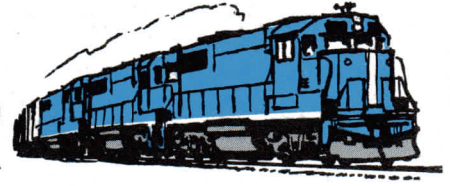


Boston & Maine Railroad Historical Society

Incorporated

NEWSLETTER



P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

19 March 1977

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

Our April meeting will be held at 2000 hrs. on Saturday 9 April 1977 at the First Parish Unitarian Church, Woburn Square, Woburn, Mass.; program to be announced. Our regular meetings are held on the month's second Saturday at 8 PM (2000 hrs. B&M time) at the above church, unless otherwise voted well in advance. The May meeting will be on 14 May 1977 and will be the meeting at which nominations for the four elected officers and the two directors to be elected this year will be made; at this time we do not know what the entertainment for the May meeting will be.

The 12 March meeting was well attended, the program after the business meeting having been provided by members showing slides and movies of interest - some choice steam shots being very well received. Our Winter 1976-7 Bulletin came off the presses that day and was distributed at the meeting; the latest Bulletin contains very interesting articles on Windham Jct., NH and the Montpelier & Wells River Railroad. This Bulletin was bulk-mailed Monday 14 March. Also on 12 March several of our members attended the South Shore Model Railway Club Annual Show & Open House at East Weymouth; our society had a table for our publications' sale staffed by R. R. Conard, John Wilson, Thomas Humphrey, and your Editor.

BOSTON & MAINE IN THE NEWS: "New Chief for a Yankee Railroad" article in the 2-27-77 NY Times was a spotlight on President Alan G. Dustin; a very informative story about his policies on the B&M, its present condition, and Mr. Dustin's background and views on the railroad industry. (Mr. Dustin never went to college; he came up through the D&H ranks then went to the Bangor & Aroostook and now at 47 he has been Boston & Maine President for several years.) It is good to see Mr. Dustin's and the Boston & Maine's achievements finally getting recognition.

"Trains Run Tomorrow but only Busses Today" Boston Herald headline on 14 March; ConRail had suddenly announced just a week before the original 13 March changeover date that it could not continue its Boston commuter operations to 13 July as it had originally agreed; thus the B&M suddenly found itself having to operate the lines 14 March. The lines' 6000 commuters had to endure only one day of "forced bussing" (substitute bus service arranged by the MBTA; there were foul-ups) as service was back to normal by next day. An unusual labor agreement permits the ca. 300 CR employes to be temporary B&M employes until 30 June; during that time the B&M will be negotiating with the CR employes' unions to permanently hire CR people; those who go back to CR will not lose any seniority. There are serious differences between the contracts the B&M has with its employes and CR's employee contracts (differences in pay rates and fringe benefits, etc.) that must be ironed out. The MBTA says the end result of the B&M's takeover will be a unified commuter rail set-up for the Boston area. Good luck to all concerned! A B&M locomotive was on display Mar. 15-16 at South Sta. and B&M loco. #1726 was in use on the Needham branch.

HISTORICAL ITEMS FROM THE PAST (Boston & Maine Employes' Magazine source, from J. C. Alden)

- 50 years ago April 1927 - Front cover shows "Big Brother" Bob Emery adding a red "5" to a red "9" on front headlight of engine 3638 on the Minute Man. Ben. R. Pollock retires as V. P. Oper. Dept. after 14 years on B&M. additional freight traffic - Ford and Finast locate in East Somerville. 94th Annual Report - 1926 performance best in history of B&M. passenger revenues increased for first time in several years. new locomotive shop extension added-space of 572'x151'-Billerica. center spread photo story of Mystic Wharf Coal Discharging plant. (30 yrs. later 26 July 1957 - big fire at this location)...
- 25 years ago April 1952 - Annual Report Edition - 1951 story entitled "1/8 mile of railroad - one employee for each 1/8 mile of railroad; indicated high volume of business-income vs. relatively high expense. front cover shows local frt. ET-1 passing under covered hwy. bridge Biddeford, ME; also, train #15 stopping there. center spread shows 8 old-time locomotives - back cover modern power - 6 diesels. p. 11 diagrammatic sketch illustrating "Where Our 1951 Income Came from and How It Was Spent."...

