

Boston & Maine Railroad Historical Society

Incorporated



NEWSLETTER



P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

August 22, 1977

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

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.

OCTOBER MEETING: Saturday, October 8, 1977, 8 PM, First Parish Unitarian Church, Woburn Square, Rte. 38, Woburn, Mass. Entertainment Program not known at this writing

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DUES NOTE: This late renewal form may also be used as a membership application if you know
U someone interested in joining. That address for all membership matters: T. R. Engel,
E Memb. Sec., B&MRRHS, Box 369, Belmont MA 02178. One Final Note: could those
• • renewing indicate the date they received this Newsletter so we can check on mailing speeds.
Also, could those joining also date their applications? Thank you. — TRE

B&Meeting

The regular August meeting of the Boston & Maine Railroad Historical Society was held Saturday, August 13, 1977 in Stall 4 of the Conway Scenic Railroad's roundhouse, the business meeting being called to order by President Leroy C. Hutchinson about 2020 hrs

The Treasurer's Report was accepted as read.

The Secretary's Report was not read, as the Secretary had not yet arrived at the meeting.

The various officers and other staff members present were then introduced to the meeting by President Hutchinson, those being introduced including Messrs. John C. Hutchins, Business Manager & Chairman of the Board; Charles P. Smith, Treasurer; T. R. Engel, Membership Secretary & Asst. Newsletter Editor; Don Hills, Program Chairman; and Harry Frye, Historian. Each gave a summary (of varying lengths) of his activities and functions within the Society.

Earlier, some announcements had been made: the Summer Bulletin was being delayed at its printer's; the difficulties were hoped to be cleared up shortly. Also, the Membership Secretary had said that the Society stood at 982 members and would very probably hit 1,000 for the annual meeting in Sept. Also, the Society was just over half renewed and the backlog of membership cards to be sent out had been reduced to about 3-4 weeks (Note: as of Aug. 23 all cards had been sent out and the Memb. Sec. was all caught up — Asst. Ed.).

After this short business meeting Program Chairman Donald G. Hills introduced the evening's guest, Mr. Dwight A. Smith, President & General Manager of the Conway Scenic RR, who presented an excellent slide show of North Country railroad material. The beginning of Mr. Smith's show was interrupted for awhile by noise from the Conway Scenic's two steam locomotives (0-6-0 #47, ex-CN, and 2-6-2 #108, ex-Reader RR, the latter having seen its first CSRR service that day); however, the audience (over a 100 members and their guests) was enthralled by those glorious steam noises. All in all, a very enjoyable evening was had by all. (This summary of the meeting was prepared by the Asst. Editor, who is solely responsible for any misinformation contained therein. — TRE)

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 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.

•• CONTENTS: p. 2, B&Matters, 25 & 50 years ago; p. 3, B&Matters, Coming Events, B&Members, Callboy's Corner; p. 4, MEC Matters, North Country Notes, B&Memos; p. 5, Vermont News, D&Happenings; p. 6, D&Happenings, Newsletter sale, Queries; p. 7, B&M Gallery, RENEWAL FORM

B&Matters COMMUTER COMMENTS—No passenger trains will be run in or out of North Station on nights that rock concerts are held, the B&M announced. Trains arriving or departing North Station after 2200 hrs. (2215 hrs. Saturdays) will be cancelled; The B&M will try to give at least two weeks' notice of impending concerts. Reason: increased and rather savage vandalism perpetrated by gangs of rock patrons after concerts and the inability to control them; also reportedly the concert promoters refuse to shoulder some of the expense of the added police details. To check on whether your train has been cancelled call the passenger information number or check at the passenger information desk at North Station.

Commuter improvements are now starting in big ways: ground was broken 8 Aug. for a 170 car parking area west of the Rte. 27 bridge near the South Acton Depot ●●● Track on 3 branches (S. Acton and Gloucester lines on the B&M and the Franklin branch (CR)) is to be redone completely by the end of the year. (Christian Science Monitor) ●●● The MBTA (known locally as the "T") has ordered 5 locos. from EMD for commuter service, cost to be \$768,700 each (EMD was the only bidder. Bids for 25 new coaches will be opened late this year.

