

NEWSLETTER

Boston & Maine Railroad Historical Society
19 Incorporated 71

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— B&MRRHS CALENDAR —

- NOVEMBER 12, 1994** November 12, 1994 will be our joint meeting at the **North Shore Model Railroad Club** in Wakefield, Mass. at 8:00 PM. Members are invited to bring their favorite HO B&M or other equipment for operation over the NSMRR's beautiful Chesapeake Lines.
- DECEMBER 10, 1994** December 10, 1994 we will be back in Lowell at the Mogan Cultural Center for our **annual Members Night**. Members and friends are invited to bring a maximum of 25 of their favorite RR slides or a 200' movie. A Kodak Carousel slide projector and stack loader will be provided by the Society. If your slides are stored in other's trays or carousels, you will need to bring your own means of projection. Likewise, if you wish to show movies, you will need to bring your own projector.
- JANUARY 14, 1995** We will be doing a presentation of various **New England Rail Videos** for this evening on the Mogan Center's large projection screen.
- FEBRUARY 11, 1995** Mr. J. Leonard Bachelder will be taking us along on a trip through British Columbia by rail.

*The Officers, Directors and Staff of the B&MRRHS
wish everyone a Happy Holiday Season!*

SINCE WE HAVE NOWHERE TO GO...

It seems hard to believe, but the winter season is upon us once again, and here in New England we all know what that means!

In the event of inclement weather on the day of the B&MRRHS meeting, please tune your AM radio to either WBZ-Boston or WHDH-Boston to see if the meeting has been postponed or cancelled, or call the B&MRRHS answering machine at (617) 628-4053 after 11 AM on the day of the meeting.

YOUR ATTENTION PLEASE...

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

"There's No Business Like Show Business..."

If you or someone you know would like to do a slide or movie presentation for the B&MRRHS, please contact our Program Chairman, Jim Byington. He can be reached through the Society's telephone at (617) 628-4053, or by dropping a line to Jim at the B&MRRHS P.O. Box in Woburn.

SCENIC RAILROAD BEGINS WORK ON MOUNTAIN DIVISION

NORTH CONWAY—There may still be hope for limited passenger service on the Mountain Division tracks between North Conway and Bartlett Village by late fall, according to Gary Webster, operations manager for the Conway Scenic Railroad.

“We would still like to get some limited runs in this fall, if possible. It really all depends on the weather and how far we get with our brush work and work on the line. We’d like to get as far as possible before the weather closes us in,” said Webster Wednesday.

State Department of Transportation crews Tuesday cleared pavement at the Maine Central crossing on Route 16 in Intervale to get the tracks clear. A CSRR work locomotive made the first crossing Tuesday afternoon, according to Webster.

“It was a good feeling to see that train get across. Crews began working on clearing brush from the tracks in Intervale up by Hill’s Florist yesterday and today,” said Webster.

Conway Scenic on July 13 was awarded a five-year lease to operate a tourist excursion train on the Mountain Division. The lease is renewable after five years. The contract was dependent upon the state’s purchase of the line from Guilford Transportation Industries, owner of the Maine Central.

The state took title to the Mountain Division tracks Aug. 31, a key step needed before CSRR could begin brush and track work on the fabled mountain line.

Webster and CSRR President Russ Seybold met with state Bureau of Railroads and Transportation Commissioner Kit Morgan in Concord Sept. 7 to go over work schedules regarding the Mountain Division.

“We met and talked about what needs to be done. They know our schedule. A priority is to get the Route 16 track crossing in Intervale clear of pavement so we can get a work train locomotive across there. We’ve got to get the train to haul some heavy equipment so we can get going on the work,” said Webster.

Clearing the tracks of brush and replacing railroad ties will be required. Crews can replace ties so long as the ground does not freeze, according to Seybold.

Securing the old Bartlett engine house will also be on this year’s project timetable, according to Webster and Seybold.

The State plans to purchase a total of six corridors from Guilford Transportation Industries, including the Maine Central’s Mountain Division, for \$5.9 million.

The state will provide 20 percent of the cost and the federal government will provide the remaining 80 percent through the Intermodal Surface Transportation Enhancement Act.

The Bartlett rail yard will be used as the terminus of the passenger line the first year, with equipment stored in the engine house. The engine house is currently in a state of disrepair through years of vandalism and lack of use.

Too late for Railfans’ Day

The CSRR had hoped to open service between North Conway and Bartlett Village by Railfans’ Day on September 17, according to Seybold, but delays in the purchase of the line by the state pushed back the start-up date.

“We had hoped to have been open by Railfans’ Day, because that would have been ideal,” Seybold said Sept. 1.

Seybold said the CSRR had earlier lined up contractors, but

the delays forced them to tell the contractors to move on to other projects. They will be at work within two weeks, Seybold noted.

CSRR’s plan calls for:

- Phase 1: North Conway to Bartlett, a 10-mile journey each way; late fall 1994 or early spring 1995;
- Phase 2: Bartlett to Crawford Notch, late summer 1995;
- Phase 3: Crawford to Fabyans, fall 1995;
- Phase 4: Intervale to Redstone shopper/commuter train, summer 1996;
- Phase 5: Fabyans to Whitefield, summer 1997.

Morgan said the signing of the purchase agreement opens an era of opportunity for a new world class attraction in northern New Hampshire. “It was a long process, and it’s good to have reached this point. A milestone, really. For Conway Scenic, it’s a fantastic opportunity for tourism and for letting people see that really gorgeous area from Conway up to Crawford,” said Morgan Sept. 6.

The state purchased the 52 miles of track and rail corridor from Intervale to Whitefield, and the corridor (and not the tracks) from Fryeburg, Maine to Intervale. The CSRR is interested in purchasing the tracks from Redstone to Intervale from the Maine Central.

The state also purchased two corridors in the southern part of the state, paying a total of \$2.95 million Aug. 31 for the Mountain Division, the Fort Hill line in Hinsdale, and the Gonic Railroad in Rochester. The latter two are to be preserved primarily as trail corridors said Morgan.

—*from the Sept. 15, 1994 Mountain Ear*
submitted by Gerry Kelly

FROM MISSILES TO TRAINS AND TROLLEYS

BOSTON—Raytheon Co. is turning its manufacturing expertise to passenger trains as it continues to adapt to the post-Cold War world and make up for the loss of its contract to build the Patriot missile.

Raytheon said yesterday, (9-26-94), it has selected a Fall River site where it hopes to manufacture trolley cars for Boston and high-speed trains for Amtrak.

With defense spending shrinking, Raytheon spokeswoman, Elizabeth Allen said such diversification is critical. Pentagon weapons contracts accounted for \$132.8 billion in fiscal 1986 but dwindled to \$55.9 billion by 1993.

Lexington based Raytheon is now trying to win a contract worth up to \$280 million to supply the Boston-area transit agency with 100 rail cars and another worth \$450 million to produce a train that tilts while taking curves at high speed.

Its partner on the Boston project would be the U.S. subsidiary of Japan’s Kinki Sharyo Co. Raytheon would work with ABB Traction Inc.

LOCOMOTIVE DELIVERY MAY MEAN EDVILLE REVIVAL

CARVER, Mass. 9-1-94—Today's anticipated arrival of a 15-ton diesel locomotive may signal the beginning of the road to recovery for the closed Edville Railroad.

The aptly named "Phoenix", recently repainted and refurbished, was expected to arrive at Edville this afternoon. Peter Barney, an executive vice president of Edville Entertainment Corp. and partner in the Cranberry Belt Corp., said an agreement between the land owners and train owners could spell the reopening of the rail yard to tourists next year.

"It's leading, hopefully, to a reopening of the railroad sometime in 1995," said Mr. Barney, an assessor in New Bedford.

He said Cranberry Belt Corp. purchased the Phoenix last spring from a Pennsylvania steel firm. Cranberry Belt Corp. plans to sign a lease with Edville Entertainment Corp., which operates the rail yard, to operate the engine and three other cars now located at the rail yard.

