

Boston & Maine Railroad Historical Society
Incorporated

NEWSLETTER

**ALLEN BURDETT - THOMAS, EDITOR
B&MRRHS Newsletter Office, One Kendall Square
P.O. Box 9171, MS #312, Cambridge, MA 02139**

MARCH
APRIL 1990

Opinions expressed in the signed columns of this Newsletter are the opinions of those authors and do not necessarily represent the opinions of the Society, its Officers or members with respect to any particular subject discussed in those columns. The mention of commercial products in this Newsletter is for the convenience of the membership only, and in no way constitutes endorsement by the Society, or any of its Officers or Directors nor will the Society be responsible for the performance of said commercial suppliers.

MEETING / MEMBERSHIP TELEPHONE NUMBER (617) 628-4053

APRIL 14, 1990

Saturday evening with the Massachusetts Bay Railroad Enthusiasts (MBRRE) in our annual get-together. This time in our meeting hall in Woburn. Charlie Smith, a dual member of both groups will present slides on his recent trip to Great Britain, "*British Rails and British Locomotives*." Be sure to make this one. Also a reminder to use the parking lot in back of the bank adjacent to the Unitarian church. Please do not park in front of the church. Remind your MBRRE friends!!!

MAY 19, 1990

As mentioned in the last issue of the Newsletter, this date is the third Saturday in May, not the second, and we'll meet in Lincoln, New Hampshire, not in Lincoln, Pa as was printed in one place in the last Newsletter. Now that we know where we are going, and when, it's time for the what. We'll be holding our first meeting of the B&MRRHS with the Hobo Railroad in combination with their Railfan's Weekend, and have our meeting inside the beautiful Lincoln depot. On the agenda will be their usual schedule of events, probably mixed trains or two section trains stopping for photo ~~sunbys~~ where automobiles cannot get to. There is also scheduled a drawing for a car ride, and the opportunity for several area side trips and activities. Mark your calendar for this one, because if you miss the train out of Lincoln, New Hampshire, there will be nobody in Woburn in May to help you.

JUNE 9, 1990

We have an auction planned which is sure to catch your fancy, and some of your tax refunds also. There is scheduled both silent and live bids. A railroad oriented, particularly, B&M'emporabilia auction it will give you a chance to acquire some of those missing copies of your favorite railroad mags, or the now rare copies *Mountains, Megols and Memories*, or Dr. Lowell photographs. At the same time you can enhance somebody else's collection of whatever by contributing your excesses, and strengthen the financial position of your favorite railroad historical society. Again, mark the date, June 9th. Watch for more in flyers and the next Newsletter.

PAY YOUR DUES BY PHONE!!!

You can make it easy on yourself by charging your dues to your Master Card or Visa! Just call the B&MRRHS telephone number on the mast head of this Newsletter, leave your name, membership number, class of membership that you wish to sign up for, your charge card number and expiration date. That's it!

B&MRRHS AUCTION:

As we announced a couple of months ago, at the June Membership Meeting, the B&MRRHS will be auctioning off some books, modeling supplies, Archives overstock, and more:

We will be accepting mail bids on six items. The items, and the procedure for submitting mail bids is listed below.

Items for auction:

	Opening Bid
1 copy <i>New England Country Depots</i> by E.A. Lewis (slight stain on cover)	\$10.00
1 copy <i>The Central Mass</i> by B&MRRHS (Very good condition)	\$10.00
1 copy <i>Mountains, Moguls & Memories</i> by B&MRRHS (Very good condition)	\$10.00
1 copy <i>Vermont's Granite Railroads</i> by Jones/Maxfield/Gove (Like New)	\$12.00
1 B&MRRHS special run Athearn quad hopper #8139	\$8.00
1 B&MRRHS special run Athearn quad hopper #8264	\$8.00

Procedure for submitting mail bids:

Your bid must match or exceed the opening bid listed.

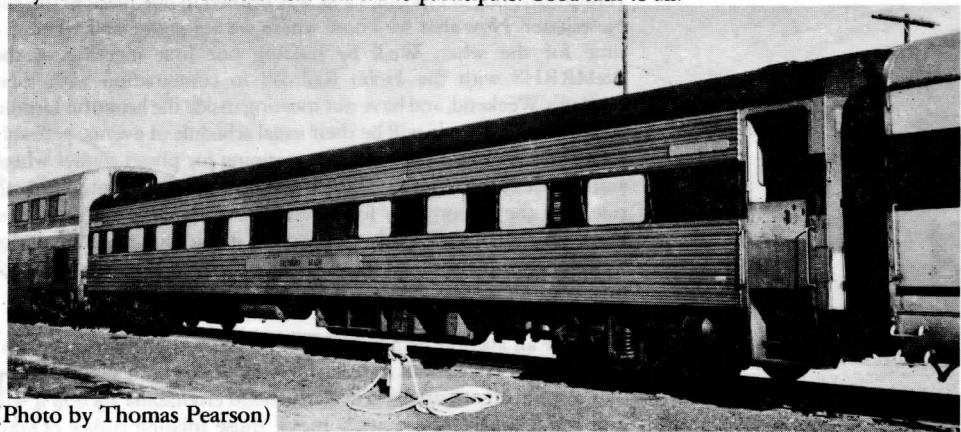
You must submit payment with your bid in the form of a bank money order (no personal checks will be accepted) for each item. Place your bid with the money order in an envelope and seal it, marking the item that you are bidding on the outside of the envelope. Place this envelope inside another envelope and mail to the B&MRRHS, P.O. Box in Woburn no later than May 31, 1990.

You must also enclose a stamped, self-addressed envelope for the return of losing bids. No losing bids will be returned if you do not enclose this.

Please do not mail bids before May 1, 1990. Bids will be opened by a special committee the afternoon of the meeting. Members of this committee will abstain from participating in the auction. High bid will be retained, all others will be returned before the auction. In case of a tie, earliest postmark wins.

Bidding will begin with the opening bid listed above, and will continue until bidding from the floor closes. After bidding is formerly closed, the mail bid for each item will be opened. If the mail bid is higher, it will take the item, if the floor bid is higher, it will take the item. This auction is open to B&MRRHS members only! No dealers!

We realize that these instructions are somewhat complex, however these seem to be the most equitable way to allow both members near and far to participate. Good luck to all!



