

Boston & Maine Railroad Historical Society

Incorporated

NEWSLETTER

P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

August 15, 1978

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

SEPTEMBER MEETING: September 9, 1978, 8 PM, First Parish Unitarian Church, Woburn Square, Woburn, Mass. (our regular meeting place and back to our regular 2nd Saturday time). This is our annual meeting and will also be the time of our postponed annual elections (for which ballot is enclosed with this issue). Entertainment will be a members' night so bring your slides and movies.

OCTOBER MEETING: October 14, 1978, 8 PM, First Unitarian Parish Church, Woburn Square, Woburn, Mass. Entertainment and business unknown at this typing (1720 hrs. 20 Aug.).

- **BALLOTS**
YES, We have some ballotti, we have some ballotti today. Your official ballot for the September elections will be found on the penultimate page & will be the only ballots considered valid. You will have only one vote for each of the offices but you will have up to TWO for director, number of votes = number of openings. Send ballots to (or bring them to the meeting early): B&MRRHS, Dept. Elec., Box 302, Reading MA 01867.
- **DUES**
Scooby-doo-by-doo-ues, la-dee-da-da-da, you should pay your dues, (back by popular request), yes, dues are becoming increasingly due (\$10 per annum, \$100 conversion to life) for the 1978-9 fiscal & membership year, so due that those unrenewed at the next Newsletter mailing will contract the brown-splotch-on-mailing-label disease which condition if not corrected leads to brown-splotch-plus-pink-sheet in the October Newsletter and no more Newsletters or Bulletins until you renew. Send renewals to:
- **ARE**
T. R. Engel, Memb. Sec., B&MRRHS, P. O. Box 369, Belmont MA 02178.
- **DUE!**

B&Meeting

The August meeting of the Boston & Maine Railroad Historical Society was held in Stall Four of the Conway Scenic RR's roundhouse, Saturday evening August 12, 1978. Due to the lateness of the hour when President Leroy C. Hutchinson called the meeting to order (ca. 2100 hrs.) the regular business portion of the meeting was dispensed with (with consent of the meeting). President Hutchinson briefly introduced the officers and directors in attendance and then without further ado proceeded to the entertainment portion of the meeting, which was given by Mr. Ron Johnson, a member from Portland, Me.

Earlier in the day as part of the day's festivities two double-headed steam trains were run using the CSRR's two steam engines: coal-fired #47, an 0-6-0, and oil-burning #108, a 2-6-2. Also included was a trip to Intervale and the MEC interchange by Diesel power (GE 44-tonner) which became a mixed train when a carload of ties was picked up. The second steam double-header which was run as an extra presented a slight operational conundrum: extras normally bear the number of their engine but this time the train would be coming back with a different engine in the lead as Conway Scenic runs their power around the train without turning. Dwight Smith, the CSRR's President and General Manager, quickly solved the problem by issuing two orders, one for going and one for returning.

While B&MRRHS attendance was not as high as last year's (due to the rainy weather, which cleared just before sunset) the CSRR had many non-B&MRRHS passengers and set another record ridership. Everyone had a good time and all concerned were quite pleased for the occasion. Many thanks to Dwight Smith and the other employes of the Conway Scenic for such a pleasant and interesting day. — TRE

B&Memos

HELP-WANTED — Entertainment Chairman needed immediately. Can have committee with two or three persons. If interested contact Pres. Leroy C. Hutchinson at 37 Pearl St., Reading MA 01867.

B&Members

We welcome the following new members to the B&MRRHS: James Nigzus, Lowell MA; Richard Mazzuchelli, Watertown MA; Harold Surgecoff, Medford MA; Arthur Mitchell Fort Collins CO; Stephen L. Delaney, Peabody MA. Welcome to the B&MRRHS!

NEWS

That address for all your Newsletter items: John C. Alden, Newsletter Editor, 11 Riverside Ave. Concord MA 01742. We depend on you our readers for our items. DEADLINE: ca. Sept. 16-22.

