

Boston & Maine Railroad Historical Society

Incorporated

NEWSLETTER



P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

March 17, 1978

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

APRIL MEETING: TAKE NOTE April 13th, 1978 **NOTE DATE!!** Thursday, April 13, 1978 will be the date for our April meeting, not the 2nd Saturday, which would have been our usual date. The meeting will begin at 8 PM (2000 hrs) at our regular meeting place, the First Parish Unitarian Church in Woburn Square, Woburn, Mass. This is done for the convenience of our distinguished speaker of the evening, one of the most talked-about men in American railroading —

Mr. Alan G. Dustin

President and Chief Executive Officer, Boston & Maine Corporation

Needless to say, this should prove to be a very interesting, informative, and important meeting what with the situation among the railroads of the Northeast. Preceding Mr. Dustin's talk George Wiseman, an organist who is one of our members, will present a half-hour POPS concert beginning at 7:30 PM on the organ of the Unitarian Church. (The meeting will be held upstairs in the sanctuary rather than in our usual place.) This organ was built 105 years ago by E. & G. G. Hook and uses tracker action; the instrument possesses a rather distinctive tone.

MAY MEETING: Saturday, May 13, 1978, 8 PM, First Parish Unitarian Church, Woburn Square, Woburn, Mass. (back to our usual time) The Entertainment to be provided by John Roderick, Scott Whitney, and Tony Lorusso with slides of Boston & Maine railroading and that of other lines in New England. In Society matters, the May meeting is the meeting where nominations for the ballot for the Society's elective offices (President, Vice President, Treasurer, Secretary, all for one-year terms and two Directors for three-year terms) are made for the elections at the June meeting.

●●● Our regular meetings are held at 8 PM on the second Saturday of every month at the above church in Woburn, Mass. Different meeting times and places will be noted well in advance in these Newsletters. Highway-wise the church is on Route 38; it is also about three blocks north from the end of track (and passenger service) on the Woburn Branch. This church is the only church in Woburn Square without a steeple.

SOCIETY ADDRESSES — For faster processing of specialized matters, use these:

MEMBERSHIP SECRETARY: T. R. Engel, Box 369, Belmont MA 02178: Membership applications and information, dues payments, address changes, and other circulation matters. For those interested in joining dues are \$10 per year and life memberships are available for \$100. The membership year runs from July 1 to June 30.

NEWSLETTER EDITOR: 11 Riverside Ave., Concord MA 01742: All news and other items for the B&MRRHS Newsletter (which you are now reading, by the way)

BULLETIN TECHNICAL EDITOR: Don Clerke, 132 Laurel St., South Windsor CT 06074

MEETING OF MARCH 11th, 1978 The regular monthly meeting of the B&MRRHS was called to order at 8:12 PM in the First Unitarian Parish Church, Woburn, Mass., by President Leroy C. Hutchinson. Approximately 125 members and guests were in attendance.

The reading of the Secretary's Report was waived.

The Treasurer's Report was accepted as read.

Speaking for the publications staff, Chairman John C. Hutchins announced that the Winter issue of the "Bulletin" would be published within the week, the Spring issue would be out by early May and the Summer issue by the end of June, thus returning the magazine to its publication schedule.

Chairman Hutchins also announced that a meeting of the Board of Directors would be held on March 13th to discuss the specifics of the Society's pending arrangements with the University of Lowell to house and display the Society's Archives at that institution's library.

"Newsletter" Editor John C. Alden thanked those who had contributed news material to the monthly publication and urged them to continue to forward their information to him.

Membership Secretary Thomas R. Engel, including four new applications received at the meeting, announced that the Society's membership stood at 1058.

Mr. Engel also noted that member Alan MacMillan, Jr. was a fully qualified locomotive engineer on the B&M rather than a fireman as reported in the Secretary's Report of the December 1977 meeting at which Mr. MacMillan presented a slide program.

Associate "Bulletin" Editor David K. Johnson reported that the noted New England railway motif painter Arch McDonnel had died the previous week. The Suncook Valley Railroad Historical Society, of which he is president, is considering a memorial to the late Mr. McDonnel, and Mr. Johnson suggested that the B&MRRHS also consider such an action, perhaps in conjunction with that of the Suncook Valley Railroad Historical Society.

