

# NEWSLETTER

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MEETING / MEMBERSHIP TELEPHONE NUMBER (617) 628-4053

NOVEMBER/DECEMBER 1992

B&M

## B&MRRHS CALENDAR

**December 12, 1992** - We return to our media room at the Mogan Cultural Center, 40 French Street in Lowell for our annual **Member's Night**. This has always been a favorite. Bring your slides, films and appropriate projectors. We generally have a limit of 20 slides or so, or 200 feet of film so please keep them grouped as such. If time permits, then we may consider additional slides or footage, in groups of 20/200, but we must stick to the limits initially, and proceed from there.

**January 9, 1993** - We'll start the New Year off in the media room at the Mogan Cultural Center with a very interesting presentation by **Gary Gurske**. Gary worked as a fireman, brakeman and conductor for Conrail from 1972 to early 1992, and has fascinating slides and stories of his experiences with that road. I have seen and heard Gary, and you wouldn't want to miss this one.

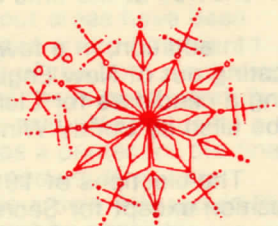
**February 13, 1993** - **Allan Stuart** will present a slide presentation from the collection of his grandfather, **Robert H. Haynes**. The presentation will cover 1940 through 1960's classic B&M railroading. Also included will be a look at the early days of the Seashore Trolley Museum in Maine.

**March 13, 1993** - The feature presentation will be from noted historian **H. Arnold Wilder**. Mr. Wilder will be presenting an interesting look at railroading, entitled "*Rails to the White Mountains*".



**SEASONS GREETINGS  
TO ALL OF OUR MEMBERS**

**FROM THE OFFICERS  
AND STAFF  
OF THE B&MRRHS**





## BOD MEETING - NOVEMBER

The Society's Board of Directors' (BOD) Meeting was held on Thursday evening, November 12th. The Board had continued to hold Board meetings on Thursday nights so that volunteers for the "410 Project" could have a full Saturday to work on the locomotive. The BOD meetings had been held on the Saturday afternoon of the member's meeting until the 410 Project got underway. It was expected as the weather got colder and it became more difficult to work outside, the BOD meeting would probably be changed back to the Saturday routine. Nevertheless, it is best to check with a Board member!!!

Pro-tem Chairman Dick Nichols open the BOD meeting. After accepting the minutes of the October BOD meeting, the first order of business of the Board was to nominate and elect a Chairman of the Board, fill a vacancy on the Board, and nominate and elect a Clerk. As explained in the article giving the election results, vacancies resulted from a couple of members who were no longer available to serve on any board or committee. Also in order was to install new officers, and appoint or reappoint the various staff positions.

With that as a goal, the Board nominated and elected Paul Koscoilek, who was on travel when he was nominated. Paul had indicated earlier, that if nominated, he'd accept. That was followed by the nomination and election of Dick Nichols to the office of Clerk.

Then Buddy Winiarz, was moved to fill the new Alternate Director position. Out of protocol, installation and reappointment of the officers and staff, the privilege of the Chairman of the Board was postponed until the next Board meeting when it was expected that Paul would be available.

The meeting followed with reports from the officers and staff. These included Richard Conard's telling the group of the roof water leaks at the Mogan Center in late October and early November (discussed in a separate news item). Other reports included the generally routine, the status of this B&MRRHS Newsletter, the B&MRRHS Bulletin, which should be in your household by now, the announcement that the P.O. Box in Greenland, New Hampshire is closed and to instruct the folks to use the Woburn GMF P.O. Box instead of the Greenland box. Jim Nigzus reported that the 410 has been scraped and treated with rust inhibitor, and is in good shape going into the winter, and commented further that it is difficult to work and get volunteers to work outside in the winter. The group discussed what they might consider for a new model railcar. During the meeting, Joe Shaw spoke of the acquisitions of B&M historical items for the collection, then later announced that he was resigning from chairing the Hardware committee. Joe said he is backing off entirely, at doctor's request, but that he was maintaining his membership. The group present very reluctantly accepted his resignation, and praised him for many, many hours of service and sacrifice, and wished well for the future.

