

# NEWSLETTER

BUDDY WINIARZ, Editor  
P.O. Box 2936  
Woburn, MA 01888

JEFF URSILLO, Production & Distribution  
P.O. Box 4117  
Boynton Beach, FL 33424-4117

Meeting/Membership Telephone Number (617) 628-4053

November / December 1993

Opinions expressed in the signed columns or letters of this Newsletter are those of their respective 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 or services in this Newsletter is for the convenience of the membership only, and in no way constitutes an endorsement of said products or services by the Society or any of its officers or directors, nor will the Society be responsible for the performance of said commercial suppliers.

## —B&MRRHS CALENDAR —

**DECEMBER 11, 1993**

We will be closing out 1993 with our annual **Member's Night** presentation. Members and friends are invited to bring a maximum of 25 slides or a 200' movie. A Kodak Carousel slide projector with stack loader will be provided—if you plan on bringing slides loaded in a different manufacturer's trays, you will need to bring your own means of projection. Likewise, if you plan on showing movies, you must provide your own means of projection.

Member's Nights are always a fun time, and a great way to see a wide variety of railroading in a single evening.

**JANUARY 8, 1994**

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

**FEBRUARY 12, 1994**

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

*The Directors, Officers, and Staff of the B&MRRHS  
wish everyone a **HAPPY HOLIDAY SEASON** and a  
**SAFE AND PROSPEROUS NEW YEAR!***

## — ATTENTION —

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

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

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

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

—BW

# CHAIRMAN REPORTS ON STATE OF SOCIETY AT ANNUAL MEETING

*The following was presented by B&MRRHS Chairman Paul T. Kosciolk to those in attendance at the Society's Annual Meeting, held in Lowell on Saturday, October 23, 1993.*

Since I assumed my position as Chairman, a year has come and gone. For the benefit of our members, I wish to provide the following data, as without the untiring efforts of the Board of Directors, our society would not be where we are at present...

On November 1, 1992, our membership base stood at 1,198. As of September 1, 1993 we have 1,250 members. My thanks go to **Jeff Ursillo**, who has done a superb role as Membership Secretary.

Our treasury had a starting balance on November 1, 1992 of \$52,082.94. The ending balance on September 1, 1993 was \$49,481.79. Again, I wish to thank **John Goodwin** for his 110% effort in maintaining the Society's books.

An integral part of our income is generated by our sales from Train Shows and mail orders from the membership and public. Gross receipts from November 1, 1992 to September 1, 1993 were \$43,105.56. A very special thank you goes to **Jim Nigus, Jr.**, **Ed Felten**, **John Goodwin**, **Joe Shaw**, **Buddy Winiarz**, and the many others who regularly give up their Saturdays and Sundays on behalf of the Society. A very special thanks goes to their spouses as well, for allowing our staff their allotted time.

In the area of our Archives and Hardware collections, **Richard Conard** and **Dan Hyde**—respective committee chairmen—are to be commended for their efforts as well. I also wish to thank the following donors for their contributions...

**David Decker:** REA baggage cart

**Scott Whitney:** B&M/D&H Crescent (N.Y.) model board, a set of brake test books for B&M's TALGO train, and train sheets from East Deerfield Tower.

**Estate of Lawrence Beak:** Complete volume sets of *Trains Magazine* from 1940-present.

**Walter Wright:** Various Timetables, books and pamphlets.

**G. Peterson:** Photographs depicting Billerica Shops under construction.

**Virginia Moulton:** B&M Agent's hat from North Charlestown, N.H.

**O.R. Cummings:** B&M Employee's Magazines from the 1940's & '50's.

**Preston Johnson:** Miscellaneous photographs and timetables.

**Jim MacGown:** B&M Passenger car China dishes.

**Linda Weeks:** Snow broom.

In addition there were a number of donors who wish to remain anonymous. Among the items received from them were a headlight from P-3 Pacific No. 3701, Original Bible,

gavel and mallet, and banner from the Brotherhood of Locomotive Engineers—Boston Chapter, and a tool box similar to that which was mounted on the tender of B&M 0-6-0 No. 410. If I have missed anyone, please accept my apologies, as I tried to be as precise as possible.

Our *Bulletin* editor, **John Alan Roderick**, should be commended for his efforts. The Society's magazine received an "Honorable Mention" in the annual "Heart of Kansas Superb Printing Competition", taking second place from a field of 400 entries. The magazine had been entered into competition by our printer in Salina, Kansas.