(Photo by Thomas Pearson)

RENOVATING "SALISBURY BEACH" SLEEPER

One of our members, Tom Pearson of Laguna Hills has shared a photograph of ex-B&M 6-4-6 sleeper "Salisbury Beach," shown here at a stop at Sanderson, Texas by Amtrak's train #1 on January 20, 1990. Tom's the proud owner, and rode it from St. Louis to Los Angeles during the period January 18th through the 22nd of this year. He's moved it to the west coast for restoration in Los Angeles which will include relettering it with the B&M lettering and it's original name.

Let us know when we can trail it up to Boston so that the rest of us can see it, Tom. Also, our neighbors in the Salisbury Point Railroad Historical Society, the folks with whom we shared a joint show in Amesbury in March would be interested. Thanks for sharing Tom!!!

[ABT]

The heresy that someday the railroad might not be an important part of Oneonta's commerce is not as daring as it once was.

Not so long ago, the idea of planning for a post-rail future in the city which once boasted the world's largest roundhouse was greeted with skepticism and wonder. How could anyone think that Oneonta and railroads might ever be separated.

Now, it's much harder to hold on to the old hopes. It's really almost impossible to believe that the Delaware & Hudson, which is responsible for Oneonta's character, its development, its very existence, will stay intact, if it can stay in operation at all.

Each day brings a new hearing, a new plan to keep the rail line operating just one month longer, just through one more temporary arrangement so that somebody can figure out what to do next.

It makes sense to keep the D&H going for the sake of Oneonta and especially for those workers who know no other employer and will have trouble finding other work. There aren't a lot of railroad jobs around these days, here or elsewhere.

It also makes sense to keep the D&H going as the last competitor to the federal rail monster —Conrail — in the Northeast. But Conrail has

the D&H blocked along a crucial stretch of track between Harrisburg, Pa., and Hagerstown, Md.

Without the right to ship freight over those tracks, the D&H cannot break out of the Northeast and get to the mid-Atlantic and the South. Regulatory pressures have not made Conrail back down and officials are not optimistic that political or legislative pressures can get the job done before the D&H has to be sold off or split up.

While the equipment is in place and the workers are available, there's still hope. But beyond that there has to be something which will work if the hopes are not fulfilled.

Workers need training and jobs. That's something New York state should take care of with money it gets back from a liquidation.

And Oneonta needs to figure out what to do with acres of flat land and aging buildings that slice through the city. Other cities have turned similar liabilities into industrial, retail and residential assets with the right mix of investment and imagination.

There's no sense in giving up hope when there's some left. But there's even less sense in hanging onto a slim hope and being devastated when it fails to come through.

[Mike Collins, Don LeJeune
Oneonta (N.Y.) Daily Star]

OTHER EVENTS

Some other events are listed below that may appeal to various railfan and modeler members. Listing here is for information purposes only, and not an endorsement to the quality or availability of any event. Veteran members are familiar with these usually annual events. The new one on the block is the Model Railroad Show in Woburn at the end of April.

Saturday, March 24, 1990: Belmont Kiwanis, Model Railroad and Train Show at Belmont High School. Operating layouts, model railroad equipment, books, tapes, videotapes, memorabilia. Doors open from 10:00 a.m. through 4:30 p.m. Admission: Adults \$2.50; Children (under 5 yrs. free) & Seniors, \$1.00; Family Maximum, \$6.00. For more information, call (617) 484-0112 or (617) 484-4370.

Sunday, April 29, 1990: Model Railroad Show at the Woburn Elks at 295 Washington Street in Woburn. Doors are open from 9:30 a.m. until 3:30 p.m. Admission: Adults \$2.50; Children (under 12) \$1.00.

Saturday and Sunday, June 2 & 3, 1990: Canadian Atlantic Weekend, Saturday, Brownville Jct., Maine to St. Andrews, NB for overnight at luxury CP hotel; Sunday return to Brownville Jct. For information, check with the 470 RR Club, P.O Box 641, South Portland, ME 04104.

Saturday and Sunday, June 9 & 10, 1990: St. Laurence and Atlantic Weekend. Saturday; Portland, Maine to Gorham, NH; return. Sunday; South Paris, Maine, Groveton, NH and return. Info: The 470 RR Club as above.

**"THE COCHECO RAILROAD PAPERS"
IN THE NEW HAMPSHIRE HISTORICAL SOCIETY ARCHIVES**

I received a note from Richard Schuster of the New Hampshire Historical Society in Concord, New Hampshire that "*The Cocheco Railroad Papers*," in the collection of the New Hampshire Historical Society are currently being arranged and filed so as to be accessible to anyone interested. "This effort ought to be completed by early July," Schuster said.

This may be particularly interesting to those folks who want to follow up on Dana Philbrooks's fine article, "*Lake Shore Railroad: The First Forty Years*" that was featured in the most recent B&M Bulletin, Volume XVI, Number 4 that you received not too long ago.

In Schuster's note, he explained that the Cocheco Railroad, built from Dover to Farmington, New Hampshire in 1848 and extended Farmington to Alton Bay, in 1851, became the Dover & Winnepisiogee (various spellings at the time) in the late 1850's was leased to the B&M in 1863, and finally sold outright to the B&M in 1892.

The papers consist of hundreds of letters and other documents, mostly dated between 1848 and 1856, to William Hale in his capacity as president of the Cocheco. There are also some to him after 1852, when he was elected a director of the B&M, in that capacity. The papers deal with just about every aspect of running a short line during that period, from the tiniest matter to the largest.

The New Hampshire Historical Society collection is housed at the archives on Park St., Concord, New Hampshire 03301. I've thanked Richard Schuster for sharing the information and have asked our archives volunteers at the B&MRRHS to please make a reference in our collection to the NHHS collection of The Cocheco Papers.

[Richard Schuster, NHHS]

D&H UPDATE

The seasaw continues as of February 19, while the uncertainty of the D&H's new ownership prevails. In early February the bidding showed Wertheim-Shroeder Delaware & Otsego (D&O)-and CN the front runners. In a two day span D&O and CN were the new team, backing out was Wertheim-Shroeder investing group.

The I.C.C. has showed, a very strong interest in having CP take over the lines, a very likely move only if they would get trackage rights into Hagerstown. A decision to resubmit bids during the second week of February had brought in bids from D&O-CN, and secondly, Guilford. Now as it stands a 30 day extension to the D&O with financial assistance from CN prevails. This is a far cry from a notice of termination of 700 employees, along with notices that the D&H railway was liquidated.

