

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 1989

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

MAY 13, 1989

Saturday evening at 8:00 p.m. we return to our usual meeting place at the Unitarian Church in downtown Woburn with our own Albert Hale, who is bringing with him fabulous B&M movies of steam that we all enjoy. Don't miss it.

JUNE 10, 1989

Saturday evening at 8:00 p.m., again in Woburn, we'll have a chance to see the wonderful collection of Dave Holway, that was recently donated to the B&MRRHS. His slide collection covers late steam and early diesel, as well as some beautiful shots of other New England railroads at work and play in days gone by.

ALL MEETINGS BEGIN AT 8:00 P.M. UNLESS OTHERWISE NOTED.

ALL MEETINGS ARE HELD AT THE 1st UNITARIAN CHURCH IN WOBURN CENTER, UNLESS OTHERWISE NOTED.

## CASUALTY OF THE MASSACHUSETTS MIRACLE???

Several readers have sent news stories from area newspapers to Trains magazine about the demise of the Cape Cod and Hyannis Railroad (CC&H). An article by the Narragansett Bay Railway Society Newsletter summarizes a report from the Cape Cod Times pretty well.

CC&H President Mark Snider has decided to call it quits. He's in the process of letting employees go and trying to sell his GP9 locomotives and varied passenger cars, "We want to find good homes for them", Snider said of the rolling stock.

Due to the ongoing budget crisis in the Commonwealth, there was no money (\$4.1 million) to underwrite another year of CC&H service.

By the end of February, the company's 12 employees will be laid off; about 140 summer jobs will also be lost.

Mr. Snider said he understands the financial pressure the Commonwealth is under and doesn't question its commitment to rail transportation.

"I think the state has been very caring and concerned, he said. "I think a decision has been made, and we have to live with it." Although the CC&H is getting out of the railroad business, Mark Snider said he would like to help

anyone start up rail service. Mr. Snider said, "I have devoted my life to transportation and plans to continue to devote my energies to the transportation industry.

CC&H employees are "feeling heartbroken" about the news, and "can't speak enough of Mark and Gwen Snider."

Mark Snider's success was in turning his dream of reviving Cape Cod passenger service into a reality in 1981 when he started the CC&H at the age of 24 with five leased passenger cars hauled by the former Otter Valley Alco switcher, now at Davisville, Rhode Island on the property of Seaview Transportation Co.

The CC&H made its maiden trip on June 13, 1981, amid champagne and pomp, between Hyannis and Sandwich. In 1982, CC&H extended its route over the Cape Cod Canal, and also down to Falmouth. In 1984, service was extended from points on Cape Cod, north to the Boston area where connections were easily made to the Braintree stop on the MBTA's Red Line service.

Service from the Cape (via the CC&H) to Attleboro was added during the summer of 1988. In its last full season of operation, the CC&H carried about 113,000 passengers. (Cape Cod Times 2/1/89)

## ANOTHER GRAVEL GERTIE?

Peter Leishman, a Milford, New Hampshire resident and town selectman, will be taking over operations of the Milford-Bennington rail line later this year. One of the line's shippers will be Granite State Concrete (GSC). GSC has expressed an interest in hauling gravel from their quarry on Route #31, near the Wilton-Lyndeborough town line to its concrete plant in Lowell, Massachusetts. This would get several 10- and 18-wheel trucks off the road between those two points.

There are some agreements between Leishman, Guilford Transportation Industries (Boston & Maine), and the state to be finalized, but no problems are foreseen. It is hoped that if the Milford-Bennington track crew can get busy as soon as the right-of-way is dry enough, the gravel could be run over the rails as soon as May. One hopper car can carry the equivalent of three 18-wheelers, making a much more efficient operation.

At present, plans call for making three round-trips a day between the quarry and a portable crusher, which is to be set-up at GSC's facility in Wilton. Each of the three trains will consist of ten 100-ton hoppers. The material would be processed and shipped to Lowell.

Other shippers to be serviced in the area are Monadnock Paper, Hendrix Wire and Cable Corporation and Suburban Propane Gas. Perhaps with a new dependable rail line in that area, more businesses will look to rail transportation. Keep an eye on this line. (Clayton Sargent through the Lakes Region Order Board)

## 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!

## BOSTON-PORTLAND COMMUTER RAIL???

Faced with overburdened and hazardous highways, transportation officials in northern New England are renewing interest in restoring passenger rail service between Portland and Boston.

Maine, Massachusetts and New Hampshire leaders are talking to Amtrak officials, and requesting money from their legislatures to study the cost of passenger service on tracks that run through their states.

