

BOSTON & MAINE R.R.

Historical Society, inc.

NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

January 21, 1977

Thomas R. Engel, Asst. Editor

Dear B&M fans:

The February meeting of the B&MRRHS will be held Saturday 12 February 1977 at 2000 hrs. at First Parish Unitarian Church in Woburn, Mass. Our featured speaker will be Mr. Lloyd Kierstaed, who is Superintendent of the Billerica shops. The March meeting will also be on Saturday the 12th --of March; same time.

MEETING OF 8 JANUARY 1977: The regular monthly meeting of the B&MRRHS was called to order at 2026 hrs. in the First Unitarian Parish Church, Woburn, MA, by President Kenneth E. Patton. There were approximately 50 members and guests in attendance.

The Secretary's Report was accepted as read.

In the absence of the Treasurer, President Patton presented a synopsis of the Society's financial affairs.

Publications Editor R. Richard Conard reported that work was well under way on the Winter issue of the "Bulletin" and that the magazine might be ready for distribution at the February meeting. Mr. Conard also noted that preliminary meetings were being held to prepare the Society's forthcoming passenger car book. Persons interested in contributing to and aiding this project should contact the Society at its Reading address.

Business Manager John C. Hutchins moved the adoption of amendments to the Society's By-Laws changing the annual meeting date from June to September so as to permit the officers' reports to reflect the full fiscal year, which will continue to run from July 1 through the following June 30. (The annual election of officers will continue to be held in June.) A majority of the Board of Directors on 9 November 1976 had recommended the passage of the amendments and they were duly published in the Society's "Newsletter" for the information of the membership at large. After a brief discussion the motion was passed unanimously. The amendments are as follows:

1. Amend Article 5, Section B to read, "ANNUAL MEETING: Additionally, the September meeting shall be known as the Annual Meeting. It shall consist of the submission of all annual reports as called for in these By-Laws for the previous fiscal year, and such other business as may properly come before the meeting. A record of the minutes shall be kept by the Secretary."
2. Add new Article 5, Section C, "ELECTIONS: The election of officers for the succeeding fiscal year shall be held at the June meeting."
3. Change Article 5, Section C to Article 5, Section D.
4. Change Article 5, Section D to Article 5, Section E.
5. Delete the word "June" from the last sentence of Article 6 - Fiscal year.
6. Delete the words "in June" and place a period after the word "meeting" in Article 8, Sect. B

There was considerable discussion regarding Board Chairman H. Bentley Crouch's proposal to change the Society's regular meeting date from the second Saturday of the month to the second Tuesday. The matter will be taken up again next month, when the results of the "Newsletter" survey on that subject will have been received and tabulated.

Program Chairman Donald G. Hills announced that our guest at the February 12 meeting would be Mr. Lloyd Kierstaed, manager of the B&M's Billerica Shops, who would speak about present operations and future plans for that facility.

The business meeting was adjourned at 2054 hrs. After the business meeting, member David K. Johnson presented a slide program primarily devoted to steam operations in New England but with many European railway and streetcar scenes included.

Respectfully submitted, David Derow, Sec.

CALLBOY'S CORNER: SLEUTH worked rather well; through amateur Holmes I have located one missing paid-up member and found him happily engaged (congratulations!).

Here are more who are recently missing: Alan E. Marshall, Nashua, NH; Roger C. Keim, N.Y., NY. It should be noted that the Post Office doesn't consider the Newsletter a magazine therefore doesn't forward it; since we don't guarantee return postage on Newsletters we don't get them back. Therefore:

send address changes to us. Return postage is prohibitively expensive, anywhere from 14¢ to over \$1. When a Belmont box finally becomes available the Memb. Sec. will report the number and address. Those whose returns we receive will be removed from the mailing list until we receive their correct address. All membership cards have been mailed. Memberships are \$10/yr.; \$100/life-(TRE)

