

preliminary prospectus, additional press conferences and press releases and the attaching of signs to crossbuck masts at every rail crossing in Crawford Notch announcing "Active Daily Railroad Coming thru Crawford Notch - Spring 1992."

Where do things stand one year later? Not a spade of earth has been turned, not a piece of railroad rolling stock has appeared in the Crawford Notch area. The "Flying Yankee", shabby and forlorn, still sits on the grounds of the Edaville Railroad in Massachusetts. The Mountain Division office at Bretton Woods, New Hampshire has been closed, the phones have been disconnected. The signs on the crossbucks have all but disappeared, perhaps to turn up later at railroaders flea markets.

Colin Pease of Guilford Transportation Industries, owner of the tracks (MEC) through Crawford Notch, was quoted in the local press saying that the sale of the Mountain Division did not take place when it was supposed to. Local investors, along with Pease, have not heard from Hunscher for some time, and attempts by local media to locate Hunscher have been unsuccessful. Another principal promoter, Scott Philbrook, was recently contacted by the local press at his home in southern New Hampshire, and was quoted in response to reporter's questions, "We have nothing to say."

It is too bad that the famous Crawford Notch rail line was given false hope of revival. It seems that the "Shepherd of the Dream", may have fleeced the flock. What will the future bring? Perhaps the day will come when we will see a true revival of the line.

[Dwight Smith, 6/11/92]

JUNE B&M MEETING



B&MRRHS/SPRRHS excursion from Merideth to Tilton, NH at Tilton. Shown here are a couple of former B&M/MBTA RDC-1s belonging to the W&PV sitting on the newly rebuilt bridge over the Winnepesaukee River at Main Street. In the background on the left are a privately owned, 100 year old, wooden parlor car and the freight house, which once belonged to the Boston, Concord & Montreal RR. [ABT]

The scheduled meeting for the B&MRRHS was combined with the Salisbury Point Railroad Historical Society and was held on Saturday, June 13th on the Winnepesaukee and Pemigewasset Valley Railroad (W&PV), courtesy of Ed Clark and company.

Members of both groups boarded at Meredith, New Hampshire and travelled along the scenic part of the big lake and along the shores of Paugus Bay through Lakeport to the Laconia depot. A couple of other members boarded and we departed on what has become rare mileage down along Winnesquam Lake and the old station adjacent to the Route #3 crossing, by the private dwelling that was once the Winnesquam Station and south along the Winnepesaukee River to Tilton.

The equipment consisted of a couple of the old steel commuter coaches of the CNJ and a couple of Budd RDCs, one B&M/MBTA and the

other Reading/B&M/MBTA that have been nicely restored with operating air conditioning, repaired upholstery and re-polished stainless steel sides. At the Tilton end of the excursion, we were invited into the freight house of the former Boston, Concord and Montreal (BC&M) before it came into the B&M family.

Tilton/Northfield is also a terminus for the New England Southern Railroad which operates up to Tilton, and occasionally beyond. Inside the freight house which has been painstakingly restored, are the ceiling fans, about six of them with thin blades, but all linked in sequence by pulleys in series from the driver for the first fan. Used as an assembly room, the interior woodwork from floor to ceiling was sparkling from many coats of varnish. A couple of replica wood burning stoves (now gas-fired) completed the visual scene as well as providing heat during the cold weather months.

The grounds had a half dozen cabooses (cabeese) from BAR, D&H, B&M, and Vermont Railways some built new as recently as 1981 which had all been acquired privately and were being made into small homes or cabins. RS3 #103 formerly of the Wolfboro Railroad was sitting powered down on a siding, but it is my understanding that the diesel is started up every couple of weeks to exercise its engine. A hundred year old privately owned parlor car was sitting on another siding, and

was drawing a lot of attention from the many folks that had a wonderful day on the W&PV.

The excursion departed southward for a mile to allow the locomotive to run around after a couple-hour lunch break. The trip back to Laconia and Meredith was pleasant and allowed for a couple of photo-runbys. Speaking for both groups, we thank again the Ed Clark group for their professional conduct and care towards our needs.

