

NEWSLETTER

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—B&MRRHS CALENDAR—

JANUARY 8, 1994

Join us as we kick off the New Year with a presentation by long-time B&MRRHS member **H. Arnold Wilder**, who will be taking us along on a railroading trip through the White Mountains.

FEBRUARY 12, 1994

The evening's entertainment will feature a potpourri of regional railroading by **Mark Crump** who'll be showing some slides from the "back yard." (B&M, Conrail, etc.) We'll see you there!

MARCH 12, 1994

Don Woods, an NTrak enthusiast, will be showing us a potpourri of regional railroading.

APRIL 9, 1994

We will be hosting an **Open House at the B&M Combine** on Dutton Street in downtown Lowell. This will be in conjunction with the NRHS annual trolley meet. This will be from 10:00AM-5:00PM. (No evening meeting).

Unless otherwise noted, all membership meetings are held on the second Saturday of any given month at 8:00 PM at the Patrick Mogan Cultural Center, 40 French Street, in Lowell, Mass. (This is diagonally across from the Lowell High School in the Boott Mills area.)

— ATTENTION —

With winter upon us once again here in New England, it's time to remind everyone of our meeting cancellation procedure.

In the event of inclement weather, please tune to either WHDH or WBZ radio, or call the Society's answering machine the day of the meeting at (617) 628-4053, to find out whether the evening's meeting has been called off.

As a rule, if it looks too rough to drive outside, or the thought occurs to you that you should run out and get that perfect snow shot for next year's Christmas card, you can assume that the meeting has been cancelled.

In any case, safety and common sense should be your guide.

—BW

EPA OKs ELECTRIFIED RAIL LINK TO HUB

Federal environmental officials yesterday gave Amtrak a green light to extend electrified rails north of New Haven to Boston so high-speed electric trains can run from Beantown to the Big Apple.

The Environmental Protection Agency approved a draft environmental impact statement that claimed the new rail service would reduce air pollution by the year 2010, except for slight increases near stations and parking lots.

Amtrak officials expect to file the final impact statement next spring, and to begin construction on the \$315 million electrification project by the end of the year.

Rail officials hope to lure riders away from the Boston-New York air shuttles by offering three four service between the two cities after the electrification is completed.

Some neighbors of the shoreline corridor—particularly those in southern Connecticut—have complained that the new high-speed trains will shake nearby houses. They also have charged that the overhead electrical wires will spoil the view and create harmful electromagnetic fields.

—Laura Brown: Boston Herald 12-8-93

ATTENTION B&MRRHS MEMBERS

The Board of Directors have been presented with an offer to have either a 50 or 100 collectors card set made up for our 25th anniversary. These are similar to baseball cards, they will be made from actual photos/slides of steam, diesel, rolling stock, MOW, stations and whatever else may be decided upon. At the present time the BOD would like to hear from the membership if there would be any type of interest in this project. Any comments or suggestions should be sent to the Society's P.O. box in this manner: B&MRRHS Card Coll. P.O. Box 2936 Woburn, Ma. 01888. If there is enough interest in this project we will go ahead with it.

—B&MRRHS Board of Directors

Did you know...

That the Boston & Maine Railroad Employees Credit Union was the first railroad credit union chartered in the United States. In 1989 it became the Northeast Railroad Employees Credit Union.

WEBB STREET RAILBED BECOMES CITY PROPERTY

The city of Salem, Mass. has bought the old B&M railbed from Northey Point to Collins Cove. After two years of negotiations with Guilford Transportation Industries (GTI) and New England Power Co. (NEPCO) the land was purchased with monies from the Federal Community Development Block Grant. The cost was \$5,000.00.

Plans are for the thirty foot wide strip of land to be completely landscaped with new grass, shrubs, shade trees and a ten foot wide lighted walkway. "This will connect several of the local neighborhoods together," said City Planner William E. Luster.

This project was started about five or six years ago by Ward 2 Councilor Kevin R. Harvey and when Mayor Neil Harrington began his first term as mayor he began talks with property owners.

The tracks have not been used in almost forty years when steam disappeared from the B&M. From Collins Cove to Essex St. there is already a paved walkway, put in sometime in the mid 70's.

(This Editor remembers those coal trains, because my grandmother lived by the tracks and whenever I slept over the house, I'd jump out of bed to see them and she'd holler "get back in bed.")

