

B&M MEETING FOR MARCH SNOWED OUT

The March 13th meeting of the Society fell victim to the "Blizzard of '93". Arnold Wilder was planning to give a presentation, but at meeting time the Lowell area was undergoing a snowfall rate of 2 inches an hour, very high winds and whiteout conditions; not fit for anybody to be outdoors. It was the second time in four meetings that snow preempted the meeting. A brief business meeting had been held on Thursday, March 11th. [ABT]

B&M DAY AT THE RAILROAD MUSEUM OF NEW ENGLAND

Both our own Carl Byron and Howard Pincus, President of the Railroad Museum of New England (RMNE), have been comparing notes to arrange a "B&M Day" in Essex, Connecticut sometime in the June/July time frame. As this goes to press, no definite date has been set. Although the B&M doesn't have a strong presence south of Massachusetts, there have been over the years, forays into Connecticut on a couple of branches, and in the past, the New Haven Railroad made lengthy inroads into B&M territory. Let us not forget that for a long time, both railroads and their predecessor railroads were, and still are (with Conrail), abutters exchanging consists and power.

At the RMNE there is a strong presence, more notably restoration of B&M SW1 #1109 last year to its circa 1940 showroom condition. Similarly, B&M milk car #1920 was given new life after sitting derelict for many years. When a date is set, let's get together in Essex, Connecticut, and join our friends at the RMNE for a day with lots of activities.

NEWSLETTER EDITOR POSITION UP FOR GRABS

Your B&MRRHS Newsletter Editor is well into his fifth year of editing the Newsletter, and is looking to hand the task over to one or two folks interested in taking up the slack. As the Clinton administration and the U.S. Department of Transportation is shifting its focus away from pouring concrete highways and toward development of public transit and high-speed rail/maglev infrastructure as being among the nation's higher priorities for the next several years, these efforts are becoming more demanding on my time at the federal, state, regional and community levels.

For several years, fortunately, I've had a full-time job with the U.S. DOT in transportation systems engineering and planning (lately for the FRA and FTA), and some of that involves travel. And, I'm a part owner of a startup engineering consulting firm.

In addition, serve as a political appointee on several transportation committees and study groups of two state agencies, and to a lesser extent active in a couple of professional societies and associations, I'm very busy. No, I have not knowingly hired any illegal aliens!!!

My recreation time is occupied by a few railroad, transit and canal historical societies, and wearing a couple of hats in two of them. One hat is the green editor's visor for the B&MRRHS Newsletter.

On the lighter side is taking escape weekends up to our mobile home at Lake Winnepesaukee, even in the snow. But even then, in New Hampshire, or on the train commuting to the office, I've spent more than a couple of hours with my main home



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Former B&M RDC-1 #6126 shown in Hyannis, Massachusetts in February, 1993 with newly-applied B&M McGinnis herald prior to its self-propelled



excursion duty on the weekend of February 20th and 21st. On that weekend, #6126 now owned and restored by the Cape Cod Railroad made one 90-mile round trip each day to South Middleboro, Massachusetts without a hitch (literally!!!). The two excursions were limited by the original 88-passenger seating capacity of #6126, and were filled without much publicity. [Walter Lenk photo]

computer or my laptop writing or editing something for the newsletter. And, although my wife, Sara, is the best of female railfans, she has been very patient in seeking some more time from me, but her patience is beginning to wear thin. And as I quickly approach my sixties, its time to start thinking about slowing my pace, even if I want to work for a few more years. I must divest myself of some of my activities. Throttling down on the Newsletter is one of them.

Note that I said throttle down, not quit. Besides, for the Newsletter, it's time for a change. I would hope to be a contributing editor on a regular basis, like many of you folks have supported me. It is not a prerequisite to have a computer, nor know how to use one, but it helps a lot. If you have access to a computer where you can put data into one of the popular wordprocessing formats or a MS-DOS ASCII format, you could save the Society a bundle of bucks.

We are still publishing on a two-month cycle, but many members would like it if we can publish more frequently. Jeff Ursillo has a good handle on the production and distribution of the Newsletter and Modelers Notes like a well oiled machine. And there's a lot of source material around, not always from Guilford, and not always pleasant, but one of the more rewarding aspects of the endeavor is knowing what's going on.

So, think about it and drop me a note at the Ipswich P.O. Box 944, or corral me at a meeting. I'm not leaving in a huff, there's time for transition. The primary reason I spouted off on all my activities, is that I want to hear from people that "don't have time" for this kind of stuff, as well as those that do. If you think you don't have time, maybe we can study time management together. Let's talk about it, and see what we can do. It's time for me to get off the pity pot!!! [ABT]

An internal Interstate Commerce Commission (ICC) staff study concludes that ex parte contacts may have taken place during the late 1980s while the ICC considered Guilford Transportation Industries' plan to lease all its rail properties to its Springfield Terminal railway unit.

