

Boston & Maine Railroad Historical Society

Incorporated

NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

September 1977

The October meeting of the B&MRRHS will be held Oct. 8, 1977 at 8 PM (2000 hrs) at the First Parish Unitarian Church, Woburn Square, Woburn, Mass. Our meetings are held the second Saturday of every month at 8 PM at the above church, unless specified in advance.

- NOVEMBER MEETING: Joint meeting with the Amherst Railway Society at 8 PM, Nov. 5 in the Engineering Auditorium at the University of Massachusetts in Amherst. The Auditorium is located in the Engineering East building adjacent to Parking Lot 65 on the U. Mass. Amherst campus. The program will be a joint New England slide presentation by Dana Goodwin and Arnold Wilder. (If you missed their RRE presentations you won't want to miss out on this one!!) Complete directions on how to reach the meeting location will appear in the next Newsletter. In the meantime, please note the change in meeting date from the second to the first Saturday of the month due to non-availability of the auditorium on our normal weekend.

DECEMBER MEETING: 8 PM, Saturday, December 10 at the usual location in Woburn. Program will be an all-B&M 1940-1960 era slide show with sound and music by Art Mitchell.

- Per order of the Chairman of the Board we have set back the Final Pink Sheet Newsletter one month; the pink sheet cut-off notices will go out to the Unrenewed next month. However, I will be putting a large brown dot on the mailing labels for this Newsletter of everyone whom our records show as unrenewed. Remember: only those renewed will be sent the Fall Bulletin. Dues are \$10 / year; life memberships are \$100.
- That address for all membership/circulation matters: T. R. Engel, Membership Sec., B&MRRHS, P. O. Box 369, Belmont MA 02178; make checks to the society and not any of its officers (Please!). — TRE

B&MEETING: At this typing we have not yet received the Secretary's report for the Sept. 10 meeting. As your Asst. Ed. feels he can not trust his memory on this one we will defer a report until next month when we expect to have the report.

WHA' HOPPEN'? By now our readers will be anxious over what happened to that fancy Newsletter you all know and love. Where's the B&Metc. headings? that small type so much like print? Well, the typewriter that produces all that has broken down and this one, while the same model, has a radically different type style which renders it very difficult to do the Fancy Formatting that characterizes our Newsletter. This breakdown, coupled with unusual volume of work for your staff, has delayed Newsletter production 3-4 days and to expedite matters a lot of news is going to be put off until the next issue (which is going out early because of the meeting time/place change). We sure hope that the regular typewriter will be back in operation for the next issue so we can continue the same service John and I have been giving our readers over the past 12 months. In the meantime, please bear with us.

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.

Oldest Piece of B&M Rolling Stock Found: At the Conway Scenic Railroad, North Conway, NH, we have located what we feel is the oldest piece of B&M rolling stock in existence. It is an open platform coach, wood body on wood underframe. Where it was built and by whom is unknown, but it appears to be at least a hundred years old. B&M records show it to be 45' 2" in length, had 3 $\frac{3}{4}$ " x 7" journals, ironbound trucks, Tower couplers. It was originally numbered P13 ('P' possibly stands for Passumpsic), renumbered 23, renumbered 789, renumbered 77, changed to M3179 7/1912, set on the ground at N. Conway, date unknown, retired at N. Conway 5/1949, moved to the back yard of Mr. Fred Haley, North Conway where it stayed until it was acquired by the Conway Scenic RR and moved back to the railroad yard in N. Conway in 1975. The car has 14 arch-windows on each side although some of them have been boarded up; it also has wide letterboards and roof ends. The interior of the car indicated that at some time in its existence it was converted from a coach to a diner. The number "77" is still legible in the interior of the car.

Is it possible that this car was built at the Lyndonville, Vt. shops of the Passumpsic RR?

Anyone who can shed some light on the origin of this rare piece of B&M rolling stock is urged to contact Leroy C. Hutchinson, c/o the Society's Reading address or at 37 Pearl Street, Reading MA 01867.

