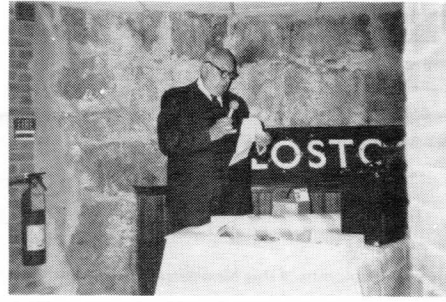
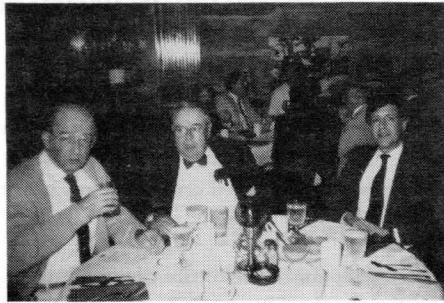


*Society charter member Carl Byron making presentation to Robert Meserve.*



*Robert Meserve speaking to the society members about his days as trustee for the Boston & Maine Railroad.*



*Society members enjoying the evening.*



*Left to right, Alan Dustin, Carl Byron and Robert Meserve.*

### **20TH ANNIVERSARY BANQUET**

It was a joyous occasion for the B&MRRHS for the 45 members and guests at the Beverly Depot in celebration of the Society's 20th anniversary. Anniversary banquets have been held in the lower level of the Beverly Depot before, and they've been wonderful, but this one had a special air about it.

Patricia Byron was the perfect hostess who led the entire group to appropriate seating in a cordial manner in the fireplaced room, with the warmth of flickering flames providing a backdrop to the head table.

Society President, Carl Byron opened the festivities with a few welcoming remarks and introduced Chairman of the Board, Dennis Adams. Dennis, in turn, introduced the Society Directors, Officers and Staff members and distinguished guests.

Past President H. Arnold Wilder led the group in an invocation. Then followed a lot of upbeat conversation, and a wonderfully-prepared meal with all being served in quick order. The introduction of Robert W. Meserve as the featured speaker led the group into a period of anxiety and humor as he related his account of the B&M navigating through some tumultuous times of transition.

Mr. Meserve had been a trustee of the B&M Railroad as the corporation was avoiding being absorbed into Conrail, and the early times showing absolutely no indication of future success, contracts for operating MBTA commuter rail on both the Northside and the Southside.

Robert Meserve continued with interesting and humorous anecdotes from operation of MBTA commuter rail finally culminating into the outright purchase agreements with the MBTA (\$40-million), and up to the eventual acquisition of the remainder of the system by Timothy Mellon.

Among the welcome surprises of the evening was the presence of Alan Dustin, a former chief executive of the Boston & Maine railroad. Some years after leaving the Delaware & Hudson, Mr. Dustin had become the President and CEO of both the Boston & Maine and the Maine Central upon the acquisition of the B&M by Guilford, but his days had become numbered. Alan had become the target of a couple of verbal digs during the evening, but in his good-natured style brushed them off.

In a spirited atmosphere, Dennis Adams and Carl Byron concluded the evening by presenting a large array of certificates of appreciation to many of the B&MRRHS folk whom over the first 20 years of its existence contributed much of themselves. Congratulations go to the recipients. It was truly a joyous occasion for all.

[ABT]

### **B&MRRHS WINTER CANCELLATION PROCEDURES**

Winter is on the way here in New England, and the coming of winter means the coming of snow, sleet, and all around nasty weather.

Should it be necessary for the B&MRRHS to cancel a meeting due to inclement weather, we will make an announcement on both WBZ and WHDH Radio's Storm Information. The Society telephone will also announce the cancellation after 12:00 noon the day of the meeting. But, if all else fails, use your common sense! Play it safe, OK?

### **GENEROUS DONATION TO THE SOCIETY**

The B&MRRHS has received a personal computer donated for the use of the Society's Archives. A Samsung-286, IBT AT-compatible desktop computer was donated in late August by Roger Cyr of the R.J. Cyr Co., the Society's accounting firm.

The computer is being used for database and word processing applications in conjunction with the cataloging of archival materials. The archives collection is located at the Center for Lowell History in the Patrick Mogan Cultural Center in Lowell, Massachusetts.

[Rick Conard, 9/15/91]

## **MORE B&MRRHS HELP WANTED!**

Our Shows Chairman, Jim Nigzus, is looking for some help attending model railroad shows and to man the B&MRRHS sales tables.

