

Boston & Maine Railroad Historical Society
Incorporated

NEWSLETTER

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B&MRRHS Newsletter
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CALENDAR

AUGUST 10 is the date of our annual meeting with the 470 Club at North Conway, New Hampshire. The Conway Scenic Railroad will be the setting. See the flyer distributed with your May/June Newsletter. This has always been a favorite. Plan ahead to arrive early!! Automobile traffic in the Conway/North Conway area on weekends can be rather congested. **There will be no meeting in Lowell during the month of August!!!**

SEPTEMBER 14 we have a joint meeting with the Salisbury Point Railroad Historical Society. We'll meet at the Amesbury Town Hall on Friend Street in Amesbury, Mass. at 8:00 p.m. **There will be no meeting in Lowell during the month of September!!!**

Looking ahead — Our 20th anniversary banquet is tentatively scheduled for some date in October. There will be more information about the specifics later.

And in November, we expect to visit the North Shore Model Railroad Club at their headquarters in Wakefield. Not verified, but will advise in next newsletter.

PLAISTOW, NH AREA TO INVESTIGATE COMMUTER RAIL

An eight-community Plaistow Area Transit Advisory Committee has started two initiatives coordinate mass transit in that area. One of the plans is for formation of a working group to extend the Massachusetts Bay Transit Authority (MBTA) commuter service to Plaistow and locate a station, parking and a train layover facility in the area.

Committee officials said ways must be found to get private-sector financing, and to meet the needs of Guilford Transportation Industries, owner of the Boston & Maine RR right-of-way.

The Advisory Committee was also working on other initiatives to coordinate and promote mass transit from downtown Boston, Logan Airport and intermediate points north of Boston.

[Manchester (NH) Union Leader, 7/4/91]

LAKEPORT B&M RAILROAD DEPOT IS LIKELY TO BE RAZED

With no offers in hand, Laconia officials said they plan to demolish a turn-of-the-century railroad station in Lakeport.

City Manager Daniel E. McKeever said the city advertised the railroad station for sale on the condition that the building be moved from the city-owned land it now sits on.

"We didn't get a single offer by the deadline," which elapsed several weeks ago. He indicated the city would have accepted a \$1 offer if one was given.

McKeever has now instructed personnel to look into the cost of razing the structure.

Building contractor in the area said a major reason no one bid on the property is that the roof is made of asbestos shingles which will need to be placed in a hazardous waste landfill at considerable expense. Asbestos has been linked to cancer.

McKeever said he was not sure if there were asbestos shingles, but if so, it could cost the city a significant amount of money to have the structure razed.

Ownership of the building is vague, although documents indicate the city took ownership from Boston and Maine Railroad in 1958.

It used to be situated diagonally across the street in Lakeport Square.

[Steve Cook - Union Leader 7/9/91]



B&M Engine #316 (last of the bluebirds) is now the Portsmouth Switcher. Pictured above is the 316 in front of the now restored station at North Hampton, New Hampshire dated June 12th, 1991.

[Photo by Ken Furbush]

PAY YOUR DUES BY PHONE!!!

You can make it easy on yourself by charging your dues to your Mastercard or Visa. Just call the B&MRRHS phone number on the masthead of this Newsletter. leave your name, address, class of membership at which you wish to renew, your charge card number and expiration date. That's it. You will receive a confirmation and receipt by return mail.

JUNE B&M MEETING AT HOBO RR

The June meeting of the B&MRRHS started out with a heavy fog for those who drove north on I-93 to Lincoln, New Hampshire for Hobo Railroad's Annual Railfan Day. But, by the time things really started steaming and rolling, the fog lifted to give the Society and other interested folk a picture perfect day, right out of New Hampshire Profiles day.