Currently 35-40% of the employees are still holding down their jobs. Binghamton's engine house force is down to 1 foreman and 2 machinists. If a suitable owner is not found, CR will take over north-south operations, earlier freight symbols from Montreal to Potomac Yard were ready to be implemented if needed in order to keep traffic moving.

At Binghamton NRL leased units were given a

"bath" before going to the storage track; they include the 6635, 6642, 4810, all three have made their way into national publications. Included in the storage lineup are the NW 1778 cannibalized and the 6513. The later is slated for a complete overhaul at Rome Locomotive Works.

B40-8 #4024 was severely damaged in Perryville, MD on February 7. A cement truck tried unsuccessfully to beat the train at a crossing. As a result the truck driver died. The unit was operating on CSX trackage. CR through the Albany area has been feasting on UP and SP power lately, notably on January 27 SL-SE-6 CR 6049 and SP7434 (SD45R) for power.

Oneonta switcher has been holding down the 5022 (D&H). Most moves into Binghamton from the south has included NS units. On January 31 PYRP consisted of NS6666, NS2623, NYSW4026, (SD60, GP30, B40-8). The RPPY consist consisted of NS8609, 8614, 1632, and NYSW4014. Stored and awaiting for a new lessor are GATX 3705-3730-3735, NHL3144. On February 3, BU-ME (hazardous) had the 4024 & 3 WR Grace Hydrocyanics. Four days later the unit was in the tragic wreck.

[Don LeJeune, Mike Collins
2/16/90]

FORMATION OF THE CVHS

In a letter to us that arrived a while back, Marty McGuirk of Virginia, current President of the Central Vermont Railway Historical Society (CVHS) announced the formation of that historical society.

As Marty puts it, "any reader who shares our interest in the Central Vermont Railway may be interested in becoming a member of a new historical society dedicated to that road. If anyone desires further information on our organization, please send a SSAE to: CVHS c/o Martin J. McGuirk, at 5806 Edith Ct., Virginia Beach, Virginia 23464.

Marty plans to publish the first issue of the "Ambassador" sometime soon. He asks if any of us has material related to the CV, and that he'd return it as you wished, and give appropriate credit.

It sounds like Marty's plans are ambitious, but CV has a wonderful heritage. We wish you well, Marty, and hope we can all share our experiences together.

[Marty McGuirk, CVHS]

CHICKADEE AND SOUTHWIND

A member from Nashua, Dave Johnson, spotted two cars bearing the names above on a protected siding at the Nashua Manufacturing plant on Front Street in Nashua just a couple days before New Year's Eve. They appeared to him that they were probably in storage for the winter. They were on a siding that could hold perhaps three or maybe four more of the same type. Anybody out there have any ideas on who owns them, and how long they'll be there?

[David Johnson]

BELLOWS FALLS DEPOT TO GREEN MOUNTAIN

Over the winter, the GMRC purchased the Bellows Falls passenger station from the B&M. The platform at the south end of the station was lengthened over 50 feet. All exterior woodwork on the station was repainted from white to green. During the week of October 23rd, the CV's track forces moved the GMRC-CV/B&M diamond at Bellows Falls nearly 11 feet to the west. The purpose of this realignment was to ease the steep curvature at the south end of the big trestle over the Connecticut River.

[SHORTLINE/Bob Jones/470, 1/90]

HOTEL MAY RISE IN RAILROAD YARD

Negotiations between a developer for a Marriott Hotel and Guilford may herald the start of growth along the Penobscot River in Bangor on the site of the switching yard. Sitting on the six-acre site is the roundhouse abandoned when the railroad moved its switching operations earlier this year. Guilford will retain a right-of-way for a single track for the main line. The railroad plans to market the rest of the land 30 acres in all, between the Veterans Remembrance Bridge and Railroad Street.

[Bangor Daily News/
Jerry Angler/470, 1/90]

GUILFORD TO PAINT CONNDOT'S PATRAIN

The Connecticut Department of Transportation (ConnDOT) has shipped its recently acquired Pittsburgh's Port Authority (PATrain) train to Guilford for painting. Apparently the diversion from Metro-North is part of a fallout from the Connecticut's fight against a fare increase, which ultimately led to a \$1.5 million cut in the budget from Metro-North's New Haven shops. By mid-February, both trainsets were reported to be on Guilford property.

Construction of platforms and walkways have been completed at the five new stations for Shoreline East, the new commuter service in which the PATrain sets are to be used. Work still remaining to be done includes parking lot construction and installation of station shelters. The service startup date still remains to be set.

[NNL 2/90]



Newly repainted and returned from refurbishing at Bombardier shops, #1007 stands ready on the point, back in service. Photo taken 2/28/90.

COMMUTER RAIL TRAINS TO STOP CLOSER TO THE PLATFORM

Commuters who ride Ipswich or Rockport trains on the Eastern Line who have been inconvenienced by the MBTA's enforcement of stopping at the high-level handicapped access areas may be relieved to know that the trains will now stop closer to the main platform at the Salem, Beverly and North Beverly station stops.

For the uninitiated, all station stops along the Eastern Line except for the new Chelsea stop and the Lynn stop had high-level handicapped access ramps built in both rail directions at the outboard end (furthest away from Boston) of the station platforms. Most of this construction occurred on the stations north and east of Beverly when that portion of the system was out of service following the destruction by fire of the Beverly-Salem bridge over the Danvers river. Construction costs of the ramped high-level handicapped access platforms were borne to a great extent by the government grants through the Urban Mass Transit Authority (UMTA).

The Salem, Beverly and North Beverly handicapped platforms posed a problem for many commuters because they were located far away from the main platform. Most of the platforms at the same time of construction and modernization were also modified to accommodate up to nine coaches, although routine trains for the past year or two have been four- and five-coach trains regularly with six-coach trains at times.

For a while, the trains ignored the high-level platforms unless it was known that a passenger would need the use of the platform. Then a few months ago, the MBTA instituted a policy of all trains stopping at the handicapped platforms whether it was known or not that there might be handicapped user aboard. This appeared to be in apparent compliance with the funding requirements from UMTA. It caused a lot of consterna-

tion among the regular unimpaired passengers at some of the stations stops, primarily those three stations mentioned earlier. And with some sympathy from the MBTA, because of the general logistics, the MBTA listened and tried its best to accommodate the problems of the majority of the commuters.

Initially, for inbound trains and generally with the locomotive on the rear in push mode, when the train stopped, they stopped so that the doors between the last coach and next to last coach were at the raised platform. This had caused the front of the train frequently to stop quite short of the main platform. On outbound trains with the locomotive pulling on the point, the doors between the first and second coaches were the doors used.