NEW MEMBERS: We welcome new members: Arthur H. Benedict, Bellevue WN; E. James Whitehead, Reading MA; Albert G. Hale, Lexington MA; James Otis Smith, Melrose MA; Herbert W. Blodgett, Acton MA; Wayne M. Gagnon, Nashua NH; James K. Beranek, Mt. Vernon IA; Joel Salloway, Beverly MA; Richard C. Eisfeller, Rollinsford NH; Winslow Dwight, Marshfield MA; John D. Marr, Needham MA; Edward J. Ozog, Colts Neck NJ; Steven J. Weiss, Weston MA; Robert Rose, Dover NJ; Paul J. Dolkos, Alexandria VA; John A. Swift, Euclid OH; Walter W. Meuser, Thorn-dale PA; William M. Sherwood, Springfield VT; Frederick W. Reynolds, Holliston MA; Richard L. Walker, Castleton NY; Thomas Tsotsi, Waban MA; Sandy Farnsworth, Shirley MA; Steven D. Hovey, Wyckoff NJ; Robert F. Wolf, Manchester NH; Theodore J. Sommer, Bethel CT. Welcome Aboard!

B&M NEWS: The long awaited sale of the B&M's commuter properties (details in Oct. Newsletter) was consummated 27 Dec, the MBTA depositing a \$39.5 m. check with the Registry of Court for the US District Court handling the B&M's reorganization. Use of the sale's proceeds and about \$15 m. left over from earlier sales is restricted by the Court. It should be noted that the ranking of creditors in a bankruptcy (especially a railroad one) is not a simple matter: there are some surprising features of bankruptcy laws; not all tax liens are superior to mortgage liens, for instance, also the Court may consider whether tax assessments were "fair and equitable". Now that the MBTA owns the commuter lines and the Budd cars, look for track and equipment rehabilitation in a big way, using a substantial amount of federal funds.

The B&M's Engineering Department is spotlighted in the Dec. 1976 B&M (Corp.) Newsletter. The Department's primary function is maintaining tracks and structures; due to the railroad's straitened circumstances the engineers have had to be very resourceful and imaginative. Maintenance of Way, Track, Bridge & Buildings (B&B), Construction, and Signals are just a few of the major divisions and sub-departments included in Engineering. This department has done great work in improving the B&M's physical plant: a brief table will suffice (from the Dec. B&M Newsletter):

	<u>1962-72 avg./yr.</u>	<u>1973-6 avg./yr.</u>	<u>1976</u>
Ties Installed	34,690	137,830	136,830
Miles Surfaced	167	301	297
Miles of Welded Rail	1.2	11.7	15
Tons of Ballast	16,400	67,000	56,000

The brush-cutting and clearance projects described last month are products of Engineering. Mention must also be made of the Super Tie Gang which can replace 4 ties per minute. One example of the Department's ingenuity: at several locations the railroad has a serious sub-grade problem from underlying clay which has a plastic nature (flowing under compression; expanding when dampened). The Solution: lime-slurry injections which change the clay's chemical structure; the result is a cementing effect. This relatively low-cost process has been used to shore up the roadbed at 6 points on the Fitchburg main line allowing the removal of speed restrictions at those points. Everything you always wanted to know about Engineering, but didn't know enough to ask.

Some ex-B&M bridges in Somerville are having their problems (these bridges are now owned by Mass.). 17 Jan. local people staged protests at the Walnut St. bridge, claiming people could fall through "holes" in the bridge deck (actually the holes described seem more to be gaps around the steel beams of the truss structure. The State DPW has put plywood over the holes; problem is vandals soon rip it up again. There are many bridges with similar problems all over the system.

The Boston & Maine has been the subject of several prominent articles recently. The Wall Street Journal (WSJ) 4 Jan. 1977 featured a right-hand column story "Rail Maverick - Ailing Boston & Maine Still Going It Alone - Vying with ConRail", gratifying to find the B&M's achievements being noticed. The feature article in Appalachia magazine (Dec. 1976, put out by Appalachian Mountain Club (AMC)) "The Little Railroad That Couldn't" by member Herbert E. Bixler, a former B&M official, is a detailed account of the present condition of the west end of the Keene branch. Includes pictures.

