

EASTWARD HO *by* AIR

*Travel the Sky Route to
Portland–Rockland–Bangor–Calais–St. John–Halifax*

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A History of Boston-Maine and Central Vermont Airways (With an Early History of Their Successor Northeast Airlines)

By Paul S. Larcom

Boston & Maine and Maine Central railroads in 1931—and later Central Vermont Railway—helped to initiate the Boston-Maine Central Vermont Airways. This airline became Northeast Airlines in 1940 which in turn was absorbed into the present Delta Airlines in 1972.

In 1927 Gerrit Fort and George Hannauer, vice-president and president respectively of the Boston & Maine Railroad, were the first American railroad executives to accept seriously the idea of air transportation being provided by a railroad. Fort proposed that the Boston & Maine become a complete transportation company by providing coordinated services of rail, highway and air as soon as air transportation became economical. Since the railroad already had provided bus service for three years, only adding air service was necessary.

In 1930 Edward S. French and Laurence F. Whittemore became president and vice-president respectively of the Boston & Maine Railroad. They continued studying the feasibility of railroad involvement in air transportation. Whittemore reasoned, as did Fort and Hannauer before him, that the railroads had reached maturity and the battle for survival with other modes of transportation was at hand.

Whittemore had the adventure spark of the early railroad pioneers and under-

stood the threat of the airplane to the railroads. Therefore, railroad involvement in air transportation was essential. He believed that aviation should be viewed simply as another means of transportation and as such should grow under the direction and control of the railroads. The Boston & Maine Railroad should act as a transportation medium for its region as defined by the territory covered by its rail service.

This was no small task for the B&M Railroad. Whittemore pursued President French, who had a readily available ear, although not a very receptive one. This time French agreed with Whittemore's philosophy and became very excited about it. If it worked out that people would really fly, then the Boston & Maine would have a new business and not a competitor.

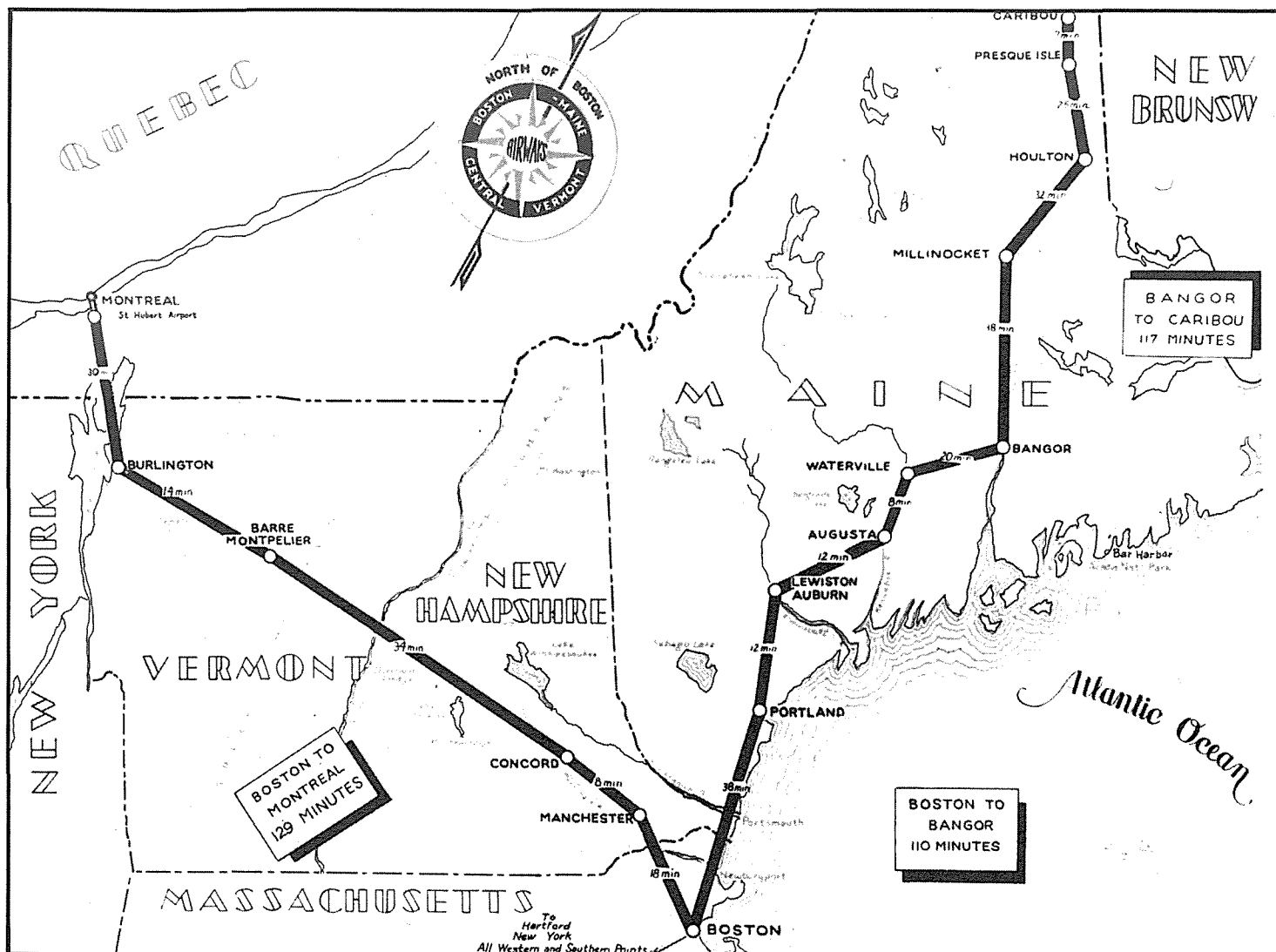
The railroad wanted to fly between Boston and Bangor, Maine, as a starter, with intermediate stops at Portland, Rockland and Waterville. This route infringed on the trackage of the Maine Central Railroad, and it was essential that this railroad enter in with B&M on a joint effort. Morris McDonald, president of Maine Central, was not at all air-minded, but he consented to go along with Boston & Maine's idea.