They are responding to a combination of factors: More people are commuting from Maine and New Hampshire to the Boston Area; congestion and parking problems are growing in Boston and highways in all three states are crowded during rush hours.

The New Hampshire Legislature is considering a bill to study the cost of constructing a commuter line from Nashua to Lowell, Massachusetts, a northern stop of one of the Massachusetts Bay Transit Authority's (MBTA) commuter lines into Boston.

New Hampshire transportation officials were surprised by a recent study showing that 382 to 533 riders in the Nashua area would ride the rails if they could.

Ronald Hayes, who has commuted daily for 20 years from his home in York Harbor to the Massachusetts College of Art in Boston, welcomes the idea of a commuter train.

The art professor would gladly trade his daily 3.5 hours of driving, his Spanish lesson cassettes and reading aloud tapes for the luxury of riding a commuter train to work each morning.

"I'd pay \$20 a day to ride a train to Boston," he said. "I could read, sleep, prepare for classes and do all sorts of wonderful things."

"People who work in Boston know they don't have to spend \$350,000 for a house if they live in New Hampshire or Portland," said William Boudreau, a planner for New Hampshire's Bureau of Railroads.

"I think, the demand for rail service is there," he said, "but we'll have to re-educate people to get them away from the almighty automobile. Another oil shortage just might do the trick."

Maine DOT officials aren't waiting for high gas prices. Michael J. Murray, director of rail transportation in Maine, recently wrote Amtrak officials to investigate reopening passenger rail service from Portland.

Amtrak Assistant Vice President Timothy Gillespie replied that although he welcomed the interest, Amtrak was in no financial condition to expand its service, which is heavily subsidized by the federal government.

"Amtrak is not in a position to absorb any significant deficit increases associated with new routes or trains unless non-Amtrak funds are available to cover such deficit increases," he wrote Murray.

"You may wish to explore whether either New Hampshire or Massachusetts would be willing to help fund the capital or operating costs of a new service to Portland," Gillespie suggested.

He noted that Maine, Massachusetts and New Hampshire have all expressed interest in reducing congestion on highways between Portland, Portsmouth and Boston.

Ridership on the Maine Turnpike has increased from 15.4 million vehicles in 1977 to 35.8 million vehicles in 1988, and Maine is preparing to spend \$167 million to add a lane and expand bridges on 30 miles of the Maine Turnpike.

In February, the Maine Turnpike Authority issued 11,400 commuter passes, 1,656 of which are used by driver who pass through the York toll booths to go to work.

Rail advocates are hoping that these commuters would be willing to trade long hours on the road for shorter hours and fewer headaches on a train.

"We've had a number of inquiries about a rail service to Boston in the past year," Murray said. He added that DOT surveys have shown that more people are commuting to New Hampshire and Massachusetts from Maine.

"As a transportation agency, we've recommend improvements to the turnpike, yet we have this rail system that runs parallel to the turnpike," he said. "We're not doing our work unless we look at the total transportation picture."

A single railroad track owned by the B&M, a subsidiary of Guilford Transportation Industries Inc. (GTI), now runs from Portland through Biddford-Saco, Wells, and South Berwick into New Hampshire.

About six trains travel the Maine stretch each day, Guilford officials say, leaving adequate room for commuter trains.

The track continues through Dover and Exeter in New Hampshire and enters Massachusetts at Haverhill where it could connect with a Boston-bound MBTA commuter train through Lawrence and Reading, officials say.

Planners in New Hampshire have proposed two rail connectors to the MBTA station in Lowell, Massachusetts.

Massachusetts has also considered expanding MBTA service to Nashua, and along the coast to Newburyport, on a separate B&M line that runs from Boston to Ipswich, Massachusetts.

Colin Pease, senior vice president of GTI says a coastal route through a major population centers such as Portsmouth would be preferable to building connecting routes.

But he doubts that passenger service on his railroad could succeed without close cooperation among the three states. It would require an interstate agreement on how you divide up the subsidy costs," and getting New Hampshire, Maine and Massachusetts to agree on anything is a fairly tough obstacle."

While the initial cost of buying equipment and implementing the commuter service would be high — restoring tracks in Maine was estimated at \$30 million five years ago — the idea of traveling to Boston without worrying about parking or Boston drivers appeals to many northern New Englanders.

"There is public support for it now, and the rails are still operational," said Center Sanders, operations engineer for New Hampshire's Bureau of Railroads.

