

**Boston & Maine Railroad Historical Society**  
*Incorporated*

# NEWSLETTER

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P.O. Box 9171, MS #312, Cambridge, MA 02139

SEPTEMBER  
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**MEETING / MEMBERSHIP TELEPHONE NUMBER (617) 628-4053**

**B&M&B&M&B&M&B&M&B&M&B&M&B&M&B&M&B&M&B&M&B&M&B&M&B&M&M&M&M**

**NOVEMBER 11, 1989** Our annual meeting with the *North Shore Model Railroad Club*. This is by far the favorite meeting of most members! The club is located at 404 Rear Main Street, Wakefield, Mass. The parking lot for the club is on the right side of Princess St.

**DECEMBER 9, 1989** Back to Woburn for our traditional December *Member's Night*. As before, a maximum of 25 slides or 200' of movie film. A slide projector will be provided. If you have movies, please bring your own projector.

**JANUARY 13, 1990** Start the decade out right. *Mr. Mark Smith*, publisher of *Locomotive and Railway Preservation* magazine. Mr. Smith will be talking about his magazine, as well as railroad preservation projects.

### **SPREAD THE WORD ABOUT THE SOCIETY**

Members should consider using their local town or city library as a means of spreading the word about the Society. Why not give a gift membership to your library? That way we can make sure the B&M BULLETIN is readily available to scholars and researchers who might never hear of us otherwise.

All you need to do is visit your local library and speak with the head Librarian. Tell them what you have in mind. This will avoid any duplication of effort, and also give your donation a personal touch. Explain to them that they will receive the Newsletter and the Bulletin as we issue them. If at the end of one year they have enjoyed having them, they might wish to renew on their own, or you may choose to renew as a yearly gift.

In addition to your local library, you might also consider giving a membership to your town's historical society or museum, especially in communities through which the B&M operates, or did in the past.

To encourage you to participate in this effort, the Society will award a \$5.00 merchandise certificate good toward any item we sell, to each member who gives a gift membership to their library, historical society or museum. Each gift membership will earn you an additional certificate. So go on out and spread the word... and get a little reward for your effort!

## 2 NEW B&MRRHS POST OFFICE BOX!!!

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 shall 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 in 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.

## FORD TO SEND AYER-BOUND CARS THROUGH WORCESTER

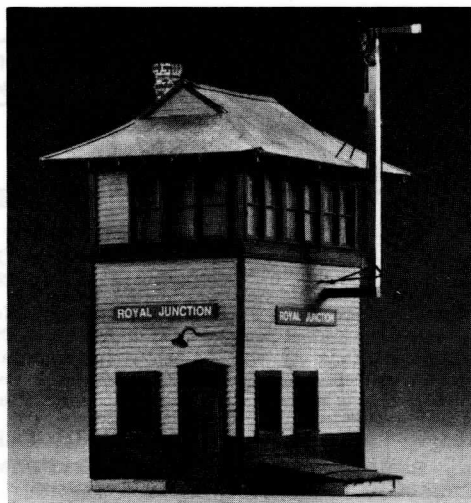
Ford cars bound for the company's unloading facility in Ayer will soon pass through Worcester, under an agreement between Consolidated Rail Corporation (Conrail) and the Providence & Worcester Railroad Co., (P&W), spokesmen from both companies said.

Conrail and the P&W said that they have reached an agreement that will allow Conrail to operate along a three-mile stretch of P&W's track between Union Station and Barber Avenue, said P&W President Orville Harrold. The terms of the agreement were not disclosed.

Conrail also will build a connector between its tracks and P&W's behind Union Station and will raise the clearance on the P&W line to accommodate multi-level rail cars carrying new cars and trucks, according to the agreement.

As a result of the agreement, Conrail's Boston Line will be able to connect with Guilford Transportation Industries' rail line between Worcester and Ayer.

Conrail and Guilford reached an agreement in May to provide joint service to the Ford Motor Company. "In the railroad industry, there are times when you are competitors, and there are times when you work together to compete against someone else," said Guilford spokesman. F. Colin



## FOR B&MRRHS MEMBERS ONLY

The Society is providing a special discount on a B&M/MEC Standard Signal Tower of The Barrett Collection. This fine quality kit is manufactured by Sheepscoot Scale Products. Regularly priced at \$29.95, this B&MRRHS members-only special is priced at \$25.00 until November 30, 1989. Send your request to Jim Nigzus at the new Woburn-GMF post office box along with your name, address and membership number, if known.

Pease. "This is an instance of when we worked together."

Conrail will lower the P&W track that runs underneath Lincoln Street, Harrold said. The company will also lower track at three locations on the B&M line between Worcester and Ayer, he said.

Construction of the connection and the vertical clearance work is expected to be completed by November, a Conrail spokesman said.

