

P.O. Box 2362, Harwood Station, Littleton, MA 01460

DENNIS ADAMS, EDITOR, 28 Summer St., Exeter, NH 03833

SCOTT WHITNEY, WEST END EDITOR, 25 Maple Ave., Claremont, NH 03743

APRIL 1985

Opinions expressed in the signed columns contained in this Newsletter are the opinions of the authors of those columns and do not necessarily represent the opinions of the Society, its Officers or members with respect to any particular subject discussed in those columns.

B & Meeting

NEXT MEETING:

APRIL 18, 1985

**NEWTON HIGHLANDS
CONGREGATIONAL CHURCH
NEWTON HIGHLANDS, MA
8:00 P.M.**

PLEASE NOTE CHANGE OF MEETING DATE AND LOCATION!!!

Our annual joint meeting with the Mass Bay RRE. The Entertainment will be provided by Larry Blanke, Eric Robison and Niels Johnson, who will present "Steam in the Snow" featuring slides and sound movies of U.P. 3985 on excursions from Denver to Laramie, Wyoming, the Cumbres & Toltec Scenic Railroad, Durango & Silverton and more. Directions to meeting below.

MAY 11, 1985

Entertainment not set at press time.

JUNE 8, 1985

Entertainment not set at press time.

DIRECTIONS TO APRIL MEETING

The Newton Highlands Congregational Church is on the corner of Lincoln and Hartford Streets in Newton Highlands, MA. It's one block west of the Newton Highlands MBTA Station on the Riverside line. The Church can be reached from Rt. 128 by taking Rt. 9 East toward Boston, turn left at the first set of lights (Woodward St.), taking the second right turn at the blinking light (Lincoln St.). The Church is at the second right turn (Hartford St.).

train consists to get cars that will run in place of the Toronto Budd RDC's. There is no problem with motive power as the FP10 that pulled GO cars can be used on the other trains. The FP-10's have HEP units that can put out 480 volts or 575 volts; the GO cars were the only ones to use the 575v in Boston.

The MBTA leased the cars from the Government of Ontario last February for \$9.5 million a year and have found them to be relatively trouble-free both in Boston and Toronto, where they have been in service for 18 years. The cars, which are operated for the MBTA by the B&M, were also leased by the authority

between 1979 and 1981, without any special problems. The cars were leased this time as a means of taking the pressure off the Southeast Expressway during the two-year reconstruction project, which was discontinued for the winter and will re-commence next month.

Investigating the car fires are: the MBTA, the FRA, Can Car (successor to Hawker Siddeley, builder), consultants Seelye, Stevenson, Value & Knecht (A New York engineering firm) and George H. Paul, former Boston Fire Commissioner and now a fire safety consultant. **From the Narragansett Newsletter.**

MBTA GROUNDS GO TRANSIT CARS IN FIRE PROBE

... and as a result commuters are finding their trains shorter and probably crowded. The MBTA took the cars, all 53, out of service on Sunday, February 3rd; their number represents about one-third of the MBTA Commuter Rail fleet. The first car burnt on January 7th at the Boston Engine Terminal - the second car, number 1075, burnt at the Southampton yard. Removal from service is until an investigation can be completed to determine what has caused the fires. At this point it is unknown if the fires were set or if mechanical problems caused the blazes. MBTA General Manger James. F. O'Leary said the fires were of "unknown origin;; and that "both fires had very similar characteristics". He said that arson is "just a theory, no stronger than several others we are looking into." A B&M official said the cause could just as easily be mechanical.

Neither car that burnt was in service at the time of the fires. The first car was waiting maintenance work at Boston Engine Terminal while the second one, 1075, was laying-over at Southampton Street yard. To replace the cars in the short term the MBTA has cut



THE SAGA OF B&M 3713 CONTINUES!!!