In addition, Edville Entertainment Corp. also signed a lease with the Maine Narrow Gauge Railroad and Museum to use some of its equipment. The Maine organization had purchased and moved 38 pieces of equipment from Edville. It then bought another 17 railroad cars and equipment that remained in Carver. Some of those 17 pieces will be leased to Edville Entertainment.

Last fall, Carver resident Pierre Coll was working with former buildings and equipment owner George Bartholomew and the Atwood Corp., attempting to piece together a lease to reopen the tourist attraction, possibly by the holidays.

Mr. Barney said that deal never came to fruition and Mr. Bartholomew sold his holdings to the Atwood Corp. which now owns the land, buildings and track. He added that about nine railroad cars and four locomotives at Edville are in working condition. Longtime selectman Frank Mazzilli said track maintenance already has begun.

Edville employed about 100 people before closing in January, 1992.

Mr. Barney said plans for the next two to three years call for transforming the rail yard from the Christmas attraction it was for many years into a year-round operation with various events. That would be accompanied by the hiring of about 100 people, with preference given to former employees and area residents.

Mr. Barney would not discuss the costs of the leases.

—by William Corey

9-1-94 New Bedford Standard Times

ONE-ALARM FIRE CLAIMS MEREDITH LANDMARK

A one alarm fire at the former Boston & Maine railroad station was discovered at 8:20 PM on September 20, 1994. When firefighters arrived flames were shooting out of the back wall and roof of the building, which recently was a popular nighttime restaurant. A first alarm was sounded minutes later bringing men and equipment from Laconia, Holderness, Center Harbor, Gilford and Sandwich fire departments to aid Meredith firefighters. The blaze was under control in about 30 minutes and no damage was done to the adjoining passenger car.

Saws were used to cut holes in the slate shingled roof to vent immense plumes of white smoke. Traffic on Rt. 3 was rerouted so hoses could be laid across the road.

According to tax records the property is owned by MMM Trust of Meredith. The property also includes frontage on Rt. 3 and a developed parking area.

The 100 year old wooden building was moved from Railroad Ave. to Rt. 3 in 1972 by Bill Clark. Around 1980 it was sold to Frank Willey who made it into a restaurant under the name "The Depot."

In December of 1993 the town's health inspector wrote owners that the building would have to be closed due to the sewerage system backing up into the basement. The system worked on a "pump system" but would fail quite often. Plans to repair the system were given the okay by the town and state plumbing inspectors but were never fixed and the restaurant remained closed.

Fire inspectors say the cause of fire was arson. Police arrested 34 year old Edmund Therrien after a call he made to a Center Harbor firefighters wife in which he stated he set the

fire. At one time he worked for the woman's' painting company. He was charged with arson in connection with a one alarm-fire. Therrien was held at the Belknap Department of Corrections in lieu of \$2,500 cash bail.

There was a possibility of the building being reopened in several months as a restaurant by new people but that plan seems to be no longer a reality. Insurance on the building ran out about a month ago, according to records.

According to Jan Pond, a member of the Meredith Historical Society, said the station was built in 1847 with trains ceasing to run in 1964. Pond recalled waiting for trains in the station to go to Laconia as a child. "I remember the way the building smelled." "It was matched boards and it made a lasting impression on me as a kid," she said.

One of the distinguishing features of the station was a window in the roof. "It had an eyelash window in the roof, and that was patterned after Henry Hobson Richardson," explaining that Richardson built many train stations throughout the country and the distinguished window was his trademark. Pond described the window as round on the top and flat on the bottom, almost like a half oval and gave the appearance of a human eye. Many copied his style.

Pond stated that the station may have lost much of its history before the fire. "They added quite an addition to the lounge part." And after all the other changes it lost most of its ambiance, as far as I'm concerned.

—(Compiled from the Union Leader,
Laconia Citizen & WMUR-TV)

COMMUTER-RAIL RIDERSHIP RISES; WORCESTER LINE BACK IN OPERATION

BOSTON – Amid a national trend toward increased use of public transportation, The Massachusetts Bay Transportation Authority yesterday announced that commuter rail ridership was up 7.8 percent for the second quarter of 1994 over the same period last year. The gain of 1.4 million riders marked the second straight year of significant increase on the Boston area's commuter lines, following several years of little or no growth.

The new figures were released yesterday, the same day that commuter-rail service to Worcester operated for the first time since 1975. One of the morning trains carried 150 passengers from Worcester, said General Manager John J. Haley, Jr., "an excellent start on the first day."

Overall, MBTA ridership is estimated to have increased 3.9 percent for the fiscal year ending June 30 over the previous year. The second quarter of 1994 saw the fourth consecutive quarterly ridership increase, association chairman Ron Diridon said yesterday. Commuter-rail use led the growth nationwide, as it did in the Boston area, increasing by just under 5 percent, according to the Association figures.

Nationwide, subway use increased 4.2 percent; light rail or trolley use was up 2.9 percent; and bus ridership, which was hard hit by unemployment in urban areas in recent years, increased 1 percent. Overall, public transit ridership increased

2.1 percent nationwide for the second quarter of 1994.

"The biggest problem in transit today is that people want more of it." Providing enough parking spaces for those who want to take trains into the city is another obstacle. "That remains our Achilles' heel and a big impediment to further growth on commuter rail." Meanwhile, two Old Colony lines are being restored and scheduled to open toward the end of 1996. A third Old Colony route, the Greenbush line, is planned for later, stated MBTA general manager Haley.

—from the September 27, 1994 Boston Globe

DOVER, EXETER EYE TRAIN PLATFORMS FOR COMMUTER RUN

DOVER (AP) – Dover and Exeter could receive new train station platforms, thanks to the restoration of commuter rail service between Portland, Maine and Boston. Funding for the platforms is to come from the final portion of the \$38.6 million in federal funding being allocated for railroad improvements in the region.

Durham rail proponents are raising money for a station platform in that town. The final \$3.6 million in federal funding would allow train service to begin next summer. Congress still must approve the spending and may do so in the next couple of weeks.

Improvements include track and bridge repairs and new signaling equipment. About 78 miles of bolted track in New Hampshire and Maine will be replaced by continuous welded track.

Unresolved labor issues could be a pitfall, however. Maine is working on an agreement with businesses that could be hurt by a passenger rail service. Such agreements are designed to protect employees of private transit organizations from being hurt by publicly-funded transit projects.

Federal law makes the state responsible for any financial hardship caused by competition between its efforts and private operations. Steve Pesci of the Seacoast Metropolitan Planning Organization, which oversees federal transportation projects in the area, said the Maine Department of Transportation and the U.S. Department of Labor are working on an umbrella agreement to create a fund from which any such claims would be paid. Michael Murray of the Maine Department of Transportation said he thought the sides were close to an agreement.

If a labor agreement is reached within the next couple of weeks, "ordering of material could start as early as November," said Murray.

Work to upgrade rails for passenger trains could then begin by March, with service between Portland and Boston sometime next year, Murray said.

—Foster's Daily Democrat, September 28, 1994

TRAIN STATION TOP PRIORITY, SAY SELECTMEN

Rowley – Selectmen will ask the MBTA to make a train station in Rowley a priority in the expansion of the commuter rail service from Ipswich to Newburyport. The board last week agreed to send a letter to the transportation agency, asking that the \$1.7 million train station planned for the town be built in the original phase of the project.

While the town has received promises that the station could be built a few years after the rail is extended from Ipswich to Newburyport, selectmen are afraid the town could lose out. Selectmen want the state to build the station while the rest of the project is being completed. Trains should be rolling through Rowley, Newbury and Newburyport by 1996. MBTA assessments, under the existing system, Newburyport, Newbury and Rowley would be exempt from paying any assessments to the state agency because this area is not officially covered by the MBTA.