Preliminary steps were taken during the spring of 1931 and trial flights were

made between Boston and Bar Harbor, Maine via Portland and Bangor. Anticipating some hesitation from the directors of the two railroads, French recommended that neither of the two railroads invest more than \$25,000. The two boards agreed and a separate company, the Boston-Maine Airways, was incorporated as a subsidiary of the two railroads. Philip Payson, a Portland bank president, was elected president but did not exercise any particular influence. Laurence Whittemore served as vice-president.

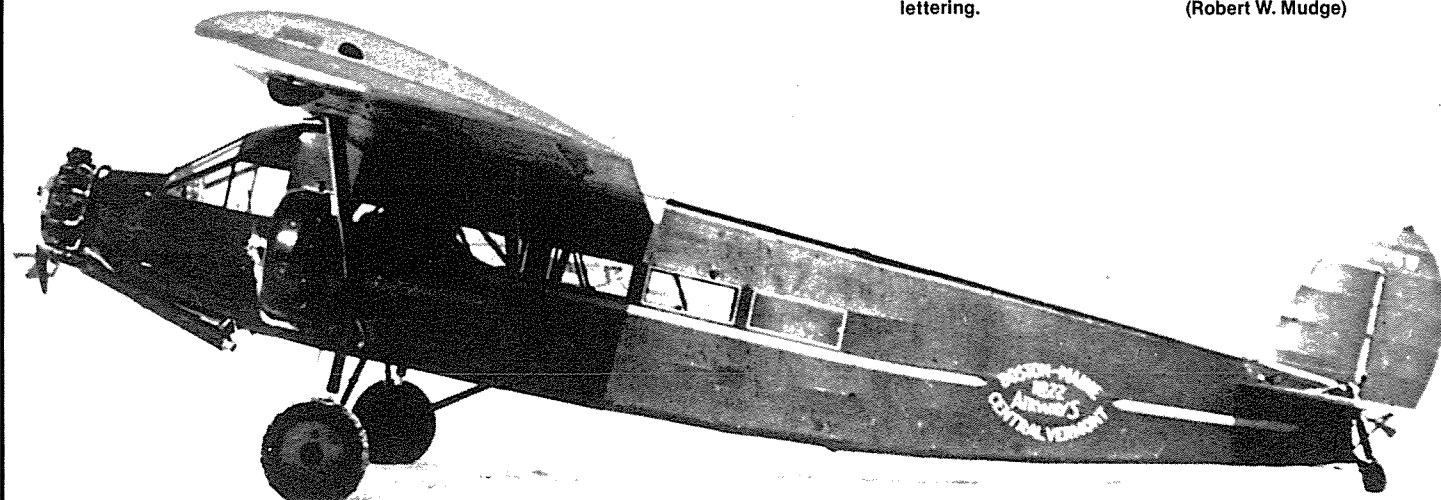
Soon after the two railroads had started their studies of the flying conditions, Juan Trippe of Pan American also launched a survey for a route between Boston and Halifax, via Portland. French and Whittemore, realizing that Pam Am had one of the best accident-free records of all the airlines, agreed to pool their studies with Trippe. Negotiations were soon underway and Pan American contracted to provide air passenger service for Boston-Maine Airways between Boston and Bangor during August and September.

Thus the railroads launched the first scheduled air service in northern New England on August 1, 1931. This occurred ceremoniously with background music from a hundred-piece Fireman's Band furnished by Mayor James M.



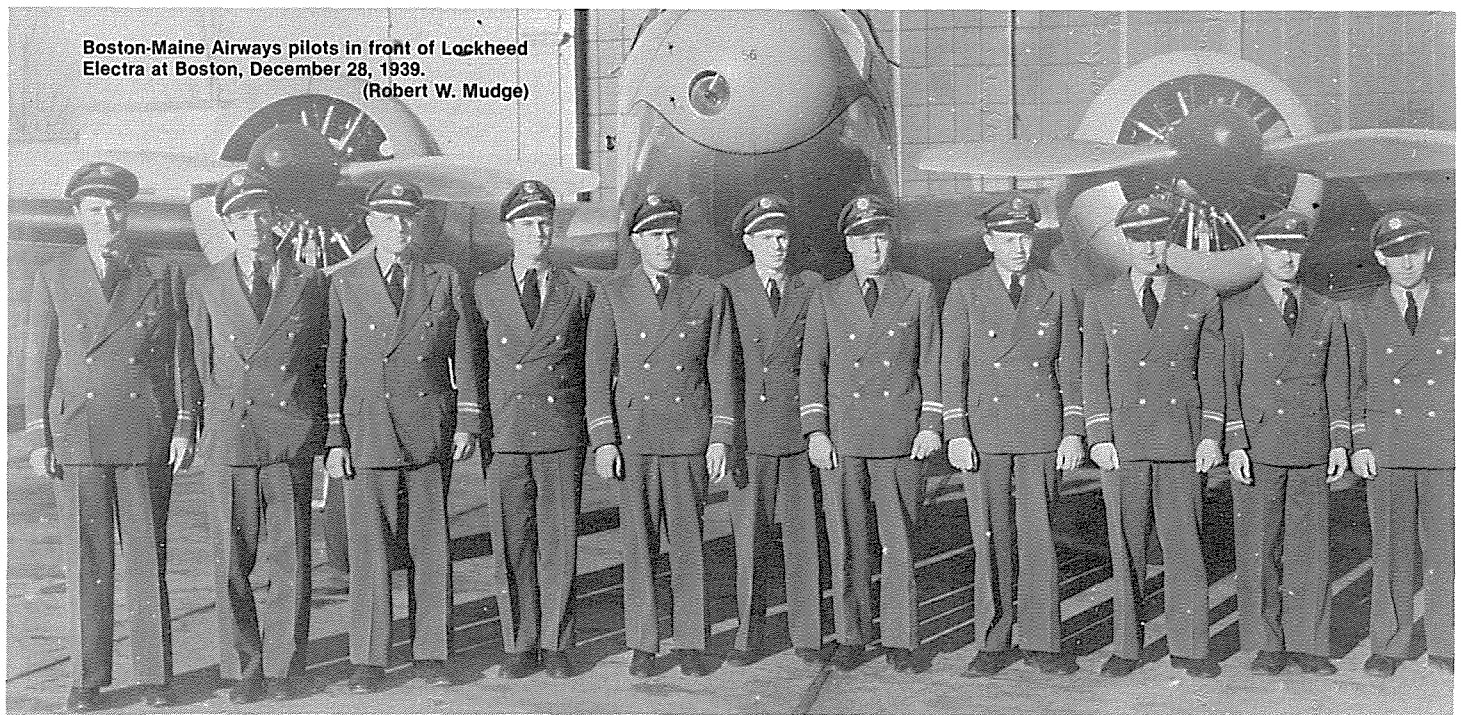
Boston-Maine/Central Vermont Airways' route map as it existed in 1938.