Ford cars bound for New England now travel via the B&M rail line between Albany and Ayer, Harrold said. The B&M is owned by Guilford Transportation Industries.

The B&M, however does not have protected underpasses, and during the journey from manufacturing plants, cars have been damaged by people throwing debris from the bridges, Harrold said. Ford has elected to go with Conrail because it has protected underpasses, Harrold said.

It wasn't so much the damage between Albany and Ayer, but between Albany and the point of origin," Pease said.

When the Conrail rail cars arrive at the B&M's tracks near Barber Avenue, a B&M engine will hook up to the rail cars and take them to Ford's unloading ramp in Ayer, Pease said.

## MANCHESTER (MA) RESIDENTS SICK OF BLASTED TRAIN HORNS

Many residents of Manchester, Massachusetts are upset at the loud and disrupting train whistles that blow at all times of the day and night. Parents say their children are frightened out of their sleep by the blasts, and selectmen expect many who live near the Ashland Avenue train crossing to file for tax abatement, as at least one person has already been told a house has been devalued as much as \$100,000 by the noise. The state Department of Public Utilities has not decided whether the Massachusetts Bay Transportation Authority (MBTA) commuter trains can cease or curtail the whistle blowing.

[Ed: This issue has been going on for many months as reported in area news reports. It appears that when the commuter rail trains were operated by the B&M, there had been fewer complaints of noise, however, a serious accident occurred at that area quite a while back. Because of the accident, it appears that trains operated by Amtrak personnel are indeed complying with Amtrak orders to blow the warning whistle. ABT]  
[Tri-Town News, 8/20/89]

## 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.

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Best Wishes For A Speedy Recovery  
To Board Member Don Robinson

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## MANCHESTER NEIGHBORHOOD CROSSING QUIETER NOW

Peace has finally settled in on Ashland Avenue and neighboring streets now that the locomotive engineers aboard the MBTA commuter trains have stopped blowing the whistles each time they go past. In a sequel to the story about neighborhood complaints, Peter Dimond, MBTA spokesman, said that the no-whistle rule went into effect on September 6th.

The 24 trains a day (16 on weekends) that which used to pass the crossings at 30 miles an hour, now slow to 10 miles an hour. Neighbors had complained that Amtrak which operates the trains for the MBTA, followed the rules too strictly when it took over the commuter rail operation from the B&M.

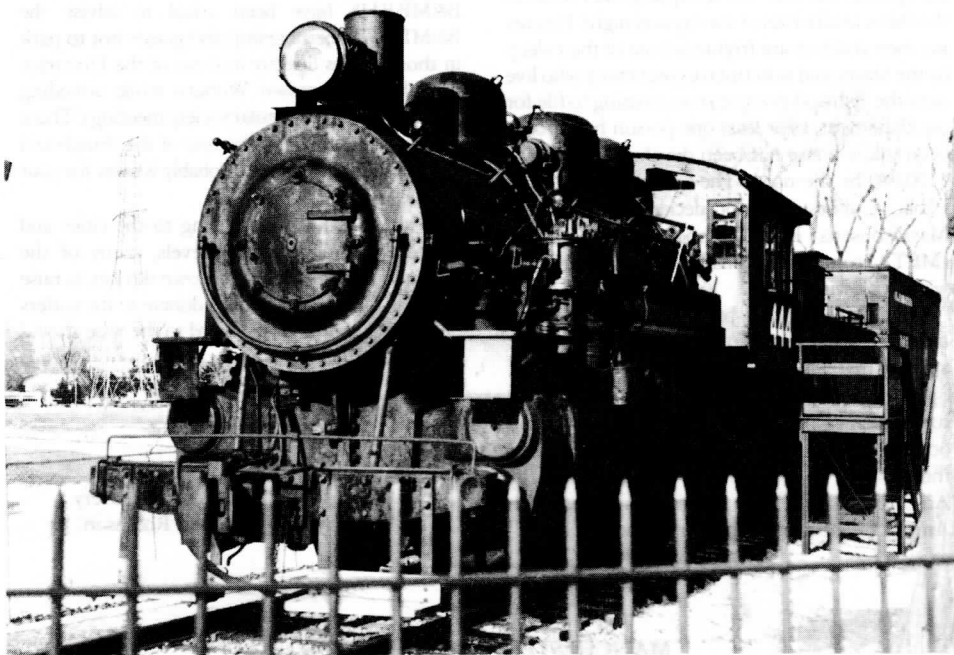
At a public hearing in January, neighbors said the train whistle blasts woke them at 5:30 in the morning, bothered them during the day and kept them awake late at night until the last train from Boston passed shortly before 1:00 a.m. They noted that the only vehicles that passed the crossing are going to a boatyard located next to the B&M drawbridge in Manchester.