The same rule applies to cities and towns that currently received service, like Haverhill, Ipswich, Gloucester and Rockport. But it could change if the district is expanded. MBTA member communities that don't receive direct rail service, such as Topsfield, Middleton, and Manchester-by-the-Sea, pay smaller assessments, but they still pay. They don't have stations in their town, but their residents do commute to stations in other towns.

—from The Daily News, Newburyport, Mass. 9-6-94
Courtesy Richard Nichols

50-STATE SERIES OF RAILROADING COMMEMORATIVES

Smith-Thompson of White River Jct., Vt. is producing commemorative medals in one ounce of .999 fine silver and in antiqued bronze. The first two medals are complete and two more are in production.

The Vermont medal features the Boston & Maine steam Locomotive #494 on the obverse, with an artist's rendition of the First Annual "Glory Days of the Railroad" festival passing the historic 1890 Gates Block in downtown White River Jct. on the reverse.

The New Hampshire medal features the Mt. Washington Cog Railway locomotive "Peppersass" on the obverse, with a present day locomotive ascending Jacob's ladder on the reverse.

Every medal is accompanied by a brochure documenting the train's history and specifications.

Design work for the Maine and Massachusetts medals are underway. Maine's will feature "The Lion" the flagship artifact of the Maine State Museum. One of the oldest built U.S. locomotives in existence, it was an integral part of Maine's timber-

ing industry in the 19th century. The Mass. medal will feature the Boston & Maine's "Flying Yankee" with North Station.

Smith-Thompson plans to have a complete set of New England commemoratives by early 1995.

Prices for the medals vary according to packaging. The silver retails for \$26.95 in a black paperboard box or vinyl flip and \$29.95 in deluxe blue velvet jewelry box. The antiqued bronze retails for \$7.95 and \$9.95 respectively. The New England set will be offered in a cherry wood presentation case. All medals are encased in lucite capsule to preserve their beauty and proof-like quality.

All inquiries should be directed to: Smith-Thompson PO Box 828, White River Jct, Vt. 05001.

(The preceding is NOT an endorsement of the product by the B&MRRHS, but is included for the information of our members.—BW)

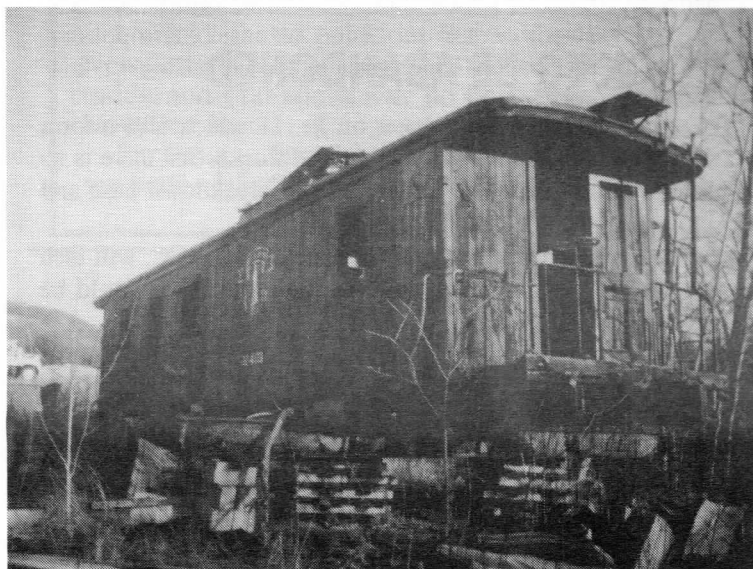
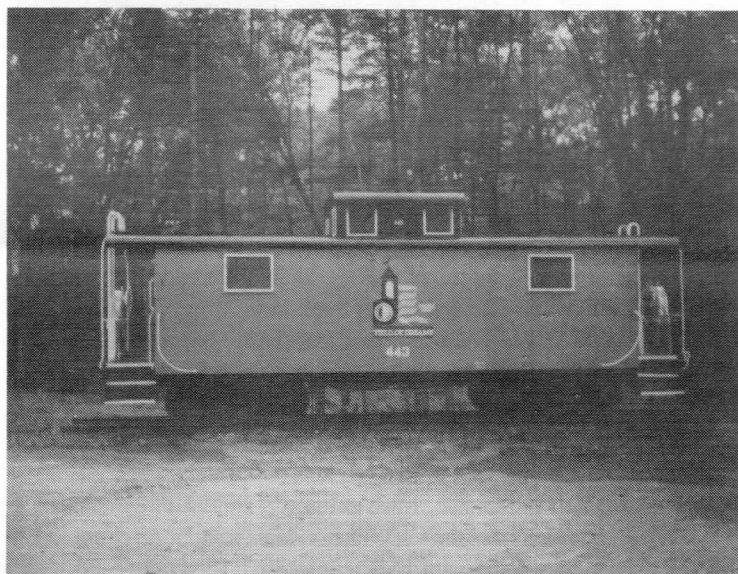
B&M CABOOSES

These three B&M cabooses were shot in the travels of your Newsletter Editor. The first one is located in Salem, N.H. and is located in the "Field of Dreams" playground. It was sitting in the Lawrence, Ma. yards for several years and was anonymously donated. Plans call for the eventual use as a first-aid and concession stand. Number 443 has a blue body with black roof, wheels & trucks, gratings and white trim on the ladders and windows. The logo is of the playground.

The second caboose is found on Rt. 125 in Newton, N.H. and is owned by a landscaping company and is used as an office. The colors are the same as the 443 except for red ends. A MEC boxcar has been added since the photo was taken.

Lastly, an old wooden caboose, #104373, was found in Haverhill, Ma. at the old airport site. The condition is not too bad considering it needs a paint job, windows and some replacement boards. The trucks are off and located in the surrounding brush. It sits atop "I beams" on pallets. I thank the Society's clerk Dick Nichols for directing me to this gem.

(BW)



RAILTEX SEEKS SECRECY ON DEAL TERMS

By Wilson Ring
The Associated Press

MONTPELIER – The company hoping to buy part of the Central Vermont Railway wants to keep secret most of the documents filed with the federal agency that needs to approve the sale.

The New England Central Railroad told the Interstate Commerce Commission last week that there was too much public interest in the deal and if some proprietary information was revealed it could hurt the businesses involved.

“The sale of these properties is a matter of keen interest in the communities in the area,” New England Central attorney Kelvin Dowd said Monday from his Washington office.

The company’s action drew a swift rebuke from opponents of the sale who feel that RailTex, the company that owns the New England Central, is trying to dismantle the St. Albans-based Central Vermont by lowering employee salaries and busting the union that protects the workers.

“I wonder what the RailTex people are afraid of,” said independent Vermont Rep. Bernard Sanders who is opposing the sale.

“I am going to oppose that very, very strongly,” Sanders said of the company’s request for a “protective order” that would require anyone given certain information about the companies involved in the sale to keep it secret.

“Given the fact that 175 workers are going to be fired, only 78 will be hired back, and the unions will be broken,” Sanders said, “we need as much information as we can possibly get so the people of Vermont and all concerned citizens can make the best judgement possible.”

“It’s in the interest of everyone who has a stake in the future of the railroad to have the process be as public as possible,” said Vermont Deputy Transportation Secretary Glenn Gershaneck. “The sort of blanket cloak of confidentiality the motion seems to be requesting would not serve the employees or the public.”

Jay Denault, chairman of the local Brotherhood of Railway Carmen and a spokesman for Central Vermont employees, said the secrecy motion was a guise to keep information away from those affected by the sale. RailTex used a similar ploy, Denault said, when it took over the Cape Breton and Nova Scotia Railroad and obtained a gag order on 13,000 unionized employees.

“Since we’re well aware of their plans, they’re trying to

prevent us from making them public,” Denault said.

The Central Vermont is a wholly-owned subsidiary of the Canadian National Railroad. The Central Vermont owns 325 miles of railroad lines between East Alburg, Vt., and New London, Conn. and employs about 175 people.

