



## **MORE EDITORS INTERESTED?**

A few of you folks have responded to my request for help and perhaps ultimately take over the reigns of this newsletter. For that, I'm very grateful. And, I also have failed to answer some of you who have made inquiries, but don't despair, I shall do so shortly after I return from Toronto/Montreal. I've been out of town, mostly on business for at least a part of the week for each of the past five weeks. After my return from Toronto where I'll be attending a high-speed rail and maglev conference and studying the Montreal-Toronto segment of Canada's equivalent to our Northeast Corridor.

I'm taking my wife, Sara, on this one, and I should be staying put in Boston for a few weeks upon our return because Sara will be in surgery in Mass General and recovery a couple of days after we return.

For those of you who use Macs, I'm open to suggestions on what I might use for a conversion program for Mac-to-MS-DOS formats. Since the Newsletter text is essentially all straight-forward text, and just about every word processing program speaks ASCII, conversion should not be much of a problem. But, like everything else, some programs are better than others. If you can convert your Mac output to MS-DOS at your end, or set it up so that I can convert it through Microsoft Word for Windows, please enlighten me, please let me know. But at the risk of making a railroading newsletter, more specifically B&M read like a computer magazine, it'll be easier to communicate our problems by telephone, or modem. And anytime, if there are others of you interested in this exciting business of computers and newsletters, please speak up. I can use the help, John Allen Roderick in publishing the B&M Bulletin can use the help, and whomever succeeds me can use the help.

[ABT 5/19/20]

## **DO YOU HAVE A "SLIGHTLY IRREGULAR" B&M BULLETIN?**

Do you have a recent issue of the B&M Bulletin that was misassembled at printing? There have been a few complaints to that effect where some pages are missing and others are printed twice. You can tell by the page order of your copy. If so, please let B&M Bulletin editor, John Allen Roderick know, and better yet return the defective copy to him. He will replace your bad copy with a good one. The number of defective copies is believed to be small. But, neither the Society nor the printer can remedy the situation unless you let somebody know. This applies to copies of any issue of the Bulletin and the Newsletter in the future. Please let the appropriate editor know. [ABT 5/19/93]

## **COLIN PEASE RESPONDS TO GLOBE/NEWSLETTER ARTICLE**

In the March/April issue of the B&MRRHS Newsletter, your editor repeated an article written by Robert Braile in a special story to the March 27, 1993 edition of the Boston Globe, relative to the proposed Boston-Portland Amtrak service. Reproduced in the Newsletter verbatim, and unknowing to this editor, the Braile article quoted some sentiments expressed by Colin Pease, Executive Vice President of Guilford Transportation Industries, Inc. apparently out of context.

Colin wrote a letter to your editor chastising him for copying the Boston Globe article, but not verifying the source. Colin may be correct in some respects; I did not question the source, I don't recall having read of any of Mr. Braile's stories, nor do I know anything of him. I did, however, read the story that Mr. Braile generated at face value, and having read it, I immediately recalled some of the difficulties a couple of years back between GTI and Amtrak over the track conditions of the B&M's Connecticut River line. And although, Mr Brailes made no allusion, nor reference to that part of B&M history, it did strike a discordant note in my mind. I had hoped that the problems were well behind us, and I now truly believe that they are. Colin's quotes taken out of context could certainly appear to be exactly the way I interpreted them.

Be that as it may, I think Mr. Pease's concerns are valid, but I hope he wrote a similar letter to Mr. Brailes expressing the same concern. Mr. Braile's audience is much larger than mine, however, the B&MRRHS Newsletter is much more subjective in this case.

In the course of being interviewed, the probability of being misquoted is much greater for the speaker than the discharge of a prepared speech. I strongly suspect that the former is more likely, here. During my career, I too have been both misquoted, and quoted out of context (there is a difference, and one form can be as bad and as misleading as the other). I have a sense of how it feels, but in my case, the ramifications were not so potentially serious. After rereading Mr.

Brailes' article, after reading Colin Pease's letter, I saw a whole new meaning to Colin's words. It is only fair to GTI and particularly to Colin Pease to allow him to set the record straight to the B&M audience. The following are Mr. Pease's words, verbatim.

April 23, 1993

Dear Mr. Burdett-Thomas:

One of the great advantages a newspaper reporter has is that he need only use the portion of a quote which suits the purpose of his story. That was the case with Mr. Braile in his Boston Globe story. Even worse it is also true that quotes get quickly requoted by newsletters such as yours without taking the time to verify the policy of the original source, which was me.

