



## VOLUNTEERS NEEDED TO HELP SET-UP SHOW

The *Salisbury Point Railroad Historical Society* and the *Boston & Maine Railroad Historical Society* are combining to produce *TRAINS UNLIMITED III*, a family show on Saturday, March 3, 1990 in Amesbury, Mass. There will be more details about the show later. What is necessary now is to seek *volunteers* to help set up the school display area as much as possible on the night before the show, Friday evening, March 2nd, from about 7:00 p.m. to 11:00 p.m. There will be operating layouts and displays of several types that require a bit of time in setting up. *Please* consider helping if you can, and make a commitment for giving a pair of hands on Friday evening, Friday, March 2 with either Dick Nichols (508) 388-0937 or Jim Nigzus at (603) 881-8199.

### IS THIS YOUR SIGNATURE?

The Society recently received a membership renewal, change of address notification and request for back issues of the *Bulletin* from the above person. However, the person sent cash for the dues payment and no change of address. If you recognize your signature, please get in touch with Membership Secretary: Jeff Ursillo at the Society's Woburn address.



### ABOUT YOUR MAILING LABEL . . .

The top line of your mailing label contains information about your membership with the Society. It contains your dues expiration date, membership category and number. If your dues expiration date is highlighted in yellow, this

means your dues year is almost up. You will receive a post card dues reminder in the mail. Please wait for this card, as it's return with your dues payment aids our record keeping.

**DUES  
EXPIRATION DATE**

**MEMBERSHIP  
CATEGORY**

**MEMBERSHIP  
NUMBER**



Boston & Maine Railroad Historical Society  
*Incorporated*

## ELECTION RESULTS

The October meeting of the B&MRRHS represents the Annual Meeting and annual election of Board of Directors and Officers. Winners in the election that took place in Woburn and including properly completed ballots mailed in prior to the Annual Meeting were:

### DIRECTORS

Dennis Adams	Director ('92)
Mitchell Dick	Director ('92)
Richard Nichols	Director ('92)

John Goodwin	Alternate Director
Carroll Robbins	Alternate Director

### OFFICERS

Carl Byron	President
Scott J. Whitney	Vice President
Mitchell Dick	Recording Secretary
Joe Shaw	Treasurer
John Alan Roderick	Clerk

## BLACK AND WHITE PHOTOS WANTED

Geoffrey Wade, Assistant Director of Government Affairs of Guilford Transportation Industries —Rail Division, is also the newsletter editor of the Guilford Express, a recently revived newsletter produced by GTI for employees, customers, government officials and other personnel. As editor of the Guilford Express, he has asked the B&MRRHS membership if anyone would be willing to submit recent black and white photos of Guilford trains for the newsletter, now or in the future. Geoffrey said he'd be sure to give credit to the photographer on any photos used for the Guilford Express newsletter.

I, having been in publications work for 25 years, understand Geoffrey's request for black and white photos rather than color. We all love color photos, but more frequently than not, the results of printing color photos in a black and white reproduction process is usually disappointing. Color photos are best left for color reproduction.

Another reminder which I do not like to make, but must is that this request for help does not authorize, nor sanction any B&MRRHS member to trespass upon GTI or other private property. Membership in the B&MRRHS in itself does not give permission to any Society member to trespass. Please respect all private property, railroads and abutters, and get permission from the property owner *before* trespassing.

[ABT, 11/5/89]

## PRESIDENT'S TRANSPORTATION PLAN SEEN AS PUSHING FREIGHT, HIGH—SPEED RAIL

In a short note in the Starts and Stops column of the Boston Globe recently, a reference was made that one part of President Bush's national transportation plan, due out in January, is likely to promote the return of freight traffic to railroads where feasible to reduce wear, tear and congestion on the interstate highways. "Those highways weren't built for that sort of use, Gilbert E. Carmichael, head of the Federal Railroad Administration (FRA) said in a recent interview.

In addition, another portion of the national transportation plan will promote high-speed rail as an alternative to short-haul airline flights to help reduce airport congestion. This is discussed elsewhere in this newsletter.

[Boston Globe 10/31/89]

## BOSTON-PORTLAND RAIL SUBJECT OF PETITION

A group seeking restoration of train service between Boston and Portland launched a petition drive recently, hoping to pressure officials into starting limited passenger rail service between the two cities.

The group, TrainRiders Northeast, plans to collect the signatures in southern Maine and southeastern New Hampshire, and will ask town councils along the rail line to pass resolutions of support.

