

BOSTON & MAINE R.R.

Historical Society, inc.

NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

20 November 1976

Dear B&M fans:

The December meeting of the B&MRRHS will be on Saturday, 11 Dec. 1976 at 8:00 PM (2000 hrs.) at the Unitarian Church in Woburn Square, Woburn, Mass., the entertainment being a color and sound presentation on the American Freedom Train in New England by Mr. Robert Cornfield of the Beverly Historical Society. The January meeting will be at the same place on Sat. 8 Jan. 1977. Our meetings are regularly held the month's second Saturday, 8:00 PM (2000 hrs.) at the place mentioned above, unless otherwise noted.

- **1977 DUES** For those of you who have not renewed for 1976-1977 this will be your last Newsletter, unless you renew quickly (send it c/o DUES). All regular dues, renewal or otherwise, henceforth are at the \$10 rate. We told you so in July, Aug., & Oct...

MEETING OF 13 NOVEMBER 1976: The regular monthly meeting of the B&MRRHS was called to order at 8:25 PM in the First Parish Unitarian Church, Woburn, MA by President Kenneth E. Patton. There were approximately 70 members and guests in attendance.

The Secretary's and Treasurer's reports were accepted as read.

Newsletter Editor John C. Alden requested material and articles for future issues of the publication. Typist Thomas R. Engel noted the most recent issue had been mailed two weeks prior to the meeting; it was determined that with few exceptions all the members at the meeting had received their copies. If members experience late delivery of the Newsletter they should notify Editor Alden.

Publications Editor R. Richard Conard announced that he had tendered his resignation, effective next June, due to increasing personal and career pressures. The Board of Directors has appointed a search committee to seek a qualified successor to Mr. Conard and would appreciate volunteers of suggestions for candidates, preferably people with graphic arts experience. Mr. Conard noted that the Fall issue of the quarterly Bulletin had been published and was available for distribution to members at the meeting. The Winter issue is scheduled for publication early next year.

Business Manager John C. Hutchins announced proposed By-Laws amendments to provide for the election of officers at the Society's June meeting, with the September meeting established as the Annual Meeting. These changes are necessary to facilitate the Society's operations. The text of the amendments (is published elsewhere in this Newsletter) and will be voted upon by the members at the December meeting.

Mr. Hutchins said that the Society is now distributing the recent Stephen Greene Press release, Vanishing Markers by member Ralph E. Fisher. The volume recounts Mr. Fisher's experiences as a brakeman on the B&M during the transition from steam to Diesel. The list price is \$14.95, but the book is available to members at \$12.95, either at meetings or through the Society's Littleton P. O. box.

As to the Society's own book publication goals, Mr. Hutchins said that two books, one on equipment and the other a pictorial, are presently in the planning stage. Two other books are tentatively under consideration.

Mr. Hutchins then announced that the Society had been offered the opportunity to purchase a former B&M station in the greater Boston area for \$50,000. An additional \$25,000 would be required to restore the station to its original appearance and to construct a fireproof repository for the Society's archives. At its recent meeting, the Board of Directors decided to establish a committee to investigate the feasibility of such an ambitious undertaking. Financing would be through donations, especially corporate, with absolutely no recourse to assessing levies on members. Should the committee recommend the station's acquisition, there would be a mail ballot in the Newsletter to enable all the members to vote on the matter. In answer to questions, Mr. Hutchins noted, amongst other things, that our present space in Merrimac College is totally inadequate; that the Society had never been offered the Reading station; and that affiliation with the Walker Transportation Collection in the Beverly Historical Society would result in our archive's transfer to that organization's control and ownership.

Program Chairman Donald G. Hills announced that the December program would be a color and sound presentation on the American Freedom Train by Robert Cornfield, a member of the Beverly Historical Society and a noted photographer and railroad modeller. The AFT's travels throughout New England will be especially emphasized.

There was a general discussion of local railway news and proposed operations; the meeting was adjourned at 9:05 PM. Following the business meeting, Treasurer Charles P. Smith presented a program of slides made from old postcards showing railway stations, primarily in New England. He also showed slides he himself had taken, ranging from black & white photos of B&M and other New England steam locomotives in the 1930's to color shots taken during steam's demise on the B&M in the early 50's.

Respectfully submitted,
(signed) David Derow, Secretary

BY-LAW AMENDMENTS—ANNUAL MEETING: A.) Article 5, section B to be amended to read as follows:

ANNUAL MEETING: Additionally, the September meeting shall be known as the Annual Meeting. It shall consist of the submission of all annual reports as called for in these By-Laws for the previous fiscal year, and such other business as may properly come before the meeting. A record of the minutes shall be kept by the Secretary.