(Robert W. Mudge)



Stinson Trimotor with tire chains used by Boston-Maine Airways from 1933 to 1941. These were 10-passenger aircraft with a crew of one pilot. Marking colors were orange on a black background while wing was in orange with black lettering.

(Robert W. Mudge)



Boston-Maine Airways pilots in front of Lockheed Electra at Boston, December 28, 1939.
(Robert W. Mudge)

Curley of Boston.

The territory flown was to be north of Boston serving the same territory of the Boston & Maine and Maine Central Railroads. Pan American, though, was expanding in every direction it could and was not interested strictly with domestic routes and had eventual plans to cross the Atlantic.

Pan American provided service between Boston and Bangor via Portland using a three-engined Fokker F-10 air-

Vice-President Amelia Earhart and Vice-President Laurence Whittemore, two of the founders of Boston-Maine/Central Vermont Airways, are pictured with a Stinson Trimotor during 1933 when air service commenced. (Northeast Airlines)



craft. At the same time they would also fly two twin-engined Sikorski S-41B amphibians from Boston to Halifax via Bangor, Calais and St. Johns. Joint personnel were used for both operations, with the Boston & Maine administering traffic while Pan American provided management, equipment and crew.

Some 2000 enthusiastic passengers were carried during August and September. Some mishaps occurred when the aircraft were forced down, mostly due to fog. One death occurred when an S-41 was lost in the fog, ditched and sank in the outer harbor of Salem, Mass.

Since much of the business depended upon the travel of wealthy Boston families with summer homes in Maine, the service was discontinued for the winter when the weather also caused problems.

The Boston & Maine Airways management expected to renew its service during the summer of 1932, but Pan American would not fly the route. Their contracted flights for Boston & Maine Airways were just a stepping-stone to longer flights to Europe.

The two months of successful air service showed that there was a market north of Boston and the airline wanted to continue this service despite the setback.

Nearly two years later, in 1933, Laurence Whittemore began searching for someone else to fly the Boston & Maine Airways routes. He was referred to Paul Collins and Eugene Vidal, at that

time vice-president and general manager respectively of Ludington Airlines which operated between New York and Washington. Ludington was a small airline—not with the ambitions of Pan American—used to flying short-haul routes similar to those north of Boston, and it had a fine safety record.

Whittemore contacted Collins and Vidal and suggested they form their own airline to fly under contract for the Boston-Maine Airways. This appealed to Collins, but he did not have the money to carry this out. He met with Vidal and Sam Solomon, operator of the Washington Airport, to consider pooling their resources and to make a deal with Boston-Maine.

Collins thought that in order for the proposed airline to become recognized that it must have some figurehead. He had met Amelia Earhart some years before, and when he next met her, he suggested that she could provide a needed public image to the new airline by becoming the fourth partner. To this she agreed.

Each of the four partners agreed to contribute \$10,000 cash—a very small amount to start the airline.

By this time Eastern Air Transport had bought out Ludington Airlines, and the Collins team was ready to form its own airline incorporated under the name National Airways. Collins was in contact with Whittemore and contracted to fly for them as an operating company.

The first aircraft used were two Stinson SM-6000 trimotor transports bought, used, for \$2,500 each. They had just the pilot for a crew and carried 10 passengers. Collins had to also recruit pilots and other key people to begin operations which started on August 11, 1933.

The headquarters for Boston-Maine Airways was located at the Portland, Maine, airport which was actually at Scarborough. Boston airport was not suitable as there was no hangar space available.

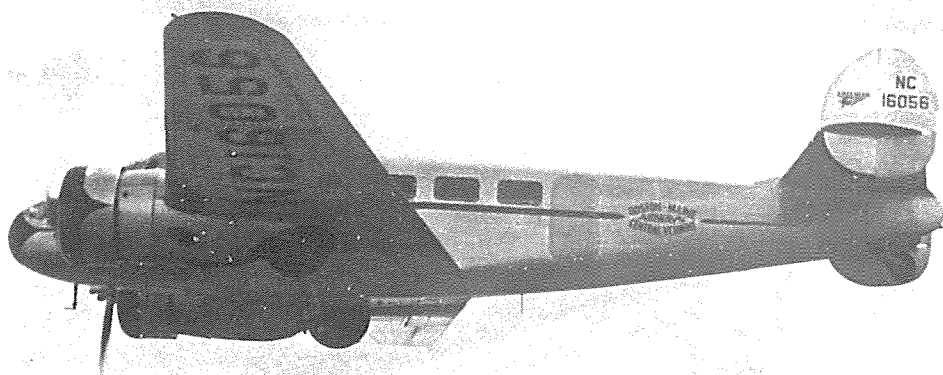
Primitive conditions existed at the various air fields used. The facilities were minimal and the runways were usually just grass strips. There were no navigational aids along the routes.

The new air service was called the "Flying Yankee of the Air." There were three daily round trips: Boston to Portland; Boston-Portland, Waterville-Bangor; and one round trip, Boston-Portland, Rockland-Bangor.

The new airline was fairly successful the first two months of operation while flying summer vacationers, but business waned during the fall. It was then decided that with Amelia Earhart as a partner in the airline she could be used for promotional purposes along with Herbert Baldwin, publicity director for both railroads. They were fairly successful in luring more people to use the airline. They would fly to each city along the routes flown and talk to people mostly with influential positions and also to the press. Amelia concentrated on the wives at women's clubs, etc., and took them on flights. This was done to demonstrate that airplanes were safe so that they would allow their husbands to fly.