Manchester selectmen requested that the Massachusetts DPU change the procedure for the trains

moving over the crossing. The PU went along with the town, but insisted that planters be installed in the boatyard, making it difficult for cars and trucks to back up onto the crossing. It's really a dead end, the public doesn't go in there. Anyway, the DPU notified the MBTA of its decision, although the whistles didn't stop until a few days later. (Salem Evening News, 9/08)

[Editor's note: A couple days after the whistles stopped at the Ashland Street crossing, the tranquility produced by the silence was suddenly interrupted by the sound of fire apparatus responding to a ten-alarm fire at the boatyard shortly after 5:15 a.m. The early trains in the morning commute on the Gloucester Branch were delayed for about four hours as two large structures in the boat yard were destroyed. Miraculously, although the fire was fairly close to the bridge, there was apparently no damage to that structure. The Gloucester branch commuters had lost two bridges to fire in the last five years, at North Station and the Beverly-Salem bridge over the Danvers River. That commuting population along with those on the Eastern line to Ipswich don't need to lose any more bridges. ABT]

## NEW LIFE FOR B&amp;M 0-6-0 #444



Word from Stan's Hobby Shop in West Chelmsford through Carl Byron tells of the partial restoration and public display of the former B&M 0-6-0 locomotive #444. It was originally built for the B&M by the American Locomotive Company, Brooks Works in Dunkirk, New York (near Buffalo) in December 1916 car-ving builders number 56532.

The locomotive has returned to its birthplace as it is on display at the Alco-Brooks Railroad Display and Chataugua County Farm Museum at Dunkirk, New York. The locomotive was to go on display officially over this year's Labor Day weekend. From reports of those who have seen it, the cosmetic restoration is quite good. No word was offered as to the possibility of full operational restoration.

In April 1952, the 0-6-0 was sold to the H.E. Fletcher Co. for use in their granite quarry in West Chelmsford, Massachusetts. It was replaced by a diesel switcher a year later, and was parked at the end of a siding at the quarry.

Undergrowth and trees grew up around it on the siding until January 1986 when the Historical Society of Dunkirk contacted John Chick, Jr. of Anton, Massachusetts to examine, photograph and report back to the society of its general condition. A few months later, Mr. Paul Keany, President of Fletcher Granite Company agreed to donate #444 to the Historical Society. Through member donations exceeding some \$22,000, the locomotive was moved to Dunkirk in February 1987, and to the Chataugua County Fairgrounds a couple of months later.

There was no mention of stories concerning #444's service under the B&M flag, prior to service as a granite quarry hauler. If any of you B&MRRHS folks have any stories or knowledge of the whereabouts and activities of this locomotive, I'm sure the Historical Society of Dunkirk, New York would love to hear from you as well as our own membership either directly, or through the B&MRRHS newsletter office.

And, the next time you are out in the Buffalo area, turn your wheels to the fairgrounds and look it over. The railroad display has several other pieces of rolling stock and railroad equipment on exhibit.

[Stan's Hobby Shop through Carl Byron]

## UPCOMING RAILFAN AND MODELER EVENTS

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Sunday, October 21, 1989: RARE MILEAGE EXCURSION over 45 miles of "freight only" trackage out of Laconia, NH at 9:30 a.m. with connecting motorcoach service from Boston. Excursion will run north out through Ashland and Plymouth, then follow the Pemigewasset Valley through Campton, Thorton and Woodstock to Lincoln at the northern end of the branch. After leaving Lincoln, the excursion will travel through Meredith south to Weirs Beach, Lakeport, and back to Laconia. Coaches from the Winnepesaukee Railroad will be heated. Adult rail ticket, \$30.00 each; children under 12, \$20.00. Boarding times, motorcoach locations, etc. will be sent after October 9 with tickets. Bring your camera, but please leave your alcoholic beverages at home. Inquire of Massachusetts Bay RRE, P.O. Box 8136, Ward Hill, MA 01835 or phone (617) 489-5277.

Sunday, October 22, 1989: Two separate RARE MILEAGE EXCURSIONS over 26 miles of "freight only" trackage out of Worcester and Hampden Counties. The first excursion will run from Palmer at 9:30 a.m. with connecting motorcoach service from Boston. From Palmer, excursion will operate Massachusetts Central Railroad coaches north through Ware, Gilbertsville to South Barre at the northern end of the former B&A (NYC) branch. Return to Palmer will be about 1:00 p.m. A second run will be on the same route in the afternoon, but will not have the motorcoach connection available from/to Boston. It will return to Palmer at about 5:00 p.m. Adult

rail ticket, \$25.00 each; children under 12, \$15.00. Boarding times, motorcoach locations, etc. will be sent after October 9 with tickets. Bring your camera, but please leave your alcoholic beverages at home. Inquire of Massachusetts Bay RRE, P.O. Box 8136, Ward Hill, MA 01835 or phone (617) 489-5277.