The B&M folks were treated to something that has happened before, but was combined with the B&MRRHS events this year; that of having a meet of the motor cars scheduled on the same day. About 25 to 30 motor cars showed up representing various manufacturer models and wearing the road names of several railroads, and including gasoline and wood-burner steam propulsion motor cars filed out of the Hobo yard southward for a trip south along the Pemigewasset River Valley former B&M line through Meredith and along the route of the newly-formed and operating (as of July 4th) Winnepesaukee and Pemigewasset Valley Railroad to Laconia. The W&PV is owned and operated by Ed Clark and family, owners and operators of the Hobo Railroad. The motor cars proceeded to the Laconia Depot late in the morning and the operators and passengers has lunch there.

Rolling south behind the motor cars was the extra made up of two former B&M/MBTA Buddliners #9621 and former New Haven Buddliner #47 that is not privately-owned. The #9621 has recently been restored to its MBTA colors with the cranberry band around the window level. Power was former Portland Terminal SW-1 #1103 on the point and a private buggy at the back end. The short train made its way down through Livermore Falls for a lunch stop and then on to Plymouth where the locomotive did its runaround in preparation for its return trip to Lincoln. There were several photo-runbys, and with the clear day and mountains in the background, the setting was ideal.

Late in the afternoon when the motor cars returned after the train did, many members of both groups (B&MRRHS and motor cars) enjoyed a well prepared dinner aboard the dinner train down to the Jack O'Lantern Resort and return where a wonderful slide show of the activities surrounding the growth of the Hobo RR were shown along with many shots of B&M and MEC railroad-

[ABT]

AUGUST 24-25 — Saturday-Sunday. Sponsored by MBRRE. Rare mileage open-gondola trips on sections of former New Haven RR lines in Eastern Massachusetts operated by Bay Colony RR. 8/24 AM: Watuppa-Westport Factory; 8/24 PM: Weir Jct.-Dean St.; 8/25 AM: Medfield Jct.-Millis and Cook St. (as far as possible); 8/25 PM, Medfield Jct.-Dover. Information MASS BAY RRE, P.O. Box 1392, East Arlington, MA 02174-9991.

ZEKE MARSDEN DIES — B&M conductor William J. "Zeke" Marsden, 50, a fourth-generation railroader and former chairman of UTU local #1331, died May 22 following a long illness. MBTA Boston commuter service GP-9, 1921, repainted in B&M colors has been dedicated to him.

[Call Boy 6/91]

“EXTRA 2200 SOUTH” REINCARNATED

“Extra 2200 South,” a popular locomotive newsmagazine among those who want to keep up with North American locomotive movements, rosters, and road radio frequencies, has been reincarnated with Issue #91 (April/May/June 1991). This is the ninety-first issue of the non-commercial newsmagazine, it has nothing to do with the year 91, except for coincidental timing.

Actually, *Extra 2200 South* has been around for about thirty years having evolved through three previous iterations. It was the brainchild of Jerry Pinekepank, in May 1991, who eventually passed it on to others. This current incarnation is under the editorship of Doug Cummings, his son, Gordon, and responsibilities for circulation by daughter, Laurie. And, there is a devoted gang of supporting cast, many of whom have agreed to continue on from the previous producers.

The Cummings family inherited it from Don Dover and his wife and son, Dottie and Dan, another family whom over 22 years of hard work, produced the bulk of the issues published. Don and Dottie have retired and for the last couple of years searched for a capable crew to take over. During that time, some of the continuity and schedule became disrupted erratic distribution. This had led several followers to believe that the newsmagazine had gone belly-up. Not so, as we find out. *Extra 2200 South* is seemingly alive and well.

Not only is it back, but it has a crisp new format, fully computerized with a clean array of color and black and white photos submitted by the troops. It also has for the first time, I believe, carried some editorial content. And, in keeping with its predecessors, there is no advertising. Current plans are to produce four issues for 1991, and stepping up to six bi-monthly issues in 1992.