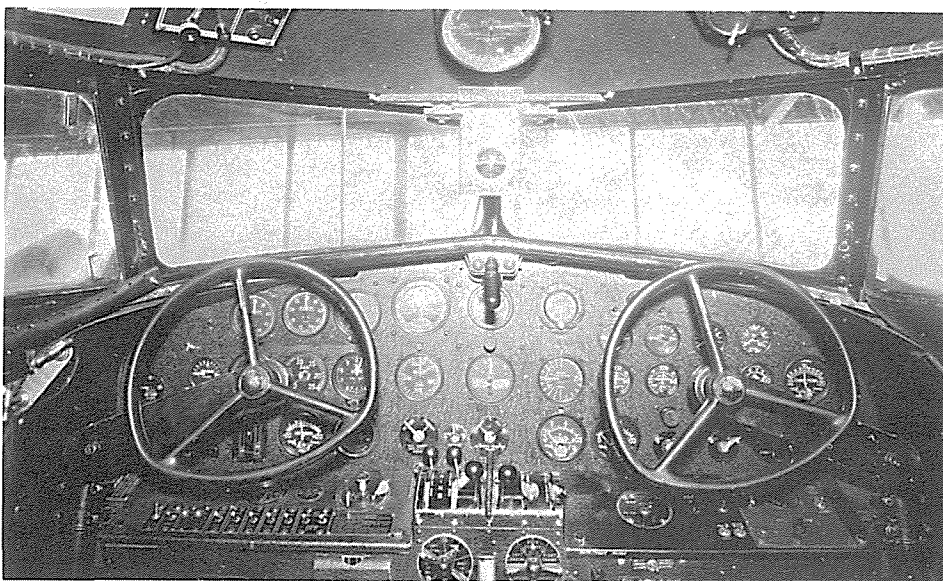
The rugged New England weather along with rather primitive facilities were a real challenge to the Boston-Maine pilots. The airfields in winter were mere narrow plowed paths and the planes used special tire chains for traction. The Stinsons were sufficient for these conditions because they flew low and slow. The pilots flew strictly by visual means relying on landmarks. They used their own judgment, flying when and as they chose and not by any set rules. This was to change in 1936 when pilot Bill Tanner was killed in Burlington, Vermont, while trying to take off on only two of the three engines. A manual of rules was issued after this incident.

In October of 1933 service was extended to Montpelier, Vermont. Since



Lockheed 10A Electra, one of six aircraft first delivered in 1936, is shown just after takeoff from Boston during late 1930s. Marking color was orange and lettering in black on natural aluminum.

(Harland C. Wood)



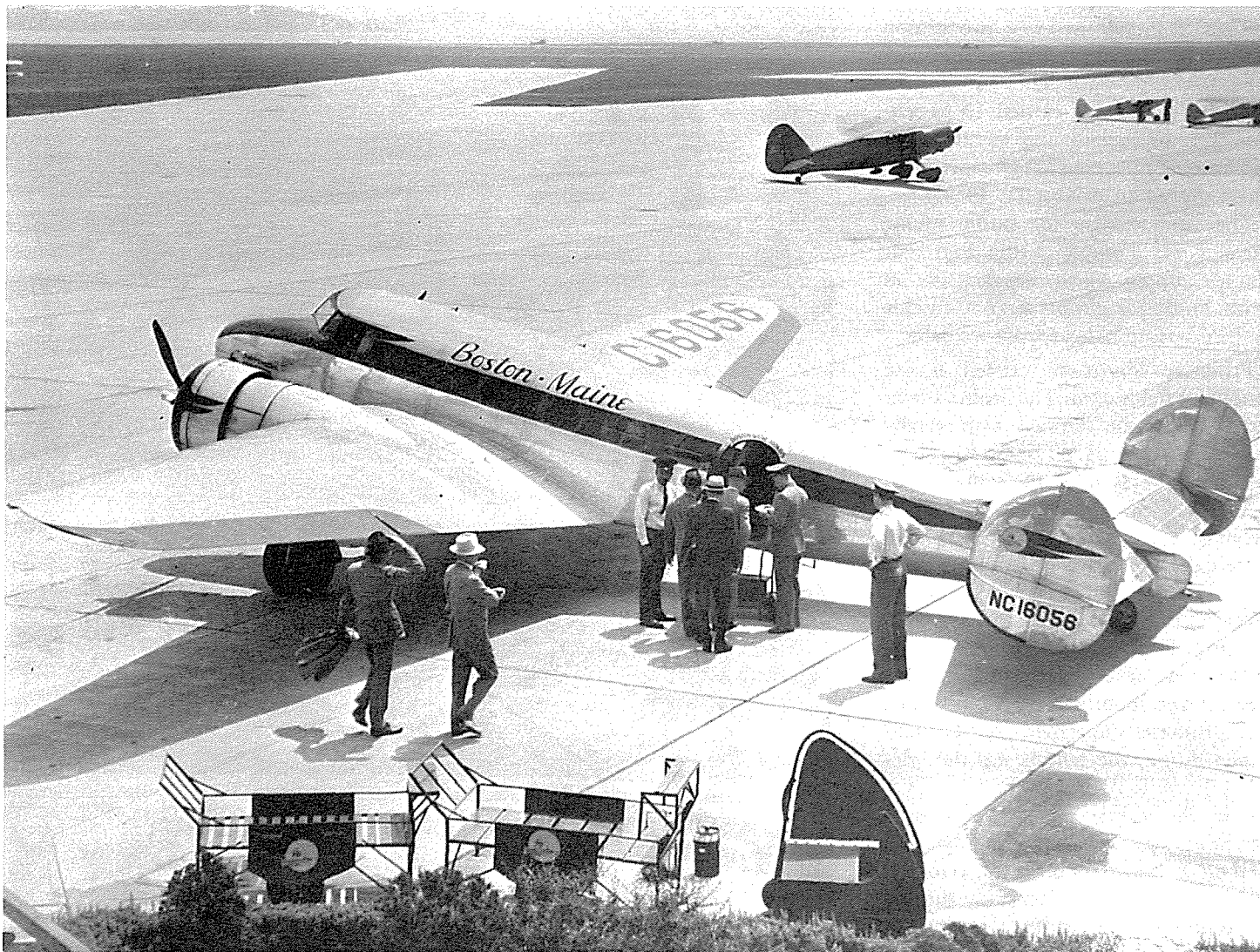
Cockpit interior of Electra showing controls for pilot and copilot.