Sunday, October 22, 1989: Two fall foliage tours on the Providence & Worcester Railroad out of Worcester for either Gardner, MA or Putnam, Connecticut or Woonsocket, Rhode Island depending upon the brilliance of color at the time. Each tour is two hours long with one departure at 11:30 a.m. and the second at 2:30 p.m. Fare for adults is \$14.95; for children \$9.95; observation at \$19.95.

Saturday, October 28, 1989: Two fall foliage trips on the P&W as described above for Saturday, October 22, 1989. Same times, fares and conditions.

Friday thru Sunday, November 24 thru 26: The annual Turkey Trotter train rides will depart from the North Conway depot of the Conway Scenic Railroad on each of the three days of the long Thanksgiving weekend at 11:00 a.m. and 1:30 p.m. Tickets go on sale each day at 9:00 a.m. Coach fares are \$7.00 for adults, and \$4.50 for children (4 to 12 years), free for children under 4 years on an adult lap.

## PROGRESS ON THE NEWBURYPORT EXTENSION

Your Newsletter editor has attended a couple of public hearings by the Massachusetts Bay Transportation Authority (MBTA), one in Ipswich in July, and one in Newbury in August to discuss the restoration of commuter rail service from its current termination in Ipswich to Newburyport.

Happily, it can be reported that both meetings were of a positive nature, with almost no opposition to the plans. In the Ipswich meeting, one party expressed concern about vibrations causing bricks to fall from their chimney. Other concerns were expressed about maintenance off right-of-way, and keeping bikes and snowmobiles off, or trash disposal.

Basically, the plan is to restore single track, while maintaining current double track just south of Ipswich at the current layover facility, and constructing an additional passing track near

Rowley station stop.

The Rowley station stop will be restored near the site of the existing (former stop). If I'm not mistaken, commuter rail service to Newburyport (under the B&M) ceased in 1976, but the Keiver Lumber Company, formerly in Beverly, and moved to Newburyport in the late 60's or early 70's continued to receive hardwood loads up until the Beverly-Salem bridge fire. It is believed that there has been no freight service since the fire.

It was mentioned that at the Newbury meeting that Keiver Lumber might be interested in resumption of freight service, but that would have to come from an organization other than the MBTA. The MBTA stood poised to discuss the matter with any freight carrier. It is my understanding that GTI no longer is interested in serving that line.



"Former Portland Terminal, Bay Colony Railroad, Alco S4, No. 1058 shown here in Hyannis on June 11, 1989 for the Cape Cod Railroad's first trip is making quite a name for itself!"

— Submitted by Walter E. Lenk

B&MRRHS member, Al Oneto, is looking for good clear color or B&W of the Gardner, Massachusetts Depot and/or adjoining building to use as a guide to build a model of the same. Al has the two shots by S.Y. Whitney appearing in the Fall 1983 edition of the *B&M Bulletin* and an enlargement of one of them that appeared in the December 1973 edition of the *B&M Bulletin*.

Please send pictures for loan or information about purchase or any non-B&MRRHS folks or organizations that may have such information to: Alfred Oneto, 327 Springer Road, Fairfield, CT 06430.

### NEW RAIL LINK BETWEEN BALTIMORE AND BALTIMORE-WASHINGTON INTERNATIONAL AIRPORT

Further evidence of the resurgence and growth of passenger rail service, both light and heavy, is evidenced by construction of 27 new miles of the "Central Light-Line Corridor" in Baltimore, Maryland. The rail line with overhead catenary being built on the surface is scheduled to open in 1991 and connect Baltimore's Pennsylvania (Amtrak) Station with the Baltimore-Washington International Airport. The Metropolitan Transit Administration will operate LRV-type vehicles, and plans to carry some 33,000 passengers daily, connecting the two large rail and air terminals with some 33 other stops.

[New York Times, 6/89]

When it comes to the right-of-way on the rails of western Massachusetts, Guilford Transportation Industries, Inc. (GTI) has been moving full steam ahead. But, some question whether the railroad is just sending a signal to the state.

The popular Montrealer had to be rerouted around the regions major cities this summer because the railroad's tracks, which were damaged in 1987 floods, have not been repaired to the point where they would support the passenger train speeds.

And after physically stopping a string of antique cars on a Sunday late in July, Guilford is now appealing a judge's order allowing a tourist excursion train to use slightly more than three miles of track in the Berkshires.

"The forest behind our little tree is the talks between the state and GTI. We're being used as a pawn, a sort of squeaky wheel, to get something started on the acquisition," John Herbert, president of the Berkshire Scenic Railway Museum, maintained shortly after a state appeals court judge heard arguments in GTI's appeal.

