

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 at the Society phone (617) 628-4053, or send him a note at the Society P.O. Box at the Woburn GME. He expects to leave his responsibilities with activities scheduled through to the early summer. It doesn't require large amounts of effort, maybe an hour or two a month on the phone (reimbursable), but it does carry an important responsibility. And there are many ideas among the current membership. Let's see that mail come in!!!

A WORD TO THE WISE!!!

The B&MRRHS Board of Directors have received reports that Guilford Transportation Industries Inc., (GTI) have exercised their power to arrest trespassers upon GTI property, and have directed me to pass this on to the membership by way of the Newsletter. GTI has reportedly summoned local police to the scene to perform the arrest, and cart the trespasser off to be booked. I must repeat that membership in the B&MRRHS provides no authority to trespass for any reason, even for photographs.

Please keep this in mind when you are out with the camcorder or camera. You may seek permission, but as one member pointed out to me after the last issue of the Newsletter, when you have permission, you are not trespassing. He is correct.

[ABT]

The Officers and Directors of the B&MRRHS extend our sympathies to past Board Chairman Ed Felten on the passing of his brother.

NOTICE TO MEMBERS

While we have been quite pleased with the quality of work that our B&M Bulletin printer has been providing, direct mailing from the printer, while saving us valuable volunteer time in stuffing and mailing, does not allow us to inspect each magazine before it goes to the member.

There appears to have been a problem recently with a number of Volume XVI, Number 4 B&M Bulletins. This involves certain pages which were collated incorrectly by the printer, resulting in some pages being omitted and others being duplicated. At this time, it appears that the number of bad copies is quite small, and we have sent out replacements to those who have notified us.

IF YOU RECEIVED A BAD COPY, PLEASE DO NOT HESITATE TO CONTACT US, EITHER BY MAIL OR BY LEAVING A BRIEF TELEPHONE MESSAGE ON THE SOCIETY ANSWERING MACHINE AT (617) 628-4053, as soon as possible so that we may send you a replacement copy.

If you received a bad copy, it is not necessary to return it to us, but please do not discard it as, if there are a substantial number of these, we will be seeking a credit from the printer.

We apologize for the inconvenience.

JANUARY B&M MEETING STARTS THE DECADE OFF IN HIGH SPIRITS

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The first Society meeting of the new decade started off, those who were present in high spirits; not the kind you drink, but the kind you feel when you are enthusiastic about a speaker. Mark Smith, Publisher and Editor of the popular bimonthly, *Locomotive and Railroad Preservation* spoke before one of the larger audiences in recent months.

Mark's theme "of the total railroading experience" ran through his presentation over the entire evening. He highlighted his points by comparing several discrete railroading scenes with a common thread by flashing through a short sequence of slides. A shot of the front of a locomotive inside the doors of a round house, a shot of a Lackawana ad showing the implied pristine cleanliness implied by Phoebe Snow, a longitudinal cross section of a Hudson type locomotive are all part of railroading.

Mark presented a scene of about the 1920's with a train sitting at a small town station. The passengers are apparently boarded, but some parcels remain sitting on the platform awaiting transfer to the train. The conductor, trainman and a couple of other folk were poised such that the observer could walk into the scene from the camera and be present in a time warp to seventy or eighty years into the past.

Many of Mark's slides were shot by Phil Hastings, who if my memory is correct, took some 55,000 exposures over 50 years. One of the appeals of Phil Hastings shots was that he included people, real live people, giving life to the scene besides the steam rising around the locomotive.

Mark showed slides of Ted Rose's watercolor creations depicting the waning days of steam.

WELCOME TO THE '90's!

The Board of Directors, Officers and Staff of the Boston & Maine Railroad Historical Society extend best wishes for a happy and safe New Year to all of our members.

We'd like to take a few column inches of this first Newsletter of the decade to let you know about some things going on in the Society, and some plans for the coming year.

The first thing that we would like to talk about is our new series of videotapes, our **B&M MEMORIES** tapes. Your response to these tapes has been nothing short of amazing, and we'd like to thank you for your support.

About a year and one half ago, we realized that we had a large amount of 8mm footage in both our Archives and in private collections that was being made available to us for distribution to the membership. We had also just finished having some estimates done on video transfer and post-production editing, dubbing and narration, and the estimates were looking pretty dismal. At best estimates, we would not be able to sell a "full bore" production tape for less than fifty dollars in the quantities that we could realistically expect to sell, and still make enough profit for the Society to make the whole project worthwhile. Again, when one looks at the quality of 8mm movies, we didn't think that the image quality would justify the fifty dollar price tag, and nearly shelved the whole project (We had already decided not to go the "lowball" plug-two-VCR's-together route. There are too many poor quality tapes on the market already).

About this time, a little bit of luck intervened, and we found a small video production company in southern Maine, willing to take a chance on a Historical Society. They proposed to us making a Super VHS master copy from the original 8mm footage, and then make regular VHS copies for sale from this master. The cost of the Super VHS master was far less than going to a 3/4" or 1" master, and since we were working with only 8mm, any lost resolution would not be noticeable. This lower master cost would also allow us to market a tape at a much lower price, without sacrificing overall quality.

So what did we sacrifice to bring you a quality videotape in the twenty dollar price range? The biggest "complaint" (if you could call it that) is that there is no dubbed sound or narration, only the location sheet that comes with each tape. Here are the bitter financial facts, we'll leave it up to you as to whether we made a sacrifice or not. (We prefer to think of it as a trade-off based on financial realities).

Once a video master is made, post-production costs can run as high as \$75 per hour for dubbing and narration. This doesn't sound too awful until you realize that as much as ten to twenty hours of lab time is needed to dub a one-hour tape, and about half that is needed to narrate it. Unfortunately, you just can't sit down and narrate as the tape runs. The first little sneeze, cough or missed cue, and you're back to Point A. A few of these, and the ol' clock is really running, and you've got a post-production bill that would derail a

freight train.

The other "complaint" has been the background music. While it might be nice to have a rousing chorus of "I've Been Working on the Railroad," or some such catchy tune, the problem is that these works are copyrighted, and to use them on our tapes would require paying a "needle-drop-fee" for the use of the music, or facing a lawsuit should the owners of the music's copyrights get wind of what we did. So, we used non-copyrighted music tailored as close as we could to the action, kept our costs low, and hoped that the music would sound better than dead silence.