—Salem Evening News, 8-31-93 (BW)

ONE HEAVY CHOO-CHOO

It took workers 15½ hours using a crane to hoist the Boston & Maine steam Locomotive from the trolley tracks on Dutton St. They started about 7AM and finished at 12:30AM and there were no breaks. "That crew worked hard," said Paul T. Kosciolk, chairman of the board of directors with the Boston & Maine Historical Society.

SPARE TRACK

Glen, N.H.—Educator George Davidson spent 37 years at Kennett High School, including 10 as principal. He was too busy in education that until recently he still had one goal to fulfill: to be a train engineer.

One student of long ago who remembered Davidson fondly became president of Story Land. In that capacity, Stoney Morell was able to create "George Davidson Day" at the park, and Davidson ran one of Story Land's locomotives all day. More than \$500.00 was raised, which was donated to the Kennett High School Alumni Scholarship fund, and will become a specific award in Davidson's name next year.

—Manchester Union Leader 10-31-93 (BW)

NORTH SIDE DISPATCHERS MOVE INTO NEW FACILITY

In early November, the MBTA and Amtrak began the relocation of all of their north side commuter district dispatchers, who had been at Tower "A", to a modern facility located at 32 Cobble Hill Road in Somerville (behind the Holiday Inn).

Boston-East, Boston-West, and North Station dispatchers and train directors are now situated in the new digs and are reportedly very happy with their surroundings. The new facility, dubbed the MBTA's "Railroad Operations Building" also houses engineering and other departments integral to the operation of the commuter rail.

Currently, all model boards and other hardware which was in Tower "A" are in service at the new offices, with the exception of the so-called "Perimeter lines," which include territory now carrying MBTA-Amtrak commuter trains, but being dispatched by GTI personnel at North Billerica. Among these are the line as far west as Fitchburg (B&M's old Fitchburg Division), and the line to Rosemont, located east of Haverhill on the old Portland Division. Model boards for these territories were installed in the old facility at Tower "A" but never activated. It is reported that they will go into use in the new operations center within a few years time.

There is still a drawbridge tender on duty at Tower "A", as well as a signal maintainer who works out of the old tower.

The elimination of Tower "A" as a control facility leaves only two lineside interlocking towers in the former B&M commuter territory—Waltham and Tower "H". On the south side Commuter lines, there is still a train director at Walpole, Mass., who works out of the station there.

—submitted by John Alan Roderick

OLD RR TIMBERS WORTH MORE THAN THEIR SALT

Langdon, N.H.—Aged, salt-preserved timbers that were once part of a railroad trestle spanning Utah's Great Salt Lake will soon serve another utilitarian purpose—as the beams and supports for a new agricultural, horticultural and community education classroom at Fall Mountain Regional High School.

Over the past week, the old timbers, cut over a century ago from ancient Pacific Northwest trees and preserved by the salts and dry air of the Utah Lake, were re-sawed and planed by Lester and Matt Phillips of Langdon in preparation for the old fashioned barn raising at the school scheduled for November 20. The men and women of Benson Woodworking, specialists in timber-frame buildings, acquired the timbers as part of their donation toward Fall Mountain Regional School. Located in the town of Langdon, N.H., Fall Mountain Regional is located in a northeasterly direction from the Green Mountain RR. facilities (nee B&M) at North Walpole, N.H.

—Union Leader 10-31-93 (BW)

SWAMPSCOTT DEPOT IN JEOPARDY

SWAMPSCOTT, Ma.—The abandoned building at the commuter rail station may have an organization come to its rescue. A group of Veterans planning to reactivate the former American Legion Post #57 hopes to get permission to restore the interior of the dilapidated structure and use it as the organization's meeting place. Barring another organizations stepping forward in the next three weeks with plans to work on the building, the Veterans will have first shot at converting the relic into a useful gathering spot. Steve DeFelice, representing the Veterans group, told selectmen last week his group is ready, willing and able to make the needed repairs to restore the building to its former function as a meeting hall. "We already have the volunteers and we're ready to go," said DeFelice. Selectman Daniel R. Santanello said this is just the situation he has been hoping to find during more than two years of searching. Selectman Chairman Richard C. Bane suggested the board hold off accepting the newly presented plan to allow others, possibly private firms willing to pay to lease the building, an opportunity to convert the building.