PUBLICATIONS The much-delayed New England Diesels is coming, folks!! To those of you who ordered pre-publication copies, our apologies for the lengthy delay. Recent discussions with the publisher indicate that the strike in the printing plant should be resolved by October 1 or thereabouts and the books should then arrive late in the month so that they will be available for distribution at the November meeting to those who attend. All others will be mailed. — J. C. Hutchins

B&MEMBERS We welcome the following new members to the B&MRRHS: Richard R. Hurd, Maynard MA; Michael C. Fortier, Barre VT; Dave Frary, Swampscott MA; Edward C. Fisch, Oakland CA; Elmer T. Johnson, Ascutney VT; Michael J. Connor, Lansdown PA; J. Drennan Lowell, M. D., Winchester MA; Capt. Kenneth H. Warner, Branford CT; Elliot W. Hoffman, Southboro MA; James A. Shea, Nashua NH;

BOSTON & MAINE RAILROAD HISTORICAL SOCIETY--REPORT OF THE TREASURER

INCOME		EXPENDITURES (cont'd)	
Central Mass. Book	\$ 3,002.92	New Eng. Diesel Book	\$ 3,285.00
Bulletin Sales	5,567.08	Miscl.	158.06
Donations	22.85	Office Supplies	60.97
Dues	10,808.46	Bank Charges	34.54
Miscl.	66.05	Refunds	17.59
V. M. Book	2,733.40	Comm. Mass. Non Profit Report	50.00
U. C. L. Book	195.95	200 Posters	100.45
Var. Books	499.68	Dinner for Speaker	28.19
<u>New Eng. Diesel Book</u>	<u>4,480.75</u>	U. C. L. Book	80.40
TOTAL	\$ 27,377.14	Railroad Collection	2,000.00
EXPENDITURES		Van Rental	57.73
Hall Rent	120.00	<u>Bulletin</u>	<u>8,588.89</u>
Postage & Stationery	906.44	TOTAL	\$ 28,164.58
Xerox Use	66.49	RECAP	
Newsletters	1,109.91	Balance as of May 23, 1976	3,498.51
Telephone Calls	316.55	Income	27,377.14
Treas. Spec. Acct.	7,000.00	Total	30,875.65
Computer Use	183.53	Expenditures	28,164.58
Printing	928.27	Balance as of June 30, 1977	2,711.07
V. M. Book	2,784.93	* * * * *	* * * * *
Bulk Mailing	286.64	Woburn 5 ¢ Savings Bank balance	\$ 7,373.72
		Interest earned 1976-77	263.18

Respectfully Submitted, Charles P. Smith, Treasurer

A LOOK AT THE PAST -- Items from Boston & Maine Employes Magazine

50 years ago OCTOBER 1927 - Leading article: "The Post Office on Wheels" by J. A. Crowley story of starting of R. M. S. -Aug. 28, 1864, C&NW Ry., mention of J. H. Pitney, served on Troy NY-Boston run 1861 til 1915..pix car 2282.. "Bettering a Fine Yard", P. F. Cassidy, tells of improvements at Mc'ville Yd.. "Buff and Blue it is" locomotives named "Paul Revere" and "William Dawes" for the Minute Man train, have correct colors.. photo of 3668 4-6-2.. "Passenger Locomotives Change Appearance"- numbers on cab, herald on tender.. "A Record-Breaking Shipment": 26 cars of "Rockwall" in special train from Atlantic Gypsum Products Co., Portsmouth, NH; photo of engine...