The fact that, between Volumes 1, 2 and 3, we have sold almost 1000 of our B&M Memories tapes indicates that we made some correct decisions along the lines. And, we would like to formally thank Messers. Robert Chaffin, Richard Symmes and Don Robinson for their generosity in providing the footage that we've already produced, and Russ Monroe, Robert Allen and the Dana Goodwin collection for some surprises that we will have forthcoming in 1990!

Great Boston & Maine footage at a reasonable price, that's the B&M Memories promise!

There does seem to be a downside to this great venture by the B&MRRHS, however.

We have received word from very reliable sources that copies of the B&M MEMORIES series of tapes are being reproduced and possibly being sold at one or two hobby shops. Names are unimportant, and we are hoping that a word to the wise will prove sufficient warning to those who may be offending.

First, and most important, these tapes are COPYRIGHTED material. The paperwork has been filed and accepted by the Register of Documents in Washington, D.C., and on file with the B&MRRHS. Should a "bootlegged" copy of any of our tapes fall into our hands, we will turn all materials over to our lawyer, who will then recommend a course of action.

When we first brought out our tapes, we realized that some would be duplicated for home libraries. Let's face it, there are those who brag about their libraries of bootleg tapes. But, we hoped, by keeping the prices almost artificially low, that almost anyone that wanted an original copy would be able to afford one. The entire profit from these tapes goes into the B&MRRHS treasury, to help us print the BULLETIN, the Newsletter, Modeler's Notes, and all of the other projects that the Society has underway. They do not go into the pocket of a hobbyshop owner. We would ask that all members flatly refuse to purchase a bootlegged tape, regardless of cost. If you have received a bootlegged copy, we would be interested in where you purchased it, and we will replace it with an original for you. (You may remain anonymous).

And here's a special message to any dealer who may be bootlegging these tapes: If business is so bad that you have to siphon off a non-profit organization's fund raising efforts to make ends meet, then maybe it's time to look for a new job.

If these reports persist, then the B&MRRHS will have no option but to restrict the sales of our tapes to dealers. This, obviously, would be easier said than done, as anyone could order under their own name, and we have neither the time nor the desire to police our orders. However, if any of our dealers are interested in promoting the tapes in their stores, we would be glad to send you some flyer/order forms for you to display.

The only other possible alternative is to have a "copyguard" system installed in each tape, but the bottom line will be that we will have to charge more for each tape, and we all lose. A word to the wise, we're making it worth it to our members to keep an eye out for bootlegged tapes.

We have another couple of announcements here, and then we'll take a seat. The first is the announcement of a members-only auction to be held at our June meeting. During this auction, we will be disposing of a large variety of items that have come into the possession of the B&MRRHS. Some of the items are:

1 copy of **The Central Mass.** used but in great shape (no dogears, tears, etc.)

1 copy of **Moguls, Mountains and Memories**, same condition as above.

2 B&MRRHS special run hoppers from several years ago.

Assorted modeling kits, etc.

Books

B&MRRHS Archives overstock and duplicates.

A complete list will be published in the Newsletter well before the June meeting, and instructions for

mail bids will also be published. We look forward to your participation in this auction when the weather gets warm!

The last item that we wish to bring up is the song you've undoubtedly heard before, but the need still exists, so the song goes on. Enclosed in this Newsletter is a Nominating Ballot for membership nominations. The bitter truth is that there are less than fifteen people right now that handle virtually all functions of the B&MRRHS. The majority of the people working for the B&MRRHS have been doing so for an average of six years, and some would probably like a break. The fact that some people are also wearing more than one hat adds to the frustration. To put this into language that directly relates to the membership, here are some projects that have been delayed or cancelled due to the lack of help:

Production of more model railroad cars.

We have been unable to attend as many shows as we would have liked to, due to the lack of people to assist at show tables (as an aside, the B&MRRHS took in more than \$15,000 at shows in 1989, but may not come near that this year).

We are desperate for a new Program Chairman, as John Alan Roderick would like to devote full energies to the BULLETIN. Another hard & cold fact: if you like coming to our Saturday meetings, and go on our road trips, someone has to come out of the woodwork, or we'll be looking at 12 Member's Nites a year.

There have been more things than this called off or delayed, but these alone are enough. These are the realities, and the point that we have to make is that all of the wonderful things at the B&MRRHS does just do not happen by themselves. Many individuals are responsible for our products and services. But, the B&MRRHS personnel are stretched to the limit, and if we are to continue to prosper we will need to have an injection of new blood.

Please take a few minutes and consider this Nominating Ballot. We could use a couple of new Alternate Directors (a great way to become involved with B&MRRHS operations without committing for three years). We also need a Program Chairman, this job entails approximately five hours per month, and making some telephone calls and writing some letters. John Alan will be happy to provide you with names, ideas and some guidance.

We could also use someone to coordinate our model railroad car program, someone who knows their way about the hobby industry would be nice, but again, just a desire to help and a couple of hours a month are all that's needed. (One point that we would like to make on this item is that if someone who works in or owns a hobby shop and would like to coordinate our model efforts, we will request that you sign a no-competition contract, and your shop will not benefit in any way from this affiliation. There's no way that we'll get into charges of "favoritism" with hobby dealers).

We can always use people to man our show tables. I know that some of you have called and we've never gotten back to you on this, you'll have to excuse us for this, nothing personal was meant, it's just that we really didn't have anyone to coordinate our show efforts until recently. If you would still be interested in helping out at shows, drop a line to Jim Nigzus Jr. at the B&MRRHS P.O. Box, and he'll get back to you. By the way, our own show will be coming up in March, and we need people badly for that.

Please look deep into your heart and see if you couldn't spare a few hours a month to help us out. Or, nominate someone that you think would be of benefit to the B&MRRHS (please ask them first!). Consider this ballot your personal invitation to help make the B&MRRHS even better!

