

B&M MEETING - MAY

At the regularly scheduled general meeting of the Society, President John Allen Roderick opened the evening with some words about the plans of the Society. In conducting a more formal business meeting than has been done in recent years, he asked for reports from officers and staff present, and Acting Chairman of the Board Joe Mulligan spoke of some of the newly formed committees. Don Valentine spoke from the floor urging all members "to not be afraid to volunteer," in contributing to the many needs of the Society.

At the business meeting, it was mentioned that the Archives would continue to be open "on Saturdays from 10:00 a.m. through 3:00 p.m. for the rest of the summer. The current contract had been extended. For the fun part of the evening, President John Alan Roderick showed some four and a half carousels of slides of Lehigh Valley shots, of the Davis square (Somerville) tower on the freight cutoff near where he grew up, some shots of Ayer, Gardiner and Fitchburg, East Deerfield, the D&H's Whitehall yard and some of the Hoosac Tunnel. There were some shots also of the familiar B&M #4266, but in worn blue livery. Thanks for the memories, John. They were great!

[ABT]

MAY DIRECTOR'S MEETING

In an effort to pull some loose ends together, the B&MRRHS's Board of Directors, Officers and Staff spent nearly three hours on May 9th discussing the many issues on the agenda before them. Over the past five years, the Society has made great strides in bolstering its fiscal health; now it's time to concentrate on people efforts, to have more folks become aware of the Society, and to have those members within the Society become more active.

Toward that end, the group tackled a rather aggressive agenda with a renewed spirit by many.

Word was given that the Society now has a secured display area in Lowell for the display of its hardware collection in a manner similar to the archives collection. Until now, having some hardware on display meant a few pickup truck loads of equipment being transported from its Portsmouth, New Hampshire storage area, security arranged for the full period, then transported back to its storage area.

The new display area now means that the Society may have hardware work sessions for restoration or display preparation, and the cataloguing of the collection. The new facility provides accessibility for the membership with the necessary provision for security. Now that a secured display space is becoming available, it should, hopefully, stimulate more donations to the collection. At the Board of Director's meeting, the need for a Hardware Committee was discussed, and will soon be formed. If you are the slightest bit interested, make your thoughts known. Drop a line to the Society's GMF P.O. Box in Woburn or speak up at the next meeting.

There are a few of the folks who give much of their time on the road shows. Jim Nigzus reports that much of the Society's income is generated through model railroad shows, with as much as one third of our income coming from these weekend shows in various parts of New England. An hour's respite is good if that's all you can do, but we also need people who can give Jim and some of the others an entire day off to be back with their wives. If we burn these folks out, then we are all losers!!! Give Jim a call at (508) 957-7821 evenings.

Also up for answers to several questions was your editor to discuss options and plans for continuity of publishing the B&MRRHS Newsletter. Although the Newsletter is not up for extinction by any means, there have been some personnel and logistics changes, and it might be anticipated that there are more to come. These are necessary in order to fill some of the voids that have cropped up. It appears that some of the vital support toward assembly and distribution of the various parts of the Newsletter and Society merchandise or special event flyers are no longer available. With that, the East Kingston indicia, necessary to expedite mailing on a periodic basis is of no help because there are few folks in that area willing to assume the task.

And speaking of the tasks, I commented on some of the logistics involved to publish a Newsletter in the March/April 92 issue. In it, I mentioned Dennis Adams and his diligent group that spent countless hours over the many years that Dennis and Scott Whitney were editors and the four years I've carried the ball. All this time and effort was on a strictly volunteer basis assembling the parts of the Newsletter and distributing it to your mailbox through the East Kingston, NH post office. This group is no longer available but I must thank Dennis and these folks for the huge amount of time and effort that they have expended and the many, many dollars they have saved the Society. The Board of Directors has directed me to do some homework to find a satisfactory and expedient way of delivering the Newsletter.

One development was the formation of a By-laws Committee. Although committee members have yet to be identified, the current Chairman of the By-laws committee is Carroll Robbins. It has been 3 years since the Society By-laws have been looked at for appropriateness and applicability. Contact Carroll Robbins if you are interested in working with the by-laws.

And the annual quest for nominating new candidates for the various offices has begun which culminates in the election of new Directors and Officers in October. Society President John Allen Roderick is heading up the nominations committee. Please let John know if you are interested in nominating other folks, or even yourself, or if you might give John a hand on the committee. John's address is on page 2 of the B&M Bulletin.