There is a void in Issue #91, however, that I hadn't noticed before, and that's the absence of Guilford carriers (B&M, MEC, and ST) was conspicuous. Hell, not only are GTI carriers missing, but almost all of New England roads, and really Northeast Railroads were not well represented in this issue. No mention of B&M, MEC or ST roads. Yes, the Bangor and Aroostook (BAA) had a single sentence, as did the Delaware and Hudson. The D&H did have a little mention through the CP entry. The MBTA had two short paragraphs thanks to Bruce Hughes. The Cummings don't operate in a vacuum, and could use your help in updating locomotive rosters, photos and frequencies, particularly with our diminishing B&M. But, if you have knowledge of locomotive rebuilds, repainting into new (or historic) color schemes, retirements, modifications, sales, leases, scraps, swaps, wrecks, or anything else that happens to locomotives, you might pass along the news to Bill Hughes at 2724 Fleetwood, Portage, Michigan (MI) 49008 and information on verified radio frequencies, please pass on the info to Gary Sturm, 7629 Westford Court, in Fort Wayne, Indiana (IN) 46835.

We congratulate the Cummings family and clan for taking up the slack on this large task, and wish them well as they advance this fine non-commercial newsmagazine. They have moved the center of activities to the magazine's address as follows: *Extra 2200 South*, P.O. Box 8110-820, Blaine, Washington (WA) 98230. They can give you subscription information as well. I was fortunate to pick a copy (the last one) of Issue #91 at Eric Fuchs Inc., store in Boston. I do not know any other retailer carrying it at the moment. If your favorite hobby shop does not do so, please give your dealer the Blaine, Washington address.

[ABT]

FORMER B&M YARD 21 TO GO TO CITY OF SOMERVILLE

Somerville officials say the MBTA has made an oral agreement with them to acquire a parcel of land, former B&M Yard 21, that will be the site of a recycling center.

But both parties said yesterday that major issues, such as the price and date the property will be transferred, remain unresolved. But a June 27 phone call between Acting General Manager James Rooney and Somerville Mayor Michael Capuano was to confirm that the MBTA would sell the land.

Capuano said the city would pay up to \$3.1M, the amount that the MBTA had paid Guilford Transportation Industries in December 1990 for the 10-acre site near Assembly Square (and former Draw #8). The money could come from federal or private sources.

The recycle center projected at \$15M would serve 85 communities and handle 1,500 to 2,000 tons of recyclables a day. It would be operating 12 to 18 months from the time the city purchases the land. Four companies have expressed interest in submitting bids for building and operating the plant. [Ed. Note., There was no mention of rail transfer of recyclables to or from the proposed plant.]

Somerville had talked of purchasing Yard 21 for some time, but had to table their plans when the state law grants the Department of Transportation priority over other buyers in railroad property. Since then, Somerville officials have been negotiating with the MBTA sporadically. The MBTA had reportedly been using the site for storage and maintenance of North Side commuter rail trains. [Ed Note., On many occasions, this editor has observed the Ossipee gravel trains with New Hampshire Northern (NHN) power setting out gravel hopper destined for Boston Sand and Gravel along this stretch of track.]

It is expected that the MBTA will transfer operations to other sites (Yard 8???) after a sale is negotiated.

[Editor's note. As a member of the Commuter Rail Committee on the MBTA Advisory Board, this land transfer makes a lot of sense. Yard 21 presents a difficult logistics problem for the MBTA because the MBTA's Orange line with third-rail power lies in between yard 21 and the Haverhill and Eastern main lines. Transfer of commuter rail vehicles would require moving all vehicles south of the Orange Line's Sullivan Square station where the interchange would occur under the Orange Line flyover. Yard 8 is much more convenient to the Boston Engine Terminal anyway.]

[ABT condensed from the Boston Globe 7/10/91]

WINNIPESAUKEE AND PEMIGEWASSET VALLEY RAILROAD — Beginning in June, Ed Clark and the Plymouth and Lincoln Railroad (operators of the Hobo Railroad in Lincoln) will begin running trains on the new W&P Valley RR between Laconia and Meredith, NH. The new tourist train operation will replace the Winnepesaukee RR, which up until Jan. 2 of this year had leased the state-owned track. In late March Gov. Judd Gregg and the Executive Council granted to Plymouth and Lincoln Railroad operating rights on the rail line from Plymouth to Northfield. The W&P will carry passengers over a 10 mile stretch from the refurbished Laconia Railroad Station in downtown Laconia to Meredith, via Wiers Beach. The train will provide tourists direct access from either Meredith and Laconia to Weirs Beach and the famed M/S Mount Washington cruise ship. The

train will offer lunches and dinner much as the Hobo RR operation does in Lincoln.