NEW COMMUTER RAIL STATION

The MBTA has completed and opened in mid-January a new commuter rail station on the south side. It's located at the Dedham corporate Center on Allied Drive in Dedham, Massachusetts. Located off of Route 128 at exit 14, on the Franklin commuter rail line, it's the newest station in the MBTA network and shows the continued resurgence of patronage on Boston's commuter rail system. [Boston Globe, 1/15/90]

THREE PRIMARY BIDS FOR THE D&H

The Delaware & Hudson (D&H) is currently being wooed by three main parties. The three bids are from Delaware Otsego, the current operator of the line, Canadian Pacific, and Guilford, the former owner of the line. Conrail, which was a candidate for purchasing the D&H earlier, declined to bid further, possibly fearful of opponents accusing it of monopolizing.

[RRE Journal 10/89 through MBRRE Callboy]

LOOKING FOWARD

This issue represents not only the beginning of a new year, or a new decade in our lives, it will also, in a few months, represent the entry of the Boston & Maine Railroad Historical Society into its third decade! That's a pretty short time relative to the time span of the railroad and predecessor railroads that it represents.

Back about some 150 years ago in the 1840s and 50s, the B&M, as most of us know, was among three other competitive railroads with terminals in the current North Station area. The B&M's terminal was located in the Haymarket Square area of Boston, only a couple of short blocks from the terminals on Causeway Street. At that time, competitors were the Fitchburg Railroad, the Boston & Lowell Railroad (which had in the late 1830s precipitated the demise of the Middlesex Canal), the Eastern Railroad, and the Haverhill Line (reportedly the predecessor to the B&M). The B&M grew, in part by acquisition, like taking over the Boston & Lowell, and grew in part by leasing competitor roads, as in the lease of the Eastern Railroad from the stockholders for 99 years. And later, the B&M leased the Fitchburg Railroad. Leasing was a fairly common practice, and contributed to the B&M's growth. The B&M gradually swallowed up smaller roads.

What a difference a hundred years makes! What we have been seeing in the past 40 or so years is the same process, except in reverse. In the 1950s and 60s, it seemed that all railroads were doing whatever they could to discourage passenger service, and the B&M was no different although they made a significant investment. But, the roads were also beginning to "downsize." The B&M sought to abandon little-used branches (as they had for years going back into the 1930s and even the 20s), only the pace of abandonment accelerated. Where there had been double-track much of the road became single-track, particularly so as CTC matured. What we now call "deferred maintenance" was a practice that continues today on rail, locomotives and rolling stock and other capital equipment.

Then as the B&M continued to downsize on its own and through Guilford, a few shortlines began to emerge, carved out of former B&M territory. Enter the Conway Scenic Railroad, the Winnepesaukee RR, the Wolfboro Railroad, the Hobo Railroad, Berkshire Scenic and others. Springfield Terminal, became the corporate entity of Guilford Transportation Industries (GTI) which in due course added the B&M, D&H, and MEC to its fold. And with it, the B&M has lost much of its identity; a frightful reality. Gone, or disappearing quickly are the Bluebirds, the McGinnis B&M logo from the stations, trestles. GTI has so far retained the words "Boston & Maine" on their gray and orange livery, but in general, the identity of the B&M as a railroad is losing ground.

The most dramatic part of the former B&M operations are occurring in eastern Massachusetts, in the form of MBTA passenger commuter rail. The "T" is busy reversing the downsizing mentioned earlier. New locomotives, new commuter passenger coaches including the expected delivery late this year of bi-level coaches (first ever for East Coast), restoring double-tracks in some areas (the Reading/Haverhill Line), new bridges, new communications facilities, upgraded signal systems, installation of continuous welded rail, restoration/upgrading station stops and parking facilities, restoration of a professional attitudes on the part of most personnel (now under contract to Amtrak), improved ticketing and pass system, and probable expansion and restoration (if delayed because of the state's budget) into communities (Rowley, Newburyport) that haven't had passenger rail service for many years, new maintenance facilities for the South side to help relive the burden on the Boston Engine Terminal. And an increased patronage of commuter rail which has doubled through the 1980s.

Vanishing logos? Yes, even more so than with GTI, the B&M has lost most of its identity in its own front yard. Except very high on the front of North Station, and the old, faded McGinnis B&M on the eastern end of the north side of the Boston Engine Terminal, (the tall stack was felled several years ago) there is almost nothing to remind one that this was proud territory of the B&M. Now that the Budd RDCs are gone, the last of the coaches wearing the logo are gone. The MBTA has its own logo all over the place, and well it should because it's not GTI, nor the B&M. But keep your cameras handy, with film advanced, because the day is quickly coming where the only place you'll see the B&M logo or Minuteman heralds will be in pages of the Bulletin. That alone is worth your membership!!!

[ABT]

ROCHESTER (NH) SEEKS CLOSURE OF GONIC LINE

Mayor Richard Green has made a formal request to the State of New Hampshire and the B&M to abandon the deteriorating Gonic Line. The two remaining customers served by the line, Eastern Propane and Brocks are making plans to relocate.

Although no formal decision has been reached on the fate of the two-mile stretch of track, it is believed that all affected parties have agreed in principal that the closure of the line makes more economic sense than spending an estimated \$3 million to bring it back to standard.

The benefits which would accrue to the B&M and to the city of Rochester if the rail line is torn up are that eight unsignalled grade crossings on city streets and the crossing over the busy Spaulding Turnpike would be eliminated. Also, the standard bridge over Old Dover Road could be dismantled.

Mayor Green said that he had been working with the state, B&M and the two local companies for several years to bring about a solution of the deteriorating track. Originally, Mayor Green had hoped to get money to upgrade the line, but changed his mind when the estimated costs of restoring the line came in. "It would cost \$1.5 million to fix the trestle over Route #16B without gaining any height and \$170,000 to upgrade three of the crossings. He added that another major concern was the potential liability of having propane gas cars going over the Spaulding Turnpike.

No money was available from the state, the B&M nor the two companies served by it. It was more of a matter of "bringing the rail line up to snuff, or it," said Green. Thus there were other ways identified to assist Eastern Propane and Brocks to find property adjacent to other local railroad tracks from which spur lines could be constructed to allow delivery of propane gas and timber products.