The petitions and resolutions will be presented to the two states' legislatures and congressional delegations next spring.

TrainRiders Northeast head, Wayne Davis said state and federal officials are unaware of the wide spread public support for restoring the rail link.

"The people of Maine and New Hampshire want trains, and they want them without unnecessary red tape, redundant studies and other foot dragging," Davis told reporters.

Passenger rail service between Portland and Boston was discontinued in January 1965 because of declining ridership.

TrainRiders Northeast is proposing that Amtrak provide service north of Boston through Haverhill, Mass., and Dover, New Hampshire, on tracks owned by Guilford Transportation Industries.

The petition drive was launched in a downtown Portland park next to the clock from the city's former railroad station.

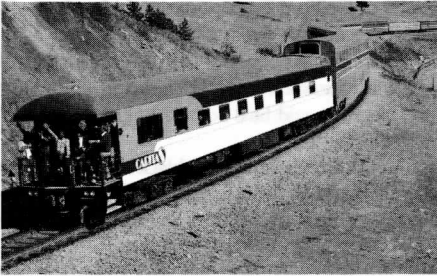
Davis said the group has not set a goal for the numbers of signatures, but would like to collect close to 50,000. He also said the group might begin a separate referendum drive to mandate state support for rail service if officials ignore the petitions.

[Boston Globe, 10/28/89]



MBTA "Circus Train" at North Station when Ringling Brothers was in town during October. The MBTA Circus Trains had clowns and magicians on board to entertain the children on the way to the big circus. [ABT photo]

## UPCOMING RAILFAN AND MODELER EVENTS



On Saturdays, Sundays and Wednesday evenings from Saturday, December 2nd through Saturday, December 31st, the Salisbury Point Railroad Historical Society is presenting "RAILWAY EXPRESS V," a Toy Train and Model Railroad Exhibit. Saturday and Sunday hours are from 10:00 a.m. through 4:00 p.m. and Wednesday evening hours from 6:30 p.m. through 9:30 p.m. The exhibit will be held at 4 Water Street in downtown Amesbury. There will be model railroading for everyone with N-scale through L.G.B. gauge. The exhibit will have displays, operating layouts, films and videotapes and slide presentations on railroad subjects. On Saturday, December 23rd there will be a drawing for a Lionel Train Set at 3:00 p.m. Also on that date, Santa will arrive and there will be door prizes. The fare for adults is \$2.00 and children from 5 years to 12 years at \$1.00, and children under 12 are admitted without charge. Parking is also free just below the building near the site of the former B&M Amesbury railroad station. For further information, contact Richard Nichols (508) 388-0937.

### ... FOR SALE

The book, *Vermont's Granite Railroads*, a hardcover pictorial history of the Montpelier & Wells River, and Barre & Chelsea Railroads, co-authored by Whitney Maxfield, Robert C. Jones and William Gove, contains over 350 photographs, timetables, and maps on 277 pages.

It includes material from the groundbreaking in 1870 through the Montpelier & Barre in Washington County Railroads of the present. Close ties with the granite industry and Bombardier Ltd., are also illustrated.

Order from Whitney Maxfield, 20 Cabot St., Barre, Vt. 05641 for \$34.95 plus \$2.00 for mailing. Vermont residents please add 4% sales tax.

[Whitney Maxfield, 10/22/89]

Luxury private coach, CARITAS, shown here on the back end of Amtrak's "California Zephyr." B&MRRHS members have an opportunity to ride this vehicle in style to New York City during some December weekends. See story in main text, and check with Bill Crawford (617) 581-0411 if you are interested. [Chip Sherman photo submitted by Bill Crawford]

Saturday, December 2; Saturday and Sunday, December 9 and 10; and Sunday, December 16.: A unique Christmas Shopping Rail Cruise to New York City aboard CARITAS. CARITAS is unique — plush and sleek like the great railroad cars of the 1930s and 1940s, yet up-to-date in every way — fine meals and beverages prepared on board, with all the traditional amenities. CARITAS is a distinguished veteran of service as the St. Louis — San Francisco Railway's *Pierre Laclède* (with four bedrooms and 14 roomettes) from 1948 to 1965. Later, from 1965 to 1982, it traveled as Canadian National's *Churchhill Falls*. It has been two years in rebuilding, retaining the four bedrooms, but has added a dining room for eight, a lounge for ten, and an open observation platform with track illumination. CARITAS is ready to transport you to New York in luxury on the four dates given above.

