

As mentioned in the last issue of the newsletter, the B&M Railroad Historical Society has moved its primary post office box to a new location. The new, larger, box is located at the Middlesex-Essex General Mail Facility on Washington Street in Woburn and is accessible to the B&MRRHS staff 24 hours a day, seven days a week. Please note the correct address given below:

B&MRRHS
Middlesex-Essex GMF
P.O. Box 2936
Woburn, MA, 01888

The Harwood Station Box in Littleton will be phased out over a period of several months in order to provide continuity in Society affairs. Mail addressed to the Harwood Station box will continue to be picked up, but less frequently. To ensure a more rapid response, please start using the Woburn post office box.

News items or questions addressed to the B&MRRHS Newsletter, (newsletter only) should continue to be addressed to Post Office Box 9171, Mail Station #312, Cambridge, MA 02139. Correspondence for membership information or renewal, ordering VCR tapes, books, etc., should be addressed to the appropriate staff person or office (such as Membership Secretary, or Treasurer) when known. (ABT)

WATCH YOUR PARKING IN WOBURN!!!

The Board of Directors and the Staff of the B&MRRHS have been asked to advise the B&MRRHS membership and guests **not to park** in those spaces directly in front of the Unitarian Church in downtown Woburn while attending board meetings or regular Society meetings. There is plenty of parking in the rear of the church and the adjacent bank which probably is safer for your vehicle anyway.

With state revenue sharing to the cities and towns dropping to lower levels, many of the communities are left to their own devices to raise revenue. Unless you want to donate to the coffers of the City of Woburn, a word to the wise should be heeded.

As I write this, I must remind you that the meeting for August is in North Conway, New Hampshire and will not be at the Woburn meeting place anyway, so you have a month's grace period anyway.

SHORT AND SWEET

There are many sources of noteworthy railroad news events and stories, not the least of which, are the monthly issues of the popular railfan magazines, **Trains** and **Railfan and Railroad**. I try not to duplicate news items in those sources because I feel most of the B&MRRHS membership already has access to those magazines through some means or other. There are, however, times when certain stories or other items warrant "highlighting" because of their relevance to the interests of the B&MRRHS and other New England railfans.

Several members have called attention to the May-June 1989 issue of **Locomotive & Railway Preservation** (L&RP) with the cover story about the Boston & Maine RR and its branch lines. The comments I've heard have been positive, but there are the usual purists who find a few flaws here and there.

That issue was followed up by another real good rendition of the 50th anniversary at the Seashore Trolley Museum of the New England Electric Railway Historical Society in Kennebunkport, Maine. The July/August issue of L&RP produced another fine steel wheel story by Andrew Young about the growth of what has become the largest

electric railway collection in the world from very austere beginnings.

You might check out the job by Jim Boyd for the September **Rainfan & Railroad** in the name of "Steam Returns to Maine." That same issue has a good shot of a CV GP9 pulling the last Grand Trunk freight out of Portland Maine prior to transferring the rail line to St. Lawrence and Atlantic Railroad. Adjacent to that is a photo of the last revenue run of the North Stratford Railroad out of the New Hampshire town of the same name. Further into that issue is Bangor & Aroostook's last F3 posing for night stills at Brownville Junction in Maine.

It is reported that Preston Cook has a story upcoming in the October issue of R&R about the 50th anniversary of the FT, long considered the first successful road freight diesel locomotive. The locomotive was introduced by the Electromotive Corporation before that company became a part of General Motors, creating EMD. That locomotive is regarded as the locomotive that made giant inroads into replacing steam as main propulsion.

[ABT]

RESTORATION OF THE FLYING YANKEE???

During Railfan's Weekend at the Edaville Railroad in Carver, Massachusetts in June, the "Flying Yankee" was opened to the public on one of the rare occasions since it arrived many years ago from the former Bellows Falls, Vermont rendition of Steamtown. The Flying Yankee, also known as the "Mountaineer" among still other names in its career is a Budd-built, EMD/Winton diesel-powered, articulated passenger streamliner. It was owned and operated under common management over both B&M and MEC routes primarily between Boston and Bangor, Maine. It later ran over several other Boston/New Hampshire or Maine runs. Built in 1935, it was the second of the Zephyrs.

When it was open to the public for a few hours, for a \$5.00 donation, this editor availed himself of the opportunity to go walk through it and squeeze past the large 8-cylinder engine on the locomotive to move his butt into a cramped cockpit. Despite the large appearance of the crews cab from outside the train, maneuvering the bod around the crews cab was likened to walking around in the front seat of a Volkswagen Beetle. Although forward visibility from the cab from straight ahead to one side was probably better than from any predecessor locomotive, two crew members on either side of the cab were unable to see each other, not view down the opposite side. With a makeshift air compressor hooked up to the air horn, several folks made the sound come alive with ear-piercing gusto.

