

**BOSTON & MAINE R.R.**

*Historical Society, inc.*



# NEWSLETTER



P.O. BOX 302 · READING, MASSACHUSETTS 01867

## MAINE CENTRAL ~AND~ CONCORD AND MONTREAL RAILROADS.

Order No. 478.

TO TRAINMEN:

SIGNALS GOVERNING GRADE CROSSINGS  
—OF THE—  
**COOS EXTENSION OF THE MAINE CENTRAL RAILROAD,**  
—WITH THE—  
**CONCORD AND MONTREAL RAILROAD**  
AND KILKENNY BRANCH AT LANCASTER,  
—AND WITH THE—  
**Whitefield and Jefferson Branch at Cherry Pond.**

At each of these crossings, **one ball or one red light at mast head**, will allow trains of the **Concord and Montreal Railroad** to cross the **Maine Central track**.

**Two balls or two red lights** will allow trains of the **Maine Central Railroad** to cross the **Concord and Montreal track**.

PAYSON TUCKER,

W. A. STOWELL, *Gen'l Manager, M. C. R. R.*

*Acting Supt. C. & M. R. R.*

February 3d, 1891.

August 27, 1976

Dear B&M fans:

The September meeting of the Boston & Maine Railroad Historical Society will be held Saturday the 11th at 8:00 PM in the Unitarian Church on Woburn Square. Russ Monroe will show slides from his collection going back many years. Visitors are always welcome.

At this writing the program for the October meeting has not been announced. Come anyway as it is sure to be of interest. The date is October 9; time and place as above.

FRONT COVER: On the front cover of this issue of the Newsletter is a bulletin from the Editor's collection placing in service two ball signals, one of which is still in use, in the area covered by the latest Bulletin. Of particular note is the mention of the Kilkenny Branch which was built primarily for logging in the vicinity of Starr King Mountain.

DUES: DUES ARE DUE FOR 1977. Remember, you have only until September 30 to renew at the 8\$ rate or obtain a Life Membership for \$80. Starting October 1 renewal will be \$10 and Life Membership \$100. New members must now pay the higher rates, but you still have a chance for a bargain. The new Membership Secretary will be glad to receive your money.

MEETING OF AUGUST 14th, 1976: The regular monthly meeting of the B&MRRHS was called to order at 8:10 PM in the First Unitarian Parish Church, Woburn, Mass., by President Kenneth E. Patton. There were approximately 55 members and guests in attendance.

The Secretary's Report was accepted as read.

In the absence of the Treasurer, Donald G. Hills read a synopsis of the Society's financial affairs that had been prepared by the Treasurer.

The Secretary gave a brief report on the recently held meeting of the Board of Directors. Effective October 1st, John C. Alden will assume the position of "Newsletter" editor, replacing Donald S. Robinson, who presently is serving on an interim basis. Within the next few weeks, Thomas R. Engel will become responsible for membership and circulation services as the newly created Membership Secretary. (Mr. Engel will also serve as the typist for the "Newsletter".) In light of the realigned responsibilities and to expedite the handling of the Society's business, future membership applications and inquiries, as well as circulation-related matters should be addressed to Mr. Engel; orders for publications and other business matters should be directed to Business Manager John C. Hutchins; all other correspondence should continue to be addressed to the Society's post office box. The appropriate addresses will be listed in future issues of the "Newsletter".

Publications Editor R. Richard Conard noted that the Summer issue of the "Bulletin" had recently been published and requested photographs taken on the Fitchburg Division between Fitchburg and Gardner, particularly at Ashburnham Hill for use in the Fall issue of the magazine.

Business Manager Hutchins reported that there were only about 500 copies of the Society's Central Mass. book left in stock. He also mentioned that the B&M was seeking volunteers to staff its Bicentennial Train exhibit scheduled to be on display at North Station in Boston Sept. 24.

Program Chairman Hills announced that the program at the September meeting would be a slide show primarily devoted to New England railways presented by Russell F. Munroe, Jr.

The business meeting was adjourned at 8:35 PM following a general discussion of local railway news items and operations.

After the business meeting, Charles J. Kennedy, Professor of Economics and Business History at the University of Nebraska at Lincoln, spoke about his progress on his forthcoming multi-volume economic history of the Boston & Maine. He discussed the methods employed to research the source materials for such an undertaking and the manner in which various conclusions may be drawn from established facts, citing specific instances. There was a question and

and answer session at the conclusion of Professor Kennedy's talk.

