

It is not hard to see that this issue is devoid of photographs. This does not mean that photos are no longer needed, but that for this particular issue, there were no real good candidates. One of the B&MRRHS members sent in some fairly good shots of a New Hampshire derailment, but as is frequently the case, the contrast on the color photo was not quite sufficient to lend itself for decent reproduction.

This doesn't mean that color photos are unwanted; to the contrary, but the contrast between colors is more sensitive in converting a color photo for black and white reproduction. Black and white photographs are generally more desirable to use for newsletter production, but please don't fail to submit good sharp color photographs with a sharp contrast between the subject and the background.

Photos and stories from news sources and personal experiences are always welcome. Not only are they welcome, but encouraged. I have

several reliable sources, and many of you out there do also. It's through this Newsletter that we want to share information, and it's amazing the amount of local information or incidents out there which escape the notice of the larger media modes. Please share your stories.

As said at the top of this note, there is no new policy regarding submittal of information. Dennis reiterated the prime concern in the last issue; that of supplying credit for the source. Unsigned, uncredited information simply can't be used! It's not just my policy, but of the Society, and essentially the policy of any responsible organization or individual. So unless you sign the submittal, or credit and date the source, please save your stamps.

At the other end of this request is responsibility that I have vested upon me by the Board of Directors of the Society. And that is to use my best judgment and discretion on material to publish a Newsletter in a timely manner and in the best interests of the general membership.

There are duplications of reports, there are names and addresses and dates that carry time-value, and there are opinions to be expressed. It is my responsibility to print things in good taste, even if they are controversial, and to relieve the Society, other parties and individuals, and myself from endorsing products or services, or slandering some person or group. In short, I retain the right to edit, limit or not use some of the material you submit. It does not, however, mean it is not worthy of use; it may mean that I don't have room in a particular issue, or time to insert it in a particular issue. Also with an abundance of material, I must make priorities. Some material may become obsolete quickly, or too loosely connected to B&MRRHS affairs to be included in a particular issue. In the Newsletter as in the BULLETIN, the staffs are dealing with many interests and issues. Not everyone of you will be pleased with what you see, but I shall try to do best I can for the entire membership. Nuff said!

(ABT)

BOOK REVIEW

BEFORE GUILFORD by Preston Cook

Published by Old Line Graphics, Inc.

Silver Springs, Maryland

8-1/2 x 11 hardbound, all color, limited edition, 128 pages.

Printed in the U.S.A.

Before Guilford is a colorful retrospect of the Delaware & Hudson, Boston and Maine, and Maine Central railroads in the roughly decade-and-a-half prior to the consolidation of the three companies by financier Timothy Mellon.

The author has tried, quite successfully, to capture the individual appeal of these proud railroads with a cadre of beautiful photographs showing the railroads in their final years of independence.

Not intended as a historical or political treatise of the subject railroads, the book instead focuses on vignettes of day-to-day operations, reflecting the author's desire to present the three unique entities as he would like to remember them. Anecdotes regarding Mr. Cooks personal experiences as a field technical representative for a major U.S. diesel locomotive

manufacturer are interspersed through the text adding an individual touch, without allowing the book to become too technical or esoteric for the average reader.

Before Guilford is suitably illustrated with maps and other related material throughout; overall printing and binding quality is excellent with outstanding color photo reproduction.

All in all, **Before Guilford** does a superlative job of providing an attractively packaged (and long overdue) all-color look at three of our favorite railroads. It is worthy of your consideration, and certainly worth every penny of its price.

Preston Cook has kindly made autographed copies of the book available to B&MRRHS members through direct mail and at a reduced price for a limited time. Order your copy for the reduced price (for B&MRRHS members only), postage paid for \$34.000 (Mass. residents please add 5% sales tax) from:

Preston Cook
P.O. Box 40040
New Bedford, MA 02744

Place your order soon; the price goes to \$39.00 after April 30, 1989.

MONTREALER RUN DUE TO RESUME THIS YEAR

The New York Times reported on January 15 that the Montrealer, which ran between New York and Montreal, will be back in service sometime this year, according to Amtrak.

For more than two years trains have not run north of Springfield, Mass., because of deteriorated track in some sections. Buses connect Springfield with points north. What has delayed the restoration of service is the condition of 50 miles of track in Vermont that Amtrak rented from the B&M, which balked at making repairs. Amtrak had the Interstate Commerce Commission condemn the track, thus allowing the Central Vermont (CV) railway to assume ownership and fix the track.