The Canadian National wants to sell the Central Vermont and the Texas holding company RailTex is in line to buy the carrier. RailTex created the New England Central to buy many of the Central Vermont’s assets.

RailTex is trying to use a loophole in federal law that makes it easier to buy railroads by claiming it is not a railroad company.

Critics of the sale argue RailTex, which owns or operates 23 short-line railroads, is being disingenuous when it says it is not a railroad.

RailTex has offered \$40 million for the railroad and has said it would fire all the Central Vermont employees and then rehire about 75 at a lower rate of pay.

The deal has been worked out but it needs to be approved by the ICC. Last Friday, New England Central attorneys filed the necessary documents with the ICC.

If they are not contested, ICC approval will be granted Oct. 28 and the deal can be closed, said Dowd.

But the deal is opposed by the union that represents the workers and a variety of local and state officials. They want the Central Vermont to be sold to another buyer.

The state of Vermont and others is pushing the ICC to hold hearings on the sale.

In other cases RailTex has bought railroads and then fired hundreds of workers, replacing them with employees making 50 to 60 percent less, said Roger Bybee of Labor Strategies, Inc. of Madison, Wis., who has been working with the local railroad workers’ union in St. Albans.

“RailTex by our count has done it 11 times,” Bybee said.

Dowd said that as part of the ICC filing the different parties would include a number of transportation agreements, some of which are “highly confidential.”

From the Brattleboro Reformer, Tuesday, Oct. 11, 1994

—Submitted by Scott J. Whitney

ROCHESTER TO FARMINGTON TRACK TO BE ABANDONED

ROCHESTER—Northcoast Rail, the Ossipee-based company which now owns the Farmington to Rochester line, as well as the track linking Ossipee with Rollinsford (via Rochester) is petitioning the ICC to abandon the seven miles of track leading to Davidson-Textron’s plant on Route 11.

“There is no economic justification for keeping it,” said Northcoast’s David Campbell, explaining that Davidson received all its raw material needs—plastic pellets— at Tricity Industrial Rail Park, on Milton Road. Those pellets are trucked along Route 11 to the factory.

Davidson, until recently, used to ship a portion of its finished product, dash board inserts, by rail from Farmington, but this is no longer done, and there has been no traffic of any kind on the branch line for many months.

Shortly, signed will appear on Rt. 11 which will inform heavy traffic, such as school buses and trucks, that there is no longer an obligation to move into the breakdown lane and crawl over the grade crossing on Rt. 11.

Northcoast, if its petition is accepted by the ICC, will then rip up the rails and ties and see if the corridor could be exempted from local property taxes.

The seven mile corridor will then be offered to the state as a possible recreation trail for bikes or snowmobiles. Farmington Town Administrator, Dick Magnifico, however, still holds a ray of hope that the rail line can be left intact. “We are looking to see if there is anything we can do to leave it in its present condition.

—(Rochester Times)

VERMONT LEADERS, CV WORKERS FIGHTING SALE

By James Pentland
Reformer Staff

BRATTLEBORO — Vermont's governor, senators, congressman and railway workers are united in opposing the sale of the Central Vermont Railway to Texas-based RailTex.

And they have sent a pile of petitions seeking the right to intervene in the sale and calling on the Interstate Commerce Commission to hold a hearing in St. Albans.

RailTex subsidiary New England Central filed Friday with the ICC for a Section 10901 exemption, which could allow the company to avoid honoring existing labor protection agreements between Central Vermont and its employees.

All three congressmen and the governor notified the ICC in August that they would petition for a hearing as soon as RailTex filed for its exemption. RailTex allowed two months to elapse between the time it notified the ICC of its intent to buy the Central Vermont and Friday's formal filing.

Rep. Bernard Sanders, I-Vt., and Senator Patrick Leahy, D.-Vt., have filed a joint petition seeking the right to intervene, and asking the ICC to delay the sale.

Aside from the concern over worker protection, the congressmen are concerned that RailTex may discontinue the "Montrealer" passenger train service. Leahy was instrumental in reviving the passenger service in 1987, and the state has spent almost \$1 million to upgrade the tracks.

RailTex, the congressmen believe, has not provided sufficient assurances that it will maintain the track in the condition required to run passenger trains at speeds up to 69 mph.

"The ICC should examine the bids submitted to Grand

Trunk Corp. (The U.S. subsidiary of Canadian National, which owns Central Vermont) to determine if the winning bid was part of a larger package deal between RailTex and Grand Trunk," the congressman wrote.

Gov. Howard Dean, in conjunction with the attorney general's office, also has appealed to the ICC for a hearing.

"The governor backs the congressional delegation," spokeswoman Stephanie Carter said Monday.

Jay Denault, chairman of the local Brotherhood of Railway Carmen in St. Albans, noted that RailTex filed for its exemption Friday, the day before a holiday and the day congress finished its session. ICC rules allow only seven days after that for parties to file petitions to stay the transaction. But, he said, unions and employees were prepared.

"Our stay petitions are already in the mail," Denault said.

Denault, who described himself as the "designated hitter" for the Workers United for Justice on the Central Vermont, said those employees had been instructed to "bombard the ICC with stay petitions."

"I can't imagine what their reaction will be to the unprecedented support we have," he said.

He speculated also that RailTex delayed filing for its exemption because of nervousness that the ICC may not automatically grant it. He suggested that the company had sought assurances from Canadian National that it would not be entirely responsible should the ICC mandate worker protection as part of the sale terms.

—Submitted by Scott J. Whitney

SHIPYARD EQUIPMENT CAUSES CONCERN

KITTERY, Me.—While local activists expressed concern about some equipment that was brought onto Portsmouth Naval Shipyard, shipyard officials are keeping mum about it. An object, covered in a green tarp was brought through town on a railroad car pulled by a single engine and followed by a caboose. A second car remained on the track about a hundred yards away from Wentworth St. carrying a stainless steel container, such a container could hold spent fuel from a submarine, speculated activist Macy Morse. Shipyard personnel guarding the cars referred all questions to the shipyard's public affairs office.

—(Fosters Daily Democrat)

We regret hearing of the passing recently of Mrs. Helen Byington, mother of our Program Chairman and Alternate Director, Jim Byington.

The Board of Directors, Officers and Staff extend their deepest sympathies to the Byington family.

410 T-SHIRTS

In the last issue of the Newsletter we advertised double sided 410 T-shirts that did not make the catalog. What should have been included was that all proceeds from the sale of this shirt goes to the "410 FUND". There is still a lot of work to be done on the engine even though it is in Lowell. Unfortunately this is the end of time for this year to do any work on it but there will be stuff to do come the spring. So please keep in mind that we will need volunteers come the spring. A big thank you goes out to those who did help this past year from Jim Nigus.

A REMINDER...

Items of news, help wanted, notices of upcoming events, etc. must be submitted by December 3, 1994 in order to appear in the January/February, 1995 NEWSLETTER.

(BW)

SIDINGS...

There is a petition to use part of the old Marblehead branch in Salem as high tension line usage according to a notice in the Salem Evening News.

An experimental coal train from the Schiller power station in Portsmouth, N.H. was tried in August. The train ran in two sections of thirty-two cars each and ran to the Mt. Tom power facility in Holyoke. Each train kept ninety-six (96) trucks off our highways.

(Courtesy Joe Shaw)

The waiting room in the B&M Laconia station is now a Pizza Hut and has won an award for best decor.

(Courtesy Carl Byron)

The East Hollis St. crossing tower in Nashua, N.H. has been razed sometime this past summer. For many years it has stood abandoned and in fair condition.

In the October 1994 issue of TRAINS, member Carl Byron has his first byline for that publication. An article on the former owner of the Bangor and Aroostook RR, Amoskeag Corporation, tells of the history of a bygone era of railroading. Kudos to Carl on a fine article.

-(BW)

That winning photo on the cover of Railfan/Railroad features none other than member Roger Robar. Roger can be found nearly every weekend hard at work on the Conway Scenic. Congratulations Roger!