Selectmen said the MBTA, owner of the building, will lease it to the town for one dollar. The town in turn can lease it to another group. Because the building is surrounded by parked cars belonging to commuters of the "T" all day a business as a viable tenant has to be ruled out.

DeFelice and the Veterans will present details of their plan for the building at the selectman's Dec. 7th meeting. When selectmen started talking of looking for other tenants he warned that the Veterans group is serious about the building. "We don't want to get in there, put our time and money into it and then get booted out after a month," said DeFelice. Santanello advised the board to consider the Veterans plans because the building "is not dear to the MBTA."... "It's either [the Veterans plan] or—I hate to say it—but the MBTA said 'Let's tear it down.'"

—Salem Evening News 11-22-93

(Member Stephen Cook also contributed to this story from the Lynn Daily Item: BW)

THERE'S NO BUSINESS LIKE SHOW BUSINESS!

If you or someone you know would like to put on a lecture, slide, or movie presentation for the Boston & Maine Railroad Historical Society, or if you have any ideas or thoughts for future shows, our Program Chairman, Jim Byington, would like to hear from you.

Jim can be reached by leaving a message on the Society telephone at (617) 628-4053 or by dropping a note to the Woburn Post Office box.

POLLUTION AND TRAFFIC CLEAR WAY FOR RAIL'S ACCEPTANCE

Even though the idea of a passenger railroad link between Nashua and Lowell is a long way from moving along the tracks, officials believe the system would be successful. Officials involved with the proposal said attitudes toward commuter trains have changed dramatically over the past decade, and there is a national movement toward expanding rail systems.

The Nashua Regional Planning Commission has studied the idea for almost seven years. Public surveys indicate that more than 1,000 persons between Mass. and N.H. would take advantage of rail service between Lowell and Nashua.

The next step would be to look at costs, a list of track upgrades and requirements and a look at creating a regional transit authority. The proposal would then be presented to Congressmen, Legislatures and the Governors of both states.

John Roderick of the Boston & Maine Railroad Historical Society said "railroads failed in the early 60's for many reasons, including easier access to cars, inexpensive gasoline prices, and the creation of the interstate highway system by President Eisenhower in 1953." But Roderick said a rail link now would be highly successful. Trains are coming back in fashion, as people are almost forced to accept different modes of transportation. With increasing congestion on the highway system, particularly in commuter corridors like Interstate 93, and with no end in sight, the passage of the Clean Air Act, local, state and federal governments are being forced to take another look at rail corridors as an alternative to expanding highway capacity," Roderick said.

—*from the Lowell Sun,
submitted by Paul Kosciolk*

Fast Facts...

Although many films have been shot in Boston, only a few have honored the Hub in their titles, including the following: "Meet Boston Blackie", "The Bostonians", "The Boston Strangler", "Boston Bruins and Celtics Yearbooks (1985/86 & 86/87)" and "BOSTON & MAINE: ITS FITCHBURG DIVISION/HOOSAC TUNNEL IN STEAM DAYS." A documentary footage of early steam days.

—*Boston Herald (BW)*

SCRAP WOOD CHOO CHOO

While going through the Sunday paper I came across an ad for a "Scrap Wood Choo Choo Train." You make it out of scrap wood and paint it up in your own scheme. If one is interested, they can write to: The Weekend Workshop, New Hampshire Sunday News, Box 40, Eureka, Mo. 63025. Remit \$6.95 for plans and \$2.00 P&H and ask for project #WT302. This is not a product endorsement, but just a little something that someone may be interested in. (BW).

MEMBER'S NIGHT

The storm outside was frightful, but the slides were so delightful, as about a dozen and a half of us gathered in Lowell on Saturday, December 11th for the Annual B&MRRHS Member's Night.

The presentation started off with Jim Nigzus, Jr. showing us some rather unusual shots of GTI power switching out the old Tewksbury & Lowell branch a while back, as well as switching operations on the Lowell Corporation spur track, most of which is now used by the Lowell trolley cars.

This was followed by a selection from your Newsletter editor featuring some depots around the area, as well as some local action shots, 'people' shots, etc.

John Alan Roderick gave us a brief "behind the scenes" glimpse of how our Bulletin gets produced, featuring shots taken at the printing plant in Salina, Kansas as well as some scenes from Central Texas and East Deerfield.