Another 50 miles of track, some of it also owned by the B&M, linking Springfield with East Northfield, Mass., still must be rebuilt before the Montrealer can resume its original route, according to Clifford Black, Amtrak spokesman. In Vermont, there was no alternate route; but here, Amtrak can reroute the train, which it will do either temporarily during repairs, or, if need be, permanently, Mr. Black said. Amtrak declined to predict when rerouted runs will start.

Mr. Black said the alternative route will shift trains east from Springfield, through Palmer and Holyoke Mass. The train would connect with its original route in East Northfield, before continuing north to Montreal. Before the interruption in service, the Montrealer carried 100,000 passengers to or from points north of Springfield each year.

VERMONT RAILROAD OPENS LUMBER TERMINAL

The Green Mountain Railroad (GMRC) has built a lumber and wood products transfer terminal at Bellows Falls, Vermont with the help of the Rail Facilities Fund created by the Vermont Legislature in 1985.

The facility has a 150-foot long concrete ramp for the unloading and loading of construction materials and consumer products delivered in flat cars and boxcars. Products loaded in center-beam cars are handled separately. GMRC says it will arrange for transloading and truck delivery to final destination.

MRC provides entry to the greater Connecticut River Valley through direct connections with the D&H, B&M and access to Conrail, CN and CP through the CV and Vermont railways.

(Railway Age, Jan. 89)

INSTALLATION OF ATC DEVICES EXPECTED

The Federal Railroad Administration (FRA) decreased time required for installation of automatic train control (ATC) devices on all trains operating in the Northeast Corridor.

ATC devices automatically stop a train if an engineer fails to obey signals to slow or stop.

The amended orders issued by the FRA require ATC devices to be on all trains operating on the Northeast Corridor between Washington, D.C. and Boston by April 1, 1990, rather than July 1, 1990 as has been ordered earlier. The orders, issued under the Rail Safety Improvement Act of 1988, also require trains operating on the rail line between Philadelphia and Atlantic City to be equipped by April 1, 1990.

In addition, the FRA said that after July 1, 1990, every train operating over any portion of the connecting lines from Philadelphia to Harrisburg, Pa.; New Haven, Conn., to Springfield, Mass.; and New York City to Albany, NY. must be equipped with ATC devices.

The FRA also issued a final order requiring installation of ATC by the Springfield Terminal Co. and related Guilford Transportation Industries railroads, the Boston and Maine, and

the Maine Central. Because they do not operate on the Northeast Corridor main line, these railroads were not subject to earlier orders requiring ATC devices.

All Amtrak passenger locomotives are presently equipped with ATC devices. However, many freight and commuter locomotives operating in the corridor are not ATC-equipped.

ATC makes use of two hardware elements - a signal transmission system located in the rail and a receiver unit in each locomotive and power unit. If a train operator does not comply with a signal to slow down, the train's brakes will be applied automatically.

(AAR UPDATE)

CORRECTION

Scott Whitney writes of an error in the most recent issue of the Newsletter (November/December 1988) which needs correction. In the last couple of paragraphs of Scott's article about the "The Ol' Switcheroo!", he mentions in the third column the need for photos of NW-2s operating together. That statement should have read "looking for photos of power other than NW-2s operating together. (The society has plenty of photos of NW-2s operating in M.U.)."

TWO PORTSMOUTH DERAILMENTS WITHIN A WEEK DRAW CONCERN OF RESIDENTS AND CITY AGENCIES

Two freight move derailments inside the Portsmouth city limits within six days in late November and early December drew the concern of both the residents of the area and city officials of both Portsmouth and Newington, New Hampshire. Several B&MRRHS members mailed in accounts of the story to the Newsletter editor.

According to the Portsmouth Press, five cars had derailed on November 30 near Barberr Lane in Portsmouth. Several other cars were left stranded. Aside from the concern of what the contents of the cars might be, and the potential hazards that the cars might represent, the city was very upset when they heard of the derailment, not by railroad officials, but from a neighbor in the area who called Portsmouth Mayor Eileen Foley at her home.

Then, on Monday night, December 5th, another train put a single boxcar off the tracks. It remained upright. This derailment reportedly occurred within 100 yards of the previous one near Barberr Lane in Portsmouth. One of the neighbors had been in his home watching a live broadcast on television of Mayor Foley reading a letter from Guilford Transportation Industries, stating how railroad officials would notify the Fire Department of all derailments within city limits. Mayor Foley was reading the letter during a City Council meeting when the second train went off the tracks even though the speed was reportedly quite low.