A couple of the legislators, Rep. J. Michael Ruane, (D-Salem) and Senator Frederick E. Barry (D-Peabody) met with MBTA Director of Commuter Rail Operations, Ralph Duval to work out a compromise. The result was that inbound trains would stop so that the rear door of the rear coach would stop at the handicapped access platform, and on outbound trains, the front door of the first coach would be used. This solution gave the train an extra 85 feet towards the main part of the general platform, a compromise that appears to be working. A possible solution offered by one of the legislators was to have a train stop at the same station stop twice if there were known handicapped passengers, but such a solution would seem awkward, could impair safety, and disrupt schedules. This move by the MBTA does demonstrate that the MBTA is willing to listen to its commuters and try to work out appropriate solutions.

[Salem Evening News; ABT]

MBTA COMMUTER RAIL TO EXPERIMENT WITH ONE-WAY FARE COLLECTION

Late in February, the Commuter Rail Committee of the MBTA Advisory Board was briefed on a pilot program to collect fares from commuters in one commuting direction. Double fares would be collected on one commuting direction and no fares would be collected in the reverse commuting direction. The objective of one-way fare collection is, of course, to try to reduce fare collection costs, and in an extremely tight budget, anything in that area would help.

In the experiment proposed by the MBTA, fares would be collected by a fully-manned crew (three crew members) in the coaches, on the inbound train, and no collection would be made in the outbound trip. The crews on the outbound trip with one less crew member would be present solely for safety and assistance to

the commuting public; they would not be responsible for fare collection.

The proposal for one-way fare collection is not without precedent. Several transportation modes collect fares such as bridges, and tunnels in the Boston area, and also part of the MBTA's Green Line Riverside Branch has implemented a modified one-way fare collection system. Other commuter rail systems were examined to see if they had any similar system in place. None seemed to, however, it was noted that some Metro-North commuter trains operated with six to eight coaches with two crew members in the coaches.

In the experiment to start around the first of April, the Lowell line was chosen as the most appropriate to try. About 50 percent of the commuters on that line use monthly passes. There are seven station stops and none of the stops connect directly to any other MBTA rapid transit line so it will be easier to monitor. There are also at this time, no handicapped access platforms to deal with on the Lowell line.

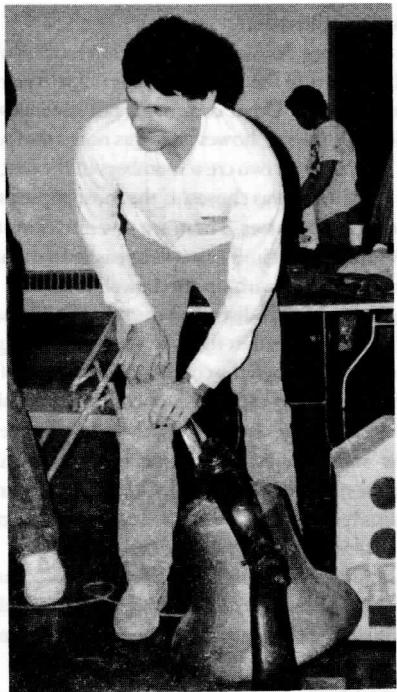
Ralph Duval, Director of Commuter Rail Operations for the MBTA discussed the scheme. He noted that success in collecting fares (double fares) on inbound trains requires that there be adequate seating for passengers so that conductors and assistant conductors can move through the coaches easily. Those of you who are familiar with crowded trains with standees can sympathize with the fare collection problem, particularly in the Bombardier coaches have which have 3 + 2 seating. In those coaches the passageway down the coach is narrow, and when there are many standees, fare collection becomes virtually impossible. The MBB coaches, the Pullman Standards and the refurbished M-K RDCs have more standee room. So said Ralph, "We'll be sure that the Lowell line trains have six coaches." Inbound trains shall carry the regular complement of three crew members to collect fares.

As is the custom on commuter rail operation, the locomotives are generally placed on the point for outbound (toward the suburbs) trains, and are in a pull mode. And conversely, the inbound (toward the city) train is operated from the inbound control cab with the train being pushed by the locomotive on the rear end.

Outbound trains will be slightly different, and signage and announcements at North Station becomes important. The train would basically be broken into two halves. The forward three coaches (of six) behind the locomotive on the point would be signed and boarded by passengers wanting to disembark at say the outer four stations on the Lowell line, Mishawam, Wilmington, North Billerica and Lowell, while the fourth, fifth and sixth coaches (the rear half of the train) would be occupied by passengers wishing to disembark at the three inner stations, West Medford, Wedgemere and Winchester. After leaving North Station, the two conductors/assistant conductors will open the traps and doors between the first and second coaches and between the second and third coaches respectively until the train is retired or reversed in Lowell.

After some questions about the operation of the pilot program, the Commuter Rail Committee was told that the one-way fare collection might be implemented on a system-wide basis, but no time table was given. The MBTA Advisory Board was told that implementation of a system-wide one-way fare collection could save as much as \$1.6 million dollars annually. That would be significant for commuter rail part of overall MBTA operations. Amtrak who is currently contracted to operate the commuter rail system appears to agree with the concept. It was made very clear that no Amtrak, nor MBTA personnel would lose any jobs in this program, and no regular hours would be cut short. There would be loss of some overtime hours to some personnel because of the nature of the business. There are, I understand, no part time employees. If there were, probably the problem would have been solved a long time ago.

The Commuter Rail Committee was also assured that if the experiment failed, the program would be aborted, and return to standard operation. Ralph Duval was well aware that there would be people who might try to beat the system. "There are always people trying to beat the system, even now, but we'll be looking for leaks, and if there is too much of a problem where we start losing money then we'll have to do something." Ralph emphasized safety as his primary concern, and service to the commuters. By dividing the train as I explained, there should be no problem with safety.



Show Committee member Jim Nigzus, Jr. is shown with a locomotive bell from the B&MRRHS hardware collection.



President and founding member of the B&MRRHS, Carl Byron, and Robert Baker of the Salisbury Point RRHS, are shown cutting the ribbon opening the third Trains Unlimited show on March 3, 1990.