Green noted that Eastern Propane had recently purchased space in an industrial park north of Rochester off of Route 16 which was originally developed for another business. This industrial park has since been taken over by the North Coast Railroad (NCR) which owns and operates the section of track running from near McDonald's Restaurant all the way to Ossipee, from where the NCR gravel trains originate.

The NCR already had city approval to create a materials storage depot on part of the north Rochester site, and also to retain some rolling stock there. As part of the agreement worked out among all parties, the state of New Hampshire would pay for the construction of a spur into the industrial park from the Ossipee main, permitting Eastern Propane to receive deliveries without having to cross the Spaulding Turnpike.

Meanwhile, the state would also provide a grant to construct a spur to serve land on Route 11 towards Farmington which was purchased by Brock. The cost of the two spurs and associated improvements to existing tracks will cost about \$250,000.

As a side benefit to the City of Rochester, removal of the Old Dover Bridge would allow the city to raise the roadway which in turn would permit raising the sewer line to feed to the waste water treatment plant by gravity feed. Currently the sewer pump must dip under the road at the rail bridge requiring two syphon pumps to maintain the flow. Elimination of the dip would allow the flow through the sewer line to be improved significantly.

A spokesman for Eastern Propane said that they have been concerned with the deteriorating Gonic line. Although they currently plan to maintain their Railroad Ave. site, the additional site north of Rochester would allow them greater capacity. It was said that the transport and delivery of propane gas by truck and by rail fluctuated, and that even fractions of a cent per gallon at their volume could be significant. With the new spur, Eastern could retain its option on how propane would be delivered.

For the other customer, Brock, one spokesman said that it was a smart move for the city, and a move that they could live with. Brock entertained the thought of constructing a building on the Route 11 site, although that is not part of the immediate plans. Brock intends to retain their Hancock Street building as a warehouse.

[John Nolan of the Rochester (NH) Courier through Steve Cook]

B&M BUDD RDCS BECOME HISTORY

After 37 years, the Budd RDC era on the B&M has reached an end. An MBTA fleet summary dated 10/18/89 lists 0 (zero) operating RDCs and 14 in "maintenance" status; the same report indicates that some RDCs were in service during the previous two weeks, when they were responsible for 1 service delay. His contrasts with the 12/31/88 inventory, which lists 49 "serviceable" RDCs, 8 "stored" units, and 17 "sold" ones. The cars have been replaced in active service by new Bombardier series coaches made in Barre, Vermont.

Since early October, thirty of the distinctive cars have been parked at West Cambridge yard on the Fitchburg Line (across the street from the Alewife station on the Red Line), awaiting disposition. A recent visit showed that the cars, which are open, are falling prey to weather and to vandals. One car has been torched and is a total loss; others suffer from broken windows, smashed gauges, ripped seats and the like. The inside of 6916 is still littered with newspapers, cash fare receipts and other detritus left by passengers on its last run, September 13. An exterminator's certificate showed that it had been fumigated for insects and vermin on September 14th.

The Boston & Maine purchased over 100 of the self-powered Budd cars between 1952 and 1958, when it converted all of its passenger operations to RDCs. Most of this fleet — 87 cars — was acquired by the MBTA when it took over the B&M commuter rail operations in December 1976. The MBTA also bought other RDCs from Conrail (7 ex-NH plus 1 ex-NYC), Canadian Pacific (4 units), B&O (1 unit), and SEPTEMBER (10 ex-Reading units), and for a time in 1987-88, it leased 9 more RDCs from New Jersey Transit. After the blizzard of 1978, the units were hauled by locomotives in push-pull operation instead of running under their own power. One diesel engine in each car was still operated to provide hotel power and steam heat. In 1981-82, 32 units were rebuilt by Morrison-Knudsen of Boise, Idaho into unpowered HEP push-pull coaches, losing their distinctive hump in the process. These "Boise rebuilds" continue to operate on the MBTA lines both north and south of Boston, but the days of their unmodified ancestors have passed.

As a side note, one of the ex-Reading, ex-SEPTA RDCs was displayed at the South Station dedication on November 13 as an example of "commuter rail's past."

[Charles Bahne through MBRRE Callboy]

MEET THE NEW HAMPSHIRE & VERMONT RAILROAD COMPANY

In a Coos County Democrat (New Hampshire) article submitted by Ben Perry to the December issue of the Narragansett Newsletter (NNL) published by the Narragansett Bay Railway, there appeared an apparent change of plans to the fate of rail service in the southern part of Coos County, New Hampshire. It reads as follows:

"Seven months ago, it looked like railroad service in southern parts of Coos County was just about dead as Guilford Transportation Industries (GTI) had just filed its notice of intent to abandon the former B&M tracks between Woodsville, Whitefield, Berlin and Gorham. But at 12:01 a.m. on November 21, it all changed with the announcement that Guilford has reached a lease, with option to buy, arrangement with CSF Acquisition Co. of Trenton, Florida, which in September took over the management of the Lamoille Valley and Twin State lines, and will operate the new routes as the New Hampshire

and Vermont Railroad Company.

Guilford Executive Vice President Colin Pease said that his company will essentially be partners with CSF, which is headed by Clyde Forbes, bringing rail traffic to him where their lines will join in Woodsville. "It should be a very complementary relationship," Pease said.

A year ago, Pease said the cost to restore the trackage to 25-mph service from its current 10-mph condition would be over \$100 million and that yearly maintenance would be \$800,000, a figure that GTI had decided was more than it wanted to invest in the routes.

The James River Corporation paper mills in Berlin and Groveton are the lines' principal customers, but when GTI announced its intent to abandon, James River did not oppose, instead announcing it would use the St. Lawrence & Atlantic RR (ex-Grand Trunk) for its business."

[Ben Perry through NNL, 12/89]

The motive power situation remains fluctuating during the recent cold snap in December, the active fleet dwindled down to just a little over half available in service. East Deerfield still remains the most active of the three repair facilities. Billerica shops rumored to close, has managed to keep up with the tests and minor repairs.

Major overhaul has been shifted to the Waterville shops. Originally, Waterville and Billerica were to become the spots for rebuilding locomotives. Currently, Waterville puts out three locomotives to every one that Billerica puts out.