Following the first derailment, the fire chief had called Guilford demanding that the city be notified whenever any derailment occurs. Earlier, the Portsmouth Press had been told by Guilford spokesman, F. Colin Pease, that in cases where the railroad was not obligated by law to notify the city, it would not do so. Under Federal law, railroad officials are required to notify local public safety personnel whenever a

derailed car contains hazardous materials, but is not obligated at any other time. After the first derailment, a conference call was set up between Fire Chief Sage and four Guilford officials to discuss the notification matter. The meeting concluded with Guilford agreeing to notify the city of any derailment within the city.

A resident of Barberr Lane went to the City Council meeting to report in person, this new derailment to Councilor "Chip" Noon, chairman of the city's Hazardous Waste Transportation Committee. Councilor Noon, in turn called Fire Chief Sage. In this second derailment only one car left the tracks, but two others had to remain behind with it. This derailment was said to be within 100 yards of the first derailment six days earlier. Sage observed that notification of this derailment came from Guilford about 75 minutes after the car left the tracks. Fire Chief Sage, although not overjoyed at receiving the news, was not terribly concerned about that time interval. He felt that with a company the size of Guilford, it was possible that somebody was trying to interpret a new order. Councilor Noon, however, was less impressed. After the second derailment, Noon talked with David Fink, President of Guilford Transportation Industries, and told him that notification had to be quicker. Fink agreed, but it will take another derailment before the new policy could be tested.

Fire Chief Sage reiterated that with immediate notification, he could send a fire engine to the site and investigate the scene for hazardous materials or tipped cars, and in the process maybe alleviate concerns that the neighbors have on safety. It was reported that in neither of the two derailments near Barberr Lane in Portsmouth was there any involvement of hazardous materials.

Colin Pease of Guilford said that he would discuss with Noon, Guilford's plans for track repairs in Portsmouth in the near future. See related story.

RAIL OFFICIAL PLEDGES REPAIRS TO PORTSMOUTH TRACK

Two derailments within six days on the branch running through Newington and Portsmouth, New Hampshire prompted Portsmouth officials to press Guilford Transportation Industries, (GTI) into repairing the freight tracks.

In a related story reported in this newsletter, those derailments near the end of 1988 caused credibility problems with the railroad about communications with the city following a derailment. Portsmouth's Hazardous Waste Transportation Committee Chairman "Chip" Noon has dealt with these problems several times before in recent months. He has defended the safety of the existing situation arguing that a 10-mile an hour speed limit is in effect, and if a derailment occurs, damage to rail cars and property should be minimal.

A senior official of GTI estimated that the cost of repair of the tracks running through Newington into Portsmouth would cost more than \$350,000. Guilford spokesman, Colin Pease, pledged repair of the tracks. Starting next spring, crews would install about 500 new ties per mile of track, approximately a fifth of the average 2,700 ties per mile. Close to 7,000 new ties would be installed as well as 2,000 more would be installed on the Hampton Branch. Surfacing work would also be performed.

Several members of the Hazardous Cargo Transportation Committee expressed guarded pleasure at the announcement. Of continuing

concern with the committee is the financial status of Guilford, and that company's willingness to stick to the 10-mile an hour speed limit. Some committee members recalled that the B&M made a similar pledge in 1978, but failed to perform because of the financial problems that the B&M had at that time. When asked if the cash was in the bank and set aside for repair to the tracks, Pease answered "No", however, he did say that GTI has financial reserves to meet the pledge.

Pease said that GTI's primary motivation to repair the tracks was to improve business in the area, the negative publicity that has been festering is another reason for track upgrading.

Committee member Jim Splaine requested that GTI promise to remain to the 10-mile an hour speed limit, but Pease was reluctant to agree to that. Pease conceded that although the renovated tracks would meet current standards for travel at 25 mph, Pease could not foresee any eventuality for GTI to change its 10-mph commitment. He simply did not desire to make a binding commitment because of the way things change.

In addition to the track renovation, Pease announced increased internal supervision of safety within city limits, and has requested that GTI has further requested rail police to pay closer attention to operations. Pease also defended rail transport of hazardous cargo pointing out that trains can be located within minutes as opposed to trucks, and that generally, rail car vehicles are of a stronger construction than road vehicles.

