

BOSTON & MAINE R.R.

Historical Society, inc.

NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

October 20, 1976

Dear B&M fans:

The next meeting of the B&MRRHS will be Saturday, November 13, 1976, at 8:00 PM at the Unitarian Church in Woburn Square, Woburn, MA. The program will be a slide show of B&M stations, etc. by Treasurer Charles Smith.

- DUES FOR 1977 ARE PAST DUE! If you haven't paid, pay up! Treasurer Smith will love to get your dues. Dire things may happen to those who don't renew. A sudden lack of this Newsletter, for instance...worse, no B&M Bulletin...nuff cedd

MEETING OF OCTOBER 9th, 1976: The October monthly meeting of the B&MRRHS was called to order at 8:15 PM Saturday 9 Oct. 1976 by member John Alden who served as the presiding officer due to the vacation absence of President Kenneth Patton, the absence of V. P. Roy Hutchinson, the illness of Secretary David Derow, and the absence of other responsible elected officials. About 50 members and their guests were present.

The Secretary's and Treasurer's reports were read. Publications Editor Richard Conard advised that the Fall B&M Bulletin would hopefully be going to the printer within a week or two. It was announced that there will be a meeting of the Society's Board of Directors on 9 November at 8:00 PM at the Beverly Historical Society, 117 Cabot St., Beverly, MA. Among other things, the agenda will include a discussion of the Society's long-range goals and objectives. Interested members are invited to attend and may participate in the discussion if expressly invited to do so.

An expression of appreciation was extended to the members who helped with the Society-sponsored B&M Exhibit Train at North Station on September 24th. Among those who helped out were Jim Kelley, Bob Hobbs, Frank Willard, Tim Coll, Arnold Wilder, Dana Goodwin, and John Alden.

It was noted that the Newsletter had been mailed on 2 October, a full week before the meeting, but a hand count showed that many of those attending had not yet received their copies.

The business meeting was adjourned at 8:35 PM.

Although a formal entertainment program had not been arranged, several members showed slides. Dave Watts showed a number of slides of old-time locomotives—slides from original b&w prints which had been beautifully colored by hand for the Smithsonian Institution. Members were then treated to a selection of New York, Ontario & Western Ry. slides from the collection of Malcolm Houck. These were taken during the late 1940's and 1950's and many showed the NYO&W at about the time of abandonment (1957).

Submitted,
(signed) Richard Conard
Acting Secretary

COMING EVENTS OF NOTE

SAT., NOV. 6th - Watervliet (Colonie Shops) to Rutland, VT via D&H. Sponsored by Mainline Steam Foundation. Lv. 8:30 AM, using the Shark diesels (JAWS) if the weather is not too cold. (Sharks lack steam generating equipment)

Same date as above - Annual meeting of Railroad Enthusiasts at Schenectady NY following the annual dinner at Ramada Inn - Trip to Rutland part of W. E. program.

Directors' Meeting - B&MRRHS (that's us) - see Secretary's report, above.

NOV 13th, Sat. - Hub Division Model RR annual open house Newton Highlands Cong. Ch. 10 AM - 5PM B&MRRHS will have publications display.

NOV. & DEC. - Conway Scenic RR will be operating weekends only these months.

NEWSLETTER CHANGE: John C. Alden is your new Newsletter Editor, succeeding Don Robinson who was Editor on an interim basis. Your typist continues to be Thomas R. Engel. United Parcel has been struck by its union; the Post Office has been deluged (volume more than tripled), Postal employes have been taken off 3rd class bulk and other classes, and thus your Newsletter is delayed. It took 13 days to go 15 miles Reading to Belmont, MA.

LETTER FROM CHAIRMAN BEN: On Friday, Sept. 24, the B&M's Bicentennial exhibit train was on display on track 2 at the North Station, Boston. In addition to GP-38-2 #200 and the display boxcar one of the new 9000 series gondola cars and caboose C-62 were featured. Also as an added attraction the last remaining Fairmont one-cylinder section car owned by the railroad was in attendance and drew much attention as it perambulated back and forth on track 2 providing rides for those who wished to participate.

The Society hosted the train on this day and I would like to take this opportunity to express my sincere gratitude to those members of the Society who gave of their time to be in attendance and act as guides for the visiting public—unselfish and dedicated devotion such as these members displayed can only help to further the goals of our Society. Additionally it has been reported to me that members have taken an active part in earlier exhibits at Fitchburg, West Concord, and Beverly. To all of these members I wish to convey my heartfelt thanks.