BOOKS! BOOKS! — a short compendium of those available (none are being offered by the B&MRRHS)

New England Railroads, Past, Present, and Future, by David P. Fuller. Available from New England Transportation Research, Box 3032, Portland ME 04104. Regular Price \$15.95; Special Price to B&MRRHS members: \$13.95. (This is the book reviewed here last month but the ordering address got left off during late night (actually early morning) rewriting and typing.)

The New Haven Railroad; a Fond Look Back, by Andrew J. Pavlucik. A "memory book" capturing the old New Haven of the 1930's, 40's, and 50's; expected to be published late this summer. Prepublication price is \$8.00, after publication \$8.75. Write Pershing Press, Box 1743, New Haven CT 06507.

The ABC's of Model Railroading, 72pp., Kalmbach Books, 1027 North 7th St., Milwaukee WI 53233. Price: \$4.00. Aimed at the novice modeler and based on a series of articles in Model Railroader magazine. Now updated, these articles present the fundamental steps of model railroading and about every subject of model railroading is discussed.

More Railroads You Can Model, Kalmbach Books, (same address above), 75pp., \$4.50. A book on prototype railroads describing operations, equipment, etc. with maps. Nine roads in all ranging from shortlines to main lines, passenger, freight, interurbans. One of the nine is our own Gloucester Branch. An "ideas" book with suggested track plans, operating tips, and tables for scale dimensions.

Northern Rails, 1978 Edition. Order postpaid from: 470 Railroad Club, Dept. F, Box 641, Portland ME 04104. Price \$3.80. A glossy 32-page complete railfan's guide to the States of Maine, NH & VT. Capsule descriptions of roads, with maps, photos, rosters, locations, etc.

Sept. 8, 1978, 7:45 PM. Joint meeting Boston Chpt. NRHS and Mass. Bay RRE Newton Highlands Cong. Church, 54 Lincoln St., Newton Hghlnds, MA. Ed Galvin of the Maine Central will be the speaker.

COMING Sept. 8-24. Model engineering & antique power show, The Arts & Science Center, 14 Court St. Nashua NH 03060. Monday-Sat. 10AM-5PM, Thurs. evng. 6-9PM, Sund. 1:30-5PM, Free. Variety of items,*steam locomotive models, model airplane engines, and marine models are on display; one exhibit depicts building a B&M pacific from casting to finished product.

EVENTS Sept. 16 only Special Events: rides on a model steam locomotive and demonstration of a radio controlled steam tugboat. The B&M will have a 12" to the foot locomotive and boxcar on display.

Sept. 16, Annual Railfan's Day, Conway Scenic RR, N. Conway NH. Double-header steam trains, diesel-powered freight train. Special exhibits of rolling stock, equipment, & collectables. Evening slide & movie program. Free admission Flea Market. Trains lv. 11AM, 1, 2:30, & 4PM. Flea market tables by advance reservation only, For full details send SSAE to Dwight A. Smith, Pres., Conway Scenic RR, Box 947, N. Conway NH 03860.

OF

Oct. 14, Boston-Chatham NY via the B&A and return. Mass. Bay RRE. See enclosed Flyer. Sept. 30, Portland-Gorham & return via the Grand Trunk; Oct. 1 Portland-Island Pond Vt. & return via Grand Trunk. For details write 470 RR Club, Box 641, Portland ME 04104. SASE

NOTE

Wolfeborough RR is running! Schedule (to 9/4): Daily lv. Wolfeboro 0930*, 1200, 1430, 1630(; arr. Wolfeboro 1055*, 1420, 1630, 1730. Lv. Sanbornville: 1010*, 1310, 1530b; arr S'b'v'e: 1310, 1530. 9/4-10/15: lv. W'fbr.: 1200, 1430; arr. W'fbr. 1420, 1630; lv. S'bve. 1310, 1530b Arr. S'bville. 1530b. (=to Cotton Vlly. & rtn. only, b=no return, *=weekends only runs.