Finally, there was a discussion of future programs for the Society. Program Chairman Jim Byington, proceeded to fill the slots for the entire 1993 program. More about that later. And the meeting concluded with the reading of a very complimentary letter to Jim Nigzus who had created an HO display at the entrance of the Mack Building

### B&MRRHS ELECTION RESULTS 1992

**PRESIDENT** Carroll Robbins 66 Al Burdett-Thomas 137

**VICE PRESIDENT** Patricia Byron 139 Richard Nichols 67

**SECRETARY** Buddy Winiarz (unopposed) 185 **CLERK** Gerry Babyok 93 Joe Mulligan 85

**DIRECTOR** Michael Basile 189 Ed Felton 171 Paul Koscoilek 187 Don Valentine 45  
Dave West (write-in) 3 Walter Lenk (write-in) 1

**ALTERNATE DIRECTORS** Gerry Babyok 113 Dave West 170 Buddy Winiarz 72  
Carroll Robbins (write-in) 1 Joe Shaw (write-in) 1

**Tellers:** Jim Byington Bill Maine Peter Victory

As the ballots were being counted, it was announced that for the office of clerk, Joe Mulligan who had been a member in good standing when nominations were made was disqualified later because membership had not been renewed at the time of election.

In addition, in a few days before the election, the other candidate for Clerk had announced that he was relocating out of New England. Thus the office of Clerk is vacant, and will be referred to the Board of Directors for finding a candidate for Clerk. The resignation of Gerry Babyok left a new vacancy for Alternate Director, which will be filled by Buddy Winiarz.

The elections of 1992 fielded the largest number of candidates in many years, having every slot with opposition except for Secretary. In addition, the slate of candidates drew the largest number of votes tallied in many years despite a loss of approximately 100 members, a loss which approximates current unemployment rates in the New England states.

Congratulations are in order for all the candidates, winners and losers, but here, there are no real losers except for those who don't participate at all. It takes all of us to make this work. [ABT]



## ALAN DUSTIN RETURNS

On Friday night, October 23rd, Alan Dustin, former President and CEO of the Boston & Maine Corporation spoke at the seventh anniversary meeting of the Salisbury Point Railroad Historical Society (SPRRHS). Many B&MRRHS members were seen in attendance at Sailor Bill's in Salisbury.

Al spoke last April in the Boott Mills in Lowell before a large combined crowd of the Massachusetts Bay Railroad Enthusiasts and the B&MRRHS. At that time, Al had talked about his tenure with the New Jersey Transit and the problems of his transition to one of the largest quasi-public transportation companies in the nation, after having spent most of his career with private railroads including the Bangor & Aroostook (BAR) and the B&M.

For the Salisbury occasion, Al spoke for well over an hour strictly about the Boston & Maine from the late fifties of the McGinnis era through the years and up to the time when Timothy Mellon was making overtures about acquiring the B&M along with MEC and D&H. Between those points in time, were stories of bankruptcy, selling off of older stations, freight houses, cessation of passenger service on some branches and trimming back of service on some lines, then closing and abandonment of branch lines. Add to this poor employee morale, poor safety records, and deferred maintenance in roadbed and rolling stock, exemplified by a series of derailments, particularly in the western part of Massachusetts, and it was a sorry picture of a railroad.

Al continued with the B&M's escape from being included in the group of northeastern United States railroad that were failing and being drawn into what is now the Conrail system. He also had a few words about the interest in joining Norfolk & Western and declining the prospect. And, of course, much can be said in hindsight, but who was to know what Conrail would turn into, or N&W becoming part of Norfolk Southern.

Al talked about the annual funding problems, and in keeping a railroad that was losing money in operation,

and not having to pay interest in the bonds because the road was in bankruptcy.