At the Hobo RR, workers are rehabilitating four 1950's era former MBTA air-conditioned coaches which will be used for the new railroad. With ample parking available at the Laconia Railroad Station, Clark said the train will help alleviate an always tough parking situation at Weirs Beach as riders will be able to use the train as a commuter line from Laconia. Clark said that although a regular train link between the Lincoln and Laconia areas is a way off yet, there will be some trains running this year which will transport tourists from one area to another. Clark's Hobo RR last year carried a record 36,000 passengers in just its third year of operation.

[470 6/91]

GUILFORD WANTS TO BUY B&A

Guilford Transportation Industries, which bought Maine Central Railroad in the 1980s and owns the Boston and Maine Railroad, has launched an effort to buy the Bangor & Aroostook Railroad Co.

But according to reports from the B&A, the company is not for sale.

If Guilford, a Massachusetts-based company, is successful, it would become by far the largest freight railroad operator in Maine, combing B&A's 434 miles of active track in northern Maine with Maine Central's 412 miles in the south.

The next largest active lines are the St. Lawrence & Atlantic, which runs 90 miles in Maine from the Bethel area to Portland, and the 201-mile Canadian Atlantic line, which crosses Maine from Jackman to Vanceboro.

In a letter proposing the sale, Guilford president David A. Fink describes B&A as staggering under a combination of major personnel changes and declining usage that may hinder "the ability to maintain competitive rail service in Maine."

The letter to Joseph B. Ely II, chairman of B&A, cites the recent resignation of David J. Hughes, president, and Ronald Cote, director of marketing, as well as "weekly traffic declines as high as 45%."

Strout said Ely has not seen the letter, and Bangor & Aroostook would not yet offer a detailed response. Any action regarding the offer would be made by Ely and the directors of B&A's privately-held parent, Amoskeag Co. of Boston.

F. Colin Pease, a Guilford vice president, said his company could cut costs at B&A by consolidating locomotive repair facilities, marketing and sales staffs and administration. Guilford's fleet of rail cars and engines "would enable us to go after bidders that they can't go after today."

"I think you could have some tremendous efficiencies for the user," he said.

Russell W. Spinney, deputy commissioner for transportation services at the Maine Department of Transportation, said the state does not worry that doubling Guilford's presence would put shippers at a disadvantage.

He said the two railroads now are separated geographically and their real competition, the trucking industry, would not be affected.

"Frankly, it could be good for shippers, it could save shippers money," he said. "If a friendly acquisition took place, it would mean there is a single railroad quoting a price all the way from Madawaska to New York."

Guilford runs 1,500 miles of track in five New England states and a part of New York. Guilford's past in Maine is controversial. After buying the Boston & Maine and Maine Central railroad in 1981, the company nearly halved the 800 miles system, cutting marginal and unprofitable lines.

It sought to cut labor costs, and a bitter system wide strike took place in 1987 and 1988. Guilford employs roughly 1,100 workers.

Pease said changes would be inevitable if the company were to purchase B&A.

"I think whenever you're talking about synergies, you're talking about combining facilities. And when you combine, there are always changes that are not always popular," he said. "No one likes to endure that kind of criticism, but at the same time as a businessman your job is to structure the company so it is capable of competing."

Pease said Guilford would hope to operate the railroad with the same labor contracts used at Maine Central, although that probably would not be legal, according to Eugene Lyden, international vice president of the United Transportation Union.