Shopped at Billerica as of January 10th are: 325, 329, 342, 367, 44, 1719, and 471. Earlier, MEC GP38 locomotive, #255 was shopped, when released it became another victim of the "freight car" truck syndrome.

Other MEC GP38s stored there are 253, 254, and 259, are all in need of major work . . . not being done. Metals Recycling of Johnston, Rhode Island has the contract to scrap the units at Billerica. Currently, they are cutting boxcars. By the close of 1989, the following locomotives succumbed to the torch: 1569, 1570, 1749, 1222, 1700, 1701, 1556, 1571, 1221, and ST 4618. Salvageable parts were removed from the D&H 650. ST624 and 634 remain stored, the 624 sustaining front end damage from the Athol wreck in late November.

While late last year, some stored cabooses from Rigby were sent west for future disposition, a small block remains at Billerica. Some have been stored since 1986. Those B&M buggies are 415, 483, 413, 486, 414, 431, 476, 495, 458, 473, and 499. The 483 had the significance of being used on Mechanicville through — and local — freights until its retirement from active duty in 1987. The 415 was spotted on FI-1 (Fitchburg local) on many a day. Six MEC cabooses are also there in storage.

The Billerica shop switcher remains to be the 1741 for over a month while the shop goat has had the 1411. The 1433 returned to Billerica from Deerfield out-of-service for repairs. The 1407 turntable switcher for Waterville recently made a visit to Deerfield for wheels. Also out-of-service at Billerica is the 360 and 615 both awaiting materials. The current active 1400 series switchers are the 1400, 1405, 1407, 1424, and 1411. MEC GP38s 256, 258, and 263. ST

SD26s 3614, 619, 620, 622, 627, 636, 637, 641, 644, and 647. SD45s 676, 679, 681 through 684, 688 and 689. Also TEBU 100 remains stored. Also noted that B&M 308 and 316 have so far escaped the paint spray booth at Waterville.

Salem (MA) switcher has been the 305 for a month, and a half replacing #355. Boston's power lately has had the NHNC 1755 at yard 8, ST40 for BO-1 and ST 12 with one of the few remaining active cabooses, #480 for the Boston switcher.

[Don LeJeune, 1/10/90]

NEW MBTA EQUIPMENT

Forty-five of an initial order of 51 Bombardier coaches are now in service. These coaches are replacing the old Budd cars (see related story) which are retired after forty years old commuter service. [Editor's note: The new coaches arriving since August are apparently being numbered in the 600/1600 series. The 600 series coaches are regular coaches seating about 121 people in a 3 and 2 across configuration. The regular coaches have accommodations for wheelchairs, the 1600 series are control cabs (the first from Bombardier; control cabs arriving in the fall of 1988 are MBB control cabs). The Bombardier control cabs also have toilet facilities, a good move by the MBTA because some of these runs are over a hour.]

[MBTA Commuter Rail News Fall 89]

A second order of 56 coaches currently being manufactured in Barre, Vermont will be used to augment service throughout the commuter rail system. Delivery of these cars should be completed by the summer of 1990.

By the end of 1990, a total of 18 of the 11-year old F-40 locomotives (each with a million miles of service) will have been overhauled. The MBTA has received two of these overhauled locomotives ahead of schedule. In addition, the MBTA anticipates an order of new locomotives to replace the 40-year old F-10 locomotives some of which are still in service.

[MBTA Commuter Rail News Fall 89]

GETTING ENOUGH OUT OF YOUR SOCIETY?

Generally, organizations are only as good as the leadership that runs it. This is true for private enterprises from ma and pa retail shops to large corporate businesses, and government agencies. And yes, there are exceptions; that's why I said at the outset, "generally." But that first statement is perhaps, most appropriate when we talk of volunteer organizations. The B&MRRHS is no exception among volunteer organizations.

In volunteer organizations, our strengths show up quite well, but our weaknesses show up much more readily. And we may long be remembered for something we did poorly, than for what we did well. Organizations that are in business driven by a profit incentive, and even nonprofit businesses that provide their employees a paycheck, possess much more leverage to motivate people than organizations that serve to function primarily for the interest and pleasure of its members, a special interest group which is essentially a volunteer organization. This is where the B&MRRHS fits in. But, the B&MRRHS is no simple volunteer organization; the size and scope of its membership requires that it be conducted as a full-fledged business. It's charter has it as a nonprofit organization. It need not provide a profit statement, but it can show a loss statement. Hopefully, that won't happen.

The B&MRRHS Board of Directors, Officers and Staff are all responsible to the membership to continually monitor finances and activities, and must thus plan prudently. The Society must collect sales taxes when selling from a booth in Massachusetts, (and the Commonwealth is watching this very carefully now) and adhere to certain federal regulations regarding the mails, copyrights and revenue.

A single issue of the B&MRRHS BULLETIN can cost upwards of \$4000 to \$5000 to produce and even more for distribution. The cost to make changes, even minor changes, can cost a few hundred dollars. There are decisions to make about stocking our road show with books that are available at many booths at a single show or mail order for a few dollars less than what the Society can provide them for. There are decisions to make about equipment, like computers to help keep not only our membership database up to date for mailing lists, but to aid archive personnel in logging in and keeping track of the Society's belongings.

Then, there are decisions to make when some members ask, "Why can't we (as a historical society) buy an EMD F B-unit from Guilford such as #4267 in Billerica at scrap value, and move it to someplace like North Conway, New Hampshire so that it can be married to #4266 A-unit on the Conway Scenic Railroad?" It's a very noble question, certainly much better than seeing 4268 go to the scrapper. Joe Shaw, our devoted Treasurer, performed a cost breakdown recently on exactly that scenario. Joe went to great lengths to document the costs of buying a F-locomotive B-unit such as 4667B currently on the dead track at Billerica. The numbers in dollar costs that Joe arrived at are realistic, and include costs to purchase the unit at scrap value, preparation to move (redo brakes, turn six wheels, etc.), cost to move as a boxcar to the nearest railhead (32 miles) to North Conway, NH at Whitefield, NH (rumored to be abandoned by GTI), remove the body from the trucks, load and secure the body on one flat-bed trailer, and the trucks on a second flatbed. It was estimated that the two flatbeds would be utilized with their crews for 16 hours and 32 miles at approximately \$400/hr yielding another cost of \$6400. Adding up the costs of the individual tasks, the cost of fulfilling this dream would be in the area of \$28,900. Then, of course, it would have to meet with the plans and approval of the owners of the Conway Scenic Railroad. In short, the Society is in no position to even consider such an operation on its own resources.