B. The above change will require corresponding changes in other Articles and Sections as follows:

1. Add new Article 5, section C as follows:

"ELECTIONS: The election of officers for the succeeding fiscal year shall be held at the June meeting."

2. Article 5, Section C becomes Article 5, Section D;

3. Article 5, Section D becomes Article 5, Section E

4. Article 6 — Fiscal Year Delete the word "June" in the last sentence.

5. Article 8, Section B: Place a period after "meeting" and delete the words "in June".

EXPLANATION: Annual Meetings are normally held several months after the close of the fiscal year so that all annual reports by officers will reflect performance for the full fiscal year. Our fiscal year runs from July 1 through the subsequent June 30. As presently constructed, however, our By-Laws require that the B&MRRHS Annual Meeting be held in June, several weeks prior to the end of our fiscal year. This means that annual reports do not reflect performance for the full fiscal year which creates confusion and a potential for problems with the Internal Revenue Service. This amendment and corresponding revisions in related sections of the By-Laws are designed to bring our By-Laws into line with common practice. Note, however, that while normal practice is to elect officers at the Annual Meeting, we will continue to hold our elections in June. The election date issue will be part of a comprehensive review of the By-Laws to take place in the near future.

These changes were recommended by a majority vote of the Board of Directors on 9 Nov. 1976.

FROM THE PRESIDENT'S OFFICE: 1) If you have a 1903 B&M locomotive class book, please bring same to the attention of our historian Harry Frye, 14 Riverside St. Hooksett NH 03106. Info is needed to complete work on our B&M power book.

2) Presently someone is needed to fill in on the Archives Committee. Such an individual(s) would catalogue and arrange donated materials such as plans, drawings, photos, and documents for storage and reference. If interested in helping please contact Ben Crouch.

3) If you enjoy handling correspondence work and can type, or perhaps are good at complex foreign languages such as English, and live not too far away, you may make an excellent editorial assistant on the Bulletin. Please contact Rick Conard, our hard-working editor (you can believe it!).

THE PUBLISHER'S CORNER: There is a popular delusion the Post Office keeps track of address changes, diligently searching for a person's new address when he's left no forwarding address. Evidently nothing is further from the truth so, please, let the Membership Secretary (Tom Engel) know your new and old addresses immediately on its changing (in advance if possible). I have set up a system that allows for immediate adjustment of address on Newsletter mailings (due to my dual identity); changes for other mailings have been expedited, so take advantage of the system; we can even handle seasonal changes of address. You can receive your Newsletters and Bulletins uninterrupted. The membership secretary will shortly get a P. O. box whose address will be reported once it is established. (TRE)

A LOOK AT THE PAST: (As related by the Boston & Maine Railroad Employees' Magazine, courtesy of John C. Alden, from his collection)

50 years ago 1 December 1926, Mr. George Hanauer, then with the Indiana Harbor Belt RR., elected president B&M RR...Hoosac Tunnel enlargement, for improved overhead clearance...Boston terminal improvements included consolidating yards, a new freight house...

25 years ago Diesels to power our future—\$5,000,000.00 order—39 more units...Pakistani Rail Official visits B&M; talks with Messrs. W. P. Currier, R. F. Cowan...

COMING 15-16 Jan. 1977 - Mystic Valley Railway Society trip Boston-Greenfield MA. Lv. Sat. at 930 hrs., arr. in Boston Sun. at 2040 hrs. Tix \$70/adult (includes overnight at Northfld. Inn)

EVENTS 18 Dec. - MVRS again, this time to Edaville RR, details unknown.

OF 11-17 Feb. 1977 - WINTER RAILS 77 - Overland Chapter, NRHS, junket to Scandinavia by air, rail there (steam-electric-trolley-incline-car ferry-MU-snow plow), write V. Allen

NOTE Vaughn, Sec. -Treas., 320 Wisconsin, Apt. 511, Oak Park, IL 60302.

29 April-1 May - Annual Meeting R&LHS San Francisco, Calif.

NEWS & COMMENT: That boxcar damaged in the Erickson Grain Mill fire (as reported last month) was a PC (Pussy Car, to RRers), reports John Alden. In an attempt to provide a downtown Worcester site for the Registry of Motor Vehicles, that city's council has authorized the lease (for \$50,000/year) of a parcel of B&M land. There is some flak about back taxes owed, grumbles of eminent domain proceedings, that sort of thing. The city should consider itself lucky B&M isn't CR.