Alco PA Clarifications: Wild stories were floating around Boston early this month: the 4 D&H Alco PA's had been bought/leased/negotiated for, etc. The Truth (we hope): yes, there were negotiations to bring the PA's to Boston on lease to the T for commuter service until those new EMD units arrived. No, nothing has been signed, yet. Possible explanation heard through Grapevine: the State of NY is having the D&H go slow on the deal because NY granted some of the money used to rehabilitate the units for Adirondack service and is not happy about having all that money go to benefit Boston than NY state. The PA's are scheduled to be used on a fan trip on the D&H on 8 Oct. (see Coming Events). Negotiations are continuing, we hear.

HISTORICAL ITEMS FROM THE PAST — Boston & Maine Employees' Magazine

50 years ago SEPT. 1927—Opening the new Fruit & Vegetable Auction Terminal—Last Word in Produce Market on Rutherford Ave., Charlestown, Mass.. 10 new switchers purchased, 0-8-0's—54,000 # tractive force; 250 psi. steam pressure—built by Baldwin Loco. Works—to be used at McVille, NY; Boston, Lowell, Lawrence, Salem, Springfield, E. Deerfield, Mass., W. R. Jct., VT.. Photo of newly painted loco. "Paul Revere" with "P. R." on horseback beside it.. "The Ginger Ale" special loaded by Eskimo crew at Cliquot Club—Millis, Mass., via NYNH&H to Lowell, thence to Woodsville NH. Running time 5 1/2 hours on B&M...

25 years ago SEPT. 1952—Feature story—New Waterfront Terminal—Description of new Pier One - Mystic Terminal Co.—with 3 sets of depressed tracks thru it.. Safety's Priceless Ingredient—Common Sense: short article—E. E. Ordway—Claims Agent.. "A Railroad That Goes Nowhere"—Pix & story about mini-RR museum, North Bennington, VT: former B&M caboose set on 60-foot section of track.. "How We're Doing": Financial Statement Total Income \$7,239,506; Outgo \$7,139,683; Net \$99,823.. Short Story & pictures—lantern collection from 10 RR's making up B&M RR and other historical items owned by Charles P. Atherton...

The Boston & Maine Corp. (the B&M's legal name) made a profit of \$624,000 for the 2nd quarter of 1977, the first quarterly profit since 3rd quarter 1974. A small increase (several %) in traffic and especially good control of operating expense (chiefly a reduction of the Transportation Ratio) were the major factors in making this profit; other income (income not from RR freight operations) also contributed to the profits. We do not have the detailed figures at our fingertips, however, this cannot be anything other than good news. The B&M's proposed reorganized capitalization is to be an equity one with no bonded debt and only two leased lines (the Stony Brook and Vermont & Massachusetts RR's; the combined leases cost the B&M \$300,000 a year); thus presently any income available for fixed charges after those lease expenses translated to profit under the new capitalization. (Moody's Transportation News is a reliable source for current financial figures, the B&M quarterly figures appeared in it the 2nd week in August and the 3rd quarter figures will probably appear 3 months hence in early November.

Formal application has now been made by the reorganization trustees (Messrs. Benjamin Lacy and Robert Meserve) to the Federal Judge, Judge Frank J. Murray, who is overseeing the bankruptcy proceedings for permission to make a tender offer at 85 for most of the B&M's First Mortgage bonds, the 6% series of 1970. Scope of the offer has been changes (offer is for \$37m. instead of all the \$46.3 m. principal; amount) from the original proposal in April. This change was done in response to suits filed by other railroads for per deim and other claims owed them by the B&M. Total of all such claims is ca. \$8.1 m. Judge Murray set Oct. 4 for the hearing on the Trustees' petition.

In Memoriam—Word has been received of the death of two former Trial Counsel for the Boston & Maine RR: Attorney William L. Phinney, Manchester NH, and Attorney Henry Black, White River Jct.

Ms. Molly B. O'Connor, West Boylston reports switcher #1226 has replaced # 804 at Worcester. When there are over 20 cars in the local a pusher is used from Ayer to Summit; the pusher then returns to Ayer.