(signed) Ben Crouch
Chairman, B. O. D.

North Station:	Alan MacMillan, Jr.	Dana Goodwin	Elsewhere:	John Alden	Harold Judkins
	John Alden	Timothy Coll		Dana Goodwin	Dick Symmes
	Ben Crouch	Jim Kelley		John Goodwin	& others
	Rick Conard	Robert Hobbs		Arnold Wilder	
	Arnold Wilder	Frank Willard			

Our thanks go to Mrs. Gloria Stone of the Boston & Maine Public Relations Dept. for assisting in setting up the boxcar, and to Alan MacMillan, Jr. for his help on Locomotive #200 on September 24th at North Station.

NEWS AND COMMENT: H. Bentley Crouch reports an unusual lash-up of power on NY-10 at East Deerfield on 17 Sept.: SP&S #4064, EL #2508, and PC #2607.

On Sunday, 26 Sept. a fire of undetermined (as of this typing) origin gutted two grain warehouses of the Erickson Grain Mills at South Acton, a stone's throw (pardon the expression!) from the Fitchburg main. A freight car (identity not known, we hope not BM or MEC) on a track in a warehouse was heavily damaged. The firm is back in business using the surviving buildings but the destroyed structures were landmarks along the line and were under consideration as National Historic Sights.

We note the passing of two men long associated with the Railroad, William F. Wilson on 13 Oct. and Clifford A. Somerville on 12 Sept. Mr. Wilson was Assistant to the President, Boston & Maine Corp.; Mr. Somerville had been Editor-in-Chief of the B&M employes' magazine for some years.

The July 1976 B&M (Corp.) Newsletter (no relation to this publication) had a rather complete writeup on the operating department of the B&M. (Mrs. Stone has agreed that the bridge over the Merrimack in the cover picture with "Minuteman" #200 and exhibit car is in Lawrence) On an average, states the article, 26 manifest freight trains, 248 commuter trains, 2 Amtrak trains, 28 local freights, and 51 yard switchers are operating over the 1,317 miles of the B&M system. The trackage is now divided between two divisions: the New England Division (Ayer-Rotterdam Jct., the Conn. River line, and Worcester-Ayer-N. Chelmsford, including all branches within), and the Boston Division (Boston-Portland, Mascoma, Rockport, Portsmouth, Ayer, and branches within those limits plus the commuter service). The old canard that the B&M consisted of the Fitchburg Division and the Everything Else Division no longer (if it ever did) applies. All in all, a concise survey of the Transportation Dept., courtesy of Mrs. Gloria Stone of the Public Relations Dept., Boston & Maine.

The CP, the CN and its subsidiary CV, ConRail, and the B&M are cooperating in a new north-south service on trains MW-1 and WM-2 between Potomac Yard, Washington, D. C. (PRR), Selkirk (NYC), the B&M's Connecticut River line, and Montreal. The service features shortened delivery times (and more dependable); the B&M and the CV, for many years strong competitors, are now cooperating with each other in the face of severe truck and subsidized interstate competition to provide a service competitive with trucking.

HANCOCK, NH DEPOT PHOTOS WANTED: An organization composed of a group of residents of Hancock, NH have acquired the former B&M Hancock depot on the abandoned Keene Branch, and they intend to restore the building for public use. In order for the exterior of the building to be restored as authentically as possible, photos are needed which show the depot as it appeared up to 1934, when the B&M ceased running trains on the line. Persons who have such photographs should contact Mr. Lewis C. Tuttle, Old Peterborough Road, RFD 1, Hancock, NH 03449. If anyone with such photographs does not want to part with them, Mr. Tuttle can arrange to have copies made and the originals returned.

SALE OF B&M COMMUTER LINES: (There are many different stories floating around of varying accuracy and origin on this item. To clear up matters (maybe), your typist presents the following for information as 'signed material': all possible errors and the opinions are his and not necessarily those of the B&MRRHS — TE)