MODEL REVIEW Westside Models version of the B&M 2-8-4 class T-1-a is now on the dealers' shelves. Unfortunately it is a disappointment for B&M modelers as it is detailed for the Southern Pacific version, not the B&M version. At about \$300 each and considering that more \$ will have to be spent purchasing parts to redetail it to resemble a B&M machine it is not worth the money. I would suggest that B&M modelers allow this overpriced mongrel stay on the dealers shelves. —Harry A. Frye

B&Marketplace We publish ads by members as space permits. Please keep them as short as possible & send them on a separate sheet of paper. Don't forget to include name & address! We may edit ads to fit them in. Also, in the future we are going to have to lower the priority on ads so we can no longer guarantee running them in the next Newsletter.

- New England Railroad Calendar for 1979; Order from Comet Films of Boston, Box 8741, JFK Station, Boston MA 02114.
- WANTED: B&M Employes' Magazine Vol 5, #3, June 1928. State price & condition. Preston S. Johnson, 57 Lynn Fells Parkway, Melrose MA 02176.
- WANTED: Back B&M Bulletins prior to Vol 4 #2. Please advise price when answering. Clayton D. Sargent, 4 East Union St., Goffstown NH 03045.

SYMBOL FREIGHTS CHANGES: AP-4: Sat lv. Mcville 2000; AP-3: Mon-Thu lv. Bos. 2130, Sat 1st crew lv. 0130, 2nd crew 1230, Sun lv. 1230; AE-9/EA-10: ex Sun, Mon lv. Ayer 2000; EZ-10 & ZE-11: daily ex Sun; BR-1 lv. Boston 2200. As of 1500 hrs. 19 August.

PUBLICATIONS The following publications are available postpaid (unless otherwise noted) by ordering direct from this address: Business Mgr., B&MRRHS, Box 223, Harwood Station, Littleton MA 01460. Publications orders sent to any other addresses will be subject to an automatic delay of at least two weeks.

B & M BULLETINS: Fall 1976, Winter 1976-7, Spring, Summer, Fall 1977, Winter 1977-8, Spring 1978, PRICE: \$2 @ to members, \$2.25 @ others. Summer 1978 PRICE: \$2.50 everyone.

OTHER B & MRRHS PUBLICATIONS: 1932 Snow train menu - 25¢; reprinted Montpelier & Wells River/Barre & Chelsea RR employes' timetable #62B of January 22, 1928 - \$1.00

ART PRINT: 20" x 26" full-color print of painting by Peter Rhoads depicting 4-8-2 4117 on a passenger train at the west portal of Hoosac Tunnel. Suitable for framing. Shipped in a durable mailing tube. Regular edition \$5.00; Limited edition (signed & numbered) \$7.00

BOOKS BY OTHER PUBLISHERS: A Pinprick of Light by Carl R. Byron. A 72pp. 6" x 9" softbound history of the construction and operation of Hoosac Tunnel by a well-known B&MRRHS member and former officer. Illustrated with photos, maps, and diagrams. \$4.95.

Vanishing Markers, a 128pp. illustrated description of Boston & Maine railroading, 1948-1952, by a former B&M brakeman. This is a captivating account of B&M operations during one of the most interesting periods in the company's history. Members \$12.50; non-members \$14.95.

New England Diesels, Dave Alpert & George Melvin's photographic chronicle of the Diesel locomotive in New England from the 1930's to the present day. All Class I roads as well as shortlines are represented in the 420+ photographs from New England's major rail photographers as well as some unknowns. The book is organized on a state-by-state basis including maps of rail mileage in each state. An excellent value! Hardbound, 232pp. Members \$24.00; non-members \$26.95

SPOTLIGHT ON BOSTON & MAINE R.R. HISTORY (from B&M Employes' Magazine)