It will be on the rear of Amtrak's *Colonial* (TR #95) at 7:30 a.m. on all four dates. It will travel along the former New Haven "Shore Line Route." There will be about six hours to spend in NYC before CARITAS is returned to Boston as the last car of Amtrak's *Merchant's Limited*, (TR #176). On two of the dates, December 2 and 16, CARITAS will continue on to Philadelphia for those desiring a longer trip are welcome to stay aboard.

Round trip fare including breakfast and dinner is \$179 per person for the three Saturday dates, or \$159 per person for the Sunday date. Please send a stamped, self-addressed envelope with full amount enclosed and choice of dates along with your name, address and daytime and evening phone numbers to Yankee Clipper Rail Tours, P.O. Box 100, West Lynn, MA 01905. No phone number for Yankee Clipper was given, but if you are interested, please contact Bill Crawford at (617) 581-0411.

[Yankee Clipper Rail Tours  
through Mass. Bay RRE, Inc.]

## IPSWICH READIES FOR 150TH RAIL CELEBRATION

Bill Varrell, Chairman of the Ipswich Commuter Rail Committee has notified the B&MRRHS of some of the plans in the offing for the Town of Ipswich to celebrate the 150th anniversary of rail service in Ipswich on Monday, December 18th.

As a community on the Eastern Railroad, a primary predecessor of the B&M, Ipswich has had a prominent place in the history of that line. It is reported that the second and the third Eastern Railroad Superintendents were from Ipswich which provided an influence resulting in more railroad facilities than many other communities of similar size.

As part of the celebration on December 18th, the Ipswich Commuter Rail Committee has published two black and white postcards, one depicting the Eastern railroad locomotive #4, "Ipswich" built in East Boston in 1860, and another shot of the Ipswich Railroad Station as it was in 1884 which at that time was decorated for Ipswich's 250th anniversary.

A special treat awaiting the celebrants is the arrangement with the Ipswich Post Office which will issue a commemorative envelope showing a facsimile of an original Eastern railroad ticket for the fare between Boston and Ipswich. The postcards, commemorative envelope and special postmark will be available for \$2.00 by sending \$2.00 with your name and address to: Ipswich Rail Celebration, 7 Woods Lane, in Ipswich, MA 01938.

Separate post cards are available from the Ipswich Public Library for 50 cents each, but the postmark and envelope won't be available for mailing until December 18th.

A history of the railroad as it affected Ipswich will appear in the Ipswich Chronicle. It will cover the transition from stagecoach to the railroad, local wrecks, major local shippers and many details of the second station that was in Ipswich between the early 1880's to 1960.

On the day of the celebration, the committee plans to decorate the current station stop with bunting, serve cake to riders of the three inbound trains during the evening rush hour, and the Ipswich High School band is expected to play during the evening rush hour.

To commemorate the event on December 18, 1989, the MBTA has agreed to allow the 1839 fare of 87 cents to be collected from passengers boarding a train in Ipswich between the hours of 9:00 a.m. and 3:00 p.m.

And finally, Bill Varrell has asked to hear from B&MRRHS members having old Ipswich-related photographs. He can be reached at (508) 356-2500. Have a good time as we celebrate with Ipswich this historic event in the life of the Eastern and B&M railroads, the MBTA, and the Town of Ipswich.

[Bill Varrell;  
Ipswich Commuter Rail Committee, 10/89]

## HURRICANE HUGO HAMMERS NS AND CSXT

In an article in *Railway Track and Structures* (RT&S), felled trees and downed power lines were the most common problems reported by the railroads in the path of Hurricane Hugo, which pummeled the South Carolina coast last September. Although CSX Transportation and Norfolk Southern (NS), railroads with trackage in Charleston, South Carolina, the area hardest hit by the storm, reported no washouts or damage to tracks or bridges, damage estimates are in the millions.

Most of the estimated \$1 million damage on the NS was done to communication and signal systems — the railroads microwave telephone system was knocked out, 30 crossing gates were blown off and the power to operate them was knocked out. Also, 20 containers were damaged at NS's intermodal facility in Charleston.