The slides concluded with a presentation from the collection of the late Dana Goodwin. These were shown by member John Goodwin, and were highlighted by a number of late steam and early diesel scenes—all in color!

Following the slide presentations, a brief video was shown on the room's large projection screen of the recent move of Edaville equipment from South Carver, Mass. to Portland, Me. The weather could have been better and the crowd bigger, but a good time was had nevertheless.

—*Buddy Winiarz*

UPDATE ON CV SALE

Like a lot of railroads, CN North America apparently has decided there isn't enough money to be made in New England. On October 26, the Montreal-based giant confirmed years of speculation and announced that its Grand Trunk Corporation subsidiary was offering Central Vermont Railway for sale.

Bidders for the 360-mile line include a management-led Employee Stock Ownership Plan. Guiding this effort is CV General Manager Chris Burger, who has led CV to profitability in recent years. GTC hopes to reveal a winner by early 1994. The CV assets for sale include the 325-mile mainline, a strategic corridor linking the U.S.-Canadian border with Conrail at Palmer, Ma. and Amtrak at New London, Ct. In addition to through freight traffic off CN and its own customers—mostly lumber, pulp, grain, and copper shippers—CV hosts Amtrak's *Montrealer*, which originates in Washington, D.C.

The CV generates about \$20 million in annual revenue. It lost money for several years, culminating in a \$1.3 million loss in 1990, but posted net income (before special charges) of \$1 million in 1992.

The change on CV comes amid upheaval at Canadian National. The railroad has announced it intends to shed 8900 miles of track east of Winnipeg, opening the doors for short-line spinoffs or track sharing agreements with rival CP rail.

—*January 1994 TRAINS Magazine (BW)*

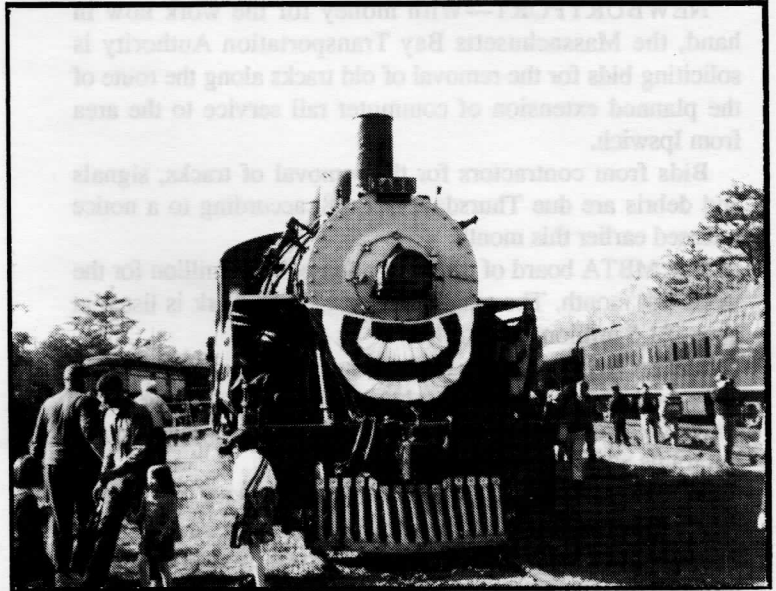
1455 FINDS A NEW HOME ON CAPE COD

The week of November 7th saw one of the most unusual Cape Cod rail events in many a year. The activity concerned the move of Boston & Maine 2-6-0 No. 1455 from Edaville to the Cape Cod Railroad's Hyannis yards. All this started in the early morning of Monday, November 8th when a 1969 Mack truck brought No. 1455's tender from Edaville to Tremont Junction on the Bay Colony line. The locomotive itself followed the next day. How all this was done without a crane, I will never know!

The compression in the cylinders was released, bearings were oiled, and on the afternoon of Tuesday, November 9th the B&M steam locomotive was slowly towed to the Bay Colony shop facilities at East Wareham to await its departure for Hyannis on Sunday, November 14th.