THE SOCIETY'S PAGE: New officers have taken over: John C. Hutchins has been elected Chairman of the Board of Directors, taking over from H. B. Crouch who resigned. Leroy Hutchinson has moved up to president, succeeding Kenneth Patton who resigned and is moving to Maryland where he has accepted new employment. The Board of Directors elected Malcolm Houck as your new vice president. Mr. Crouch will continue to be a director of the Society.

- Mr. Leroy Hutchinson is holding a meeting at his home in Reading (37 Pearl St.) on 29 March at 1930 hrs. in connection with the forthcoming Passenger Car Book.

- NEW ENGLAND DIESELS - a new book by Dave Albert and George Melvin is being handled by our Society per enclosed flyer. Here's your chance to acquire a great book at a good price and support your Society!!

- Mr. Hutchins announces an open meeting to be held Sunday 17 April in the interest of greater participation by the membership in connection with our Society's activities, etc. Location will be the Westford Public Library, Westford, Mass.; Time: 1300-1700 hrs 17 April 1977. The town of Westford is located on the Stony Brook RR (B&M leased line) between Ayer (Willows) and Chelmsford; The Nashua, Acton & Boston also ran through Westford. The Stony Brook sees some heavy symbol freight traffic; here is a good opportunity to combine a day of freight watching with helping your Society!

- Our need for a permanent and safe repository for our valuable items is approaching the critical stage; our growing archives makes it more imperative that this problem be solved in the near future. Any suggestions?

- About our Central Mass. book the Feb. 1977 issue of "Headlight" (publication of the NMRA) stated: "The Society has produced a very interesting volume, with loads of fine illustrations.. fine maps.. just about everything you wanted to know about the line. I wish the Society all the success in the world. They are headed in the right direction." The Central Mass. is listed by the Baker Library of the Harvard Business School (cat. HE2791; .C45/B6). "Trains" also reviewed our book in their March issue and George Drury gave us a very favorable review.

MEETING OF 12 MARCH 1977: The regular monthly meeting of the B&MRRHS was called ot order at 2020 hrs. in the First Parish Unitarian Church, Woburn, Mass. by President Leroy C. Hutchinson. There were approximately 65 members and guests in attendance.

The Society's new Vice President, Malcolm Houck, was introduced to the membership. As provided for under the Society's By-Laws he was chosen by the Board of Directors to fill the vacancy caused by Mr. Hutchinson's elevation to the presidency following the resignation of former President Kenneth E. Patton, whose new employment requires him to move away from this area.

The Secretary's and Treasurer's reports were accepted as read.

Publications Editor R. Richard Conard noted that the copies of the Winter issue of the "Bulletin" that were being distributed at the meeting had been picked up at the printer's only that morning.

Business Manager John C. Hutchins announced that the Society had arranged with the publisher of the forthcoming book "New England Diesels" to take prepublication orders until 31 May at the price of \$20 per copy, with \$5 of that amount being rebated to the Society. (The regular prepublication price is also \$20, but this arrangement permits Society members to help the Society financially at no additional cost to themselves.) After 31 May the book will be sold at its standard retail price of \$24.95.

It was announced that at the 7 March meeting of the Board of Directors Chairman H. Bentley Crouch had tendered his resignation as chairman, although he will remain on the Board as a director. The Board then voted Mr. Hutchins, already a director, to succeed Mr. Crouch as Chairman when Mr. Crouch's resignation becomes effective on 1 April.