Models Committee chairman **Gerald Dube** has provided the Society with its Mystic Terminal N-Scale box cars, B&M HO scale Box Cars, our B&M shadow script mugs, and more products under development.

In the way of long-term projects, Vice President **Patricia Byron** has begun the planning process for our Society's Twenty-Fifth anniversary activities. Additionally, we have been invited to participate along with the Citizen's Advisory Council in planning a green space railroad exhibit park which will be placed near the North Station area in years to come, following completion of the Boston Harbor-tunnel project.

Last, but not least, our infamous Engine 410 Project has brought the B&MRRHS the highest level of public interest and been well received by visitors to Lowell's National Historic Park. A very special word of thanks goes to **Jim Nigus, Jr.**, **Dan Hyde**, **Fred Brown**, and the many other volunteers who have made this project a success.

In closing, it has been extremely gratifying to be at the helm with the officers and directors of our society, in that we have demonstrated that we are a can-do organization, and will continue to exist in our capacity to preserve and cherish the colorful history of the Boston & Maine Railroad.

—Paul T. Kosciolk, Chairman

---

## 410 UPDATE...

After every busy spring and summer for the volunteers working on the B&M 410 a sense of accomplishment is well deserved. Since the loco was moved, the front running boards have been put back on, **Sandy Sheperd** has finished lettering the engine, steel plates have been welded into place (on the cab roof), the wooden floor in the tender has been treated and stained black along with many other jobs being done. There just always seems to be something to do. **Work will continue** through the winter months on parts which are inside at the Parks Maintenance building. I would like to once again thank everyone who has helped and continues to help on this project.

—Jim Nigus, Jr.

# 1993-94 B&MRRHS ELECTION RESULTS

## PRESIDENT

Allen Burdett-Thomas	174	✓
(Write-in votes)		
Carl R. Byron	3	
R. Richard Conard	1	
Daniel Hyde	1	

## VICE PRESIDENT

Patricia Byron	176	✓
(Write-in votes)		
Joseph N. Shaw	3	
Paul Kosciolk	2	
James Nigzus, Jr.	1	
John A. Goodwin	1	

## SECRETARY

Francis "Buddy" Winiarz	178	✓
-------------------------	-----	---

## TREASURER

Michael Basile	182	✓
----------------	-----	---

## CLERK

Richard Nichols	180	✓
-----------------	-----	---

## DIRECTORS (3 positions)

John A. Goodwin	180	✓
James Nigzus, Jr.	179	✓
David West	176	✓
(Write-in votes)		
Dennis Adams	1	
Jeffrey Ursillo	1	

## ALTERNATE DIRECTORS (2 positions)

James Byington	124	✓
Francis "Buddy" Winiarz	115	✓
Carroll Robbins	109	
(Write-in votes)		
Peter T. Victory	1	
Daniel Hyde	1*	
Carl R. Byron	1	

\*There was one other write-in vote for Daniel Hyde which was disqualified due to the checking off of two other candidates for Alternates on the ballot. (A total of three, rather than the required two). In all, 190 ballots were cast, including 4 blanks.

Respectfully Submitted,  
Brian Bollinger  
R. Richard Conard  
John Alan Roderick  
Ballot Tellers

# HELP! HELP! HELP!

PLEASE NOTIFY THE MEMBERSHIP SECRETARY OF ANY CHANGE IN YOUR ADDRESS!

Each mailing we seem to have around ten items returned for lack of a correct address. Ten Bulletins were returned, eight had new addresses, two were "Temporarily Away". This means tripling the shipping cost to those individuals an additional \$2.70 for each one! Some of those are labeled "Addressee Unknown" or "Forwarding Time Expired"! How can we get your Bulletin or Newsletter to you if you do not let us know how to reach you? If you do not receive your mailing within a reasonable time, please let us know via a postcard with your proper working address on it.

Some of our lost members whom we have items for but no address include:

Howard Gunnison, Jr., Miller Robb, Lawrence Kowalczyk, John P. Fielden, David J.M. Proctor, Wayne Daniels.

## NEW NEWSLETTER EDITOR...

Beginning with this issue of your *Newsletter* we have a new Editor—Francis "Buddy" Winiarz. At the moment I would like to commend and thank Allen Burdett-Thomas on a job well done for the past 5 to 6 years with the B&MRRHS Newsletter.