"But the idea has to mature a little," he said. "Politically, I'm sure the time is ripe."  
(from three Portland Press Herald, submitted by Steve Cook)

## ACTIVITY NORTH OF BOSTON

The Silverside steam coaches, formerly of the New Haven railroad, now belonging to the MBTA, and that had been leased to the Cape Cod & Hyannis Railroad, were returned to the MBTA early in March. Most of them were stored, out-of-service on a rarely used siding alongside the Boston Sand and Gravel Company which is next to Tower A outside of North Station. In late April, they are still there. It was also reported that MBTA GP9 1924 came back in the same move, and is in one of the dead lines at the Boston Engine Terminal (BET).

The word on the Buddliner (RDCs) is that the Northside seems to have a monopoly on them, although it is reported that the South side has one set. There are several out of service Budds on the opposite side of the mainline from the CC&H coaches discussed in the first paragraph. These are ex-NH 46, 54, 68 and 70. There are additional RDCs out-of-service on the west side of the BET. Some of these are burned or in otherwise rough shape or have been cannibalized to keep other RDCs running.

Amtrak #104, an RS-3 was seen making the Grand Junction tour several times between BET and the Southampton Street yards outside of South Station doing yeoman duty in both locations. It was reported in the Narragansett Newsletter that the #104 actually ventured north of Boston on a couple of rescue missions. In February, it got tacked onto a Reading turn when the F10 power on that train broke down. When there was no other locomotive to replace the disabled F10, the #104 spent the rest of the night running between North Station and Reading, and at midnight, hauled the Haverhill train to that location. Later, in March, MBTA GP-9 1921 still in BN green colors was in trouble in Wilmington with a string of RDCs, and towed that train back to Boston. There are rumors that Amtrak #104 will be taken out of service soon. At this writing, it seems to have at least disappeared from the BET area.

Other word on the Northside is that the MBTA is not going to rebuild the aging F-units. They are falling apart left and right. This, of course complicates the MBTA's problem with the commuter rail service on the Reading/Haverhill line. Apparently, the MBTA has elected to deal with the problem, - the clearance at the Wellington Tunnel near the Malden/Medford line. Because of tight clearances, only the F10s are allowed to go through (along with a few of the 1900 series Geeps and the 900s which are out-of-service. In order to use the F40s, the mainline will be rerouted by way of Guilford's Medford branch which parallels the tunnel. Nothing is official yet! Of the F10s, currently the 1101, 1104, 1109, 1113, 1114 and 1151 are in regular service. Two of them, 1105 and 1109 are used almost exclusively in push-pull operation with Budd sets. The remaining F10s are either out of service or are being used to keep other F10s running. Three of them (1102, 1105, and 1111) are stored on the siding along the group of CC&H coaches beside the Boston Sand and Gravel facility.

## LOCOMOTIVES FOR CONRAIL

Conrail placed a \$133-million order with General Electric for 100, 4000-horsepower C40-8 locomotives to be delivered in 1990.  
(Railway Age 4/89)

Please excuse the lateness of the March-April Newsletter. Our new editor has been at work in the final stages of obtaining his masters degree. However, the May-June Newsletter is in the works and should be on schedule.

The 2-story yard tower at the head of Salem's Castle Hill yard has been unoccupied and not maintained. It is open to vagrants and vandals and is being decimated fairly rapidly. The mobile office trailer parked alongside had a fire about a year ago, and it too appeared not occupied, nor replaced. (Editor's note: Since this news item was submitted in late March, the mobile office trailer was burned again — and totally destroyed. There is now another complete, larger trailer alongside the tower and the destroyed trailer, but it is uncertain at this time as to whether the new trailer is occupied.)

On a positive note, business has returned to pre-1986 strike levels on the branches through Peabody. Three customers keep the usual Springfield Terminal Geep (currently ST #14) shuttling over both lines almost on a daily basis on weekdays. Sometimes a GP40-2 in the 300 series or a GP37 in the 360 series appears. The unit usually ties up at the site of the abandoned tower and trailer.  
(Steve Butterworth)

### MILK CAR FOLLOW-UP

Some of you folks reported more on the whereabouts of the B&M milk reefer cars from the article on milk cars appearing in the January/February 89 issue of the B&MRRHS Newsletter.

Don Damour writes that B&M milk reefer car #1912 is in use by the Winnepesaukee Railroad at their yard in Meredith used as a shop and storage facility.

Steve Cook reports that B&M milk reefer car #1912 has long been stored on a section of dedicated iron divorced from any operating trackage at the Rochester New Hampshire yard. It's stenciled, "BLT 1-57". Chalked on the door is "Inventory 1980". Steve sent a photo and reported that it's used for storage.

### TECHNICAL TRAINING CARS???

Late in the afternoon on Sunday, April 23 as this issue was in the final stages of preparation, this editor spotted the familiar (to North-side commuter railfans) ex-BN MBTA green Geep #1921 pushing two Amtrak "technical training" cars north-bound across the Grand Junction track in East Cambridge towards the Somerville yards.