50 years ago SEPT. 1928, Vol 5 #6, "All Out for Outings!" - Employe outings to be held at Centennial Grove, Essex MA; Pine Island Park, Manchester NH;(Goff's Falls Sta.); and Whalom Park near Fitchburg, MA.. 'adequate train service will be provided'.. "New Waiting Room Opens", new waiting room of North Station opened, John Philip Souza was first passenger to inspect it, photos and sketch; over 100,000 wnet through new waiting room.. "Three Minute Men" by C. B. Smith, Eng: of Tests, Mech: Dept.; brief description of 3 engineers who handle the westbound "Minute Man", F. A. Gowen, E. J. Jarvis, C. F. Rowell - photos of each beside their engines. #'s 3681 & 3688 painted in distinctive colonial colors of blue and buff with maroon striping.. last paragraph notes meeting place of east and westbound trains when on schedule at the 'Minute Tapioca' factory in Orange MA "Southern Division Organizes" - for the Safety Campaign; among the groups listed show locations: "Mainline North" - Potter Place, Grafton, Enfield, Haverhill NH, N. Woodstock, goffstown, Henniker, Hillsboro, Elmwood, S. Lyndboro, Chesham, Contocook, and Newbury NH (what RR acticity would be found at these locations today?).. Photo - "Rush Work above New Station" shows Boston Garden being constructed.. "Bellows Falls Vermont" is described on the back cover, among items of interest "More than 900 farms supply the Bellows Falls Coöperative Creamery & 13 cars of bottled milk are shipped to Boston daily"..

25 years ago SEPT.-OCT. 1953, Vol 21 #7 - Front cover shows diesel freight E. B. passing football field, UNH at Durham, NH.. "Our Largest Store" leading article 'Billerica Shops Stores Dept. Handles 30,000 Items' with photos, one showing several P-4's waiting to be scrapped.. "An Early Railroad Landmark" old station at Bradford VT retired, new station at Piermont replaces it. photos.. "Old Records Needed" requests for annual reports of Troy & Boston RR 1852-1887 needed by research staff engaged in writing a new history of the B&M.. "Railroad is honored at Littleton, NH" 100th anniversary of arrival of 1st train, R. M. Edgar, V. P. was the principal speaker; special train with streamlined baggage car with exhibits, modern streamlined coach and diesel locomotive.. listed among personnel changes - W. H. Chaplin appointed General Diesel Foreman, Ye Editor appointed Claim Agent.. A bit of verse re Safety entitled "Be Careful" by M. Livingstone, Yardmaster, Lawrence.. Retirements: Fred J. Dolan, Trainmaster, N. Sta., Herbert G. Moxham, Chief of Police, and Earl P. Clere, Claim Agent, Manley P. Barber, Gen'l. Agent at "A" House...

CV Views The CV will be running a through piggyback train between Palmer MA & Montréal, to begin by Sept. 23. Tentative arrival & départure times: lv. Palmer 1900, lv. Montréal 2000. One crew, no stops, Canadian power. The CV has been busy lowering tracks underneath highway bridges and doing other clearance improvements. Future plans include possibility of auto rack traffic to New London, Ct. MBTA coach rebuilding continues at the ex-CV roundhouse in White River Jct. (Scott Whitney)

B&Matters — THE BIG NEWS — The B&M has just had its first million-dollar quarter in years, at least since 1965 and possibly since the mid 1950's. For 2nd quarter 1978 on gross revenues of \$23,429,467 (cf. 1977's \$22,583,617) the B&M had net income of \$1,008,822 (cf. 1977: \$624,097). !! B&M's figures for the first half of 1978: gross revenues \$44,455,944 (1977: \$42,215,455) with net deficit \$1,837,994 (1977: \$3,410,578). The 1978 6 mos. net loss is very close to the fixed charges for the period: can having income available for fixed charges for the year be far behind? Having income available for fixed charges meant that a financial reorganization were possible; one merely divided the earnings pie a new way, for a description of how it used to be done read Railroad Reorganization by Stuart Daggett. Easier said than done; in actual practice the different classes of creditors wage war on one another over divvying up the new securities and that stage can be the longest in reorganization proceedings.