Later, Al talked of the late seventies when the MBTA was contracting the commuter rail operations to the B&M with the probability that someday the B&M might be buying the rail rights-of-way within the commuter rail areas. There came a point when Penn Central and later Conrail could not be bothered with commuter rail on the southside of Boston. When the eventuality arrived, Al was asked how much it would cost for the B&M to assume commuter rail operations on the former Old Colony/New Haven and /New York Central/Boston & Albany lines out South Station, and would be B&M be interested in taking over the operation?

Well, you folks know what happened next, the B&M did operate trains out of South Station, and eventually the MBTA did indeed buy the rights-of-way from the B&M. As the 1980s approached the B&M was showing a lot of promise as a profitable railroad. Al was instrumental in much of the turn around and had earlier embarked on a lot of projects to reverse the deferred maintenance, cleaning up the rights-of-way and the B&M image in the process, embarked in a good public relations effort to attract new customers and win back former customers, as the competition wasn't always other railroads, but from the trucking industry as well. Slowly some new equipment was bought, welded rail placed on the mains, and efforts to promote safety on the road all produced results. One of the results was attracting the attention of Timothy Mellon. In the early eighties, Al turned his attention toward the New Jersey Transit. And that was the story we heard last April.

The evening ended after a lengthy question and answer period. His audience was very grateful for his sharing of his experiences. Al has long had the reputation of being one of the most-respected managers ever of the B&M, a man who could talk to any of his employees at any level without the "holier than thou attitude", and the employee would come away feeling that he had a real friend and ally. Nobody left Salisbury disappointed that night. Thanks, again, Al. [ABT]

### B&M 410 RESTORATION PROJECT

As of the week of November 1st, I am pleased to report work on the 410 is progressing well. The tank has been removed from the tender, so that the decking can be replaced and any structural repairs can be made to the underframe. Rotted areas have been removed and work continues on cleaning and rust-treating the frame. The cab of the locomotive has been stripped of its wood interior, and all the rotting steel areas, including the engineer's side floor, have been cut out. The cut out areas have been measured and new steel pieces are to be ordered. As far as the engine itself, 90% of the body, including the boiler, wheels, frame, etc. have been carefully cleaned and are now rust treated. We are using a

chemical which neutralizes the rust and prevents further rusting. This treatment will act as a primer for the final paint. Work takes place daily with National Park Service and volunteers providing the manpower. If you are interested in helping, no skills required, please contact us at the address at the end of this article. We would like to thank all of the volunteers who have helped so far, without whom this project would not be possible.

[Jim Nigusz]

To volunteer your time please write to: B&M 410 Restoration, PO Box 9116, Lowell MA 01852



## **MORE LOCOMOTIVES FOR THE MBTA**

Three more "remanufactured" locomotives are being built for the MBTA by Morrison-Knudsen of Boise, Idaho. The MBTA has exercised an option in its previous contract with the company allowing for the purchase of three more locomotives (F40PH-2MC) at the same unit cost of the nine that were delivered last fall.

The locomotives - totally reconstructed from the wheels up - cost \$1.6 million each instead of \$2.4 million for a new locomotive. The new locomotives are expected to be delivered in early 1994. They will bring the MBTA commuter rail fleet to 55 modern locomotives. [MBTA Commuter Rail News, Fall, 1992]

## **BAN ON WARM-WEATHER IDLING**

The Commonwealth of Massachusetts has won a preliminary injunction against Conrail to stop the practice of idling locomotives for long periods of time during warm weather. The move will bar Conrail from running unattended locomotives for more than 30 minutes during warm weather. Massachusetts may press for a year round ban on the practice. The state says Conrail locomotives burned over 2.5 million gallons of fuel last year while idling, causing the unnecessary emission of over 30,000 tons of air pollution. It's expected that the state will file a similar suit against other carriers, including Amtrak. Conrail has agreed to stop warm weather idling, but vowed to fight any move requiring locomotives to shut down during cold weather. Current EMD and GE engines are not designed to accept antifreeze on a regular basis, and thus cannot be shut down in cold weather without the drainage of the coolant.