Mr. Hutchins then discussed the proposal to change the Society's meeting date from the second Saturday of each month to the second Tuesday. Membership response to the proposal had been almost evenly divided and the Board had decided to continue the Saturday meeting date (a change would require a By-Law amendment) with, however, occasional Tuesday meetings to accomodate both speakers and members for whom a weekday night is more convenient. More joint meetings with other railfan groups are planned: The November meeting will be held jointly with the Amherst Railway Society in Amherst, Mass. The joint meeting originally planned for April with the Mass. Bay Railroad Enthusiasts (RRE) will not be held, however, because of scheduling difficulties this year.

Mr. Hutchins announced that, although the former B&M station which had been under consideration previously was no longer available under financially feasible terms, the Society is still actively seeking a site for its archives with several locations presently under consideration. Information regarding space available in local historical societies or former railway stations or other suitable buildings that may be available would be appreciated and should be communicated to President Hutchinson at the Society's address.

Mr. Hutchins then spoke of the several resignations of officers and staff members that had occurred within the past few months. Mr. Patton's resignation was for obvious reasons as he is leaving the area and would be unable to continue to serve as President. Mr. Crouch's resignation as Chairman and Mr. Conard's resignation as Publications Editor, which had been announced previously and will

take effect in June, were both caused by those officers' need to devote more time to their personal and family affairs, which had been precluded for the past several years by the almost overwhelming demands upon their time brought about by their Society responsibilities. Their resignations forcibly demonstrate the oft-told necessity of involving more members in the operation of the Society so as to reduce the work load borne by the relatively few who presently take an active hand in the management of the organization. In appreciation of the resigning officers' efforts, they were accorded an ovation by the meeting.

President Hutchinson informed the meeting that the Board of Directors at their recent meeting had authorized representatives of the Society to enter into negotiations regarding the Society's possible purchase of a large collection of B&M railroadiana which had recently become available.

Mr. Hutchinson then requested volunteers to serve as aides to Program Chairman Donald G. Hills and assist him in arranging for future programs and speakers.

Membership Secretary Thomas R. Engel noted that with the four applications received at the meeting the Society's membership stood at 888.

The meeting was adjourned at 2039 hrs. The program following the business meeting consisted of a members' night, with approximately a dozen members showing railway slides that they had brought to the meeting.

Respectfully submitted, (signed) David Derow, Sec.

FOR SALE: Mr. Mark Mara, 8 Magnolia St., Concord MA 01742, has a large collection of old-time RR passes for sale - includes Vt. & Mass., Boston Concord & Montreal, Worcester & Nashua...

FOREIGN AFFAIRS: For those of you into European travel the Orient Express will make its last run in May; actually the famed Orient disappeared years ago, the present trains being a sorry vestige of the past surviving mainly as a hyphenage to the names of shorter expresses (much like Amtrak's game of "musical names" like running the Minute Man on the NYNH&H!). Only a single sleeper with 11 compartments runs through from Paris to Istanbul (sorry, last run booked to capacity). Old style equipment will survive, however: the Compagnie des Wagons Lits et etc. has found special trips in the style of the '20s and '30s have proved popular so the Orient may yet steam forth several times a year in its old glory.. Edinburgh-Calcutta Express?!? Only 250 miles btwn. Kerman, Iran and the Pakistani system at Zahedan remains to be built. European railfans have already been dreaming of it: over 7000 miles and 4 or 5 nights in the train at least.. enjoy croissants in bed on French luxury train: in 1883 the super-trains of Europe were on their way including the Orient Express. Now a century later the SNCF claims the Blue Train (Train Bleu) has only gotten better - it was "tops" back in 1883 - today it travels 650 miles in just under 12 hours including 14 station stops!! It is almost always fully booked each night in both directions (runs Paris-Nice) despite a round trip fare that is more than the air fare. Sleeping compartments are panelled in dark wood; many culinary delights including hot croissants in bed for breakfast. The French take their railroading seriously; SNCF = Societe National des Chemins-de-Fer Francais. French operating standards are so high - can one say it - they're the Standard RR of..no! no!