-(BW)

\$24 MILLION IS APPROVED FOR BOSTON TUNNEL

WASHINGTON—Congress yesterday (9-23-94) approved a \$24 million appropriation to build a bus tunnel that would link South Station to Logan airport with the South Boston piers on Northern Avenue. The funding, sought by Sen. Edward M. Kennedy and Rep. J. Joseph Moakley, was included in a transportation appropriations bill approved by a conference of House and Senate conferees.

-(Boston Globe)

IN MY OPINION...

Would someone please explain to me where Kennedy's and Moakley's intelligence is? Imagine getting \$24 million and spending it on a "bus tunnel." While the city of Boston is trying to get a connection between North and South stations for rail service, these two giants of politics have blinders on.

Most of the \$24 million could be put towards the connection with improvements to the current system of getting to Logan airport. A stop could be made on the "connector" at Government Center with the Blue Line to go to the airport and shuttle buses would be met at the Blue Line's Airport stop.

Maybe they can take the money and use it, now that another bill will be going to the state Legislature, to build a connector from Conley Terminal to Moran Terminal so that continuous rail service can be made.

Maybe that's too logical for me, but to waste all that money on digging a tunnel for buses is insane.—Ed.

TRAINS EYED FOR HAZARD FREIGHT

DANVERS – Danvers Fire Chief James Tutko wants to see more freight trains in town, to reduce the risks of dangerous chemicals to residents. Since the most dangerous time in handling hazardous substances is when deliveries are made, anything that reduces the frequency of deliveries increases the safety factor, said Tutko. The size of cars used by freight trains is nearly triple the size of tractor-trailers that travel on the road, said Tutko, so "cutting down deliveries by one-third automatically makes it safer."

In addition, "it takes a tractor trailer off the road, with all the problems of hazardous materials," he said. John M. Law, director of safety and training with Guilford Industries in Billerica, owner of the railroad company that serves Danvers, said Friday that studies have shown rail is the safest method of freight transportation; and freight rail accidents have been cut nearly in half in the past 10 years. Due to safety improvements, more hazardous substances are being shipped by rail he said.

Tutko and other town officials have been meeting with representatives of Guilford Transportation Industries of Billerica, which maintains operation of three railroad lines in New England: Boston & Maine, Springfield Terminal, and Maine Central.

The fire department became concerned when a tank car, making a delivery to Eastern Propane Gas Inc. of 131 Water Street, inadvertently rolled out onto High Bridge, over the Waters River, in February. High Bridge is the railroad bridge which used to connect the Danvers and Peabody railroad stations, but the bridge has been declared unsafe for many years. A fire damaged the wooden structure some time ago.

The tank car was pumped out, then rolled back to safety without incident. The train that delivered the car, however, derailed two or three times on its way back, sometimes at street crossings, said Tutko. It prompted some traffic backups and detours. That track runs parallel to High Street, crossing Elm Street near Town Hall, near where it meets another track which runs to Peabody, crossing Route 114 near McDonald's Restaurant and Route 1. "We got assurances the track would be upgraded from West Peabody to Eastern Propane," said Tutko; and Guilford has followed through with some improvements.

—from the Salem Evening News

Thanks...

Contributors to this issue of the Newsletter are: Gerry Kelly, Scott Whitney, Peter T. Victory, Walter E. Lenk, Ed Trembly, Mike Lennon, Steve Cook, Linda Weeks, Jim Nigzus, ROB, Carl Byron, Joe Shaw

Again thanks to all who have contributed to the Newsletter and have helped make it what it is—BW.

CITY TO BUY KELLEY FALLS TRESTLE

MANCHESTER, N.H. — Summer after summer city officials have bemoaned the danger that some youngster will get hurt jumping off the Kelley Falls railroad trestle over the Piscataquog River.

The situation recently drew attention when a swimmer jumped off a steep embankment near the trestle and suffered injuries to his back that required hospitalization.

The city will soon own the long-abandoned deteriorating B&M trestle and finally will be in a position to do something about the potential hazard, according to Ron Johnson, city parks coordinator.

Johnson says Manchester will acquire the B&M's Goffstown branch, which includes the wooden trestle, for a bicycle-pedestrian walkway. He said the purchase price of \$50,000 is part of a \$210,000 ISTEA (Intermodal Surface Transportation Efficiency Act) grant. The purpose of ISTEA grants is to encourage non-polluting transportation alternatives.

The remainder of the grant, administered by the state Dept. of Trans., becomes available in fiscal year 1996 and will be used to purchase other adjacent properties along the track and for planning and engineering to convert the rail corridor into non-motorized transportation.

When the city owns the trestle the Board of Mayor and Aldermen will have two choices: tear it down or find a way to enclose it to make it safe.

"The city is concerned about liability," said Johnson, explaining that engineers will have to come up with a way of enclosing the river crossing. He said what the city decides will depend to a great extent on how much money is available in the second phase of the grant. He also stated that historical preservation groups have an interest in keeping the trestle intact.

Manchester historical Association Director John Mayer described the idea as a common strategy used by communities throughout the country to save old bridges. "I think it is really appropriate," said Mayer. "This is a way communities have been able to maintain the landscape so many more people can use and enjoy it."

Aldermen William Cashin and Tom Robert represent neighborhoods around the trestle. "I don't see any harm in it—I think a bicycle path is great," said Cashin.

"I'd like to get some input from my people." Robert stated. "It could work for the neighborhood or it could hurt the neighborhood, that's my gut feeling."

Woods nearby have been the scene of "undesirable activity," so people passing through the area is a neighborhood concern, according to Robert. "If they clean up some of that area and policed it, the people may like it," he said. "But I don't know if they want a bike path going by their houses."

Johnson said the Goffstown corridor also includes a railroad bridge over Second St. that has to be torn down because it is too low and impedes truck traffic. The Kelley Falls trestle, by some quirk, is not on the tax rolls according to Assessor Paul Porter.

Colin Pease, B&M executive vice president, said the company has numerous abandoned rail bridges, all of which are potential problems. "We have put up fences and barricades, but the fences come down. They don't hold people out...but become a challenge," he said.

—(Union Leader)

RAILROAD HISTORIAN HONORED

New Durham, N.H.—The Alton Old Home Week Committee has honored the late Peter Jacklin of New Durham, for his knowledge, dedication and effort in bringing back an important part of Alton's railroad history. Jacklin had painted the signal lights and replaced the granite mile marker back to its original state.

Jacklin grew up in a railroading environment, having two uncles who encouraged his interest in model trains and collecting train memorabilia. He also gave up welding to pursue a career as an engineer for the last five years of his life.

Jacklin belonged to the B&MRRHS and had collected many items, such as a map of B&M purchases, lanterns and switch stands. He also helped organize the acquisition of an old B&M caboose (#452) to Alton for restoration and it now sits behind Town Hall.

(Fosters Daily Democrat)

FIRE DAMAGES BRIDGE

SALEM, N.H.—A suspicious fire damaged a railroad bridge that crosses the Spicket River off Rt. 28 on Oct. 5, 1994. Fire Captain James Stone said the bridge, which is used by freight trains was substantially damaged, nobody was hurt.

Capt. Stone said firefighters could see smoke up to two miles away as they left the main fire station. "We could see a thick column of black smoke," he said adding that the bridge had several large beams that were soaked in creosote. Stone also said that the fire was suspicious and that the exact cause of the fire was not determined. After inspection it has been deemed for use by Guilford.

To the best of my knowledge this is the original bridge that was built in 1847 as a covered bridge on the M&L Railroad, and was known as Whites/Whytes crossing bridge.—BW.

—(Lawrence Eagle Tribune)

COMMUTERS JAILED FOR CARD PLAYING ON TRAIN

NEW YORK—Gambling charges were lodged despite a radio ad for Metro-North that states, "You can relax, read your paper have card games on the train".

