

Boston & Maine Railroad Historical Society

Incorporated

NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

April 19, 1978

Thomas R. Engel, Asst. Ed.

Dear Boston & Maine fans:

MAY MEETING: Saturday, May 13th, 8 PM, First Parish Unitarian Church, Woburn, Mass. This will be the nominating meeting and nominations for the Society's elected offices (those up this year) may be made there. The entertainment will be provided by John Roderick, Scott Whitney, and Tony Lorusso with slides of Boston & Maine railroading and other lines of New England.

JUNE MEETING: Saturday, June 10th, 1978, 8 PM, First Unitarian Parish Church, Woburn Square, Woburn, Mass. This will be our annual election meeting (President, Vice President, Treasurer, Secretary, for one year terms; two directors for three year terms) so come early so you can cast your ballot. The election will be the principal business of the meeting; entertainment is not known at this typing.

Our regular meetings are held the second Saturday of every month at 8 PM at the above church in Woburn. The church is at a rotary (which is called Woburn Square, actually it's more a triangle) on Rte. 38 a mile or two south of Rte. 128 and two blocks north of the present end of the Woburn Branch (and passenger service). The building is recognizable as it's the only church in Woburn Square without a steeple!

WHA' HOPPEN'? This Newsletter is being produced under very trying circumstances and is running one week (actually 8 days) behind our absolute ("rock bottom") schedule for producing Newsletters. (The absolute limit is viewed as committing the Newsletters to the tender mercies of the U. S. Postal Service at Reading, Mass. 8 days before the meeting; the further back we get the better.) The problem is squarely in the lap of your assistant editor who does the final writing and typing after the editor has gathered the material and issued guidelines on how things are to be covered. The masthead date (which is the origin of our odd issue nomenclature; every other group would call this their May Newsletter) is the date of the great editorial conference between your editors when the Newsletter first starts to form; normally this occurs around the first Saturday after the meeting. Then the material starts to gel; items find their proper places; some are dropped, others added, a few delayed until their truth can be confirmed. Then the information is molded into cohesive sentences, paragraphs form; locations are found for society business for esthetic reasons (I think I misspelled something here); a written Newsletter is created. Then the rewrite business; the lopping off of some items, something reworded (or maybe toned down). Finally the typing (which also unfortunately causes more rewriting) with a watchful eye for typos (we never seem to entirely get rid of them!); the considerations of layout and appearance; paste-up. Then into the capable hands of our printer and backs to us for the mailing session (timewise two days after the Newsletter goes to the printer's it gets mailed). Finally, a new B&MRRHS Newsletter is born out into the world. It is a generally painful birth; late hours (your Asst. Ed. has seen the sun rise several times after (or while) putting the Newsletter "to bed"), worries, but what joy when a new Newsletter greets the world!

So what happened? Because of failing health and surgery (oral) parts of one week were lost (whose loss was not expected) in April; nasty personal matters are chewing up time in May while health has not improved and your Asst. Editor is behind with his end of the Newsletter. The probable mailing date has kept receding and receding and will now be the latest in his tenure (2 days before the meeting; August 1976, the unhappy record): 5% chance of May 12, 45% of May 13, and 50% of May 15. Membership work is also backing up again after nearly being cleared by the production time of this Newsletter.

So what are we doing about it? For this issue Fancy Formatting is thrown to the winds, along with correction of typos. Large stretches of the Newsletter are not even being written before being typed meaning stream of consciousness. Fact is we were provided with enough material from our field contributors (many thanks) and other sources to do 8 pages (with symbol freight schedule) and the May issue which goes out very early with the Ballot was to be a small 4 page issue. Well, April is going to be small and May will go out big, hot on its tail; furthermore it looks like there will be a two-part feature starting in May and ending in June. May will be committed to the mails in less than two weeks from now (May 10) so a lot of the April Newsletter will be there. We hope normalcy can return with the next issue. In the meantime, keep those stories coming, we need news, send them to your Editor at 11 Riverside Ave., Concord MA 01742.

B&MEETING The April meeting of the Boston & Maine Railroad Historical Society was called to order by President Leroy C. Hutchinson in the Sanctuary of the First Parish Unitarian Church in Woburn, Mass. at 2025hrs. the evening of April 13, 1978. As this was a joint meeting with the Massachusetts Bay Railroad Enthusiasts Mr. Hutchinson introduced the President of that group, Mr. William Crawford, who then announced a fan trip that group was running to White River Junction, Vt. on June 24th via the Boston & Albany and the B&M's Conn. River line. The trip is to be run by Amtrak and will use Amtrak equipment. Mr. Hutchinson then took the floor again to announce the appointment of a nominating committee to make a report to the May B&MRRHS meeting on a slate of candidates for the June elections. The committee consists of Douglas F. Kydd, Don Foley, Jr., and T. R. Engel. Mr. Hutchinson then adjourned the meeting; the Secretary's and Treasurer's Reports, or rather the reading of same, had been waved so adjournment took place at 2030hrs.

