

BOSTON & MAINE R.R.

*Historical Society, inc.*

# NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867





June 19, 1976

MEETING NOTICE: Date.....Saturday, July 10, 1976  
Time.....8:00 P.M.  
Place.....First Unitarian Parish Church, corner  
of Winn and Pleasant Streets, Woburn  
Square, Woburn, Mass.

PROGRAM NOTES: Due to matters discussed in the previous NEWSLETTER, The June meeting of the B&MRRHS was not adjourned, and the minutes of the meeting will be carried over to the July meeting, so that the election of the officers for the coming fiscal year will take place in the minutes of the June meeting, according to our By-Laws. See Ballots elsewhere in this NEWSLETTER.

Following the regular monthly business meeting, entertainment will be a do-it-yourself night. Members may bring items to sell flea market style, and may also bring a few slides and movies to show, but please limit these to B&M or New England Railroads.

JUNE MEETING: The regular monthly meeting of the B&MRRHS was called to order at 8:15 P.M. in the First Unitarian Parish Church, Woburn, Mass., by H. Bentley Crouch, Chairman of the Board of Directors. Approximately fifty members and guests were in attendance.

Chairman Crouch apologized for the unfortunate situation which had developed with regard to the Society's annual meeting and election of officers, normally scheduled for the June membership meeting. Due to the North Adams, Mass., location of the May meeting, many members were unable to attend and were so denied the opportunity of nominating candidates for office. It was therefore decided that the only proper action was to permit nominations to be offered at the June meeting, which, since nominations were still open, rendered it impossible to include a ballot with the NEWSLETTER announcing the June meeting. In addition, that issue of the NEWSLETTER became delayed and was not received by many members by the time of the meeting.

In light of the foregoing, Chairman Crouch requested a motion not to adjourn the annual meeting until the Society's regular meeting of July 10th. It was so moved and voted.

Considerable discussion ensued, wherein the problems of the expiry dates of the officers' terms and the specific wording of the Society's by-laws were explored. It was determined that the officers' terms would not expire until the conclusion of the annual meeting on July 10th, to which date it had been continued following its commencement on the specified June date.

Nominations were solicited from the floor: none was proposed. It was moved and voted that nominations be closed.

The nominees for office remain those presented by the Nominating Committee at the May meeting: for President, Kenneth E. Patton, for Vice President, Leroy C. Hutchinson; for Treasurer, Charles P. Smith; for Secretary, David Derow; for Directors (two positions), H. Bentley Crouch, Thomas R. Engel, John C. Hutchins and David K. Johnson.

The secretary's Report of the May meeting was read and was accepted after a discussion of the meeting's legitimacy due to the inadvertent absence of the meeting date in the announcement therefore.

The treasurer's Report was deferred to the July meeting. Publications Editor R. Richard Conard announced that the Summer issue of the BULLETIN would be published within three to four weeks.

Mr. Crouch reported that E. Spencer Miller, President of the Maine Central Railroad, had been in correspondence with him taking issue with some of the opinions that he (Mr. Crouch) had expressed in a signed column in the Spring "Bulletin" on the subject of Frederic C. Dumaine, Jr.'s New England railway merger proposal. Mr. Miller was offered the opportunity to delineate his views in a rebuttal, but, whilst appreciative of the offer, Mr. Miller felt that he must decline at this time as it might be legally inadvisable due to the hearings now scheduled regarding that merger.

There was a discussion about the locations for the Society's meetings. The consensus was that both the May meeting, at which nominations are accepted, and the June meeting, at which elections are held, should take place at the Society's regular meeting location in Woburn, Mass.

The business meeting was continued to the July meeting at 8:45 P.M.

After the business meeting, in the absence of the scheduled program, Program Chairman Donald G. Hills presented a selection of motion pictures devoted to the Boston & Maine.

Respectfully submitted,  
(signed) David Derow, Secretary

AUGUST NOTES: Due to the fact that the August meeting notice may be delayed because of the NEWSLETTER changing hands, an announcement of the August meeting is included with this NEWSLETTER. **READ THIS NOTICE!!!!** The August meeting will be held at our regular Woburn meeting place and will be on August 14, 1976. We will have a special guest speaker, Professor Charles J. Kennedy, who has authored several works on the Business History of New England RRs.

IMPORTANT: Included with this "Newsletter" are your membership dues renewal notice and your ballot for the annual meeting.