As the new year begins we can look forward to more changes with the motive power structures. The 10 units on lease to NS for the past few months were scheduled to return to Guilford property by early January. Those were the 361, 362, 368, 600, 683, 648, 685, 686, 687 and 689. Railfans have spotted the 600 as far away as Kansas City. The 600 was one of the last of the engines to be painted at the Oneonta paint shops in June.

Officials decided not to renew the lease on the B&M GP38s and are supposed to be returned early in 1989. The 203 and 208 are at the Billerica shops and will eventually be returned with the rest of the locomotives. Leasing costs are a prime consideration of why they are not being kept. So with the return of the GP38s, the other units from NS should help to stabilize the power crunch that has been going on for some time now.

Maine Central GP38s lost another good soldier when the 258 had a fire in its main generator, after a stay in Billerica is slated to be returned to Waterville. B&M GP9 1741 is the latest to join the ranks at Waterville; the unit has a cracked gear case. ST 20 has a traction motor gearcase cracked, but is being sent to Deerfield, then possibly further east if it cannot be repaired there. B&M 308 remains at Billerica, some parts removed while waiting for power assembly repairs. B&M 303 at Deerfield with constant fuel problems is in need of fuel tank repairs after foreign material was clogging the fuel filters and line.

As of mid December, the Maine Central roster has only the 253, 255, 256 as in-service units. U-18B have not changed since last month; the 400, 401, 404, 406 and 407 are all in-service. B&M GP40-2s in-service outweigh the number of out-of-service or stored. Those not active are the 302, 306, 308, 309 and 310. The 302 was placed in the shop after a long time outside. Of the two units that were in the Fitchburg wreck (302 and 309), the 302 was less severely damaged.

MEC 259 stored at Billerica left the shop and went back to the storage line minus its engine. At East Deerfield, the 306 has its insides removed from under the hood. Billerica shop switcher 1407 has been used only for shop moves lately. The 1433 came down from Nashua and took over the shop switcher duties. Now the 1433 has oil leaks and requires repairs. ST 40 ex-B&M 1751 has been seeing service as the shop switcher for a while. Two other yard switchers that are a part of the eight switchers that were kept in-service have been put out-of-service for repairs at Deerfield. They are the 1411 and 1430.

At Ayer, the Hill yards, where most of the yard tracks were at least a mile in length, are almost extinct with the exception of about four tracks that are used for locals and set-offs. Two plows are at the southernmost part of the yard; they are the 2740 and MC 79. A long string of about 70 B&M series 7800 box cars remain stored there. The piggyback facility at Ayer yard, moved toward a more convenient area early last year has become a storage yard for their trailers. Occasionally the area is used to load and unload cars that may bring in electric utility poles or other large items shipped by rail.

Springfield Terminal 686 stored at Billerica in need of rewiring finally left for Waterville, where the majority of six-axle units are sent, for further disposition. The 679 is also there for repair of electrical problems.

At Waterville, B&M 1736 in need of combos and test in finally off the graveyard tracks, as well as the ST 24 and 26. ST 27 was released in December after ground relay repairs. This is the

unit that is coupled up to provide steam for Guilford's passenger extras. This unit is the only remaining unit left of its type and used for that purpose. B&M 1707 remains in the shop at Waterville for combo and fuel tank work. The unit suffered derailment damage a few months ago. Only a handful of the SD25s are still in-service on a day-to-day basis. The units stored and out-of-service exceed the number of units still in service. As of this writing, those units still in service are the following: 614, 615, 623, 624, 629, 634, 636, 637, 639, 642 and 644.

(Don LeJeune, 12/6/88)

WHITHER GOEST THE OLD MILK CARS?

A few articles have been written on the old B&M milk cars that were part of a fleet like cabooses were. Now they are gone, but not forgotten to those who kept a check on where their favorite cars were stored. As these cars were downgraded from milk transport service, they usually became a storage place for rock salt or for tools and equipment for the Maintenance of Way crews. A list of known remaining B&M milk cars and their locations is given below. Can you add to this list?

