

# Boston & Maine Railroad Historical Society *Incorporated*



## NEWSLETTER



P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

July 20, 1977

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

**AUGUST MEETING:** 13 August, 2015 hrs., stall 4, Conway Scenic RR roundhouse, N. Conway NH. B&MRRHS members can ride any CSRR train all of Sat. Aug. 13 and/or Sun. Aug. 14 at a special reduced fare of \$2.00 (normal adult fare is \$3.00). All the member has to do is show his current membership card to CSRR ticket agent in order to obtain the special fare. B&MRRHS members' families will pay normal fare. The 7 PM (1900 hrs.) train will be Steam, if possible, and a car will be reserved for B&MRRHS members and guests only. Meeting at 8:15 PM, stall 4 in CSRR roundhouse. Slides of northern New Hampshire, with a little Maine Central thrown in.

**SEPT. MEETING:** 10 September 1977, 8 PM (2000 hrs.) at the First Parish Unitarian Church in Woburn Square, Woburn, Mass.; according to the By-Laws amendment passed last January this meeting will be the Society's Annual Meeting. After the business meeting the evening's program will be presented by John Deely, who will show movies of the Boston & Maine.

This church (our regular meeting place) is two blocks or so north of the present end of the Woburn branch and of passenger service as the rails end there; the church is very recognizable as it is the only church in Woburn Square (the big green space in the middle of the rotary, be careful if driving) without a steeple. Highwaywise, Woburn Square is on Rte. 38; one can either come south from Rte. 128 on it or follow it up from Winchester, Medford, & other exotic places. Side roads from the east and west can be understood well only by natives; to avoid getting lost use a map, or better yet, take the train. Remember, every ride on the B&M means another dime in the B&M's coffers.

● ● Scooby-doo-by-doo-ues, La-dee-da-da-da You should pay your dues,  
A as ol' Blue Eyes might croon. Annual dues are due from annual members for the 1977-78  
R (ending June 30, 1978) membership year. Annual dues are \$10; conversions to life mem-  
DUES renewals: T. R. Engel, Memb. Sec., B&MRRHS, Box 369, Belmont MA 02178. It's not far  
U from July to October; remember, the Great Purge is the 3rd week in October when I will be  
E removing the unrenewed (former) annual members from the mailing list. Those whose dues  
are still due at the mailing of the Sept. Newsletter (late Sept.) will find a pink sheet inform-  
ing them of that fact inserted into their Newsletter. Nuff Cedd —TRE

**B&Meeting** The regular monthly meeting of the B&MRRHS was called to order at 8:19 PM in the First Parish Unitarian Church, Woburn, Mass., by Vice President Malcolm Hauck (sic). Approximately fifty members and guests were in attendance.

The Treasurer's Report was accepted as read.

Program Chairman Donald G. Hills spoke about the next meeting, which will be held on August 13th at 8:15 PM in stall four of the Conway Scenic Railroad's roundhouse in North Conway, N. H. Full particulars will be printed in the next issue of the "Newsletter".

The Secretary's Report was accepted as read.

There being no further business, the meeting was adjourned at 8:29 P. M.

After the meeting, the members and guests browsed through the various and sundry items of railroiana on display for sale or trade at the Society's summer "flea market".

Respectfully submitted, (signed) David Derow, Secretary

**HISTORIAN'S CORNER:** Many of you have requests for information relative to B&M history, motive power, and operations. All such requests should be routed to Mr. Harry A. Frye, B&MRRHS Historian. Harry will either respond himself or will pass your request for information on to someone who does have the information at hand. Please do not add such requests to orders for publications, membership renewal forms, or other business correspondence as that makes it very difficult to provide the level of information service we would all like to provide for you. Mail your requests directly to Harry at 14 Riverside St., Hooksett, NH 03106.

**SLEUTH:** Missing member: Paul A. Hardiman, N. Reading, MA. If you have any info. on his whereabouts please contact the Memb. Sec. We hope nothing unfortunate has befallen him. Remember, those whose mail gets returned to us will not be sent anything more until we receive their correct address.