DUES NOTICE: The Society's fiscal year begins on July 1st, and dues are payable as of that date. Please pay your dues promptly to enable us to continue to provide you with high quality publications as in past years. Your support is necessary.

BALLOT: Please indicate your choices on the ballot and return it promptly by mail to the Society's address or bring it with you to the meeting on July 10th. If you vote by mail, mark "absentee Vote" on the front of the envelope and be sure to include your name and address on the envelope. **DO NOT** sign the ballot.

DUES INCREASE: At their meeting on April 13th, the Board of Directors unanimously approved a proposal to increase the Society's annual dues from \$8.00 to 10.00, to take effect immediately upon the approval of the necessary By-Laws amendment by the general membership. This action was taken reluctantly but was deemed necessary due to the steadily increasing printing and postal expenses your Society is encountering in its efforts not

only to maintain but to expand and improve the quarterly "Bulletin" as well as other publications. NOTE - although, if approved, the dues for new members joining the Society would immediately be increased to \$10.00, the present \$8.00 rate would remain in effect for present members renewing through September 30th.

COVER: The front cover was printed to celebrate America's BiCentennial this July. The Boston and Maines locomotive 200 is depicted, from left to right at the following locations; upper left, on NE-84, East Portal, Mass., March 22, 1975; Upper right, NE-84 same day at Wendall, Mass.; **Lower Left, on NE-84 at Ayer, Mass., December, 1975,** and lower right on LM-1 at Lowell, Mass., August, 1975. All photographs by Wayne D. Hills.

PUBLICATIONS: The following publications are presently available. All prices include postage unless otherwise noted.

The Central Mass. - 144 page history of the Central Mass. Branch. 163 photos, maps, timetables, etc.  
MEMBERS - \$6.00  
NON-MEMBERS - \$7.95 plus 50¢ postage and handling

Bulletins - Winter 1974-75- Spring and Fall 1975, Winter 1975-76, Spring 1976 issues are available.  
Price - \$1.75 to members, \$2.00 to non-members.

Timetable - Springfield Terminal Ry., 1900 (reprint)  
Price- 25¢

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

Poster - Notice of special Woburn Branch train to carry 1860 election results to Woburn.  
Reprinted on parchment stock.  
Price - 70 ¢

Menu - Snow train, 1932 (reprint) Price - 25¢

NEWS AND OBSERVATIONS: The Boston and Maine's BiCentennial locomotive 200 and boxcar will be on display at the following locations on the following dates.

July 3-4.....Fitchburg, Massachusetts  
July 15-16.....Keene, New Hampshire  
August 15.....Bennington, Vermont  
September 4.....Beverly, Massachusetts  
September 12.....Orange, Massachusetts

FANTRIPS: Two fantrips are coming up for the Month of August.

On August 15th, Steam Associates will sponsor the very first railfan excursion over the line of the Seaview Company, Rhode Island's newest railroad. Most of the line's 23 miles of servicable trackage will be covered from West Davisville to the ex-US Navy piers at Davisville and Quonset Point Point. Freight passenger and mixed consists plus runbys will make this trip a true railfan's delight! Be one of the first to ride this formerly inaccessible line. Passengers will board at Wild Acres Station in Davisville, R.I. on U.S.#1, near the big Sea Bee. Train time is 12 noon. Fare is \$10.00 and space is limited. Tickets may be purchased by sending an SAE to: Steam Associates, Inc., 190 Broadway, North Attleborough, Mass. 02760 or call 617-695-0998.

The second Fantrip to be mentioned is on August 21 and 22, 1976 and will travel over the B&M's Fitchburg and Conn River Divisions. The trip is a two day excursion to the White Mountains sponsored by the Mystic Valley Railway Society of Mattapan, Mass. Details of the trip are somewhat sketchy at this time, although the fare is reported to be in the \$85.00 range.