Two crewmen on the unit coal train were overcome by Diesel fumes in the Hoosac Tunnel while attempting to repair the engines when their train stalled in the tunnel. The two men were hospitalized

EQUIPMENT NOTES: Unusual lashups of power: David Ashenden reports SJ-3 (?) sighted at East Deerfield at 1745 hrs. July 22 with 4 units: CV 1776 (their bicentennial Locomotive), BM 1568 in maroon and yellow (very faded and dingy), BM 1561 in blue, and Duluth, Winnipeg & Pacific 3602, an RS-11 class MR-18a. Another DW&P MR18a unit # 3611 was in E. Deerfield Aug. on SJ-3 ●●● D&H and B&M are pooling power on some runs, the B&M sending engines to Oneonta NY and the D&H running engines to Rigby. Mr. Ashenden writes that 3 D&H locos. and a D&H caboose were the power on a westbound freight seen at Shelburne Falls, MA on Aug. 13 at 1100 hrs.

SYMBOL FREIGHTS: Symbol freight schedules are in upheaval; schedules have been changed and are often on an experimental basis so a schedule may last only a few days before being radically changed. AP-3 now leaves Boston at 1230 hrs. daily; AP-4 leaves Mc'ville at 1200 hrs. Crew swapping is now being done at Fitchburg; crew runs often are not compatible. (SE-5, ES-6 and CE-7, EC-8 still swap crews when they meet; about two weeks ago SE-5 got out of W. Cambridge so late the meeting place was at Clematis Brook in Waltham.) One of the main reasons for this state of flux on the freight schedules is the D&H situation; the D&H was the weak link in the New England-Chicago piggyback traffic the B&M had developed; under the new D&H management run-through and pre-blocking arrangements are proliferating; AP-3 runs through to Oneonta. It is reported that D&H equipment runs on NE-84 & 87 while B&M equipment runs AP-3 & 4. We will look around for more information on these operational changes.

SPECIAL MOVES: Two unusual moves were reported on the B&M recently. Several coaches, a caboose, and a snowplow all owned by the Wolfborough RR were hauled by the B&M from the old Central Division (now the Goodwin RR) to The WRR 's Eastern Div., their original line. The run used the Manchester-Rockingham Jct. branch; the plow had to be run on the front of the train ●●● The Rockingham Jct.-Portsmouth line saw on of its heaviest loads yet go through recently when General Electric shipped in some heavy electrical equipment for installation in the Seabrook nuclear plant; we hear the value of the cargo in that special move was \$13 million. This train featured a Snaulble (sic ?) car for a generator; the multi-axle car is equipped with devices for shifting the bearing weight and is used for overweight loads.

At the present time Concord NH has an 0700 and a 1500 hrs. switcher, a local freight, C-6/5, symbol freight CE-7, 1 machinist, a 3 man section crew, an Agent, Roadmaster, and Draftsman, a 5 man Bridge & Building crew that goes all over, and a Patrolman and assistant. Quite a comedown from bygone days, Arthur Lassonde writes. There is a strong rumor that the B&M is reviewing and reconsidering present operations at the Concord yard and is considering leasing the yard to the state; which would abolish all of the jobs.

- 16 Sept. 1977: Alan G. Dustin, B&M President, will speak at the regular meeting of the Hartford Div. of the RR Enthusiasts, Hartford Courant Building, Broad St., Hartford CT meeting begins at 7:30 PM.
- COMING 2 Oct. 1977: Portland-Island Pond VT via the Grand Trunk Railway of Canada's Atlantic & St. Lawrence line. Lv. Portland, Grand Trunk station site, India & Fore Sts., 8 AM; return same ca. 7 PM. Tickets \$29, children 5-12 \$19. Send to: Ron Johnson, The 470 RR Club, P. O. Box 2468, S. Portland ME 04106.
- EVENTS 2 Oct. 1977: Boston - N. Adams, via Hoosac Tunnel. Lv. Boston N. Sta. 8 AM, arr. N. Adams noon; lv. N. Adams 4:30 PM arr. N. Sta. 8:40 PM. Rail tickets \$29; various non-rail options available. Mystic Valley Railway Society, P. O. Box 32, Mattapan MA 02126
- OF 8 Oct. 1977: Watervliet-Tunnel NY and return over the D&H's Albany & Susquehanna line. Lv. Watervliet (Colonie Shops) 8:30 AM, arr. Tunnel ca. 1:30 PM via Delanson, Cobleskill, return Watervliet ca. 7:30 PM. Power: Alco PA's, "last of their kind". Fare \$29 per person, tickets by mail only, Sept 30 deadline; no refunds after Sept. 23 unless trip cancelled. Mohawk & Hudson Chpt., NRHS, P. O. Box 523, Schenectady NY 12301
- NOTE 14, 15, 16 Oct. 1977: NMRA Northeastern Region Fall Convention, Highway Hotel, Concord NH. Further details write: NERS of Mr. James Hanson, Bradford NH 03221.
- 29 Oct. 1977: Trainfair '77: The Model RR Open House. Lawrence Model RR Associates, Eagle Mountain RR, B&M Operators. 9 May Court, Methuen MA 01844. Write for details.