IN MEMORIAM Samuel M. Pinsly, 1899-1977, one of the Grand Old Men of New England railroading, passed away Sunday, July 3rd, in Boston. At the time of his death Mr. Pinsly controlled the Claremont & Concord, the Montpelier & Barre, the Frankfort & Cincinnati, and the Greenville & Northern roads, besides having interests in other companies. Mr. Pinsly, whose first railroad was the Hoosac Tunnel & Wilmington (acquired in 1938) also controlled during his long and distinguished career the Sanford & Eastern and the St. Johnsbury & Lamoille County Railroads. He had also made bids at other times for the NYO&W and other lines. It was always a great experience when Sam addressed a railroad audience, for he was an interesting and informative speaker with a thorough knowledge of all facets of the short-line railroad business. Sam was a good friend of the railroad fraternity; we will miss him.

HISTORICAL ITEMS (from the Boston & Maine RR Employees' Magazine)

- 50 years ago AUGUST 1927 - Center spread: Minute Man locomotives have colonial colors - 3688 - Frank Starbuck..excursions to the shore, the lakes, the mountains..
- 25 years ago AUGUST 1952 - Front cover shows Diesel-powered Flying Yankee passing farm of Roger Bragdon, Wells, Me. with two oxen-powered hay wagons in foreground..pictures of 3235, the last Atlantic, on Cen. Mass. at Waltham North..new crossing protection at Worcester, 5 crossings..Engineering Dept. rebuilds Camp Sea Haven...

**B&Matters** The July 10th Boston Sunday Globe magazine section, "New England", carried an article which was an up-to-date play-by-play account of E. S. Miller (Maine Central) vs. F. C. ("Buck") Dumaine, Jr. (BAR) in their battle for control of northern New England's railroads. Title of the article: "One Railroad for New England" by Arthur Ristau, former Vt. Sec. of Transportation from 1975-77. The story, written more in a catchy popular vein than as a serious study, gives the background of the two contenders, their proposals, their strategies, and the progress of the battle (currently the Miller forces have the Dumaine forces stymied; the Dumaine forces though say they may be down but they're not out yet!). The article is interesting but must be taken with a large dose of salt; already the B&M's Reorganization Trustees have seen fit to publically take issue with some of Ristau's remarks in their letter to the Globe's Editor in the July 24 Sunday Globe. Moreover, the article has other irregularities; apart from an out-of-date and somewhat inaccurate map Ristau also expounded upon the future potential of paper shipments (already a big traffic item) "especially if the empty paper cars return to New England bulging with coal"! Not only is coal impractical to haul in box cars but paper is very susceptible to dirt damage (especially the high-quality Maine product) and must be shipped in special boxcars. Ristau is very concerned about the possible effects of Mr. Dumaine's consolidation on the lines of northern Vt.; as Vt. Sec. of Transportation Ristau wanted the state to pour \$7 million into the Vermont Northern to upgrade that line. All in all, an entertaining survey, but last October Barron's had a better one.

Clearance work on the Western Route main line to Portland continues, Mike Lennon writes, the big story being a brouhaha over the Clarks Bridge on Blackberry Hill road in Berwick, Me. The present 80 year old bridge was to have been raised 6 inches and strengthened from its present 1.5 ton limit up to 6-8 tons; that project got scrapped when construction crews ran into a ledge that would have required extensive blasting. What next is the problem; Berwick wanting a stronger bridge (the town's sending 14 ton school busses over the bridge!) and feeling the B&M should pay, and the railroad feeling it's not their problem, as they don't use the bridge. The B&M built the bridge and maintains it at 1.5 tons, legally the use of the bridge by overweight vehicles is illegal, enforceable by any state or local police officer, according to the Maine DOT. According to counsel, the B&M is not responsible for damages if collapse is caused by a vehicle exceeding the posted limit. Maine does have the power to force a settlement; what will probably happen is a compromise with the town, the B&M, and/or the state sharing the cost.

The Great Boston Symbol Freight change has ended up being less earthshaking than first thought. SE-5 and ES-6 (Salem-E. Deerfield) can run either way (Lowell or W. Cambridge) depending whether there is pickup/setoff at the W. Cambridge yards. Running via Lowell usually occurs only on Sunday, occasionally Friday. AP-4 now brings all its cars into the W. Cambridge yards when switching; formerly the Boston cars were left on the eastward main in Belmont; increased vandalism is the reason for the change.