Police said they confiscated 141 dollar bills when they busted lawyer Alvin Goldstein, 65, and his buddies, they also seized "gambling devices"—a deck of cards.

Metro-North executives have dropped the case.

Goldstein says he's been playing cards on the train for 25 years and he also states that the poker group was once featured in the Metro-North in-house publication. The game was discovered while police were on board looking for illegal smokers. The gang was handcuffed and hustled off to the local jail until being released after one hour. Spokesman Dan Bruckner says no more arrests are planned. And that sounded alright to Goldstein who was thinking of starting up a game on the way home.

—(Union Leader)

INSURANCE COST, RANCOR DERAIL DREAMS FOR SCENIC BERKSHIRE RR

LENOX – Confined to shuttling back and forth along a siding beneath October Mountain's autumn colors is the little engine that could, if only two strong-headed railroad men would resolve a dispute that has separated a train from its former tracks.

The Berkshire Scenic Railway has been limited to carrying passengers along a 900-foot track it built two years ago after the Housatonic Railroad Co. prohibited the tourist train from continuing its normal 30-mile excursions on its tracks.

The dispute focuses on liability insurance that Housatonic is requiring the scenic railway to buy before it can operate on Housatonic's tracks. To a large extent, the popular tourist train is the victim of a dramatic hike in insurance costs across the transportation industry since the 1980s.

But the impasse has been made worse by a feud between former friends whose discussion of the train's future is mired in mutual hostility. There are doubts whether even approval of a proposed solution—a legislative measure to limit the track owner's liability—would end the rift.

"Even then I wonder if they'd let the scenic railway on the tracks," says state Rep. Christopher J. Hodgkins, D-Lee, who's championed the cause of the tourist railway.

Hodgkins calls the Housatonic Railroad Co. a "bad neighbor" of the scenic railway and others who have lodged complaints about the Housatonic's track maintenance, night train whistles and unsightly railroad bridges.

He's written to the state Department of Transportation, asking its railroad agency to withhold \$1.9million in state funds for track improvements until the Housatonic, a freight carrier, shows good faith to Berkshire towns.

Meanwhile, the president of the scenic railway, John W. Herbert, is bitter. His trains ran without incident between 1984 and 1989, when the tracks were owned by Boston & Maine Railroad, taking passengers on a 30-mile round-trip between Lee and Great Barrington, he said.

Herbert said he was promised by Housatonic's president, John R. Hanlon, that the scenic railway would be allowed to use the tracks when they were under Housatonic's ownership.

"I can't say anything good about these guys," he said of Housatonic Railroad. "We worked with them for years... and now they're trying to destroy our business."

Hanlon said his company's insurance demands are reasonable. He says a single accident could destroy the company he's built since 1983. He points to a 1987 (actually 1986:Ed.) Amtrak crash in Chase, Md., in which 16 people died and millions were paid in insurance claims.

"We have to deal in the real world," said Hanlon, whose company owns 160 miles of track in Connecticut, New York and Berkshire County. "We can't deal with emotion, hearsay, 'I wish,' or 'I thought.' ... I won't let any passengers on the track unless I can be relieved of all liability," he said.

"I can't put my business in jeopardy because of the Berkshire Scenic."

One solution for the impasse would be for the Berkshire Scenic to match Housatonic Railroad's coverage. Although Hanlon won't specify his company's insurance details, another company official put the figure at \$25 million.

Herbert said such coverage would decimate the volunteer organization's annual revenues of about \$60,000. Berkshire

Scenic contends that \$3million to \$5million in liability insurance is adequate, that the statistical risk of accidents is nearly nil.

Another solution would be for the Legislature to establish a liability limit on the track owner, an initiative Hodgkins said he will introduce.

Joseph E. Minnich, a director of Train, Inc., a Colorado-based group, said most tourist trains operate on tracks they own, with \$1million to \$5million in liability coverage. But trains using another company's tracks generally have \$10million to \$25million in coverage he said.

According to what's fast becoming local lore, Herbert and Hanlon were once friends who shared railroad plans over coffee. Hanlon wanted to expand his small Connecticut freight train service northward by acquiring neglected tracks between Canann, Conn. and Pittsfield.

Herbert, a lanky GE retiree, wanted Berkshire Scenic Railway back on the tracks, running through the hills, valleys and mill towns between Lee and Great Barrington. The tourist train was ordered off the tracks just days before opening season in 1989, when the former owner declared the tracks unsound.

Herbert, with Hodgkins, was an ardent voice for the Housatonic Railroad's effort to buy the tracks, for which Hanlon sought state-backed money. But after the purchase, when insurance issues were raised, the men had a falling out.

Legal action ensued. Berkshire Scenic complained to the ICC, but the ICC ruled for Housatonic. An appeal is pending.

Meanwhile, Hanlon is realizing his goal. He's built the Housatonic RR into a short-line railroad with \$3million in annual revenues, one of about 500 which have sprouted around the country since the federal government deregulated railroads in 1980.

The number of loaded freight cars using the Berkshire leg of his tracks has jumped from around 250 in 1990 to nearly 5,000 last year, an increase caused partly by Hanlon's additional track expansions in Connecticut and New York, and the rerouting of southbound freight from Albany, N.Y.

Local businesses, such as Kimberly Clark Corp., Mead Specialty Paper Div., both in Lee, use freight service at least several times a week. Company officials say they've come to depend on the cost-effective freight service, which had all but died in the 1980s.

Al DiNicola, materials manager for Sheffield Plastics, said his company would have a "heck of a time" competing in the marketplace if trucking were the only way of transporting raw materials.

"There's all this hoopla over the scenic railway—and tourism is important—but let's not handicap the few manufacturers that are left here." He said he opposes Hodgkins' effort to block the railroad's request for state funding for track repairs and other work.

Housatonic Railroad has asked for money to replace 23,000 crossties, repair infrastructure and make cosmetic improvements. Since buying the tracks, the Housatonic has received more than \$2million in state and federal funds for track repairs and improvements to level crossings and intersections.

Meanwhile, Herbert has kept the Berkshire Scenic Rwy. alive despite its inability to offer a full-fledged trip. Revenues from the train's operation in the early 1980s paid for the restoration of the 1902 English Tudor-style train station in Lenox Dale, where the train is now parked. Visitors can see operating model trains there and displays of railroad history.

B&MRRHS WELCOMES THE FOLLOWING NEW MEMBERS:

WOJCIK	PAUL BO	NH
METELL	BR. JOHN R.	NY
BJELF	ROD	MA
LAVOIE	ROBERT	NH
LE CLAIR	JERRY & PAT	MA
ROBERTS	GEORGE	MA
VICKERS	ALLEN	ME
HARDENBERGH	CHALMERS	ME
EPPERSON	MARK	MO
ROACH II	ARVID E.	VA
ESTEVES	LICINIO M.	MA
FOSTER	WAYNE L	VT
GAUDET	ARTHUR N.	TX
RIOUX	JOHN	NY
RUSSO	JOHN & RITA	MA
REED	AMANDA	FL
REYNOLDS	BRUCE	NH
WILSON	RICHARD	MA
MAGNELL	BRUCE	MA
LECUYER	EDGAR & MICHELLE	MA
BROWN	RANDOLPH & JANET	NH
DUNBAR	WILLIAM & BRENDA	NH
NOBLE	ELAINE	MA
STEVENS	TOM	OH
GAY	C. WOODRUFF	NC
DEMPSEY	JAMES	MA
GINGRAS	LEO	NH
HORNER	GEORGE	NH
KANE	ALBERT	NH
KING	DONALD	NY
PERKINS	RICHARD	NH
SWANSON	STANLEY	TX
TIMMINS	DAVID & CAROL	NH
CLARK	MELVIN	NH
LOTHROP	LINWOOD	ME
SMITH	HAROLD	MA

CORRECTIONS...

I would like to point out that in the last issue of the Newsletter the article on "CSX Intermodal" was done twice and that there was no "deadline" date for the Nov./Dec. issue. I apologize for these inconveniences.