Delays in handling the case benefitted Guilford, concluded the ICC's Inspector General's study released on January 6, since it allowed the company to delay making labor protection payments required by law.

ICC Chairman Heather Gradison placed far too much power in the hands of senior ICC administration employees, the report concluded. This power enabled them to take actions aimed at impeding the implementation of decisions voted by the commission, it said.

In her broad delegation of authority and circumvention of established commission organizational components the chairman violated the commission's Canon of Conduct with respect to her responsibility to establish, maintain, and conduct so that the integrity and independence of the commission would be preserved," the report said.

Employees named in the report include Daniel Campell, who held several key positions in the ICC hierarchy under the Gradison regime, and David Konschnick, who was Gradison's chief of staff. Campell now is general counsel for the National Transportation Safety Board, while Konschnick is director of the ICC's Office of Proceedings.

These included impeding the commission's efficiency and economy, losing complete independence or impartiality; making government decisions outside of official channels; and adversely affecting the public in the integrity of the government. Gradison and Konschnick were criticized for giving Campell too much responsibility in handling the case.

Between February and October 1989, Campbell made a series of phone calls and sent some letters to Guilford officials that were not contained in the public docket in the case, the report said. The commission concluded that inconclusive evidence exists as to whether the merits of the case were discussed during the calls.

Konschnick also impeded the proceedings by failing to notify an arbitrator of an ICC order remanding labor protective issues to him for review, the report said. He also helped prepare a misleading response to Congressional questions on how the Guilford case was being handled by the ICC, the report said, resulting in the commission unknowingly misleading Congress as to the status of the remand to the arbitrator.

Then-ICC Commissioner Paul Lamboley, assisted by Commissioner Karen B. Phillips and the ICC's Office of general Counsel, took the lead in preparing a second order issued on October 26, 1989 which ordered the dispute remanded to an arbitrator for further action.

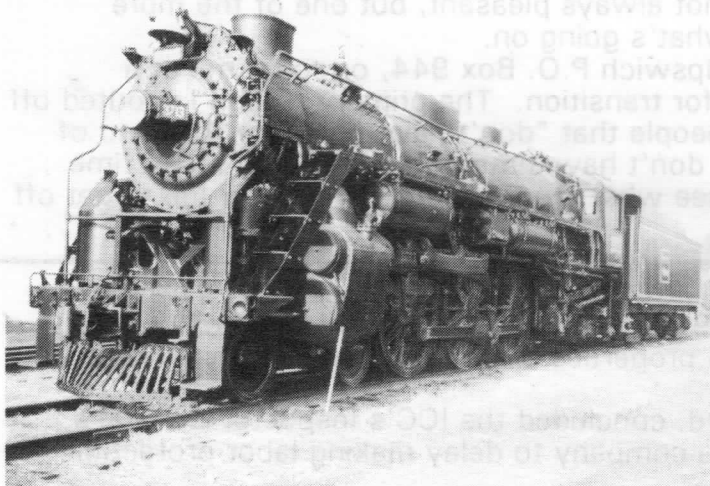
After that action, subsequent decisions in the case were prepared by the Office of General Counsel and a "solid wall" separated the recipients of all questionable ex parte communications and the attorneys in the General counsel's Office assigned to the case, the report concluded.

[Traffic World, 1/11/93]

SLIDES WANTED FOR HISTORICAL RESEARCH

A man from Oklahoma has requested information from several railroad historical societies. The author is in the process of writing a book on unit coal trains, including their mines, cars, destination, motive power, methods of loading and unloading. To remind the uninitiated, unit trains have a consist dedicated for a specific purpose (in this case coal), in that they are loaded, transported, unloaded and returned to the origin intact. The only thing that comes anywhere close these days with the B&M is the Bow power plant train, and with the continuous mix in road power, doesn't really fit the unit train model. Perhaps folks that go back to Lehigh and New England days might have something to offer.

Anyway, the author is looking for slides primarily, and if you can offer stories related to the subject matter, please contact Robert R. Harmen at 401 North Oak Street, Sallisaw, OK 74955-3625.