Nature walloped the B&M during the past month dumping varying depths of snow on the system. Many branches were (and some still are) snowbound; locally, Watertown and Bedford branches were closed for nearly a week. Portsmouth-Rockingham was out; Greenville branch has been plowed as far as used (Townshend), the Greenville end (including trestle) has not been used several years, judging by tree trunk size (several inches) last June. The Pennacook to Lebanon portion of the Northern RR of NH has gone into its now annual hibernation with a de facto embargo in effect. 2 CV flangers were brought down to Springfield, moved east by CR over the B&A to Beacon Park thence to duty on the B&M; the flangers saw service on the commuter lines and ran with CR power on the B&M. Flangers

have not been used by the B&M for some years. Schedules were disrupted (Bedford RDC did not run for over a week, freights were way off, run extra, or not at all). RDC's had frozen air lines, also snow packed between the rails was ripping the oil pans off the RDC's engines. MEC P&O line through Crawford Notch was snowbound and may still be (please inform). To make matters messier NY-10 derailed in Charlemont (near Rice's) on 19 Jan.; service was fully restored 21 Jan.

Several brief items about B&M motive power: George Arnott reports seeing ex B&M 864 at a Worthington OH locomotive dealer's; no name on loco, other than a sad paint job looked to be in good shape. B&M and CV are pooling locos between Springfield and Montreal on trains 390/JS-4 and 391/SJ-3 Bruce Curry reports.. unusual lashup on E. Deerfield-Springfield local: SW-1 #1127 and GP-38 205 with long hoods together, 1127 leading (Bob Ridpath). Has also seen 1127 MU'd with a GP7 (long hoods connected). 1127 has also been seen powering the Turners Falls branch local.

50 years ago FEB. 1927 - (from B&M RR Employes Magazine) - Leading article: "The Passing of the Old Fitchburg" (depot) Boston photo; 2nd story "A Novelty in Diners" 2 cars refurbished for Minute Man - open platform observation, dining, lounge sections; cars named the CONCORD and LEXINGTON- Solid train of flour from Omaha with 30 cars run on B&M. Front cover shows streamlined Cheshire going thru Deep Rock Cut at Summit NH, 7 mi. north of Keene - leading article: Unusual project at Waverley - State to eliminate 2 grade crossings involving main-line and Cen. Mass. tracks. "Diesel Rail Cars to make Spring Debut" story about the 3 RDC's on order (includes pix).. 2 page center-spread shows B&M employes providing Christmas music during Christmas week at North Station..

CONRAIL NEWS: Big news is the strong possibility of the termination 13 March 1977 of all CR operated commuter service out of Boston. The problem is subsidy payments; the MBTA (which owns the lines and equipment) and CR (which operates the service) are far apart on the amount being calculated under a federal formula. Rumors abound the MBTA has plans for "forced bussing" in case service actually ends. Recriminations fly hotly from both sides; what makes it serious this time is that by law CR cannot cross subsidize passenger losses with freight revenues after 27 Sept. 1976; with no subsidy contract it is technically illegal for CR to run the service and CR must drop the trains. It is not known if the Providence-Westerly train is caught in this mess. Word to Wise: go ride now...

COMING EVENTS OF NOTE: 7 March 1977 - B&MRRHS Directors' meeting, 2000 hrs., at Beverly Historical Society, 117 Cabot St., Beverly, MA. 23 April 1977 - Annual Reunion, NHRTIA, Wallingford CT, details not known at present (asst. Ed is a member)