But Colin Pease, a Guilford vice president, contended the issues are quite separate. He said the railroad had been near an agreement with Amtrak on repairs to upgrade the Montrealer line running north along the Connecticut River, but the sticking point is state funding.

"Maybe Massachusetts just ran out of money," Pease said.

He maintained the dispute over the branch line used by the Scenic Railway is strictly over safety and liability issues and the state's possible acquisition of the line has never reached the point of negotiations. "They asked us for an appraisal of the line and after we provided that, we never heard from them again," Pease said.

For the past five years, Herbert's non-profit group of rail buffs had relied upon the weekend tourist rides to support its museum and other operations. But this spring Guilford refused to allow it to use the 10-mile branch line maintaining it was concerned about the condition of the tracks and liability suits if passengers were injured.

The museum group sued and Berkshire Superior Court Judge William Simons issued an injunction midway through July against Guilford's blocking the group from using a three-mile section of track between Lee and Lenox that an outside consultant had found safe. Simons also directed the museum to obtain \$2 million in liability insurance.

The Scenic Railway resumed it runs on a

## RAILROAD RIGHT-OF-WAY

Saturday late in July at a sedate pace of 5 mph to 10 mph, but as the train was pulling into Lenox station following the first round-trip on Sunday, Guilford officials ordered a halt and "threatened to send out Boston & Maine Railroad police if we don't reply." Philip F. Heller, museum attorney, told Appeals Court Justice Kent B. Smith at the hearing.

Heller, who had been aboard the train, said he advised his clients to shut down "although Guilford was clearly in contempt of a court order," and about 25 riders, who had gotten on at Lee had to be ferried by car back to the station.

After the train was parked on a siding, Guilford workers removed a section of connecting track, leaving the train stranded, he said.

[Beverly Times by Dick Symmes]

## BERKSHIRE RAILWAY TO RESUME TOUR TRIPS

In a follow-up to the poor public relations weekend event on the part of Guilford Transportation Industries, Inc. (GTI) about the Berkshire Scenic Railway in mid-July, described elsewhere in this issue, a report that some sort of settlement was made in early August. Officials of the Berkshire Scenic Railway said they plan to resume slow-speed tourist excursion trips Saturday following an out-of-court settlement with New England's largest railroad over use of a few miles of track.

Colin Pease, vice president of GTI said the museum group will be able to use about four miles of track north from the Lenox station. Previously, the railway had run its trains south on the branch line into Lee. John Stabler of the Scenic Railway said the group plans to send two trains on the hour-long round trip along the Housatonic River each day this weekend (Aug 12/13) and resume Friday evening runs on August 18th.

[Boston Globe, 8/10/89]

## UPCOMING RAILFAN AND MODELER EVENTS

Saturday, December 9, 1989: "34th Street Express," a special Amtrak excursion to New York City by the Mystic Valley Railway Society, Inc. (MVRs). Leave South Station at 7:00 a.m. Arrive NYC, Penn Station about 11:45 a.m.; Leave NYC 6:30 p.m., return South Station about 11:00 p.m. Information: send SSAE to MVRs, P.O. Box 486, Hyde Park, MA 02136-0486 or call (617) 361-4445 (24 hours).

## D&H TODAY

The D&H U33C #650 under an agreement with Guilford will keep their 650, and will also keep B&M 1850 and strip the units for parts. The D&H plans to utilize the parts of the 1850 into its #7361 which will be rebuilt at the Morrison-Knudsen facilities in Mountaintop, Pennsylvania.

Because of "red tape," rebuilding MEC's GP38s is not a reality, although the possibility of rebuilding the U18Bs was mentioned by officials.

The D&H, under the current leadership has literally moved mountains in a little over a year. A contract with Morrison-Knudsen for a rebuilding-paint program has shown tremendous potential. The ex-Burlington Northern (BN) SD45s and F-45s are being renumbered to the following: 6360-3610, 6362-3612, 6364-3614, 6366-3616, 6500-3618, 6503-3620, 6509-3622, 6513-3624, 6361-3626, 6515-3628, 6521-3630, 6525-3632, 6542-3634, and 6370-3638.

Additionally, D&H 507 will see the scrapper as soon as parts have been removed at Colonie. C424 #452 is having a main generator checked at Colonie; #453 may see a rebuild program at Colonie. The #454 has oil problems and need shop work. The #506, which had been in the Bicentennial paint scheme was sold to individuals for use on the Tioga Central Railroad. Delaware & Otsego (D&O) #103 which was photographed going south on BT-2 was enroute to Naporano for scrapping. Ex-ST 70, D&H 451 has severe engine damage and is still undergoing repairs at Binghamton. Three more units left for overhaul at Mountaintop, Pennsylvania; 7316, 7403 and 370. Previously, 7418, 7407 and 227 were sent. Units will be renumbered and repainted in blue and gray.