B&Members We welcome the following new members to the B&MRRHS: Mark W. Beauregard, Sharon MA; D. F. Kydd, Reading MA; Alden Boyd, Fairfax VA; Joseph T. Banas, Arlington VA; Robert S. Parker, Stow MA; Freeman R. Orr, Greenville SC; Norman A. Howarth, Sr., Lawrence MA; Gary Acker, Columbus OH; Stephen Poligni, Exeter NH; Edward I. Frager, Gorham ME; Alan E. MacMillan, Jr., Beverly MA; Stephen Denno, Georgetown MA; Robert C. Antcliff, Elmhurst NY; Walter J. Schuhmacher, Bedford MA; Eugene R. Plourde, Manchester CT; Roy K. Heitman, Merrimack NH; John F. Carroll, Waltham MA; Richard A. Farrell, Tewksbury MA. As of 25 Aug. the B&MRRHS had 988 members, as your Memb. Sec. hasn't been to the Box in nearly a week this Newsletter will probably go out to over 990 members!

CALLBOY'S CORNER 1) That address for all news items and other things for the Newsletter: John C. Alden Newsletter Editor, 11 Riverside Ave., Concord MA 01742. (though see NOTE in the B&Memos section about the Oct. Newsletter.) 2) Some local Newsletters shrivel up to a single page during the summer, this is our triumphant refutation of the idea nothing ever happens during the summer!

MAINE CENTRAL MATTERS A few days after the July Newsletter was mailed word was received that the Maine Central had completed arrangements for the sale of new securities (see April Newsletter) for the refunding of the MEC's outstanding 1st Mortgage bonds. Application for authority to issue the new securities was made with the ICC 27 July; the MEC's Directors voted to call all outstanding 1st Mortgage bonds for redemption on the 33rd day after deposit of the bonds' redemption price. The Maine Central's maturity problems will be solved (until the next squeeze; the new securities mature 1987-1991 and there is a big issue of Portland Terminal (MEC subsidiary, owns all terminal properties in Portland except the GT's) 1st Mortgage bonds coming due in 1986) and the Maine Central will have pulled off one of the boldest and most daring refunding schemes of this century. Interest rates will no doubt be steep on the new securities; management and labor have their work cut out for them; the MEC is not out of the woods yet.

NORTH COUNTRY NOTES The Maine Central is doing much track work on its Portland & Ogdensburg line through Crawford Notch. July 17 about 25 ballast cars were on the siding at Crawford House Station, Jack Armstrong reports. That work is continuing, ye Asst. Ed. walked the Notch portion 13 Aug.: new ballast (tamped) and new rail in places, in other places rail was stacked for laying. ●● Crawford Notch trains: RY-2 (the Rigby-St. Johnsbury MEC symbol freight that does the P&O) leaves Rigby 1 PM daily ex. Sunday (there can be a Sunday extra), arriving at Bartlett NH around 4 PM & takes an hour or so to ascend the 2.69% grade through the Notch. Power is usually five U18B's with a GP38 sometimes thrown in. Crews are changed at Fabyan along with cabooses (MEC assigns cabooses to crews, so when crews change so do caboose). RY-2 arrives in St. Johnsbury VT well after dark and after interchange and a late night lunch heads right back out again changing crews and caboose at Fabyan. MEC power no longer lays over nor is serviced at St. J.

Clark's Trading Post Railroad, the White Mountain Central, is using the freshly rebuilt CLIMAX (ex Beebe River) at present, Alan Thomas reports. It has been re-gearred and re-brassed and re-flued and looks just as if it were just delivered from Cory.