CSXT reported an estimated \$4.5 million in damage to buildings and equipment, and the cost of clearing the tracks of debris. "It could have been

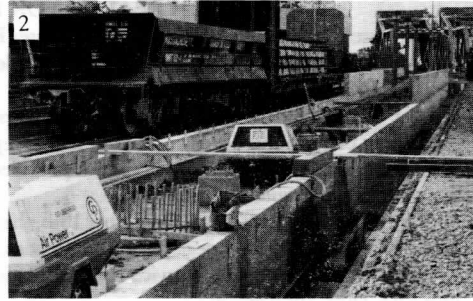
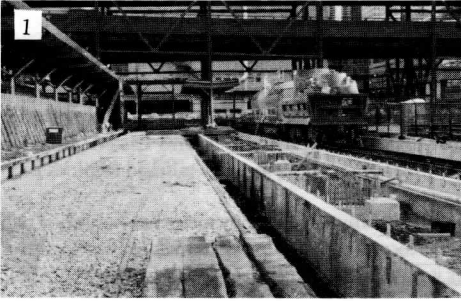
a lot worse," said Lloyd Lewis, CSXT director of news and media relations. Damage to equipment was minimal because the company, like NS had moved most of the rolling stock inland in anticipation of the storm.

[RT&S, 10/89]

## FIRE HITS FORMER RAILWAY STATION

A short piece in the *Boston Globe* reported that firefighters from 11 communities battled a three-alarm fire on November 6 that destroyed a series of shops in a renovated Portsmouth, New Hampshire rail way station. Captain Edward Tully of the Portsmouth Fire Department said the blaze broke out at the station at 165 Deer Street shortly after 6:00 p.m. and burned for more than four hours.

[Boston Globe, 11/7/89]



1.

**CONSTRUCTION AT NORTH STATION.** A view on October 22, looking down along the foundation towards North Station for the platform between tracks 8 (far left), 9 (center) and 10 (far right) with MBTA side dump car and a pair of tank cars in the rear. Top panels of the former platform have been removed. Caissons for making reinforced structural pylons to eventually permit high rise construction over the track have been sunk between the walls of the platform. Platform between tracks 9 and 10 is the first to be converted to high level. Two temporary tracks, "A" and "B" were laid outboard (toward Boston Harbor) of track 1. In the photo above, track 8 is still at original (rebuilt after 1984 fire) level. [ABT photo]

2.

**CONSTRUCTION OF HIGH-LEVEL PLATFORMS** at North Station progresses in October 22, in this view of the platform between tracks 9 (on right) and 10 (on left) with MBTA side-dump car and flat car. This view is looking toward the draws and Spaulding Rehabilitation Hospital. Flat car contains pre-cast vertical members for the raising the platform foundation. Some vertical members of the platform are in place as can be seen along side of the flat car. Pre-cast horizontal members of the platform will be placed across the top of the platform foundation. This view shows the top of another pylon between the compressors for eventual construction over the air rights of the platforms. It is planned to run the railhead and platforms back to North Station where they were 40 years ago to allow the loading of trains up to nine coaches. [ABT photo]

## SHORT LINES

The latest indicator that "outsourcing" is becoming a way of life from the rail industry. The Santa Fe railway last month agreed to let General Electric maintain its entire fleet of 257 GE locomotives. The Santa Fe predicts that the contract will result in significant savings over the railroad's past practice of doing the maintenance itself. Under the agreement, Santa Fe pays a prescribed maintenance fee based on the mileage operated. [Traffic Management, 10/89]

Norfolk Southern is offering service through three New England bulk distribution centers to give brick producers improved access to north-eastern markets. The distribution centers are the Quayboag transfer reload center in Barretts, Massachusetts, served by Central of Vermont Railroad; Rail Distribution Systems in Westfield, Massachusetts, served by the Pioneer Valley railroad; and Distribution Unlimited in Voorheesville, New York served by the D&H.

[Traffic World 10/16/89]

Bombardier Inc., North American Agent for the French-based TGV Rail Technology, is preparing a pre-feasibility study of high-speed rail link between Montreal and Toronto. Bombardier president, Raymond Royer said officials believe building and operating the high-speed rail system is a "viable proposition." Less than 24 hours before Royer's statement, the Canadian Government announced a 51 percent cut in the nation's rail service network. Bombardier officials say they see that as a "positive" sign the government will welcome any proposal from private groups regarding new train service or the takeover of existing train service.

[Traffic World, 10/16/89]

And as this was going to the press department, a letter from William O'Connor III said "It appears that the work renovating the line from Worcester to Ayer is complete." In November 7, I saw 27 triple-decker auto carriers being pulled by Conrail locomotives heading north through West Boylston.