The B&M has petitioned the ICC for abandonment of part of the through line between Manchester and Portsmouth. The NH Public Utilities Commission is watching the developments and eyeing the line for possible purchase. The section of the branch between Rockingham Jct. and Portsmouth has received much upgrading recently (R. V. Prior reports), Rockingham Jct. being on the Western Route main line to Portland; presumably this work is done in anticipation of the Seabrook nuclear power plant.

The Maine Central did another derailment on the Portland & Ogdensburg Sunday Nov. 14th, sending two cars laden with corn feed off the rails in Crawford Notch; one reportedly falling over 300 feet down an embankment. Reportedly this derailment occurred not far from the cut at the head of the Notch at a place where the line hugs the side of a steep cliff. The MEC had had another bigger derailment last spring a few miles (and on the Notch's other side) from this derailment's location. These derailments are worrisome to those of us (including bondholders) who know and love the MEC.

The B&M found itself slightly embarrassed after the railroad had cleared a hazardous mass of debris from under a bridge over Broad Brook near Williamstown, Mass. The town manager had asked the B&M to look at the situation and clear it out; the railroad recognized the danger in case of flood and took prompt action. Now it seems, though, that the brook is a "Wetland" and the B&M was required by law to have filed a notice of intent with the local conservation commission. The town manager had been so pleased with the work's being done it hadn't occurred to him whether the RR had consulted the commission. Fortunately there is a provision that notice is not required if the commission votes the work is an emergency. John Luczynski reports the work train was powered by Alco 1186, the first time he had seen an Alco switcher in North Adams.

Mr. Luczynski also reports the E-3 & 4 East Deerfield-Hoosac Falls local is not being powered by RS-3 1546; that locomotive is now in storage at East Deerfield. RS-3 1519 occasionally powers the local (runs M-W-F, usually arrives N. Adams ca. 1600-1800 hrs.; if no further work often returns to East Deerfield); an assortment of GP-9's, 7's, SW-9's, and NW-2's also service the run.

George Matheson reports the papermaking facility of the New England Pulp & Paper Company at Lincoln, NH is still hopeful for the future. Problems have cropped up in the de-inking process (the plant makes new newsprint from used) and the plant has been idled for several months while corrections are made. The plant figures as a prime potential feeder for the local economy and the ex-B&M Pemi. branch, now Wolfeborough RR Central Division (question: what will be the Western Division?). The WRR has two former NH state-owned GE 44-tonners on the property.

Ben Crouch reports the construction of a new rail line in Canada just over the border. The new line, being built by the CN, runs from Pelletier station, P. Q. on the CN's Quebec-Moncton line west 18 miles to near St. Andre, P. Q. on the Quebec-Riviere du Loup line. When completed the line will boast CTC and all-welded rail, plus some impressive cuts and fills. Work resumes in the spring with approx. 8 more miles to be built; such construction is rare in the East; here is a chance to see it in the flesh. When open in the fall of 1977, the present Pelletier-Charny line will be downgraded to non-CTC.

Ken Patton reports, after a trip out West (west of the Mississippi, the East does not end at Rotterdam Jct.) that the GP-9 is not as immortal as the B&M would have us believe. GP-40's, 38-2's, SD 40's and 45's, etc., have pushed the Nines far down the totem pole, closer to the scrap track; GP-35's & 30's are even seen in secondary trains, the GP-9 being generally not used on first class freights. Even in New England the Nine is being bumped on the CV and GT; a CV motive power man gave them only 1200 hp. rather than 1500 hp. because of age. Next year the B&M Bluebirds will be 20 years old. In a couple of years Bluebird shots will be drawing Oohs and Ahhs as people say, "Look! there's four in the old (Barringer) blue paint on AP-3." (now necessarily a flash picture, more about that fact next month).

The FIAT is coming! It's here! This month it has been running to South Acton on the 1230 from Boston on weekdays; your typist (& publisher) rode and photographed it on Friday. Smooth ride on track, seating stiff and somewhat cramped, clear windows can be opened (a mixed blessing: the "angels" could do a job on them). A smart looking piece of equipment, a pleasant and quick ride, probably good for branch lines; hope they can iron out the seating problems. Also there is a problem in boarding, the steps being narrow and a portable step's being needed; these problems consume time.

The B&M, after giving ConRail fair warning some weeks in advance, removed the West Concord diamond due to its decrepit state. ConRail (?) restored it a few days later; we hope they repaired it! Speaking of derailments, the B&M had one near Royalston on the Vt. & Mass. (Fitchburg-Greenfield) Oct. that tore up track; your typist saw the remains (trucks strewn about, bent rail, boxcar (MEC) off its trucks). Such happens to the best of us: earlier this month he saw two in one day on the D&H!