NUMBERS AND LOCATIONS OF MILK CARS

1900 - North Adams, Massachusetts
 1901 - Somerville, Massachusetts
 1902 - Scrap track at East Deerfield
 1903 - Lowell, Massachusetts
 1904 - Nashua, New Hampshire
 1905 - Mechanicville, New York
 1906 - Salem, Massachusetts
 1907 - Gardner, Massachusetts
 1908 - Nashua, New Hampshire
 1909 - Scrap track at East Deerfield
 1910 - North Adams, Massachusetts
 1911 - Manchester, New Hampshire
 1913 - Scrap track at East Deerfield
 1914 - North Adams, Massachusetts
 1915 - Ayer Hill yard, Ayer Mass.
 1917 - Scrap track at East Deerfield
 1919 - Biddeford, Maine
 1920 - Gardner, Massachusetts
 1922 - Biddeford, Maine
 1923 - Materials yard
 1924 - Storage shed at East Deerfield
 1928 - Scrap track at East Deerfield
 1929 - Billerica, Massachusetts
 1930 - Boston Engine Terminal
 1931 - Gardner, Massachusetts
 1932 - Waltham, Massachusetts
 1933 - Fitchburg, Massachusetts
 1934 - Scrap track at East Deerfield

Milk cars 1909, 1913, 1928 and 1934 had been previously in Greenfield, but were moved to the scrap track at East Deerfield in 1987. Car 1924 in East Deerfield had its trucks removed and currently serves as a storage shed for materials. Car 1929 is in Billerica, behind consignees.

(Don LeJeune)

COUNTERWEIGHT AT SAUGUS RIVER DRAW REMOVED

Early in February, the drawbridge under construction at the Saugus River, near General Electric Company on the Eastern Line in Lynn had a 750,000 pound concrete counterweight demolished and removed. The MBTA had to shutdown commuter rail service for Rockport and Ipswich passengers, and substitute bus service from Lynn to Wellington Circle on the Orange Line of the MBTA during that weekend.

SENIORITY REINSTATED AT GUILFORD

The Boston Globe, in its January 11, 1989 edition, reported that the Interstate Commerce Commission sent the work rules issue, the primary source of grief between Guilford Transportation Industries and its workers, back to the arbitrator while reinstating strict seniority.

The decision immediately drew fire from Senator John Kerry (D-Mass.) who said that he may hold hearings into how the ICC acted. "The decision issued by the ICC today to send the key issue of work rules back to the arbitrator is one more example in a long list of grievances many of us have regarding the work of the ICC", Kerry said. "The ICC has had this issue for well over two years now, and they still have not resolved the matter."

Guilford, the largest privately-owned railroad in New England reorganized its subsidiaries, B&M and MEC in 1987, putting them, along with D&H, under Springfield Terminal, a tiny rail line with much lower wage scales. Guilford officials argued that the move was necessary to cut costs and keep the company competitive.

The ICC's January 10 ruling reinstated seniority strictly on a time-served basis rather than the number of years of experience in a particular job. The ICC decided to provide Guilford workers who lost their jobs during the reorganization the possibility of returning to work or receiving separation pay.

GUILFORD REJECTS OFFER TO SELL 2 RAILROAD LINES

Guilford Transportation Industries, New England's largest freight railroad, has turned down an offer to sell two of its lines to neighboring railroads concerned about its future.

The joint offer was spurred by concern over Guilford's labor troubles, and the bankruptcy of one of its subsidiaries.

The proposal to either buy or operate Guilford's Boston and Maine and Maine Central Lines came earlier in October in a letter from Providence and Worcester Railroad of Woonsocket, R.I. and the Bangor & Aroostok Railroad of Bangor Maine. Both are independent, publicly traded freight companies.

"We were concerned with the bankruptcy of (Guilford's) Delaware & Hudson several months ago and pending contingent liability," said David Hughes, President of the Bangor and Aroostok. "We might be faced with an emergency in New England, perhaps another bankruptcy, and if that happens, we want to be sure there will be viable service in New England.

But Guilford spokesman Colin Pease said late in October that Guilford has been operating in the black since August.

"We've had a number of offers to buy our company," he said. "It's never been for sale, it's not for sale, and it won't be for sale. Obviously they see with the changes we've made, the railroad has a great future."

Allan Kaulbach, Vice President of the Providence & Worcester, said his firm participated in the proposal because it was worried about the adverse decisions rendered against Guilford in labor arbitration cases and what the impact might be if the decision is upheld.

Guilford's problem began with owner Timothy Mellon's effort to slash operating costs by winning concessions with unionized workers.