Due to job changes, moving, and the like, our Shows staff has been decimated over the last year, and we need some new people to help us out at our sales tables.

You don't have to lose an entire day, even if you come by our tables and help out for a couple of hours at a couple of shows each season, it would relieve some of those who must attend every show. The B&MRRHS brings in approximately one-fifth of its yearly operating budget from model railroad shows, and if not for the efforts of about four or five people, we would not be able to attend the number of shows that we do. We see a lot of Society members at almost every show, how about lending a hand?

We specifically need help at the big show at Springfield, MA in February! If you can help us out, drop a note to any Society Post Office box, or see Jim or any other Society member at our show table.

## **ST SIGHTINGS**

In accordance to a 30-year lease of the MEC 18-Bs, all of the units are supposed to be in running condition, This has not been the case for many years. Currently, the sole operating unit is the #404. To keep it running has been a big task when money and parts are not plentiful at this time.

There are plans to begin a rebuilding program for these units at Waterville. Is it a coincidence that the 70 to 75 are being worked on at Colonie and Rome Locomotive Works. Rome Locomotive Works has the reputation to be able to perform small miracles, while Colonie's reputation of "Where Big Things Happen," holds true. Colonie was returned to Springfield Terminal from D&H ownership earlier this year. U33C #663 received repairs at Waterville shop and is slated for traction motor repairs at the engine house. B&M 313, 316 are in line for program rebuilding, included will be the painting of the 316. B&M 310 returned dead during early October with many problems. Also recently brought in dead for repairs in early October were the 304, 603, 368, 366, 620 and 62. Due for tests is 362. Also ST 49 has air compressor problems and ST 16 that suffered minor pilot damage from a derailment. Awaiting repairs from parts taken to keep other units running are: ST 25, 690. U23-B #288 is now stored across from the shop with the 325 and 262. ST 35 (ex B&M 1577) repainted two months ago has been put in the dead line in need of cylinder

work. MEC 470 and 600 remain shopped. ST 680 and 681 have been a short stay - leased to Conrail. GP40-2 #329 has been seen at the Beacon Park (Boston) Conrail Engine terminal. The latest ST unit to be sent to CR for lease is the ST12. It appears that the big Geeps and SDs just aren't able to keep up with the demands of Conrail. GP-7 ST 12 was a Louisville & Nashville unit before becoming a part of the MEC fleet.

At Deerfield, ST 41 along with the 648, have been stripped of the engines and main generators, and placed with retired boxcars slated for scrapping. A Conrail/Amtrak passenger extra was spotted during the late evening heading west through Haverhill, Massachusetts with #6452 on the point. Also at Deerfield dead on the Berkshire track remain the 226, 629, 338 and 1718. New England Southern #303 (Alco switcher) is the latest addition to a storage track. The unit was formerly at the old Uniroyal plant in Chicopee, Massachusetts. Remaining double iron west of Deerfield is being removed and used as a replacement rail, and ties are still taking place in the Ayer area. As soon as all the loose ends are made with the D&H it is understood that CP will concentrate in the purchase of B&M lines and leasing of MBTA tracks to the port of Boston. The current locomotive count is now down to 81.

[Don Lejeune as of 10/4/91]

## **ST SHORTS**

GP7 #12 (ST #12) is once again on Conrail grounds, this time perched at Boston's Beacon Park. This unit was sighted during the end of October on a cut of covered hoppers, (also reported down at Readville by other members). [Editor's note: Although one might see ST equipment venture out onto the Northeast Corridor (NEC) right-of-way, it is very unlikely that you'll see any Big G's on the point of NEC trains because of the FRA requirement that all NEC locomotives be equipped with automatic train control (ATC). To my knowledge, no ST locomotive is ATC-equipped. If somebody knows otherwise, please inform us.]

ST #34 (ex-B&M GP7) is tied onto the Conrail switcher working the Boston terminal job in Everett. GP40 #329 was returned dead to Springfield terminal on SE-LA on October 23rd for pickup by an eastbounder headed into Waterville.

B&M GP40-2s #313 and #316 continue to work on cylinder rebuild at the Waterville shop. ST #18 was released last month after a lengthy stay in the shops. MEC #288 shopped for major repairs has been put back outdoors for storage. MEC #281 is the remaining U23B locomotive in service. U18B #404 is also the last of a dying breed of locomotive.

GE U33C #663 has been resurrected once again, (ex D&H) resuming on November 7th as the lead unit on WA-DH. ST #689 is also being made ready for service after many months of idleness. A big push is underway to get the road engines back into operation at any cost.