Dick Nichols from the SPRRHS, and Karen Nigzus from the B&MRRHS at the entrance to the show. Both Karen and Dick had a busy day with over 1,300 people through the door!

photos by D. Adams

The B&MRRHS/Salisbury Point RRHS joint show, held on March 3, 1990, was an outstanding success! After 1 year of planning, it was thrilling to see 1,325 people in attendance. Between our share of the admissions, and sales at the Society Show Table, the society added over \$1,600.00 to the treasury. Sales at the Society Table alone were close to \$1,000.

Many people were responsible for making this show a success. First of all, if it were not for Dick Nichols, the show would never have taken place. Dick's endless enthusiasm and hours of time can never be repaid. Thanks, Dick! Also helping out at the show were Ed Felten, Dennis Adams, Joe Shaw, John Alan Roderick, Dick Symmes, Robert Quagan, Carl Byron, Keith Edwards, Dennis Lyons, Buddy Winiarz, Charlie Eastman, Mike & Oliver Gaudette, Bob Hagopian, and my wife Karen, who, beside from selling tickets at the door with Dick Nichols, has endured my working for the past year on the planning of the show.

And we can't forget the Salisbury Point men & women who put in just as much hard work on this show. Thanks, guys, for a good group effort and a job well done! And a final thank you to everyone who came to the show and helped support *YOUR* organization.

Jim Nigzus, Show Committee

GUILFORD GLANCES

In Deerfield, ST 1431 is awaiting repairs on electrical problems. The Unit has been the Pittsfield local for many months up until mid-October when it developed problems. Slug 100 is back stored while the 301 is out-of-service with turbo problems. GP40 #338, SD26 #648, and ST #22&47 remain out of service. ST 25 recently had its wheels turned. ST636 is slated for storage at Billerica with numerous problems.

In Billerica progress has been slow on the 302, 329, 342 for rebuilding. SD39's 691 and 693 both have main generator problems. Maine Central 255 is back in the shop being refitted with rebuilt power assemblies. B&M 369 and 326 in shop for tests and turbo work.

Waterville, Conn. DOT F-7 6690 was the first of two units painted recently. ST 1400 came back to the shop from Woodlands with mechanical and freeze damage. After a short stay it was sent back. While the balance of the GP7's and 9's are seeing service north of Waterville the U-18 B's are showing up more on the RU-ED, ED-RU jobs. 400, 405, 406 have been spotted recently, and as head end power!! For 1800 horsepower they sure are getting a lot of work out of them. Shopped remain the MEC 285, 288, 402. ST 677 and B&M 314 for overhaul.

Locals: Boston-BO-1, ST 12.RY-1 (rigby) ST 10.LA-1 258, Haverhill Sw. 358. Salem Sw. ST 44 AY-1 ST 66 (ex 1728).

FOUR BUDDLINERS SEEN SLIPPING OUT THE BACK DOOR

On Friday, March 9th, around noon, four retired Buddliners were observed by this editor in an unusual consist heading south on Conrail's Grand Junction road across Cambridge. The consist of all MBTA vehicles had a Pullman-Standard coach #309 of 1978 vintage on the point followed by the familiar GP-9 #1921 long hood forward still in Burlington Northern green from its last owner. Following the Geep were two Bombardier coaches, #357 and #369. Following the Bombardier coaches were the four Budd RDC-1s in order #6155, 6120, 6126 and 6122.

The Budds appeared in fair shape considering that they were among the older B&M Budds which had spent their entire lives with the B&M. All had the familiar MBTA purple band except 6126 which apparently had never been painted on the sides. The Boston & Maine lettering along the top on this Budd appeared still in pretty good shape. The consist had left the Boston Engine Terminal area and was headed south toward Conrail's Beacon Park yard. Where they were going from there, who knows?

In moving in and out of North Station on a daily basis, it appears to this observer that at least some of the Budds have been moved back from West Cambridge to safer ground near BET, although this has not been verified. Help us keep a Budd-watch.

[Don LeJeune, 2/19/90]

[ABT]

MODEL KAWASAKI BI-LEVEL COACH UNVEILED

The Commuter Rail Committee of the MBTA Advisory Board was invited to the Massachusetts State House early in March to view the unveiling of a 26-inch long model of the Kawasaki bi-level coaches now being produced for the MBTA commuter rail lines. Your newsletter editor was among those who attended.

MBTA General Manager Tom Glynn spoke of the continued growth of the MBTA in general, and the spectacular growth of the commuter rail patronage in the past several years in particular. Between 1982 and 1988, commuter rail passengers doubled, and as the new equipment is deployed to replace the old equipment, the coaches are filled to capacity almost as soon as they are set upon the rails.

It takes many, many, months, actually years, from the time that the MBTA requests new equipment, goes through the process to authorize capital expenditures to put out specifications, solicit bids, award contracts for manufacture, assemble and inspect, qualify new operators and maintenance personnel, and place the new equipment into service.

Then Governor Dukakis was introduced, who on that day had a left hand in a cast to support a couple of fingers he broke while shoveling out a snowbound car in the Berkshires. He displayed a lot of smiles because he made the announcement of 70 new jobs for Massachusetts workers. These new jobs are for assembly of the Kawasaki coaches at the site of the Pittsfield General Electric plant, and represented some of the best news that the Governor has had to talk about in a long time.

With the Governor and Tom Glynn, was the President of Kawasaki Rail Company, Masakazu Fudo, and a manager of the Pittsfield GE plant under whose direction, the coach assembly would be made.

Kawasaki Rail Company claims to have made over 800 vehicles in the past ten years, which are in this country now. There are coaches similar to the MBTA coaches in California. Other Kawasaki vehicles include some of the Metropolitan Transit Authority subway vehicles in New York City.

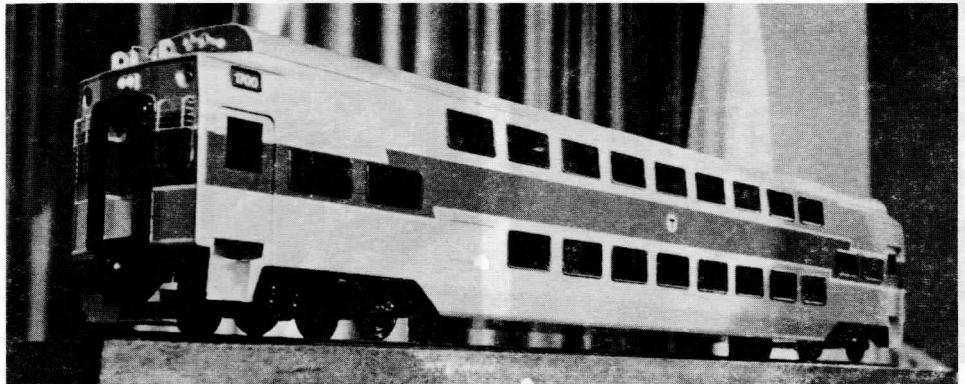
The bi-level coaches are split entrance, with I believe a few seats and if I'm not mistaken some space for handicapped access at mid-level at each end. The general seating accommodates 185 passengers in the 85-foot long coach. Nothing else was mentioned about the interior. Externally, the coaches look similar to the new Bombardiers with a higher roofline. The ends of the roof are stepped with the lifting eyes on each end of the coaches on the lower level of the roof. The lower level of the coach is quite low slung between the trucks. The familiar purple band along side the windows is at the same level near each end, but takes a former NYC lightning bolt jag upward along the upper windows in the bi-level.