The two Amtrak cars, #10501 and 10502, looked like former combine baggage cars in regular Amtrak silver-grey dress with the usual red and blue stripes. Each car had "Technical Training" letters prominently displayed on the sides.

Are there any members out there that are familiar with the mobile "technical training" facility that would care to share his (or her) knowledge about the training provided by these special cars? Let's hear from you.

### RDC STACK FIRE IN SALEM

In mid-March, a 9:30pm MBTA Ipswich-bound train out of North Station paused in Salem for about 35 minutes as Salem (Mass.) firefighters doused a "flue fire" in the stack of the Buddliner RDC #72 (formerly New Haven). Passengers credited the train crew with discovering the problem and evacuating passengers into other coaches on the train. Some passengers had reported smelling smoke from the time they had left the Swampscott station stop. The train later continued on to Ipswich without further incident.  
(Salem News through Steve Butterworth)

The April 1989 issue of Yankee Homes has a good photo and story of the Lakeport Railroad station in Laconia, New Hampshire that has been sitting on blocks for several months (years?).

Some 150 citizens have formed themselves into the "Save the Lakeport Railroad Association" (SLRRA) in hopes of staying the bulldozer from leveling this, one of the very last unaltered station of the old B&M. The rest have been either demolished or converted to other uses.

The SLRRA hopes that someone will step forward and save their beloved and remembered little train station, preserving it in town, or failing that, using it for some other purpose. Anything is better than seeing the station demolished, they say, and you'll agree once you have viewed it.

The station was built in 1899 to serve passengers and freight trains. It measures 25 feet by 63 feet exclusive of the covered platforms. It stands today as it was built back then, just a foot or so higher now. The building has been lifted off its old stone foundation and set across the street from its original location.

Built of wood, it has tongue and groove paneling on walls and ceilings and can best be described as a neglected artifact of railroading.

The last passenger train out of Laconia ran in 1965. Since then, the building has been a food coop, housed a Headstart program and civil defense office, and rested many years, vacant.

The new owner will have to move it. If any B&MRRHS members or friends have any ideas, call Linda Perkins at 603-524-1982 or Jan Beaumont at 603-524-4239.

### MBTA OFFERS LONG-TERM FIBER OPTIC LEASES

The Massachusetts Bay Transportation Authority is accepting applications to lease its right-of-way for the installation of fiber optic telecommunications lines. For the first time, it is offering long-term licenses on all of its 421 miles of rights-of-way, including the subway system and underground along the commuter rail lines.

In response to a request for proposals issued in January 1988, several communication companies applied for the licenses to operate fiber optic lines in the subway. Installation is scheduled to begin this month and be completed later this year. The network can be expanded to include cable for any new license application.

(Modern Railroads March 1989)

(Editors note: Both data communications and voice communications over phone lines are undergoing a technological revolution by using fiber optic cable (usually made entirely of plastic) in place of copper conductors. This has enabled the multiplexing of many conversations using light waves over fiber optic lines instead of wires. One of the advantages is that fiber optics is not nearly susceptible to extraneous electrostatic noise introduced by electrical machinery or storms. Across the nation, (and the oceans), the larger telecommunications companies (AT&T, MCI, and Sprint) and many smaller companies are running fiber optic cables along railroad rights-of-way much as the telegraphic companies did many years ago with copper conductors. The rental of the rights-of-way provide a rather lucrative income for many railroad. It helps prevent yet another utility from digging up the streets around the nation, and it helps to provide entrance to the cities. ABT)

### RAIL SERVICE PLAN FACES THIRD STUDY

Merrimack Valley Planning Commissioners (MVPC) reacted with disbelief early in March when they learned that the resumption of commuter rail service between Newbury port and Ipswich faces still another study.

After a few comments uttered by others on the commission, Executive Director Gaylord Burke said sarcastically, the studied-to-death commuter service is "humming along".

Burke said that he new \$1.1 million feasibility study — the third the proposal will have undergone — including a environment assessment, was revealed in the national newsletter "Passenger Transport", and then would take the project to the "preliminary design stage".

"This is a perfect example why the state is in the financial crunch it is in", Merrimack Commissioner, Joseph Carter said.

Newburyport Commissioner, L. Donald Phillips was "speechless" at the development. He said he has long been concerned by the much-studied, much delayed issue, but has refrained from commenting so as not to cause even more delay.

Burke, who said MVPC officials will seek out the new study team to offer cooperation, said it appears the prime reason for the new study is an attempt to obtain half the funding in federal money from the Urban Mass Transportation Administration.