EQUIPMENT NOTES: Ben Crouch notes BAR GP-38 #88, leased to B&M for the last 2 wks. in Feb., went west 26 Feb. to join its brethren on CR, #81 & 82; units have been seen in the Bos. area; where are they based?.. John Luczynski 26 Feb. observed ex-PC E-9's 4262, 4265, and GP-9 #7535 at E. Deerfield on SJ-1; 3 were all dead & not in good shape..these 3 plus GP-9 #7533 went to Billerica shops where they are sitting outside "awaiting disposition"..last MEC train on Beecher Falls br. was powered by loco. #567; train had 11 loads, 9 empties..Adirondack did get Turbo'd, William H. Day reports; its passing generally went unremarked though a TV crew did show up at one station but did no filming & didn't use the story. Rumors are that the Alco PA's are going to either be used on the Apollo trains or used in local Whitehall-Rouses Point service. The Adirondack had been the last day train in the east with full diner; as Chuck Crouse commented on WEEL Radio (Boston) Amtrak has preserved the passenger train at the price of turning such service into a nationwide Mass Transit Authority.

NEW MEMBERS: We welcome new members: Richard A. Roy, Suffield CT; Jay Knight, Center Line MI; Dwight L. Barnard, York ME; Leo R. Boisoineault, Derry NH; Carl Englund, Ossipee NH; Richard Bourinot, Medway MA; Frank W. Kingsley, Pittsford VT; Richard Dennis, Wakefield MA; Victor Koenigsberg, Sheffield IA; Carl W. Leaman, Westport CT; Harry Magnuson, Ramsey NJ; Mrs. Bigelow Crocker, Fitchburg MA; Robert W. Gilbert, Pittsburgh PA; John R. Metell, Jr.; Teaticket MA.

CALLBOY'S CORNER: 1) Still no word from the Post Office on a P. O. box for your memb. sec., so, still send your changes, etc. to 179 Lewis Rd., Belmont MA 02178
2) Our luck continues: still no one missing. 3) The Newsletter did get mailed 4 Mar. & got to Belmont 6 days later & 2 before the meeting. This one we hope to have in the mail by 26 Mar. 4) Our thanks to those who helped mail the Feb. Newsletter: John Crowley, Stan Genthner, Bill Pappas, Harold Surgecoff without them you might not have learned the punch line to Jan.'s Joke. ● NEWS: send your news items to John C. Alden, Newsletter Editor, 11 Riverside Ave., Concord MA 01742.
● We have received word the April entertainment will be 2 movies, one is BN's "Portrait of a Railroad" the other is a safety film from the PRR made in the 1950's. The BN film came close to getting an Oscar.

Now thru 31 May 1977 - The Walker Transportation Collection will have a display of photos and other memorabilia of all forms of New England transportation (rail, ship, air, etc.).

COMING Location: Beverly Historical Society, 117 Cabot St., Beverly MA. Open Wed.-Fri. 1000-1600 hrs., Wed. evenings 1900-2100 hrs. Admission \$1.

17 April 1977 - General meeting for members, B&MRRHS, Westford MA 1300-1700 hrs.

EVENTS 21 April 1977 - Mass. Bay RRE, Newton Hglnds. Cong. Church, 54 Lincoln Ave., Newton Highlands (1 block west from N. Hglnds. stop on Highland Branch), 1945 hrs. Dana Goodwin & Arnold Wiler will present 35 mm. slides, a follow-up to last year's successful show.

23-24 April 1977 - Railfair '77 & 15th Annual Open House, at the Emerson School gym, Main St., Rte. 117, Bolton MA. Railfair '77: 1200-1800 hrs. dealer displays, operating layouts, & white elephant table, etc. Open House: 1200-2000 hrs. Nashua Valley RR Assn., Inc. HO layout operating both days at Club quarters on Rte. 85 in Bolton.

OF 23 April 1977 - New Haven RR Technical Information Assn. 15th Annual Reunion at Wallingford CT NYNH&H station (Amtrak stops there). Registration 0930-1100 hrs.; business mtg. at 1100 hrs.; lunch, then 1300-1830 hrs. slides, movies, workshops, manufacturer, dealer, and model displays. Preregistration \$1.50 (at door \$2), payable to: Treasurer, NHRTIA, Inc., 280 North Elm St., Wallingford CT 06492.