[ABT 7/2/92]

NEWBURYPORT EXTENSION ALIVE, BUT DELAYED

Your editor, has been appointed for the past few years to serve on the boards of two of Boston's statutory Metropolitan Planning Organization (MPO) agencies: the MBTA Advisory Board and the Metropolitan Area Planning Council (MAPC). As an active participant on committees on both boards, for several years, I've been responsive to the merits of rehabilitating the Newburyport extension.

Late in 1990, the Newburyport extension became one of the bargaining chips in the air quality mitigation of the Central Artery/Third Harbor Tunnel. As a result, it was late in 1991 part of the SIP (State Implementation Plan) along with the restoration of the Old Colony lines on the South Shore.

Earlier this year, the powers that be in Washington has literally "railroaded" from out of nowhere the building of the Worcester extension from the current termination point of the old Boston & Albany/NYC line at Framingham. Conrail and Amtrak's Lake Shore Limited as well as a few inland Amtrak New York/Washington bound passenger trains have been using that line for several years. Pegged at some \$80-million for the Worcester extension, it is expected that the bulk of the cost of the extension will go toward new locomotives and coaches. With about six more stations, each will have to be ADA-compliant (Americans with Disabilities Act). The price tag to make station stops compliant is high, however the Act addresses the needs of a significant part of the population.

Worcester aside, I was very disturbed today at an MAPC meeting, when the Newburyport extension dropped out of sight when I got my draft copy of the state's Transportation Improvement Plan (TIP) for all transportation projects for 1993, 1994 and 1995. When I reacted in a rather disturbed manner, I was told by T-personnel that yes, the Newburyport extension is alive. What has been routine for the TIP is a five-year plan which would have included the Newburyport extension is now a three-year plan. Newburyport is scheduled for the fourth year (now 1996) for completion, and is awaiting state funding, not federal, so if we can believe all this, there will be a Newburyport extension, but don't expect it before 1996. It's the same old story; no funds. But the real kicker comes from the likes of a prior back-burner project, the Worcester extension.

I can well support the advocacy of the Worcester extension, but it certainly is not fair to the residents of Newbury, Byfield, Rowley, Amesbury, Salisbury, Seabrook and other southern New Hampshire communities. It's not party politics here; it's dirty politics and shows the political malaise that we see in other levels of government.

[ABT 7/14/92]

WHOOOPS IN READVILLE!!!

A day before this issue went to press, a Conrail freight put five freight cars including tankers on the ground at 1:50 a.m. on the Hyde Park - Boston (northern end) of the Readville yards. The wreck blocked all but one mainline track on the Northeast Corridor causing delays for up to an hour to inbound and outbound MBTA commuter rail traffic in the morning, and Boston - New York Amtrak traffic for most of the day.

The MBTA used busses to run around the blocked line for a few hours until two-way traffic was directed over the single remaining open track. Although tankers were off the track and some on their sides, there appears to have been no hazmat discharge, or threat to the neighboring areas.

At the time that this was written there was no cause attributed to the derailment. Through service was reestablished later in the day although minor delays still occur on the second day after. Work associates that I contacted in my office that pass through there say "there is quite a bit of track torn up". Readville is a fairly active yard, but most Conrail traffic along the Northeast Corridor is relegated to off hours, primarily at night.

[ABT, 7/15]

RAIL SHUTDOWN EFFECT MINIMAL IN NE

Because of the two-month cycle of the B&MRRHS Newsletter, sometimes the news such as the national rail shutdown is quite old by the time you see it here. And with the added publicity of a national issue, saying much here is a bit redundant. Thus I won't waste much space here by discussing that which you probably know well by now.

The MBTA Commuter rail operation ran the entire time throughout the period on both the Northside and Southside even though some routes are shared with over Conrail and Amtrak on the Southside and Guilford on the Northside. The only disruption that I had heard of were some delays on the Fitchburg line because of "slow-moving freights". Those MBTA trains that operated on the Northeast Corridor (Attleboro/Providence) were on Amtrak lines which was operating on the NEC without disruption, as was Conrail on the old Boston & Albany lines to Worcester.