The other half was included in a state transportation bond issue, Burke said.

Some of the new study work, he said is expected to be done by the Central Transportation Planning Staff, a quasi-state transportation arm. One estimate is that the third study will take a year.

He emphasized the increasing importance of the rail plan, in view of the massive highway construction in Boston.

Burke also emphasized that Newburyport civic and city officials "have been sincerely working hard" on the project.

He briefed commissioners on the history of the project, starting about three years ago when the MVPC did a \$20,000 feasibility study, which came up with cost (about \$24 million) and ridership (450-500 daily) figures. The study found the project "do-able and competitive", he said.

This was followed by a \$70,000 Massachusetts Bay Transportation Authority (MBTA) study, presumably because the MBTA would operate the service and wanted its own figures, which turned out to be almost the same.

"We thought that the project was moving ahead," he said. They're using the existing right-of-way, it shouldn't be too difficult."

Several tongue in cheek commissioners asked Burke when the county would begin its own study, a question he did not try to answer.

(Dick Symmes through the Newburyport News, 3/11/89).

## OTHER BUSINESS AND ACTIVITIES

The following represents a list of other activities such as open houses of model railroad clubs, shows and sales of items that may be of interest to the B&MRRHS members.

### FOR SALE

A very good copy of Trains magazine issue dated January, 1949 featuring an article, "Diesels and Covered Bridges" about B&M service at that time. The price, postage paid is \$3.50. If interested, contact William Hoffman, 326 S. East Avenue, Baltimore, MD 21224.

### FOR SALE

Video Tapes "Great Model Railroads", Volume 2. A great model railroad, the Franklin & South Manchester, of George Sellios of Peabody, Mass., provides two hours of the HO layout of a Mogul-powered passenger and a Mountain-powered freight. Make check out to the Salisbury Point RR, P.O. Box 499, Amesbury, MA 01913.

### COLLECTOR'S EDITIONS OF MAGAZINES FOR SALE

Richard McLeod living in Pennsylvania has some old copies of the B&M Bulletin and the New England States Limited. Before Dick decides to offer these copies elsewhere, he prefers to make them available to a B&MRRHS member or other New England railfan for their own library.

For the B&M Bulletin, the following are available: Vol. 2 No. 2, December 1972; Vol. 2 No. 3, March 1973; Vol. 4 No. 2, Winter 74-75; Vol. 4 No. 3, Spring 1975; Vol. 4 No. 4, Summer 1975; and Vol. 5 No. 1, Fall 1975 to the present. Total 50 issues.

For the New England States Limited, the following issues are available: Vol. 1 No. 1, Summer 1977 through Vol. 5 No. 1, March 1983. Total 17 issues.

Dick didn't indicate whether he would be willing to sell individual copies or let them go in packages. It's best to contact him directly. Richard McLeod, 106 E. Orange Street, Shippensburg, PA 17257.

### RYE BEACH MEMORABILIA AND RAILROAD PASSENGER SERVICE ITEMS WANTED

Alex Williams in the Dwight, Illinois area has asked the readers of the B&MRRHS Newsletter to be on the lookout for information and items relating to Boston & Maine passenger service along the seacoast. In particular, Alex is seeking flatware, serving items, dinnerware and linen service with the B&M logo. Sleeping car items, again with the B&M logo are also needed. In addition, are items of Rye Beach and environs are wanted including items from hotels and clubs. Alex is busy rebuilding B&M #33 into a business car.

If you can help Alex, please contact him, Alex McWilliams, Jr., 107 N. Prairie, Box B, Dwight, IL 60420. Phone 815-584-2083.

### IN MEMORIAM

The B&MRRHS joins the widow and the family of Raymond B. Ellis, 89 in mourning his passing on April 11, 1989. A resident of Beverly, Massachusetts for many years, Mr. Ellis had been a ticket agent for the Boston & Maine Railroad for 25 years serving in ticket offices in Beverly, Salem and in Boston before retiring in 1968.

Mr. Ellis was also a 60-year member of the Fraternity Lodge AF and AM in Newtonville, and hand earned a 1500-hour pin for volunteer work at Beverly Hospital.

## UPCOMING RAILFAN EVENTS

**MAY 20-21, 1989, Saturday and Sunday, FIRST NORTH COUNTRY RAILFAN WEEKEND.** Winnepesaukee Railroad/Hobo RR train will depart Lincoln, NH for Plymouth and meet with Winnepesaukee RR For spike-driving ceremony at 12 noon. Also Winnepesaukee RR train leaves Meredith, NH to meet at Plymouth, NH for spike-driving ceremony and continues north to Lincoln, NH at the Hobo RR station. Train returns south to Meredith. On Saturday evening, a Sunset Dinner Special departs Lincoln for a 15-mile trip (1.5 hours) along the Pemigewasset River with Alco doubleheader.