Yet a few weeks later, your board has considered all the implications involved in making a move to bid on an RDC (or two) that was recently taken out of service from the MBTA. Off to the races again, but this time, if it has any possibility, it might be in a co-sponsorship with another organization such as a museum or short line.

Probably the most serious obstacle to moving rail equipment that the B&MRRHS faces in a litigious population is to provide adequate protection from liability. Despite our multitalented resources, we do not carry that type of insurance. All we would need is to have one of "our" vehicles (B-unit, buggy, or RDC, or whatever), derail and tear up several feet of GTI or CV or Conrail track, and the B&MRRHS could not

even begin to remain solvent.

Then there are the make decisions such as the Prince Spaghetti car, finding the correct drawings for the prototype, for both the appropriate vehicle and the markings layout. Then finding a manufacturer, determining a quantity that would sell without over stocking. Most manufactured items such as this have break points where the value changes in quantity buys. Then scheduling local purchasing by members for Christmas, and end up with the product being delivered many months after Christmas. Yes, the headaches are few, and the fun is plenty. If you want to join in and observe, do as Ernie Boch says, "Come on down"!!!! If you want to get involved, you can do that too. And if you are interested in scheduling some of these meetings, there's a immediate need for a new program chairman (see the note elsewhere in this Newsletter).

Board meetings are generally held a few hours before the regular members meeting, but there are several times in the year when the board meeting may be at a different time and location from the regular meeting. It's best to check, and you can do that by calling the Society phone and leave a message, or send a note to the Woburn GMF post office box address.

The B&MRRHS is a dynamic group of folks that love railroading, and most are more than the just a little bit partial to a particular road. These meetings just don't happen, and the Bulletin and Newsletter don't appear by magic, although we need some magic sometimes. I find one of the greatest benefits of the Society is just being around the folks that run the Society.

MAINE CENTRAL AND CSX BATTLE OVER PAYMENTS

Maine Central (MEC) and CSX were battling over interline shipment payments, but have had to stop pending an ICC study of the matter. Each has accused the other of being slow in distributing shares of freight billings and asked permission to drop the normal invoicing procedure. Thus both parties want full payment of all charges. Maine shippers are the primary victims and some have filed claims opposing any procedural changes.

[RRE Journal 10/89 through
BRRE Callboy]

... ICC URGES GUILFORD, LABOR TO NEGOTIATE

Over the objections of its chairman, the Interstate Commerce Commission (ICC) is forcing both Guilford Transportation Industries, Inc. and rail labor back to the negotiating table in an effort to settle its long-standing dispute. The possibility of the services of an arbitrator (for a second time) was used as an incentive to a prompt resolution. However, ICC Chairman, Heather J. Gradison dissented from the majority, citing that negotiations would certainly be fruitless, and arbitration would be equally barren.

[MBRRE Callboy 1/90]

NH&VRR PETITIONS ICC

Officials of the New Hampshire and Vermont Railroad (NH&V) have filed two exemption notices with the Interstate Commerce Commission (ICC), one involving the continued control of the railroad by its holding company officers, Clyde and Sandra Forbes; and a second clearing the way for the eventual purchase of 80 miles of Boston and Maine Corporation track in New Hampshire.

The Forbes control CSF Acquisition Inc., a non-carrier formed to acquire and operate short-line railroads. It has filed an exemption to continue to control the NH&V (Finance Docket No. 31546).

CSF already controls the Florida West Coast Railroad Co. Once incorporated, the NH&V will also be a wholly-owned subsidiary of CSF.

At the same time, the NH&V has filed an exemption (Finance Docket 31547) to lease, operate and ultimately purchase 80 miles of track currently operated by the Boston and Maine Corporation in Coos and Grafton Counties, New Hampshire.

[Traffic World 12/18/89]

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!

NORTH STATION UPDATE

There have been several items mentioned in the Newsletter in recent months about improvements being made at North Station. Rehab is well underway, but not much has been said about the overall plans.

North Station is about to become a modern, full-service transportation center. The \$400 million MBTA project which began last spring will provide many improvements for MBTA commuter rail passengers on the north side. The station will be topped by a new sports complex and commercial development.

Among the features of the new North Station are:

- High-level commuter rail platforms, providing access to trains for all passengers.
- A 1300-car underground parking garage (to be located under the parking lot behind the existing station).
- Extension of commuter rail tracks to the rear of the existing Boston Garden, allowing for the use of longer trains. The tracks will be built over the new garage.
- A modern commuter rail terminal featuring new ticket windows and waiting facilities, public restrooms and informational signage.
- Relocation of the MBTA Green Line from its present elevated structure into a tunnel beneath and behind the existing Boston Garden.
- An underground "super station" with an inbound platform serving both the Green and the Orange Lines.
- Demolition of the elevated Green Line structure over Causeway Street.

In a related matter, the New Boston Garden Corporation plans to construct a multipurpose sports complex above the MBTA's commuter rail tracks and parking garage. This state-of-the-art sports facility will feature expanded seating capacity.

The existing Boston Garden will be demolished after the new facility opens. In its place will be a multiphased complex totalling 2.3 million feet of commercial, office, retail and hotel space.

[MBTA Commuter Rail News, Fall 89]

NORTH STATION CONSTRUCTION UPDATE

Construction had started during the spring and summer of 1989 by adding two "temporary" tracks to the east of track 1 (Boston Harbor side), called "A" and "B." When those tracks were completed, construction of the high-level platforms started on track 10 (closest to the Registry of Motor Vehicles). There were some photos of this activity in the September/October Newsletter.

As this issue went to press in mid-January, the high level platform for track 10 has been completed (for now), and is in service. By "for now," I mean the track and platform go toward North Station to about the same spot where the tracks have terminated for the past 35 or 40 years. The tracks have terminated under the ramp from Leverett Circle to the Central Artery for many years. It is planned, ultimately, to extend the tracks back toward the new station allowing space for another three coaches, so that eventually, 9-coach trains can be run out from the station.

