



## APOLOGIES ARE IN ORDER

Don't like to make this a regular column, but in the natural order of chaos, there occurs events (or nonevents) which detract from the time and efforts of the volunteers who support the B&MRRHS. This time, the delay occurred in the "machine" half of the man-machine interface.

Copies of the March/April issue of the Newsletter, were initially delayed because of the "man" part of the man-machine interface. A combination of Master's degree requirements, emergency hospitalization of my wife when she was out-of-town, and an unplanned change of schedule from my FAA customer produced some 60 and 70 hour weeks. That's when volunteer efforts are relegated to deferred status, and more schedules are missed.

The machine delay was created after the Newsletter was typeset and printed in Florida, shipped to New Hampshire where the mailing labels were to have been affixed. Alas! No labels. The society computer, that holds all the membership information had failed, and after two repair cycles finally was made operational, but not without re-inducting the entire society membership, over 1400 names and addresses. The computer in question is not PC-DOS or MS-DOS compatible so that the software could not be transferred. This also affects Bulletin mailing.

The situation has been relieved in part. The Board of Directors has approved the acquisition of a new computer to replace the aging computer. It is expected that the new machine will be IBM-compatible which means that in an emergency, the software is transferable to any one of several machines at the disposal of other B&MRRHS staff members. Let's hope that this takes care of the "machine" aspects of delivering material to you.

(ABT)

### B&MRRHS TO RECEIVE NEW POST OFFICE BOX.

The Board of Directors of the Society voted recently to acquire a new Post Office box. The new, larger box, located at the Middlesex-Essex Postal Distribution Center on Washington Street in Woburn, is accessible to the B&MRRHS staff 24 hours a day. That postal station is more active than many others in the area. It will help expedite Society activities because it is available to more staff, more frequently. The new box number is not yet available.

The Harwood Station Box in Littleton shall be phased out over a period of several months in order to provide continuity in Society affairs. The P.O. Box 9171, Mail Station #312 in Cambridge for the B&MRRHS Newsletter remains unaffected by this change. Watch for further announcements in the Newsletter. (ABT)

### B&MRRHS BY-LAWS AMENDMENT

The B&MRRHS By-Laws Committee submitted a proposal for an amendment to the Board of Directors for ratification at the June meeting and presentation for the membership for approval at the Annual Meeting in October. The amendment includes the changes detailed below:

Item 4.2 Delete the word, "Treasurer".

Item 4.3 Delete the word "Treasurer" under One Year Terms, and add the following: "The Treasurer shall hold office for two years, or until a successor is chosen and duly qualified."

Item 4.5 The Treasurer shall be the chief financial officer of the Corporation. He shall be in charge of its financial affairs, funds, securities, papers and shall keep full and accurate records thereof, under the direction of the Certified Public Accountant.

The Certified Public Accountant shall be in charge of the books of the corporation, and its accounts and accounting records, and of its accounting procedures, and shall be responsible for the preparation and filing of all financial reports and tax returns required to be filed by non-profit corporations in accordance with the laws of the Commonwealth of Massachusetts and the United States.

Copies of the B&MRRHS bylaws ratified at the annual meeting last October are available for the asking, plus a \$1.50 for postage and handling. Please write your request to the society business address at P.O. 2362, Harwood Station, Littleton, MA 01460-3362.

Buddy Winiarz sent in a copy of an article appearing in the Lawrence Eagle Tribune describing the Archives for the New Haven Railroad that is, of course, of interest to many a railfan in the New England area.

Stored in neatly packed containers, lined up end-to-end like boxcars in a crowded freight yard are untold stories of the New Haven railroad. No one is quite sure what is in the thousands of documents generated by the railroad before its demise in 1968, but scholars and rail enthusiasts will soon learn when the material is made public at the University of Connecticut.

UConn acquired more than 2000 boxes of railroad documents in 1979 and 1980, and for nearly two years, school archivists sorted, analyzed and cataloged the material at the Wilbur Cross Library.

"It's one of the largest and probably one of the most nearly complete collections of railroad files in New England," says Rand Jimerson, director of the historical manuscripts and archives division.