On Sunday from 10:00 am to 4:00 pm at Meredith, the Winnepesaukee RR will run a double-header train trip and a mixed train trip,

**JUNE 3-4, 1989, Saturday and Sunday, SPRING TRAIN EXCURSION;** Massachusetts Bay Railroad Enthusiasts, Inc. announces two days Vermont Excursion on the Vermont Railway and the Green Mountain Railroad. Behind VTR GP38-2 diesel power, route will be 127-mile trip from Rutland, Vermont on Saturday morning south along VTR tracks to Bennington, VT thence west to Hoosick Junction, NY to the recently reactivated GTI/VTR interchange point, and return N. Bennington and return to Rutland for the night. Several photo stops are planned.

**JUNE 17-18, 1989, Saturday and Sunday, EDVILLE RR 20TH ANNUAL RAILFANS WEEKEND** plus New England's Largest Railroad Flea Market and Model Show. Admission includes regular combination train museum ticket and entitles you to ride any and all special rail fan trains all day. Also activities for the railfan widow. Special Advance two-day ticket: Adult \$15.00 - Child (under 12) 10.00. For advance tickets: Mail check and self-addressed stamped envelope to: Edville RR Railfan's Weekend, P.O. Box #7, South Carver, MA 02366. Phone 508-866-4526.

### INFO ABOUT PS-1s

B&MRRHS historian, Harry Frye received an inquiry from the scale model builder, Con-Cor, asking that he might pass the inquiry onto the general Society membership. Con-Cor is looking for information on PS-1s and PS-2s so that they might produce a more accurate reproduction scale model. It's Harry's opinion that the B&M had no PS-2s, but did have PS-1s.

Who among you can help Con-Cor out? It might open the door toward a B&M model. If you can offer information, please respond to Don Brown, Con-Cor, 1880 South Research Loop Drive, Tucson, AZ 85710, Phone 602-721-8939.

And while you're at it, you might send a copy of your response to the B&MRRHS Newsletter office as well. Maybe we can get something going here? I'm curious!!! (ABT)

### PARTIAL RESURRECTION?

A short note in a recent Callboy, indicated that Amtrak wants to maintain its momentum in Cape Cod operation, will operate a New York to Hyannis summer service through Attleboro. Current plans are to operate a Hyannis train on Friday evening, followed by a Hyannis-Attleboro-Providence-Attleboro-Hyannis round trip on Saturday and running a Hyannis-New York train on Sunday afternoon. (John Crowley through MBRE Callboy 3-4/89)

both with photo run-bys. Meanwhile, in Lincoln, the Hobo RR will have various activities with bus trips to Loon Mountain with the J. E. Henry RR, photos sessions with the Baldwin locomotive, a trip to ride the White Mountain Central RR (Clark's Trading Post), and at 1:00 pm departs Lincoln for a 15-mile trip (1.5 hours) along the Pemigewasset River. In addition, the Hobo RR will have a flea market and exhibits going on both days at Lincoln, NH.

There are several excursion/overnight accommodations available at both locations, but inquiry and reservations are suggested. For further information, check with the Winnepesaukee Railroad RFD 4, Box 317, Meredith, NH 03253 or call (603) 528-2330.

On Sunday morning, behind GMRC (ex-Rutland) classic Alco RS-1 #405 power, the route will be along GMRC trackage from Rutland southeast to Bellows Falls, VT and Cold River, NH.

There are several connection, accommodation and food and beverage options available, but train capacity is limited to available equipment, so early orders are advised. For further information, contact, MBRE, P.O. Box 8136, Ward Hill, MA 01835; or phone (617) 489-5277.

**JUNE 17-18, 1989, Saturday and Sunday, RAILFAN'S WIDOWS WORKSHOPS.** To ease the loneliness of being a railfan widow, Edville is offering a couple of special workshops just for you. There are two options:

1. Piece & Quilt a Railroad Crossing Block. To the quilters, a railroad crossing is a quilt block, not an intersection as the railfan sees it. Susan Andrede will help you with borders and begin quilting before you leave on Sunday. Cost is \$25.00 which includes the materials.

2. Make a market basket with the help of Debbie Johnson. Anyone can make a sturdy basket if somebody shows you how. Don't miss this opportunity to take home a finished basket that you made yourself. Cost of this workshop is \$20.00 which includes material.