[Bill O'Conner, 11/13/89]

Strategically located at the intersection of major north-south and east-west freight routes, East Deerfield, Massachusetts has long been one of New England's busiest freight yards. Freight to and from New England is assembled at the East Deerfield Yard before moving to various destinations throughout the country. Locomotives are inspected and serviced to continue powering trains to destinations west or east or north or south.

Recognizing this crucial role played by East Deerfield in New England's freight rail network, the Commonwealth of Massachusetts and Guilford Transportation Industries (GTI) joined forces in an effort to upgrade the facility. Under a unique agreement, the railroad donated land to the Commonwealth, and the Commonwealth in turn provided \$7 million for rehabilitation work, \$2 million of which will be refunded and used in the State Rail Fund. This spirit of cooperation has resulted in substantial improvements in the yard, making it one of the more modern and efficient yards in New England.

As part of the overall rehabilitation and modernization project, Springfield Terminal forces supervised the pouring of some 100 yards of concrete on Dec. 21, 1988 to commence the construction of an addition to the East Deerfield enginehouse. Within a few weeks, the addition was enclosed and a new locomotive wheel truing machine installed. One of only 132 in the world, this state-of-the-art machine has greatly increased locomotive maintenance productivity for the Guilford system.

Unlike the more traditional single point lathes, this new wheel truing machine is able to reprofile wheels without removing them from the locomotive. The locomotive is placed over a wheel truing pit. The truing machine then grabs the wheel set of the locomotive and retractable rails over the pit are pulled from under the locomotive. Next, wheel drive rollers are elevated and begin rotating the wheels at a fixed speed while cutters reprofile each wheel simultaneously.

This entire process results in a much more efficient and reliable reprofiling procedure. Fully automated and requiring only one operator, the machine is much more productive, freeing up other maintenance employees to work elsewhere. Previously it took 45 minutes to cut one

revolution of the wheel with a lathe and about four days to reprofile an entire locomotive. The new machine cuts one revolution in about seven minutes and, because the wheel is reprofiled without removing it from the locomotive, an entire locomotive can be reprofiled in less than a day. With a much faster turnaround time for each locomotive, the wheel truing machine substantially improves maintenance and productivity, translating into better rail service for GTI customers.

This improved efficiency at East Deerfield has not been limited to wheel truing. Tracks inside the locomotive facility has been installed. In addition, several deep inspection pits and raised platforms have been constructed, allowing for easy access to locomotives and improved maintenance. Further improvements have also taken place outside the locomotive shop, including extensive track renovations, reconstruction of the turntable and modernization of the sanding and fueling facility.

As part of this modernization process, a new oil collection system has been installed, along with an underground piping system. This new collection system is designed to catch any spills resulting from fueling operations. The oil is then carried, along with the facility's wastewater, through the underground piping system to a new 50,000-gallon surge tank. This tank is specially designed to prevent any overflow caused by the addition of rain water into the system. Oil and wastewater are then conveyed from the surge tank to a newly constructed pollution control facility. Upon arrival in his facility, oil is removed from the water by a new oil/water separator and pumped to an oil storage tank where it is re-used to power the entire East Deerfield Yard. The remaining water is then further processed, removing the wastewater sludge and purifying the water for re-use. In this way, energy and water are conserved and the environment is kept clean and healthy.

This recent work at East Deerfield has resulted in a more productive and extensive locomotive maintenance program and a more efficient yard in general, allowing GTI to provide faster and more reliable service to shippers throughout New England.

[Guilford Express, Summer, 89]

### **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!

## OFFICIALS PROTEST MBTA'S PLAN FOR PARKING LOT FEES

In a move probably never made by the Boston and Maine Railroad, a successor transportation agency has struck upon the hearts and pockets of its patrons — charging its patrons for parking in lots. Early in November, several Boston area newspapers ran articles protesting the proposed implementation of parking fees by the MBTA at many of its parking lots in the area. The Salem Evening News was no exception.

State lawmakers and local officials are protesting plans by the MBTA to charge parking for the first time at its commuter rail lots, including those on the North Shore.

The T has proposed instituting the \$2.00 fee to help offset budget cuts and the costs of an arbitration settlement with its employees. The fees would be implemented over a seven-month period, with the charge taking effect in Salem on December 4th.