Laurence M. Blanke, Jr., National President of the Railroad Enthusiasts, announced the cancellation of the Boston to Portland B&M fantrip which was to have been operated by the Massachusetts Bay Division of the RRE on April 1st. The Massachusetts Bay Transportation Authority was to have provided the passenger equipment for the trip, but, due to the ravages of the February blizzard, which badly damaged many of the MBTA's cars, the Authority, "with the greatest regret," stated that it could not provide the equipment. It is hoped that the trip may be run in the Fall, when sufficient operable equipment is once more available.

Member Ralph E. Fisher stated that he had a number of historical documents relating to the B&M and its predecessor lines that he would like to donate to the Society if appropriate facilities existed to preserve and display them. Chairman Hutchins, alluded to the arrangements that the B&MRRHS is concluding with the University of Lowell, which he felt would be suitable, and said that the Society would be greatly pleased to receive the materials.

It was noted that Kalmbach Books had recently published "Scratchbuilding & Kitbashing Model Railroad Stations" with a chapter devoted to modelling the B&M's Greenwood station in Wakefield, Mass. A review of the book will appear in a future issue of the "Newsletter".

Program Chairman Donald G. Hills announced that the next month's meeting would be a special joint one with the Massachusetts Bay Division, RRE, and would be held at the Society's regular Woburn location at 8:00 PM, Thursday, April 13th, rather than on the normal second Saturday date. The evening's speaker will be Mr. Alan G. Dustin, President of the Boston & Maine.

The business meeting was adjourned at 8:33 P.M.

Following the business meeting, member John M. Boardman presented an excellent 16mm motion picture program featuring the B&M and, appropriately enough, snowplough scenes.

Respectfully submitted,
(signed) David Derow, Secretary

IN MEMORIAM Arch McDonnel, noted artist of New Hampshire stations, steam engines, and other railroad scenes, passed away suddenly at Concord NH on March 4. Arch and his paintings were well-known throughout New England and the nation. He was also active in the affairs of the Suncook Valley Railroad Historical Society and was to prepare illustrations for a forthcoming book on that line. Both the art world and the railroad world were enriched by his presence.

Charles E. Bertrand, President of the Delaware & Hudson Railway Company, died of a heart attack on March 3 at age 62. Mr. Bertrand had just taken on the D&H Presidency on November 16 of last year; his passing was a tragic loss to the railroad industry and to the Delaware & Hudson. His career spanned 40 years, starting as a switchman and rising through the ranks of the Baltimore & Ohio to the presidency of the Reading Company. Between the presidencies of the Reading and the Delaware & Hudson Mr. Bertrand was Vice President & General Manager of Amtrak's Northeast Corridor.

B&MEMOS ●● Photos and historical data on the Swampscott, Mass. Passenger Station are needed for a future article on the building in the B&M Bulletin. Contact Bulletin Technical Editor Don Clerke at 132 Laurel St., South Windsor CT 06074.

●● Due to educational and work commitments our Commuter Rail Notes columnist Joe Mulligan has had to give up the writing of that column. Joe will continue to work on special projects and come up with new ideas for improving and expanding these Newsletters. We now have a vacancy for a person who is knowledgeable on what's happening on the B&M's commuter operations and can write about it on a regular basis for the Newsletter. Contact either of your Newsletter Editors if interested.

●● By now you're wondering (probably) what happened to the B&Meeting, B&Matters, etc. logos that have been a feature of the B&MRRHS Newsletter since the April 1977 issue and what has happened to the other Fancy Formatting features we regularly use. No, they are not gone; their use has just been dispensed with for this issue in the interests in getting it out as fast as possible. We're shooting for a March 29 mailing though we may have to go as late as the 30th. This is a stripped-down version of the Newsletter much like the ones your editors put out in the first 6 months of their tenure. We are also keeping this issue to 6 pp. max., not much news happened so not much will be cut. Please bear with us. — TRE