25 years ago OCTOBER 1952 - Front Cover shows train #14 crossing Cocheco River bridge just west of Dover, NH [The Chochoeco RR - feature story in our Summer 1977 Bulletin, just off the press - Ed.]..Feature article: "The Portland Division" - photos of "Chiefs and Division Landmarks"- including Supt. C. A. Came, Harold Tupper, Div. Eng.; stations at Old Orchard, Me., Dover, and N. Conway, NH with trains passing them.. articles give detail accounts of the three main-lines plus 10 branches. Photos also show E. B. freight at Madbury, NH; also, Asst. Div. Eng. R. F. Garner, recently retired after 37 years. Cliff Somerville was author of article.. "Rare type of Signal Is Retired" - revolving banner signal on Woburn loop described with photo - by W. W. Hartzell, Field Eng., Signals.. "Among Those Retiring" - John B. Sawyer, Gen Attorney and Fred L. Sears, head of Bureau of Statistics, also had charge of graduate course in RR economics at Boston University.. picture of engine 2358 and caboos at Mcville NY and Wolfboro NH Sta..photo-study entitled: "Night Life on the B&M" E. Deerfield Y

~~SLEUTH--We have a missing member: Robert W. Buswell, Keene NH. Any word of his whereabouts-we hope nothing untoward has become of him- were greatly appreciated. Send any info. to the Memb. Sec. at the Belmont box.~~

COMING EVENTS OF NOTE
WOLFEBOROUGH RR Fall Foliage trips on the original Wolfeborough to 10/15 schedule in effect (all departures Wolfeborough): WEEKDAYS at 1200 and 1430 using motortrain; WEEKENDS at 1200 and 1430 steam train and 1110, 1310, & 1540 motor train. The WRR plans to operate thru the winter with the motortrain running weekends, prob. at 1200 & 1430. **FLASH!!EXTRA!!** D&H Colonie-Tunnelton (Albany & Susquehanna) trip has been cancelled. The D&H is reconsidering its fan trip policy. 22-23 Oct. 1977 Steamtown Foundation 4th Annual Railfans Weekend. Museum grounds open 0830 and first train at 1000. Adm. \$31.95 per person (no cut-rate nor one-day tickets; all payments must be by Postal money order or certified check. No refunds. Steamtown Foundation, P. O. Box 71, Bellows Falls VT 05101
29 Oct.: TRAINFAIR '77: THE Model RR Open House. Lawrence Model RR Associates, Eagle Mtn. RR, B&M Operators. 9 May Ct., Methuen MA 01844
5 Nov. Annual Fall Model RR & Open House Show, Seacoast Div., NER-NMRA. Auburn ME Holiday Inn, 0900-1700; Exit 12, Maine Tapke., Adm. \$1.

Two of our members have recently put out some new publications:

The Railroad That Came Out at Night, published by the Stephen Greene Press is "a surprise package, a veritable grab-bag of railroad oddities" written by member Frank Kyper. Autographed copies may be ordered by Special Offer at \$7.95 a copy (Mass. residents please at 40¢ sales tax per book ordered). Railroad Publications/20 Hilltop Drive/Burlington MA 01803

New England States Limited, a new quarterly magazine from New England Rail Service, Box 701, Keene NH 03431, covers the New England railroad scene past and present including information for modelers. Subscriptions are \$8/year.

B&MARKETPLACE--We accept ads from our members for publication in the Newsletter; please keep them short as possible; we reserve the right to edit all copy, also ads will be run on a space available basis.

- I have just purchased the Potter Place RR station northwest of Franklin NH. I would like to restore it and am interested in corresponding with anyone who might be able to help me. C. M. Taylor, Box 31, New London NH 03257. 19 Oct. Annual Banquet, Mass. Bay RRE, Summerside Lodge, Malden, Mass. (old B&M Depot). Featured Speaker: Mr. PAUL REISTRUP, President of Amtrak. Cocktails 1830hrs., Dinner 1700 sharp! Tickets \$8.95; order from Trip Comm., Mass. Bay RRE, Inc., Box 136, Ward Hill MA 01830. Make checks payable to Mass. Bay RRE. If ordering after 10/13 call & make reservation with William Crawford, (617) 581-0411 so we can let the caterer know how many to expect.