The Boston to Portland passenger service will, in fact, occupy a significant portion of our single track mainline which is a critical part of our rail system. The world that a freight railroad lives in today is highly competitive and our customers monitor their traffic carefully, just as we measure it daily in order to maintain and improve our quality of service. We compete against a highly competitive interstate system which you and your readers know is heavily subsidized. With the recent introduction of intermodal services to our system, we are particularly sensitive to assuring that the capacity exists for future expansion to places such as Maine knowing full well that when passenger trains are operating, they will take precedence over freight traffic even though they will operate on privately owned property.

It is also a fact that when the Commissioner of Transportation in New Hampshire, Chuck O'Leary accused us of seeking the \$30 million to benefit our system, I replied that we don't want the money and that we are certainly not seeking it. That is true.

It is true, however, that I told Mr. Braile and anyone else who takes the time to ask, which you did not, that we are fully aware that the law provides for the introduction of passenger service to Portland. I told him that we are also aware, with the exception of perhaps Mr. O'Leary, that there is strong public support for introduction of the service, and that we would work closely with the State of Maine, Amtrak and others and ensure that it is done right and in a manner which assures that both the freight and passenger service can grow. Had you checked with Mike Murray at the Maine DOT or Al Clark at Amtrak, I think you could have confirmed this.

There are many legitimate issues that must be resolved in order to make this new service successful and at the same time protect the right and ability of the host railroad to grow and hopefully compete in New England's highly competitive marketplace. But it can be done. I would urge you and your members to resist the temptation which you fell into in your March/April issue of your newsletter and take a little more time to research your stories.

When you think about it, your readers will be better informed and you won't have to read nasty letters from me. Now that's a true benefit.

Sincerely

F. Colin Pease  
Executive Vice President

## **VERMONT TUNNEL AN ENGINEERING CHALLENGE**

A Massachusetts plan to raise bridge clearances for future double-stack rail service has drawn attention to one of the toughest engineering obstacles between U.S. and Canadian rail lines, a short tunnel beneath Bellows Falls Vermont.

While New England is famous for low bridges that limit access, the 250-foot tunnel at Bellows Falls is a special case, officials said. For starters, it runs under downtown streets, and has a hotel on top. To make matters worse, the Central Vermont Railway's (CV) track leading to the tunnel from the north crosses a bridge over a canal with a minimum clearance above the water.

The canal may keep the bridge from being lowered while undercutting the track inside the tunnel may produce too steep a grade because the bridge is only about 150 feet away. The combination could stop double-stack trains dead in their tracks.

Still, CV and state officials are starting to eye the options in light of the Massachusetts plan unveiled recently to underwrite \$158-million in clearance work for four railroads in the state bringing double stack trains to the Northeast for the first time. See related story.

While most of the funds will be spent on stack routes operated by Conrail, Guilford Transportation Industries, Inc, and its partner, CP Rail System of Canada, the state plans to invest \$1-million of clearance work on CV track from East Northfield to Palmer, Massachusetts if problems at Bellows Falls

can be worked out.

Chris Burger, CV's general manager, said the carrier has started engineering studies of the tunnel, also used by Amtrak's Montrealer, to increase the clearance from 19', 2" to at least 20', 6", the height needed for stacked cube containers.

Vermont's access would bring a second Canadian carrier into the picture through CV's parent, CN North America Inc., adding competition for the expected mini-landbridge traffic to and from Canada.

A double-stack link with Conrail at New England Intermodal Terminal at Palmer, Mass., would seem a logical competitive counter-weight to Guilford-CP for Canadian container traffic that will escape the U.S. harbor maintenance tax at U.S. ports. Mr. Burger said the junction with Conrail is the second most active interchange on the CV system. Officials at Conrail in Philadelphia had no immediate comment on potential cooperation with CN.

The transportation railway administrator for the state of Vermont, Stearns Jenkins said there are several possibilities for opening up the clearance at Bellows Falls. The ceiling in the tunnel is three-feet thick beneath the street. That could be reduced to 1.5 feet with proper support, he said.

While there has been no estimate of costs or discussion of state funding, Mr Jenkins said that Vermont invested \$1.5 million in the track in the 1980s to upgrade it for Amtrak service.