Soon after the material arrived, officials started receiving requests for information, including that on railroad rights-of-way, the impact on coastal ecology and how to preserve stations.

Jimerson says no one on his staff is familiar with all the documents, but he's sure they cover 150 years of railroading in Connecticut in overwhelming detail. Also included is information on 300 other related railroads and transportation companies.

The New Haven Railroad was formed in 1872 with the merger of the New York & New Haven and the Hartford and New Haven railroads. Those two companies themselves had been formed through the mergers of about 100 smaller railroads. The final merger created a

major link between Boston and New York.

More mergers occurred for the railroad after it was acquired by financier J.P. Morgan and a band of New York investors.

After World War I, the railroad began its long history of financial problems and in 1968 became part of the short-lived Penn Central System.

The only gap in the documents is in the Morgan era. Jimerson says the railroad encountered financial problems, and documents were destroyed. "one can speculate on reasons why these files weren't kept," Jimerson says.

Jimerson says documents show that railroads in the 1950s were experiencing some of the same problems they suffer today. He says railroads 30 years ago flirted with the idea of high-speed trains - an idea being discussed today.

The archivists' work is nearly complete, and it was expected to open last February. Jimerson is compiling a catalog, which will run about 200 pages long when finished.

The documents fill three full floors, and file cards fill another room. They were organized with the help of \$93,000 in grants from the National Endowment for the Humanities."

To be found among the archives are old railroad stock certificates, blueprints of rail lines and rail buildings, surveyors documents, minutes from shareholders' meetings, accounting records, employee records, board of director's documents, and the files of the NHRR's company secretary.

The documents also include records of trolley, steamship and trucking companies.

Jimerson says business should be brisk because "the depth of feeling people have for railroads."

### MBTA ASSESSED \$100 / DAY FINE

The MBTA has been assessed a \$100 a day fine for what a state agency calls "unjustifiable delays" in moving forward on the construction of handicapped platforms at the Chelsea commuter rail station stop. The fines are costing the "T" that amount each business day.

The fines were levied this month by the state Architectural Access Board, which, in late 1986 had given the MBTA a one-year waiver from its rules requiring high-level platforms to give the transit agency to get an easement it needed to do the construction.

But according to Deborah yan, executive director of the board, the "T" neglected to have the variance updated after it didn't get permission from Conrail, and it never filed a status report.

yan said the "T" also didn't comply with an

order to file statements that would prove that it was complying with rules of other state agencies governing handicapped services.

The board which is a branch of the State Department of Public Safety, began the fines May 8th after finding "that noncompliance . . . was without justification," Ryan said.

As of today (May 22) that tab totalled \$1,000 and Ryan said the meter would keep running until the board gets documentation from the "T" showing that it has at least requested those opinions.

Nancy Sterling Gleason, the MBTAs communications director, acknowledged that the deadline was missed. We are sorry that we missed it, she said, adding that the talks with Conrail have been resumed, but no work can start until there is an agreement. (Boston Globe)

Alex McWilliams in the Dwight, Illinois area has asked the readers of the B&MRRHS Newsletter to be on the lookout for information and items relating to Boston & Maine passenger service along the seacoast. In particular, Alex is seeking flatware, serving items, dinnerware and linen service with the B&M logo. Sleeping car items, again with the B&M logo are also needed. Alex is busy rebuilding B&M #33 into a business car.

If you can help Alex, please contact him, Alex McWilliams, Jr., 107 N. Prairie, Box B, Dwight, IL 60420. Phone 815-584-2083.

#### WHY A CHELSEA STOP??

This newsletter editor attended some public hearings conducted by the MBTA a while back when the commuter rail fare increases were being publicly debated. Some of the oft-heard comments revolved about the usefulness / uselessness of the Chelsea MBTA stop on the Rockport / Ipswich branches.

Justification from the "T" centered about the stop as another option of commuting into and out of Boston from the northside by commuter rail during construction of the depressed central artery, and the third harbor tunnel. It appears plausible. I don't have numbers of daily users, but it is beginning to appear that the stop is a smart move by the planners of the huge construction projects.