OTHER EVENTS

MARCH 18, 1989 Saturday only 9:00 A.M. to 4:00 P.M. - 18th Annual Model Railroad Show and Open House of the South Shore Model Railway Club, Weymouth North High School, Commercial Street, East Weymouth, Massachusetts. Dealers, exhibits, refreshments, door prizes and operating layouts. Adults \$2.00, Children & Senior Citizens \$1.00, Family Maximum \$6.00.

MARCH 18/19, 1989 Saturday and Sunday 10:00 A.M. to 4:00 P.M. - Open House of the South Shore Model Railway Club House, Rear 174-176 Middle Street, East Weymouth, Mass. 2500-Square foot HO railway, CTC-controlled in full operation plus trolley, and narrow gauge. Adults \$2.00, Children & Senior Citizens \$1.00, Family Maximum \$6.00

APRIL 1, 1989 Saturday 10:00 A.M. to 4:30 P.M. - 30th Anniversary Spring Show by the HUB Division of the National Model Railroad Association (NMRA), at Minuteman Vocational Technical High School in Lexington, Massachusetts. Dealers, displays operating layouts, movies videos, clinics etc. Donations: Members \$2.00, Non-members \$2.50, Children \$1.25, Family Maximum \$7.50. For more info: contact Peter Watson, (508) 378-3582.

APRIL 1, 1989 Saturday 5:30 P.M. - NMRA/HUB Division Annual Meeting at the school followed by a banquet at the Sheraton-Lexington Inn across the street from the school. Dinner will start 6:30 P.M. Cost is \$16.00 for members, or \$21.00 for non-members.

A three-month strike in 1986 ended with an order from then - President Reagan for the strikers to return to work.

Another bitter strike erupted in November 1987 over safety problems. It ended on June 20, 1988. Two days earlier, Guilford filed for bankruptcy for D&H.

BAR President Hughes said the 1976 law that created the publicly owned Conrail system called for maintaining competition with private railroads.

But in an emergency, such as the bankruptcy of the B&M, there would be no way in and out of New England except by Conrail," Hughes said.

That could mean the end of private companies like the BAR. The offer did not include a price, Hughes said, because an examination of internal documents would be necessary to determine the value.

"We remain prepared to discuss the offer anytime they would be interested," he said.

(G. Pantridge)

"JUST SAY NO TO AMTRAK"

In a parting shot in his administration, former President Ronald Reagan in his proposed budget for fiscal 1990, tried to kill off the rail passenger service as a waste of taxpayer money.

Reagan complained that the government pays \$30 to Amtrak every time a passenger boards a train to anywhere. Without federal subsidy of about \$600 million a year, Amtrak officials say that the entire rail network would have to be scrapped. The Reagan administration favored a regional system instead.

"On many routes, it would be cheaper for the federal government to buy bus or plane tickets for Amtrak passengers rather than subsidize train travel," says the administration, urging Congress to Just Say No to Amtrak.

"Amtrak is not economically viable," the budget message said. "About 85 percent of Amtrak's routes recover less than 57 cents on a dollar."

INTERESTS AND SPECIAL INTERESTS - A CAUSE FOR CONCERN

Railroading covers a lot of territory, measured not just in miles, but more importantly for historical societies, measured in the variety of interests. Railroading is more than trains. It includes the structures such as depots, bridges, tunnels, coaling towers, water towers and all types of maintenance and service facilities. Railroading includes the tracks, the interlocking signal and control systems, ballast and rail inspection and maintenance-of-way personnel and equipment. Passenger trains, freight trains, combos and extras all required certain types of man-machine interfacing and support systems whether they are automatic or manually actuated.

Some of us like only steam locomotives, and look upon diesel locomotives with disdain. Others tolerate or prefer diesel locomotives and have fun espousing the merits and shortcomings of GE vs. GM/EMD units. And there are some followers of electric locomotives, some of which rode upon B&M rails, and they still wonder if catenaries and pantographs will ever be found in revenue service north of New Haven, with the exception of the MBTAS Green Line.

Freight lovers go to observe from the bridge in East Deerfield, and may care little about Commuter Rail at the other end of the state. Some folks collect time tables, most of us collect magazines, books and now VCR tapes of our favorite interests. Many of us collect various railroad artifacts and memorabilia such as lanterns, depot signs, posters, conductor and

trainment ticket punches, watches, switch locks and the like, some for enjoyment of having these items, others collecting for profit.