Area legislators, Rep. Lawrence R. Alexander, D-Marblehead and Senator Freed E. Berry, D-Peabody this week blasted the T for the proposal, which has yet to receive final approval from the agency's board.

Berry, in a sharply worded letter to the T, said the policy would discourage people from using mass transportation at a time when Boston-area roads are already clogged with traffic.

Berry and Alexander also questioned whether the fees would result in savings for the T, noting that added costs involved in collecting the charges.

Berry added that the T's financial problems should be eased soon if lawmakers act favorably on several bills aimed at allowing the agency to cut costs. Berry said he was committed to supporting the measures.

Other North Shore lawmakers expressed similar concerns with the new parking fees, though Rep Forrester A. Clark, R-Hamilton appreciated the MBTA's financial dilemma. "In fairness to the T, they've got to start spreading their costs around," he said.

Alexander spoke of problems more specifically of the Swampscott station which has 130 spaces, on both sides of the track and which would require two attendants collecting a potential \$260.00. If machines were used, then maintenance and security costs would be considerable.

Alexander said this additional fee would represent an unfair hardship on commuters. It's an unreasonable tariff that would drive commuters back to their cars, thus aggravating severely overcrowded roads. "As House chair of the Legislature's Energy Committee, I am concerned about the waste of precious energy resources that will take place by sending people back to their cars," Alexander said.

[Salem Evening News, 11/10/89]

## . . . . PERSONAL OBSERVATIONS

As a member of the MBTA Advisory Board, but speaking on behalf of myself, I attended the public hearing about the proposed parking lot fees at the Thomas P. "Tip" O'Neil Federal Building on Wednesday, November 8th. That was one of two almost simultaneous hearings, the other being held at South Station. The hearing was very negative, and understandably so.

First, the T had raised the cost of the commuter rail passes and 12-ride and single/round trip fares in April and June of this year. It was the first increase in fares since 1981 when the B&M, under contract to the MBTA, had set the fares. Actually, the fare increase was not unrealistic, and although it met opposition then, most riders could accept it. The fare increase also occurred after a few months when the new capital expenditures were really beginning to be visible; the arrival of new MBB and Bombardier coaches with new F40PH locomotives. Also at about that time, the rapid transit and bus fares increased incrementally, but was transparent to the regular daily commuters using a monthly pass. These increases did hurt the occasional, and elderly users of most MBTA services.

Secondly, this parking lot fee issue really showed itself to be very inequitable on the whole, and this is where I feel the burden upon many to be grossly unfair. Some parking lots such as Rockport, or Ipswich, or Hamilton/Wenham are either privately owned, or community owned. The MBTA (at present) has absolutely no jurisdiction over some parking lots. These lots often became available to the communities or other interests during the 1950s and 60s when the B&M (and on the South Side, the New Haven) railroads were divesting themselves of property because of excessive indebtedness to the communities for taxes, or to decrease deficits. Other privately-owned parking lots, such as at the Beverly Depot have charged a fee for years. Again, the MBTA has no jurisdiction over these private lots.

Where there are lots (49) owned outright or jointly by the MBTA, the T does have the right to implement and collect parking fees. Such situations are essentially pure luck on the part of the commuter, where one community seemed to be prudent, or had enough cash in hand to avail themselves of buying the



property when it became available (Wedgemere and Winchester stations) where in the adjacent community, Woburn, the T plans to charge 3.00 at the Mishawaum station along Route 128. In other spacious communities where there are sufficient parking spaces, Concord, for example, a fee would probably force the folks to park on the streets, a impede the flow of traffic to the local merchants. Parking, generally serious all over the area, is an individual thing when it comes to individual lots. And yes, some lots are so small, that collection and security would cost more to maintain than the revenue the lot would take in.

And finally, I, like Tim Clark, have a realistic appreciation for the MBTA's financial crisis. This parking lot fee proposal is ill-planned, but it does not indicate poor management on the part of the MBTA. The T, like all the communities in Massachusetts had a 17 million dollar shortfall imposed upon it when the legislature failed to support the deficit like it had for many years. Also, a very generous award by a third-party contract arbitrator provided a handsome retroactive pay increase for many employees. The award was such that even the employees were surprised. The award represented a 30 million dollar surprise to everybody on top of what was expected to be awarded. Thus, the MBTA is hard pressed to cut costs in any way it can because it would be foolhardy to cut services when services are needed the most. I made a suggestion that if it was absolutely necessary to "collect parking lot fees, to consider another fare increase across the commuter rail ridership, even though it would be very unpopular, and leave the parking lots as they are. In that way, there would be no collection costs, no accumulation of cash around the parking lots (there were three holdups of collection attendants of rapid transit parking lots shortly after those lots had fee increases), and most of all, the equity would be spread around the entire system so as to not burden one community while an adjacent community gets away scot-free.