Mr. Hutchinson then introduced the evening's speaker, the President and Chief Executive Officer of the Boston & Maine Corporation, Mr. Alan G. Dustin. As Mr. Dustin had spoken to both groups before in the early months of his presidency he structured his talk as a report on how the problems of 3-4 years ago had been tackled, which had been overcome, and which remained. Mr. Dustin also covered his views of the B&M's prospects for the future and what would have to be done to attain those goals. The prospects and problems of the B&M's connections were also discussed. After speaking for nearly an hour Mr. Dustin entertained questions from the floor.

Mr. Dustin's audience was very enthusiastic and many probing questions were asked and Mr. Dustin enjoyed answering them. At the end of the evening the audience gave him a standing ovation.

Respectfully submitted,
T. R. Engel, acting as Secretary

RAILROAD EXCURSION TO VERMONT Stapled in with this Newsletter (and in front of the first page) is a flyer for the Mass. Bay RRE's trip to Bellows Falls with a choice of a Steamtown option or a train ride to White River Jct. (& return, of course) on the Conn. River line. The route is B&A to Springfield and the Conn. River to White River. This is the first intentional daylight train over the Conn. River line open to the public in over 12 years and is the first fan trip to use this routing in many years. We heartily recommend the option of going on to White River Jct. as some of the most spectacular stretches of the Conn. River are in that section: Charles-town NH with the Springfield Terminal Ry., Claremont Jct. with the Claremont & Concord. Parts of the line are on mountainsides affording a panoramic view of the countryside. And, just a mile (hardly) north of Claremont Jct., the incomparable Claremont High Bridge over the Sugar River; one of the highest (and massive) of the B&M's River crossings (warning: not for the faint-hearted) on a Clinton-Viaduct-type trestle. June 1 the price goes up so hurry; even at the higher price it's worth it: on a distance basis it's one of the best buys of the last few years. (Shorealer? the name is a portmanteau word: Lake Shore + Montrealer; all fine trains should have names.) There will be light food service on the train, also beverages. The air-conditioning will be in fine working order, and we know how hot June can be (or how snowy May can be)

BALLOTS Official Ballots for our June elections will be going out in the May Newsletter (as mentioned earlier). Ballots will not be available at the meeting so use the ballot in the Newsletter

NEW MEMBERS We welcome the following new members to the B&MRRHS: James Leveille, Orono ME; Phillip Harris, Brattleboro VT; John Niedzial, Jr., Berlin MA; Robert C. Peterson, Gardner MA; Paul E. Brickett, Derry NH; Donald P. Walters, Loveland CO; John Milac, Newton Jct. NH; William A. Gallup, Jr., Weston MA; Ellsworth W. Roby, Methuen MA; Ralph W. Hanson, Jr., Rochester NH; Marion Hanson, Portsmouth NH; Robert G. Forberger, Tampa FL; Richard G. Malfait, Concord NH; Ronald J. Lebel, Brookline MA; James H. Nye, Littleton MA; William Nichols, Schoolcraft MI; Henry V. Drummond, Marlboro MA; Donald B. McKay, Old Orchard Beach ME; William B. Tabler, Jr., Locust Valley NY; Bill Coffey, Greenland NH; George M. Dimond, Leominster MA; David H. Woods, Glen Ellyn IL; Kenneth R. Andrews, Lowell MA; C. Francis Belcher, Melrose MA; Jon Umbdenstock, Tuxedo Park NY. Welcome aboard the B&MRRHS, ladies and gentlemen!

OOOO George R. Cackle and Associates, Box 1224, Downtown Station, Omaha NE 68101, are currently putting together a 144-page hardbound book entitled Those Bicentennials whihc 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 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!!!

SPOTLIGHT ON THE PAST (from Boston & Maine RR Employees' Magazine)

50 years ago MAY 1928 - Vol. 5, No. 2 - "Two Switching Towers" leading article describes Tower H, near L&F Jct., and Tower 5, near high line of Southern Div. tracks and B&A, photos of each tower. "An Editor's 'Paul Revere' Ride" the editor of the Saugus Herald relates of his ride from Greenfield to Boston on the Minute Man, rather thrilling ride. "Thw Billerica & Bedford Railroad" by G. F. Starbuck, a brief history of this line, first of the "two-footers" eventually wound up in Maine; shows pictures of the engine "Ariel", combination car, and open air trolley car. "New Glass-lined Tank Cars", latest type of Milk car, photo of H. P. Hood Grad A Milk Car. "Birdseye View of New North Station development" center-spread, shows new layout of tracks, etc. from Hotel Manger to N.S.I.B. "In Memoriam" death of former engineman Henry H. Wilson ran loco. 3685 between Boston and Portland for many years. Special train from Lawrence to Exeter NH drzwn by loco. 3685 carried his remains on final journey. Short item: "Maine ships more potatoes than any other state in the Union, and most of these come into Boston via the Boston & Maine." end of quote. Under Division Changes: "The Terminal Division...took over the Central Massachusetss line of the Southern Division from West Cambridge to Clinton Jct..."