As a member of the MBTA Advisory Board's, Commuter Rail Committee, we had been called in and given the MBTA's Strike Contingency Plan. Because the MBTA contracts out its operation to Amtrak, and it was expected that Amtrak personnel would go out on strike nationally, we were briefed on anticipated contingencies, and how the MBTA planned to move people from outer commuter rail stations into the city. The rest of the MBTA rapid transit system and buses were not to be affected except by bearing a larger-than-normal volume of commuters.

The other aspect of the contingency plan was primarily protection of the equipment. About half, or 25 train sets routinely lay over for the night in their suburban terminals. Had the strike actually occurred, the out-of-town trains would have been brought into the BET area on the Northside or Southampton Street yards on the Southside for protection from vandalism. Fortunately, it wasn't necessary.

[ABT 7/3/92]

MBTA'S NEW F40PHM-2CS

Some of you, in recent months, may have noticed the MBTA's new F40PHM-2Cs plying the rails to the north, south and west of Boston hauling commuter rail passengers. The locomotives, numbers #1025 - 1033 are somewhat out of the ordinary, because they did not come onto the grounds from either of the two traditional new locomotive sources, General Motors, Electro-Motive Division, or General Electric's Erie Pennsylvania Works. They represent for the new locomotive industry, a viable third builder, Morrison-Knudsen (MK), which has a long standing reputation of being a rail vehicle rebuilder. For MK, the most noteworthy project of 1991 was the completion of new F40PHM-2C locomotives (the "M" designating MK as the builder) for the MBTA. This story, by Norman Anderson appears in the June-August issue of Diesel Era magazine.

This job came about as a result of MBTA wanting to purchase additional F40PH-2C locomotives. At the time of the bids, MK had offered to build GP40PH-2C units similar to the MK model furnished to the New Jersey Transit and Metro-North. The MBTA declined this offer. based on a desire for a unit similar to its 1050 series with a standard F40 cab and with improvements in the HEP plant air-filtration system.

After the MBTA decided against buying units from GM's EMD, negotiations resulted in an agreement for MK to build "new replacement" F40PH-2C locomotives. The key to the definition of the locomotive as a new replacement unit is the word, "replacement". According to the EMD marketing strategy of the late 1950s, a replacement locomotive was one constructed on a new underframe with certain remanufactured components, i.e., main and auxiliary generator, traction motors, trucks, and certain diesel engine components.

In the case of the MK locomotive, the list of remanufactured components was expanded to include the diesel engine, AR 10 alternator, air compressor, trucks, traction motors, dynamic brake grid cooling fan, and a few diesel engine support components. The balance of the locomotive, including the underframe, cab short nose, and carbody would be newly fabricated components.

When the contract was awarded, MK set up to begin fabrication of the underframe and assembly of the F40PH-2C locomotives in Boise. Starting from ground zero, the process of developing engineering drawings and production procedures took place, and MK completed its first truly new locomotive, MBTA #1025, on May 31, 1991.

The original contract was for eight units. Following the Amtrak *Night Owl* wreck (at Boston's

Back Bay station in December, 1991) at which one of the MBTA's three-year old EMD F40PH-2Cs, (#1073) was destroyed, the agency exercised an option for a ninth locomotive.

Following completion of MBTA #1025, MK outshopped units at a rate of two per month from June through September. Those numbered 1025 through 1033 look very similar to the EMD version, and only on close examination of the carbody in the area of the HEP compartment can any difference be detected. On the EMD unit, air enters the HEP compartment through the roof, whereas on the MK units, air enters through an extra opening on the right side to minimize the ingestion of rain and snow. Otherwise, with the traditional MBTA paint scheme, these units blend right in with the rest of the MBTA F40 fleet (now 52 units- Editor) in daily commuter service out of Boston.

[Norman E. Anderson, Diesel Era, July-August 92]

HEARING PLANNED FOR NORTHERN NE RAIL GRANT

A late June hearing was planned to discuss a \$1.5-million federal grant request to restore 52 miles of the St. Lawrence and Atlantic Rail freight line.

New Hampshire Congressman Dick Swett and Executive Councilor Raymond Burton are convening the working session which is aimed at getting local and state officials to work together to get the grant approved.