SPOTLIGHT ON B&M HISTORY — From Boston & Maine Railroad Employees' Magazine

50 years ago APRIL 1928, Vol. 5, No. 1, Leading article "\$100,000 For Employees' Trust Fund for employes established by Homer Loring, who retired as Board of Directors' Chairman. Many improvements during his 4 years of office - named trains such as Flying Yankee, Pine Tree Ltd., the Minute Man were inaugurated; many yards were modernized, new motive power, and betterments to right of way. Sketch of Mr. Loring - C. S. Monitor. a short article, "The Springfield Shop" by George Wood, told of improvements at the new locomotive shop, replaced one built by the Conn. River RR.. "Maintenance of Way Material Centralized", by O. A. Donagan, Gem. Storekeeper, all M. of W. materials now at Billerica; photos, new reclamation plant and scrap-dock-stores formerly located at E. Somerville, Fitchburg, Salem, MA, Nashua, Concord, Woodsville, NH, and Lydonville VT.. "A Century of New England Transportation", by Frank M. Morgan, Gen. Agent at Worcester MA, tells about the establishment of the Boston & Lowell, Boston & Albany, and Boston & Providence RR's around 1830.. "New North Station Rises", photo of partially constructed North Station, sketches of the concourse, waiting room, and Causeway St. entrances.. Center Spread: Sketch of North Station Industrial Building, \$3 million structure on site of former Fitchburg Station.. Contest: "Name a Freight Train": looking for names of thru freights running Mcville-Boston-Rigby-Worcester-Mcville, Springfield-Mcville, Boston-White River Jct.. (Special note: April 1928 Along the Line, NYNH&H employes' magazine, "Huge Gun Travels over the New Haven" photo of same at Bay Ridge car float. Originated at Watertown MA arsenal, described by B&M Mag. for March 1928..)

25 years ago APRIL 1953, Vol. 21, No. 4, Annual Financial Report Edition. Leading article entitled "The Man in the Corner Office" by Cliff Somerville, Editor-in-Chief, B&M President Timothy G. Sughrue provides answers to questions: How did the B&M make out last year? Decline in traffic causes? Ways employes can help to get more business for RR? photos in this article include: Mr. Sughrue, train #305, 2 RDC's near Concord NH, the Kear-sarge, loco. 3810 southbound near Wilmington MA, Loco. 3800 in Billerica Shops, loco. 1225 on Hill Switcher, Wachusetts MA, Unit #6000 as Minute Man eastbound at Waverley MA, new Mystic Pier, Charlestown MA.. Promotions in Mechanical Dept., included Earl C. Cone, Clarence W. McElroy, Walter E. True, and Philip G. Buker.. Two old time steam loco. photos, the North Wind #157 at Middleton MA, the Olympia named for Admiral Dewey's flagship, specially decorated..

B&MATTERS We now have more detailed figures on the Boston & Maine's earnings for 1977; the ICC report figures for the whole year are now public and the B&M for 1977 did its best showing since 1967. The statistics: freight revenues \$82,254,000 (1976: \$80,107,000), total operating revenues \$85,541,000, total operating expenses \$74,026,000. Taxes \$8,432,000 (1976: \$10,056,000); net equipment rents \$d8,645,000 (1976; \$d9,821,000). Fixed charges (leases, debt interest, etc.) \$3,499,000; contingent interest (income bonds 4½s of 70) \$753,000. Net loss for 1977: \$4,328,000. Deficit before fixed charges only \$76,000!! (We stand corrected, last month we had a mix-up over what constituted the net loss figure and whether the contingent interest was included in the interest figure.) Chief financial factors in this favorable turn were the 2.7% increase in freight revenues, the reduction in taxes (chiefly due to the commuter rail sale), and the reduction in the equipment rent (per diem, etc.) deficit; equipment rents have been a persistant problem for the B&M. Substantial other (non-rail) income was reported for 1977: \$3,444,000 (1976: \$1,953,000). This other income figure is the only "uncertainty" in the 1977 report; we do not know the sources of this income or how permanent these sources are and a good part of the improvement for 1977 came from this item. However, if the Boston & Maine keeps improving its position as it did in 1977 within a few years the railroad can come out of bankruptcy and we'd be able to report on the affairs of the Boston & Maine Corporation, Undebtor.

Dennis Snook reports sighting on March 12 an Amtrak conventional coach sitting on a siding in Portsmouth NH where the Newington Branch and the Navy Yard Branch diverge underneath the highway-railroad bridge. Anyone have any knowledge of what it was doing there?

Those two ex-LIRR Alcos reported by Don Clerke were bound for the VTR yard at Burlington VT. writes Bruce Curry. Apparently the VTR is simply storing used locomotives for Naparano Iron & Metal of Newark NJ because NI&M is short of space. Ex-LIRR RS-3 #1555 is also stored serviceable there.

The Boston & Maine is now running true "push-pull" trains of RDC's! The Mechanical Dept. has worked out a way to run the locomotives from the RDC controls; we don't have many details on the method but it involves skipping some of the notches. From what we hear it works rather well and one of the results is increased acceleration from station stops. An RDC weighs 112 tons, in case you've wondered. D&H Alco PA #18 has gone to the MEC's Waterville shops for maintenance work and recently an MBTA engine also went there. Why the work is being done there is not known.