The larger size of the coaches begged the question on my part, "Will they fit in the Salem tunnel?" The response I received from Ralph Duval, MBTA Director of Commuter Rail Operations was that they would fit into any space that an F40PH locomotive would fit. When a visual check was made of an F40 and a Bombardier coach, the F40 appeared about 18 inches higher than the Bombardier coach. So yes, it would appear that the bi-levels would be usable on the Eastern line to Rockport and Ipswich, and also on the Reading/Haverhill line when the Wellington underpass is corrected to allow the F40s through. [Editor's note: My understanding is that the bypass (on Guilford track to Medford) around the Wellington underpass is temporary, and that the clearance on the underpass will be changed.]

When asked about whether they'd be all (75) coaches, Ralph said "No!!!, "There will be 25 control cabs and 50 coaches." Originally, they were to be delivered in the fall of 1990, now I hear in December, but I suspect that might be optimistic too.

And, because of the Pittsfield location for assembly, the first tracks that they'll be weened from will be those of Conrail's old Boston & Albany line.

In an earlier story about the bi-levels, I had mentioned that they'd be the "first ever on the East Coast." I stand corrected on probably two counts. I believe that the Florida Tri county operation either leased or purchased some Government of Ontario" (GO) bi-levels, but more recently Stewart Schneider of West Kingston, Rhode Island proved me wrong when he sent photocopies of a Long Island Railroad (LIRR) bi-level and the reference to them in Ron Ziel's and George Foster's *Steel Rails to the Sunrise*. Stew said he never rode in them, but remembers seeing them in 1949 and maybe earlier. He rode LIRR Port Jefferson's Branch from 1939 through 1942 a branch on which the bi-levels didn't operate. Stew added that he believes the bi-levels were still in use when Ziel and Foster's book was published in 1965. Thanks, Stewart. One of the nice things about being wrong is learning something in the process, and that is certainly the case here. I shall pass on the information to my MBTA friends who have not been so enlightened.



Model of Kawasaki Bi-level coach. 85 feet long with seating for 185, the expected order consists of 25 control cab coaches and 50 coaches. Coaches are to be assembled in the Pittsfield GE plant. Expected delivery in late 1990, early 1991.



Gov. Michael Dukakis (left) and MBTA General Manager Thomas Glynn giving preliminary remarks at unveiling of the Kawasaki bi-level coaches. The Governor announced that a contract had been made with GE in Pittsfield for assembly of the coaches.

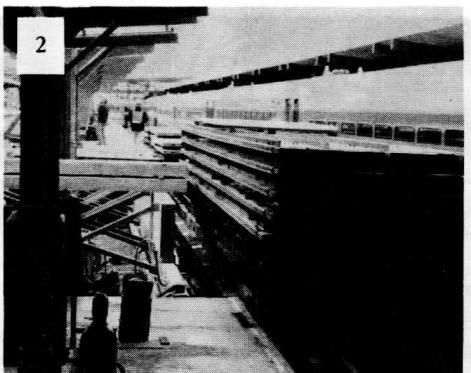
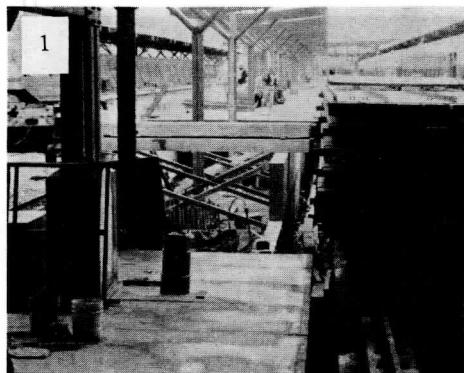
VIVA L' AMTRAK

It appears that Amtrak has been hanging in limbo for a long time, and indeed it has, fortunately on the healthier side of life than on the sick side. We've all watched with sadness the "building down" to borrow a term used by Defense Secretary Cheney, of the VIA national passenger service north of our borders. VIA has stopped some routes altogether, reduced the frequency of others and has apparently shunned the growth area that it needed most, new equipment; at least temporarily.

Then we listened as President Bush said in his speech on the new budget that Amtrak subsidies would no longer be supported. To the intercity traveler no Amtrak eliminates many travel options and to the traveler in the Northeast corridor, passenger service would be eliminated entirely. To the Boston commuter, many didn't think of any impact until he or she was reminded that the MBTA commuter rail operations, formerly performed by the B&M are under contract to Amtrak, as in another major commuter rail operation in another city in the east. We have, however, over the years in the Reagan Administration heard the same tales of woe, that of cutting the subsidy to Amtrak. I'm inclined to think, along with many others, that just as in the past, Amtrak will be subsidized and continue. The thought is sobering though, that Amtrak may well lose some or all of its subsidy in the future and may have to fly on its own.

Elsewhere in this issue, I have condensed an article that appeared in the New York Times in January, that highlights the successes that Amtrak has had in recent years, particularly in 1989. It appears that Amtrak is doing just the opposite in ridership and revenues that VIA in Canada has been doing. Yes, Amtrak very definitely needs to be subsidized, but the story by William Schmidt in the Times is one of the more positive stories on Amtrak I've seen in a long time.

I wonder if President Bush has ever considered going to Kennebunk by rail. It won't be tomorrow, but hopefully he'll live long enough to do it. He needs to be encouraged to allow it to happen. Timothy Mellon won't do it, but maybe W. Graham Clayton Jr. might, and in the process he can fix up Timothy's tracks.