It is reported that employees at Waterville are covered once again under a small army of unions, one being the UTU. Hopefully this will set an atmosphere for a better employer-employee relationship.

An asbestos removal program for stored units at Waterville prior to scrapping is underway. Each unit has asbestos removed at a cost of \$1000 per unit. Within the next month the arrival of SD39s #691 and #693 that have been stored at Billerica since February 1990 will be evaluated. Both of those units have a main generator failure. The costs of replacing a main generator are among the most expensive parts in a diesel locomotive.

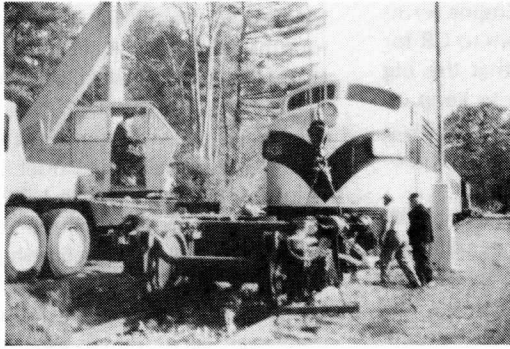
ST #41 and #648 with their hoods and carbodies are in gondolas at East Deerfield ready for the scrapper's torch.

From Bridge Line country, on October 21st, Springfield Terminal power returned back to Binghamton. Reportedly, the ceremony was not particularly joyous, as it brought back bitter memories that have long persisted since the acquisition in the early 80s to the bankruptcy decree by the former owners of the D&H. It appears that at least for the time being this is the way that ST is repaying horse-power hours that CP/D&H has given ST on the Mt. Tom and Bow coal trains.

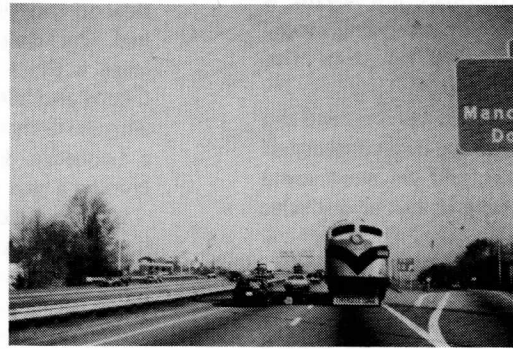
Earlier in October, crews swapped trains at Mohawk, Mechanicville and even Crescent Junction. The first train into Binghamton from ST was WA-DH and a combination 271 (ME-BU). Power was an SD-39 #692 and an SD24 #621. The #621 was oil-covered and needed a well deserved bath at Binghamton, although the 621 was repainted last month at Waterville. It has been one of the worst looking engines in the fleet. Sometimes it was unrecognizable as an ST unit or a Santa Fe unit.

## **GUILFORD OFFERS RAIL PLAN**

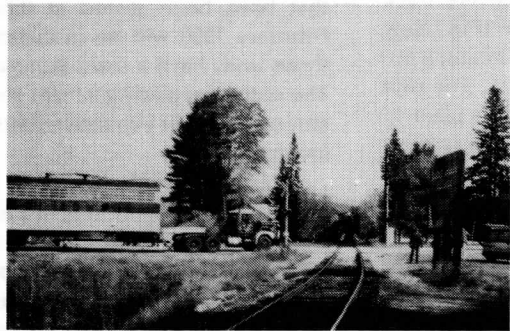
Guilford Transportation Industries, Inc., of Portland, Maine, introduced a plan to run passenger trains between Boston and Maine, saying it was prepared to offer the service at a 30 percent lower cost than Amtrak. The plan was submitted to state transportation officials in Maine, New Hampshire and Massachusetts as a counterproposal to a report issued by Amtrak in June. [Boston Globe, 11/7/91]



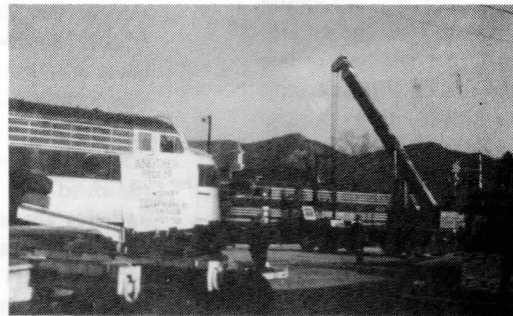
4268 being loaded at Swasey 10/21/91



Northbound I-95 Concord



North Conway, NH



### **B&M F7A #4266 GETS A KISSING COUSIN**

It has been many, many months in the making, but the B&M F7A #4266 familiar to most of us at the North Conway Scenic Railroad engine house now has a kissing cousin, or more likely a blood-line sister. The latest is the acquisition of B&M F7A #4268 by a consortium of North Conway Scenic Railroad, the 470 Railroad Club of Portland, owners of B&M #4266, and our own B&MRRHS.