Management and labor at B&A have been stalled in contract talks for at least four years. (Portland Press Herald)

[Portland Press Herald through New England Journal of Transportation]

EX-GUILFORD UNITS — The B&M (ex-CR) GP40's, which spent the past winter in storage at Rigby Yard, were shipped to the former AT&SF shops at Cleburne, Texas in late March. Units will be rebuilt with pass-through head-end power cables and 103 mph gearing but no head-end power generator, cab signals, or automatic train stop. Leased from Helm Leasing, Amtrak will use them as trailing units to ease power shortage on longer trains. B&M #320, 321, 323, 324 and 341 will become AMT #657, 658, 659, 660, and 661. Other Amtrak units in the series 650-664 are ex-CR 3104, 3108, 3114, 3116, 3117, ex-ICG 3072 and ex-MILW 2007, 2020 and 2042.

[NNL 5/91]

ST SIGHTINGS: With the summer upon us, neither Conrail nor Canadian Pacific has taken over the Springfield Terminal lines. Reportedly, amounts as high as \$80 million have been talked about as an asking price for ST. A couple of months back, ST offered to purchase the Bangor & Aroostook, but the BAR apparently would have nothing to do with a deal by ST.

In the latest CP offer, CP reportedly is interested in acquiring the line as far as West Fitchburg. Then, by agreement with the MBTA, CP might operate into Boston with its containers. On the other side, CR reportedly has an agreement with ST so that CR power may go as far east as Rigby. To date, that has not happened.

B&M #602 remains at Waterville with a rail clear through the fuel tank, along with rails imbedded in the front walkway; this as a result of the Charlemont derailment in May. It is rumored that for the present the unit is in a "no fix" status. The Salem switcher has used the B&M #362, and at present the job is slated for abolishment SOON. The job will be handled out of Boston instead of Salem. This will consolidate another spot, especially where 5-6 days per week service is needed at Eastman Gelatin Co. in Peabody, MA. Eastman Gelatin is owned by Eastman Kodak and manufactures key ingredients for film.

A change in traffic in the Nashua area has prompted the change of SENA (Salem - Nashua, NH) to SELA (Lawrence). At this

point a new job, LABO, starts out and matches up with NS3 en route to Boston. Most of the shuffling takes place at Wilmington whenever the passenger trains are few and far between after 21:00.

With power at a low, units have been "locked" in at their locations for well over a month now. Some units include: Boston switcher 3, ST #52; Lowell switcher, #312; Nashua switchers, #'s 356, 358 and 359; Portsmouth switcher, #304; Haverhill switcher, #303; LA1, the #314; and Lawrence switcher, the #317.

During late May the Saugus Branch saw a brief flurry of activity at the Rowe crushed stone plant in Saugus. During that time the B&M #636 was assigned the work train power for the tie job that has been going on at Ayer. As many as ten cars at a time were loaded and sent west.

Units awaiting repair at Waterville are nos. 25, 27, 30, 45, 52, 58, 65, 285, 288, 313, 335, 339, 405, 407, 601, 603, 676, 680, 681, 689, and 1719. Interestingly enough, the 313 has sprung its rear trucks, while the 1719 remains the last B&M GP9 to still carry the old number while not permanently out of service. The scrapping of metals, cars, and reportedly remaining locomotives at Deerfield is slated to take place soon. The scrapper is located west of East Deerfield's facility.

FOR SALE — CONNECTICUT RIVER RAILROADS AND CONNECTIONS, Volume I, Millers Falls-Greenfield, Mass. thru Westminster, VT. This volume contains the B&M, CV, West River railroads plus the Ashuelot Branch of the B&M and is the first in a pictorial series of railroads, past and present, along the Conn. River encompassing 40-50 miles either side to the Canadian border. All volumes will contain photos of stations, train operations and equipment, derailments and disasters, industries with maps, diagrams, sketches plus some info on their freight and passenger operations. Vol. I has almost 700 B&W photos, etc., and is a 9 x 12 hardbound, 208 page book at \$39.50 postpaid. (Canadian and foreign orders add \$2.50). Available from the author only. R.W. Nimke, RR#1, Dept. 470, Walpole, NH 03608.