Commuters who insist on driving over the Tobin bridge to Boston are running into more and more congestion. The Chelsea stop has now some 425 new parking spaces. According to the "T", simply exit at Carter Street and follow the purple T-signs. Parking is free, the fare on the train is 75 cents, and provides a good alternative to going into the city from the northside at the appropriate times.

#### CONRAIL MERGER WITH P&W???

Conrail has approached the Providence and Worcester Railroad Co. (P&W) about a possible merger and the two companies are discussing both acquisition and financial support for construction projects. P&W and Conrail issued a joint statement April 26, during P&W's annual shareholder's meeting saying the companies have begun talks to "explore the advantages of reaching an agreement which could lead to the generation of additional freight traffic for the benefit of both parties." The talks could lead to P&W's acquisition by Conrail; an infusion of capital from Conrail to P&W; or joint efforts to build more freight facilities on P&W lines, the statement said.

P&W won its independence from the old Penn Central railroad in a 1973 court ruling, and has grown since then from a 44-mile line linking its namesake cities to a 375-mile system, with 175 employees. See related article "Big Blue Expansion".

**Sunday, July 30, 1989.** The MVRS is sponsoring a "Day Cape Codder", a one-day minivacation taking up some of the slack left by the loss of the Cape Cod and Hyannis Railroad. The excursion is scheduled to leave South Station at 9:00 a.m. and reaches Hyannis at 11:45 a.m. with intermediate stops at Back Bay, Hyde Park, Route 128, Attleboro, Taunton and Buzzards Bay. The return trip leaves Hyannis at 6:00 p.m. and is scheduled to return to South Station at 8:45 p.m. with scheduled stops at the same intermediate stops. Adults \$30.00, Children (ages 5 - 16) \$20.00, (under 5 years) free. For information, call answering service (617) 361-4445, or write MVRS, P.O. Box 486, Hyde Park, MA 02136.

**Saturday, July 22, 1989.** First Annual Cape Cod Railfan Day by the Cape Cod Railroad. A 95-mile railroad excursion with rare mileage on the Dennis Branch and the Otis Air Force Base Branch. Photo run-bys. Lunch available on board the train. Fare: Adult \$35.00 (if paid by 6/22) and \$45.00 after 6.22; children \$20.00 (\$30.00 after 6/22). For more information, Write Cape Cod Railroad, P.O. Box 7, South Carver, MA 02366.

#### THROUGH THE GRAPEVINE!!!

The rumor mill has it that one of the B&MRRHS's faithful, Arnold Wilder, has recently had his 80th birthday. Congratulations, Arnie, and have many more!!!

Also, the Society wishes speedy recovery to Robert Allen who is recovering from recent surgery.

And while we're on it, it was good to see Carrol Robbins back in circulation again at the June Board Meeting, eager to be active. (ABT)

#### B&MRRHS SEEKS PROGRAM CHAIRMAN

Program Chairman, John Alan Roderick, has asked the Society to help him find a replacement. John has been among the core of hard-working staff members who has been overburdened with the ongoing tasks of the Board and the Bulletin. He needs relief, and would welcome somebody to take over the tasks.

Basically, the Program Chairman is responsible to schedule the monthly meetings and presentations. Some of them are routine, and others require some more work. It's a fine opportunity to talk to other railroad folks and exchange ideas. If you want to know more, ask John. He expects to leave his responsibilities with activities scheduled, and probably not before the end of the calendar year. It doesn't require large amount of effort, but it does carry an important responsibility. And there are many ideas among the current membership. Let's see that mail come in!!!

In a news report from the Bangor News, Springfield Terminal (ST) plans to move from its switching yard on Bangor's waterfront representing a large step forward in the city's efforts to redevelop the area.

"Within a month we'll be moving the switching operation out of Bangor," said Richard Burnham, the railroad's district manager. "The tracks themselves shouldn't be too far behind," Burnham said about removing the numerous lines in the switching yards, which is on the Penobscot River.

"It is definitely good news," said Kenneth Gibb, director of the Community and Economic Development. "We've been talking with them for two or three years about doing it."