The B&M had a net income for April of \$359,370 (cf. net loss \$862,950 for April 1976), the first month with net income since Nov. 1974 and the best month since August 1974. Times charges earned was 2.04 (income available for interest on borrowed money and lease rentals was 2.04 times those charges). According to President Dustin this good showing was due to several factors: a slight traffic increase, tight expense control, effects of the MBTA sale, and revised commuter operations both north and south.

COMING EVENTS: MVRS Casco Bay Limited, August 27-28, train lv. N. Sta. Sat Aug. 27 at 8:30 AM, arr. Scarborough 12:15 PM, transfer to bus for Portland. Return Bus lv. Portland Aug 28 at 4:30 PM, train lv. Scarboro' 5 PM, arr. Bos. 8:45 PM. Will run via Reading branch (they plan). There is a special \$30 fare for train only; \$70 rate includes night at the Eastland Hotel in Portland. For further info. write MVRS, Box 32, Mattapan MA 02126., or call 361-4445 (24 hr. service). OTTER VALLEY RR, Rte. 3, Proctor, Vt, authentic 1930 style coaches, runs hourly 10AM to 5PM till Sept. 6, thence 2 hrly. till Oct. 16. Uses the Clarendon & Pittsford RR.. The Mohawk & Hudson Chpt. NRHS will hold a D&H trip Oct. 8; details next. mo.

ERRATA: Your Asst. Ed. has NY-10 running the wrong direction in last month's schedule; times're the same. ●●● That address for news items: John C. Alden, Newsletter Ed., 11 Riverside Ave., Concord MA 01742

**NEW ENGLAND ROUNDUP:** The Middlesex Canal is back in business. No they're not competing with the B&M nor are they operated by the MBTA—yet. A faithful reproduction of an old canal boat has been built and plies a .6 mile stretch of restored canal in Woburn near Rte. 38 on Sundays; first departure at 1 PM during the summer. Fare is \$1. The old canal, built 1794-1803 and closed in 1853, was liquidated 1859-61 and its properties bought by the Boston & Lowell RR for \$130,000, whose Woburn loop line ran along the canal bank. In fact the towpath currently used is the embankment for the railroad line, abandoned in 1961.

The Vermont Northern is in the news. The state is advertising (July 5 WSJ) in an ad catchingly entitled "An Opportunity to Run a Railroad"; it is inviting "proposals to lease and operate and/or rehabilitate the state-owned St. Johnsbury & Lamoille County RR". If interested address Comm. Robert L. Merchant, Vt. Agency of Transportation, 133 State St., Montpelier VT 05602 (We hear there are some bidders). Evidently Morrison-Knudsen wants out of their current contract. As is yellow & black VN boxcars with Vermont Northern in big letters and a black silhouette of Vermont with the VN line in yellow are just getting around. Your Asst. Ed. photographed the first one he had seen from the DL&W main line earlier this month.

Tickticktick. Time ticks inexorably on for the Maine Central. August 1 is interest day on the 1978 mortgage bonds; at the next interest date \$10 million in bonds falls due Wednesday, February 1, 1978. The refunding scheme we reported in April is indeed the proposed plan; the 1991 collateral trusts are to be secured by an equal amount of MSTP&SSM income bonds also maturing in 1991. The MEC's 5 s of 78 are now priced between 96 and 98 by the bond exchanges, the market is expecting a successful refunding; at the last word no snags had been encountered. Meanwhile time continues to run, tick tick tick...

People Note: The June 23 Boston Herald American reports "Dumaine keeps busy"; "Buck seems as much at home in the puckerbrush of northern Maine as in the corporate suites of downtown Boston." Approaching his 75th birthday Buck still finds time every few months for a 3-4 day inspection tour of the BAR.

Amtrak is considering Boston or Wilmington (Del.) as sites for a heavy repair facility for the North east corridor. If Boston got the nod the facility would be located at Readville on the NYNH&H shop site. Boston will also get one of six "medium" repair facilities, probably on land adjacent to South Station.

BAR files: The Bangor & Aroostook went on 120 day notice under the ICC to abandon the 28.1 mile S. Lagrange-Packard line (the Medford Cutoff). Unless a new operator can be found BAR will begin pulling up rail Oct. 4. The line was built as a bypass in 1907 and used for freight, BAR has found it can do without.