The Green Mountain Railroad's RS-1 405 will whortly be joined by two additional RS-1s. The two locomotives are ex-GM&O units which are presently undergoing mechanical reconditioning at the ICG shops at Jackson. They will not be painted by ICG, however. The units should arrive in Bellows Falls sometime late in June or early in July. The GMR shop crew will repaint them in GMR colors. This will bring the all-Alco GMR roster to three RS-1s and two switchers. Switchers 303 and 305 are currently handling the daily freight to Rutland and return as RS-1 405 is temporarily out of service for repairs. (KEP & JCH)

With summer upon us, we have an excellant suggestion for an action packed two-day photographic safari for vacationing railroad fans who want to chase trains during the week to avoid heavy weekend tourist traffic on the roads. Get to Bellows Falls by 8:15 AM to catch the departure of the VT2 Bicentennial train for Rutland and Burlington behind ex-CPR 4-6-2 2317. If steam is not your thing, wait around until 10:15 or 10:30 for the departure of the Green Mountain local to Rutland. Then follow the train of your coice toward Rutland. (If you choose the VT2 train, follow it all the way to Rutland where it arrives at 10:40 AM If you follow the GMR job, you will probable have to leave it around Ludlow as they usually have quite a bit of work to do at the two talc plants south of Ludlow). Once in Rutland, head for Whitehall, N.Y., to catch the 2:12 arrival of the southbound Adirondack on the D&H. The northbound Adirondack arrives an hour later which gives you some time to check at the enginehouse to see what the Sharks are set up for that day. Then follow the Adirondack to Rouses Point or Plattsburg (the latter is probably a more logical jumping-off point from a sceinc standpoint). Head east for East Alburgh on the Central Vermont where should be able to catch the Montrealer on the Missisquoi Bay trestle enroutte to its 8:24 P.M. stop at St. Albans. Spend the night in the St. Albans area.

The following morning, why not try to get the northbound Montrealer at the East Alburg trestle or else simply follow it from St. Albans to the trestle as the CV hugs the road most of the way. Then return to St. Albans for your choice of locals. If you like pastoral countryside at its best, follow the Richford job which leaves at about 8:30. (if you liked the St. J&LC, you'll love this!) Or follow the Essex Jct.-Burlington job south. It departs at about the same time. When choosing your local, it might be wise to decide which of three ways you intend to return home. If you follow the Richford job all the way to Richford, continue along the CPR to Newport and follow CP-904 south to White River Jct. If you want to go back to the D&H to follow the southbound Adirondack, then it is suggested that you follow the Richford job only as far as Enosburg Falls then head back to Burlington or Charlotte to get a ferry across Lake Champlain to the N.Y. side. (the latter ferry lets you off at Essex N.Y., well ahead of the train which gives you plenty of time to scout out a good position from which to start the chase.) If you follow the Burlington local, you have a choice of either going over to the D&H or waiting for the VT2 train to depart Burlington at 4 P.M. for Rutland and Bellows Falls.

Let's assume that you choose to go back to the D&H as we did. Follow the Adirondack south to Whitehall. Then check the engine house for the Sharks. Lately they have been leaving for Rutland around 3 to 3:30 P.M. on the Hill Job. Follow the Sharks to Rutland (unless they head down the branch to Eagle Bridge) where you will have time to get gas and something to eat before heading down Route 103 to catch the GMR job on its way back to Bellows Falls. By the time you reach Bellows Falls, you're out of light and it's only 100 miles back to the Boston area.

However you choose to put it together, you're in for plenty of continuous action amidst widely varied scenery. (KEP & JCH)

Ex-CPR Pacific 1293 is once again under steam at Steamtown for the first time in a number of years. (1964 to be exact) She is freshly painted in green and black for use as back-up power for the VT2 Bicentennial train. She is presently being used on Steamtown's regular excursion run to Chester. (JCH)

Interested in F-3's BL-2s and GP-38s sharing the same railroad? of E-7s that saw freight service in New England? How about a passenger train named the Aroostook Valley Flyer? If you're interested, then maybe the Bangor & Aroostook Historical Society is for you. Contact Mr. Waldo H. Kingston, corresponding Secretary, Bangor & Aroostook Historical and Technical Society, 28 Winthrop Drive, Peekskill, NY 10566.

Also fans take note; B&M 1546, ex D&H 4075, Nee B&M 1508 (2nd), ex D&H, EX P&W Ex etc., etc. is currently operating out of E. Deerfield weekdays on E-3-4 which runs Mondays-Wednesdays-Fridays as far as Williamstown or Hoosick, NY. The train is due to leave in the afternoon, which provides for good westbound shots.

As a parting note, I would like to thank all of the people who were kind enough to help with the task of mailing 800 NEWSLETTERS each month for the past year, for the contributions for the letter, and for their continued support. To those of you who were selfish enough to gripe about a late NEWXLETTER without bothering to help remedy the situation, maybe someday you'll understand, but I doubt it.

Best Regards,

*Wayne D. Hills*  
Wayne D. Hills