Cost of the workshops includes materials, admission to Edville, and patterns for both projects. It is advisable to register for the workshops by May 15 to ensure a place. Enclose a check or money order made payable to Edville Railroad, P.O. Box #7, South Carver, MA 02366.

### COMMUTER COACHES FOR MBTA

The Massachusetts Bay Transportation Authority (MBTA) ordered an additional 51 commuter coaches from Bombardier Inc. of Montreal at a cost of approximately \$46 million, exercising an option that was part of a 1988 contract under which the MBTA ordered 56 cars. The total contract is valued at more than \$90 million. First deliveries are to be made this summer. Bombardier's first order from MBTA came in February 1987 for 40 push-pull commuter coaches, all now in service. The new coaches will be manufactured by Bombardier's plants in La Pocatiere, Quebec and Barre, Vermont. Bombardier has delivered similar coaches to NJ transit, Metro-North and the Southeastern Pennsylvania Transportation Authority. (Railway Age 4/89)

## RESTORATION OF YORK, MAINE STATION

This month brings more stories of restoration of former Boston & Maine Railroad station structures. One of them came from Dennis Snook from the State of Washington who received a news story about the restoration of the York Beach station from folks back home in Maine. The write-up appeared originally in the June 22, 1988 issue of the York Weekly.

In an article written by Maggie Reed, the York Beach Study committee hopes to move the historic Long Beach train station to York Beach where it would serve as a museum of York history and information center.

The committee is looking into securing a grant for the move and restoration of the century-old structure from the Wheeler trust which is a trust to be used for grants to beautify the York area.

The station is owned by Joseph Fiandaca, who has agreed to give the building to the town with no strings attached. It now sits behind some cottages at the intersection of Garrison Avenue and Long Sands Road.

The committee would like to move the station to the parking lot by the Animal Forest Park, next to the York Beach Post Office, across the street from the York Beach Fire Department. It was mentioned that the number of parking spaces would not be reduced because there is plenty of room to move one row of meters to accommodate the structure.

In an article by Raymond E. Tobey and supplied to the York Weekly by the committee, it tells that the Long Beach station was a stop on the York Harbor and Beach Railroad (YH&B). It was an 11-mile line built so that York Beach could get its share of summer visitors. The York County Atlas of 1872 talked about how isolated York was now that the Boston-Portland stage route was no longer in service. Taking over for the stage route was the Boston & Maine line from South Berwick to Portland.

Also, better service was needed for transacting business in Portsmouth and transporting Yorkers employed at the Portsmouth Naval Shipyard in Kittery.

An agreement was made with the Boston & Maine Railroad, making the B&M the major stockholder in the York Harbor and Beach. The YH&B ran from Portsmouth to York Beach. Each YH&B train met in Portsmouth every train to and from Boston during the daylight hours, enabling people to commute to work.

The first iron to be laid was at Kittery on June 4, 1887 and with the gangs working days, nights and Sundays, by August 4th, the tracks were a mile and a half from Union Bluffs, the end of the line. The railroad was scheduled to open on August 8, 1887, but remaining trestle work was needed on that last stretch because of the swampy area in back on Long Sands. They decided to terminate at Long Sands, which was temporarily designated York Beach, until the line was completed.

A week later, the track ran to Union Bluffs. When it was done, the Union Bluffs stop became the York Beach stop, and the first York Beach stop became Long Sands. It was later changed to Long Beach.

The station is currently in its original location and if you look around the area, you can see where the tracks ran and even some of the original ties. The fare in those days from Portsmouth to York Beach was 55 cents. The total cost of building the line was \$310,000.00.

In the 1890s, for all practical purposes, the York Harbor & Beach became just another B&M branch, although it retained its identity until the end. Frank Jones became president of the YB&H in 1983 and shortly after became president of the B&M. Jones replaced the original president, Edward Marshall.

After many profitable years, the railroad

began to have problems in 1893 when the Kittery & York Electric Railway was incorporated. By the end of 1897, there were trolleys running from Portsmouth to York. The trolleys offered travelers a more scenic, albeit slower route as it was in sight of the harbors and ocean for most of the way.

The demise of the trolleys in early 1923 saw the YH&B line pick up some added business, however, the line was still losing money. Automobiles were also increasing in number, and in 1925, the losses for the railroad rose sharply.

Also the B&M applied for a bus route from Portland to Saco in April of 1925, very close to the route of the YH&B. Bus service started on July 8th and passenger service on the railroad was essentially finished.

By the time the bus service started, the stockholders of the YH&B had already met in York, and voted for petition to abandon the railroad. Not only was it losing money, it was also in need of major repairs.

Permission was granted to abandon, and by February, 1927, the Roxbury Metal company of Dorchester began tearing up the tracks starting at the York Beach end.