A U.S. District Court has denied Conrail's request to have the Massachusetts idling suit shifted from the state to federal court. [Dave Hickox, P.J. Gratz; CTC Board Railroads Illustrated 8/92]

## **NS, CP, ST COMBINE TO TURN UP COMPETITION FOR BOSTON**

Norfolk Southern (NS) will provide the missing Chicago-to-Buffalo link for intermodal service between Boston and the Midwest, soon to be launched by CP North America's D&H subsidiary and Guilford Transportation Industries' (GTI), Springfield Terminal Railway (ST). The new service could begin as early as this month (October).

The entry of the NS-CP-ST trains into the intermodal field - most likely by double-stack on the western portion of the move - should come as good news to Massachusetts Governor William Weld.

Weld is the prime backer of what could amount to \$95 million in state spending to provide double-stack clearances for Springfield Terminal as part of an effort to make Boston more competitive with New York. Springfield Terminal's return to intermodal business, after four years out of the field, and the launch of what is promised to be 36-hour service, six days a week between Chicago and Boston, has gotten the attention of Conrail.

The Philadelphia-based railroad announced October 1st that it would begin a six-month test of a 30 percent cut in rates for international containers moving westbound from Boston to Chicago. "It's a trial for us to decide whether double-stacks make sense for us there," said Conrail Assistant Vice President-Intermodal John Sammon. The port of Boston has been after us for a long time to equalize the rates with New York. "There is a perception in Massachusetts that Conrail's

service and rate structure has favored New York," agreed ST Executive Vice President, F. Colin Pease. But he took a different view on the reasons for the timing of the trial. "We've instilled a certain amount of competition into the market he said.

Springfield Terminal plans to use a closed military base, Fort Devens, about 40 miles from Boston as its principal intermodal facility. Pease said that ST will easily be able to use existing track and other facilities at the military base with very little investment necessary to gear up for intermodal service.

Springfield terminal will have direct shipside access at the Moran terminal in Boston Harbor. Containers will also be drayed there from the Conley terminal, about a mile away.

"Governor Weld has made a series of trade missions to Europe," said Pease. A new role in export-import for Massachusetts plays an major role in his infrastructure development for the state." Double-stack service will make Boston "very attractive to steamship lines," said Pease, since it's a day or day and a half closer to Europe than New York is."

Pease declined to what his railroad would be investing in the clearance project. But he said that following legislative approval for the program, 18 months would be necessary to complete construction, with a major portion of the work to be done at the Hoosac tunnel near North Adams in the Northwest corner of the state. Construction will be done in two stages, with work concentrated first on the tunnel and 29 bridges between Ayer, Massachusetts, and Mechanicville, New York where ST interchanges with CP's D&H subsidiary. Conrail's line which runs south of St's would need about \$40 million in improvements to provide double-stack movement of international containers between Albany, New York (Selkirk) and Worcester, Massachusetts estimated Sammon. Conrail can move an 8-foot, 6-inch container on top of a 9-foot, 6-inch container on that (former Boston & Albany) line now. East of Worcester, Conrail faces low clearances and the formidable hurdle of a hotel that straddles its mainline just outside of Boston (Newton Corner). Sammon declined to estimate the cost of providing the needed 21-foot, 2-inch clearance under the hotel or improvements to a branch that might provide alternative access to the port.

[Condensed from Traffic World, 10/12/92]

Member Patrick Macauley has asked me to pass on a request for information. Mr. Macauley is a collector of military insignia. He is trying to obtain, for his collection, the unit crests from one of the B&M's "Railway Battalions". If anyone knows where he can obtain these insignia or can give him any leads, please contact me at the address on the masthead of the newsletter, and I will pass them on to him. {JLU}

Bob Warren of Modeler's Notes passes on the following:

A limited number (12) factory painted (blue sides/red ends) brass B&M transfer cabooses will be available in the Dec/Jan time frame at a cost expected to be over \$100. If interested, write:

HOBBY IMAGES, 89 JERUSALEM AVE.,  
HICKSVILLE, NY 11801.