For future reference, the deadline is usually the second weekend of the "EVEN" month. (BW)

The museum also built its own track alongside the Housatonic's that allows for short 900-foot trips back and forth. Tickets for children are \$1.00. For adults, \$1.50.

A dapper yellow engine pulls a single green coach, with old-fashioned adjustable wicker seats. The caboose is bright red.

Written by Ellen G. Lahr

—from the Boston Sunday Globe, 10-16-94

RAIL CORRIDOR MAY GET NEW LEASE ON LIFE

Low-sulfur coal from Montana could be brought to Public Service Co. of New Hampshire's Bow plant over the Northern Line rail corridor, which will be acquired by the state next June.

Members of a railroad advocacy group and state officials say the revitalization of the corridor to bring as many as 13,000 freight cars of coal a year to Bow would provide both economic and environmental benefits for the state, but agree it may be years before that takes place.

Department of Transportation Commissioner Charles O'Leary said the state will acquire the corridor next June in the second phase of its \$6million purchase of 180 miles of rail corridor throughout the state.

The Northern Line runs from Concord to Lebanon and was once a major route for trains running from Boston to Montreal.

Bill Remington of Concord, president of the New Hampshire Railroad Revitalization Association, said he is pleased the state will be acquiring the corridor and expressed hope both freight and passenger service can be restored.

The corridor is owned by Guilford Transportation Industries, which has removed the track from Penacook to Potter Place in Andover. An industrial development group in Franklin tried unsuccessfully two years ago to prevent the company from tearing up track through the city.

Remington said the Northern Line should be rehabilitated so it could provide a direct Manchester-to-Montreal rail link. He said federal funding is available for some of that work.

But O'Leary cautioned that only \$13million a year in federal funds is available for rehab projects across the whole country and estimated it would take more than \$10million for the Northern Line alone.

He said obtaining funding for such a project is a remote possibility, but said some sort of collaborative effort involving shippers and customers is possible.

O'Leary said he sees rail service playing a major role in meeting New England's transportation needs in the coming years, particularly with regard to moving manufactured goods, a key element in regional economic vitality.

He said PSNH's Bow Plant receives coal by rail from West Virginia as well as by truck from Portsmouth, but the coal is not the low-sulfur variety available in Montana. He said the coal could be shipped through Canada to Montreal and then south over the Northern Line.

Remington, an Amtrak engineer, said if the Northern Line is revived it could offer regularly scheduled passenger service from Boston to Montreal, shortening that route by 70 miles.

O'Leary said once a viable freight operation is in place, passenger service could follow, but said a direct link to the Moran Terminal at the Boston Port Authority still needs to be worked out.

by Roger Amsden

*10-16-94 Union Leader-New Hampshire Sunday News
submitted by Scott Whitney*

B&MRRHS/SPRRHS FALL FOLIAGE TRIP

With a slight nip in the air and plenty of color on the trees, the B&MRRHS and SPRRHS took their annual fall excursion on the Hobo and Winnepesaukee Railroads. After a slight delay in getting the "caboose" train and us out on time, we departed the Northfield/Tilton freight house and made our way up the former Boston & Maine White Mountains Division Main Line. We passed many scenic spots along the lakes and ponds of the area and eventually made our way to Rte. 3 where the Winnisquam station stands. It still retains its railroad look but has been completely refurbished. This station, now a private residence, had a fire in it a few years ago, and that is the reason for its new look.

Our conductor, Alan Pommer, was quick to point out different landmarks and give a brief story on them. At Lakeport we were told of the junction of the LakeShore route and the site of the Lakeport Depot was made known. We passed the Laconia Station, where the waiting room has been made into a pizza parlor.

Along the route, stops were made to allow passengers to ride in the engine and cabooses. After stopping to stretch at Meredith, we departed for Plymouth. We passed the Ashland station and freight house, where we stopped on the return trip for photo run-bys, and were given a brief history of the area by Alan.

Upon arrival at Plymouth, we were given a sit-down dinner of spaghetti, along with salad and dessert. Following dinner, we headed a little further north to Livermore Falls, where the return trip began.

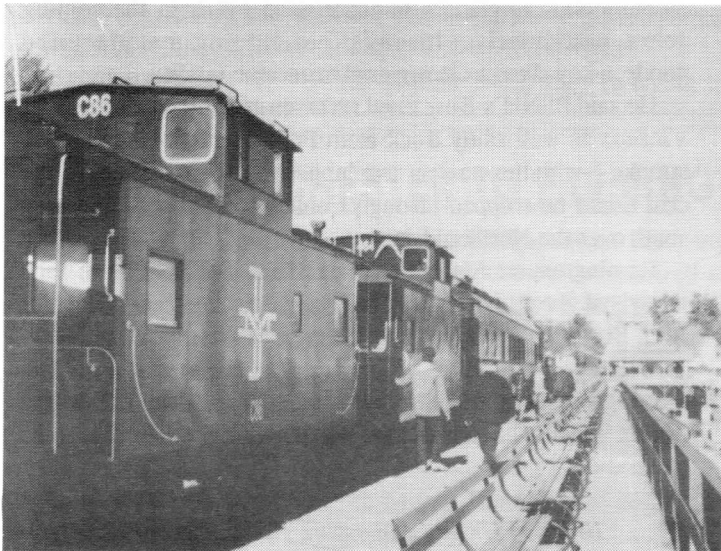
As previously stated, a photo run-by was done at Ashland and also at Winona. We arrived back at Tilton where the freight house was being used for a wedding reception.

By all indications, it seemed that everyone had a great time on the trip, and want to thank everyone who came along. And again, we extend a heartfelt thank you to the Winnepesaukee and Hobo Railroads for their hospitality.

—(BW)



A mirror image smile is cast by the engineer out the cab window at Ashland.



Stopping at Wiers Beach, Jim Nigus, Jr. is speaking with Alan, the conductor



Debarking at Ashland for the photo run-by.

FREIGHT TRAINS KEEP CHUGGING INTO FUTURE

NEW YORK—After years of cutting costs and improving their reliability, railroads have turned themselves from relics of the past into modern-day successes, with some exceptions and most of those railroads are gone into merger bankruptcy or just barely hanging on by a thin rail.

Growing demand for railroads to haul more goods farther has allowed the industry to raise prices and improve profits. To meet the demand and make more money, railroads are looking to buy each other.

Mergers announced this year would consolidate the 10 largest U.S. freight railroads to seven. Big railroads like Union Pacific Corp. and Burlington Northern Inc. are looking to stitch together larger and more efficient networks to take advantage of the boom times.

Union Pacific made one of the most dramatic moves in the industry's consolidation Wednesday (10/5/94), with a hostile bid for Santa Fe Pacific Corp, which had already agreed to a buyout from Burlington Northern. Yesterday, Santa Fe's and Burlington's boards said they would stick with their original plan.

Tractor-trailers and airplanes were supposed to leave railroads as little more than a quaint example of the way things used to be. For years the industry lived up to that expectation. But in recent years railroads have overcome a reputation for high costs and late deliveries and those that didn't usually went under.

Freight railroad traffic has gained an average of 3.6 percent each year since 1987. This year, traffic is up 8 percent from the first nine months of 1993. The biggest growth area for the industry has been carrying trucks full of cargo "piggyback" on their trains.

In a vivid sign of railroads' new fortunes, big trucking companies this spring were willing to endure a debilitating strike by drivers who wanted to stop the companies from moving more freight on trains.

—(Eagle Tribune)

SLIM CHANCE FOR CARPORT AT NEW HAVEN TERMINAL

NEW HAVEN—A freight company, approached about making the New Haven port a shipping destination for new cars, said the possibility is slim.

"At best, it's a back-burner thing right now," Richard Bussard, a spokesman for CSX Transportation, said Monday (10/10/94). He also stated that Bridgeport was an unlikely site.