NEW KID ON THE BLOCK

A new magazine has hit the railroad/hobby shop magazine racks in recent months, called Control Point Magazine (CPM). The initial issue was released near the beginning of the year with the premiere issue being CP-1. Other early issues are most likely sold out.

Not just another picture newsmagazine, CPM represents a fresh approach to a time honored special interest group, that of watching rail movements and observing the routine and not-so-routine. It is a people's magazine where the readers are encourage to report unusual sightings along many roads. There is, in fact, an "800" number for callers to provide up-to-date information.

The cover of the premier issue was adorned with a good shot of GTI's Boston & Maine GP40 #317. Although the cover was in black and white, GTI grey fit in well except for the orange stripe. The first few issue are all black and white, but the photos are good and sharp. The publishers promises to introduce color covers by the end of the year if the readership and subscriptions continue to increase as they have in the early going.

The magazine was launched with the intent of being a bimonthly for a while anyway, but the response allowed the publisher and editor-in-chief to step up early to a monthly publication.

The publisher reports that CPM has more than quadrupled in its circulation since the first issue.

Published out of Brockton, Massachusetts, the publisher emphasizes that the magazine is not restricted to local, nor New England sightings. There are at last count, subscribers in 11 states and dealers in 7 of them.

A year's subscription (12 issues) currently is \$24.00, and two years may be had for \$47.00. Subscribers, and potential dealers may contact the publisher at Control Point Magazine, Richard Daniels, Editor-in-Chief, P.O. Box 1622, Brockton, MA 02403-1622. You may also find it at your local model dealer.

[Unsolicited ABT, 5/92]

NEW HAMPSHIRE-GTI DISPUTE RAISES ETHICS ISSUE

A long-running feud between New Hampshire and the Boston & Maine Corporation escalated recently with the railroad president questioning the ethics of a veteran executive councilor.

Bernard A. Streeter Jr, was taken to task by Boston & Maine Corp. President David A. Fink of Amherst in a paid "open letter" advertisement in The Nashua Telegraph and the Milford Cabinet.

Fink said it appeared, "that the word 'Ethics'

has become a dirty word to elected officials such as you Mr. Streeter."

Streeter dismissed the executive's allegations, saying "Those of us who have been involved over the years with Guilford Transportation Industries, Inc. know how they operate. They are a lot of bluster; they feel they own the world, which they don't.

B&M Executive Vice President F. Colin Pease said yesterday the letter primarily stemmed from Fink's dispute over ownership of a rail line between Nashua and Milford. The state moved to take the line two years ago, Pease said, and the fight is being waged in state courts and at the Federal Interstate Commerce Commission. Streeter backs state ownership of the line and says it would be better run by Milford Selectman Peter Leish, owner of the small Milford-Bennington Railroad Co.

Our company does not support the use of political action committees (PACs) to pay politicians and we do not agree that an elected official should take the money either for campaign or personal use from large corporations, advertising companies or individuals when those same individuals will be coming before politicians or elected officials seeking approval of lucrative state contracts, Fink wrote. Such contracts require the approval of the Executive Council.

Pease said that soon after his company was blasted by Streeter and Councilor Peter Spaulding at a recent council meeting, he, Fink and other employees received invitations to a \$75-a-person testimonial the councilors held for them selves on April 28.

Pease said he was told by testimonial organizer and Streeter friend, Robert Ober of Nashua that a corporate contribution would be accepted.

In the letter, Fink complained of the "brazen solicitation", and said he agreed with an April 7 editorial in The Nashua Telegraph which, Fink said called the testimonial an "indirect political shakedown."

Streeter said he was pleased that Fink and Pease did not buy tickets to the council testimonial. "We would have returned his check to him quickly," Streeter said. "I don't think anyone would want to break bread with that guy."