TRAFFIC NEWS — The Boston & Maine has commenced participation in a movement of newsprint from Quebec North Shore Paper Co., Baie Comeau, Quebec, to the New York Daily News Co. in New York City. The other participating roads are the Canadian National, the Central Vermont, and ConRail; the move will represent 200,000 tons annually or approximately 3,000 carloads. An interesting feature of this movement is the use of the rail ferry "M. V. Georges Alexandre Lebel" from Baie Comeau to Matane, Quebec. The ferry, an 8000 ton 585 foot vessel, can transport 31 40-foot boxcars or 26 50-foot boxcars at a cruising speed of 14 knots. ●● Sea-Land services, Inc. indefinitely suspended its domestic all-water intercoastal services; services between the east and west coasts were suspended Jan. 10 and routes along the east and gulf coasts were indefinitely suspended. The B&M's sales department is actively developing these former Sea-Land moves. Uniroyal at Chicopee Falls has already converted to rail on their regular movement of synthetic rubber from Port Neches TX, representing approximately 360 new carloads annually to the B&M. (B&M (Corp.) Newsletter, Feb. 1978)

The North Adams (MA) Transcript on March 1 carried an article "Rail Merger under Study" which reported that Federal railroad officials are supporting a proposal to study merging the "financially troubled lines" in New England into a single viable system. Four options are being considered: 1) Take-over of the New England railroads by ConRail, 2) Merger of the B&M and the D&H, 3) Independent but more closely coordinated services between the New England railroads, and 4) government takeover of the roadbeds in New England with the railroad companies' then paying a users' fee for use of the roadbeds. The first option is controversial because the federal rail line has "an awful lot of problems". The study would be funded by the USRA, the FRA, and the NE Regional Commission. Lobbyist Raymond Chambers of the Boston & Maine said the railroad is not opposed to the last option. The idea is not new; NERCOM has twice drafted legislation providing for transfer of the roadbeds ownership to the government since 1975 which has died in committee. US Rep. Silvio O. Conte has suggested that the user fee equal the fee truckers pay to run over the highways. This last option is viewed as a "national experiment" that would be watched by other railroads in the country. (John Luczynski)

Negotiations are continuing between the B&M, the Goodwin RR, and various unions over the Goodwin's taking over the operations of the B&M's Concord NH yard. Earlier in the month the transfer had almost been made but problems have cropped up and the sale has been delayed.

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

THE CENTRAL MASS. SOLD OUT!

B&M BULLETINS Spring, Summer, Fall 1975, Spring 1976, PRICE: \$1.75 @ to members, \$2.00 to non-members. Summer, Fall 1976, Winter 1976-7, Spring, Summer 1977, PRICE: \$2.00 @ to members, \$2.25 to others.

OTHER B&MRRHS PUBLICATIONS 1932 Snow Train menu -25¢; Reprinted Montpelier & Wells River/Barre & Chelsea RR employes' timetable #62B of January, 22, 1928. Members \$1.50, others \$1.75

BOOKS BY OTHER PUBLISHERS 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 in the company's history. Members \$12.50; non-members rate is \$14.95.

Trains of Northern New England, 96 pp. 120 photos with full-color cover. Softbound. This book features John Krause's photography of B&M, CV, Rutland, and MEC operations in Vermont and along the Connecticut River in the 40's and 50's. Includes steam and Diesel action. Members \$6.50; non-members \$7.50.

The Railroad That Came Out at Night, Frank Kyper's account of railroading in and around Boston. Includes profiles of two shortlines, an eyewitness account of the 1973 Chelsea fire on the B&M, and a personal account of life as a B&M crossing tender. Hardbound, 6x9", 160 pp., photos. Members \$6.95, non-members \$7.95.

New England Diesels, Dave Albert and George Melvin's photographic chronicle of the Diesel locomotive in New England from the 1930's to the present day. All Class I roads as well as shortlines are represented in the 420+ photographs from New England's major rail photographers as well as some unknowns. The book is organized on a state-by-state basis including maps of rail mileage in each state. An excellent value! Hardbound, 232 pp. Members \$24.00, non-members \$26.95.