As reported last month, the Boston & Maine's sole remaining P4 class Pacific began its move to Scranton on February 21, 1985. En route, however, the locomotive developed overheated bearings and was set out at East Deerfield and parked next to the engine shops. No word on when the locomotive will continue on its trip to Scranton, but it does look pretty good sitting right where it is now!!! Thanks to John Goodwin and Mike Lennon for their input.

PRESIDENT'S MESSAGE

Dear Members & Friends of the B&MRRHS:

For some time now, you have been hearing ugly rumors about the financial status of the B&MRRHS. Indeed, some are saying that the Society is dying and has no hope of survival. I wish to clear the air regarding this heresy. The B&MRRHS is **not** \$40,000 in debt. I don't know who dreamed up this figure, but this rumor is **false**. We are not in debt. We, like all non-profit organizations, survive on the loyalty of our members, their dues and what proceeds we obtain from shows that we sponsor and/or attend, in addition to sales of historical publications to you and the public. We are recovering from the effects of previous mistakes in judgement made and are currently re-organizing and re-thinking strategies to best serve your needs as members & preserve our society.

We need your ideas, suggestions and more importantly, your help through donations of time, muscle and tax-deductible contributions, when and where possible.

We are dedicated to serve you, our loyal members, through production of our Newsletter, **Bulletin** magazine and other publications and events. We are dedicated to the preservation of the rich railroad history of the Boston & Maine and associated railroads. Without you, none of this can be attained. We all together are the Boston & Maine Railroad Historical Society.

We have recently leased a Personal Computer to help our Membership Secretary, Business Manager, Treasurer and Archive Committee do their jobs easier and more efficiently. Without complete and accurate information, we can't manage our Society effectively. This and many other improvements help guarantee the Society's future.

Please accept our heartfelt thanks for your continued support. Despite the set-backs we have experienced, our members have remained loyal, renewing and bringing in new members. Your faith in our Society has not been in vain. We will not let you down.

Sincerely,
Bob Hagopian
President, B&MRRHS

Early, March 8, the long awaited "stranded" train from Rockport to Hamilton-Wenham and then to Danvers took place. Although time permitting only one covered hopper and the MBTA's 1921 GP-9 are back on "home" territory and will be taken back to Boston via Peabody, Lynnfield, and Wakefield where they'll go main line at Wakefield Jct. Surprise came to a gathering of about 150 spectator rail fans when the MBTA's 1922 in new paint scheme came onto the passing track at Hobart St. where a specially built ramp was used to unload the cars and engines. (3/8/85)

The F-40 #1007 and another covered hopper will be moved on 3/9/85, the remaining Pullman and Budd cars will be moved on 3/12/85, word has it that the passenger cars may be lifted by crane onto flatbed trailers similar to the type that the engines were moved on.

Additional B&M GP-40 ex-CR numbers are as follows: 3236 to 340, 3246 to 341, 3259 to 342. A correction on the B&M 321 should have been CR 3229 not 2338 as previously stated.

From Don LeJevne.

JOB OPENINGS

Due to growth and expansion, Conway Scenic Railroad, Inc. of North Conway, N.H. is accepting applications for additional full time (seasonal) and part-time help in the following fields:

- Locomotive Engineer
- Locomotive Fireman
- Trainman
- Car Restoration
- Track Maintenance
- Clerical

For detailed job descriptions and application forms write to: Dwight A. Smith, Conway Scenic Railroad, Inc., P.O. Box 947, North Conway, NH 03860 or call 603-356-5251.

Those interested in the Boston & Maine's affiliate railroad, the Delaware & Hudson, are invited to join the Delaware & Hudson Railway Historical Society, P.O. Box One, Albany, NY 12201-0001.

The Delaware & Hudson Historical Society has been extremely helpful to the B&MRRHS with donations of very informative paperwork found in the Delaware & Hudson's Colonie offices.

Bellows Falls, Vermont: The Twin State Model Railroad Club meets on the first Friday of each month at 7:30 P.M. in the Amtrak Station. Dues are \$12.00 per year. Meetings are followed up by brief entertainment.