[ABT, 11/11/89]



Despite recent cutbacks of budgets in Massachusetts, there are reportedly some projects that are being cleaned up. These projects involve those where not only was the commitment for funding made, but materials were already purchased and delivered to the site. This includes some of the subsidy to improve rail transportation to Cape Cod. Shown here is a MBTA sign on the parking lot side of the Buzzards Bay railroad station which was once served by the now defunct Cape Cod and Hyannis Railroad. The newer Cape Cod Scenic Railroad did not cross over to the north side of the Buzzards Bay bridge during 1989 summer operations, however Amtrak passed weekend trains through to Hyannis. [ABT photo]

### NEW HOTBOX DETECTORS ARE TESTED

One of the leading causes of derailment, burned-off journals is being attacked on a couple of fronts. Servo and Harmon are working on acoustic hotbox detectors, and successful tests have been carried out on several railroads. A second approach involves onboard detection/warning equipment — bolts installed in one of the cover-plate bolt holes on a roller bearing.

A Minnesota company, Rastech, has a passive bolt that gives a positive indication when a bearing

begins to overheat beyond a prescribed temperature. Researchers at Carnegie Mellon University, meanwhile, have a device which is also patented which is active, in that it can send a signal to the locomotive cab when a bearing-overheat is detected. General railway Signal and Burlington-Northern are putting money into further development of the so-called "smart bolt" concept.

[RT&S, 10/89]



NORTHBOUND "Pemigewasset Valley Special" shown here at Plymouth, New Hampshire on October 21st. With three coaches of rare-mileage railfans. Winnepesaukee RR RS-1 #557 on the point preparing for a photo run-by. [ABT photo]

Many a B&MRRHS member remembers the Pemigewasset Valley branch of the B&M. It was (and remains) a picturesque, single-track branch running north from Plymouth, New Hampshire along the Pemigewasset River valley to Lincoln, New Hampshire. U.S. Route #3 and I-93, and the railroad bed cross over and run within a few hundred feet of each other for several miles along the valley. The branch was, in its day, primarily a forestry product branch serving some logging railroads and the sawmills in the area.

According to the *Trains* magazine article in September 1980, "Coming out of corporate chaos," the second half of the two-issue (August and September, 1980) history of the Boston and Maine railroad by Tom Nelligan, closure by the B&M of the 72.6-mile branch from Concord (NH) to Lincoln (NH) in 1975, represented one of the largest single cutbacks of trackage by B&M management in the pre-Guilford era.

In 1975, the State of New Hampshire bought the trackage and for a while it was operated as the Goodwin Railroad. Later on, the Winnepesaukee Railroad in 1984 and the Hobo Railroad in 1987, started summer tourist excursions over parts of the road. It was through the combined cooperation of the two railroads with the added enthusiasm and tutelage of some of the staff of the Massachusetts Bay Railroad Enthusiasts, Inc. (MBRRE), and help from a Higher Power that created the setting for a memorable rare-mile-age excursion over the little used branch.

After a week of rain in most of New England, and particularly on Friday night for several hours before the excursion, torrents of rain came down on the area. On Saturday morning, October 21st, those excursionists were refreshed with bright sunshine as all converged upon the brick trimmed with granite structure which had served as the Laconia passenger station for many years. It is near the site of the Laconia Car Company complex which manufactured both passenger and freight, heavy rail and electric trolley vehicles for the B&M and other customers at the turn of the century. According to the records presented in the Pemigewasset Valley Special Historical Brochure and Route Description prepared by J. Leonard Bachelder, Secretary of the MBRRE, Inc., the station served passengers until the last passenger train departed in January 1965; it remained a freight office for a few more years before the freight office was moved to nearby Lakeport. Freight traffic would continue on up to Plymouth (NH) on occasion until 1975.