Additionally #6360-3610 will be stripped for parts and scrapped. A proposed NYS&W numbering series to the GP38s and GP39s start at 2014 using even numbers and end at 2338.

The following Alcos have been returned to service: #5009, 5017, 5023, 5002 and 5022. Alco #5002 has been having trouble finding a "home" because of its high nose; train crews don't want to use it as a switcher. The 5003 also has a high nose, but will see the scrapper at Binghamton along with the 6360. The 5007, another high-nose unit painted in D&H blue saw the torch at Colonie in June.

In early July, two more of the new NYS&W B40-8s were involved in collision damage. At Mohawk on July 5th, awaiting shipment to Binghamton were the 4014 and 4034.

## GUILFORD GLANCES

TEBU 100 was returned to service from being "stored serviceable" on 8/23. The slug unit has been encountering electrical problems and the #300 and #301 have been utilized on other runs when necessary. Ex MEC 226 is partially dismantled at Deerfield. The unit has had the long hood removed since mid-June which has exposed the main generator. By now, many of the remaining parts have become victims of the elements.

Fire-damaged ST 41 remains next to the 226. This too will see the scrapper in due time. The "computerized" wheel machine shop at Deerfield has seen a fair number of GP7s lately, noticeably the ST 18 and ST 32. The ST 18 was formerly MEC 577, and ST 32 was formerly B&M 1568. Other Deerfield units are the ST 10, 16 and 615. B&M 338 is in the worst shape and will need a rewiring ajob as well as tests.

ST 43 has been replaced in Salem by the 1736, the 43 which is the B&M 1755 has been experiencing airbrake problems.

At Billerica, which has been rumored to close is more apparent now, the age, asbestos fibers, condition of the roof and costs to heat and maintain the building are all working against the odds now. The Car department shops for the time being will continue there while the employees will go to Waterville and Deerfield. The lists of stored and out of service engines at Billerica basically remain unchanged. The 308 is still under the rebuilding program while the 302 and 309 have a minimum crew working on them. The 331, shopped for tests and turbo is slated to be put back into service by the end of August. Billerica has not seen heavy repairs for well over a year now.

Rigby yards has seen more stored B&M boxcars in the last two months. While the MEC snowplows #77 and #90 have been moved from their previous location, the MEC Jordan Spreader #805 sits behind the office building. That office also will become history like Rigby. Only one unit remains there now, the B&M 1741 saw service in late August.

The milk car scrapping ordeal at Rigby has been terminated. The scrapper unhappy with the amount of money that he must pay to dispose of the insulation inside of the cars, and with the profit margin at hand, has decided that he was taking on a Goliath task which he would regret.

Also at Rigby, the 1928 and 1909 remain in the same spot that they did over two months ago. The painting and renumbering sequence is on the move again. Although no official information has been obtained, it is very apparent just what the

numbering series for the B&M GP7s and GP9s will be using. The previous batch of units in the GP7 class left off at the ST 28. Now the ST 30 and 32 have surfaced. The following B&M GP7s are still being carried: 1563, 1564, 1566, 1568, 1570, 1575 and 1577.

Some of the units are not presently in service, but still follow the same number sequences. In reality, the 1564 is now the ST 30 while the 1568 is now the ST 32. The last unit would be the 35 which would make it the 1577.

In the GP9 class, the last unit done months ago was the 1723 which became the 54. The new ST numbers would start at #55 to 77. In mid-July, the 1724 became the 65, while at the end of June, the 1838 became the ST 77 which was the last GP9 fleet on paper. The following is a list of the current B&M GP9s most of which are out-of-service or stored for various repairs throughout the system.

1705 OS Waterville

1707 OS Billerica

1709 IS

1711 IS Awaiting repairs and paint at Waterville to be renumbered ST 58 if the series pans out).

1715 OS Billerica

1716 OS Waterville

1718 IS

1719 OS Billerica

1720 OS Billerica

1722 OS Waterville

1724 IS (now ST 65)

1728 IS

1730 IS

1732 IS

1733 IS

1734 OS Billerica

1736 IS

1741 IS

1743 OS Billerica

1745 OS Billerica

1746 OS Billerica

1749 OS Billerica

The 1400 remains at Woodland in service while at Northern Maine Junction and Oldtown units previously seem taking work from Bangor are now stationed there. Bangor "rail-removal" and cleanout is in full swing before the cold weather sets in. At Bangor, two units are the customary power for the Bucksport job.