A walk back down through the three coaches of the train revealed an interior in fair shape. There was a strong musty odor characteristic of any vehicle or structure closed for a long time, and with a rather strong sun shining down on the train, a waft of fresh air through a broken window was welcome.

The Flying Yankee has a reported seating capacity of 142 in the three cars and the back end of the locomotive car. That made the Flying Yankee a bit unique, because the prototype Zephyr used the space aft of the engine in the locomotive as a baggage/mail compartment. The truckless forward end of each of the three coaches was supported by the trailing single trailing truck of the car ahead of it in true articulated fashion.

The five-dollar donation alluded to earlier in this story was a donation toward restoration of the train. George Bartholemew, owner of Edaville, and part-owner of the Bay Colony and the newly restored tourist railroad, the Cape Cod Railroad (formerly the Cape Cod and Hyannis Railroad, CC&H), has visions of removing the train from Edaville, transporting it to the nearest railhead (Rochester, Massachusetts some 15 miles away) and towing it to the engine house in Hyannis acquired from the CC&H for restoration. Initial restoration is reported to be the exterior of the train, repair and replacement of the windows that have been broken or fogged over the years, and replacement of the bellows between cars which have deteriorated from exposure and vandalism. Total restoration is a possibility, however, because of a rather limited seating capacity, and the need for a wye turnaround, operation as a tourist train might be doubtful. It is gratifying to hear of any restoration these days, and restoration of the Flying Yankee has to be dear to the hearts of many a B&MRRHS member. There should be opportunities to become involved, both with the wallet and with the hand. More on this later. (ABT)

RYE BEACH MEMORABILIA AND RAILROAD PASSENGER SERVICE ITEMS WANTED

Alex Williams 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. In addition, area items of Rye Beach and environs are wanted including items from hotels and clubs. 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 D, Dwight, IL 60420. Phone 815-584-2083.

FINAL REPORT OF THE NOMINATING COMMITTEE

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**TRAINS OF NEW ENGLAND - FOND MEMORIES
A VIDEOTAPE REVIEW**

Trains of New England - Fond Memories
By Eugene Livernois
Copyright 1989, A&R Productions

A&R Productions
Div. of A&R Systems, Inc.
P.O. Box 492
Kensington, CT 06037

There are many tasks and responsibilities associated with being a newsletter editor. Some tasks generate hate mail and chastisement, and some provide very rewarding moments. Reviewing a videocassette such as "Trains of New England - Fond Memories," is one of the latter.

B&MRRHS member Phil Johnson, submitted a copy of the tape donated by the producer, A&R Productions, for the B&MRRHS archives. The tape is a 42-minute compilation of color-enhanced, 8-mm footage, some 50 years old or more, spanning some three decades of several different New England railroad operations.

The video presents each of the railroads in segments, and generally chronologically within a segment. Fallen flags such as the Boston & Albany, New Haven, and Rutland among other New England railroads are represented.

The Boston and Maine Railroad is represented with some fine footage of "The Flying Yankee" at Old Orchard Beach, and also some B&M Pacifics in action. Although the B&M segment is relatively short in time compared to the exposure of other roads, the quality of the segment is quite good.

The original 8-mm film, some of which is 50-plus years old, was transferred to VHS format very well with a minimum graininess. It attests to the fine original movie-making by the late Eugene Livernois. The background sound is tasteful and not overbearing. The narration was well done, just enough to cover the scene with sufficient silence to allow the viewer to ponder and reminisce. It lacked, fortunately, some of the cutesy-type of humor that sometimes detracts from the action.

In addition, the video film represents an example of the producers system plan to provide video restoration and transfer services with sound sync, music, narration, reproduction and distribution.

Priced at \$39.95 plus shipping and applicable Massachusetts (and Connecticut) sales taxes, the video is competitive with others in its price niche. This video is a fine addition to a library of New England railroad videos. But if you insist on being a B&M purist, you'll have to at this point your options are fewer. Best of all, the producer generously provided a copy to the B&MRRHS archives, so you can check it out yourself and make your own decision.

The video is available in VHS format from the producer (address above), or from Bob Buck at Tucker's Hobbies, 8 Bacon Street, Warren, MA 01083.

[ABT through Phil Johnson]

PROBLEM FOR HOUSATONIC RR

Bob Neff of the 470 Club sent in an interesting note from the Litchfield County Times about some of the current problems this summer on the Housatonic railroad.

It seems that the Housatonic Railroad will not be allowed to use Union Station in Canaan, Connecticut as a location to begin tourist service this summer. The B&M recently decided not to permit the Housatonic to operate on a stretch of tracks the B&M owns from a point just north of the Becton Dickinson Company's plant to Union Station and on to Pittsfield, Massachusetts. Since 1984, the Housatonic has run the tourist excursion service from Union Station to Cornwall Bridge.