NOTE

OTHER NEWS: In our continuing story the Maine Central has cleared another hurdle - temporarily - and gotten the ICC to modify its requiring the MEC to repay \$2.6 m. to its segregated fund. Modified order requires MEC to repay the funds when it "regains financial stability", new order also allows dividend and other payments but MEC has not reconsidered its preferred dividend deferral. MEC will contest the ICC stipulation that MEC cannot draw on its segregated funds for payments on non-equity leases entered into before 1-1-75 in the Federal courts. The original order required repayment within 60 days and could have forced the Maine Central into bankruptcy. MEC 5 1/8s of 78 are back to ca. 94.

The Waumbek Jct. - Cobbs Jct. portion of the MEC's Beecher Falls br. passed into B&M control at 0001 hrs. (1 minute past midnight) 19 Feb. Fate of the Waumbek Jct. ball signals is uncertain; we think the B&M's are the only such operating signals in North America; the type should be preserved in use and your Asst. Editor can think of several junctions near Boston that could use a pair.

The diamond at Rockingham Jct. NH on the B&M was taken up 14 March, Bill Fothergill reports. Reason: needed major repair; crew didn't know if or when it would be replaced.

Canada is going the Amtrak route. VIA Rail Canada will be a new subsidiary of the gov't. owned Canadian National; Via Rail Canada won't take over the assets of the CP and CN passenger operations but will plan and market passenger services, provide on-board services and control, and contract with the RR to provide and operate the trains on their property. Via Rail will collect fares and retain the revenues while paying the RR's 100% of cost plus incentive payments for efficient operations. Extent & terms of the payments still have to be negotiated along with other details including completion of a study by the Canadian Transport Commission.

MODEL ORGANIZATIONS: You modellers might be interested in an informative newsletter published by the Model Railroad Club of Stow (Mass.). It's titled MCERS Dispatch and is evidently published monthly by the club. The February issue included an interesting article with photos about the Maynard Branch plus some recent B&M and other rail news, and a feature explaining the workings of the diesel locomotive in detail which is evidently running as a serialized article. Price is 30¢ per copy. If interested, write MRCS DISPATCH, c/o Greg Nazarov, 7 Circuit Dr., Stow, MA01775

PUBLICATION NEWS: Coverage of New England rail operations since the advent of the diesel era has been virtually non-existent with the exception of a few articles which appeared in Trains and elsewhere during the late 1940's and early 1950's. Until now, the contemporary New England railfan was lacking any comprehensive coverage of diesel operations equally as diverse and fascinating as those found in any other section of the country. B&MRRHS member Dave Albert and a friend, George Melvin (a MEC operator), have been working hard for several years to change all that. The result is a book entitled NEW ENGLAND DIESELS which provides coverage of diesel operations throughout the six-state region. However, like so many books with a limited market, the project is on a limited budget. The authors must meet printing expenses through a pre-publication offer by 31 May in order to publish the book this summer. Your support is urgently needed if we are at last to have the New England coverage so many have missed over the past 20-25 years.

In their effort to publicize the book as widely as possible the authors and publisher have agreed to a most generous arrangement with your Society. For every pre-publication sale the Society makes the Society receives \$5 of the \$20 pre-publication price. So why not join the effort to support a worthwhile publication project as well as your Society at the same time? An order form is included with this Newsletter for your convenience in ordering the book through the Society.

A further note. If this effort is successful, the same team of authors may in the future look into producing a book-length history of the Maine Central. Your support now would certainly be an important factor in their decision.

MISSING YOUR ORDER? We have a publications order without an address. No address was shown on the order itself and the envelope entered file #13 before the discrepancy was noted. The order consisted of a publications list clipped from a recent Newsletter on which the desired item was circled in blue and starred. If your order matches this description please drop the business manager a note indicating what you ordered and it will be forwarded to you.