To finance the high moving costs, George Bartholomew's Cape Cod Railroad came up with the largest railfan excursion the Cape—if not all of New England—has ever seen! The consist was composed of the Cape Cod RR's 4 diesel locomotives; 2 F3s, Nos. 1114 and 1100, and GP9s, Nos. 1789 and 1823. The nine cars included a kitchen car, a first class dining car, "Sconset" dining car No. 5223, "Nobska" parlor and lounge car, 3 coaches, Nos. 5436, 5393, and 5300; snack car No. 434, and dome car No. 1329. Well over 200 persons attended the event. There were 3 photo run-bys: at Sagamore, East Wareham, and SEMASS (Rochester).

Starting out at Hyannis, the excursion soon found the B&M steamer, all decked out in flags and bunting, at East Wareham, ready to be pulled to Hyannis by GP9 No. 1823. First there were to be appropriate dedication ceremonies—complete with the breaking of a bottle of champagne—with Cape Cod Railroad President George Bartholomew, Bob Thompson, Chief of Operations, and Jack Briden, Edaville Railroad General Manager. Shortly thereafter, No. 1823 began to slowly pull the B&M 2-6-0 toward the Hyannis yards and the excursion continued on its route to South Middleboro and the

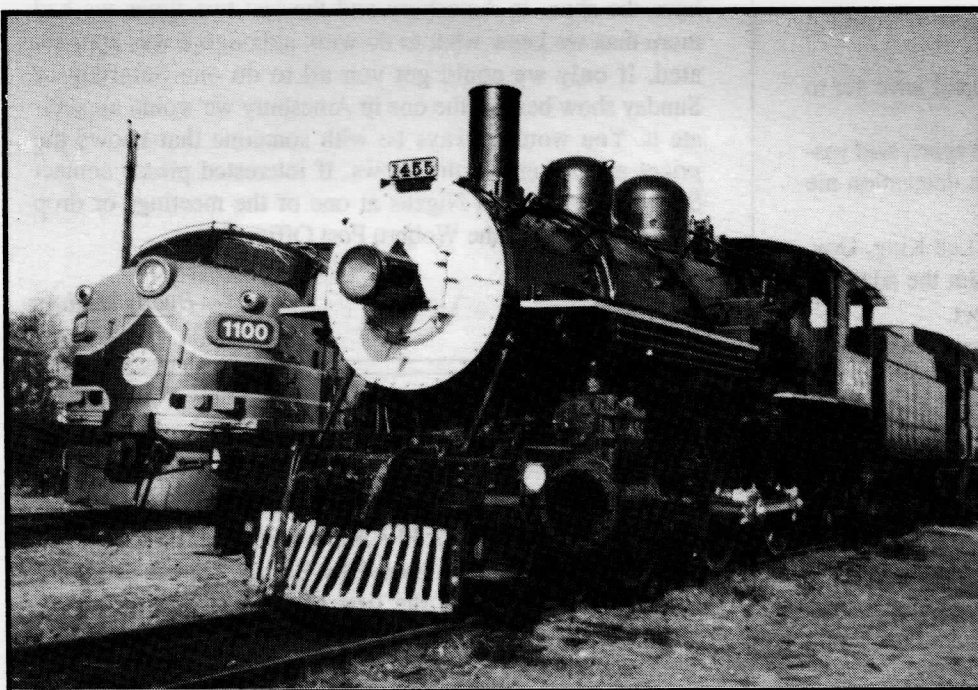


1455 at East Wareham prior to being taken to Hyannis by GP9 No. 1823. (Walter Lenk photo)

Hyannis return. The railfan excursion followed about 1 mile behind the B&M steamer, and finally passed the 1455 at the Yarmouth Wye. The excursion returned to the Hyannis yards about 4:15 PM, followed by the steam engine at about 4:45 PM.

All in all, it was a most interesting and enjoyable day, and much to the surprise of some, little problems were caused by the steam locomotive's move to the Cape. Apparently there is much restoration work to be done to the tender, but the Cape Cod Railroad hopes to get the 1455 operational for future railfan trips.

—Submitted by Walter E. Lenk



A rather rare photo of B&M 1455 in Cape Cod Railroad's Hyannis yards on November 23, 1993. Since its arrival on the Cape on November 14th, it has been stored in the engine house. (Walter Lenk photo)

MBTA SEEKS BIDS ON REMOVAL OF OLD TRACKS

NEWBURYPORT—With money for the work now in hand, the Massachusetts Bay Transportation Authority is soliciting bids for the removal of old tracks along the route of the planned extension of commuter rail service to the area from Ipswich.