When the grim scrapper sets his torch shop at Waterville, the first three customers will be the MEC 260, 403, and ST 50. Other units being cannibalized which may only be marking time are

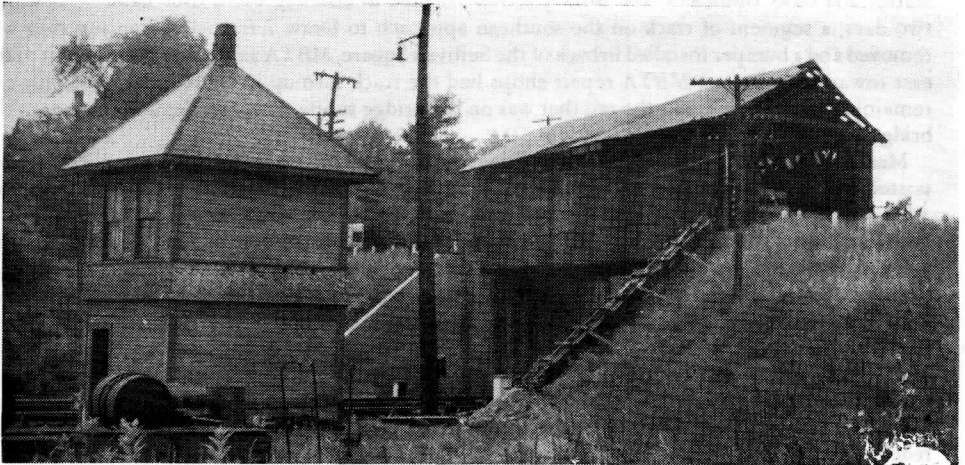


among the following: MEC 252, 409, B&M 1722, ST 618, 1421, MEC 401, B&M 1705, 1716 and MEC 251. The 251 recently had its motor removed and will be put in the 257 which will be the first MEC GP38 to undergo the rebuilding program. Other units in the "deadline" are: 1432, 11, 1410, 675, 1808, 680, 626, 408, 1422 and 261. It should be noted that the 1808 is the ST 48 which because of its condition would not ever again see service and repairs.

Units still undergoing the rebuilding program are B&M 304 and 306. The MEC 402 is also currently shopped for cylinder repairs. If all holds true, the MEC U-18Bs will be rebuilt when time permits, sand-blasted and repainted. Currently

none of the units are being sand-blasted unless absolutely necessary. Other U-18s awaiting cylinder repairs are the 400 and 404. The 280 and 285 have once again bit the dust and are stored at Waterville. The U-32B #281 has been recently released from the engine house for service north of Waterville. The 1045, (ex B&M switcher 1126) remains as the turntable switcher at Waterville. U-18's 406 and 407 are still active and in service and spotted often on the Rumford job. Recently the 407 was paired up with the ST 77 while switching out cars at Waterville. Two units mu'd is the customary lashup for the yard switcher there.

[Don LeJeune 8/25/89]



*The new and the old at the west end of East Deerfield yards as an old covered highway bridge entering the yard is razed (top) and replaced by a new steel and concrete span as shown below*

## BOSTON'S NORTH SIDE CHANGES ARE DRAMATIC

Those B&MRRHS members who commute on the MBTA's north side out of North Station are witnessing changes by the day, some of them dramatic and some changing the patterns of railroading that have existed over a century. The most obvious is the opening of the new bridge over the Mystic River between Reading Junction and Everett Junction with CTC on the Eastern line.

The new double-tracked bridge with 23 spans over 22 pylons built about 100 feet west of Draw 7 replaces Draw 7 which went out of service on August 25th (see related story). The eastern grade on the Boston side is nearly 2 percent and curves up onto the bridge. The new bridge also provides a route for GTI and Conrail (formerly B&A Grand Junction) properties. The grade and curve could give GTI and Conrail something to think about for motive power when hauling some tonnage over the span.

The Draw 7 jackknife was swung open, and left open for the last time to allow boat traffic continual access to the Amelia Earhart Locks. The new bridge was opened on Saturday, August 26th to MBTA commuter rail to Ipswich and the Rockport/Gloucester branch, Guilford Transportation Industries to Salem's Castle Hill yard and to local Conrail rail traffic servicing the Chelsea Produce Market and other customers. The MBTA wasted no time in disabling traffic over Draw 7, as within two days, a segment of track on the southern approach to Draw 7 from Reading Junction was removed and a bumper installed in back of the Sullivan Square, MBTA yards, and the segment to the east toward the Everett MBTA repair shops had the track torn up in short order. The only rail remaining after a week, was the rail that was on the bridge support approaches and the rail on the bridge itself.

Meanwhile, at North Station, a lot of visible activity was taking place. Two new temporary tracks, posted as A & B, were placed on the Boston Harbor side of Track 1. Track 1 had been out of service while the temporary tracks were graded and laid down. As Track 1 was reopened, and tracks A and B with a small, but common high-level, handicapped person platform were opened for service, tracks 8, 9 and 10 were taken out of service at the western end of the station. All this is the beginning of adding two more tracks and extending existing tracks with full-length high-level platforms once again in toward north station to ultimately accommodate nine-coach trains. This activity is all a part of the initial stages of redeveloping the North Station/Boston Garden complex, depressing the MBTA's green line and creating a new superstation for combined green/orange line passengers without having to cross busy Causeway Street. Also, the rumor mill has it that North Station now has public rest rooms for the first time in many, many years. There will be more on North Station redevelopment later.