The #4268 was to have been transported to North Conway by flatbed, and word has it as this issue was being sent for typesetting was that #4268 had indeed arrived in North Conway. The 4268 carbody has been situated in East Swanzey, New Hampshire on the property of George Feuderer. Mr. Feuderer had purchased the unit several years ago to demonstrate to his amusement park train customers what full sized equipment looked like.

The B&MRRHS had discussed the merits (and demerits) of acquisition of the depowered locomotive and looked for a potential site to display it. Mr. Feuderer had offers from other folks interested in taking it elsewhere, including out of New England, but the consortium assures us that it's to remain in its native region. It is believed that the only other B&M F7A-unit in existence is near Syracuse, New York at the New York State fairgrounds.

The innards of #4268 are missing, but the cab is fairly intact except for gauges and the brake stand. It is reported that the bell had been removed in an unauthorized manner during the locomotive's transit to East Swanzey from Billerica in 1986.

A crew of volunteers is planning to repaint the #4268 into its original B&M maroon and gold in the spring of 1992 along with repainting #4266. Plans including placing 4268 on display with the cab accessible. The cab of 4266 has had to be locked because of the operating status and potential vandalism.

Donations will be accepted gladly for restoration of the locomotive carbody. There are no plans to power this vehicle, and I'm sure that the opportunity for sweat equity will be available next spring, and you can have a piece of the action. More on that later. If you wish to make a financial contribution, send a check so designated to the Society's P.O. Box 794 in Greenland, NH 03840.

As a side interest, the 470 Club Newsletter reported that steam locomotive 0-6-0, #7470 saw regular service in September and October. The locomotive had to undergo some boilerwork to satisfy the requirements imposed upon operating tourist railroads by the FRA.

## MEATBALLS TO BOSTON???

Three groups, including one headed up by a Massachusetts-based electrical contractor, are competing for an Amtrak contract to electrify 330 miles of railroad tracks between Boston and New Haven on Amtrak's Boston-Washington Northeast Corridor.

The electrification project, which is still not yet fully funded by the federal government, is expected to be worth more than \$300 million. The project is the first of three phases of work planned to implement three-hour high-speed rail service between Boston and New York City. The trip between South Station and Pennsylvania Station currently takes about four hours.

The first phase will cost an estimated \$400 million with the bulk of the money paying for electrification. The electrification project includes the construction of specially-designed catenaries to support messenger and trolley wires, electrical substations and high-speed rail track signals. The remainder of the first-phase money will be used for bridge repair work and other track improvements. Phase two will encompass further track improvements, while phase three involves buying a rolling stock of passenger coaches and electric locomotives. Phases 2 and 3 are expected to cost an additional \$400 million each.

The electrical phase alone will shave between 30 and 45 minutes off the current travel time between Boston and New York because there will be no need to change from diesel-powered locomotives (currently F40PHs) to electric locomotives (currently AEM-7s) in New Haven. (AEM-7 is an Amtrak rendition of EMD-manufactured electric locomotives from a Swedish (ABB) design. Hence the moniker "meatball"). Diesel-powered locomotives are prohibited from travelling in New York City because of pollution problems in tunnels and stations. In addition, electric locomotives can accelerate and decelerate considerably faster than current diesel-powered locomotives.

In the request for bids issued by Amtrak last March, the contract called for the electrification of 330 miles at 25 KHz and a system capable for speeds up to 150 miles per hour. The request stipulated a tight timetable that called for a 390-day design period followed by a three-year construction period, with most of the work to be done at night.

Of the seven companies that expressed interest, three were deemed by Amtrak to be qualified bidders. While all three have submitted price bids, Amtrak is still reviewing technical aspects of them and is expected to ask for so-called "best and final" bids in the next several weeks.

Three qualified bidders for the contract are: Asea, Brown, Boveri (ABB) Traction, an American subsidiary of a German multinational supplier and producer of high-speed rail systems; Boise, Idaho-based Morrison-Knudsen, a \$1.6 billion railway contractor; and a joint venture that includes Massachusetts Electric construction and British rail builder Balfour, Beatty Power Construction.