B&MRRHS volunteer Phil Stockbridge is recovering from a recent illness. The B&MRRHS sends our best wishes for a speedy recovery.

ANOTHER MASS BAY RRE FANTRIP!!!

On Saturday, May 11, 1985, with the Bay Colony Railroad Corporation using their Alco 5-2 locomotive and three coaches (2 P-70 and 1 V.I.A.) limited to 200 people, will cover all Cape Cod lines including Hyannis, Falmouth, S. Dennis and Otis AFB (Camp Edwards) lines. Will originate in Middleboro, MA with possible bus connection from Boston. More info:

Mass Bay RRE
P.O. Box 136
Ward Hill, MA 01830

From official word from the Mechanical Dept. at Billerica, the **only** two units that are wired for the TEBU #100 are the 300 and 301, the 316 has not and at present there are no plans for it to be.

B&M GP38 #206 is about 9 to 10 weeks away from being put back into service after a major rebuilding and eventually the Guilford paint scheme from Waterville shop. At present B&M engines 1711, 205, and 311 are some of the few engines that are being worked and are due for paint, when the program begins again.

MEC cabooses 670, 671, 672 are currently at Binghamton NY for repairs.

The following D&H engines are classified as stored at Colonie NY. U33C's 754, 55, 56, 57, 60, 61. RS3M's 503, 04, 07. C420's 404. U23B's 4099. RS36's 5012, 5013.

Mechanicville Hump switchers have been the RS36, 5017 & 5018 for awhile. On 3/6/85 the following GTI engines were noted as out of service on the MEC: 312, 1229, 1714, 2920, 2924, 5016, 226, 230, 238, 252, 259, 287, 401, 566, 562, 581, 281, 293.

From Don LeJevne

**LOCOMOTIVE SUMMARY
GUILFORD TRANSPORTATION INDUSTRIES**

Units in the GTI scheme as of 1/1/85.

Road	No.	Model	Builder	Former Road - No.	Notes
BM	100	TEBU	BM		1
BM	190	U33B	GE	CR 2916	
BM	300	GP40-2	EMD		2
BM	301	GP40-2	EMD		
BM	317	GP40-2	EMD		
BM	350	GP39-2	EMD/M-K	D&H 7610	3
BM	351	GP39-2	EMD/M-K	D&H 7620	
BM	352-359	GP39-2	EMD/M-K	D&H 7612-7619	
BM	360	GP39-2	EMD/M-K	D&H 7611	
BM	361-369	GP39-2	EMD/M-K	D&H 7601-7609	
D&H	7420	GP39-2	EMD	RDG 3420	
MEC	225	U25B	GE	RI 225	
MEC	226	U25B	GE	RI 226	
MEC	251	GP38	EMD		
MEC	281	U23B	GE	D&H 2302	
MEC	285	U23B	GE	D&H 2306	
MEC	293	U23B	GE	D&H 2314	
MEC	406	U18B	GE		
MEC	408	U18B	GE		
MEC	470	GP7M	EMD/MEC	MEC 564	4
MEC	569	GP7	EMD		5
MEC	573	GP7	EMD		

A total of 37 units have been painted. All except BM 350-369 were done at MEC's Waterville Shops.

1. Tractive Effort Booster Unit, the Slug, is required to operate between mother units 300 and 301.
2. Named 'William W. Wissman' in memory of a deceased GTI board member.
3. BM 350-359 are cab signal equipped for use on Conrail and AMTRAK. 350-351-352-354-356 were rebuilt as M-K facilities in Hornell, NY, the remainder at Boise, Id.
4. The first unit to receive the GTI scheme, 470 was built at Waterville with a 567C engine block, 645 power assemblies, and D77 traction motors allowing development of 1750 HP.
5. Still lettered for the D&H after use on a 1/84 inspection train.

From the Mohawk & Hudson Callboard. Compiled by Glen Perry.