Due to a change of symbol freight schedules (to be reported next month) it occasionally happens that AP-3 leaves Boston with BE-1 in hot pursuit, I mean it, 15th Nov. your typist saw the two of them roar through Waltham with no more than 5-6 minutes between ends, at speed, no less. Personally I find nothing can surpass the excitement generated by that freight of freights, BE-1, as it guns its motors rounding the 6% curve at Belmont Center on a clear, cold, moonlit night with its long indigo plume catching the moonlight. Steam just cannot offer the excitement (and terror) generated by a discreet torque. NOW let the fur fly!...

NEW MEMBERS: We welcome new members: Edward Egan, New Brunswick, NJ; John A. Towne, Ipswich, MA; Arthur J. Cunningham, Lynn, MA; Arthur E. Lassonde, Concord, NH; Norman J. McMeekin, Groton, CT; John S. Stasiowski, Brownville, NY; K. Clifford Priest, Hoffman Estates, IL; Paul Long, Jr., Holbrook, MA; Forest L. Morton, Brentwood, NH; Walter E. Hyde, Ocala, FL; Donald E. Twomey, Lynn, MA; William H. Stone, Huntington, NY; David A. West, Stoneham, MA; Eddie Ostrow, Belmont, MA; William J. Fothergill, Seabrook Beach, NH. Welcome aboard the B&MRRHS, gentlemen!

CLASSIFIED ADS: Advertisements by members will be published in the Newsletter as space permits. Please keep them short as possible and send them on a separate sheet of paper. Do not forget to include your name and address with the ad. Ground rules for ads may change in future.

- Virgil Nixon, P. O. Box 234, Station T, Calgary, Alberta, Canada, T2H 2G8, has Canadian Pacific timetables (West End) and wishes to acquire or trade for recent US employes' TT's.
- FOR SALE — Locomotive Dictionary & Cyclopedia (1919), Car Builders' Cyclopedia (1943), R&LHS Bulletins #6, 7, 8, 13-15, 97, 113, 115, 116, 120, 124, 126-129, 132, 133; 1860 Eastern RR report, and Concord & Montreal RR lantern. Send stamped, self-addressed envelope for info. to: G. M. Kidder, RD #1, Acton, MA 01720.
- FOR SALE — The first four Lucius Beebe books: High Iron, Highliners, Highball, and Trains in Transition. All are the original editions, first printing, and are in practically mint condition except for the dust jackets. \$75.00 for the set. Will not sell individually. H. Bentley Crouch, 81 Montvale Rd., Weston, MA 02193.
- T. R. Engel, 179 Lewis Road, Belmont, MA 02178, is still interested in B&M stock certificates, pre-1953 capitalization, and those of other system components. Also, the Great Firm of Engel, Surgecoff, & Co. has a few Boston "L" shares available for sale at the same address. A stamped self-addressed envelope helped a lot. Also, revenue stamps for collectors available.

HOLIDAY GREETINGS: The typist forgot to put the holiday greeting on the front as the Editor wished here it (belatedly) is, where there's space:

To all — A VERY MERRY CHRISTMAS... AND A HAPPY NEW YEAR !!!

ADVERTISEMENT: While they last! Steam photo sets of the New England Railroads, all 8x10 glossy prints.

Set #1: Boston & Maine Steam Photo Set: Four 8x10 glossies \$2 postpaid. Contains 0-4-0 424, 2-6-0 1364, 4-4-0 1002, and 4-4-2 3242. All engines in regular service and steamed up.

Set #2: New Haven Steam Photo set. Four 8x10 glossies \$2 postpaid. Contains 4-6-2 1356, 4-6-4 1402, 2-10-2 3247, and 4-4-2 1110. All in regular service and steamed up.

Set #3: Boston and Albany Steam Photo set. Four 8x10 glossies \$2 postpaid. Contains 2-6-4T 1356, 4-6-2 581, 4-6-4 613, and 2-8-4 1434. All in regular service and steamed up.

Set #4: New England Steam Photo set. Five 8x10 glossies, \$3 postpaid. Set contains five of the best photos used in the 1970 and 1971 New England Railroad Calendars. Contains B&M 2-6-0 1395 at Winchester station with a passenger train in 1935, B&M 4-4-0 1020 leaving North Station with a passenger train in 1933, BAR 4-6-0 75 at Squapam, Me. with a passenger train in 1934, CV 2-10-4 703 at Waterbury, Vt. with a 101-car freight train in 1946, and B&M 2-8-0 2278 at Lancaster, NH with a freight train. This is a limited production set.