Colin Pease, a vice president of Guilford Transportation Industries, Inc. (GTI), said the action was taken to retaliate against the Housatonic Railroad for taking over the freight service the B&M has provided Becton Dickinson for years. "We thought that we had a relationship built on trust with the Housatonic Railroad, but they violated that trust. I don't see any point in continuing the relationship now," Mr. Pease said. The Housatonic began hauling freight from New Milford, Connecticut for Becton Dickinson in Canaan last month.

As a result of B&M's move, the Housatonic was also forced to transfer its equipment, coaches and locomotives from a location near Sand Road in Canaan to another spot by Red Wing properties sawmill in Falls Village. The Canaan Chamber of Commerce recently sent a letter to the B&M asking the company to permit the Housatonic Railroad to use Union Station. But Mr. Pease said his decision on the matter is final. (Litchfield County Times/Bob Neff/470)

Firefighters were called to put out a fire in the locomotive of a Boston-to-Ipswich commuter train, which broke out as the train was pulling into the North Beverly depot shortly after 6:30 p.m. on Thursday, July 17th.

No one was injured, but dozens of commuters on the train heading north to Hamilton-Wenham and Ipswich and beyond had their trips home delayed.

Police patrolman Raymond Beales said the main generator that powers the electrical system malfunctioned and burned out, killing all power on the train. "Then the wires started cooking," said Beales, watching the firefighters inspect the disabled train.

Commuters saw their fears of a widespread fire allayed, but the fears turned to aggravation as they looked for alternative transportation.

James Campbell of Hamilton said he could smell smoke as the train made its way past Route 128 near the Tozer Road crossing.

"We looked at it once we stopped at the North Beverly Station, and you could see smoke coming out of the engine," Campbell said.

Another rider, James Muench, was on the first of five cars. As soon as the fire started, the conductor evacuated passengers towards the rear cars for safety, he said.

"There was an odor of electrical insulation, or metallic odor," Muench said.

Beverly firefighters remained on the scene for over an hour, waiting for an Amtrak electrician to arrive. The train stalled in the North Beverly station just short of the point where the double track ends into single track, so later trains were able to be run around the disabled unit.

[Ed. One of our B&MRRHS members, Al Erikson of Beverly sent in a news clipping from the Salem Evening News about the train fire reported above. Your newsletter editor happened to be aboard that train at the time, and was among the stranded passengers that was "rescued" by his wife in the family buggy, and transported some folks by car to the Ipswich station.

There was but another calamity to hit the MBTA and its aging FP10 fleet (in this case, #1104). These locomotives are among the several that were rebuilt several years ago at the Paducah shops and were of Illinois Central, Gulf/Gulf Mobile & Ohio origin. Most, if not all of this type of power has well over a million miles logged on since they were rebuilt.]

D&H TRADED AWAY RIGHT TO USE TERMINAL

The Delaware & Hudson Railway apparently traded away its rights to use a Conrail truck-to-train terminal in New Jersey days before filing bankruptcy papers, according to an agreement revealed last week in U.S. Bankruptcy Court in Wilmington, Delaware.

The D&H gave up rights for the Oak Island Terminal in the Port of New York in a preliminary agreement dated June 14, 1988. The D&H filed to reorganize under the Bankruptcy Act protection on June 20.

However, the validity of the agreement hasn't been confirmed. Francis DiCello, the bankruptcy trustee overseeing the D&Hs reorganization, argued in Court last week that the swap should be declared invalid.

DiCello on Monday said the bidding process for the Delaware & Hudson could begin. DiCello can now make available to potential buyers information on the railroad's assets, liabilities and operating history.

D&H swapped its rights to Oak Island for the rights to a nearby facility called Brills Yard, the agreement states. More important, it also received Conrail's consent to switch about 800 miles of trackage rights to a sister line, the Springfield Terminal. But Federal rail regulators blocked the

Springfield Terminal lease when the D&H filed for bankruptcy, a lawyer for the D&H parent company said.

Observers say Oak Island is valuable because it could generate more customers for the D&H, and more competition for Conrail, in the lucrative business of carrying ocean-going freight to and from the New York area.

"There's no highway access to Brills; it can't be used for intermodal traffic," said William Burt, president of D&H Terminals, an independent company that proposes to operate Oak Island for D&H use. Intermodal containers are those that transported by ship, train and truck.

The issue is scheduled for a hearing Wednesday in Wilmington, Delaware before Bankruptcy Court Judge Helen S. Balik.

Written proposals for the purchase or reorganization of the D&H must be received by DiCello by September 1st.

The D&H is the oldest continually operating transportation company in the United States. Its operations run through Broome and surrounding counties. DiCello has said that up to 10 different parties have expressed interest in obtaining the D&H.