VERMONT NEWS: The 98 mile Vermont Northern (ex St. J & LC, see Nov.) is still struggling.. currently operated by Morrison-Knudson under emergency authority; VT has asked for 6 month extension, permanent authority also sought. ICC may be waiting for evidence of long term commitment btwn. State and VN. Morrison-Knudson has looked over property and finds numerous repairs needed (esp. on eastern end) before line could be operated profitably.. State has already poured \$3.5 m. into line; one high official (departing) feels state should fund complete upgrading of the state-owned lined to attract "bridge" traffic for revenues to make the line profitable. (Bos. Globe, 1/16/77) Alan Thomas reports on VN's operations: East end job lv. Morrisville 3AM Mon-Sat for St. J & return. west end job lv. Morrisv'e 3pm Mon-Sat for Sheldon Jct. & Swanton Lime Works. No trains to Fonda; all interchange presently done at Sheldon Jct. Equipment: 3 ex LIRR Alcos (#201, 202, 204), 2 ex BAR vans (cabeese?) long sidedoor jobs and an ex-CPR plow plus some M-K ballast cars. Crews say power is worn out and slippery, but they seem happy with new operators. Speed is around 10-15 mph. Former operators' equipment still in storage on river siding in front of Mor'v'le pass. sta., but the power has left for the D&H (2 RS3's & 2 geeps + van). Left behind: some track equip., plow, flanger, 2 ex-CV box cars (work), ex Rutland wood coach (restored except for seats; is it ex- VT RR?), and ex G&F (?) business car. Greenboro station has been partially restored to better condition as a bicentennial project.

Bicentennial Steam Train still creating ruckus in VT months after grinding to a halt with over \$800,000 deficit on Labor day.. Turns out the project may never have been a legal corporation; interestingly this is felt to be the lesser of their worries.. forces in legislature are drafting a bill to pay off the deficit which is costing the State interest on loans costing over \$100 a day..

NEWS STORIES: John & I thirst for news. Send news items to John C. Alden, 11 Riverside Ave, Concord, MA 01742. We especially like to see rumors settled by facts. Keep 'em coming..

Part- Quiz: What RR operated prior to Civil War-traffic mostly northward-no locos, rails, feature story in CS Monitor 1/11/77?.. Joke: Why did the moron "foot it" while photographing freight Shots operations on the Eastern Route main line? --Answers in next Newsletter

The long-awaited symbol freight schedule your asst. editor has promised (it's his project) he hopes to have for the February Newsletter. Currently such schedules are in flux due to storm + other factors and may soon see great changes. Already a new symbol freight TS-1 (your asst. ed. believes) is running between Manchester NH and East Deerfield.

I can't tell you much about the thing,
'Twas done so powerful quick,
But seems to me I got a most
Outlandish heavy lick

It broke my leg and tore my scalp,
And knocked my front teeth out,
But take a seat, I'll try and tell
Just how it come about.

You see I's driving into town
With that 'ere team of mine
A hauling down a load of corn
For Ebenezar Kline.

You know the railroad cuts across
The road at Martin's Hole;
Well, there I see'd a great big sign
Raised high upon a pole.

I thought I'd stop and read the thing
And find out what it said,
So I stopped my horses on
The railroad track and read.

I ain't no scholar, recollect,
And so I had to spell.
Starting kind of curious like
With R A I and L

That spelled "rail" as plain as mud.
R O A D spelled "road".
The first word, then, was "Railroad",
And that 'ere much I knowed.

L double O K spelled "look"; O U T spelled "out",
F O R and T H E 'twas then "look out for the".
The next was kind of funny like,
Commenced with E N G.

I got that far when suddenly
There came an awful whack!
A thousand fiery thunderbolts
Just swooped me off the track.

The horses went to Davy Jones,
The wagon went to smash,
And I was hoisted seven yards
Above the tallest ash.

I didn't come to life again
For 'bout a day or two,
And though I'm crippled up a heap,
I guess I'll struggle through.

It ain't so much the pain, or loss
Of that 'ere team of mine,
But, stranger, How I'd like to know
The rest of that 'ere sign.

AT A RAILROAD JUNCTION -- by Edmund Vance Cooke

Lo! Here am I at Junction Town!
At slow and woeful Junction Town,
Where devils laugh and angels frown
To see a traveller set down;
Where trains run only with a view
To help a restaurant or two;
Where rusty rails and barren boards
Are all the point of view affords.
But O, the barren board of all
Is that within that eating-stall!
Yes, stall, I said, and well deserved
The name! where beastly feed is served.
And so I say without compunction
My curses on this Railroad Junction.