Some of the ideas that have been tossed around are listing the names of new members, a "Shop & Swap" column which would be for those members interested in certain data or historical information and photos/slides or other items that may want to be bought/sold. This is for members only. Maybe we can get an update of the local frequencies for those with scanners?? If there are other ideas send them to the Newsletter at the Woburn P.O. Box. address on page 1 of this Newsletter.

**REMEMBER: THIS IS YOUR NEWSLETTER. I CAN ONLY PRINT WHAT I GET FROM THE MEMBERSHIP.**

—BW

## OCTOBER'S PRESENTATION...

Don Hills, as he always has in the past, treated us to a fun evening of slides of B&M and other New England subjects dating from the 1960's-1970's. A retired B&M train dispatcher, he also took us "behind the scenes" for a look into the old B&M dispatching offices at 150 Causeway Street, as well as a raft of other beautiful color shots.

Thanks a million Don for taking us on a fun trip down memory lane—We can't wait to see more!

—BW

## JOINT B&MRRHS/SPRRHS FALL FOLIAGE EXCURSION A "REALLY BIG SHEW"

On October 16, 1993 the B&MRRHS, along with the Salisbury Point RRHS, ran a fan trip on the Winnepesaukee Scenic and Hobo Railroads.

150 people enjoyed a beautiful trip from Meredith to Lincoln, N.H. Our train consisted of ex-B&M Alco #1186, 2 Budd cars and a dining car.

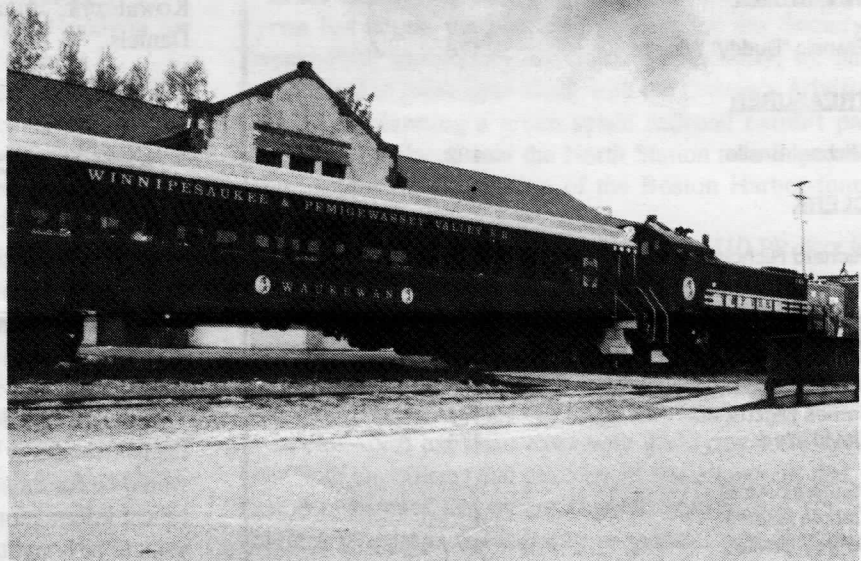
We departed at 9:00 A.M. and our gracious food crew supplied us with complimentary coffee, hot apple cider and donuts. Our first stop was at the recently restored Plymouth station. It has been restored and is owned by the Senior Citizens Assoc. of Plymouth. We had a photo run-by here, at Livermore Falls and Beebe River. Around noontime we were served a lunch of Harts delicious turkey soup, choice

of turkey or roast beef sandwich, chips, a giant chocolate chip cookie and beverage. The food was delicious and drinks were served all day long. At milepost 17.52 we coupled onto the scheduled Hobo train and doubleheaded into Lincoln. Upon arrival in Lincoln we had about 45 minutes to visit the station/gift shop and look around the yard. We departed about 2:20 and had an enjoyable trip back to Meredith.

Everyone aboard said they had a good time. We would like to thank Eddie and Brenda Clark along with their crew for making it a very successful trip.

—Jim Nizgus, Jr.

At right, the train, with its maroon engine and cars slows to a stop at the nicely restored Plymouth depot. Below we see a full view of the station, now used as a Senior Citizens Center (Both photos by Ed Felten)



## B&MRRHS RAILROAD EXHIBIT DRAWS RECORD CROWD...

Once again your Society took part in the Lowell Folk Festival on July 23, 24 & 25 1993. B&M combine 3031 was set up with artifacts from both our archives and hard ware collections. It was a great opportunity for members as well as the general public to see what we're all

about. Staffed by Society volunteers, the exhibit was a huge success. People of all ages were treated to a very unique experience, asking questions and reminiscing about days gone by. The exhibit makes many people aware of our Society. This year was particularly special because we had the B&M 0-6-0 #410 switch engine coupled onto the combine. Although not completely restored, the two together created quite a lot of interest. How many people would have thought last year that the #410 would be in Lowell for the Folk Festival!