[Don LeJeune through the Press & Sun Bulletin, 6/20]

Rare Type of Signal is Retired

By W. W. HARTZELL
Field Engineer— Signals

Signal Department forces are engaged in replacing the last of the revolving banner type station signals with the modern position light type adopted as standard some years ago. The last two banner signals on the Boston and Maine are located on the Woburn Loop, one near Central Square and the other near North Woburn.

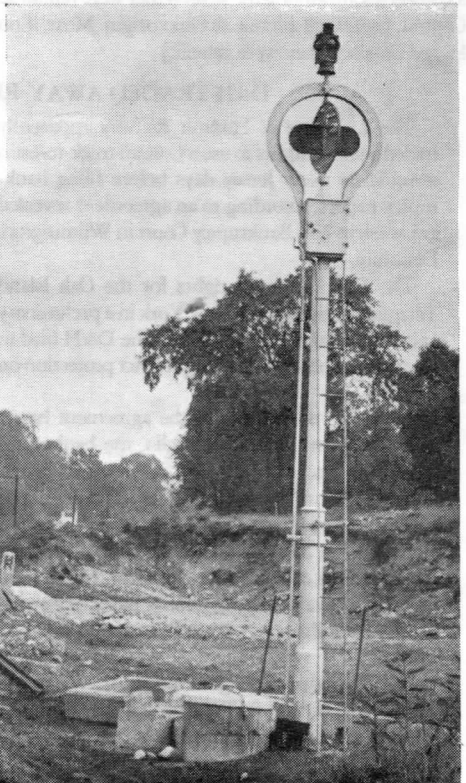
The history of these signals is somewhat uncertain. It is known that this type of signal was first used on the B. and M. about 1900 between Prospect Hill and West Somerville for automatic block signaling. Their use for this purpose was discontinued, as far as is known, over 40 years ago, and in recent years only a few have remained in service as station signals to hold trains out of the station while a passenger train is picking up or letting off passengers on the adjacent track.

These banner signals were a transitional type of signal, bridging the gap between the

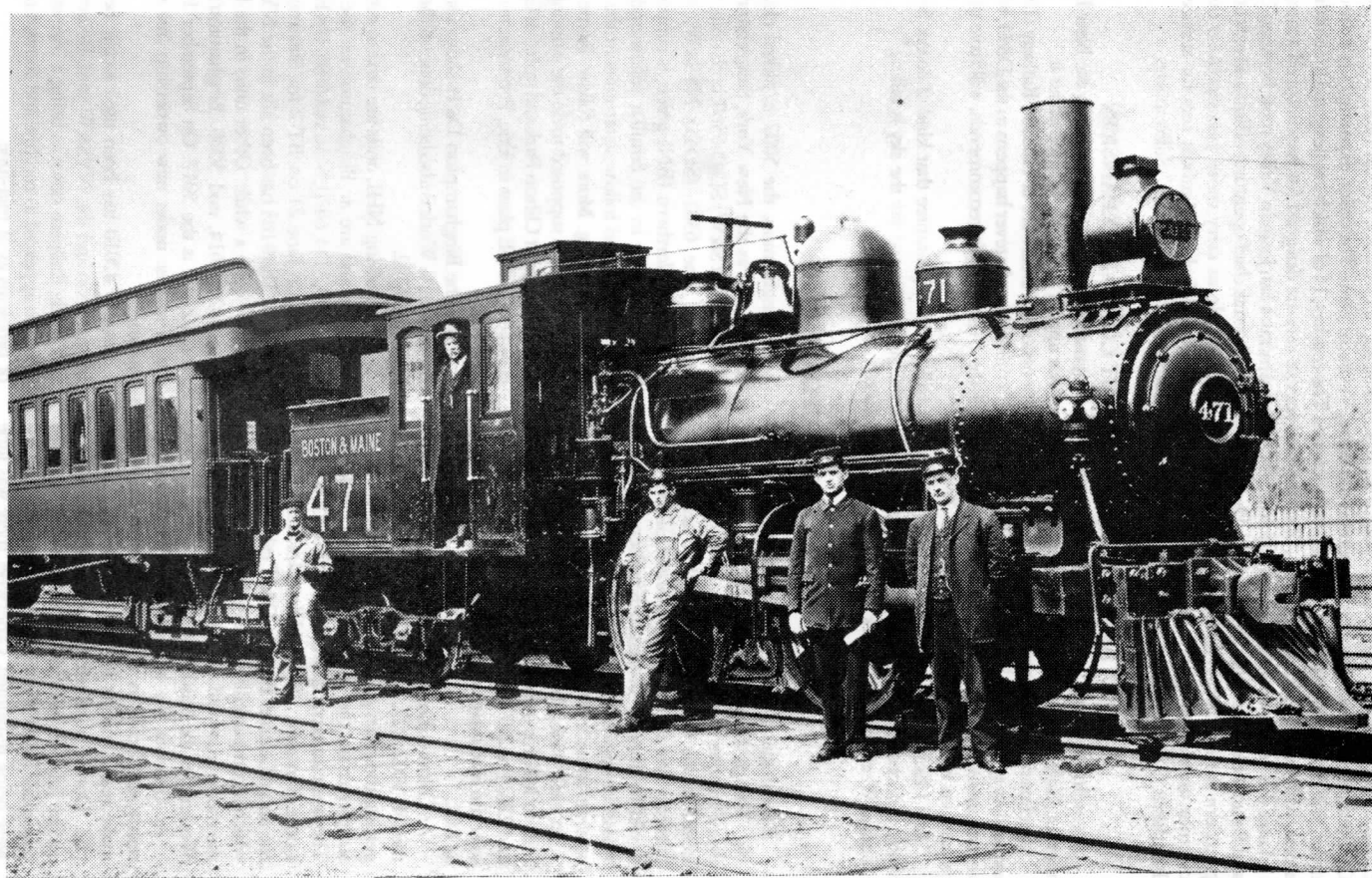
Probably one of the last remaining signals of its type in the entire country is this revolving banner signal, one of two such recently replaced by modern signals on the Woburn Branch