"The way I understand it, they would continue to own the land, but it would make the whole area more marketable," he said.

People wanting to get to or leave the waterfront will no longer have to wait to cross the tracks while trains move back and forth along the line as cars are either added or removed farther down the track.

A number of people involved in the redevelopment of the waterfront have said that the railroad would move only when it was made worth its while. And, they said, the city was in

no position to offer the company fair-market value for the waterfront property.

Burnham said that he did not know what would become of the land or if the company had a developer lined up. Company spokesman, Colin Pease was unavailable for comment.

The company will maintain a mainline along the river, Burnham said, with six trains travelling through a day. The switching operation will be divided between the company's yards in Old Town and in Hermon.

The railroad has a yard in Old Town along the river just upstream of the James River Co.'s paper mill. ST's operation in Hermon should not be confused with that of the Bangor and Arostook Railroad (BAR) Co., Burnham said.

He also said that the move should not affect the number of employees in any department.

ST land anchors one end of the proposed redevelopment of the waterfront. The entire waterfront area was the focus of a \$25,000 study done by the Bangor architectural firm.

At a meeting a year ago during which the report was unveiled, it was said that the key to the redevelopment of the waterfront was the relocation of the switching yard, which occupies about 70 percent of the proposed waterfront zone. (Bangor News)

## GUILFORD GLANCES

As mid-year fast approaches, there appears to be no significant changes throughout the Guilford system. The daily motive power count has averaged between 100 and 110 operating units per day. Although this is actually a decline over what it took to operate when the D&H was part of Guilford.

The wheel machine shop at Deerfield has been keeping busy eliminating some of the work at Billerica and Waterville.

At Deerfield, the list of out-of-service units has not changed much. The stored units include 1747, 1718, 1402, 1404, 1420, 629, 640, 622 and 685. The 685 has crankshaft problems and was supposed to be sent to Billerica. ST41 has been burned and has frame damage; it remains at Deerfield. East side hump switchers have seen a number of changes over the years. From SWs, GPs to SDs, lately the ST 684 has been used. The west side is not as active as it used to be. ED-5 power has sometimes been used to switch out the west side, then go on to local work.

At Billerica, there are less people working there than previously. Currently, the efforts are being concentrated on the B&M GP40-2s, #302 and 309. The 325, still shopped for over three years now, still has quite a bit of work left on it. MEC 471 has not seen daylight from the shop for over six months now. ST 630 which never actually got renumbered or repainted has been cannibalized clean at the shop. A portion of the cab and crunched up short nose is all that

remains. Shop switcher remains the ST43 while the Lowell switcher ST 1433 will be replaced with the B&M 1711 while mechanical problems are corrected. The Salem switcher continues locked in with the ST 14 (ex-MEC 565). The stored engine line at Billerica remains the same with the exception of the 331 and 332 put back into service. The 331 was one of the latest to be repainted at Waterville. B&M 327, also done there, has seen consistent duty as AY-1 and AY-3. The 331 is awaiting repairs for a turbo at Billerica.

The remaining in-service units are, or have been, painted at Waterville. In addition to the 327 and 331, others to be done include 339. Remaining, but currently shopped, are the 312, 308, 302, 309, and 325. The painting cycle for those engines painted over Santa Fe colors should also begin as some of the newly acquired units did not take to paint too well at Oneonta over two years ago.

At present, the bulk of the B&M GP7 and GP9 remaining fleet are used on the MEC system in local and a good portion of their road freights.

The stored line also remains unchanged with the following: 648, 675, 620, 1806, 1405, and 252. When not too pressed, the personnel at Waterville have kept the storage line short. Other units previously reported at Waterville have remained unchanged.

In the last issue of the B&MRRHS Newsletter, there appeared an article discussing the thoughts of Conrail becoming more active in the Port of Boston both as an ocean port of entry and in support of the depressed artery and third harbor tunnel expansion by moving gravel and waste. Then, there has been considerable activity on the old B&A Line (Conrail) by rebuilding many of the highway overpasses to accommodate "double stack" containerized. Other reports indicate that Conrail is has also ordered new GE C40-8 Type locomotives. Now, our neighboring railroad historical society to the south, the Narragansett Bay Railway Society has a first page story talking about a possible merger of the Providence and Worcester Railroad with Conrail.