CONSTRUCTION AT NORTH STATION

1. Good shot of platform between tracks 7 (right) and track 8 (left). Cross members under high level platform help keep the sides in place.
2. Looking down track 7, this shot shows the difference in height of the platform for tracks 7 and 8. Commuter train shown is on track 6. During the construction period, trains have been swapped among the in-service tracks, causing considerable confusion among passengers.

RAILROADS VOICE MASSACHUSETTS DISSENT

The proposed Massachusetts tax on rights-of-way, as well as the disparity between rail and highway budgets, has railroaders in that state wondering where their champions have gone.

Leaders of the Commonwealth of Massachusetts claim to be pro-railroads, but some operators within its borders question their commitment. A good case in point is a proposed tax pending in the state legislature.

Slightly more than half the 1,176 miles of rail tracks in Massachusetts carry fewer than 3 million tons of freight per year. Despite that, said Conrail's Robert S. McKernan at a public hearing, the state Executive Office of Transportation and Construction (EOTC) wants lawmakers to initiate a 50 percent excise tax on sale or lease of rights-of-way for other than rail purposes. Fiber optic or electric cables and pipeline leases, which are major nonoperational revenue sources, would be taxed.

House Bill #313, as the tax proposal is known, makes the operators of Massachusetts' nine freight railroads nervous, if not downright angry. "Our railroads cannot thrive under House #313, nor in an administrative environment that sponsors and promotes such anti-railroad legislation," McKernan said.

Colin Pease, vice President of Guilford Transportation Industries, charges that State Transportation Secretary Frederick Salvucci wants to take over all rail rights-of-way in the state's name. "It's communism in its purest sense," Pease said.

In an interview, Salvucci didn't totally disagree with Pease's assessment. "You can't invest state money in facilities that you don't own or have a substantial ownership interest in," he said, adding that means a 20-year right-to-operate under the state constitution.

Other railroaders insist that House #313 is Salvucci's "Let's Get Guilford Act." Not so says an EOTC spokeswoman. The measure is merely intended to preserve Massachusetts' rail rights-of-way for future use, or less importantly, as parklands. Few observers expect much action on the bill given the legislature's focus on the financial problems of the Commonwealth.

Salvucci acknowledged that the state needs Guilford — New England's largest regional railroad company — but said, "Experience with Guilford over the past couple of years leads me to keep my left high in dealings with (owner) Timothy Mellon's men. He cited Guilford's relationship with its striking labor unions in 1986 and 1987 and an acrimonious dispute over Guilford's plans to abandon a Watertown, Massachusetts branch line.

Clash of transportation titans?

If Salvucci is keeping his guard up, he must be involved in a battle of titans. He is described by the Boston press as one of Massachusetts' most powerful figures, largely due to his control over a massive \$4.4 billion highway-tunnel project. That roadwork, expected to tie up Boston traffic for much of the 1990s, may be one

reason that Salvucci said he'll cooperate with Guilford "if we see a public interest." Both Guilford and Conrail could carry construction supplies for the roadwork and a simultaneous \$6.9 billion sewage modernization project.

Other railroad executives offered mixed views of the state's dealings with its freight railroads. Conrail Senior Vice President Bruce Wilson said that outside of House #313, "We haven't found a particular hostility to freight railroads on the part of the state government. They are quite sensitive to the ability of freight railroads to reduce highway congestion."

Gordon Fay, President of the Bay Colony Railroad, has a closer working relationship with the state than some other operators. His shortline operates totally on track leased from the state under an arrangement that runs through 1992. "Smaller carriers probably get a little more benefit from the state than larger carriers," he said.

That positive assessment changed this year — and not entirely because of House #313. "The truth of the matter is, I think the state government turned off the valve of money or paying attention to anything in the private sector," Fay said. "When the presidential campaign ended, it came to a screeching halt."

In the year since Massachusetts Governor Michael Dukakis failed to enter the White House, the state economy has stumbled; state government faces a \$500 million deficit (now under \$800 million in January; Ed.) and lawmakers are indecisive on new taxes. The budget crisis and Dukakis' lame duck status have reduced state staffing. For instance, there is only one career official to deal with rail issues.

All the while, Salvucci continues plans to sink a Boston arterial and a third tunnel under the harbor saying federal funds not totally authorized will pay 90 percent of the bill.

Governor Dukakis was unable to welcome the American Shortline Railroad Association to Boston in early October. (He had been on the schedule to speak). Salvucci was not invited to pinch-hit, one Massachusetts Railroad Association official said, because it was feared that he might talk highway—not rail—issues.

Dukakis and Salvucci claim to be pro-railroads, yet they don't provide support," said one Massachusetts short line executive.

State at a glance

In its draft rail plan filed with the Federal Railroad Administration (FRA), the state says a top priority is preserving its basic rail system for the hauling of heavy, bulk and hazardous materials and associated jobs. Most of the freight carried in Massachusetts is interstate traffic.

Point-to-point distances within the state are relatively short, which makes trucks highly competitive. For instance, the maximum distance between any two towns in the state is about 250 miles by highway.

Nearly 35 percent of the state's railroad route mileage operated within Massachusetts has daily commuter or daily intercity passenger operations. On lines used mainly by commuter and intercity trains, capital investment and maintenance costs are borne largely by the passenger operation, with a user fee charged to freight service. If passenger service were discontinued on some lines, it would be difficult to continue freight service without external financial assistance or substantial increases in freight rates, the state said.

Getting fair share

Massachusetts railroads are understandably sensitive to the way that the state handles highway matters. Dennis Coffey, government affairs director for the Providence & Worcester Railroad, noted that the state legislature authorized a total of \$52 million in rail bond issues in 1975, 1985 and 1988, while clearing \$140 million for highway construction and maintenance in 1988.

"That \$52 million over 15 years pales by comparison with \$140 million in one year," Coffey said. Other executives are irked that the rail operators are expected to do routine maintenance at their own expense, including work on "high-tech" highway crossing signals mandated by the state. The state rail freight fund requires EOTC to recover unspecified amounts of the bond money from a "user contribution" that is supposed to be collected by the rail operator. The Massachusetts state rail plan does not say how much, if any, of that money has been recovered.

The state contributed \$6 million to Conrail's recent project to raise bridge clearances between Albany, New York and Framingham, Massachusetts. Conrail's Wilson said the state EDTC was very cooperative in that project."

While Conrail raised its clearances so that covered auto carriers could reach Framingham, the project opened up double-stack service between Massachusetts and destinations west as a side benefit.