The North Stratford RR Co. is running about once a week, depending on furniture loadings at Ethan Allen, which are light this month, and grain shipments to Colebrook for two customers. There is track-work going on at present, so when the runs are made is after 1530 hrs. The loco. is the second State of NH ex-Army 44 tonner. (Alan Thomas)

The Berlin Mills Railway, owned by the Brown Co., has taken over all switching at the Berlin NH yard; the yard is now leased to the B. M. Ry. and the local switcher is abolished. A new local freight out of Whitefield NH is reported as running first to Cob's Jct. (and Groveton occasionally) and interchange with the Groveton G-2 local, returns to Waumbek Jct., drops its cars, goes to Cascade yard, Berlin, picks up, then returns to Waumbek. The B&M does run into Berlin yard by agreement to make up UJ-2; there is a steep grade near Cascade. ●●● The Waumbek Jct. Ball Signals have now been removed, disposition unkn.

Arrangements should shortly be completed for permanent placement of the B&MRRHS Archives at the University of Lowell. A committee consisting of Rick Conard, Bob Cowan, John Hutchins, Roy Hutchinson, Dick Symmes, and Ellis Walker visited the U. of Lowell Library on 4 August to view the area in which our material would be kept and used by those doing New England railroad research. All aspects of the site appear most favorable to us. A final decision to move the Archives there will be made as soon as a lawyer has examined the U. of Lowell library contract and made a few slight modifications subject to the approval of the U of L Librarian. Our intent is to begin moving material to Lowell by mid-October and begin cataloguing immediately thereafter. If you have experience in cataloguing collections or would simply like to assist in the cataloguing effort, please contact Harry Frye, Historian, 14 Riverside St., Hooksett NH 03106.

● NEWSLETTER CHANGE: Temporarily, for one month, October, your Asst. Ed. will be acting Editor: Therefore: all news items and other things for the October Newsletter (the one after the next) should be sent to the Asst. Ed. at the Belmont Box. Basically, stuff sent after ca. Sept. 21 should go there. John will be back at the throttle in November.

● The Summer Bulletin has experienced even further delays at the hands of its printer's since the last meeting. However, action has been taken to expedite production and the Bulletin's staff now believes (and hopes) the magazine will be ready for the Sept. meeting.

● We, like the Marines, are looking for a few good men, ones who can do writing and rewrite work for the Newsletter. Right now everything depends (production-wise) on your two Editors and should anything delay them that delay affects Newsletter production. To obviate that problem and to lessen the burden (currently one weekend a month of your Asst. Ed.'s time and several weeknights per month get swallowed up by Newsletter production) we would like to have 1 or 2 people we could parcel out sections of the Newsletter to; they would receive the "raw data" (letters from correspondents, news clippings, notes of phone conversations, Moody's Manuals, & such like) on certain topics ("Vermont News", "North Country Notes", "B&Matters") or sections and convert that to finished prose like that which graces this Newsletter. So either write the Editors or meet them at the meetings.

VERMONT NEWS Vermont Northern Operations shape up thus: Mon.-Sat. called for either 6 AM or 9 AM depending on whether they are going to the lime works in Swanton. They meet with the CV at Sheldon Jct. about 1300 to 1345 hrs. (CV is called at St. Albans for noon; two 1500's are on this job Saturdays). Then a leisurely return to Morrisville with a half hour switching at Johnson, arriving at the terminal about 1600-1700 hrs. ●● The east end job is called for 6 PM Sunday through Friday for a round trip to St. Johnsbury. ●● the usual power is # 204; one of the other units is sick and the four is the strongest. They use one of the two ex BAR vans. (Alan Thomas)

Mr. Thomas also reports that there is no definite word on the bid awards yet. Morrison-Knudsen has until the end of the month and they say they will run until the bids are awarded. The end of the Alco Centuries would probably come about that time.

The bids for rebuilding and operation were let separately. A combination of a Washington and a Minnesota firm had the lowest bid on rebuilding. However the state has not awarded a contract, and may not award to the lowest bidder.