Bids from contractors for the removal of tracks, signals and debris are due Thursday, Oct. 28, according to a notice released earlier this month.

The MBTA board of directors released \$2.5 million for the work last month. The anticipated cost of the work is listed at about \$1.5 million.

MBTA engineers have said the tracks on the unused nine-mile bed through the marshes of Ipswich, Rowley and Newbury, placed in the 1920s, are insufficient to handle modern trains and must be replaced.

In addition, the 25,000 creosote-coated, wood ties underneath the tracks have deteriorated and must be removed, according to MBTA documents. They are slated to be replaced by precast concrete ties.

The removal will be the first major work done along the single-track right of way, over which passenger trains last rolled in 1976. The total cost of the construction project is estimated at \$22 to \$32 million.

The second phase, which will include the construction of two stations and several bridges and culverts, is expected to start next summer. The final phase, including track and signal installation, will follow.

Construction is expected to take about two years, with the first train expected to roll in early 1996.

Despite two earlier bond authorizations by the Legislature, funding for the Newburyport project was held up for a few years. State transportation officials have said they must commit available funds to other projects, including the Old Colony rail extension on the South Shore.

The first major commitment to funding for the Newburyport extension came in April 1992, when the MBTA released \$3.4 million for final design. That phase is expected to be completed within the next few weeks.

However, the bulk of the funds for the project have yet to be released.

State Rep. Frank G. Cousins, Jr., R-Newburyport, said yesterday he and the rest of the local legislative delegation are confident the money will come on schedule.

Cousins said he talked last week to Mary Lee King, Gov. William Weld's chief of staff, who assured him the administration is "100 percent committed" to the project.

"Everything's a go. The Governor made that commitment. I don't foresee any problems," Cousins said.

Cousins said he was especially encouraged when the MBTA reached agreement on the purchase of 20 acres of land off Boston Way for parking for the Newburyport station, which will be on the Newbury line south of the Route 1 traffic circle.

The lot is expected to contain spaces for up to 850 vehicles.

The design phase that is about to conclude has also included work on a new traffic bridge over the tracks that would carry Route 1 traffic.

The MBTA agreed to fund the design of the new bridge, which was closed to traffic in December 1990.

Cousins and state Sen. James P. Jajuga, D-Methuen, have also pushed the MBTA for changes in its plans for the Newburyport station to accommodate passengers. The station as planned is little more than a concrete platform with benches and shelters, similar to most other commuter rail depots.

"The overhang they had was a little smaller. I'd like to see something a little larger, and maybe some restrooms out there," Cousins said.

Plans also call for a station in Rowley, near the site of the old railroad station, but the MBTA is expected to hold off on construction of a parking lot there until after the trains are running.

—*Newburyport Daily News*, 10-14-93

written by Dennis Kennedy

with special thanks to the Salisbury Point RR Hist. Society

FROM THE EDITORS DESK

Anyone wishing to submit material for the Newsletter please send the entire article or a photocopy of the item. The purpose of this is so we do not have any type of problem with quotes by people or partial stories. Individuals who submit items will get credit, in addition to the publication it came from.

Also your Society goes to many train shows to make people aware of us and to raise money for the Society. The past few years the same people are always doing the shows, if only we could get several others involved it would be nice. We have the show in Springfield coming up in February and we hope to get several more people to help out at this two day event. You do not need to be there both days. In March we have the show in Amesbury and the last two times we had more than we knew what to do with, although it was appreciated. If only we could get you all to do one Saturday or Sunday show besides the one in Amesbury we would appreciate it. You would always be with someone that knows the prices and set-up for the shows. If interested please contact Show Chairman Jim Nigzus at one of the meetings or drop him a line through the Woburn Post Office Box.

—Buddy Winiarz

TRAINS ON THE TUBE

For those members who have cable TV, the Travel Channel has a railroading show, 7:30 A.M. & 6:30 P.M. EST, on travel through Europe. It is hosted by Bernie Koppel of "Love Boat" fame. Maybe by the first of the year the time may change or the show may be off the air. (BW)

RED LINE CARS ARE BORN IN VERMONT

BARRE, Vt.—A fleet of sleek, double-decker Amtrak trains has been rolled out onto one track. Destination: Washington, Chicago, New Orleans and the American West.