Laconia is concocting big plans for its old railroad station, built by the Concord & Montreal in 1892, 3 years before the C&M's lease to the B&M. Currently the Rotunda ceiling is hidden by a false ceiling; the proposal is to replace that ceiling with a new floor 10 feet above the first story floor to create a 40'x40' meeting room on the 2nd floor under the inlaid woodwork of the rotunda ceiling. Wallingford, Ct. has done a similar and very thorough job with their NYNH&H station, where the NHRTIA 1977 reunion was held.

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**B&Members** We welcome the following new members to the B&MRRHS: William H. Wallace, Durham NH; Lester H. Stephenson, Jr., N. Reading MA; Roland M. Cary, Short Hills NJ; Albert E. Cantara, E. Hampton CT; William E. Hellman, Sudbury MA; Kirk Kaynor, Suffield CT; George W. Peacock, Woodmont CT; Carl Brock, Vernon CT; Edwin R. Day, Weymouth MA; Clayton W. Atchison, James W. Atchison, Joseph C. Atchison, Stoneham MA; Ron Rand, Haverhill MA.

**OTHER NEWS:** D&H happenings - The Norfolk & Western will not invest any more money in its financially troubled subsidiary the Delaware & Hudson Railway. This bombshell, reported in the July 26 WSJ, came during a meeting of the NW's President with securities analysts. The NW itself posted another record profit for the quarter. NW President Fishwick said the D&H "is going to have a tough time" competing with CR, adding that the prospects for the line's avoiding bankruptcy aren't "bright" unless it receives a \$2 m. loan that is pending before the US Railway Assn., a government agency designed to help financially troubled railroads and which brought you ConRail. We wonder who holds the D&H's mtge. bonds.

The B&M, in trying to secure more piggyback business, is publishing new rates on freight 'all kinds' between Portland and Holyoke. Rates are \$140 per trailer, minimum weight 22.5 tons, 29¢/cwt. over that. The B&M has also come up with a new service for shipping cement, an item which was being lost to trucks, where the dry cement is shipped in rail cars and blown thru pressure differential into a truck for local distribution. This operation is successfully winning back lost traffic.

Maidman's Folly—For over the last 10 years the New York, Susquehanna & Western was sustained by one Irving Maidman, who did so to preserve rail service to industries he owned. Early last year both Maidman and the NYS&W went bankrupt; while the NYS&W is struggling to reorganize the newspapers have been carrying ads for the foreclosure sales on various Maidman properties. The latest are for Hudson waterfront properties in Edgewater NJ, the buildings included were for years the NYS&W headquarters.

Passing Americana — The Green Bay & Western is to be swallowed alive by the Burlington Northern. ICC permission was granted ca. July 20. The Green Bay's capitalization had the last surviving example of a Deferred Income Bond, the bonds were due only if the road were sold or reorganized and earned interest only if a \$5 dividend were paid on the common stock. Their yield was not as bad as these provisions might make it seem; BN offered to buy them at 26. DI bonds were invented by F. B. Gowen of the Reading.

●● The June Newsletter got mailed June 30; this one will probably go out July 29.

• 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

Spring (49 left), Summer (37 left), Fall 1975 (61 left), Winter 1975-6 (19 left),  
Spring 1976, PRICE: \$1.75 to members, \$2.00 to non-members.  
Summer, Fall 1976, Winter 1976-7; PRICE: \$2.00 to members, \$2.25 to others

OTHER

Scale drawing of Mogul 1388 - 70¢ (only 30 left!)  
1860 Woburn Branch election poster - 70¢ (only 25 left!)

B&MRRHS

1932 Snow Train menu - 25¢

PUBLICATIONS

Copies of the poem "The Canaan Wreck" available at 50¢ each (14 left).  
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  
history. Members \$12.50. Non-members rate is \$14.95.

BY

OTHER

Trains of New England, 96 pages, 120 photos with full-color cover. Softbound.  
This book features John Krause's photography of B&M, CV, Rutland, and MEC  
operations in Vermont and along the Connecticut River in the 40's and 50's.

PUBLISHERS

Includes steam and diesel action. Members \$6.50, non-members \$7.50.

**BOSTON & MAINE R.R.**

*Historical Society, inc.*

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