With track ten complete, work is progressing on the platforms for tracks 9 and 8, with track 7 being used for equipment and storage. Trains are currently operating out of A, B, 1 through 6 and 10.

In addition, cast and reinforced concrete pylons for vehicular ramps out of the City Square area of Charlestown are aimed to go over Tower "A." I have no schedule for when Tower "A" is going to disappear, but it does not seem to be very long before that B&M landmark becomes history. There are several B&MRRHS members that have not been in the North Station in the past year or two, and for those folks that haven't, I tell you things are changing quickly and sometimes dramatically.

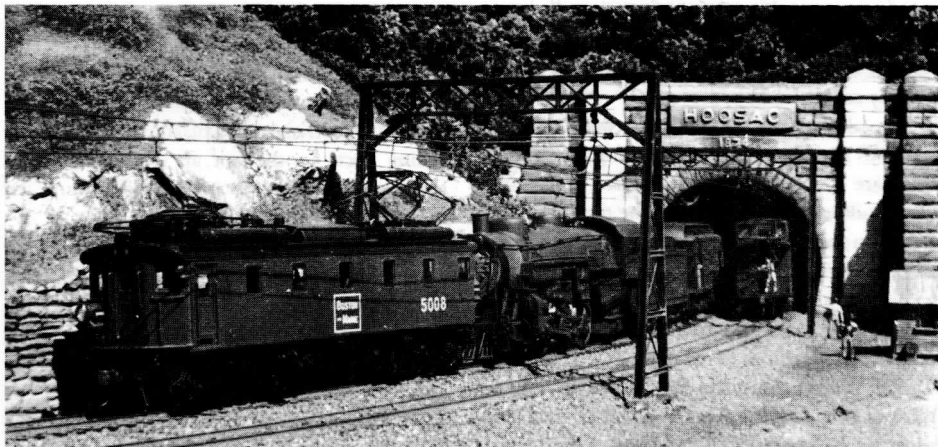
Some of the ramps in the City Square have been torn down, along with the Navy YMCA and other buildings at the square. The sun shines in parts of City Square where it hasn't shone for many years. Add to that, the construction activity at North Station, the new Bombardier and MBB coaches and control cabs pushed or pulled by F40s and F40PHs, and a few straggling F10s. And recently the bittersweet feeling of the absence of the Budd RDCs (saw 5 RDCs in the BET area this morning, but they are presumably on the inactive list). Other dramatic changes further out on the Eastern line is the new fixed high-level bridge to

replace Draw 7 (which still stands with the jack-knife draw permanently open. To the member that hasn't been on a passenger train in recent years you might have your ticket punched by a female trainman.

Then there are some changes that are not so obvious to the observer; such as the current construction of the new commuter rail maintenance facility on the south side to accommodate MBTA commuter rail train maintenance, and relieve some of the burden on BET. Yes, the North Station area is in an exciting stage as some things change by the day.

[ABT]

HO SCALE OF WEST PORTAL AVAILABLE



By the time you read this, an "HO" scale rendering of the West Portal of the Hoosac Tunnel will be available. Built by Berkshire Valley, better known for their "O" scale products, this model represents their initial offering in "HO" scale products. In the photo, the electric locomotive #5008 is shown on the point of a steam-powered train emerging from the west portal.

The kit includes the portal and two retaining walls and will be priced at \$19.95 plus \$2.00 for shipping and handling. Massachusetts residents must include the state sales tax. The model is available from Berkshire Valley, P.O. Box 150, Adams, Massachusetts, 01220.

[Frank A. Czubyts, 12/18/89]

PRESIDENT BUSH SIGNS CONRAIL BILL

A one-line amendment to Conrail's federal corporate charter became law in early December when President Bush signed H.R. 422, the main business of which was to re-authorize a \$15 million-a-year local rail service assistance program.

In turning H.R. 422 into Public Law 101-213, President Bush hands Conrail's board authority to engage in standard anti-takeover maneuvers should a leveraged buyout be attempted after a 10 percent restriction on public shareholdings expires on April 2nd.

[Traffic World, 12/18/89]

CONRAIL TO RELEASE 450 AS COST CUTTING CONTINUES

Conrail announced in mid-December that it will reduce its management-administrative non-union workforce by 450 positions, or about 12 percent, during the first quarter of 1990.

The cost of this significant employee program, including other related restructuring expenses, is estimated by the railroad at \$70 million to \$80 million, and would result in a charge against pre-tax fourth quarter earnings in 1989.

This action is part of a company-wide evaluation with Conrail's loss of its federal protection from corporate takeover, which expires on April 2, 1990.

[Traffic World, 12/18/89]

GUILFORD OR CONFORD?

No matter whom you talk to, the story that Conrail will eventually take over the operations for Guilford has different versions. Currently, westbound freights from Guilford are going deeper into Conrail trackage, namely, Amsterdam, New York.

Conrail has also eyed the lines from Worcester to Gardner. Another word is that the lines from Deerfield west to Mechanicville could go up for sale. Consignees along the way have dwindled to a new low. A connection between Guilford and Conrail at Rotterdam Junction outside of Schenectady could also be removed.

A good working relationship between the two railroads appears to be in the making. Presently, there are 32 CR train crews qualified to operate over Guilford trackage. Also at the time that the freeze on spending in the company is upon them, a viable agreement to lease the railroad to CR has come up as an attractive package. On January 6th, a passenger extra was headed east by Conrail 6691. The decision to abandon the Houssac Tunnel project came late last year after only a third of it completed. This also compounds the necessity to reassess the priorities. When first started in early 1989, big plans were in the making. In fact in a little over four years ago, the acquisition of the lines in Ohio and Indiana were pretty much a reality. At this time, it remains a long waiting process. [Don LeJeune, 1/10/90]

MBTA COMMUTER RAIL TO GET PA SYSTEM

The Board of Directors of the MBTA recently approved funding for a communications system that will improve rider safety.

The \$585,471 agreement with Thomas Dyer Inc. of Lexington will put MBTA dispatchers in immediate contact with all trains in the system, enabling important service and operating information to be communicated to engineers and other T personnel instantly.