Swett is trying to get the \$1.5-million in Federal Rail Administration grant money for the rail line. The money would be used to restore and upgrade the portion of the rail line that runs from Shelburne to North Stratford.

Section of the line are limited to 25 miles per hour. The rehabilitation would allow the railroad to be upgraded to a Class 3 line with an allowable speed of 35 mph.

The short line is owned by Emons Holding Inc., which purchased the 165-mile track from Portland, Maine to Island Pond, Vermont from Canadian National in 1989

In addition to the St. Lawrence and Atlantic line, CSF Acquisition Company operates approximately 150 miles of track from Woodsville to Berlin including a branch line from Whitefield to Groveton. The importance of the regions two rail lines was emphasized recently at a public forum, and an official from the FRA, Mark Yackmetz, told the group that the two railroads are a great asset, and said the key is keeping them operating and providing quality service. "Once you tear up a railroad, it isn't coming back.", he said. Others pointed out that it would cost \$100-million to build the 165-mile line today exclusive of the land acquisition.

St. Lawrence and Atlantic head, Robert Grossman said the rail line serves the James River paper mill in New Hampshire plus 16 paper mills in Maine Through its connection with the Canadian National, Grossman pointed out that the line connects the region with the rest of North America.

Ken Williams of CSF said the company's VT-NH line made only a dozen trips to Berlin during the last couple of years, but they are working to open up a Berlin branch.

They emphasized to need for the two rail lines to work together and with the local communities. "There's a good opportunity for both railroads to be successful if they work together, he said. William carpenter, administrator of the state Bureau of Railroads, said forums like the one sponsored by the Berlin planning board are important in educating the public on the importance of the New Hampshire state rail system.

[Barbara Tetreault of the Manchester Union Leader; 6/24/92]

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RENEW EARLY AND OFTEN!!



BUILDING REGIONAL RAIL: THE TRACK TO ECONOMIC RECOVERY

Some 200 federal, state and regional government officials as well as transportation systems experts attended a two-day symposium on May 26 and 27 at the New England Center at the University of New Hampshire in Durham. The symposium in response to the heading given on this article was a formal first gathering of these folks concerned about considering reviving passenger rail over much of the former rail rights of way in the region. For the purposes of the symposium, the "region" was considered all of New England.

Your editor, wearing additional hats as an active member with the Commuter Rail, Capital Planning, and Executive Committees of the MBTA Advisory Board as well as the Metropolitan Area Planning Council, set me up for invitation to participate. I reached for my plastic, registered and participated in an exciting seminar.

There were four major interest groups, 1) Environmental and Social Aspects, 2) Interstate Cooperation, 3) Multimodal Opportunities, and 4) Economic and Industrial Impacts. Keynote Speaker was U.S. Senator George Mitchell (Maine) who has among others including grass roots organizations spearheaded the progress for resurrection of interstate rail from Portland-to-Boston. With Amtrak winning the bid to provide service, some \$30-million has been authorized, but not appropriated. And until it is appropriated, the project doesn't go anywhere.

But the conference was to discuss far more. The conference discussed bigger and better things than just restoration of Portland - Boston service. This was looking at the feasibility of restoring service to the likes of North Conway (using the MEC Mountain Division), to Laconia (using the Concord - Tilton - Pemigewasset branch, and other extensions to Bangor Maine with even a connections at Brownsville to VIA on the Canadian Halifax - Montreal - Toronto.

The symposium with high Amtrak officials and representatives from most New England railroads (including GTI), railroad unions, passenger rail advocates (Trainriders Northeast and NARP), and officials from most New England state DOTs, appeared to this observer, quite positive about returning passenger service throughout New England; but there was some dissent and some skepticism about the possibilities.

A map showing one possibility of a "proposed" New England Regional Rail Network showed restored service to North Conway, not from Rochester, New Hampshire, but from the GTI/MEC Mountain Division out of Portland through Westbrook, Sebago, and Fryeburg Maine. Another passenger restoration might be trains to St. Albans Vermont on the New Hampshire line through Lowell, Nashua, Manchester, Concord (with a branch to Laconia), White River Junction, Montpelier to Essex Junction with a branch to Burlington and Middlebury, and through to St. Albans.