This incident emphasizes the importance of including your address on all order correspondence as well as on the envelope. That will preclude any possibility of your order's being subjected to a similar fate.

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 Winter 1974-5 (only 13 left!), Spring, Summer, Fall, 1975, Winter '75-6 (34 left)
BULLE TINS 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
1900 Springfield Terminal Ry. timetable reprint - 25¢ (only 8 left!)

OTHER Scale drawing of Mogul 1388 - 70¢
Drawing of Mogul 1470 at Milford NH - 70¢ (only 15 left!)
1860 Woburn Branch election poster - 70¢ (only 29 left!)

B & MRRHS 1932 Snow Train menu - 25¢
Copies of the poem "The Canaan Wreck" available at 50¢ per copy including postage. Only 18 copies available, order fast!

PUBLICATIONS Reprinted Montpelier & Wells River / Barre & Chelsea RR employes' timetable No. 62B of January 22, 1928. Members \$1.50; Non-members \$1.75.

BOOKS Vanishing Markers, a 128 page illustrated description of Boston & Maine rail-
roading, 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
BY 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.

OTHER The Up-Country Line, Edgar Mead's short, illustrated history of the Boston,
Concord & Montreal published by Stephen Greene Press. 64 pages, hardbound.
PUBLISHERS Retail price to non-members is \$6.50. Members' price is \$4.75.

ROUTES: The following tracks are out-of-service according to Bulletin Order Recaps No. B-21-18
(Boston Division) and No. NE-21-17 (New England Division), both orders taking effect at
0001 hrs. March 1, 1977: BOSTON DIVISION: Berlin branch; Marlboro branch (bridge 33.79 Hudson to
end of track); Watertown branch (approx. 700 ft. of main line spiked out-of-service west of dead track
switch); Maynard branch (500 ft. west of run-around switch S. Acton); Amesbury branch; Hillsboro br.
(Antrim to end of track Hillsboro); Fremont branch; Goffstown branch (East end to Br. 7.59 to track end);
Draw 7 westward main track 500 ft. either side of bridge due to repairs; NEW ENGLAND DIVISION:
Westover Railhead (track to Westover Field); Wheelwright branch (btwn. Creamery and Wheelwright);
Greenville branch (Rte. 119 crossing W. Townsend to Greenville).

EXTRAS: Arlington, Mass. voters gave a stinging rebuff to the MBTA's Red line (Cambridge Subway)
extension plans through their town on the Bedford branch by voting down all the MBTA's plans
for running the line through Arlington in an advisory referendum held Sat. 5 March. The Bedford Budd
still has not run on the line though freight service was restored weeks ago. B&M's coming out of bank-
ruptcy and reorganization has been put off one year to 31 Dec. 1978, the original effective date had been
31 Dec. 1977. Disappointing traffic results and a sluggish economy rather than creditor problems dic-
tated the delay, says Trustees' Counsel. The Trustees are considering seeking authority to use some of
the funds in the Registry of Court (see Jan. Newsletter) to solicit tenders of the 1st mortgage 6% bonds
(listed as 6s 70 on NYSE). passenger traffic was up 19% over year earlier on the Montreal-New York
run over the B&M's Conn. River line, Amtrak reports. it is rumored that Amtrak will be changing the
arr. & lv. times of the "Broadway Limited" and the "National Limited" at the next time change; problems
with the Chicago connections are causing the change. EL's Cleveland-Youngstown service has already
bit the dust; the equipment was reported as being used on the Chi.-Valpo. locals mentioned last month.
Historical items: March 1960 - B&M Magazine's March Storm Supplement issued; "Railroad Family Did
terrific job to keep railroad going through Boston's greatest snow storm". .lasted from Thurs. 3 Mar.
to Sat. 5 Mar.; over 40 hrs., Ad piece showed Cond. Robert L. Jack with this question: "Will you love
us in June. .the way you do today? ? ?". .Stony Brook branch was single-tracked late in 1957. . .