One has to wonder, with the increasing activity of Conrail, what the future of freight railroads might be in New England, if GTI continues its current (in) activity. When did GTI last make a positive move to expand? When did GTI rebuild overpasses to accommodate double-stack? When was the last order for new locomotives placed by GTI?

This is not an attack on GTI, but I do see one large freight carrier updating its equipment and making overtures to expand, while another larger carrier operating much in the same market, still in an abandonment and scrapping phase. I don't see everything, nor do I hear everything, but it does not seem at all unlikely that the bluebirds of the B&M might remain bluebirds, but under a different herald, that of Conrail. If the B&M is losing its identity through GTI, we can only imagine what will happen with the B&M identity under the Big Blue. And this Big Blue is not IBM. (ABT)

See related article "Conrail merger with P&W?"

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### CAPE COD TOWN GETS ITS DEPOT BACK

In one of three railroad station restoration stories in the past two issues of the Newsletter, the Cape Cod community of Falmouth on the upper Cape was told in 1987 by the Commonwealth of Massachusetts that they had a choice: either rehabilitate the 74-year old station or raze it and build a new one.

Falmouth decided almost unanimously in favor of preservation, and now two years and \$1 million later, the town is preparing to complete the renovation in July in time for the onslaught of summer tourists. The restoration caps a four-year state and local effort to save a landmark which had become an eyesore.

The station opened in February 1913 as a low brick building with imposing artificial stone cornices and pillars, red-tiled floor and an iron and glass canopy over the passenger platform, the station would be a pleasant surprise for the visitors returning for the summer in those days.

But as years went by, and rail service declined, Falmouth station suffered a series of paint jobs and other alterations that all but smothered its charm. By the time the New Haven Railroad ended service in 1964, the red brick exterior was painted white and the interior woodwork covered by layers of paint of all colors. The next year, the building was converted into a bus station and over the next 15 years fluorescent lighting, lower ceiling, new ticket counters replacing the old iron grillwork windows.

By 1984, with deferred or zero maintenance, the station was in grave condition. The roof leaked, the boiler inoperable, and the septic system required constant pumping. The station was in danger of being taken over by the state and razed.

But the Falmouth Chamber of Commerce

and state Representative Thomas S. Cahir wanted it saved. Cahir's efforts to restore passenger rail service to the Cape had begun to pay off. The Cape Cod & Hyannis Railroad had, in 1984, reestablished summer trains between Boston (MBTA red line to Braintree) and Hyannis, and planned to expand to Falmouth (This editor in the summer of 1987, indeed traveled from Ipswich to North Station on commuter rail, then MBTA orange and red lines to the Braintree terminal for change to the CC&H for the ride to Sandwich and Hyannis and returned the following day the same way.)

In 1985, the State weighed its options, and Representative received \$400,000 from the legislature to repair the station. The money went untouched into 1986, because of litigation with an abutter over shared parking lot issues. The case was settled in favor of the state, but the delays hurt the project.

The state subsequently hired an architectural firm to plan the restoration. The project manager for the architectural firm felt that the state would be better off tearing the station down and starting over, and asked for the town of Falmouth to decide. After further research and lobbying and support by various civic organizations, the town favored restoration.

Many of the residents held great fear on what the structure might be that would replace the station if they opted for replacement. They feared a concrete and glass box on asphalt.

With projected costs now far exceeding the \$400,000 originally earmarked for the project, in 1987 Cahir went back to the legislature for an additional \$600,000. Even with added funds, the project manager had to scale down the project. Plans called for cleaning and

refurbishing the brick and stone exterior of the station and for reproducing the iron and glass canopy over the front door, as well as gutting the building and removing and rebuilding the old leaky roof. Inside, the iron-grilled windows will be restored as will the iron benches and red-tiled floor.