Vermont's newest tourist line, the Otter Valley Rail Road, is using the tracks of the former Clarendon & Pittsford RR out of Proctor VT. Both your Editors have ridden the line (notabene for track-age collectors: this line had never run any passenger service nor any fan trips!); while not all the road's track is covered it is a picturesque ride with great vistas of Vermont countryside (the sort of thing you see on Postcards but don't believe exists) and also views of marble quarries: in short, the type of ride that is enjoyable to railfans and non-railfans alike. The refreshment caboose (ex-CV) on the mountain is brought back each afternoon by the last train of the day; an interesting switching operation is involved. Equipment consist of passenger train: 2 former marble carrying flats of old construction made over to open air observation cars. A double pew runs the length of the middle of each flat; there is a canopy roof to protect from sun and rain and a railing running around the edge of the car. The train is pushed up the mountain in front of the engine; this was standard Clarendon & Pittsford practice for the line is very steep. The peach of the consist though is an ex-Rutland wooden coach which is always between the two flats. Numbered 551 it is painted in green with RUTLAND on the letterboard in yellow lettering. It is comfortable to ride (interior woodwork has been restored, has a very mellow effect) and makes the right creaks for wooden equipment.

There is some disagreement on the origin of the motive power, or rather on the former number of the engine. It is an ex-B&M Alco S-3 painted caramel brown (cab/hood); dark brown (underframe and trucks); with cream handrails, striping, and lettering; all in all rather handsome (and delicious, bet they sell a lot of chocolate bars). The locomotive is either B&M 1185 or 1175 and has a semblance of old red stripes around its nose. (Bruce Curry) Jack Armstrong reports the engine was B&M 1175 and had been sold by the B&M to Virginia Electric Power and then went to Continental Forest Products via equipment dealer G. R. Silcott in August 1973 before coming to the Otter Valley.

The Otter Valley Rail Road is located on Rte. 3 near Rutland in Proctor VT; the railroad itself (the station; the C&P winds all over the place and it's an interesting afternoon diversion to separate whose track is which among D&H, Vt. Ry., and C&P.) is a quarter mile off Rte. 3 in Proctor but there are signs to direct you. Until 6 Sept. trains run hourly 10 AM to 6 PM; then to Oct. 16 every two hours 10 to 4. Special and extra trains run as required. Fare \$2.50 adults, \$1.25 children, under 5 free. One-hour ride.

D&HAPPENINGS August 12 Ye Editor rode the Adirondack between Westport NY and Mc'ville and return. Very scenic ride, courteous crew, pleasant group of riders. Returned to Keene Valley in time for supper. "Good Show"

The Big News on the Delaware & Hudson is the firing of its president, Carl B. Sterzing. Mr. Sterzing, 44, had been President and Chief Executive Officer for five years and had been an attorney for the NW from 1962 to 1970 before going to the D&H as general counsel in 1970. (Best Laid Plans of Mice and Men: Your Asst. Ed. goes out to chase the D&H Sat. July 30, sits down after a hard day of chasing to an excellent late dinner at the New Arlington Hotel (an especial reward for getting the Newsletter mailed 15 days before the meeting the day before); picks up the morning paper and reads "some of the unpleasant'st words that ever blotted paper". The New Arlington is a good hotel in Whitehall NY. D&H crews stay there) Mr. Sterzing's resignation "by request" of the US Railway Administration came as the culmination of over a year's trouble for the D&H with its greatly expanded system, created as part of the final ConRail plan to give a semblance of competition to ConRail. The D&H's normal problems were compounded by the losses (\$3 m. a year) on its CR-competitive TOFC/COFC service out of Oak Island (Newark). "The volume was there, but not the profits." said a D&H spokesman (Railway Age). The D&H had a \$28m. line of credit from the USRA; by June of this year D&H had been advanced \$24m. by the USRA who thus became the D&H's 'prime banker'. USRA balked at lending the D&H any more funds; the D&H then tried to abandon the Oak Is. line (with USRA's blessing) but the ICC denied request for an \$80/load surcharge. Last month the D&H applied for another \$2m. loan; USRA demurred; 25 July Pres. Fishwick of parent NW announced the NW would not advance D&H any more funds and felt the road might well be headed for bankruptcy; 27 July Mr. Sterzing agreed privately to resign, 28 July USRA OK'd the loan, and 1 August Mr. Sterzing submitted his formal resignation.

USRA is now clearly in the D&H saddle and has announced that the D&H will be run by a management troika. Chief Executive Officer is Selig Altschul; the day-to-day running of the road will be in the hands of William E. Ruby, VP-Operations, an NW executive who replaced H. W. Hontz only three months ago, and Thomas W. Egan, VP-Administration, who steps up from being D&H VP and Comptroller.