Massachusetts Electric Construction, which is not affiliated with the Massachusetts Electric utility, is hoping its local roots will help its cause, despite the fact that it is competing with much larger companies for the electrification contract.

One local transportation analyst said that Massachusetts Electric Construction is facing long odds in its quest for the electrification contract because the other two bidders are so much larger and more experienced in electrifying rail systems - particularly Morrison Knudsen, which this summer received nearly a \$30-million electrification contract for a new 17-mile light-rail system for the St. Louis area.

"They are very much the national heavy-weight," said Jan Okolowicz, manager of transportation at URS Consultants in Boston. "I wouldn't want to say they have an edge, but they are nationally known as a company that is into heavy railroad construction and contracting."

Amtrak officials declined to comment on any issues relating to the electrification contract until after it is awarded sometime later.

The U.S. Congress authorized \$179 million in funding for the high-speed rail project last year. Another \$208 million has been approved by the Senate this year, although there was no funding for the project in the House of Representatives' transportation appropriation package.

The electrification project in the Northeast Corridor is being watched closely by the transportation industry and could serve as a model for electrification projects in other areas of the country.

"Electrification has been going on all over the world in recent years, but there has not been a major electrification program in the United States since the 1930s," said Joseph Silien, director of business development at ABB Traction. "We think that if this goes forward, it will cause many mainline railroads and commuter rail agencies to re-examine electrification.

[Condensed and edited from Boston Business Journal 9/31/91; ABT]

## ST OPERATION OF MBTA COMMUTER RAIL DENIED

It first appeared in the October issue of one newsmagazine, then in a national newsletter, and the news for a while generated more than just a few comments. It had been stated that Guilford Transportation Industries' (GTI) subsidiary, Springfield Terminal was the low bidder to operate MBTA commuter service effective on New Year's Day on January 1, 1992.

"That's not so!" said one of the MBTA officials to this editor after it hit the streets. As an active member of both the Commuter Rail Committee and the Capital Planning Committee of the MBTA Advisory Board, your editor is usually privy to such news, but there was no indication of anything like this until it appeared in some of the railroad newsmagazines.

The MBTA's commuter rail division has been operated by Amtrak since January 1, 1987 when several maintenance-of-way personnel on GTI's subsidiary, Maine Central had labor problems, confined then mostly to MEC rights-of-way. At the time, the B&M was operating the MBTA's commuter rail on both the north side and the south side of Boston. The MEC job action, although very remote from the B&M operation of the MBTA commuter rail created some strike action and uncertainty of daily operations for thousands of metropolitan Boston commuters on both the north side and south side operations. Many north side commuters were particularly offended by the GTI worker job actions which added to their commuting frustrations following the two devastating drawbridge fires; one at North Station, and the other several months later on the Beverly-Salem bridge.

When the contract was changed from the B&M to Amtrak a few years ago, most of the former B&M personnel changed employers. Some remain to this day.

The Commuter Rail division of the MBTA has grown faster than any other segment, and with the exception of three or four F-10s and a couple of M-K (Boise) Budds still plying northside rails, the 1978 vintage FP40's recently rebuilt, and Pullman-Standard coaches (soon to be rebuilt) all of the rolling stock is a couple of years old. The MBTA operations out of both North Station and South Station will expand GTI horizons to Providence on the south and Framingham to the west. In addition as one who has been rather intimate with commuter rail expansion, two of the three lines of the former "Old Colony/New Haven," specifically Middleboro and Plymouth are only days away from the beginning of restoration (I'm evaluating part of the Final Environmental Impact Statement/Report of the Old Colony Railroad Restoration Project now).

One problem looms in the next few weeks, and that is developing a budget for the entire MBTA system for fiscal year FY93 beginning July 1992. With a budget projected at about \$560 million, the MBTA Board of Directors has asked for a \$45 million cut, only a couple of months after requesting and implementing a \$21 million fare increase. It appears initially impossible to cut the budget by \$45 million without cutting service severely. An option would be to cut capital expenditures which would delay restoration of the Old Colony line and possibly kill the Newburyport extension. Such action, however, would probably violate attainment of the Clean Air Act Amendment of 1990. The ramifications are endless.

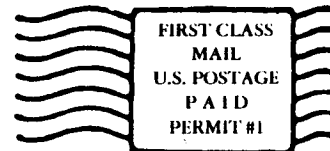
Stayed tuned, but don't look for GTI to operate the MBTA commuter rail after January 1, 1992. Over the years, I've learned never to say never, but it seems highly unlikely.

[ABT]

# Boston & Maine Railroad Historical Society *Incorporated*

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