COMMENTS BY MR. DAVID FINK TO THE B&MRRHS

Mr. David Fink of Guilford Transportation Industries was the featured speaker at the B&MRRHS Extravaganza held in Lexington, Mass. Herewith is a synopsis of his comments: More than seven years ago, Mr. Timothy Mellon and David Fink bought into a Kentucky coal mine, then got into a Connecticut lumber business which produced railroad ties. From there, they decided to consider the railroad business.

They looked at the Pittsburgh & Lake Erie, and bid on it, likewise the Detroit, Toledo & Ironton before looking the New England railroad system over. They noted that skilled labor and natural resources were abundant. They talked with the trustees of the Boston & Maine Railroad, and while discussions were going on, they purchased the Maine Central Railroad from U.S. Filter. When the Boston & Maine emerged from over a decade of bankruptcy, Guilford added it to its fold. The Delaware & Hudson Railway was added after consulting the Norfolk & Western Railroad, who owned it through their subsidiary, DER-ECO. The combination of these three railroads form a good long haul potential, especially if Guilford could get around CONRAIL through trackage rights agreements.

After acquiring the three roads, much work needed to be performed on the physical plant and motive power situations. The Maine Central has had very few derailments since the track has been upgraded. The Boston & Maine was in better shape, and the Delaware & Hudson had major trackwork performed. Twenty-two thousand ties and seventeen thousand tons of ballast were used in 1983, and eighteen thousand ties and one hundred sixty thousand tons of ballast were used in 1984. These upgradings made possible a forty mile-per-hour speed limit, deemed satisfactory for the terrain covered.

The "merging" of three railroads has allowed the sales and marketing people from all three roads to get together and work as a team. Also, the merging of the three carriers involved name recognition and tax considerations. Individual operations as such are an administrative nightmare. Today, locomotives go all the way from Bangor, Maine to Washington, D.C.

In reference to the rumored acquisition of the ex-National of Mexico 4-8-4 Mr. Fink commented that Guilford was not acquiring a steam locomotive - yet!

Mr. Fink feels that the Boston & Maine/MBTA commuter rail operation is one, if not the, best in the United States today. The fire at North Station did not result in a great loss of ridership. There is also talk of linking North and South Stations by rail, however this is easier said than done. Concerning service between Boston and Portland, it would cost several million dollars, but it is felt that it may be viable. Some thought has been given to regional transit, for example Portland to Old Orchard Beach during the summer. The individual who was promoting this could only finance it for a few days so it did not materialize.

When asked about the abandonment of branch lines, Mr. Fink replied that the Rockland branch should have been abandoned two years ago, but the State of Maine appealed for a delay so that another industry could be located in the area served by that branch, which did not materialize. The Calais Branch was two hundred miles of nothing. The Canadian Pacific can serve the paper mill at the

far end of the branch more economically than Guilford and the Maine Central could. North of Wilton on the Hillsboro branch is too expensive for a large road to maintain, however a shortline operation could be very successful, as they do not have the restrictions that the larger roads have. The Connecticut service on the former Conrail (NY, NH & H) lines has worked out very well, presently handling approximately two thousand cars a year. In closing, Mr. Fink said that he enjoys his job, and that the Boston & Maine is "healthy and wise!"

We thank Mr. Fink for his informative talk and for sharing some of his experiences with us on this auspicious occasion.

John A. Goodwin

SPRING IS HERE!

Time to finish up our winter projects so that we can start planning for summer fun. It's always a good idea to plan early for summer activities as one does not want to get bogged down by unforeseen difficulties just as one is ready to begin a project, vacation, or trip. Check out your auto, your camping gear, your camera, your itineraries, and reservations. Get it done ahead of time so that you can enjoy the all too short summer without hassles. May we suggest that one thing you should get out of the way first is renewing your membership in the B&MRRHS. The membership year ends for all of us on June 30 every year. It's one of those things that slip by us when the hectic days of summer come upon us. If you renew now you won't have to worry about it later. It also helps your Society plan ahead to better serve you, our supervisor. The membership fee is the same as it was last year and for the foreseeable future. For your convenience, a flyer is enclosed with this newsletter to assist you to get at least one thing out of the way before summer.