Beside them, on another track, sits a stainless steel fleet of subway cars, all silver and red. Destination: Boston's Red Line, with stops at Alewife, Park St., Braintree and points between. Barre, after all is famous for its granite slabs and curbstones and tombstones—not trains. Yet this is the place where most of the Amtrak fleet of the future and 86 cars for Boston's Red Line are being built. And in a community where the once dominate granite industry has fallen on tough times, the emergence of train building could not have come at a better time. The rise of Barre as a center for the train industry began as far back as 1981, when the Canada-based Bombardier Corp. decided to open a division in the U.S. Although there were cries of protest early on from Washington about a subsidiary of a Canadian company winning U.S. contracts, and cries that American jobs be protected, the protests and cries did not last long once it was pointed out that Vermonters were given jobs. Today, Bombardier employs 450 people in Barre, one-third of whom have been there from day one. "We're one of the few growth industries around here," said David Cutler, the Barre plant manager. A \$340 million contract to build 140 Amtrak cars—with the possibility of another 39 cars being ordered—is a welcome economic boost here. It was a boost that was gambled on by the people of Barre, who put up a \$200,000 low interest loan, and the state of Vermont, which provided \$225,000 to train workers, to lure Bombardier to town in the first place. And this summer, Red Line cars and Amtrak Superliner IIs began rolling out of town to their respective fleets.

The double-decker Superliner IIs are aimed mostly for routes out West, though some will be added to three Eastern routes: the popular auto train from Lorton, La. to Sanford, Fl. ; the City of New Orleans, Chicago to New Orleans and the Capitol Limited, Washington, D.C. to Chicago. The double-deckers cannot be used on most Eastern routes because of low bridges. The double-deckers have picture windows and onboard showers. Sleeper cars offer deluxe and economy bedrooms as well as special and family rooms. All rooms have two berths, except for a four-berth family bedroom. The deluxe bedrooms have their own showers, while while showers and toilets are shared on the lower level. The Barre contract calls for 55 sleepers, six of which have 10 deluxe sleeping quarters on the upper deck; 38 coaches, 12 dormitory cars for Amtrak crews, 20 dining cars, each seating 72 people on the upper deck with the galley below; and 15 sightseeing/lounge cars. It's a grand order for a company that began 50 years ago when Joseph-Armand Bombardier began building large motorized snow vehicles for use in the Canadian outback.

Bombardier then led the world into the the snowmobile craze by introducing the Ski-Doo and has since become a global colossus that with plants in North American, Mexico and Europe builds trains, planes, subway cars and watercraft. Besides buying up older trains from other lines, it contracted with Pullman-Standard and Budd to build the rest of its fleet.

By the end of the 1970s, when the fleet was completed, Pullman-Standard and Budd virtually died as companies.

Bombardier bought Pullman, a purchase that basically gave it rights to certain Pullman designs. As the 1990s approached and Amtrak began to look to replace its aging fleet, there were few places to turn. Other than Bombardier and a smaller, Idaho-based company called Morrison Knudsen, Europe and Japan were the only other options. Morrison Knudsen got the contract for 50 Viewliner cars that will be used on the more restrictive Eastern routes while Bombardier got the Superliner IIs. The Viewliners, said Pat Kelly an Amtrak spokesperson, are the first new sleepers added to Eastern routes in Amtrak history.

Meanwhile in Barre, Superliners are rolling out from the massive assembly plant. They are 60 percent US-built, with the shells being built in Canada. Seventy-five percent of the Barre workers are building the Amtrak fleet, which must be delivered on a difficult, circuitous Eastern route that avoids low bridges and tunnels. The rest are building the highly computerized Red Line cars, which make their way to Boston on flatbed trailers, providing the startling sight of a subway car rolling down Interstates 89 and 93. But whatever the route of delivery, each car means local jobs preserved and money for the local economy.

—Boston Globe 11-7-93 (BW)

Some Blasts from the Past...

B&M HEAD'S CASE UNDER ADVISEMENT

The U.S. Circuit Court of Appeals has taken under advisement appeals from the president of the Boston & Maine and two former company officials convicted last October 28 of sharing \$71,500 in kickbacks from a railroad car sale. The three had been sentenced to 18 months in prison and fined \$5,000 each. They are B&M President Daniel M. Benson of Marblehead, Mass., former President Patrick B. McGinnis and retired Vice-President George F. Glacey.