[Submitted by Scott Whitney, by Michael S. Lelyveld, staff member of the Journal of Commerce, 4/15/93]

## **FTA STUDY SAYS BOSTON'S NORTH-SOUTH RAIL LINK FEASIBLE**

A Federal Transit Administration (FTA) feasibility study of the proposed rail link between North and South stations has come to the same conclusion as a Massachusetts task force study: It can be done.

While not as aggressive as the state's Central Artery Rail Link Task Force recommendation earlier in May to "Get started now," the federal report found that two separate downtown Boston alignments for the underground rail routes appear "technically feasible."

The federal study did not consider "costs, benefits and impacts" of the two alternative routes, one underneath the central Artery, and the other under Congress Street.

However, it concluded there were fewer technical problems with the underneath the Central Artery alignment recommended by the state's task force than with the alternative Congress Street alignment. Overall, it said, "A rail link connecting North Station and South Station would have significant benefits."

The North-South rail link would tie in the commuter rail systems north and south of Boston, as well as make possible intercity Amtrak rail service from Portland, Maine to points south of Boston.

"The secretary and the administration plan to move the project forward with the federal government immediately," a senior state transportation official said last week, referring to James Kerasiotes, Secretary of the Executive Office of Transportation and Construction (EOTC). Secretary Kerasiotes is reviewing the task forces report, and Governor Weld, who was expected to be briefed about the study.

Rep. John A Businger, chairman of the Massachusetts Legislative Central Artery Rail Link Caucus sent Governor Weld a letter recently urging that the rail link "be built now, so that Boston can truly be "The Hub" that we call it, and that it can become the capital of the Atlantic Rim." More than 90 percent of the members of the Legislature are members of the caucus supporting the rail link.

Guy Rosmarin, director of the state's rail link task force said the cooperation between the state and federal government represented "a solid state-federal partnership.

[Thomas C. Palmer Jr., staff of Boston Globe, 5/17/93]

## **MASSACHUSETTS TO HELP FUND REBUILDING OF BRIDGES TO ALLOW DOUBLE-STACK SERVICE**

Massachusetts will provide \$158 million to open up double-stack rail clearances for four Northeast carriers and two Canadian carriers under a plan to be unveiled by Governor William Weld.

Funding bridge clearances for all the state's major carriers at once should foster competition on rates and service, an official said. The clearance program which could be completed in two to three years, emerged from months of maneuvering between Guilford Transportation Industries Inc. (GTI) and its principle competitor, Consolidated Rail Corporation (Conrail).

Governor Weld originally announced his intention to back clearances work for Guilford to the Port of Boston last year., to help connect the carrier to lines of Canada's CP Rail system. Conrail then submitted its own plan, but with far less cost-sharing than Guilford could afford.

The state decision adopts several points of Conrail's plan, but with far less cost-sharing by the carriers. Officials said the state would foot 90 percent of the clearance bill for all the railroads and will add a key new player, Canada's CN North America, to ensure competition. The expanded program now includes Guilford, Conrail, Providence & Worcester (P&W), and the Central Vermont Railway, owned by CN.

Governor Weld was scheduled to announce the plan as part of ceremonies inaugurating Guilford's new intermodal service from the port of Boston running from the Massachusetts Port authority's Moran Terminal in Charlestown.

The state's program would establish both east-west and north-south stack routes, creating a New England network, said officials who spoke on condition of anonymity.

The new plan will fund clearance work on the Guilford mainline from a new distribution center in Ayer, Massachusetts to the New York line, and will upgrade limited double-stack clearances on Conrail's mainline from Framingham to the west. The Conrail line clearance would increase to full 20' 6" for high cube stack service.

The parallel east-west mainlines will be joined at least three ways. A cleared 28-mile north-south line from Gardiner to Worcester, Mass. will link the P&W, to both Conrail and Guilford-CP systems, while some 35 miles of CV track from Massachusetts northern border to Palmer, Mass., will join the east-west mainline in the western part of the state. sources said the work for the CV will depend on a complex tunnel, clearance project at Bellows Falls, Vermont which is expected to be undertaken by CN North America. See related story.

The most important north-south link will be a 38-mile Conrail route from Fitchburg to Framingham Mass. it will extend further south to Walpole before turning north toward Massport's Conley Terminal in South Boston. The route, proposed by Conrail, would be shared by both Guilford and Conrail double-stack trains through trackage rights that have yet to be negotiated. Officials said the major thrust for double-stacks will be to Conley Terminal because its closeness to the open water and preferences expressed by ocean carriers and Massport.