25 years ago May-June 1953, Vol. 21, NO. 5 - Magazine now on a bimonthly basis. Front Cover: "Gentleman of the Old School" photo of Pass. Cond. Cameron McKay - 60 years of service - "Big Day at White River Jct." leading article with many photos cover Elks' Youth-Day Observance at WRJ.. "Winter Was Kind to Us but What a Spring!" photo-story showing water over the tracks at Bath NH and BU-1 at Baldwin's Siding, Wells River VT, last train through there. "Seventh Annual Railroaders' Conference" - held at YMCA, Charlestown, Mass. - principal speaker was Lawrence Richardson, president of the Rutland Railway. Herbert E. Bixler presided at this conference. "Railroad Storekeeping is a Bid Job" brief description with many pix of the Concord NH Stores Dept. "B&M Boosts New England" new poster in full colors showing typical N. E. scenes, photo of same with R. F. Cowan and G. H. Hill. Photo of Earl C. Cone with Claim Agent K. L. W. Brown and Supt. A. W. Malloy upon his promotion to Asst. Supt. of Billerica Shops. On the rear cover: shows Budd Highliner on a tour of Eastern Route, stops at Hampton, Newburyport, and Salem. Inside rear cover shows two car passenger train at Gardner MA with steam engine on its run from Worcester to Peterborough NH, finale of 80 years service. Special Nte: on May 3rd train #60, RDC #6100, struck low-bed trailer at King St. crossing, Littleton MS on a foggy night.

IN MEMORIAM Our hearts are saddened by the death on Friday April 28th, of Stanley Y. Whitney. Born in Chelsea, Mass. in 1901 and a railfan for many years Stanley witnessed the transition from steam to diesel. His first love was the steam locomotive.

He was a tireless worker for the Boston & Maine Railroad Historical Society. He was a charter member and the first Chairman of the Board of Directors of the Society as well as Historian. He was instrumental in obtaining a non-profit status for the society as well as formulating our by-laws.

He will best be remembered for his classic motion pictures taken in Crawford Notch NH in the 1950's and for his vast knowledge of Boston & Maine facts and history. He was always more than willing to help out on articles for "the Bulletin".

Stanley Y. Whitney will be sorely missed.

PUBLICATIONS The following publications (the list is continued on the back page) are available post-paid (unless otherwise noted) by ordering direct from this address: Business Mgr., 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.

B&M BULLETINS Spring, Fall 1975, Spring 1976, PRICE: \$1.75 to members @, \$2.00 @ to non-members. Summer, Fall 1976, Winter 1976-7, Spring, Summer, Fall, 1977, Winter 1977-8 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 employees' timetable #62B of January 22, 1928. - \$1.00.

ART PRINT 20" x 26" full-color print of painting by Peter Rhoads depicting 4-8-2 4117 on a passenger train at the west prtal of Hoosac Tunnel. Suitable for framing. Shipped in a durable mailing tube. Regular edition \$5.00; Limited edition (signed and numbered) \$7.00.

BOOKS BY OTHER PUBLISHERS - NEW! NEW! A Pinprick of Light, by Carl R. Byron. A 72-page 6" x 9" softbound history of the construction and operation of Hoosac Tunnel by a well-known B&MRRHS member and former officer. Illustrated with photos, maps, and diagrams. \$4.95

PUBLICATIONS (Continued)

BOOKS BY OTHER PUBLISHERS Vanishing Markers, a 128 page illustrated description of Boston & Maine railrading, 1948-52, by a former B&M brakeman. This is a captivating account of one (whoops) 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 \$6.95, non-members \$7.50.

The Railroad That Came Out at Night, Frank Kyper's account of railrading 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, 6 x 9", 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.

SPECIAL OFFER!! For the combined price of only \$17.00, get a copy of Vanishing Markers and Trains of Northern New England at a savings of \$3.00 over present members' prices. Only 25 copies of each remain and we will not reorder again. Offer good until June 30, 1978, or when stock is exhausted. Individual copies still priced at \$12.50 members, \$14.95 non-members for Vanishing Markers, and \$6.50 members/ \$7.50 non-members for Trains of Northern New England.

MEMBERSHIP MATTERS Changing your address? Paying your dues? Do we have your name spelled wrong? Interested in joining (dues are \$10/year, life memberships are \$100) For fastest processing and to make the duties manageable, please send your address changes, renewals (yes, the Advance Section notice is going out next month, that is next issue), and applications to the Membership Secretary, B&MRRHS, Box 369, Belmont MA 02178. — TRE

BOSTON & MAINE R.R.

Historical Society, inc.

P.O. BOX 302 • READING, MASSACHUSETTS 01867

(APRIL 1978)

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