All of us have our favorite vantage points, (or did have when we were younger). Some of us grew up near mainlines with a lot of activity and the latest in locomotives and rolling stock; others of us remember four or five freight cars being hauled up a little-used, now abandoned branch. Some of us are interested in maintaining locomotive rosters which changes almost a daily basis, while many others are concerned what happens only when property is acquired, rehabilitated, transferred, wrecked or scrapped.

Then the grammarians have their special interest in making sure that every "i" is dotted and "t" is crossed, or if they are entered properly, proceed to challenge the word "railroad" as a single word, or two words as in "rail road". Please comment and correct me if its important to you. My fingers make errors frequently, but not as much as my head. If the copy survives me, it then goes through another typesetting iteration before it reaches your lap. I frequently use a computer-generated spelling check for this and other text in my business, but changes occur, last minute additions are made and in the rush its not difficult to corrupt good text. If text is rekeyed, the chance for error enters again.

So the problem remains that most of us will be pleased with what we see, but some of us our egos will cry foul because our special interest is not tended to. Hang in there; we'll try harder. (ABT)

GTI GUILTY IN STRIKE - RELATED CHARGE

Guilford Transportation Industries in late January pleaded guilty to four counts of illegally advertising to hire personnel without disclosing its labor dispute problems according to a report published in the Boston Herald.

The Billerica-based railroad agreed to pay a maximum fine of \$1600 in connection with the four advertisements which appeared in the Middlesex News in November 1987, the first month of an eight-month strike by more than 1200 Guilford workers.

Each advertisement violated a state law that requires companies to disclose labor problems in hiring advertisements if they exist, according to the Massachusetts Department of Labor and Industries.

"We hope this prosecution will protect unsuspecting job applicants from becoming entangled in labor disputes," said James Snow, Commissioner of the department. We want to get the word out that we won't roll over on things like this.

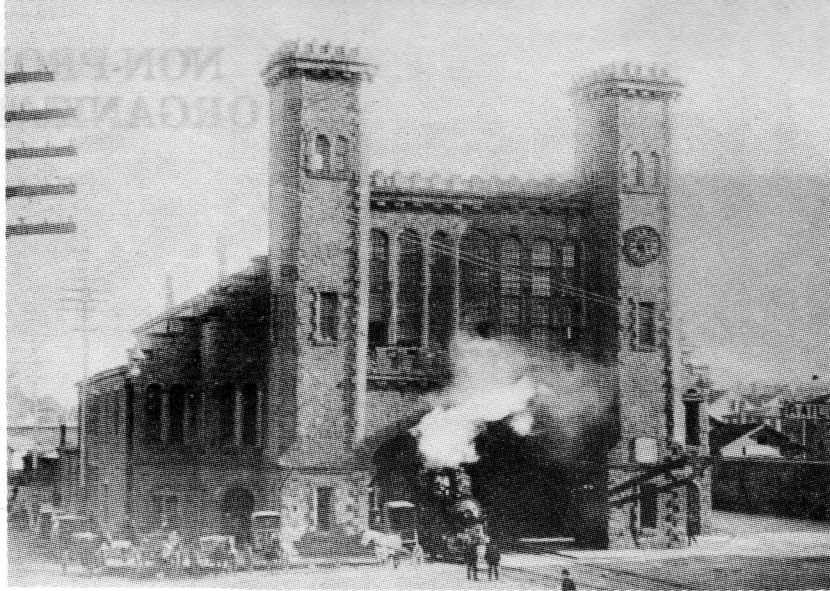
Snow said that in exchange for the guilty plea, the state agreed not to prosecute Guilford for similar advertisements in three other newspapers at that time; the Boston Herald, The Greenfield Recorder and the Springfield Union Republican.

Colin Pease, a vice president at Guilford, confirmed the guilty plea. But Pease said the company did not intentionally break the law because it did not believe that the strike was legal when it placed the ads.



PUBLIC CEREMONY MARKS RAZING OF STATION

Governor Christian Herter of Massachusetts, and other state, city and railroad officials marked the start of razing old Salem Station with a brief public ceremony. Picture at top left shows a huge granite stone being removed from one of the Norman towers. At top right, Governor Herter presents a mounted, inscribed section of the first stone removed from the tower to Edward S. French, chairman of the Board of Directors of the Boston and Maine Railroad. Below is a picture of the station as it appeared at the turn of the last century when it had a large clock on the tower at right. At right rear is the old B. and M. freight house. (Lower photo by courtesy of John F. Sweeney, of Salem, retired trainmaster).



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