Much planning and work goes into preparing for an exhibit of this size and without the help of many volunteers it wouldn't be possible. I would like to thank everyone who helped to make this year's Festival the biggest yet. Below is a list of those who helped. If I missed anyone, I apologize.

Ed Felten, Joe Shaw, Dan Hyde, Paul Kosciolk, Richard Conard Buddy Winiarz, Fred Brown, John Goodwin, Arnold Wilder, Karen Nigzus, Bill Maine, Lester Stevenson, Russ Munroe, Rob Quagan Peter Victory, Bill Longmaid, James Byington, James Byington, Jr. Don Robinson Mike Basile, Dick Nichols, John A. Roderick, Carl Byron, Pat Byron.

—Jim Nigzus, Jr.

---

## 4265 HEADING BACK TO NEW ENGLAND

Word has it that the Green Mountain Railroad has worked out a trade for its former-MBTA E8 No. 4261 (nee PC 5761, nee-Pennsy 5761). In a deal which will net GMRC several other pieces of rolling stock, including a former NYC Budd car, the former "Gray Ghost" will be sent to Syracuse, New York.

In the venerable E-unit's place will come B&M F7A No. 4265. The '65 has been on display at Syracuse for more than 12 years. Purportedly the unit has no innards (like sister 4268 at N. Conway), and is in pretty rough shape. Thus, three-quarters of B&M's original F7A fleet will be in familiar territory in the not-too-distant future. (4266 and sister 4268 reside, of course, at Conway Scenic Railroad in North Conway where they have been beautifully restored. Now, if the Green Mountain boys can just get their hands on that remaining F7B at North Billerica...

—John Alan Roderick  
courtesy of Scott Whitney

## GTI PLANS RAIL SERVICE TO NEW BRUNSWICK

BANGOR, Maine. (AP)—Rail freight service to portions of Maine and Eastern Canada, which is scheduled to end in 1995, would be restored under a plan unveiled yesterday by Billerica-based Guilford Transportation Industries.

The railroad holding company wants to add services along the eastern end of the Canadian Pacific Ltd. line from Mattawamkeag, Maine to St. John, New Brunswick. It would restore service to Georgia Pacific Corp.'s Woodland, Maine mill.

Guilford executives held news conferences yesterday in Bangor and St. John to outline their plan.

The company wants to fill a vacuum created by Canadian Pacific's plan to abandon its system east of Sherbrooke, Quebec, as of August, 1994. Canada's transport minister has ordered that abandonment be postponed until January 1, 1995 to allow time for alternatives to be considered.

The U.S. Interstate Commerce Commission, meanwhile, is reviewing the abandonment plan as it applies to a 201-mile section that traverses Maine.

Guilford owns the Maine Central and Boston & Maine railroads, which have extensive operations in the state. Springfield Terminal, a Guilford subsidiary based in North Billerica, Mass., operates the trains that run on those tracks.

—Lowell Sun  
via Paul Kosciolk

---

## CV ON THE BLOCK...

St. ALBANS, Vt. (AP)—The Central Vermont Railway, Inc. is up for sale, and employees with the company may be among the bidders.

"It's a possibility," Gary Jones, a spokesman for Grand Trunk Corp., said of the proposal by employees to buy the railroad that generates about \$20 million in annual revenue.

The company said it will solicit bids from qualified operators as well as consider a management-led employee stick ownership plan by Central Vermont employees to buy the St. Albans-based railroad.

—Portsmouth Herald, 10-28-93  
via Carroll Robbins

## VOLUNTEERS NEEDED

The Lowell National Historical Park is looking for volunteers to operate one of our summer trollies.

Anyone interested should contact Will Lavallee at: (508) 459-1068 or (508) 459-1055 anytime from Tuesday thru Friday.