Respectfully submitted,  
(signed) David Derow, Secretary

A couple of the following items were given to the Newsletter editor for publication in the August issue but were misplaced. They are now printed, with apologies, under the Better Late than never Department.

Former B&M Chief Executive Officer John W. Barringer, having several times been retired, is now serving as a travelling freight agent for the Rock Island.

Several hundred feet of 36-foot rail was replaced with 30-foot lengths on the old Eastern Route main line in Salisbury during June. The longer pieces were taken from the all-but-abandoned line for relay elsewhere.

Imitation is the sincerest form of flattery. With minor exceptions ConRail's Bicentennial diesel is a duplicate of the 200. The words "200 years" in the circle of stars and the Minuteman are missing, CONRAIL appears in blue on the white stripe, and the number replaces the B&M logo on the cab. No. 7776 is presently assigned to the Pittsburgh area, but it would be nice if some arrangement could be made to get the two together at Mechanicville before the end of the year.

What may be the last operational B&M track motor car is now owned by Arthur E. Lassonde of Concord, NH, and is displayed on his front lawn. (We hope he has it thoroughly chained down).

In a continuing program of grade crossing improvements repairs have been made to 16 between Sterling and Worcester.

On July 28 the unit coal train did it again dumping 8 cars in the middle of Hookset village. As before, the derailment was caused by a broken wheel. Each loaded train is now receiving an inspection at Mechanicville prior to further movement.

The same date was a bad one for the Grand Trunk as well. A 35 car "service interruption" near Lennoxville, Que., resulted in trains 393 and 394 being detoured via White River Junction over the B&M and the CV. As the Maine Central's Beecher Falls job and the Groveton local were also operating some pretty fancy train orders involving the trains of three railroads were issued. 470 Club member John Egan was the conductor on one of the detoured Grand Trunk trains, and it is understood that he enjoyed the "fan trip".

The last remaining active covered bridge on the B&M, at Goffstown, NH was destroyed by a fire of apparent incendiary origin at 1130 hours on August 16. It was rumored that 3 young men with gasoline cans still in hand were apprehended near the scene. The only other remaining bridge is the one at Hillsboro which has not been used in several years. (As the Claremont & Concord has filed for abandonment between East Claremont and Newport, which line includes the former B&M bridges (2) at Chandler, the day of trains' running through covered bridges is clearly coming to an end. Only the rebuilt Barre & Chelsea bridge at Clark's Trading Post and the St. J & LC "Fisher" bridge at Wolcott, VT will be left in use).

Conway Scenic Railroad's ex-Reader 2-6-2 No. 108 arrived minus all its "goodies" which had been locked in the cab. Anyone having information relative to the following items should contact the railroad at once:

- 2 Baldwin builder's plates #52820, January 1920
- 1 Baldwin number plate, round, with 108 in center
- 1 Pyle-National headlight
- 2 Pyle-National classification lamps
- 1 Locomotive Superheater C. patent plate
- 1 Bell with yoke and air ringer
- 1 six-chamber steam whistle and valve
- 2 Brass oil cups for crossheads

Conway Scenic will be holding its Third Annual Railfans' Day on September 18 and would like to have the engine in proper shape. Steam, diesel, and double-headed train will be operated over

all trackage including Conway-Albany and North Conway-Intervale. Swap and Sell tables will be available by reservation. The normal ticket price of \$2.75 covers all events. For further information write to Dwight Smith, Box 434, Conway, NH 03818 or call 603-356-5251.

Symbol freights AP-3 and AP-4 have replaced NE-1 and NE-2 on the Boston-Mechanicville runs and a few weeks later RM-3 and MR-4 became NE-1 and NE-2 on the Portland-Mechanicville run. The "AP" designation is understood to refer to the pre-ConRail "Apollo" trains of the LV.

Wolfeborough Railroad will operate Concord-Lincoln fall foliage trips on Saturdays and Sundays September 11 to October 11. Trains leave Concord at 0830 and return at 1700. Fare is \$15 adult, \$7.50 child. Tickets (not refundable) are by reservation only and may be obtained by sending a check and stamped envelope to Wolfeboro Rail Road Co., RFD 2, Wolfeboro, NH 03894. Be sure to give the desired date.