Guilford's intermodal service will be single-stack from Moran for the foreseeable future, but will transfer to double-stack at Ayer some 40 miles away. The state reportedly balked at the \$40-million cost of raising bridges between Boston and Ayer, although clearances on the Fitchburg-Framingham-Conley route have been previously estimated to cost \$47 million.

Despite doubts about Conrail's access to Conley, officials say they are working on a possible route. The cost of Conrail clearances from Framingham west has been put at \$47 million, while the Guilford clearances cost from Ayer west is around \$35 million.

Ironically, the new service may encourage more New England businesses to ship through Montreal where container rates are cheaper, and there are no harbor maintenance tax. State officials said they were aware of the implication, but cited the economic benefit to shippers as a major goal.

Officials cautioned against viewing the plan as a victory for Conrail despite adoption of some key recommendations. they say they will monitor the Conrail-Guilford talks on trackage rights and the level of future intermodal rates, reserving the option of funding Ayer-to-Moran double-stacks if competition does not materialize.

Andrea Just, a Conrail spokesman, said the company has seen the state's plan, but would not comment before Mr. weld's announcement. Colin Pease, Guilford's executive vice president, expressed gratification with the cost-sharing formula, saying it would allow the company to participate.

[Submitted by Scott Whitney, from Michael S. Lelyveld of the Journal of Commerce, 04/06/93



## ADD A DIESEL LOCOMOTIVE AND A MILK CAR TO THE LIST OF RESTORED B&M EQUIPMENT

### Boston & Maine 1109



Now successfully concluded, this economical project was launched by Jon Chase during the summer and wrapped up in time for the Danbury Railroad Days. Finishing its active career as Pioneer Valley 27, the locomotive has been in storage since its acquisition (along with sister PVRR 28) by the RMNE in October 1986. As the locomotive has seen little modification over the years, we decided to backdate its appearance to circa

1940, only months after its delivery to the B&M.

The utilitarian paint scheme was easily duplicated following the removal of the extended exhaust stack, the reinstallation of early end handrails and headlight assembly restoration. Completing the exterior work was an expert lettering job by Al Pomeroy. As the exterior work was being wrapped up, the interior of the cab received much work.

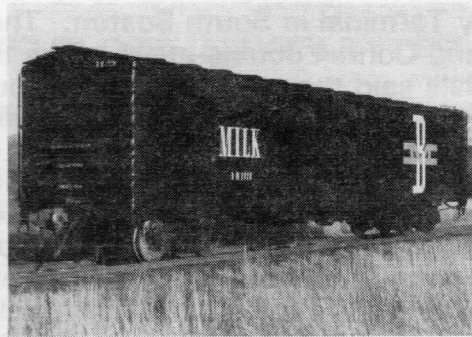
The interior walls and ceilings were restored and some of the control switches were restored using pieces from #28. A few window panels were replaced, and the heater's air deflectors were restored. With the brass shined and the floor painted, the cosmetic work was largely finished.

Mechanical inspection and repair (readying the unit for transport) was then completed, and the 1109 went on to become an interesting display at Danbury. Supplied with air piped in from Metro-North GP9 #750, the 1109 was somewhat "alive" with a working horn, bell, and brake stand. Cab tours were offered, and visitors of all ages got a chance to occupy the engineer's seat.

B&M 1109 is thought to be the oldest surviving mainline diesel built for a New England railroad. Future plans have the locomotive being placed on display at Essex.

### B&M 1920, MILK CAR

This car has come a long way from its derelict past in the South End Yard at Essex. Hundreds of volunteer hours went into the project. We were blessed with solid steel work. The lower portion of the interior was another story. The floor was all but useless and had to be totally removed, except for a small portion preserved at one end to illustrate the car's original function. The new floor was built of plywood, and its lower location allowed for more headroom and display space. One end of the interior received a glassed-in display area for some of the valuable exhibits. The other end kept several feet of the original floor and insulation, topped with a reconstructed rack for holding milk cans.



Exterior work consisted of a complete sandblasting of the ends, side and roof. Following a wipe down, priming began. A severely deformed end ladder was removed and rebuilt, and a metal car-end catwalk was installed to replace a non-original wooden one. Lettering was the final cosmetic touch. Once a wheelset was exchanged with cousin 1910, tests determined the car was ready for the journey to Danbury. Undoubtedly, it will be the first milk car to arrive there in many decades. [Reprinted from "Along The Line" The official publication of the Railroad Museum of New England.]