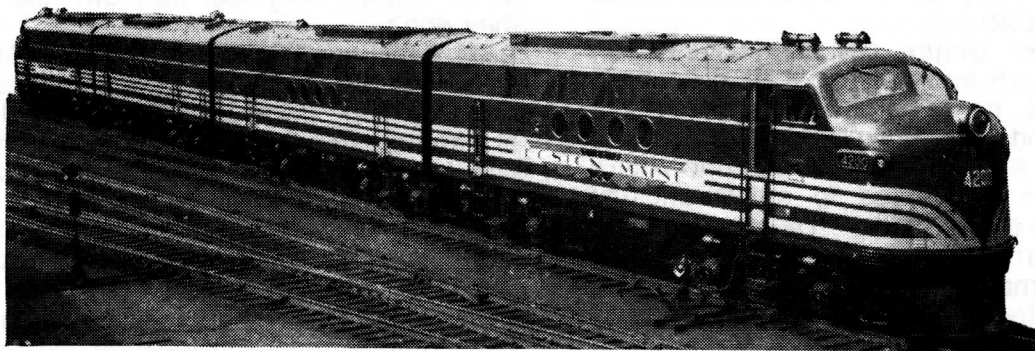
Pease, meanwhile said B&M will soon buy advertising space in The Union Leader and other New Hampshire newspapers, not to criticize elected officials, but to "comment on general public issues," including, ethics.

[John Distaso, staff of Manchester Union Leader 5/15/92]

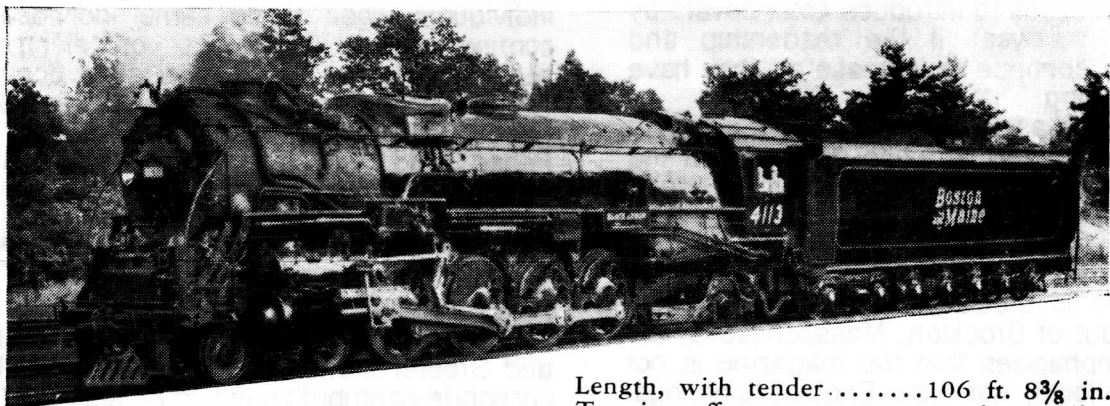
Best wishes for a speedy recovery are extended to Dave Collinge, who suffered a heart attack before the North Conway Model Railroad Club railroad show on Memorial Day weekend. The officers and staff of the Society wish Dave the best, and hope he is soon giving out Railroad Information!

BOSTON AND MAINE POWER

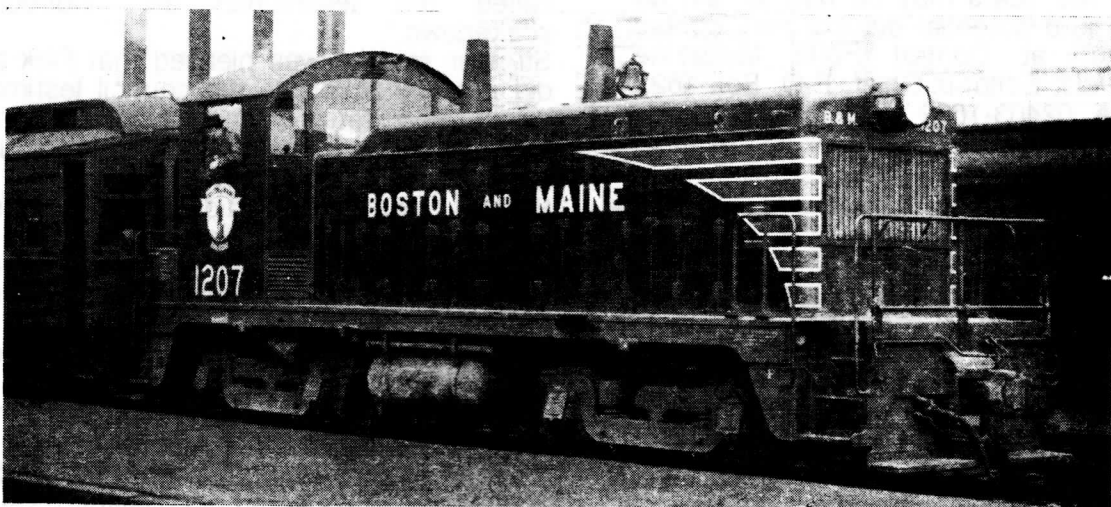
Three Classes of Our Modern Locomotives



Class FT, 5400 h.p.....	No. owned, 12	Fuel oil capacity.....	4,800 gals.
Weight, fully loaded.....	932,000 lbs.	Lubr. oil capacity.....	800 gals.
Length, overall.....	193 ft.	Water capacity.....	900 gals.