The Long Beach Railroad Station structure, although modified somewhat through the years is still the original building. The brick foundation it sits on is the foundation built 100 years ago.

The commission would like to move the foundation as well but agreed that it would be extremely costly. Various members suggested using restoration bricks - bricks that look like old bricks could be used. Others suggested a block foundation using a brick facing of as many of the original bricks as possible and work them in with the restoration bricks.

(York Times, 6/11/88 through Dennis Snook)

(Editor's note: If there is follow-up information as to current disposition of the station, please fill us in. Thanks, ABT)

## RENTING A PRIVATE COACH

Did you ever dream of owning a private coach, and coupling it to trains going to wherever you want; you know, to travel in the private varnish set? It may not be practical for you to own one, but you can rent a private railroad car. You can take a day trip, or longer? A New York Times reader recently asked that question of a travel editor.

Some private owners occasionally rent their cars, but there is an agency, Gold Coast Limited, that specializes in arranging rentals. It represents a private railroad car company with passenger cars available for use on routes used by Amtrak and VIA rail (Canada). The cars are attached to scheduled trains for day and overnight trips. Reservations for this so-called Royal Rail service must be made thirty days in advance. Many of the trains are rented by business and other groups, but Gold Coast also takes reservations for rooms on cars that passengers may share.

The company says the cars were all built in the late 1950s by the Budd and Pullman Standard companies. The lowest price for a 24-hour rental of a car is \$3500 for the Belle Terre, a streamlined, round-end sleeper-kitchen-lounge car that seats 27 people for journeys by day, or sleeps 10 people on overnight trips. In addition, there is a charge for the car of \$1.50 a mile; and regular coach fare is added for each person after the first 20 passengers. Rates include the services of a chef, a porter-waiter and a mechanic. If you are interested, contact Gold Coast Limited, P.O. Box 1199, Port Washington, L.I. 11050. Phone 800-872-4621. (Stanley Carr/New York Times 4/9/89).

## TRACK MOTOR CAR

Dave Decker Sr., who moved from Worcester, Massachusetts to Dayton, Ohio a few years ago writes and asks for help from members who might know some of the history and have photographs of the former MEC-Portland Terminal Company, track motor car bearing road number PT-M2013. Identified as having been manufactured by the Northwestern Motor Car Company, the engine builder told Dave that the engine was assembled in November 1942, indicating that the track motor car was probably built early in 1943.

Dave has been active since 1984 with the Whitewater Valley Railroad (WVRR), an operating railroad museum in Connersville, Indiana. During the summer, the WVRR runs diesel and steam over 18 miles of former NYC tracks which reportedly were part of the CCC&StL in 1867.

Dave has done some restoration work on the track motor car. This is a large motor car relatively speaking; it'll seat six or seven adults and is capable of towing a trailer or two. The original did not have Fairmont windshields on it, but it is believed to have had a roof from Fairmont.

Dave initially removed as much of the vehicle as he could remove. Started with the upper frame, side boards, cooling system, generator starter, fuel tank, carburetor and oil filter. He's had the generator and starter rebuilt, and has new parts for the electrical system, new battery and plugs and distributor wires. He needs a gear for the distributor. He has removed much of the grime from the engine, and as the weather warms, will continue to do more cleaning.

He would like to find as much of the history as possible, including photos and area in which it operated. Purchased originally from the Northwestern Motor Car Company, it is marked with a 566-W on a casting over the radiator housing. Perhaps some of our "470" readers can help too.

Dave is also looking for a set of plans for a section building used to store motor cars, tools and other supplies such as the one that was at "Barbers" in Worcester at MP3. They were about 12 feet by 16 feet or so, and were typically located all over the railroads at one time.

If you can help with information, he'd be glad to pay costs. Contact: David S. Decker Sr., P.O. Box 5904, Dayton OH, 45405-0904.

## SPREAD THE WORD ABOUT THE SOCIETY

Members should consider using their local town or city library as a means of spreading the word about the Society. Why not give a gift membership to your library? That way we can make sure the B&M BULLETIN is readily available to scholars and researchers who might never hear of us otherwise. All you need to do is visit your local library and speak with the head Librarian. Tell them what you have in mind. This will avoid any duplication of effort, and also give your donation a personal touch. Explain to them that they will receive the Newsletter and the Bulletin as we issue them. In addition to your local library, you might also consider giving a membership to your town's historical society or museum, especially in communities through which the B&M operates, or did in the past. To encourage you to participate in this effort, the Society will award a \$5.00 merchandise certificate good toward any item we sell, to each member who gives a gift membership to their library, historical society or museum.