(Robert W. Mudge)

Ten-passenger cabin of Lockheed Electra twin-engine transport.

(Robert W. Mudge)





this route was partially in Central Vermont Railway territory, the railroad agreed to organize the Central Vermont Airways. It joined Boston-Maine Airways as a contractor to National Airways for the transportation of passengers, express and mail. In February, flights were extended to Burlington, Vermont, and in March the route was further extended to Montreal.

In 1934 the airline's financial position improved further when National Airways obtained the airmail contract north of Boston. This meant that the Boston & Maine Railroad was no longer burdened with making up for all the airlines' losses.

Following the 1933-1934 winter, headquarters for the airline was moved from Scarboro, Maine, to East Boston with better facilities including a heated hangar.

The somewhat involved relations between the three railroads, their subsidiaries and the operating company,

National Airways, was simplified during the winter of 1936-1937. First, the Central Vermont Railway withdrew its subsidiary and purchased stock in Boston-Maine Airways which received the privilege of operating to Burlington and Montreal. Then, Boston-Maine bought all assets of National Airways. Collins would serve as president with Solomon as vice-president for the next three years. Stockholders were Paul Collins, Sam Solomon and Eugene Vidal. Amelia Earhart, no longer involved with the airline, had previously sold her interest in National Airways while planning her ill-fated trip. This reorganization resulted in the airline being in a better financial position.

The occasion for the reorganization was the need to supplement the Stinson trimotors with newer aircraft.

In the fall of 1936 two new Lockheed 10A "Electra" aircraft were purchased at a cost of \$50,000. They were all-metal, had two-way radios, were fully instru-

Passengers boarding Lockheed transport at Boston during 1940. Aircraft is in new markings of 1940 consisting of dark blue on aluminum. Notice that lettering does not include Central Vermont Airways which withdrew as a subsidiary earlier. (Robert W. Mudge)

mented and carried 10 passengers with a cruising speed of 183 miles per hour.

With the new reorganization and strengthened structure, more expansion was planned. On August 4, 1937, the Boston-Bangor route was extended to Caribou in cooperation with the Bangor and Aroostook Railroad.

In 1938 Congress enacted the Civil Aeronautics Act. The Civil Aeronautics Board ruled that no surface carrier, such as the Boston & Maine Railroad, should control an airline because of conflict of interest. But Boston-Maine Airways was exempted from this rule, as its railroad control existed before the CAB was established.

B&M Airways applied for a route between Boston and New York in 1938, hoping for New Haven Railroad backing,

but the railroad denied involvement. Then the airline applied on its own behalf. If the route was granted, mail pay would enable the airline to meet most of its expenses. The CAB was swamped with applications from other air carriers and did not take action.

There was a need to expand beyond Maine from Bangor to Moncton, New Brunswick. This would facilitate a connection to Trans-Canada Airlines and later to an overseas route. In Oct. 1940 the CAB granted this expansion to Moncton.

Meanwhile, the steadily increasing passenger traffic posed some problems. From 1937 to 1940 passenger miles nearly tripled, and during 1940 some flights were sold out. As much business was refused as was possible to accept. Longer range and faster planes such as the DC-3 were needed, but only a few airports were capable to handle them. The construction of longer runways was underway.

Money was an obstacle in carrying out this expansion effort. Each DC-3 cost \$120,000 plus additional for spare parts, etc. To help finance this purchase and to provide additional capital, Solomon, who was now president, ordered the stock increased and made public. The shares were sold through Lee-Higginson Corp. of Boston. The percentage of stock owned by the railroads fell from 50 to 40. This resulted in the railroads not having as much responsibility to financially back the airline such as paying deficits.

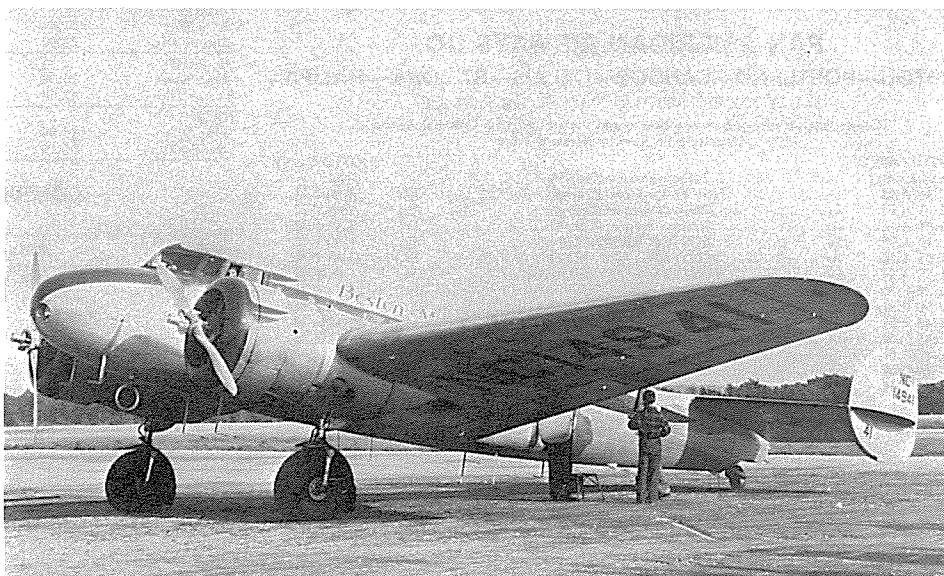
Concurrent with these transactions, the directors of Boston-Maine Airways decided to change the airline name to Northeast Airlines. This took place on November 16, 1940. The reason for this change was that the old name was too restrictive and gave a railroad connotation. With the new name it would be easier to expand in the future such as to New York.

In May 1941 three new Douglas DC-3 aircraft were purchased, with revenue raised from the stock sale, to accommodate the increased passenger traffic. The number of flights was also increased. The passenger revenue rose to the highest in the airline's history. The DC-3 proved to be the best plane available.