## WATER DAMAGES SOME ARCHIVES DOCUMENTS

It was reported at the November Board of Directors meeting on Thursday, November 12th that roof leaks on the Mogan Cultural Center where the Society's archives are housed produced some damage to documents stored under that part of the roof. There had been plastic sheeting placed over some of the files before the first reported incident October 31st, which according to Richard Conard, B&MRRHS archivist, had protected some documents, but not all of them. Then, sometime before the second incident, which occurred during election day, November 5th, the plastic sheeting had been removed. Nobody is certain as to when or why the plastic sheeting was removed, except perhaps it was thought that the roof leaks had been repaired.

The heavy rains had apparently short-circuited fire alarm circuits which brought the Lowell Fire Department to the scene. The chief was not particularly enamored by the track plans near the fire doors, and requested that improved means of storage be made. There were also some documents still in cardboard cartons on the floor, the contents of which has been dried out and moved awaiting better storage containers.

During the BOD meeting, the Board expressed the mandate to place a high priority on preservation of the archives material, and to safeguard the documents from further damage. In the process, The Board authorized Richard Conard to do whatever it took to safeguard the documents, and authorized some emergency funding to secure a storage space off-site if necessary, and start the acquisition process for new or used flat-files and other document storage containers to accommodate the documents damaged. Rich asked for volunteers to help him move the estimated 45 cubic feet of documents to a safe location on Saturday, November 14th. Although at this writing I know the response among the members was gratifying, and they worked for over four hours to move the documents, I have no names of the volunteers. I speak for the Society that we are all grateful for the volunteer response to the proverbial "above and beyond the call of duty".

Some of the documents had been sent off in the care of New England Documents, Inc. for estimates for restoration. There had been some damage to some books, but it is unknown at this time specifically what was damaged. I had not heard of anything totally destroyed. One potentially bright spot, but nothing guaranteed at this point is that the Lowell Historic Preservation Commission might be able to help fund restoration.  
[ABT, 11/15/92]

## CONGRESS PASSES PORTLAND-BOSTON RAIL PLAN FUNDING

Passenger rail traffic between Portland and Boston took a step closer to reality recently when Congress approved \$25.5 million to upgrade the tracks along the route.

If signed by the President, the bill would release funds upon completion of a consultant's report on projected ridership, cost analysis and environmental impact.

"We're dancing on the table tops," said Wayne Davis of Trainriders Northeast, an advocate for passenger rail service in New England.

"I will join Wayne. I think it's great," New Hampshire state Rep. Marilyn P Senter, R-Plaistow, chairman of the Plaistow Area Transit Advisory Committee. "We will be a step closer to cleaning up our air". Senter said, suggesting that passenger rail service will get people out of their cars, and cut down on air pollution.

"It's a good thing for this region," said Leigh Komornick, senior planner for the Rockingham Planning Commission. "This is the next logical step in the process (to commuter service), and it means there's momentum in the whole area of rail."

The funds are in a broader \$36.4 billion spending package approved by Congress. President Bush has expressed support for the measure.

Maine Transportation Commissioner Dana Connors said the approval of funding is critical to keep the project rolling toward completion in late 1993 or early 1994.

It just brings it that much closer to reality. We are edging closer with every day, he said.

Passenger service from Portland to Boston ended in 1965. More than 90,000 Mainers signed a petition two years ago requesting the Legislature to take steps to restore the rail link.

Since then, Amtrak has agreed to provide the locomotives and cars in exchange for operating the service. That saved Maine an estimated \$20 million required to purchase the equipment.

The next step is upgrading the rail lines owned by Guilford Transportation Industries to accept high-speed passenger trains. The money will also be used to upgrade the right-of-way, install signals and make other improvements.

Senate Majority Leader George Mitchell has been supportive of the passenger rail link to Boston and introduced the measure to pay for upgrading the tracks last year. "I've worked very hard at it. I've spent many hundreds of hours" in pressing forward with the funding initiative, he said.