B&MATTERS--Commuter Comments...TUFTS station on the New Hampshire route main line in Medford, Mass. reopened Sept. 1, having been closed for nearly 20 yrs. New facilities were dedicated 9/15 with much flourish: speeches by the Lt. Gov. Tufts President Jean Mayer, with appropriate music by the Tufts Symphonic Band. Presently only a limited number of trains stop there; if patronage warrants the number of stops will be increased. During the dedication ceremony a giant replica of a pocket watch was hung from the station sign; the wooden watch was believed to have been displayed in the original Tufts station...MBTA ENGINE # 7538 was repainted at Billerica shops in the new MBTA paint scheme for commuter rail power: purple, gray, and yellow. In color arrangement the scheme is much like the old DL&W diesel scheme with the MBTA purple replacing the maroon of the Lackawanna...**COMMUTER IMPROVEMENTS:** tie bundles have been dropped on the Fitchburg main through Belmont (westward track) for tie and welded rail work; crews are now working in Belmont..RDC's are expected to get their new radios in Sept. & Oct...ALCO PA's: LATEST WORD: they may be coming but as of last weekend (9/24-25) they were not on the B&M property.

NEW PAINT scheme for the 18 new GP40-2's (we can't state for certain at this moment that they are coming or ordered) expected in Dec.: International orange & white. Body will be international orange top and bottom with an off-white band around the unit; Hood will also be off-white; trucks will be black. (We'd appreciate more details on the new color scheme.)

CONVERSION of the High St./West Medford/Rte. 60, etc. crossing from manual to automatic creating a ruckus in that area: B&M had installed automatic equipment but kept a tender on duty under pressure from Medford. Now the "T" owns the line and will discontinue manning the crossing unless Medford pays the \$54,293 it costs to man the crossing. Because of the acute angle of High St. and the intersecting roads the crossing is a risky one and many felt it would be the last manual crossing on the B&M. However, retention of manned crossing is more a matter of politics, economics, and labor relations than safety: thus it happens some of the safest crossings are still manual while some of the most dangerous have long been automatic.

ENGINEERING AT WORK--Comm. & Signals personnel have started work on the Mc'ville yard project; first rehabilitating the switch machines and now working on the master retarder for the retarder portion of the project; also new Diesel fueling and pollution-control facilities are being built..INTERLOCKING at Middlesex has been retired; in the same area temporary signal work in connection with rebuilding the Pawtucket St. bridge in Lowell has been completed..the welded rail plant is in full operation & preparing 5 track miles of 115# rail for the westward track on the Vt. & Mass. between Parkers and E. Gardner. After that: 5 more miles for Union Sq., Somerville to Waverley westbound; then 6 more miles under contract for the MBTA..FRANKLIN br. (NYNH&H) 32,000 new ties to be installed using the Loram Auto Sled, a machine that removes the ballast to the bottom of the tie at the same time removing the defective ties..EQUIPMENT NOTES: Engines 1708, 1721, and 1750 are in Billerica shop for complete rewiring and engine program; this work will upgrade 1708 & 1721 from GP-9 to -18. not only D&H units are showing up on the B&M: some of the CNW units leased to CR are showing up..the B&M's major supplier of diesel lube oil increased the price 1¢/gal. It may seem small but it will cost the B&M \$1000 more over the next 6 months (QUICK: How much lube oil do they use in a year?).

RADIO FREQUENCIES: The Florida Mtn. repeater (see Aug.) is still in business; the reason for its seeming disappearance: the B&M began using a duplex transmission system for radio in June. (Speaking of radio, we've seen in Railway Age that the B&M is planning a microwave communications system.) The dispatchers talk on one channel, the train crews answer on another. Frequencies & their users:

Channel 1	161.16 (dispatcher), 161.52 (train crews)
" 2	161.37 Engineering Channel, used by Signal and Engineering vehicles. Dispatchers in Billerica coordinate all engineering activities on this channel
" 3	161.40 Yard & Tower Channel; towers, trains, & yard offices
" 4	161.25 B&M Police Channel, only used in Boston area, police generally stay on Chan. 1, use this as auxilliary.

(Our thanks to Barry Sullivan, Tony Lo Russo for this info.)

STOP THE PRESSES!!! 3 D&H ALCO PA's TO COME 9/30 on AP-4 to Boston, dead move!!