purely mechanical signal, operated manually by means of a wire or pipe line, and the all electric motor drive semaphore. Power to operate them was supplied by a heavy cast iron weight suspended in the mast by a bicycle chain. An electro-magnetically operated ratchet device, somewhat similar to the escapement of a watch, allowed the banner to rotate a quarter turn as the train entered the block and another quarter turn as it left the block. The weight which pulled the banner around dropped in the pipe a little with each quarter turn. Consequently, it was necessary for the signal maintainer to wind up the weight by means of a crank, at intervals depending upon the number of operations.

In spite of their somewhat crude method of operation, these signals were well made and performed their operations reliably with a minimum of troubles.



Engine 471 and crew pictured at Medford in 1905. Left to right are Fireman Carter, Engineer Bill Alger (standing in cab door), Baggage-master G. Melvin, Brakeman Joe Medeiros (brother of Passenger Conductor E. F. "Shine" Medeiros), and Conductor Charles Messer



AMTRAK'S "HORIZON FLEET" COACHES IN SERVICE

As of the middle of May, eight of the new Amtrak "Horizon Fleet" short-distance cars had arrived in Chicago for revenue service in the Chicago corridor. These are the first of a 104-car order from Bombardier Corporation which is assembling the cars at the Barre, Vermont plant. The order, expanded since the original order, will include 86 coaches and 18 food service cars. The coaches, 14 of which are designed for handicapped access, will seat 77 to 82 passengers. All of the food service cars are designed for handicapped access.

Later this year, more of these cars will enter service on Amtrak's San Joaquin Valley route between Oakland and Bakersfield, California. According to Dennis F. Sullivan, Amtrak chief operating officer and executive vice president for operations and maintenance, "These cars will help us carry more passengers on our short distance unreserved trains." This addition to Amtrak's fleet will "release Amfleet cars for service in the Northeast Corridor, where most of our crowding and standee conditions occur," Sullivan says.

GTI NOT CONCERNED ABOUT CONRAIL EXPANSION

According to a June 5th Traffic World article about proposed expansion of Conrail into the New England market, Guilford Transportation Industries (GTI) does not appear to be too worried about it.

In reference to the report that Conrail may buy segments of the Delaware & Hudson Railway (D&H) to expand its system, GTI Vice President Colin Pease said, "I think that whatever happens to the D&H, whatever comes about in the form of reorganization or whatever the trustee finally recommends, will have to include provisions for competitive access to New England."

"And I feel that whatever flows out of the process will probably guarantee that kind of access. So I don't think it is necessary that you have to look at what they're suggesting and say the sky is falling." (Traffic World through Mark Woodruff; MBRE Callboy)

D&H UPDATE

If the slogan at D&H's Colonie shops of "Where Big Things Happen" hold true, an interesting event may be in the workings. Most of the units stored in the Colonie shops will be sent out for overhaul first prior to the GP38s and GP39s. Work would be done by Morrison-Knudsen (MK) and would be repainted in the lightning stripe paint scheme unless a change in plans occurs.

In early June, the following D&H units were sent to MK for overhaul and rebuilding 7332, 231 and 226. The 227 is currently being made ready for over the road travel at Colonie shops for rebuilding at MK.

At Colonie shops work is being performed on the 74, 5002, 227, 452, 507 and 5022. The 507 is getting the main generator from the 452. On the scrap tract sits the: 5013, 801, 504, 755 and 7316. The latest units cut up were the 760 and 5007. Also a note of interest; old D&H box cars are also being cut up at Colonie. Former D&H caboose #35912 which accompanied the 602 (steam locomotive) in the movie *Ironweed* has not yet seen the scrapper. Working as the hostler was the 5022.