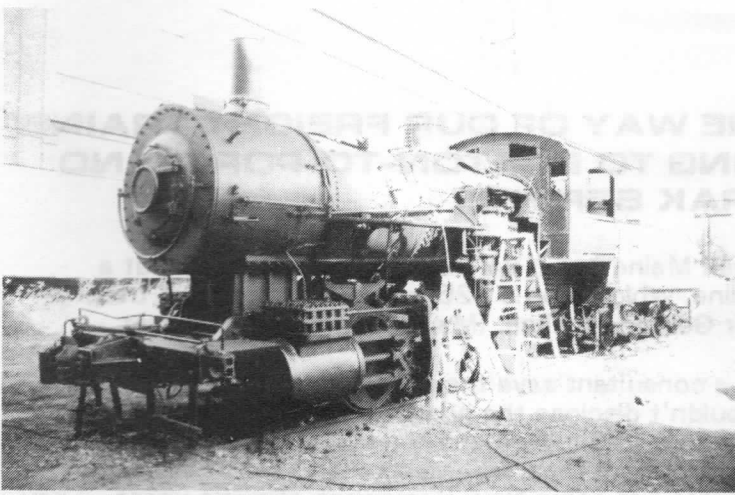
Former B&M Pacific #3713 stands majestically in the '93 winter cold at the National Park Service's former Delaware, Lackawanna & Western major rail yard in Scranton, Pennsylvania. B&M 4-6-2 #3713 is the only known American-made Pacific in existence, although there are several Canadian-made Pacific's around. That, along with the fact that the locomotive is quite sound, makes it a good candidate for boiler/steam service restoration. Rumor has it high on Steamtown's restoration list. [Dan Hyde photo]

X2000 VERY IMPRESSIVE

It was not very hard at all for your president to accept an invitation from Amtrak to ride the X2000. The new generation, high-speed passenger train designed and built by Asea Brown Boverii Traction (ABB) for the Swedish State Railways (SJ) is on a nine-month lease to Amtrak for test and demonstration of its capabilities. The interior appointments and seating arrangement on this demonstration are reportedly exactly the same as the other dozen or so units in operating service in Sweden. Because of extensive media coverage about the train, the best I've seen so far is the cover article on the X200 by Karl Zimmermen appearing in the March 1993 issue of *Railfan and Railroad*, there is no need to go into much detail here, other than to reiterate from the media that the innovative features in this train are radial self steering trucks, an active computer-controlled hydraulic carbody tilting system and new lightweight AC electric propulsion systems.

Although the ride from South Station to New Haven was in part a media event, I came away from that trip favorably impressed. I had a ride on the fastest train in the western hemisphere, and although the Boston - New Haven segment is still a few years

away from full electrification, the tilting capability in the curves allowed it to show its stuff. For the trek to New Haven, a pair of back-to-back Turbo trains commandeered from New York's Empire State Service and somewhat modified to operate the X2000 in push mode. Of course with the turbos being the prime mover, the acceleration wasn't really there, the consist did have the opportunity to demonstrate the tilt capability, and the announcements of "We are entering this curve at 101 miles an hour", and without being driven to the outer walls of the vehicle. The X2000 had an Amtrak pantograph because the stock Swedish pantograph would not reach the high U.S. catenary when operating south of New Haven. The train has a rather low profile. the radial self-steering trucks eliminate a lot of friction, and with the AC propulsion would allow much faster acceleration and deceleration under catenary, not only from station stops, but into and out of curves, and since it doesn't have to slow down as much for curves, the whole process is faster. It was interesting, because the speed restrictions had to be changed significantly to allow this train to do its thing.



No longer forgotten, but still rather forlorn is the former B&M O-6-O switcher, #410. Shown above in the late fall, #410 sits with the tender trucks in place, but the body of the tender had been moved to the NPS maintenance facility for restoration work. The 410 Restoration Committee, spearheaded by Jim Nigzus and Dan Hyde, is eagerly awaiting the snowy winter to pass along so that they and the volunteers can once again progress with restoration. [Dan Hyde photo]

410 THANK YOU

The 410 Committee would like to thank the following people for their help with the project. We hope we have not forgotten anyone, and apologize if we have.

John Clemons	Peter Albin
Dick Symmes	Joe Camarano
Guilford Transportation	Congressman Chester Atkins & staffmember Dave Trube
Peter Aucella & Julie Mofford (Lowell Hist. Preservation Comm.)	
Mass. Bay Railroad Enthusiasts	

The following is a list of B&M 410 contributors as of 3/12/93. We would like to thank each and everyone of them for their donations to the project.

William L. Taylor	James F. Reardon
Ron Salters	Clark A. Rogers
Donald Hodge	Edgar D. Bell
Albert L. Flint	Nathalie Rapczinski
Robert Howe	Robert Terhune
Miles Abbott Ricker	Henry H. MacDonald
Paul Lessard	Frank Kelly, Jr.
Alan Lake	Paul Beeman
Edwin Bridges	William Aldrich
William S. Topham	Frank Ellis
Alan B. Butler	Dr. R.V. Lewis

Again, on behalf of the Committee, we would like to thank all who have contributed in any way to this most worthwhile project.