Farfetched, you say? Well probably for the next few years you are probably correct. There are places now which were thought of even just a few years ago that would never feel the congestion of say Worcester, or Boston, but that is changing! Witness Conway and North Conway, Salem and Rockingham, and Seabrook and the Hamptons in New Hampshire, and Freeport, Maine and other areas where congestion is getting to be a real problem. Consider also that the single occupant vehicle (SOV) is going to be increasingly hard to justify to use as easily as we do now. Both federal and state governments waving the Clean Air Act banner are going to make driving SOVs more and more expensive. This'll be accomplished through decreased subsidies at parking lots, less pouring of concrete for additional lanes to solve our congestion problems, and increased taxes at the fuel pump while increasingly subsidizing commuter rail and mass transit to commute between work and home. The zenith of automobile travel has occurred in this transportation planner's mind, and it's down hill from here. However, you can't get people to move to alternate modes until the alternate modes are available. Even then, there must be a large educational process among the travelling public as well as pricing incentives.

This was the gist of the Environmental and Social Aspects interest group and an area in which I've become increasingly involved professionally. There were many other interest areas covered in the symposium. there was to be another similar seminar in North Conway a week ago, but I've had no feedback from it. These things aren't going to happen overnight, but with profound changes occurring how we travel in the future, any and all possible.

[ABT 6/28/92]

NEW LOCOMOTIVES PLANNED

The Morrison-Knudsen Corporation, (MK) has signed an agreement with Caterpillar Inc. to use state-of-the art Caterpillar engines in railroads locomotives manufactured by MK.

The exclusive agreement calls for the use of three sizes of Caterpillar engines in MK-manufactured locomotives, including switcher, commuter and high horsepower freight units. MK will also promote the alternate use of Caterpillar engines in its locomotive remanufacturing business.

For marketing purposes, MK will design and manufacture three prototype locomotives with three sizes of Caterpillar engines. They will include a 5,000-hp freight locomotive, 2,300-hp commuter locomotive, both diesel powered, and a 1,200-hp natural gas-powered switcher.

Both companies feel the market for the 5,000-hp freight locomotives is especially promising because there is no other U.S. manufacturer of comparable horsepower units.

MK will build the prototypes, and later, handle the full-production work at its complex in Boise, Idaho. Current plans call for the first prototypes to be ready for testing in the first or second quarter of 1993. The first MK locomotive built with an alternative fuel engine will be a switcher with a CAT 1,200-hp low-emission G3516 Spark-Ignited Natural Gas Engine, followed by a 2,000-hp road switcher using a low-emission direct injection gas engine that is partially funded by the Gas Research Institute.

[Progressive Railroading, May 1992]

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SO LOOK AROUND AND SEE IF THERE IS A PHOTO TACKED TO YOUR BULLETIN BOARD YOU'VE ALWAYS LIKED, OR A SIGHTING OF SOMETHING RARE, OR NOT SO RARE YOU WANT TO PASS ON, AND SEND IT TO ALLEN BURDETT-THOMAS AT THE ADDRESS ON THE NEWSLETTER MASTHEAD. YOU'LL BE GLAD YOU DID!!

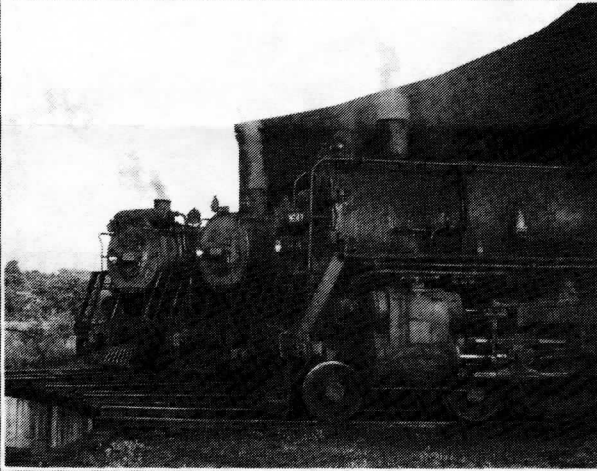
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