Class R 1-d.....	Number owned, 5	Length, with tender.....	106 ft. 8 ³ / ₈ in.
Weight, in working order.....	415,200 lbs.	Tractive effort.....	67,900 lbs.
		Coal capacity.....	42,000 lbs.
		Water capacity.....	23,000 gals.



Class EMD 1,000 h.p.....	No. owned, 8	Length overall.....	44 ft., five in.
Weight, fully loaded.....	248,500 lbs.	Fuel tank capacity.....	600 gals.

The annual Lowell Folk festival is coming up on the weekend of July 25, 26 and 27. Starting on Friday night, the combine needs setting up and staffing for the entire weekend. Many of the Society members participated last year when we had about 3800 people pass through the exhibit. Again, Jim Nigzus is heading this activity. Give Jim a call at (508) 957-7821 evenings.

Jim is wearing still another hat! He's in charge of the B&M #410 Restoration Committee. The National Park Service is to restore B&M #410 as described in the last Newsletter, and the Society has offered to assist in some of the fund raising and sweat equity aspects. Again, talk to Jim.

And lastly, there was discussion about creating a Liaison Committee with the possible tasks of creating a code of conduct, and of establishing a procedures manual to document a prescribed course of action for the various requests and actions that come up.

The meeting concluded that the next BOD meeting would be held in the Mogan Center at 3:00 p.m. on June 6, one week earlier than usual. The normal meeting time would have us scheduled in a conflict with the regular monthly Society meeting on the Meredith/Tilton trip on the W&PV RR.

[ABT]

APRIL B&M MEETING

The large ground-level assembly hall in one of the Boott Mills buildings in Lowell was near capacity on Saturday evening, April 11th when the B&MRRHS hosted its annual joint meeting with the Massachusetts Bay Railroad Enthusiasts (MBRRE). And it was a good thing that the meeting had been moved from the Mogan Cultural Center to the Boott Mills building in anticipation. Former President and CEO of the B&M in pre-Guilford days, Allan Dustin drew over a hundred hard-core railroad folk. As mentioned at the outset that he was impressed and gratified that both the B&MRRHS and the MBRRE had both matured into good, solid operations, and wished both groups well.

Mr. Dustin had shifted his daily operations to manage the New Jersey Transit (NJT) operations on the west side of the Hudson River. NJT is the commuter rail passenger operation of the New Jersey Department of Transportation (NJDOT). NJT operates over some 10 routes covering 631 km and serving 155 stations which were taken over from Conrail in 1983. Conrail had, of course, acquired the routes from the operators in the area when Conrail was formed in 1976.

Mr. Dustin spoke at some length of the differences in the routes and the equipment on the routes. Six routes run from the north and the west into Hoboken with connections with Port Authority Trans Hudson (PATH) for transfer to and from New York City. Three of the routes, (Pascack Valley and Bergen County/Main line both in New York to Port Jervis, NY and Boonton in New Jersey) are diesel operated. The Montclair, Morristown and Gladstone lines are electrified at 25 kV 60 Hz.

Three lines operating from the south and the west into Newark Penn Station with electrified service directly to Penn station in New York City over PATH. Mr. Dustin continued discussion of the Northeast Corridor (NEC) operations. Along the way, NJT took over the stations along the NEC in its jurisdiction, some of which are served by Amtrak intercity through trains. NEC electrification operates at 12.5kV 25 Hz. The New Jersey Coastline branch breaks off the NEC and routes southward following some recent extension of electrification in 1988. Branching northward from the NEC near Newark is the Raritan Valley line which is diesel operated.

The mix of equipment, and the volume of traffic with other rail operations on some lines and the volume of passengers required constant attention, and some cool heads. Maintenance of equipment required a both a versatile and specialized staff and logistics.