At Oneonta, the local is using the 5009. Currently, the facility is under contract to paint and make ready boxcars for the "Ma & Pa" Railroad. [Ed. During a recent trip through Oneonta in earlier July, this was indeed true. It also appeared that older D&H boxcars, but in pretty good shape were being re-painted. Otherwise, there was little activity at this once busy site.]

At Binghamton, the 5002 is picked clean for parts as well as the New York, Susquehanna and Western (NYS&W) SD45 6360; both units will be scrapped. The 6361 (SD45) NYS&W, still in Burlington Northern (BN) green, is supposed to be painted next in the familiar yellow and black paint scheme and follow sister units in the 3600-series numbering. More will follow. Rome Locomotive Works is supposed to do the painting. The 4006 damaged at Clifton Park and stored at Colonie is now at the GE plant in Erie, Pennsylvania being repaired.

Inside the Binghamton D&H shops for overhaul is the 70. Work is also being done on the 1800, 6542 and 6592.

The following NHL units are next to return to the lessor and are at Binghamton on the ready track: 6692, 3144, 6470, 6436 and 6695. D&H RS-3 #103 left on June 21 on BT-2 for Steamtown at Scranton. The #103 has been idle in the NYS&W yards for quite a while. Other units in the lashup were 4024, 3614, and 3000. Binghamton's yard switcher still is the 5017. On September 1st, the D&H may be under new ownership (see related article).

Susie-Q #2010 has been used locally between Binghamton and the NYS&W yard. Recently the unit made Railpace news as being a "fire starter." The unit appeared to run fine and showed no sign of problems as of mid-June.

[Don Lejeune as of 6/15/89]

Advocates for the concrete ties may have suffered a setback when reports of cracking and crumbling concrete ties were reported in a recent article in the New York Times.

A three-mile stretch in the Bronx, of the Metro-North Commuter Railroad, which serves the northern and eastern suburbs of New York City and into Connecticut, may have to be replaced because some of the 8,000 concrete ties installed there beginning four years ago have begun to crack and crumble, the president of the system said recently.

A spokesman for the manufacturer, Lone Star Industries, Inc. of Greenwich, Connecticut, said the same "indications of accelerated aging" had been detected in ties it sold to other railroads since 1983, including Amtrak, the MBTA and CSX freight systems.

Railway officials, as well as the manufacturer, insisted that the ties do not pose an imminent safety hazard. "There is no safety problem," said the president of Metro-North, Peter E. Stangl, "We have stepped up our inspections of those ties."

However, the finding of the cracks and other signs of wear has prompted a contractor to drop plans to use 22,100 of the ties in renovating the Park Avenue tunnel.

Metro-North executives said the area facing replacement was between Mott Haven and Fordham sections of the Bronx, where the Harlem and New Haven Lines share the track. The eight-and-a-half-foot ties, installed in 1985 and 1986 at a cost of \$1.4 million, were supposed to last 50 years. Most wood ties are replaced after 25 years, officials said.

A spokesman for Amtrak in Washington, Clifford Black, said 260,000 of 1.3 million (20 percent) Lone Star ties along 100 miles of its New York to Washington rail corridor were considered suspect. He said about 50 ties have had to be replaced since fall, when Lone Star told Amtrak about the problem.

Why the ties crumble is not known. Lone Star is studying the problem, a spokesman, Jim Powers said.

Industry executives said the leading theory among Metro-North engineers was that the problem dated from 1983 when Lone Star switched quarries and began using more alkaline rock. Under exposure to moisture, the higher alkalinity may cause the ties to soften and expand, causing cracks.

Although the manufacturer has offered to replace all defective ties, Mr. Stangl said that "we think that the best option" might be to replace them with ties made of azobe wood from equatorial Africa, which is supposed to last as long as the best concrete ties and costs about the same, \$60.00 each.

Lone Star wrote a letter to Metro-North about the problem in late March, officials said. Metro-North made the letter public when Mr. Stangl formally asked the board for \$100,000 for a study by engineers at the Carelton Laboratory of Columbia University.

The ties were manufactured by a Lone Star subsidiary in Littleton, Massachusetts, San-Vel Concrete. Lone Star, a 75-year old concern, has been making concrete ties for ten years, Mr. Powers said.

Mr. Black said, you'd have to have a coincidental catastrophic failure of a long run of ties for an accident to occur.