Although the passenger revenue was increasing, the operating expenses were also increasing as not all seats could be



Pilot George Baldwin and stewardesses on Lockheed Electra during overhaul in 1940. (Robert W. Mudge)



Electra transport, one of last acquired in 1940, is shown at Portland, Maine, September 1, 1940,

while same aircraft is shown below at Boston 1940. (Francis Donahue & Robert W. Mudge)



**JOINT PASSENGER SERVICE
BOSTON-MAINE AIRWAYS, INC.
and**

PAN AMERICAN AIRWAYS CO.

Pan American Airways Co. Management, Equipment and Air Mail Service

BOSTON—PORTLAND—ROCKLAND—BANGOR LINE

DAILY EXCEPT SUNDAY

(Connecting air service between Boston and New York is via Colonial Airways.)
Operating on Eastern Standard Time

NORTHBOUND (Read Down)				Effective August 17, 1931					SOUTHBOUND (Read Up)			
A.M.	A.M.	A.M.	P.M.	Lv.	Ar.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
.....	9:30	11:30	1:30	Lv.	New York Ar.	12:20	2:20	6:20	8:20			
					(Hotel Pennsylvania) (Via Col. Air.)	A.M.						
.....	10:15	12:15	2:15	Lv.	Newark Airport Ar.	11:35	1:35	5:35	7:35			
.....	12:05	2:05	4:05	Ar.	Boston Airport Lv.	9:30	11:30	3:30	5:30			
8:00	12:15	2:30	4:30	Lv.	BOSTON AIRPORT Ar.	9:10	10:10	3:15	5:10			
					(Via B.-M. & PAA)							
8:55	1:10	3:25	5:25	Ar.	PORTLAND AIRPORT Lv.	8:15	9:15	2:20	4:15			
.....	.....	3:35	.....	Lv.	PORTLAND AIRPORT Ar.	.....	9:05	.....	4:00			
.....	.....	4:20	.....	Ar.	ROCKLAND AIRPORT Lv.	.....	8:20	.....	.....			
.....	.....	4:35	.....	Lv.	ROCKLAND AIRPORT Ar.	.....	8:05	.....	.....			
10:15	.....	5:10	.....	Ar.	BANGOR AIRPORT Lv.	.....	7:30	.....	2:55			

SUNDAYS

Effective August 16, 1931				Operating on Eastern Standard Time			
A.M.	Lv.	Ar.	Lv.	Ar.	P.M.	Lv.	Ar.
8:30	Lv.	BOSTON AIRPORT Ar.	.....	.....	6:10	.....	.....
9:25	Ar.	PORTLAND AIRPORT Lv.	.....	.....	5:15	.....	.....
9:35	Lv.	PORTLAND AIRPORT Ar.	.....	.....	5:05	.....	.....
10:40	Ar.	BANGOR AIRPORT Lv.	.....	.....	4:00	.....	.....

PAN AMERICAN AIRWAYS CO.

BOSTON—PORTLAND—BANGOR—CALAIS—ST. JOHN—HALIFAX

DAILY EXCEPT SUNDAY PASSENGER SERVICE

(Connecting air service between Boston and New York is via Colonial Airways.)
Operating on Eastern Standard Time

NORTHBOUND (Read Down)				Effective August 18, 1931					SOUTHBOUND (Read Up)			
A.M.	Lv.	Ar.	Lv.	Ar.	P.M.	Lv.	Ar.	P.M.	Lv.	Ar.	P.M.	P.M.
7:30	Lv.	New York—Hotel Pennsylvania Ar.	.....	.....	6:20	.....	.....	5:35	.....	.....	.....	.....
8:15	Lv.	Newark Airport (Col. Air.) Ar.	.....	.....	5:35	.....	.....	3:30	.....	.....	.....	.....
10:05	Lv.	Boston Airport (Col. Air.) Ar.	.....	.....	3:00	.....	.....	2:05	.....	.....	.....	.....
10:30	Lv.	BOSTON AIRPORT (PAA) Ar.	.....	.....	1:55	.....	.....	12:50	.....	.....	.....	.....
11:25	Lv.	PORTLAND AIRPORT (PAA) Ar.	.....	.....	12:30	.....	.....	12:30	.....	.....	.....	.....
11:35	Lv.	PORTLAND AIRPORT (PAA) Ar.	.....	.....	11:35	.....	.....	11:05	.....	.....	.....	.....
12:30	Lv.	BANGOR AIRPORT (PAA) Ar.	.....	.....	10:35	.....	.....	10:20	.....	.....	.....	.....
12:50	Lv.	BANGOR AIRPORT (PAA) Ar.	.....	.....	8:20	.....	.....	.....	.....	.....	.....	.....
1:45	Lv.	CALAIS AIRPORT (PAA) Ar.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2:15	Lv.	CALAIS AIRPORT (PAA) Ar.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2:45	Lv.	ST. JOHN AIRPORT (PAA) Ar.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3:00	Lv.	ST. JOHN AIRPORT (PAA) Ar.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
4:30	Lv.	HALIFAX AIRPORT (PAA) Ar.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Write for a descriptive circular
Travel Bureau, Boston and Maine R.R., North Station, Boston

Joint Boston-Maine Airways and Pan American Airways' schedules and fares as of 1931.

TRANSPORTATION TO AND FROM AIRPORTS

AT BOSTON

Boston-Maine Airways, Inc. Bus Service will provide transportation between Boston Airport and Hotels Statler and Parker House also North Station at a fare of \$.50

AT PORTLAND

Between Airport and Union Station and The Eastland Hotel.
Automobile Service—Running time 20 minutes Fare \$.50

AT ROCKLAND

Between Airport and Maine Central R.R. Station, Rockland House and Thorndike Hotel. Automobile Service—Running time 10 min. Fare \$.50

AT BANGOR

Between Airport and Maine Central R.R. Station, Penobscot Exchange, and Bangor House. Automobile Service—Running time 12 min. Fare \$.50

FOR RESERVATIONS AND TICKETS CALL

Ticket Agent Boston and Maine R.R., No. Sta., Boston, Mass.