NORTH COUNTRY NOTES: "State May Duck Paying Big RR Bill"--Laconia Evening Citizen, 19 Aug. Problem is that work on the state-owned Concord-Lincoln (operated by Goodwin RR Co.) and the N. Stratford-Beecher Falls (operated by North Stratford RR Co.) lines repairing track and roadbeds was started with only a verbal agreement with the Public Service Commission. Federal reimbursement of rebuilding expenses may be jeopardized by the two companies' being encouraged to go ahead without written contracts. An estimated \$25,000 of work has already been done. The NH Transportation Authority (to whose jurisdiction the lines were transferred early in Aug.) warned the companies of the risk; North Stratford halted all work (causing postponements in its operating schedules) though Goodwin preferred not to interrupt the work and continued while hoping that a contract to patch up the difficulties can be worked out. The man who headed the PSC's Railroad Div. when rehabilitation work began said he could see no reason for the confusion and that the work had sufficient authorization to proceed & would meet all Federal reimbursement requirements. The Attn.-General's office had recommended work be stopped until the legal matters could be reviewed. Meanwhile the Transportation Authority's acting director has been drafting a contract to cover all regulations and clear up the confusion...NEW CENTRAL VERMONT paint scheme: RS11 #3601 was painted dark green with two wide yellow stripes encircling the engine. Stripes break on long hood where noodle CV logo is located. (Portland RRE)

MAINE CENTRAL MATTERS: The MEC has refunded; 8 Sept. notices for calling all the road's 1st Mortgage bonds were mailed, call date is Oct. 11. The new securities are expensive: \$4.5m. 1st 9 $\frac{3}{4}$ % of 1987; \$4.5m. Eq. trusts 9 $\frac{1}{4}$ % of 1991; and \$1m. coll. trusts 9 $\frac{3}{4}$ % of 1991. (These last are secured by MSTP&SSM income bonds due 1991, par for par) Fixed charges are up over \$300,000; had the MEC had to pay those charges in the last two years the road would have shown deficits, not great ones (Much better than the B&M's) but still deficits. We do not know the sinking fund provisions; historically the MEC's have always been onerous. Very definitely prognosis is: guarded, many hazards ahead.

MURDER ON THE LAKE SHORE LIMITED? An aura of mystery surrounds the violent death of a passenger who jumped or fell from the Boston-Chicago Lake Shore Ltd. while that train sped westward through northeastern Indiana Sunday Sept. 18. The man, who died in a hospital shortly after being found on the roadbed, was carrying a Columbian passport but also was carrying papers bearing different identification and a NY-Chicago ticket. Police sped to meet the train at Chicago and detained the passengers for questioning. No one has been charged or held; one eyewitness told police "that the subject leaped from the train of his own volition". The eyewitness allegedly told police he had tried to converse with the man, who apparently spoke only Spanish. Authorities declined comment on black curly hair found in the dead man's clenched fists.

The authorities clearly have a case worthy of a Hercule Poirot. Is the Lake Shore taking over the defunct Orient Express' place as the train of mystery? On its Boston leg it already features an unexplained 8-mile run backwards at high speed. A little discreet advertising and the adventurous public would come flocking to ride this train. Patronage has been steadily rising.

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
Summer, Fall 1976, Winter 1976-7, Spring, Summer 1977;
PRICE: \$2.00 each to members, \$2.25 to others

OTHER

Scale drawing of Mogul 1388 - 70¢ (only 20 left!)
1860 Woburn Branch election poster - 70¢ (only 21 left!)
1932 Snow Train menu - 25¢

B&MRRHS

Copies of the poem "The Canaan Wreck" available at 50¢ each (13 left).
Reprinted Montpelier & Wells River / Barre & Chelsea RR employes' timetable
No. 62B of January 22, 1928. Members \$1.50; Non members \$1.75.

PUBLICATIONS

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

PUBLISHERS

New England Diesels, Available in October, Reserve yours now! Members \$24,
Non-members \$26.95 retail.

NEW! NEW!

BOSTON & MAINE R.R.

Historical Society, inc.

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SEPTEMBER 1977

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