naparano Iron and Metal Products, of New Jersey for scrapping.

FA Tower in Lawrence Mass will soon be closed, as switch and signal controls are being transferred to the Dispatcher's office in Billerica. In conjunction with this, Single track will exist from Wamesit to Just "west" of Shawsheen village, although the track that is being retired will not be taken up, as the MBTA owns it.

Best regards,
Wayne D. Hills
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