Maine Central R.R., Portland, Me., Rockland, Me., Bangor, Me.

For reservations from Calais, Saint John and Halifax apply to Agent, Pan American Airways Company at point desired.

Any Travel Bureau

Any Hotel Porter

BAGGAGE

Each passenger will be allowed 30 pounds of baggage free. Baggage in excess of 30 pounds will be charged for at the rate of 1/2 of 1% of the passenger fare per pound (minimum rate of 10 cents per pound) and will be carried only when capacity permits.

FARES BY AIR

Effective August 1, 1931. Subject to change without notice.

	Effective August 1, 1931. Subject to change without notice.					
	Boston	Portland	Rockland	Bangor	Calais	St. John
PORTLAND						
One Way	\$6.50					
Round Trip	11.00					
ROCKLAND						
One Way	11.50	\$6.00				
Round Trip	21.00	11.00				
BANGOR						
One Way	15.00	8.50	\$6.00			
Round Trip	28.00	15.00	11.00			
CALAIS						
One Way	21.00	14.50		\$10.00		
Round Trip	33.90	27.55		19.00		
ST. JOHN						
One Way	25.00	18.50		11.00	\$10.00	
Round Trip	47.50	35.15		20.90	19.00	
HALIFAX						
One Way	35.00	28.25		21.00	15.00	\$15.00
Round Trip	66.50	53.68		33.90	28.50	

COMBINATION RAIL AND AIR FARES

One Way in Either Direction

BOSTON and—Rockland—Air to Portland thence rail	\$9.54
Rail to Portland thence air	9.92
Bangor—Air to Portland thence rail	11.38
Rail to Portland thence air	12.42
Rail to Rockland thence air	12.96

ROUND TRIP

	Portland	Rockland	Bangor
From or to BOSTON			
Go by air—return by rail, or,			
Go by rail—return by air	\$10.42	\$18.46	\$23.80

CHILDREN under 3 years of age, when accompanied by parent or guardian will be carried at Excess Baggage Rates.
3 years of age and under 8—half fare.
8 years of age and older—full fare.

filled in these larger planes. Therefore fewer flights were scheduled. The railroads found it unable financially to meet these increased demands. For this reason and due to the advent of war, Northeast Airlines could no longer use the new aircraft efficiently. Therefore the three DC-3s were sold to TWA in April 1942 in return for five smaller and older 14-passenger DC-2 aircraft plus cash for operating expenses. These planes proved to be more economical.

After being in service for only a month, the DC-2s were ordered sold to the Army Air Force. Then two DC-3s were purchased from American Airlines. These two aircraft were used commercially throughout the war, successfully although the number of passenger miles was lower than the 1941 figure.

In 1941 Northeast Airlines formed an advanced pilot training school. A two-week training course was conducted for flight instructors to teach civilian pilots. The school was further expanded to include the training of pilots for the government's overseas commercial ferry service. In 1942 the school was moved from Boston to Burlington, Vermont, which was a safer location, away from the coast during the war. The school was abolished before the war ended.

While Northeast's civilian operations were reduced by the war, in January 1942 it was assigned an air-cargo route for the military across the North Atlantic. It was the first airline to offer services in the war effort to the Air Transport Command. Military DC-2, DC-3 and C-46 aircraft were first used in transporting cargo and

personnel and were flown by Northeast crews trained in their own training school. The North Atlantic flights were via Labrador, Greenland, Iceland, Scotland and into England. Cargo flights and rescue missions were also made to various weather stations and supply bases throughout Northern Canada and the Arctic. The flying conditions at first were hazardous with minimum navigational aids, bad weather, etc. But the conditions were improved upon and the pilots became more experienced while logging 4,000,000 miles without an accident.

In March 1943 Northeast, under Sam Solomon, applied to the Civil Aeronautics Board for a route to London, Paris and Moscow to be used after the war. Pan American was the only airline having transatlantic service. Also a route was

applied for between New York and Chicago while the Boston-New York route applied for in 1938 was still pending. Solomon had dreams of routes also to Philadelphia, Washington, Miami and Los Angeles in order to be more competitive and self-supporting. Vice-president Collins was more conservative, believing that the New England short-haul routes were sufficient to operate, and there would be no need for government subsidy while depending mostly on mail pay to survive.

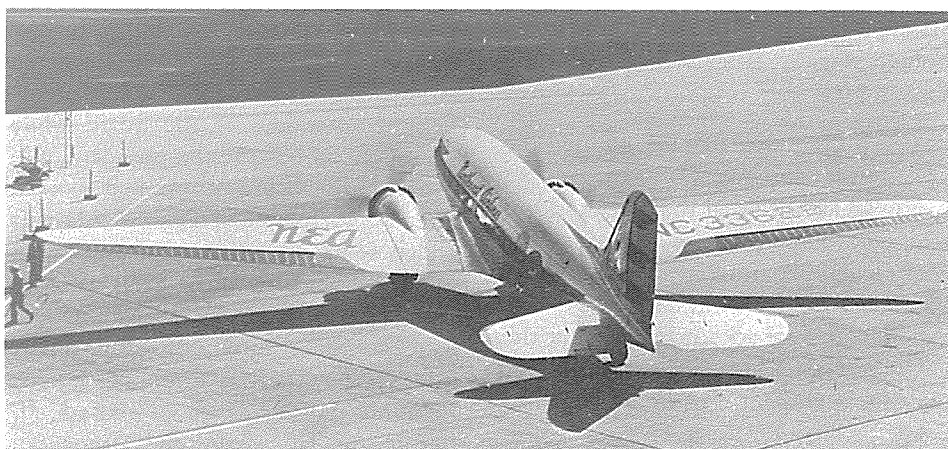
The several route applications by the Boston-Maine Airways and Northeast Airlines which were denied by the CAB revived the question of whether a railroad should be involved in air transportation. When the Civil Aeronautics Act was adopted in 1938 this was first raised, but Boston & Maine Railroad and associates were permitted to continue their airline control as this existed before the act was adopted. The act was not definite as to provision for route expansion of railroad-controlled airlines.

A precedent that was to affect the railroads was set when the CAB voted against American Export Line—a steamship company—controlling its subsidiary, American Export Airlines.