## LOWELL LANDMARK NEEDS WORK 'DESPERATELY'<sup>1</sup>

This building was the Boston & Maine Railroad's first station in Lowell, Mass., located on the east side of Central Street and commonly referred to as the Rialto (Theater) building, today owned by the Lowell Historic Preservation Commission. The building was originally constructed for the Lowell & Andover Railroad which entered into a leasing arrangement with the Boston & Maine Railroad to operate the road. The original agreement to lease was made on June 4, 1873 before the railroad was constructed. The terms of the lease stated<sup>2</sup>:

"Said railroad shall be constructed with reasonable economy as a strictly first-class railroad, with single track fully complete and ready for use, with all necessary stations, freight grounds, side tracks, water arrangements, turn-tables and other necessary fixtures, having its stations and grounds on Central Street, in Lowell, and a connection with the Lowell and Framingham Railroad, and with the freight track of the Boston & Lowell Railroad, in Jackson Street, substantially in accordance with the plan prepared by Edward Appleton, civil engineer, and upon locations already agreed to by the aldermen of Lowell and selectmen of Tewksbury and Andover. Etc.,etc..."

Only the two-story front building survives today, as the baggage room and train shed were removed long ago. The train shed extended to George Street at its east end, and was parallel with William Street on the north side, Green Street on the south side. The Rialto theater occupied the William Street side adjacent to the present structure. On the other (Green St.) side was a two-story baggage section with offices on the second floor. The George Street end became the Church Street Garage which was removed and a professional building erected on the site. The remaining train shed area is now utilized for the Lowell District Courthouse parking.

The approach tracks ran easterly to a crossing of Church Street just west of the Concord river bridge and out over the Concord river on its own wooden pile bridge to the east bank of the river. Interestingly, the connection with the Boston & Lowell Railroad's freight track paralleled Warren Street then up the middle of Hurd Street, crossing Central Street, thence up Jackson Street to join the Boston & Lowell track. (This may be seen in an old picture of Hurd Street.) After the Boston & Maine Railroad leased the Boston & Lowell Railroad in June 1887 it was no longer necessary to maintain the Central Street station, as the Middlesex Street station, built by the Nashua & Lowell Railroad in 1848, was used by the B. & L. and connected with all of the lines through Lowell.

<sup>1</sup> The Lowell Sun, September 28, 1993. (Article included a picture of the existing building.)

<sup>2</sup>BOSTON & MAINE RAILROAD SYSTEM - Statutes Relating to Boston & Lowell Railroad and Leased Lines, Volume I (1901)

—Submitted by John A. Goodwin

## NEW HAVERHILL TRAIN STATION PLANNED FOR SPRING, 1994

HAVERHILL—The new downtown train station should be open by winter 1994.

Yesterday, Mayor Theodore Pelosi, Jr. announced Frederic R. Harris, Inc., engineers/architects of Boston, will design the station.

"This is a big accomplishment. We have been working on this for a couple of years. We got the money authorization for the final design and construction," Mr. Pelosi said.

The new station will cost \$2 million. The money is coming from the Massachusetts Bay Transportation Authority and Merrimack Valley Regional Transit Authority.

The project will also straighten out the traffic confusion on Essex Street by moving the parking lot from in front of the railroad wall across the street to the front of the Gardner Block and running the street along the train wall.

A blocked-off parking lot will be created with flower planters and the road straightened. Right now, Moulton Way runs at an angle into Railroad Square, confusing drivers entering from Wingate and Granite streets.

The new station will have a new facade and the old entrance under the bridge will be closed. Train riders will enter the station from the side facing Snyder Leather and the Gardner block.

"This is intended to be a drop-off station, while the one in Bradford is intended for long-term parking," Mr. Pelosi said. At some point in the future, the downtown station may one day also be used by all-day commuters. Construction of the new station will start this spring.

"This is a blend between what we had before the waiting room and ticket office. It is sort of a mixture with a more updated facility," said Mr. Pelosi.

"The upper-level platform will have a new covering and it will be handicapped accessible with a ramp," he said. There will also be a special covering on the tracks so those in wheelchairs are able to cross over the tracks easily.

—from the 8-28-93 Lawrence Eagle-Tribune  
by Kathy Sciacca:

### 50 Years Ago...

B&M's first quartet of FT freight diesels ran non-stop from Boston, Mass. to Mechanicville, N.Y. including traversing the 4.75-mile-long Hoosac Tunnel without the help of electric locomotives.

## MOUNTAIN RAIL PLAN CHUGS AHEAD

CONCORD, N.H.—Bartlett entrepreneur George Howard has received permission from the state Transportation Department to form the Mountain Division Railway, clearing the first hurdle for a tourist train that would run through Crawford Notch.