But one million-dollar quarter does not a successful reorganization make; such results will have to continue and improve, and what with the Railway Clerks' strike on the NW traffic from the NW over the D&H to the B&M has dipped drastically since the beginning of the 3rd quarter and the B&M is hurting. Now that the B&M's reorganization process is close to the "divvying up" of new securities and cash stage and the trustees' tender offer bids fair to retire the bulk of the 1st 6s of 70 interest is arising as to who are the holders of the B&M's income bonds (4½s of 70, no interest paid since 1957) as they may well be the controlling voice in a reorganized B&M. What fate is in store for a reorganized Boston & Maine?

On July 31st the B&M was struck by several shopcraft unions over a dispute over Somerville CETA employes' doing union jobs on repairing the roof of the MBTA-owned Boston Engine Terminal under a contract between Somerville and the MBTA. Picket lines went up at major commuting stations at 0430. The commuter trains did not run at all and freight service was slowly coming to a halt when the strike was ended ca. 1630 in response to an injunction issued by Federal Judge Joseph G. Tauro. The whole matter has gone to arbitration where it currently sits.

Ground-breaking ceremonies were held at the East Deerfield yard on Monday August 7 for yard improvements and redesigning the yard. At the ceremony it was mentioned that the main line through the yards would be moved to the north side, reason unknown. (Scott Whitney)

EQUIPMENT NOTES: 3 ex-B&M passenger cars are running this year on the Chessie Steam Special: #12 is ex-B&M 4805 "Oriole", #13 is ex-B&M 4806 "Chickadee", and #14 ex-B&M 4803 "Black Bird" (Bob Warren) ●● experimental paint scheme: 50-foot box car #49, one of the 10 refurbished 77000 series cars numbered 40-49, has "Boston and Maine" written out in 3 lines (lettering is similar to that on the GP-40's) to the right of the door and "49" in large numerals to the left ●● Proposal is before the courts for B&M to purchase 10 RBL cars presently leased from Fruit Growers' Express; if approved cars will be painted in B&M colors (Don Clerke) ●● Springfield Terminal's 44-tonner was at East Deerfield early this month, along with B&M #119 which may replace it. (Scott Whitney)

CONN RIVER COMMENTS — With the reduction in through (symbol) freights between Springfield & White River Jct. from 3 pairs to 2 a new local has been added (E 9/10 working north out of E. Deerfield) to handle the traffic. Even so, JS-2 has been so heavy as to require helpers to come out of E. Deerfield to go to Brattleboro. ●● Montrealer has been having E-units on it to lead lately. New units might be proving too weak to handle the job alone. Go cab units! ●● Green Mountain RR's new RS-1 is working well & has just been painted. GMRC still has plans of clearing the Cheshire between N. Walpole and Keene. Good thing NH didn't let the rails come up; asphalt is easier to remove than track is to lay! ●● the Claremont & Concord track between Newport and Claremont is now being removed. NH has plans to keep the right of way for possible use in the future if a rail link becomes a necessity. (Scott Whitney)

NORTH COUNTRY NOTES Work is well underway in putting in a highway overpass on US 302 over the MEC Portland & Ogdensburg line through Crawford Notch at the Unique Inn (Notch-land). The highway is being significantly changes and one of the most photogenic locations lost ●●● Whitefield NH ball signals still in use and getting a good workout: in the morning MEC train YR-1 (the Portland-bound train through the Notch), and B&M trains JU-1 and the Groveton local pass through within an hour or two of each other from 0700 to 0830 or so. Late in the afternoon the same thing happens with MEC train RY-2 (bound fro St. Johnsbury) and B&M trains UJ-2 and the Groveton local passing through ca. 1800 hrs. The rest of the time the diamond is pretty quiet. ●● Goodwin RR has done a lot of trackwork on the former B&M Pemigewasset Branch, especially in the Lake Winnepesaukee area. (Ed Boardman) ●● The ex-Amtrak Pullman car with solarium lounge "Sunview" (see May 1978 Newsletter) which was at Portsmouth NH is now at the Wolfeborough RR's yard in Wolfeborough NH. (Scott Gordon).

MODELERS' INFORMATION Miller Advertising now has decals for the B&M GP-40-2's... Prototype Modeler will feature an article on building and detailing a B&M switcher by Dick Waite. I have seen the engine and the article should be well worth reading — Don Clerke, Bulletin Technical Editor.