The 410 Committee
 (Jim Nigzus, Jr., Dan Hyde, Mike Basile, Paul Kosciolk, Ed Felten)

"IT WILL JUST GET IN THE WAY OF OUR FREIGHT TRAINS" COLIN PEASE REFERRING TO BOSTON-TO-PORTLAND AMTRAK SERVICE

A political firestorm has erupted between Maine and New Hampshire over word that a planned Boston-to-Portland passenger rail line, which won a \$25-million appropriation from Congress last year at the urging of Senator George Mitchell, (Maine), could cost at least \$30-million more than originally estimated.

Maine officials confirmed recently that a consultant says the railroad tracks need bridge repairs and a new signal system. They wouldn't disclose the costs of improvements, but the owner of the tracks says the bridges would cost \$20-million and the signal system \$10-million to \$12-million. That would bring the total cost to more than \$80-million.

The idea of millions of dollars more in costs has some New Hampshire officials upset. They say the project is a waste of US taxpayers money. No one knows who would pay the additional costs, but some - like Wayne Davis of Trainriders Northeast - have already suggested that Congress pick up part of the bill.

"The project is obviously a boondoggle, a piece of pork that is awaiting more pork barrel financing from Senator Mitchell's office," said New Hampshire Transportation Commissioner Charles O'Leary Jr., a long-time critic of the project.

In a statement issued yesterday, Mitchell said he is "strongly committed to the return of passenger rail service to Maine." He said that in a time of changing transportation priorities and increased emphasis on long-term investment, "restoration of the line is an economically and environmentally sound" alternative to motor vehicle traffic woes.

Maine has sought to revive the historic line to carry commuters and increased tourism. No ridership figures to be released yesterday by the state showed it would serve 433,598 passengers a year when combined with bus transportation. A previous estimate for rail service alone pegged the number at 223,000 passengers. The line is expected to run at a deficit.

"But the bridge conditions are poorer than we envisioned," said Michael Murray, a Maine Transportation Department engineer. "We always envisioned signal improvements; there's no surprise there", he said. The findings are not final, he added.

Also the improvements might not be needed immediately, said Amtrak spokesman, David James Carrol. "Neither the existing bridges nor signal system are safety concerns, so we do not agree with the preliminary findings of the consultant," he said.

There would be three daily round trips with stops at Saco and Wells, Maine, Dover and Exeter, NH and Haverhill, Massachusetts (some sources have also listed Woburn, Massachusetts at I-93 and I-95 (Route 128) as a station stop). A seasonal stop is planned at Old Orchard Beach in Maine and a weekend stop at UNH in Durham New Hampshire. The project was to cost \$50-million, including the \$25-million appropriation, \$5-million funded locally, and \$20-million worth of railroad cars from Amtrak, which would operate the service.

Maine has come up with \$3-million, New Hampshire will not contribute to the project, and Massachusetts has made an "in-kind" contribution of its MBTA tracks, which need no improvement.

Tension between Maine and New Hampshire has run high since O'Leary began his assault on the project in the fall. But it hit a peak this week because of Maine's delay in releasing a report by its consultant, Vanasse Hangen Brustlin, Inc., which was due in December. It has yet to be completed, and only Maine has received drafts. The consultant was unavailable for comment. In an unusual move, New Hampshire sought the report under the Freedom of Information Act as news of higher cost began to circulate privately among state officials.

O'Leary says Maine's new ridership figures are "flawed," and part of a "controlled propaganda program to justify a multimillion-dollar of investment of taxpayer money, that from what I can gather, will provide no useful benefits for the environment or the transportation system."

Murray said he would provide New Hampshire "with everything I have" next week, and with the final report the following week. "It was never my purpose to conceal anything," he said.

Colin Pease is executive director of Guilford Transportation Industries, the Nashua company that owns the Maine and New Hampshire tracks on which the improvements are said to be needed. He was told of the new costs last week, during a tour of the tracks with Amtrak officials.

"And we don't even want it," Pease said, referring to the passenger line. "We don't want the money, and we don't want the train. It will just get in the way of our freight trains."

[Robert Braile in a special to the Boston Globe, 2/27/93]

Ed. Note: as this issue went to press, Society Secretary Buddy Winiarz reported that according to a report on WMUR-TV 9, the town of Exeter, NH has voted to build a new train station to service the Boston-Portland run. The vote was carried by a margin of 352-28. More on this next month as information becomes available.{JLU}