The new system will also allow the MBTA to install an advanced public address and dispatching system throughout the commuter rail system, allowing announcements to be broadcast to a specific station, or to all stations and platforms.

In a related project starting in the spring, call boxes directly linked to the MBTA Police will be installed in commuter rail stations.

"This new communications system is a real plus for our passengers," said MBTA General

Manager, Thomas P. Glynn. "It will help make our rail system even safer by allowing us to communicate directly with our trains, to inform engineers of conditions of track ahead, or allow them to tell us of train problems or emergencies."

[Chris Vrotsos; Boston Business Journal, 12/18/89]

NEW BOMBARDIER COACHES WITH DEFECTIVE HEATERS

If you ride the commuter rail system and found yourself shivering on the newest trains, don't blame the T, at least for now.

The lack of heat in the 50-odd new cars is due to a design flaw in the roof heaters, according to the MBTA. Officials say a plastic fabric lining the ceiling ducts in the hot air system has been melting, causing some smoke and making the heaters malfunction.

There is a second heater in each car, a radiant system installed near the floor that was found to be working properly. Using just this heating system during a test last month, MBTA officials registered temperatures in the cars between 60 and 65°F, with one car quite a nippy 58°F. The MBTA's target range for these cars is between 68 and 70°F.

The new commuter cars are still under warranty, leaving the manufacturer, Bombardier Corporation of Montreal, responsible for remedying the problem at no cost to the MBTA.

An MBTA spokesman said four cars a week will be taken out of service starting this month, and retrofitted with new heating duct material. The MBTA also said about 50 more commuter rail cars on order from Bombardier will be delivered with the new heat-resistant material.

[Ronald Rosenberg through Boston Globe, 01/15/90]

WELLINGTON TUNNEL

In order to operate the taller, more efficient F-40 locomotives along the Haverhill Line, a new track has been built to pass around the Wellington Tunnel. Work to improve clearances so that the higher locomotives can travel through the tunnel will begin in this year and is expected to take about a year to complete. [Editor's note: Guilford has a spur running off towards Medford center curving westward over the tunnel. The MBTA tracks run parallel in the same right-of-way as the Orange Line.

[MBTA Commuter Rail News, Fall 89]

D&H/NYS&W UPDATE

The long wait is over, after months of speculation and postponement, the Canadian Pacific has been named to take over the D&H railway. The announcement came in Binghamton on January 9, 1990. Television and newspapers did a tremendous coverage of the event, employees were interviewed. The change over is slated by early February.

Some important issues to deal with will be the different standards that the U.S. and Canadian Railroads have in regards to the inspections and required equipment that both companies have. Early accounts have speculated that two of three freight terminals will become obsolete. Two mentioned were Buffalo and Binghamton. Oneonta would once again become "the" major classification point. The Oneonta facility would be a high activity point for locomotives and freight car repairs also. New York, Susquehanna & Western (NYS&W) would have to return to its former location at Binghamton, operate and depend more heavily upon its Little Ferry, New Jersey facility.

NYS&W with its latest leased fleet of GE B40-8s #4002-4048 (even numbers only) could be sent back, the 3600 series SD45s would become the prime source of power. A sizable amount of leased power to the NYS&W has either been returned or stored at Binghamton awaiting the next customer. Three NRL units that have sat idle for a month include F45s, #6635, 6642 and the 4810. Norfolk Southern (NS) power has shown up on RP-PY/PY-RP jobs more frequently, interchange agreements between the two railroads have been a common practice. On January 6th, a pure NS freight for RP-PY came into Binghamton with over 100 cars and a power consist of 6113, 3269, 6116 and 8072.

Late in 1989 and for this coming spring, as a cost-reduction move, rail and ties have been removed from CPF577-CPF579 (Sidney-Bainbridge) and next in line, CPF537-CPF539 (Schenevus).

The seven units at Mountain Top, Pennsylvania at the newly-opened Morrison-Knudsen facility have been put on hold until it's determined who'll pay for the rebuilding project. C430 #3000 apparently has the bugs ironed out. It has been plagued with oil and electrical problems for many months. From December 12th through

the 16th, it was paired-up with NHL #3144 as pusher power from Binghamton. D&H 5022 was sidelined for two weeks with a blown oil line, but was back in service in early January.

The Christmas holidays in Binghamton became a real treat for railfans with over 30 units that had converged around the engine facility.

[Don LeJeune, Mike Collins, 1/10/90]

UPCOMING RAILFAN EVENTS

Saturday, March 3, 1990, the Mass Bay Railroad Enthusiasts, Inc. is sponsoring a "Snow Train to Vermont" aboard the New England States Limited. The consist will be of Amtrak's Amfleet coaches with reserved, reclining seats and restrooms. Luncheon and snacks may be purchased aboard the train, or you may bring your own. Passengers may board at Boston's South Station, Wellesley, West Natick and Worcester and ride along the Conrail (formerly Boston & Albany mainline) route to Palmer where the excursion will turn northward along CV rail (formerly B&M) to Bellows Falls or the option to continue through to White River Junction along the recently rebuilt Montrealeur route. There are optional stops/layovers of various lengths, objectives, and costs. It is best to inquire! Basic fare to Bellows Falls, VT, Adults \$55.00; Children (under 12 year) \$30.00, or if paid before February 21, \$50.00 or \$25.00 respectively. Depending upon availability, the well-documented luxury open observation car Caritas may be part of the consist at \$200.00 including meals and beverages. Send a SASE with remittance with your preference for smoking or non-smoking, where you plan to board to: Mass Bay RRE, Inc., Box 525, Bedford, MA, 01730. Ticket requests submitted before 2/15 will be mailed back. Ticket requests received after 2/15 will be held for pickup at departure. For information, call (617) 489-5277.

Saturday and Sunday, March 10, 11, 1990: Round trip rail cruise to New York City aboard the luxurious private car Caritas riding on the rear of Amtrak's Colonial leaving South Station on Saturday morning at 7:30, and returning on the rear of Amtrak's Merchant's Limited out of New York's Penn Station at 6:00 p.m. on Sunday. Read your November/December Newsletter for a description of this elegant private coach. For further information, call (617) 594-3082.