Altschul has had two months' railroad experience; he is an airline industry consultant appointed to the 3-member D&H Board of Directors in June by the USRA (who has the right under the loan agreement to appoint one D&H director), reportedly at the instigation of Arthur D. Lewis, the then USRA President, but who since July 1 has been head of the National Assn. of Motor Bus Owners. Lewis has had a chequered career; before joining USRA he served as president of Eastern Airlines (a company much like its namesake the Eastern RR) during Eastern's tailspin and later headed a Wall St. firm that went bankrupt.

Only time will tell how the D&H and its new management can work out the road's problems. The D&H clearly has a tough time ahead though it may well be blessed with a management that is neither wholly old-school nor entirely neophyte. Already changes have been seen: the D&H is participating in run-through arrangements with the B&M to insure prompter connections; under its previous management the D&H was not always that snappy on its portion of the New England-Chicago piggyback traffic and that traffic suffered for it. We wish the Delaware & Hudson luck; they will need it in the months ahead.

GIANT NEWSLETTER SALE

There is a pile of back 1976-7 fiscal year Newsletters occupying space on the Asst. Editor's work table. Space is now needed for a 1977-8 crop... So-o-o, rather than throw them out or bury them in the archives, we've conceived the idea of the COLOSSAL NEWSLETTER SALE !!!

Maybe you're a new member who's joined this fiscal year but who wonders what went on on the B&M last year.. or an existing member who's misplaced a valued back issue. Well, here's your chance to pick one up, the opportunity of a lifetime, once these are gone you will have missed your chance, unless you act now!! These Newsletters will never be reprinted, they are the genuine article, no Xerox.

Buying a back Newsletter is a charitable act: not only are you helping the B&MRRHS and the Memb. Sec. but you will also be aiding our Canadian cousins. How? may you ask. Well, bulk mail applies only to the US; these Newsletters sent to US points cost but 2.1¢ (until the P. O. jacks up the rates again) but Canadian mail goes as first class at 13¢ a throw; right, you guessed it, the catch...

PRICE: for US points: one valid, usable 13¢ US stamp per each Newsletter ordered; for Canada the rate is a Canadian quarter per Newsletter (Canadian coinage circulates freely in New England); we will accept checks and other monies from Canadians only; our object is to get stamps for the Canadian mailings (17 members).

ALL ORDERS to US points will be sent out in the first bulk mailing after receipt of order; Canadian orders will be mailed first class.

SEND ORDERS TO: T. R. Engel, B&MRRHS, Dept. NS, Box 369, Belmont MA 02178. A good idea is to enclose the stamps in wax paper or some such to take care of possible moisture problems.

MAY 1976 — Golden Oldie: the old Newsletter, before the present management got its hands on it, a blast from the past.

JANUARY 1977 — with Spotlight On Engineering, Vermont Northern & its equipment, the Poetry Page, and the 1963 B&M system map showing single & double track and CTC.

MARCH 1977 — with The Commuter Takeover, Foreign Affairs, Equipment Notes, Extras, and ROUTES.

APRIL 1977 — with The Tender Offer, Commuter Comments, MEC Matters, D&Happenings starring the Turbo, B&M Alco RS-3's, — and Mr. Graustein's Milk.

JUNE 1977 — A Blockbuster! with Mr. Dustin's Remarks, Commuter Comments, ROOTS, Disaster! The Goodwin RR, D&Happenings with the Oak Island line, ConRail Comments, and... THE SYMBOL FREIGHT SCHEDULE

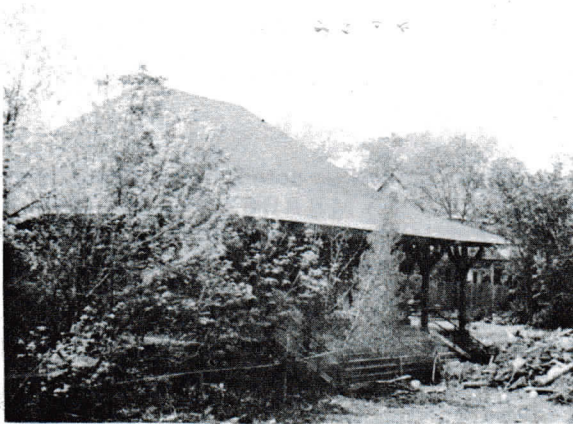
... PLUS LOTS MORE IN THE ABOVE!!! ORDER NOW!! GIANT NEWSLETTER SALE !!