GUILFORD GLANCES

Rigby is the latest yard to join the ranks of a bygone era. It's been learned that on July 1st it is due to close with the employees given the opportunity to go to Billerica. Currently, Rigby is the "torch depot" for seven ex-B&M milk cars that were previously stored at Greenfield, then to Deerfield two years ago. The first two cars cut were #1928 and #1909. About twenty MEC and B&M cabooses remain stored there as well as a small army of 7600 and 7700 series boxcars.

Some consolidating is also taking place. Now LA-1 local from Lawrence has working limits up to Dover, New Hampshire. Other moves are in the works throughout the whole system.

The rebuilding program at Waterville is in high gear, the 304, 305, 692, 601 are being done. The 312 was released in mid-June from a rebuild and second time Guilford paint job. The work done at

Waterville was a masterpiece inside and out. U-18B #401 had an unfortunate mechanical problem recently and is now out of service with engine damage. There is a strong possibility that the U-18Bs may be rebuilt after the 300- and 600-series units are complete. Also, with 70-odd engines not painted yet, the paint shop at Waterville will be kept busy while not working on freight cars. The first week of June also saw a new era for the B&M GP7 fleet. Former 1568 became ST 32. The last unit painted prior to this information was B&M #312, done in early June.

At Billerica work continues on the 308, 309, 302 and 689. At Deerfield the same units remain stored including the 629, 649, 641, out-of-service 54, 338 and 691. Slug set 300-100-301 has been having electrical problems once again and has been shopped more frequently at Deerfield shop. [Don LeJuene as of 6/15/89]

FOR RAIL LABOR, SOLIDARITY IS A SOMETIME THING

In the ranks of organized labor, it used to be "Solidarity Forever." Now it seems to be "Solidarity Sometimes." And in the ranks of rail labor, it appears that it's going to be "Solidarity Never," at least so far as the United Transportation Union (UTU) and the dozen-or-so other organizations are concerned. Not in recent memory has rail labor been so split and splintered. And while most of the blame seems to be laid upon the UTU, the rest of rail labor doesn't get a free ride.

The obvious, public issue has to do with raiding, with one union's attempts to build membership by taking people away from another union. The UTU withdrew from the AFL-CIO a while back because of a controversy over raiding, which the AFL-CIO prohibits among its member unions.

But, the UTU did remain a member of the Railway Labor Executives' Association, or rather President Fred Hardin did, since it's the chiefs who make up RLEA's membership. Then this nervous relationship got more shaky.

At Guilford Transportation Industries, where the UTU had the contract to represent employees on the tiny Springfield Terminal, the UTU suddenly was "representing" all employees when Guilford leased its Maine Central (MEC) and Boston & Maine (B&M) properties to Springfield Terminal. Other rail unions, somewhat understandably, were not happy.

In the meantime, the UTU was making another move against the Brotherhood of Locomotive Engineers (BLE), proposing a merger (an idea which was rejected) and starting representation battles. The UTU tried first for a representation election on a unit of Norfolk Southern (NS), but after the National Mediation Board — which handles such disputes — ruled that the various NS railroads were part of one system for such purposes, then the UTU challenged the BLE on a systemwide basis.

Let's see now, next up was a move by the RLEA to require that its member's unions belong to the AFL-CIO, which would have forced Fred Hardin to take his union back into the AFL-CIO and give up UTU's raiding tactics. UTU rejected what it termed the RLEA's "ultimatum," vowing to continue its representation fight on the NS and claiming it had an A-for-Authorization cards from 78 percent of NS engineers.

And, of course, at the same time the UTU was facing its own challenge on Springfield Terminal, a challenge mounted jointly by all other rail unions who had previously represented employees on MEC and B&M.

If you are not sufficiently confused by now, you probably haven't been paying attention.

At this point, both representation challenges are in the National Mediation Board's hands, and it's up to the NMB to decide whether and when and how to hold an election. The Board began a field investigation early in May on NS, with the dispute on Springfield Terminal trailing behind on timing.

Procedure calls for the NMB to get employee lists from the carrier and position statements from the concerned parties, and then make a determination as to whether to call an election. If there is a vote, it would likely be by mail ballot over a three-to-four week period, which means that the representation problems on both properties are not likely to be resolved until sometime in July, if elections are authorized.

The underlying reasons for UTU's actions are pretty obvious. Back when the five-man train crew was standard, the UTU and its predecessor unions represented 80 percent of the members of a crew, all but the locomotive engineer. Now with the three-man crew common, and the two-man crew increasingly common on intermodal trains, UTU's representation power has gone down sharply, in relative and absolute terms, and there is no way that the union can regain power except through merger with the BLE or through taking representation rights away from the smaller organization.

But, the UTU also has other problems. It has been nailed on a number of occasions. There have been the crew-consist reductions made under agreements. There was the caboose-off agreement, made more-or-less under duress. There was the confrontation last year with Chicago & North Western on crew consist, and the UTU lost.