Also, 1977 New England Railroad Calendar, \$3 postpaid. Avoid disappointment; order now while these are still available. Order from: KENRAY, Box 422, Wilton, NH 03083.

TIDBITS: ConRail (the accent is still on the first syllable) is perking up and may be able to pull it off, becoming profitable and paying off its government debt. At least service may be improving, putting fresh drive in freight trains, according to an article in the 3 Nov. Christian Science Monitor, which included an interview with ConRail's chairman, Edward G. Jordan. According to him, the large amount of planning done prior to the takeover (expropriation—TRE) helped a great deal... the nation's railroads are seeking a 4% rate hike on general freight rates, interestingly, though, peanuts will be excluded from this hike, according to a CSM article, supposedly for reasons dealing with competition within the peanut transportation market (truck vs. rail), however, veteran rail people think it highly unusual only one food commodity was exempted by the ICC from shipping hikes. Impeachment, anyone?... stations to restaurants seems to be a recent trend. The Cafe L'Orange (French) has opened in the Concord (MA) depot, John Alden says somewhat expensive, food somewhat good for that sort of thing, he was there recently. "The Station" restaurant has opened in a former B&M office building right next to the former depot site in Greenfield, MA, I have seen the menu, very innaccurate info on the area, the locomotives on the cover are all foreign. Food though doesn't look bad and best of all, prices aren't high so you can keep a low operating ratio, to continue RR allusions... closer to home, the Union Market Station (which is not in the station of that name on the Watertown branch) in Watertown, Mass. has a railroad decor, I haven't gotten there, yet. RR restaurants seem to be the fad... New London station I hear has been very nicely renovated for use as a — can you believe it—a train station. What will they think of next... speaking of Amtrak, the Crescent to New York has been — ugh — Amfleted, so except for the sleeper on the Night Owl there are no trains running to New York from S. Station. Might as well take a bus or a plane, Amflet is an airplane fuselage on wheels... your typist laments the passing of its swivel chair parlor car, the last on the route, which he used to take to New Haven to see the rail operations and his sister... change hands, change name: the Vermont Northern is the new name for the St. Johnsbury & Lamoille County RR, ex B&M, ex Pinsky, ex etc., state tossed out old operators and now Morrison-Knudson are the new operators, replacing a local group.. Morrison-Knudson has experience operating railroads... rumors and stories abound that a well-known textile and railroad holding company has altered its holdings in the securities of several NE railroads, your typist will track them down for the next Newsletter... the Vermont Northern's new owners talk of a locomotive rebuilding facility at Morrisville, Vt....

NEWS STORIES: Got hot breaking items? an unfounded rumor you want run to earth? something of B&M import? Why sit on it when it may be needed for the B&MRRHS Newsletter? We eagerly ferret out news; etc., John and I do, help us. You too can be Clark Kent, Woodward & Unohoo, Bill Buckley, anyone you want, we may publish you information. Send news, etc. to:
John C. Alden, 11 Riverside Avenue, Concord, MA 01742

PUBLICATIONS: The following publications are available postpaid (unless otherwise noted) by ordering direct from the following address: Business Manager, B&MRRHS, P. O. Box 223, Harwood Station, Littleton, MA 01460. Publications orders sent through the Reading and other addresses will be subject to an automatic delay of at least two weeks.

THE CENTRAL MASS. Members \$6.00
Non-Members \$7.95 plus 50¢ for postage and handling

B&M BULLETINS Winter 1974-5, Spring 1975, Summer 1975, Fall 1975, Winter 1975-6,
Spring 1976; PRICE: \$1.75 to members, \$2.00 to non-members
Summer 1976, Fall 1976; PRICE: Members: \$2.00; Non-members: \$2.25

OTHER
B&MRRHS
PUBLICATIONS

1900 Springfield Terminal Ry. timetable reprint — 25¢
Scale drawing of Mogul 1388 — 70¢
Drawing of Mogul 1470 at Milford, NH — 70¢
1860 Woburn Branch election train poster — 70¢
1932 Snow Train menu — 25¢

NEW
PUBLICATION

Vanishing Markers, a 128 page illustrated description of Boston & Maine railroading, 1948-1952, by a former B&M brakeman. This is a captivating account of B&M operations during one of the most interesting periods of the company's history. By special arrangement with the publisher (Stephen Greene Press) we are able to offer this \$14.95 book to our members for \$12.50. Non-members rate is \$14.95.

BOSTON & MAINE R.R.

Historical Society, inc.

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