Also taken under advisement Tuesday was the case of Henry Mersey of New Haven, Ct. president of the International Railroad Equipment Corp. who was convicted of abetting the scheme. Mersey has also been sentenced to 19 months and he and his company have been fined \$2,500. (Lynn Daily Evening Item Wed. 5-4-1966)

(The above item was found while cleaning out an attic :BW.)

August 1, 1941—The B&M Railroad was offering special trips for families to Old Orchard Beach, Maine at \$1.69 for a round trip.

—Lawrence Eagle Tribune, 8-1-91 (BW)

UPCOMING EVENTS OF INTEREST...

February 5 & 6, 1994 (Sat. - Sun.)
10 AM-5 PM

Amherst Railway Society Railroad Hobby Show
Better Living Center, Eastern States Exposition Grounds, 1305
Memorial Avenue, West Springfield, Mass.

March 5, 1994 (Sat.)
9AM-4PM
Adults \$2.50, Seniors & children
12 & under \$1.00 (Under 5 free)

Joint B&MRRHS/Salisbury Point RR Historical Society Show
Amesbury Middle School, Main Street, Amesbury, Mass.
For info call: (508) 454-2130 or (508) 388-0937 (6-9PM only)

March 27, 1994
10AM-4PM
Adults \$3.00, Children over 12 &
Seniors \$1.00, Under 12 free with adult

Tracks & Trains II Spring '94 All Gauge Train Show
Masconomet Regional High School Field House, Topsfield, Mass.
For info call: (508) 465-8798

April 8, 9 & 10, 1994
Admission \$7.00 (No charge for spouse
or children under 16)

NRHS Boston Trolley Meet
Sheraton Inn, Lowell, Mass.
For info, mail an SSAE to Boston Chapter, NRHS, P.O. Box 252, New
Town Station, Boston, MA 02258

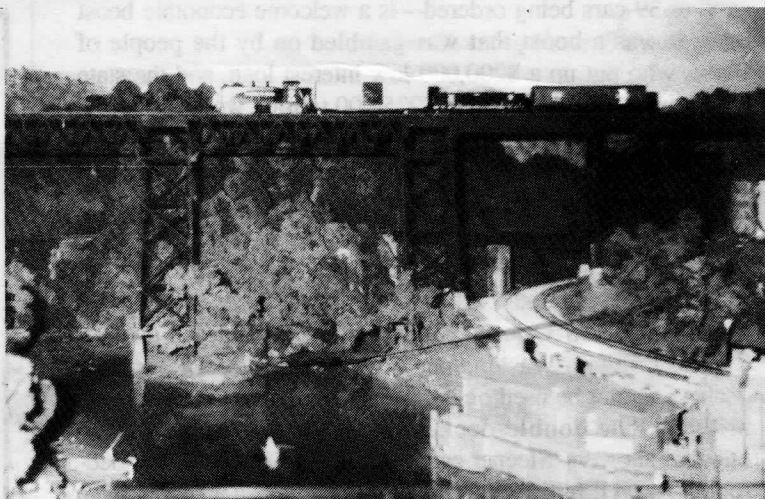
MODELER'S NIGHT

It was another evening of blue and maroon diesel power on the scenic Chesapeake Lines of the North Shore Model Railroad Club in Wakefield.

Saturday, November 13, 1993 saw the annual pilgrimage of B&M model enthusiasts to NSMRRRC. Steam power made its presence known with, among others, Scott Batson's beautiful S-1 doing duty on the "mountain". The engine tracks at Nickless yard were chuck full of some of the finest pieces of HO-Scale B&M model work around.

As always, the North Shore boys were excellent hosts, piloting our members around the extensive layout, answering questions, and sharing modeling information.

A great time was had by all, and we can't wait until next year's gathering.



Above: B&M freight JW-1A, in the capable hands of engineer Justin Winiarz, and NW-2 No. 1206 on the head-end, hauls a B&M box, gondola and milk car over the massive trestle near Campanella Summit.

Left: B&M RDC-1 No. 8352 (I know it's not prototypical, but there's a Navy connection that I numbered it after.) is seen in the same spot.

Photos by Justin Winiarz: (6½ years old)