Mystic Valley Railway Society, Inc., will repeat last year's successful "New York State Express" two-day Boston-Saratoga Springs trip on October 10 & 11. The fare of \$87 includes train, hotel, meals, and transfer. Tickets may be obtained from the Society at Box 32, Mattapan, MA, 02126.

B&MRRHS DOINGS: Effective October 1 the Newsletter editor will be John Alden. John is retired from the Claims Department of the B&M and should have more time than your present editor to see that the Newsletter gets out on time.

In an effort to improve service to our members it has been decided to try something different. Orders for back copies of publications (other than the Newsletter) have in the past required up to four weeks for processing because of the time required for the distribution of mail after it is picked up in Reading. Effective with your receipt of this issue of the Newsletter, all publications orders and correspondence relative to back issue sales or specifically intended for the business manager should be addressed to:

John C. Hutchins, Business Mgr. B&MRRHS, Box 223, Harwood Sta., Littleton, MA 01460

Send ONLY publications orders or correspondence as indicated to the above address. All address changes, inquiries concerning non-receipt of publications to which membership entitles you, and membership information to the Secretary, Box 302, Reading, MA 01867.

PROGRESS REPORT ON B&M HISTORY: A limited number of copies of Charles J. Kennedy's "Progress Report on B&M History", which was distributed to those attending the August 12th meeting, are available to members who were unable to attend the meeting. This report contains an outline of the three basic volumes of Dr. Kennedy's forthcoming management history of the Boston & Maine (and predecessor roads) from 1830 to 1955, and a description of other volumes in preparation. Included is bibliographical information on 13 articles and papers which have already been published. Send requests for a copy to the Society's new Post Office box in Littleton (explained elsewhere in this Newsletter). Please enclose 50¢ to cover postage and handling. The limit is one copy per member. Please allow two to three weeks for delivery.

NEW MEMBERS: We welcome new members James B. Smith, Media, PA; Charles J. Keller, Revere, MA; Alton Hambly, III, Taunton, MA; Robert A. Dillman, Danbury, CT; D. E. Greenholz, Danbury, CT; John S. Noonan, Stillwater, NY; John B. Pfeiffer, S. Plainfield NJ; Edwin A. Polley, Framingham, MA; James W. Gibson, Rochester, NY; Geoffrey H. Arnold, Cambridge, MA; George Poole, Woburn, MA; Robert O. Moore, Leominster, MA; Glenn J. Williams, Hooksett, NH; G. Roger Hinman, Hartford, CT; Bruce Malone, Pleasantville, NY; Glenn D. Nasman, Westwood, MA; Thomas R. Pulsifer, Xenia, OH. Welcome aboard, gentlemen.

PHOTOS NEEDED: We are currently looking for photos of the following subjects for use in the B&M Bulletin: Montpelier & Wells River Railroad; Barre & Chelsea Railroad; and photos taken in the Fitchburg, South Ashburnham, and Gardner area of the Fitchburg Division showing train scenes, stations, wrecks, etc. Also, we are still in need of more photos showing milk trains, milk equipment, and related subjects. In addition, we are always in need of photos for our "Focal Point" photo section. Contact Ken Patton, Photo Editor, at 316 Park St., Wrentham, MA 02193.

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

The Central Mass. - 144 page history of the B&M Central Mass. Branch. Contains 163 photos, maps, timetables, etc.

MEMBERS - \$6.00

NON-MEMBERS - \$7.95 plus 50¢ for postage

B&M Bulletins - March 1974 ( a few copies of this issue, available to members only),  
Winter 1974-5 (supply almost exhausted)

Spring 1975, Summer 1975, Fall 1975, Winter 1975-6, Spring 1976.

Price: \$1.75 to members, \$2.00 to non-members,

The Summer 1976 issue is available to members at \$2.00 each and \$2.25 each to non-members.

Other publications - Springfield Terminal Ry. 1900 timetable reprint at 25¢ each;

Scale drawing of Mogul 1388 by Jim Ickes at 70¢ each;

Dick Symmes' drawing of Mogul 1470 at Milford, NH, at 70¢ each;

Reprint of 1860 Woburn Branch broadside poster at 70¢ each;

Reprint of 1932 Snow Train menu at 25¢ each.