The Boston & Maine Railroad, The Eastern Railroad, The Boston & Lowell Railroad, in one volume under B&M RR cover. All 3 softbound books are now available only in a combined volume under the B&M cover. They are reprints of Francis B. C. Bradlee's 1921 thumbnail histories of the B&M and two of its major component lines and include maps, photographs, ticket and wood-cut reproductions, etc. Price is \$7.50 for the volume. A few separate B&L and Eastern volumes remain at \$2.50 each while they last.

B&MEMBERS We welcome the following new members to the B&MRRHS: Ralph M. Spillman, New York NY; Donald J. McCra, Pawtucket RI; Kenneth M. Keyes, Rowley MA; Chuck Westenhofer, Portland OR; Paul C. Schulhaus, New York NY; John F. Troughton, Wakefield MA; Robert E. Bernier, Lowell MA; Adrian A. Paradis, Canaan NH; John R. O'Donnell, Jr., Berlin CT; Howard L. Gunnison, Jr., Wollaston MA; Stephen R. Payne, Greenfield NH; Paul E. Anderson, Westford MA; Bruce Tebbetts, Rochester NH; Robert G. Thibault, Bradford MA; Stuart I. Westlund, Islington, Ontario, Canada; Edward P. Walker, S. Weymouth MA; James F. Costello, Westwood MA; Robert Ryniewicz, Worcester MA; Thomas E. Bedell, Newtonville MA; Gordon E. Wickham, W. Caldwell NJ; Gloria J. Stone, Burlington MA; Donald J. Barnickel, Jr., Metuchen NJ. Welcome aboard the B&MRRHS, ladies and gentlemen!

COMING EVENTS OF NOTE

- MASS. BAY RRE Boston-Portland trip of April 1 has been cancelled due to the MBTA's pulling the equipment. Refunds have been mailed.
- April 8, 1978, Hub Div., National Model RR Assoc., Holiday Inn, Rtes. 38 & 495, Tewksbury, Mass. Model show, etc. Time details unknown at this typing.
- April 22-23, 1978, Nashua Valley RR Assoc. Railfair '78 and 16th annual Open House. Emerson School Gym, Main St., Rte. 117, Bolton MA. Railfair '78 hrs. 11 AM to 6 PM, dealer displays, exhibits, operating layouts, etc. 16th Annual Open House, Sat. Noon to 8PM, Sunday Noon to 6 PM, NVRRA HO scale layout at the Club Quarters on Rte. 85. Suggested donations for admission, \$1.00 adults, 50¢ children under 12.
- Saturday, June 24, 1978: Boston to Bellows Falls VT and return. The first daylight passenger train covering the B&M's Conn. River line between Springfield and Greenfield, MA in a dozen years. Multiple photo run-bys, high speed operation, and other railfan amenities. Fare: Adults \$29.95 before June 1, \$34.95 thereafter, children (12 years and under) \$17.95 before June 1, \$22.95 thereafter. Seating will be limited. Side excursion to Steamtown, steam train ride and museum admission, \$6.50. Rail excursion to White River Jct., VT, \$4.00 additional. Massachusetts Bay Railroad Enthusiasts, Inc. (the originator of the railway fan trip in 1934) Dept. Trip, P. O. Box 136, Ward Hill, MA 01830.

●● George R. Cockle and Associates, Box 1224 - Downtown Station, Omaha NE 68101, are currently putting together a 144-page hardbound book entitled Those Bicentennials which will cover all the bicentennial Diesel locomotives as well as brief mention of the Freedom Train steam power. The book will contain 250 color plates and retail for \$24.95. The pre-publication price until July 31, 1978 will be \$20.00; publication date is Fall 1978. The book can be ordered direct from the above address. Also, good shots of B&M 200, the B&M's GP-9's in the red-white-blue striping, and MEC's U18b "Independence Series" are still needed in both still and action poses. If you would like to contribute contact the publisher. Don't assume that everyone else got there first. Send your color shots or at least contact the publisher right away. Let's make sure that New England is well represented!!!

BOOK REVIEWS Two new model railroad publications have been sent to Box 302 by Kalmbach Publishing Co. for review.

The first, Popular Model Railroads You Can Build, is a 144-page soft cover guide book which offers step-by-step instructions for building 4 complete layouts. The layouts each are based on a design "theme" and carry the builder from track plan sketch through to scenery construction with well thought out text, plus liberal use of photos and diagrams.

Along the way are sprinkled many tips that can be used by novice or expert in any model railroad situation. So even if none of the specific layout designs appeal to an individual he can still gain much valuable information in these pages to apply to his own pike.