What shall I do at Junction Town?
At drear and weary Junction Town?
The martyr's cross without the crown
Awaits the stranger here set down.

O, one may wait and wait and wait,
Or one may sail against his fate,
Or eyes and ears may strain and strain,
As later, later grows the train,
The while the lagging minutes mock
His witless watching of the clock;
Or one may watch the station clerk
Performing his relentless work.
O, wretched man, of wretched fuction,
Existing at this Railroad Junction.

God's pity on this Junction Town,
This dead and dreadful Junction Town!
O, what nepenthe-well can drown
The cares of travellers here set down?
The thought may give some passing cheer,
One may escape within a year,
Or else the sentence be commuted
And only death be executed!
And if't be so, I only pray
There be no Resurrection Day,
For think of Gabriel coming down
And finding one at Junction Town!
And so I say with fervent unction,
God's pity on this Railroad Junction!

The first poem is from John Alden's collection. Time, place, and name of author not known. The second can be found in several sources; Cooke was a post-Civil War Journalist popular in these parts. With many apologies, the town described is South Berwick, Maine. The incident occurred when the Eastern RR had gained control of the sole route east to Portland (Portland, Saco & Portsmouth RR) and sought to exclude the Boston & Maine from the Maine traffic. The Eastern ordered its crews not to wait for B&M trains unless "they were in sight or whistle heard". --(TRE)

OPPOSITE: This map is taken from Boston & Maine Railroad Employes' Timetable #4, eff. Jan. 4, 1964 and shows the B&M system as it was ca. 1963. Some lines have been sold or abandoned, others single-tracked, interchanges abolished, and CTC and signal systems changed since then. However, the map is still very useful for locating railroad lines and places. (collection of T.R. Engel.)



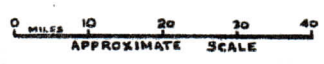
BOSTON AREA
SCALE 3 TIMES MAIN MAP

INSET B GREENFIELD AREA
SCALE APPROX 5 TIMES MAIN MAP

See Inset Map of A

- LEGEND**
- SINGLE TRACK - UNSIGNALLED
 - SINGLE TRACK - SIGNALLED
 - == DOUBLE TRACK - " (2 OR MORE TRACKS)
 - C.T.C. TERRITORY (SINGLE OR 2 OR MORE TRACKS)
 - FOREIGN OR JOINT TRACK OPERATED BY B.C.M.
 - JOINTLY OPERATED TRACKAGE (D.M. - B.C.M.)
 - B.C.M. TRACKAGE RIGHTS OVER FOREIGN LINES (UNDER THEIR SUPERVISION)
 - OTHER RAILROADS & INTERCHANGE POINT

BOSTON AND MAINE RAILROAD



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

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

B & M BULLETINS Winter 1974-75, Spring, Summer, Fall, 1975, Winter 1975-76, Spring 1976
PRICE: \$1.75 to members, \$2.00 to non-members
Summer, Fall 1976; PRICE: \$2.00 to members, \$2.25 to non-members

OTHER PUBLICATIONS 1900 Springfield Terminal Ry. timetable reprint - 25¢
Scale drawing of Mogul 1388 - 70¢
Drawing of Mogul 1470 at Milford, NH - 70¢
B&MRRHS 1860 Woburn Branch election poster - 70¢
1932 Snow Train menu - 25¢
PUBLICATIONS Copies of the poem "The Canaan Wreck" available at 50¢ per copy including postage. Only 20 copies available, order fast!

NEW PUBLICATIONS Vanishing Markers, a 128 - page illustrated description of Boston & Maine railroading, 1948-1952, by a former B&M brakeman. This is a captivating account of B&M operations during one of the most interesting periods of the company's history. By special arrangement with the publisher (Stephen Greene Press), we are able to offer this \$14.95 book to our members for \$12.50. Non-members rate is \$14.95.
NEWNEWNEWNEW!! The Up-Country Line, Edgar Mead's short, illustrated history of the Boston, Concord & Montreal published by Stephen Greene Press. 64 pages, hardbound. Retail price to non-members is \$6.50. Members' price is \$4.75.

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