The measure is supported by transportation officials in Maine and Massachusetts, but New Hampshire Transportation Commissioner Charles P. O'Leary has been a vocal opponent. O'Leary said the project would cost too much for too few riders.

"It doesn't matter much at this point," said Davis, the advocate for passenger trains. "His position at this point has no effect on the project."

The plan calls for three daily trips to Boston with several stops in Maine, Connors said. Among the communities vying for stops are south Portland, Scarborough, Biddeford, Wells, North Berwick and Berwick.

Under consideration for stops in New Hampshire are Exeter, Dover and Durham, officials said. Meanwhile, the Plaistow transit panel, with officials from nine area towns is seeking to bring commuter service from Massachusetts into Plaistow.

Senter said 10,000 New Hampshire residents have signed petitions that were presented to Governor Judd Gregg calling for resumption of passenger rail service in the Granite state. Senter said O'Leary has been supportive of the Plaistow group's efforts.

[Manchester Union Leader, 10/3/92 submitted by Don Valentine]



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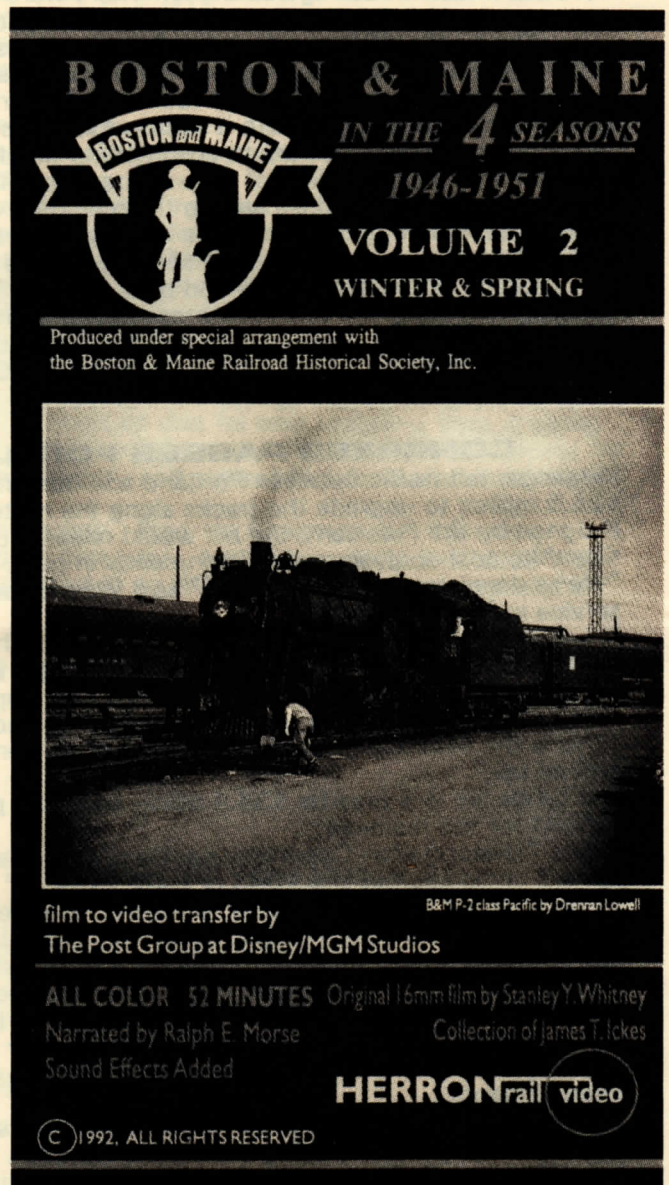
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The video cover features a black and white photograph of a steam locomotive pulling a train through a snowy landscape. The locomotive is emitting a plume of white steam. The background shows a hazy, overcast sky and some industrial structures in the distance.

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Narrated by Ralph E. Morse Collection of James T. Ickes  
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**HERRONrail video**

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