Then, consider that when he ran for re-election a while ago, Hardin barely won. And in the wake of the North Western debacle (for the union), he felt the need to make a long and passionate defense of his stewardship in the union's publication. Finally, there remains the feeling that when four operating organizations amalgamated to form the UTU almost 20 years ago, what they created was more a menagerie than a happy menage.

If you want some idea as to how these diverse groups were to get along, walk back to the 1960s, when the railroad industry had a work-rules-change program in full swing and the operating unions had four public-relations officers working to protect rail labor in Washington. Only two of the p.r. people could really work the issues at any given time with the third assigned to keep an eye on the fourth to make sure he wasn't knifing one of the brother unions, or so the story went.

Now with the complex negotiations in progress or in prospect, national and local, probably the last thing

the railroads — or for that matter, the unions — need is open warfare in the ranks of labor. But such is the case, and it has to be dealt with, the question being: How?

By its sheer numbers and by its traditional lobbying strength in Washington and elsewhere, the UTU maintains strength. But by its deliberate alienation from both the AFL-CIO and now the RLEA, the UTU and Fred Hardin may be walking a perilous path. If the UTU chose to call a strike, for example, under present circumstances, would other union's members honor the picket lines? Forget secondary boycotts, would other union's members honor the primary strike's picket lines?

Given the posture adopted by the UTU and the actions taken by it, why should they?

Solidarity is great, but it's not a one-way street.

[Gus Welty, *Railway Age*, 6/89]

AMTRAK'S MONTREALER RESUMES SERVICE

After more than a two-year absence from the Connecticut River Valley scene, the Montrealer plied its way northward marking the resumption of Washington to Montreal Amtrak service. A large banner across the track reading "Brattleboro Welcomes Amtrak's Montrealer, July 17, 1989" was broken by an Amtrak extra from Amherst, Massachusetts led by Amtrak F-40 locomotive, #401 at the point, signifying the event.

Actual resumption of full service began on July 18th. The July 17 train was a special train carrying about 400 Amtrak and state and local political guests from the states involved. Normally, the northbound Montrealer would be travelling through the area at night. The shortened trip was a showcase trip to increase the hoopla and awareness of the resumption of service. At the same time, Amtrak announced attractive fares for the Montrealer in the New York Times and other media for an undisclosed duration.

As most B&MRRHS members recall, Montrealer service was suspended in April 1987 following heavy rains, washouts and deteriorated track and roadbed along a couple of segments of the 286-mile run. Maintenance of the poor roadbed was under the jurisdiction of Guilford Transportation Industries, owners of the B&M RR track.

Amtrak, after attempting to negotiate with GTI to repair and upgrade the roadbed, used eminent domain powers for the first time under the federal law that set up the national railroad. Amtrak took from GTI 48 miles of track along the Connecticut River between New London, Connecticut and Brattleboro, Vermont. It then sold the track to Central Vermont Railway, which repaired the tracks and will maintain them.

In Amherst, a new stop, and now the only Massachusetts Montrealer stop, the UMass Oompah Band greeted the trains arrival with "Happy Days Are Here Again." The Chairwoman of the Amherst Board of Selectmen voiced a common theme echoed by many a politician about restoration of service; that the passenger train is a convenient alternative to the automobile, a way to

cut air pollution, gridlock and deaths on the highways.

In Claremont, New Hampshire, one of the largest crowds to greet the train was a gathering of some 500 people celebrating the first time ever of an Amtrak station stop in New Hampshire.

In Vermont, Gerald Moss of the Central Vermont Railway (CV) urged to observers, "if you want to keep it, use it!". Vermont Senator Patrick Leahy (D), considered the prime mover in Congress in obtaining \$5.5 million in federal funding to restore service, took the throttle for a 24-mile stretch, while Governor of Vermont Madeleine Kunin, whose state contributed another \$1.14 million also played engineer for a short while.

Meanwhile, there is "temporary" rerouting. As mentioned, Amherst now represents the bypass around Hartford, Connecticut, and Springfield and Northampton, Massachusetts. They had been Montrealer stops earlier, but because of the need for extensive repairs to the tracks between Springfield and East Northfield, Massachusetts, they were bypassed.

Amtrak is negotiating with GTI, owners of the track, to get the lines repaired and maintained. But Amtrak spokesman, Clifford Black said repairs would require a contribution of \$5 million to \$6 million from Massachusetts toward the total cost of \$7.5 million to \$11 million. Until that happens, Hartford, Springfield and Northampton will continue to be bypassed.

(Steve Bennett for the Boston Globe)

— GET WELL SOON —

BEST WISHES FOR A SPEEDY RECOVERY TO GREAT BAY DISPATCHER DAVE LAMSON and TO GEE SMITH, WIFE OF DWIGHT "THE BOSS" SMITH.

HOPE YOU'RE BOTH
TRACKSIDE SOON!