Send NEWS items to John C. Alden, Newsletter Editor, 11 Riverside Av., Concord MA 01742. Please include the date on your items. ●●● Your Memb. Sec. hopes to get the backlog of renewed members cards out by the end of this week or early next; after Tuesday nothing's in the way. Finally...

LAMOILLE VALLEY Ex-Vermont Northern, ex-St. Johnsbury & Lamoille County, ex-etc. Lamoille Valley RR's reporting marks are LVRC; the line has a fleet of new boxcars in royal blue with white lettering, Louis Beaudoin reports. Mr. Beaudoin observed ex-MEC 44-tonner #14 in front of the shops at Morrisville VT on July 31; inside the diesel portion were ex-D&H RS-3's 7801 & 7802. LVRC diesels and buggies are being painted bright yellow with green lettering and stripes. Interchange is now being done at Fonda Jct. again; apparently future doesn't look good on CV's Richford branch. Rails were rusted and service (if any) is infrequent.

MEChatter MEC has placed an order for 300 new 50-foot boxcars to be built by FMC Corp. of Portland, Ore. 150 75-ton capacity cars are scheduled for delivery late this year; the remaining 150 cars will be delivered late next year. The second set of cars will be 100-ton capacity and will be the largest capacity boxcars ever obtained by Maine Central. Purchase of the cars is subject to satisfactory financing and final approval by the MEC board. Order is in response to increased shipping resulting from increased production of Maine's paper mills.

D&Happenings The Delaware & Hudson's days as a solvent railroad are clearly numbered; with a loss of \$5.3 million in the 1st 6 months of 1978 the U. S. Railway Assn., has denied a D&H request for a \$600,000 loan and suggested that the D&H file for a bankruptcy reorganization. The Wall St. Journal reported that a USRA spokesman had said that the NW shared that feeling but NW (D&H's parent through Dereco, an NW holding company) declined comment. NW has long made it clear they will offer no aid to the D&H and NW President John Fishwick has indicated their remaining investment in D&H would be written off. The search continues for a way to keep the D&H operating but already the several government agencies involved have sharply different opinions on what to do. D&H officials (and some politicians) argue the least disruptive course were to continue federal loans without bankruptcy proceedings until the D&H and other Northeast railroads can be restructured. The Federal RR Administration feels the D&H should go bankrupt followed by ICC action to order one or more railroads to operate the D&H's essential portions while various Northeast restructuring studies are completed. The ICC feels that approach too expensive and instead likes a D&H bankruptcy with use of trustees' certificates and funds under the Emergency Rail Services Act. These events are vitally significant to the B&M as the D&H is their only non-CR interchange to the south & west and it is widely viewed that should the D&H go the B&M would quickly follow.

----- (detach ballot along this dashed line; do NOT include anything else with your ballot) -----

Vote for not more than ONE for each office below Vote for not more than TWO for Director

PRESIDENT
Leroy C. Hutchinson _____

DIRECTORS (TWO to be elected)
Carl R. Byron _____

VICE PRESIDENT
Malcolm Houck _____

Donald G. Hills _____

James P. McGill _____

SECRETARY
Forrest Mack _____

Alex Paone _____

Donald B. Valentine, Jr. _____

TREASURER
Charles P. Smith _____

H. Arnold Wilder _____

TO VOTE: Place an "X" after the person's name. Send ballot to B&MRRHS, Dept. Election, Box 302, Reading MA 01867 or bring to the September meeting early.

+++++ DETACH RENEWAL (OR NEW MEMBER) FORM HERE +++++

Dues are \$10 per annum (year runs July 1 to June 30); life memberships are \$100.
Send to: T. R. Engel, Memb. Sec., B&MRRHS, P. O. Box 369, Belmont MA 02178

RENEWAL ___

NEW _____

NAME _____ MEMB. # _____

STREET & No. _____ DATE _____

STATE _____ ZIP/POSTAL CODE _____ AMOUNT: Annual \$10
Life \$100

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, what? _____