The Massachusetts Port Authority, a quasi-public state agency whose board members Salvucci nominates, has been selling the service heavily for the past year, hoping to boost ship calls at the Port of Boston.

Fay and some other freight operators criticize the states' emphasis on passenger railroading, for which the legislature has authorized bond issues totaling \$75 million since 1975. "Boxcars don't vote; passengers do," quipped one railroad executive. (Editor's comment: According to information published in the MBTA Fiscal Year 1991 Budget document, MBTA commuter rail capital spending was \$347 million, made between January 1, 1982 and June 30, 1989. See related article).

The state added \$18 million from its Rail Passenger Fund to \$15 million in federal money to improve a 65-mile Attleboro-to-Hyannis line to Class III status. "An incidental by product of the line improvement will be improved freight service over the route," says the state's draft rail plan. Conrail and the Bay Colony operate over separate segments of this route.

Passenger service to Cape Cod never operated this year: the state cut out a subsidy to the Cape Cod & Hyannis Railroad because of budget shortages. Fay said the Bay Colony is thinking of installing old-fashioned grade crossing signals to replace the sophisticated lights and bells mandated for passenger service.

Fay said one reason for his mixed emotions toward the EOTC involves a dispute with the Army Corps of Engineers over a Cape Cod Canal bridge. There was also a dispute over hauling trash to an incinerator north of the canal.

"We had to take legal action," Fay said. "The state and EOTC sat on their hands. EOTC should have stood up — this is their system."

Other rail officials complain that the EOTC did not stand up to oppose "unnecessary sanitary equipment" on locomotives, while the Department of Environmental Protection mandates on the use of herbicides to keep rights-of-way clean of brush remain a problem.

To Salvucci such complaints appear to be those of ungrateful recipients of state largesse. Regarding his push for the 50 percent excise tax, he said, "It seemed to me that we had to do something. We work with them if they stay in the rail business, but they ought to give something back."

The state rail plan reflects the Salvucci outlook on state-private sector operator relations, although its language is moderate, and the draft does not mention House Bill #313. It cites some pending projects, such as improvement to 3.5 miles of Pioneer Valley Railroad branch line to Class II status, and several passenger-oriented improvements.

Bay Colony's Fay described the 108-page rail plan as "not pointing in any direction." Conrail's McKernan is harsher: The rail plan is a fine historical document, but it is also self-congratulatory fiction. If the EOTC is sincere about wanting to help create an environment in which our industry can thrive, then we urge that the idealistic phrases in the rail plan update become words the agency lives by."

[Modern Railroad, *Shortlines and Regionals*, December 1989]

BIG "G" CROSSES BEVERLY-SALEM BRIDGE

No. Guilford has not restored lost freight traffic back north or east over the Beverly-Salem bridge, but Guilford did lend a Geep to perform a mercy mission to rescue a very ill MBTA F-10 in the evening of Monday, February 12. It seems that Rockport-bound commuter train #133 left about on time at 6:05 pm from North Station and proceeded normally to the Castle Hill area of Salem (Massachusetts) where it broke down and remained for the better part of an hour.

Your editor was on the following train, #185 und for Ipswich when it came up behind train

#133 at Castle Hill with an operating F40PH at each end. Apparently, the MBB control cab at the Boston end of #185 was inoperable and they coupled F40PH locomotive #1057 onto the in-bound end. [Editor's note. Five days earlier, #1057 had been on the point of the Boston-bound Fitchburg train #408 when it hit a car at Waltham's Beaver Street crossing, dragging it and two passengers some 900 feet down the track. Although the two auto passengers were critically hurt, that locomotive displayed no visual evidence of having been in an accident, nary a scratch.]

UPDATING GUILFORD CONNECTICUT OPERATIONS

Springfield Terminal (ST) now used a Plainville-based crew to operate its service on the Canaan Running Track between Pittsfield and Canaan. Two local crews are called five days a week at Plainville, but on Tuesday and Thursday one of the crews goes to Stockbridge, Mass to operate PI-1. Consequently, on those days there is currently only one Plainville-based day job.

Plainville's day jobs are normally on duty at 0700, although that can be pushed back if the Massachusetts road turn PLED/EDPL is delayed. The night job is on duty at 1930 Monday through Thursday, but on Friday runs to East Deerfield and terminates. An EDPL then leaves East Deerfield on Sunday to restart the cycle. The one-way EDPL appears to be the most likely to be caught in daylight — sometimes it leaves East Deerfield before sunset on Sunday, and sometimes, as it did February 5, it arrives in Connecticut in daylight on Monday.

All photos by the Newsletter editor unless otherwise noted.

A COUPLE OF FAMILIAR NAMES ON FRA'S FY1989 DIRTY DOZEN

In FY 1989 the Federal Railroad Administration (FRA) made final disposition on fines of \$4.6 million from railroads and shippers in settlements for rail safety and civil penalty cases.

The claims arose from alleged violations of the Locomotive Inspection Act, Signal Inspection Act, Hours of Service Act, Interstate Commerce Act and Safety Appliance Acts and were closed by settlement under the authority of the federal Claims Collection Act. Violations of the Department's Hazardous Materials Regulations Act were closed by final assessments issued under the Hazardous Materials Transportation Act.

The largest fines settled from rail carriers during the 12-month period included:

Southern Pacific Transportation Co.	.....	\$540,920
Consolidated Rail Corp.	.....	533,965
Burlington Northern RR Co.	.....	471,055
Union Pacific RR Co.	.....	307,139
Illinois Central	.....	264,955
Boston & Maine Corp.	.....	224,135
CSX Transportation	.....	207,725
Delaware and Hudson Railway	.....	168,270
Grand Trunk Western RR Co.	.....	167,225
Chicago and North Western Transp. Co.	.....	165,070
Baltimore and Ohio RR Co.	.....	117,025
Chesapeake and Ohio Railway Co.	.....	115,025

The largest settlement from a shipper last year was the \$13,500 from Exxon Chemical America.

[Traffic World, 1/15/90]

Announcing a new, mostly-color book on the B&M . . .

Boston and Maine Glorious Years, 1946-1964

by Robert Willoughby Jones

with photography by the author, Russell Monroe, Stanley Cook, Preston Johnson . . .

Mr. Jones is seeking additional good color material to be included. If you have some special slides or negatives you would like to have considered, send an SASE to the author at 237½ Teviot Street, Los Angeles, CA 90039 for more information on what he's looking for and how your material will be handled, protected, and returned to you.

Publication anticipated January, 1991.