A friendly reminder from your Membership Committee.

ARCHIVES NOTES

Why did the B&MRRHS set up an Archives? The most obvious answer is to ensure preservation and access to railroad historical material which would otherwise have been scattered and perhaps even destroyed. But there is another, less obvious reason. We need an Archives to furnish material for the B&MRRHS **Bulletin**. As our collections at Lowell have grown, **Bulletin** editors and authors have made increasing use of our archives to illustrate and document their work. There is one part of the archives, however, which has not served its users as well as could be wished. The photograph collection is not at all adequate to their needs.

We all know that "A picture is worth a thousand words." Good photos contribute immeasurably to the **Bulletin**, with rousing action shots as well as photos loaded with the kind of technical data which lends real historic authority.

Our archives photos cover B&M steam and diesel power passably well. Coverage of cars, on the other hand, is relatively poor. While preparing material for a forthcoming 'Flying Yankee' **Bulletin** Editor Ron Eames discovered that we have no photos of the interior of #6000. He also noticed that interior photos of other B&M passenger cars are virtually nonexistent. Good photos and negatives of freight and passenger cars are essential to the needs of our **Bulletin** staff. This material also seems to be increasingly important to model builders as well. Kodachrome slides are equally valuable: when sharp and clear they reproduce well.

Your Archives Committee will explore every possible way of improving the photo collection. We invite donation of good material, and will keep you posted of our progress in this area.

Forrest Mack
Chairman,

B&MRRHS Archives Com.



Dave Engman provides us with the following list of Boston & Maine locomotives that were recently put out to bid. Included were Switchers 1210, 1225, 1226, 1227, 1230, 1231. From the above photo, it looks like Naparano Iron & Metal was the big winner! Oh, the times, they are a-changing!!!

**GUILFORD ENDORSES
CONRAIL PROPOSAL**

Guilford Transportation Industries, which owns three New England railroads, said recently that it would add 900 miles of Conrail track in the Midwest to its system if the federally owned freight carrier is sold to the Norfolk-Southern Railroad. Timothy Mellon, chairman of Guilford, said the new track "would greatly enhance the accessibility of the New England market to the rest of the country" and "put us in a position to serve the Midwestern markets."

With the new tracks Guilford's present Western gateway, Buffalo, would connect directly with St. Louis and Chicago and with virtually all of the major railroads of the country. The connections would also allow Guilford to add new commodities to its freight list, including steel and iron ore and increase some of its present commodities, including agriculture products and auto parts.

Guilford, which is wholly owned by Mellon, now consists of the Maine Central, Boston & Maine and Delaware & Hudson railroads, all purchased since 1981. It has about 4000 miles of track, mostly in New England, and stretches from Calais, Maine and Montreal on the north to Washington on the south and Buffalo to the west.

According to Mellon, the price of the tracks is still unsettled but would be based on their net liquidation value. He said that one other railroad, the Pittsburgh and Lake Erie, would acquire trackage under the Justice Department plan if the proposed sale of Conrail to the Norfolk Southern goes through. **From the Boston Globe. Submitted by S. Stowe Sayward and Jack Graney.**



Boston & Maine covered hopper 5835 sporting a red, green and white paint scheme reminding you what day is Prince Spaghetti Day. The car was recently spotted at Ayer.

For Sale: Collection of B&M BULLETINS, incomplete. Many hard to find editions. Also complete collection of New England States

Limited. Also early B&M timetables. Send S.A.S.E. to D. Wagan, P.O. Box 750A, Cambridge, MA 02139

Boston & Maine Railroad Historical Society

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APRIL 1985

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