When the chartered bus arrived from Boston to meet those who had arrived earlier, the train left for points north. The consist, from the Winnepesaukee Railroad, had a couple of mid-20s steel coaches which had seen life as New Jersey commuter coaches in the early 80s. They had originally been catenary-powered, but had their pantographs removed and were converted to "trailers" later on when the railroad's electrical service was changed to a different voltage. Those two coaches had been restored and are pretty well appointed as they serve the Winnepesaukee RR in daily summer tourist service. Another similar, but awaiting restoration, car was borrowed from the Hobo Railroad so there were, in all, three coaches, all pretty well filled with railroad enthusiasts. In addition, a former U.S. Army kitchen car belonging to the

Winnepesaukee RR as a snack car was immediately behind the Alco RS-1 on the Point. The RS-1 saw service as Washington (DC) Terminal Co. #46, performing switching service to Amtrak and its predecessors outside Washington's Union Station. Pulling up the rear was a private buggy.

Moving to Lakeport, where the Lakeport Station remains on blocks diagonally across the tracks and Elm St. from its original location, thence to the marinas, the excursion train had a meet and photo session with a regularly scheduled WRR train. The meet was near the site of the shops and engine house of the former Concord and Montreal Railroad, later Boston, Concord and Montreal Railroad. Nearby also, was the junction of the former Lakeport branch which curved off to the right towards Alton Bay and Rochester (NH). Ultimately, of course, all of the trackage and property was absorbed into the Boston and Maine Railroad system.

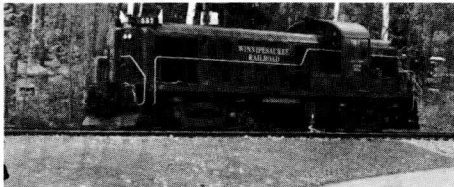
It is appropriate to comment on the painstaking effort and detailed route commentary that Bachelder produced, and the excellent graphic and cartographic annotation support that Victor Campbell presented. Once again, that team made the Historical Brochure and Route Description very professional and useful, not only for that trip, but for future reference. I'm left with the feeling that their efforts have produced as complete and accurate record of the historical aspects of that branch that could be found anywhere including local libraries and historical societies.

The train moved further up along the western shore of Paugus Bay, scenic and pristine at this time of the year. The foliage although well past its peak and somewhat bare because of the heavy rains the night before provided a wonderfully strong gold color, yet was thin enough for the observer to be able to see structures and other objects that are normally obscured with full foliage; a beautiful balance.

Through the Weirs beach area and on up to Meredith, the train proceeded along its normal "mainline" to its home station with the added coaches and locomotive from the train at the Lakeport meet. After cutting loose the aftertrain from the excursion train, and performing some "New Haven-style" jostling of coaches back and forth, temporarily storing some rolling stock on the "main," the excursion train departed into seldom-used territory. It hadn't been totally unused because the Winnepesaukee RR had run foliage trains north of Meredith to Plymouth as recently as 1988, but had since ceased to do so. That part of the right-of-way did seem to be in fair shape, with little brush and branches covering the roadbed. And, of course, because of the nature of the track and roadbed, it was a speed-restricted zone. In addition to speed restrictions was the heavy rain that had been in the area only hours before and the anxiety among a few folks about its effect upon the roadbed. To this observer, there appeared no problems. Just south of Plymouth one could look out of the coach windows and see the floodwaters of the Pemigewasset River over its banks at a Christmas tree farm and also at a country club. The flags marking the holes on the country club greens looked like buoy markers for moorings!! One had to keep in mind, that this was October, not snow runoff in April or May.

The chartered bus had been sent from Laconia to Plymouth to meet the train there. It was to provide a restroom to augment the single unisex restroom on one of the coaches. One heard it said that the bus was a "\$250,000 porta-potty." In addition, the bus provided the people who came up on it, a fast escape on the way back in the event that the train was delayed significantly.

More in the next Newsletter



**WINNIPESAUKEE RAILROAD** Alco RS-1 #557 provided the power on the "Pemigewasset Valley Special" on October rare-mileage trip from Laconia to Lincoln, New Hampshire. Locomotive formerly served Amtrak and predecessor railroads as Washington Terminal Co. switcher.

View shown is at terminal of Hobo Railroad at Lincoln, New Hampshire when Hobo switcher ran consist around the RS-1. [ABT photo]



**HOB O R R R.** switcher SW-3 #1186, former B&M switcher by the same number used to reverse the "Pemigewasset Valley Special" along former B&M track at Lincoln, New Hampshire, home of the Hobo Railroad. Track is now owned by the State of New Hampshire. [ABT photo]