QUERIES A few of our members have sent in questions they've had or have asked us about some current happenings. Also, we have a few of our own. Herewith, a few...

- 1) Does anyone know what has happened to the Florida Mountain repeater for the west end Billerica dispatcher freq. 161.52? Since mid-June we cannot get the B. dispatcher out on the west end (J. Armstrong)
- 2) What are the B&M's radio frequencies? (Carl England)
- 3) Now that the B&M is down to only one ball signal (at Whitefield NH) we believe that this is the last ball signal in operation in North America, perhaps the world. Does anyone know otherwise? (T. R. Engel)
- 4) Do any of you know the Horrible Truth about the fate of the Delaware & Hudson Co., chartered 1823? answer next month. Also, what infamous RR susidiary makes underwear, or did 10 years ago?

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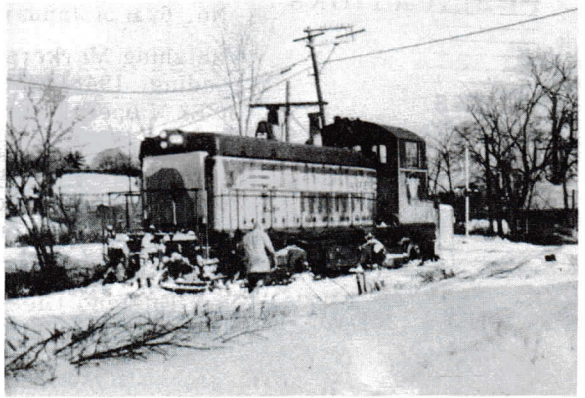
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(figs. 1 & 2) The Glory That Was Medford: Park St. Depot (Medford, MA) on the abandoned portion of the Medford branch; ca. $\frac{1}{2}$ mi. of the east end survives. Branch is obliterated except for a few traces west of I-93; until a few months ago the abandoned right-of-way east of there survived intact, though without rail. Now that right-of-way, a shallow channel with a low granite block retaining wall, is being filled in. The depot (owned by the Paleface Club?) is not threatened; however, the concrete footbridge (fig. 2) of a style more at home in Venice than Medford was demolished 2 months ago. Fate of the right-of-way is unknown. (fig. 3) Arch-aeology: Freestone arch (no mortar, very rare for RR bridges) over Stony Brook, Westford, Mass. Built for Nashua, Acton & Boston RR in the 1870's; line abandoned, 1925. Reportedly one of only two such freestone arches on B&M system. Good for another 100 years, at least. Figs. 1, 2, 3 taken in April 1977. (fig. 4) Brrr-rr: Frigid relief: B&M loco. #1226 opening the Central Mass. branch at South Sudbury after a snowstorm on a blustery near-zero last day of 1976. Not so long ago, and not so far off. (All photos taken by your Assistant Editor)

------(detach along dashed line, if need be)-----

LATE RENEWAL (or new member) FORM: Dues are \$10 per annum; life memberships are \$100; conversions from annual to life membership may be made. Make all Checks, money orders, etc. payable to the B&M RR Hist. Soc. at the Reading address, but SEND them to the Membership Secretary at the Belmont Box: T. R. Engel, Membership Secretary, B&MRRHS, P. O. Box 369, Belmont MA 02178. The Society's Membership (and fiscal) year runs July 1-June 30. If you have renewed no need to renew again.

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New Member: Annual ___ Life ___ If you are a new member, what specific areas of B&M history and/or operations are of interest to you? Would you be willing to loan photographs and data for use in the Society's publications? Would you be willing to do research for articles or write material to be used in our publications? Do you have anything that you would be willing to donate to the Society's growing collection of B&M railroiana and hardware? If so, please write on the back of this form your response.

• 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 \$8.00; Non-members \$10.00 (NOTE NEW PRICES!)

B & M BULLETINS Spring (30 left), Summer (30 left), Fall 1975 (45 left), Winter 1975-6 (10 left), Spring 1976, PRICE: \$1.75 each to members, \$2.00 to non-members
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PUBLISHERS Softbound. This book features John Krause's photography of B&M, CV, Rutland,
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