We found it to be a good value at \$5.95. Look for it at your local hobby dealer or order direct from Kalmbach at 1027 North Seventh St., Milwaukee WI 53233. (Reviewed by Richard Symmes)

(The other book, Scratch Building and Kitbashing Model Railroad Stations, will be reviewed next month by Mr. Symmes.)

OTHER NEWS LAMOILLE VALLEY RR — It would appear that the LVRR did not opt for those ex-SJ&LC GP-7's after all. Word from Albany has the LVRR purchasing three (or four) RS3's from the D&H. The definites are ex-D&H 4068, 4071, and 4094, all sold early February. No word on proposed paint scheme as yet (Bruce Curry) ●● DELAWARE & HUDSON — Reportedly an interested buyer for the 2 Baldwin Sharks (the last ones anywhere) has been found; rumor has them going to a new shortline in PA (Narragansett Newsl.) ●● The 3 D&H SD45's (801-3) have been sent to the NW (ibid.) ●● Current plans call for the abolition of the D&H's last 2 remaining towers, XO at Mc'ville and FA at Oneonta NY and the moving of their operations into the Albany dispatcher's office. ●● the D&H's Directors have decided to continue service at Oak Island and rescind the \$80 surcharge (see June 1977 Newsletter) ●● still no word on whom the D&H will choose as its next president after Mr. Bertrand's untimely passing.

B&MARKETPLACE We accept advertisements from members as space permits. Please keep them as short as possible and send them on a separate piece of paper. Don't forget to include your name and address with your ad! Your editors reserve the right to edit ads.

● WANTED: B&M RR Hist. Soc. Bulletins: Vol. I, Nos. 1-4; Vol II, Nos. 2-4; Vol. III, Nos. 2-4; Vol. IV, Nos. 1,2. Will TRADE B&M Rulebooks 6-21-1909, 3-1-1917; Eastern RR Rulebook, June 1882. T. J. Sommer, Codfish Hill Rd., Bethel CT 06801.

● WANTED: Photos of B&M F-7 units in old brown & yellow paint scheme; also pictures of CV, BAR, or NYC power on the B&M. Negatives or prints, Instamatic pictures accepted. Send price and description to: Steve Myers, 24 Pershing Dr., Scotia NY 12302.

● FOR SALE: B&M Pot Belly stove, in working condition. Manufactured by Walker-Pratt, Boston. Model #5, "B&M" embossed in casting. Measures 41" high with 27" diameter. Originally in Arlington Heights railroad station. Call William Papp, 344 Winthrop St., Medford MA 02155, tel. (617) 391-7885 for price and other information.

ADDENDUM The entertainment for our December 1977 meeting featured some pictures of 2 ex-NYC old steam locomotives that are rusting away in a remote Maine woods on the abandoned Eagle Lake & West Branch RR. Mr. Charles M. Smith, President of the New York Central System Historical Society, has favored us with some information on the two engines:

The 4-6-0 is NYC class F-53, originally Chicago Junction #109, then Indiana Harbor Belt #109, later #115. Engine has 20"x26" cylinders, 57" drivers, 190 psi boiler pressure, 142,000# weight, 25,600# tractive effort. Built by Schenectady 1897, #4552.

The 2-8-0 is NYC class G-43a, former LS&MS class B-2. Originally LS&MS #780, then #5780. Engine has 21"x30" cylinders, 63" drivers, 200 psi boiler pressure, 184,500# weight, 35,700# tractive effort. Built by Brooks 1901, #4062.

Neither locomotive saw service on the Rutland, Mr. Smith adds.

NEW COLUMN Joe Mulligan has come up with an idea for a new column, to be devoted to noting good picture-taking locations, routings, and other train-chasing amenities. It will be run in a "suggestion box" style: in each Newsletter we would focus on one point on the B&M system; where the better views are, points of interest, and some new locations that are little-known. The subject points will be announced in every Newsletter and discussed in the following issue. Don't hesitate to write Joe at 121 Traincroft, Medford MA 02155. Next Month: E. Deerfield East to West Deerfield Middle on the Fitch and Silver St. on the Comm. River Route, all in the East Deerfield area.

BOSTON & MAINE R.R.

Historical Society, inc.

P.O. BOX 302 • READING, MASSACHUSETTS 01867

(MARCH 1978)

APRIL meeting: April 13th (Thurs.)

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ORGANIZATION**