The B&M is in the final stages of selling its commuter trackage in Mass. to the MBTA. This is mainly due to legal provisions that Federal grants can only fund improvements on public property, e. g. the MBTA. The sale agreement grants to the B&M sole and exclusive trackage rights for freight on the lines sold in perpetuity. All current commuter tracks are covered, some yard and maintenance facilities for passenger (and freight) equipment (the Christian Science Monitor reports this includes "the Billerica Maintenance Shop and the Boston engine terminal", the 84 RDC's and parts). Some freight only track is included; interestingly enough some is not: supposedly the Watertown and Medford branches are not being sold, which your typist finds curious since the former runs through a densely populated area along a natural line of traffic flow. NOTE: The popular delusion that the entire 5 state system, or even just all Mass. trackage, is being bought is totally false and must be countered, since it is causing some ill will against the B&M by politicians and others (this is election year). PURCHASE PRICE: \$39.5 million cash plus lots of other considerations; the MBTA will be upgrading the lines for passenger (and incidentally freight) service at its expense (80% Federal), the B&M will pay only a portion of the future maintenance cost (much of the wheelage will be T commuter trains); the B&M and its crews will operate the commuter trains under 5 year contract where the T pays the deficits and also pays the B&M 10¢ per passenger (the T may be accepting the principle that it also has an obligation to allow a return on invested capital of those whose services it requires). The B&M will be relieved of its passenger burden and also some onerous (and possibly unfair) taxes, which may account for the rather low sale price. There has been much complaint that the 'T' is bailing out the B&M stock and bond holders; under the Trustees' Reorganization Plan the existing stock is to be declared worthless; the 1st mortgage bonds will be paid partially in cash and new securities; the income bonds will get the leavings. Hardly a bailout, in your typist's opinion, more like the MBTA has pulled off the Great Train Robbery. Your typist feels the B&M deserves a lot more for providing the people of this area such admirable facilities and saving them the expense of new lines.

(signed) Thomas R. Engel

NEW MEMBERS: We welcome new members: Justin G. G. Kahn, Sr., Lackland AFB, TX; David S. Taylor, Trenton, Ont., Canada; Leighton R. Richardson, Athol, MA; Robert Grodzicki, Amesbury, MA; Robert M. Flanagan, Mount Kisco, NY; Bertrand H. Guerin, Bellingham, MA; John J. Hayes, Lynn, MA; Steven P. Nickless, Manchester, MA; J. F. Kistner, Boston, MA; Alan T. Aronson, Chelmsford, MA. 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.

- Henry T. Andrews, ANDY'S ANTIQUES, 15 Vista Ave., Reading, MA 01867. "Has a lot of miscellaneous model train equipment for sale of various guages".
- Charles L. Ricci, 62 Woodville St., MA 02169, is looking for photos and plans of B&M 2-8-0's and 2-8-2's. Also, plans, photos (loaded and empty), and information of former B&M cars 5001-5006, 5010, presently GEX 5001-5006.
- Thomas R. Engel, 179 Lewis Rd., Belmont, MA 02178, is interested in stock certificates for shares of the pre-1953 capitalization of the B&M: old common, 6% income preferred, all five series (A-E) First Preferred, and 7% Prior Preference stock. Also is interested in stock certificates of the components of the Fitchburg RR system: Vermont & Massachusetts, Boston, Hoosac Tunnel & Western, etc.

TIDBITS: Greyhound has been complaining in public about Amtrak's subsidies. How long has its busses been using our public highways at rates subsidized by the average motorist?... "New Life for Old Railroad Stations" and "Some Old Railroad Stations Never Die" in Boston Globe August 27th and one other date... Article on train-chasing in Wall Street Journal, Oct 13th, by Daniel Machalaba: "Grab Your Ladder, Put a Saw in Your Car, and Go Chase Trains"-- some remarks are quite interesting... earlier this month (Oct 3rd I believe) Barron's had an article on Buck Dumaine vs. E. Spencer Miller (BAR vs. MEC), interesting, not always accurate... Boston & Maine 1st Mortgage bonds were over 80 a week ago (dizzying heights)...

PUBLICATIONS: Both the March 1974 Bulletin and Prof. Kennedy's Progress Report on B&M History are sold out. The following publications are available by mail from John C. Hutchins, Business Manager, at P. O. Box 223, Harwood Station, Littleton, MA 01460. Prices include postage unless otherwise noted.

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: \$2.00 to members, \$2.25 to non-members.

OTHER 1900 Springfield Terminal Ry. timetable reprint - 25¢
Scale drawing of Mogul 1388 by Jim Ickes - 70¢
PUBLICATIONS Drawing of Mogul 1470 at Milford, NH by Dick Symmes - 70¢
1860 Woburn Branch election poster - 70¢
1932 Snow Train menu reprint - 25¢

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