It was becoming increasingly obvious that Northeast Airlines should not be allowed to expand its routes as long as the railroads owned a good portion of the stock.

When the airline was reorganized in 1940, the three railroads had reduced their combined stock ownership to 40 percent. But the CAB still insisted that the railroads controlled the airline and would not allow further expansion.

In September 1943 the CAB opened hearings on Northeast's application for the Boston-New York route on file for five years. The railroads decided to sell as much of their Northeast stock as the CAB would require to approve the route. Central Vermont Railway sold all its stock, leaving Maine Central and Boston & Maine Railroads together with 30.4 percent of the airline stock. A petition was denied by the CAB when Northeast asked them to find that the airline was no longer under railroad control. Boston & Maine Railroad President French then decided to dispose of the railroad's airline stock until the two railroads each owned five percent. Most of the stock was sold to Atlas Corporation of New



Douglas DC-3 in Boston, one of three operated by Northeast during 1941 and 1942 when financial

problems forced them to be traded in for older DC-2 aircraft.

Aircraft owned by Pan American Airways and operated for Boston-Maine Airways from August 5, 1931, through September 1931:

SERIAL	REGISTRATION	DELIVERY DATE	SOURCE	DISPOSITION/NOTES
FOKKER F-10A				
1041	NC147H	7-11-29	Fokker Aircraft	Trans American (10-5-31)
SIKORSKY S-41B				
1105	NC784Y	7-31-31	Sikorsky Aircraft	—
1100	NC41V	9-26-30	Sikorsky Aircraft	Crashed Salem Harbor (8-27-31)

Aircraft owned by Boston-Maine Airways and Northeast Airlines until January 1944 when airline was no longer under railroad control:

SERIAL	REGISTRATION	DELIVERY DATE	SOURCE	DISPOSITION/NOTES
STINSON SM-6000				
5006	NC975W	8-11-33	Eastern Air Transport	—
5011	NC429Y	8-11-33	Eastern Air Transport	—
LOCKHEED 10A				
1021	NC14915	Feb. 1938	Northwest Airlines	National Airlines (1939)
1026	NC14937	8-40	Braniff Airlines	Civil Aeronautics Auth.
1030	NC14941	8-40	Braniff Airlines	Civil Aeronautics Auth.
1037	NC14959	Circa 1938	Eastern Airlines	Civil Aeronautics Auth.
1069	NC16055	10-6-36	Lockheed Aircraft	Civil Aeronautics Auth.
1070	NC16056	10-13-36	Lockheed Aircraft	U.S. Army Air Corps
STINSON JR. R				
8523	NC12124	Circa 1939	—	—
BEECHCRAFT B17L				
—	NC12389	Circa 1940	—	—
DOUGLAS DC-3				
2253	NC28323	6-2-42	American Airlines	Colonial Airlines (3-46)
2254	NC28324	6-2-42	American Airlines	Colonial Airlines (12-45)
3286	NC33621	5-4-41	Douglas Aircraft	TWA (4-42)
3287	NC33622	5-8-41	Douglas Aircraft	TWA (4-42)
3288	NC33623	5-8-41	Douglas Aircraft	TWA (4-42)
DOUGLAS DC-2				
1243	NC13717	4-16-42	TWA	U.S. Treasury (7-24-42)
1246	NC13720	4-22-42	TWA	U.S. Treasury (7-24-42)
1293	NC13783	4-22-42	TWA	U.S. Treasury (7-24-42)
1294	NC13784	4-16-42	TWA	U.S. Treasury (7-24-42)
1297	NC13787	4-22-42	TWA	U.S. Treasury (1942)

Jersey, the largest single airline stockholder. Finally the CAB granted the Boston-New York route.

When Northeast was not granted the application for the postwar overseas route, which included the New York-to-Chicago route, the two railroads sold their remaining interest in the airline. Northeast's civilian and military overseas experiences were acknowledged, but the CAB preferred the larger airlines for overseas operations.

Meanwhile during these transactions with CAB, President Solomon and Vice-President Collins grew farther apart because of their differing philosophies

on expansion. After seeing that further expansion of the airline was denied the airline, Solomon resigned as president, became Chairman of the Board while Collins again became the president.

Northeast Airlines continued to exist after the war as a small regional airline. It added some new routes and more and newer aircraft such as the Douglas DC-4 and DC-6, Convair 240, Viscount and Fairchild-Hiller turboprops and finally the Convair Douglas and Boeing jets. Bermuda and Florida routes were added, but in the late sixties the airline ran into financial difficulties partially due to unprofitable northern New England routes.

In 1972 Northeast Airlines was absorbed into the present Delta Airlines transferring all operations and equipment to this company. So finally Northeast and its predecessor airlines, Boston-Maine Airways and Central Vermont Airways, are now history.

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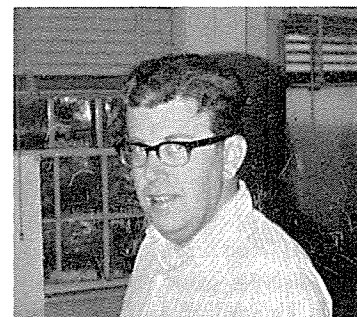
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This DC-3 in military olive drab is shown in front of Northeast Airlines hangar in Boston during early 1942. It belonged to the Air Transport Command although in Northeast Airlines lettering. It was flown by Northeast pilots (Robert W. Mudge)

New 21-passenger Douglas DC-3 in Northeast Airlines markings—one of three delivered in May of 1941, is shown in front of operations building at Boston, June 25, 1941. Crew consisted of pilot, copilot and stewardess. (Robert W. Mudge)



ABOUT THE AUTHOR

Paul S. Larcom has had a lifetime interest in aviation starting in the late thirties at the flying field in Beverly, Mass. He is mostly interested in U.S. aviation during WWII, and has an extensive collection of aviation photos, books, magazines, slides and models. Paul is presently working as design draftsman at General Electric's Aircraft Engine Group in Lynn, Mass., which is developing the F404 turbofan engine for the F-18 fighter and T700 turboshaft engine for the UTTAS and AAH helicopters.