Mr. Dustin mentioned briefly some of the differences between operating a privately-owned railroad such as the B&M, and a railroad operated under the structure of a state agency such as the New Jersey Transit. After fielding some questions from the group, he remained with for a considerable time renewing acquaintances and enjoying the atmosphere. In speaking for the entire audience, we hope that Mr. Dustin will hurry back.

[ABT]

A NOTE ABOUT MEMBERSHIP RENEWALS

I would like to thank all those who have been sending their renewals in in a timely manner as well as those who have been keeping me informed of changes in address. In the past year or two we have gone from having up to 30-40 pieces of mail returned to about 10 per mailing. This is a very low percentage for a mailing of our size (1300 pieces). Again thanks to all for your timely changes of address.

With regards to dues renewals, please wait until you receive your orange renewal notice in the Newsletter before you send in your dues payment. Several members have been sending in checks only, and this creates extra effort to make out renewal forms for the files. When mailing list are made up for Newsletter and Bulletin mailings, I take into consideration the timing of the last renewal notice mailing. This "covers" anyone whose dues might be due, but did not receive a reminder notice due to a late Newsletter. I make every effort to get all concerned the Newsletters and Bulletins they are due.

One final note. If you are unsure when your dues are paid until, the top line of all mailing labels contain your dues expiration date, membership category and number. Jeff Ursillo, Membership Secretary

ARLINGTON'S LITTLE LOCAL RAILROAD - A BOOK REVIEW

Arlington's Little Local Railroad by John L. Worden III is an illustrated history of the Lexington and West Cambridge Railroad and its successor railroads. Better known among B&M veterans as the Bedford branch, this 28-page history published by the Arlington Historical Society in 1991, presents a good representation of a suburban freight and passenger branch running over 140 years. At the northwestern end, the Bedford branch ran off of the Charlestown Branch Railroad where it joined the track of the Fitchburg Railroad (now the Fitchburg line) and later joined with the Boston & Lowell connection not far from the current site of the MBTA Red Line rapid transit Alewife station.

Running northwestward through West Cambridge (now Arlington), Lexington, and to Bedford the line had started as a road to Fresh Pond in Cambridge and Spy Pond in Arlington both well-known in America and Western Europe for crystal-clear high-quality natural ice. At the Bedford end, the Branch split toward the west toward Concord (MA) on the former Boston & Lowell, and due north on the former narrow gauge roadbed of the Billerica & Billerica RAILROAD toward North Billerica and Lowell.

Your editor grew up on this branch and can attest to much of the authenticity that Mr Worden presented. The branch was served by 4-4-0 "American" locomotives, but usually the power came from the many small workhorse 2-6-0 Moguls on the B&M roster, and occasionally a 2-8-0 Consolidation would lumber through.

As the title indicates, the main emphasis is upon the Arlington segment, but there is much of interest to those who grew up in the other communities served by the branch. The text is supported by a fine selection of clear line drawings and photographs illustrating various locomotives, passenger and freight cars, stations and other structures along the branch. Both text and illustrations are supported liberally with detailed maps which provides a good balance to the entire effort.

For an addendum, the author offered several hints for modeling the branch in its entirety, or in several locations along its length. In addition, I'm sure the author would appreciate comments and corrections and criticism, including your own testimony to help him make his document more accurate.

The price is right for a book of this size, at \$3.95 plus \$1.50 handling and shipping costs. It can be ordered from The Arlington Historical Society, 7 Jason Street in Arlington, Massachusetts, 02174.
[ABT]

COURT UPHOLDS AMTRAK SEIZURE OF B&M TRACK

The U. S. Supreme Court has upheld Amtrak's takeover and resale of a line belonging to Guilford Transportation Industries, Inc.

The action overturned a U. S. Court of Appeals ruling that held the Interstate Commerce Commission should not have approved Amtrak's use of its eminent domain powers to acquire a 48.8 mile line in Vermont.

Amtrak acquired the line, which is used by Amtrak's Montrealer, as a result of a dispute it had with Guilford over its maintenance.

After acquiring the line in 1988, Amtrak spent \$3-million to upgrade the line and then sold it to Central Vermont (CV), a Guilford competitor.

The court sent the case back to the U.S. Court of appeals for the District of Columbia for determination of Guilford's compensation for the line. The ICC set the compensation at \$23 million. DCR #. 1
[AAR Update, 4/6/92]

Boston & Maine Railroad Historical Society
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