In early work last fall, the workers discovered after removing paneling and stripped off layers of old paint, that the building is structurally sound, that the mortar holding the bricks together was in better shape than the bricks themselves.

The major problem as expressed in a side head was the demise of the Cape Cod & Hyannis Railroad, that the railroad would be gone before the station opened. That appears to be true at the time this newsletter goes to press. But Representative Cahir predicts that the Falmouth Saturdays will see more than just bus passengers in 1990. "It definitely will be used as a railroad station," he says. "Next year rail will be back in full form." (Richard Stradling for the Vineyard Gazette through Preservation News of the National Trust for Historic Preservations).

### D&H RAILWAY REVISITED

The D&H under able leadership has proven that it can move mountains. Susquehanna's B40-8s have all arrived. In April, two of the new units brought in the circus train.

Although operations will never resemble pre-Guilford ownership now they have remained consistent even during recent labor jags. Colonie Shops, once known as the place where big things happen still serves as the storage area for engines awaiting major work. It is imperative that a release be obtained from the D&H police before any attempt is made to photograph equipment or motive power on the property. At Colonie Shops were the following: D&H 321, 5009, 7407, 45, 7418, 370, 5002, 7403, 227, 3632, 4004, 226, 5022, 7322, 453 of those mentioned, two were NYSW units, B&M 1850 remains also. Units out back stripped: 507, 4099, 5007, 5013, 504, 755, 7316, ex-PC426A and MEC 801. The 760, 5000, 5007, 501, 503, 5012 were cut up for scrap, the 5007 is next to go. At Kenwood yard, Albany jobs had the 382, 6361, 6692, 384, 225. Circus train power on May 3, 1989 NYSW 4030 and 4028. Oneonta has been using the 74, but for two weeks utilized the 223.

At Binghamton, units awaiting repairs remain the same as previously reported: 454, 70, 506, and 6360. D&H 7412 was shopped for tests. Mohawk Yard NS 6536, 8037 were working the yard while RP-PY's power were 4008, 64236, and 6470. At Taylor Yard PA. P-1 switcher 383, 7402 and helpers; BAR 95 and 6642.

A minor mishap at Mohawk during the second week in May put some damage to the steps and the right side of NYS&W 4002. The accident appears to be some runaway auto racks. No one was seriously injured.

(Don LeJeune as of May 19, 1989)

### ANNIVERSARY TRAIN CHUGS ACROSS MAINE

A 45-year old, Canadian Pacific 4-6-4, enveloped in smoke, steam and still emitting the stirring sounds of a lost generation of transportation, rumbled into Brownville Junction, Maine recently. It marked the 100th anniversary of train service in Maine.

The locomotive, CP #1201 is the last of its kind, and was rolled out of the National Museum of Science and Technology in Ottawa this week to haul a string of vintage passenger cars on a memory-stirring run through western and central Maine.

The anniversary train retraced the route of the Scoot, one of the better-known local mixed passenger and freight trains ever to run in Maine. The Scoot was operated continually for 74 years to serve tiny whistle-stop communities on the line between Megantic, Quebec and Brownville Junction.

The tour was organized by the Canadian Atlantic Railway, which began at the freight yard in Megantic. There, volunteers representing the National Museum of Science and Technology fired up the locomotive as a contingent of railfans, members of the news media and railroad workers looked on.

With driving rods clattering and smoke billowing from its stack, the steam engine raced east through Franklin, Somerset and Piscataquis counties. On several occasions, #1201's steam whistle pierced the pristine quiet with a shrill shriek as the engineer and crew sounded warnings at grade crossings along the route.

Railfans gathered at every crossing and every vantage point along the Canadian Atlantic Line to photograph the first steam train on the track route since 1959. At the remote village of Onawa in Elliotsville Township, sightseers lined rock cuts along the track to view the train as it crossed the towering Ship Pond viaduct.

The biggest welcome occurred last, at Brownville Junction to view the steam train as it snorted down a long grade and its destination of the freight yard. The locomotive and train became the centerpiece for Brownville Railroad days, a festive two-day celebration to commemorate 100 years of railroad history in the area.