The approval means the group can own, lease and maintain a railroad, Howard said last night.

At this point, however, "We don't own any railroad," he said.

Various other state approvals would be needed before the group could reach its goal and put a scenic railway into operation, he said.

Last month, the state Highway Transportation Advisory Committee approved spending \$2 million in federal spending to acquire 52 miles of Maine Central Railroad's right-of-way from the Maine border to Whitefield.

Included in that section is the Mountain Division line through Crawford Notch.

## EDAVILLE EQUIPMENT UPDATE...

On September 19, 1993 forty old time flatbed trucks moved 32 boxcars, locomotives, cabooses and equipment from South Carver, Mass. to Portland, Me.

Routes 495 and 95 were crowded with onlookers, many of whom waited up to four hours for the convoy. Many people stopped by this editor and asked, "who's coming, the President?" It was an impressive site to be seen.

The resting place for the collection will be down on the Portland waterfront. Phineas Sprague, Jr., founder of Portland's Narrow Gauge Railroad Co. & Museum, raised \$1 million for the move.

The two footers are back home.

## ...AND REGARDING B&M 6000

On Wednesday, October 20, 1993, five flatbed vehicles brought the B&M's *Flying Yankee* from Edaville to Glen, N.H. At present it is sitting up on blocks and flatbed trailers. More on this later.

The Transportation Department has said it would be willing to lease portions of the line for tourist or freight operations.

Howard said his plan is to operate a train from the vicinity of Bartlett to the vicinity of Bretton Woods. "We're not sure exactly where point A and point B are," Howard said.

"The linchpin is, we're not going to do anything until we find out what happens with the negotiations between the state and Guilford Transportation," which owns the line, Howard said.

Train service would not only capitalize on the region's scenic beauty but also educate the public about its history, Howard said. "We see it as more than a train ride," he said.

In July, Bob Morrell of Storyland, who also is involved in the project, said there has been renewed interest in such rail service since the state has said it had an interest in purchasing the Maine Central railroad tracks.

Morrell said his group would make a strong case, although others could become involved in the competitive bidding process. He said that there are 1,200 such companies registered to run railroads in the state.

—from the 9-24-93 *Manchester Union Leader*



Photos by Dennis Adams

## UPCOMING EVENTS OF INTEREST...

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

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

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

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

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

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

---

### HELP WANTED...

We are constantly in need of volunteers to help out at train shows. You need not commit yourself for an entire day (although that *would* be nice), but assistance with setting up table sales displays, re-packing when the day is done, and watching over things at the table while the show is under way is of tremendous help to our Show staff. It's interesting and fun (and a good way to get into a show for free if you show up in the morning).

Remember; "Many hands make light work," so if you want to pitch in, just call Jim Nizgus, Jr. at (508) 957-7821.

—Thanks

---

## WHITE RIVER JCT. DEPOT SALE IN THE WORKS...

WHITE RIVER JCT., Vt.—A plan to purchase White River Junction's downtown railroad depot and open a restaurant could enhance ongoing revitalization efforts. "I think it would be a wonderful addition to the downtown," said Jill Michaels, the outgoing director of the Green Mountain Economic Development Corp.

Hartford native Byron Hathorn hopes to purchase and restore the the 3,000 square foot building and open a restaurant, renting office space, and renting space to Amtrak to sell tickets and operate a waiting room. Hathorn, who lives in Ely [Vt.] has worked as a builder and restorer of old buildings for 20 years. He's been negotiating the sale with the station's owners for nearly 18 months, although no agreement has been reached.

—from the 10-24-93 Manchester Union Leader  
courtesy of Linda Weeks

## SALMON FALLS STATION: "FIX IT, MOVE IT, OR BURN IT"

The town of Rollinsford, N.H. is selling the Salmon Falls depot (B&M built circa 1890-1915). The structure is grand-fathered—the town of Rollinsford owns the land, which is tax-free upon rehabilitation of the structure.

Nelson Lawry informs us that there is some damage to the rear wall due to arson, and that the roof is partly collapsed but salvageable. The framing is of 6" studs, although the residential requirement calls for 8". The legal structural determination for the building is "salvageable".

Possible on-site uses for the structure would include storage space, as a meeting hall, or perhaps as a location for the Historical Registry.

The offering price for the building is \$1,000.00 and it may be moved from its current site. The town has set a deadline for disposition of May, 1994. Anyone with interest or questions may contact Nelson Lawry at (603) 742-0543.