Things are exciting and moving fast on this segment of former B&M domain. The former B&M passenger service, now fully integrated into the MBTA has caused a loss of identity for the B&M in that area, but other than a loss of identity, it is exciting to see the changes. There is much more vitality and promise for the future than what we've seen from the GTI end of the business. Current changes in and around the former B&M passenger service are much more in evidence and in a positive direction than anything since the arrival of the Budd-built RDCs. The MBTA may at times have its problems, but it has also created one of the fastest-growing commuter rail networks in the nation. And with the exception of Pittsburg, which ceased its last commuter rail operation earlier this year, more and more Americans are rediscovering, and many for the first time are discovering, that rail travel has a significant place in this nation's transportation modes.

[ABT]

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### PAY YOUR DUES BY PHONE!!!

You can make it easy on yourself by charging your dues to your Master Card or Visa! Just call the B&MRRHS telephone number on the mast head of this Newsletter, leave your name, membership number, class of membership that you wish to sign up for, your charge card number and expiration date. That's it!

## SWING-BRIDGE OPERATORS DRAWING DOWN CURTAIN

Several of you folks submitted this piece from the Boston Globe in late August about the closing of Draw 7 on the Mystic River just east of Reading Junction.

They're going to quietly discontinue a bit of working Americana and end a century-long era of railroading at six minutes after midnight tonight (Friday, August 25, 1989) in Somerville.

That's when the last outbound MBTA commuter train pulled by an Amtrak diesel, will roll over the rickety, 112-year old swinging wooden span across the Mystic River near the Amelia Earheart dam and locks.

By dawn tomorrow, all mainline MBTA trains to and from Beverly, Gloucester, Ipswich and other points north will speed across an adjacent, taller \$30-million fixed span that was finished nine months ahead of schedule, according to engineers.

"It was finished too soon for me," said Steve Lincoln, 36, of Somerville, one of three operators of the old structure, known simply as Draw Number 7, which is believed to be the oldest jackknife drawbridge in the nation, according to Amtrak and MBTA officials.

Lincoln and two other lover-operators of this old bridge, Jim Cadman and Ray Cashman, have been operating and closing it for millions of rail commuters and for boats, up to 40 times a day, over the years. Never has it failed, they say.

According to Lincoln and Amtrak construction engineer, Bob Simon of Groton, the span has been carrying trains seven days a week, 24 hours a day since it was built.

Cashman, especially, will leave his job with a saddened heart, says the chief Amtrak dispatcher, Carl Senftleben. He's broken-hearted they're closing it. He's going to miss it," said Senftleben. "The bridge is so feeble, it took someone who cared and felt for the bridge to take care of it. He especially cared."

It was evident that these new-era railroaders feel for the bridge. Simon cited its history from a book, "American Wooden Bridges," compiled by the American Society of Civil Engineers.

The jackknife drawbridge was designed about 1845, "when a draw was needed to cross water at Manchester, Mass."

By then, the earlier A-frame bridge developed by the railroads has been found to be too awkward, Simon said. So two men, Joseph Ross, and Ipswich mechanic, and Samuel Ashburner, a Manchester draftsman, "got together and designed the first jackknife draw." Thus it is believed Ross and Ashburner were the designers of this bridge over the Mystic.

(William Coughlin - Boston Globe 8/25/89)

If you are concerned about the fate of Draw 7 now that it has been taken out of service, the B&MRRHS, along with the MDC are listed as interveniers should the MBTA decide to dismantle the bridge. If we cannot stop the bridge from being destroyed, we can at least salvage parts of this historical railroad structure.

## DRAW 7 TRIVIA

In sharing some trivia culled from a recent issue of the Narragansett Newsletter of the Narragansett Bay Railway Society there are the following: Last freight train, August 25, GTI extra B&M 359 West with two cars and B&M caboose C480. Last passenger train, August 26, #145 and F4O #1003 and five coaches at 12:07 a.m. The first train on the new bridge was an MBTA Test Extra August 23 with F4O #1005 and four coaches. The first scheduled passenger train was #1100 with F4OPH #1054 and five RDCs; the first freight move was GTI Extra ST49 East, a light engine.



B&M GP 38 #208 photographed in March, 1989 in Marietta, GA by Ron Dean. Still wearing B&M blue, the locomotive is accompanied by a CSX loco in grey and blue livery and a Seaboard loco still in family line grey, red and yellow.