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Dustin 'had and retains' complete confidence of B&M trustees

Certain statements made in Mr. Arthur Ristau's article "One Railroad for New England?" appearing in the New England supplement to the Boston Sunday Globe of July 10 require correction.

Alan G. Dustin was retained as a consultant by Robert W. Meserve, then sole trustee of Boston and Maine Corp., in April 1973, not at the "behest" of Mr. Dumaine but upon the recommendation of Paul W. Cherington, then president of the B&M. In July 1973, upon the same recommendation, he was appointed executive vice president of the B&M and severed all connections with Mr. Dumaine's companies. He was appointed president, chief executive and chief operating officer of the B&M by the undersigned upon Mr. Cherington's death in August 1974 on the basis of his very satisfactory service as executive vice president

during the preceding 13 months. The trustees had, and retain, complete confidence in Mr. Dustin's ability, integrity and complete loyalty to the trustees and the B&M organization. It should be noted that Amoskeag has had no financial interest in the B&M since October 1976.

Mr. Ristau is correct in implying that Mr. Dustin has a constructive attitude towards public financial involvement in railroading — when it acts to strengthen an independent, competing railroad such as the undersigned hope the B&M will remain. His part, however, in the negotiation of the sale of the B&M's commuter properties to the MBTA was minor.

The agreement in principle for the sale of these properties at \$39.5 million

was reached as long ago as June 1975 on the basis of negotiations carried on by the trustees, and not by Mr. Dustin. This price is substantially below the value placed on the properties in question by the MBTA's own appraisers and reflects the fact that the B&M retains a perpetual easement to operate freight service over the lines conveyed to the Authority. The fairness of this transaction was passed upon by the Interstate Commerce Commission and the sale was approved by the United States District Court. It was clearly in the public interest and constituted a good bargain for both the railroad and the MBTA.

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