New Haven Terminal officials tried to persuade CSX, a Richmond, Va. based company, to put an automobile processing center northeast of the Quinnipac River bridge. The center would have handled cars bound for dealers in the Northeast.

CSX had considered Bridgeport Harbor as a possible site for the facility, which is essentially a huge parking lot. But the idea was scrapped because of plans by Donald Trump to build a theme park there.

—(Union Leader)

FAST TRACK TO EUROPE?

Only a few years ago automobile imports were big business in Boston. By last year they were down to one-fourth of the 1987 peak and at the end of this year, after Toyota closes its unloading facility at Castle Island, only a trickle will remain.

But the future is what is now the backbone of Boston maritime life. Some on the waterfront worry that, despite a recent upturn in activity, there is little business to sustain Boston as an active container shipping port.

The Mass. Port Authority concedes that it cannot justify continued operations of both its Conley Terminal in Southie and the Moran Terminal in Charlestown and is contemplating "mothballing" one of them—probably Moran.

Massport executive director Stephen P. Tocco is bullish about the port of Boston. He says that there is nothing wrong with America's oldest seaport that can't be fixed with \$150 million and a big dose of salesmanship.

Tocco is launching a campaign to urge the Legislature to vote a \$75 million authorization to pay for the upgrading of railroad rights-of-way linking the port with markets from New York state and the mid-west.

By raising bridges and lowering rail tracks in dozens of locations between Boston and the New York state line—including inside the 5-mile Hoosac tunnel—the construction would provide enough overhead clearance to permit trains moving in and out of Boston rail terminals to double the number of containers they now carry, by making them double-stacks.

Under Tocco's plan, the affected railroads would be required to make a matching \$75 million investment. Conrail says it will put up \$20 million and state officials are still negotiating with Guilford Transportation Co. and the Providence & Worcester Railroad.

The railroad improvement plan is not new, as it has been tossed around for nearly 20 years, roughly since the remaining rails into Conley were paved over after the Moran Terminal was opened. The overriding reason for resistance was the cost. Railroads, then losing money, had no interest in spending money on the plan. And state officials had only limited interest in activities of Massport beyond Logan airport. As reported, the Weld administration was rebuffed by the Legislature when it submitted a \$200 million bill for improvements—which included rebuilding the tracks to Conley Terminal—with the state paying 90 percent.

As a result, a new bill being prepared deletes any mention of improvements all the way to the two marine terminals—in itself, a cost reduction of about \$30 million.

This version calls for containers to be trucked about five miles from the Conley terminal to the Conrail Beacon Park rail yard in Allston, or to be carried singly on rail cars from the Moran Terminal some forty miles to a rail yard at Fort Devens where double-stacking can be done.

(Boston Globe)

**WALTERS HAS A RTR
B&M SNOWPLOW
THAT RETAILS FOR \$15.00
SEE YOUR LOCAL
HOBBY STORE DEALER.**

SOCK IT TO EM!

New Hampshire now requires residents who must cross state owned railway lines to get to their property (homes, docks, beaches etc.) to purchase "pedestrian permits". Such owners must purchase a \$350 permit and carry \$1-\$2 million in liability insurance and annually fork over a \$50 "administration fee".

Undoubtedly, there'll be a lot of "For Sale" signs popping up in many parts of the state.

—(Railtimes via Cinninnatian via the Waybill)

SPRINGFIELD TERMINAL NEWS

As of September 1994 the following units are not in service: ST GP7-20, 29; ST GP9-58, 66; ST GP35-211, 214; MEC GP38-251, 154, 259; B&M GP38-252, 261, 262; B&M TEBU MT4-100; B&M GP40-322, 325, 331, 333, 338; B&M GP39-2-364; MEC U18B-405, 407; MEC C424m-455; MEC SD40-602; ST SD35-614; ST SD26-619, 620, 633, 643; B&M U30C-663; ST SD45-676, 682, 684; B&M SD39-690, 691, 692; and MEC SD 39-693.

Currently Springfield Terminal has 133 units on roster. Another retirement is planned for the close of 1994.

—(BLHS BULLETIN)

BOMBARDIER MAY BE MULLING N.Y. PLANT

BARRE TOWN, Vt.—The Bombardier Corp., which employs a 450 assembly plant in Barre Town, is reportedly considering plans to build a new manufacturing plant on the Plattsburg Air Force Base in New York. The Press-Republican of Plattsburg reported that Bombardier was negotiating to lease property on the base which is scheduled to close.

Plant Manager David Cutler told the Press-Republican that Bombardier does not plan to move any part of Barre Town operations to Plattsburg or anywhere else. However, moving at least some of the work load from Vermont to another plant could be feasible.

Two of Bombardier's largest competitors now have plants in New York. Asea Brown Boveri (ABB) in Elmira, and Morrison Knudsen in Hormel. which puts both companies in a better position to compete for mass transit from New York companies.

The Barre Town plant is finishing up work for a MBTA contract to build 86 rapid transit cars. It also has a contract with Amtrak to build 195 passenger cars.

—(Union Leader)

The deadline for the Jan./Feb. issue of the Newsletter will be December 3, 1994 due to the upcoming holidays. PLEASE NOTE THIS DEADLINE. HAPPY HOLIDAYS!

"THE RAILROAD ARCHAEOLOGIST"

Ed. Note – This goes back some years to a column that ORIGINALLY appeared in the B&MRRHS Newsletter under then-editors Dennis Adams and Scott Whitney. Today it is "syndicated" in the Bridge Line Historical Society's BULLETIN, by Scott Whitney. Just remember, you saw it HERE first!

—(BW)

On September 11, 1994 John Alan Roderick, Scott Whitney and myself all had the opportunity to travel to Hancock, N.H. for a little railroad history. We met Judy Ford of the Hancock Historical Society at the old station that has been restored and used by the Society. The order board is in place and is operational from inside the agent's office. The interior has been restored to a very antiques style, complete with railroad memorabilia and photos of the railroading scene in Hancock. The downstairs of the station has a layout of Hancock and Elmwood Jct. The WNP Division ran through Hancock with the diamond and the smaller of the two wyes being torn up in the mid 1930's and early 1940's.

Upon leaving the station, after a short walk down the roadbed to stone abutments of the line that ran to Keene, we went to the abutments and bases of the trestle that crossed over Moose Brook. From here we journeyed to Robinson Farm where Elmwood Jct. was located. This area had the smaller wye which took rail traffic to Keene and Worcester. The wye that is left was built in 1952 and handled traffic from Nashua and Contoocook. The foundation to the Water Tank and Pump House were found by the Moose Brook that flows past the farmstead. Going further into the brush and heading north the track area for the diamond was found along with the base for Standpipe #2. The base was in excellent condition and the bolt holes and impression from the base of the pipe were still intact. Judy and myself went back so photos could be taken and we came upon the HIGH LEVEL FREIGHT PLATFORM or the remains of it. Judy took some lag bolts from the sight for inclusion in the station display case.

Unfortunately after 42 years not much is left; some ties, a few bases for water plugs, some rail and the roadbed. Although much of the area has been reclaimed by nature, I'm sure that if one was in the spot and let their imagination run wild, that some sort of scene at this junction of the railroad will be conjured up in one's head.

AND SPEAKING OF ARCHAEOLOGY...

The following ad appeared in "ROCK & DIRT":

"Florida Heavy Equipment, Inc. has 60 locomotives for sale, from good running to parts. 18-GP9's, 16-SD26's, 7-GP7's, 4-U18's, 4-SW9's, 3-SW1's, 3-U23B's, 2-GP18's, 1-SW7, 1-SW8 and 1-wrecked-UB23.

"All parts locomotives are in various stages of Dismantlement."

The photo shown had ex Guilford #285 U23B and #682 SD45.

(BW)

BOSTON & MAINE SEEN MORE IN HYANNIS!

The recent demise of EDAVILLE Railroad has resulted in a greater number of B&M rolling stock transfers to the Cape Cod Railroad's Hyannis yards. The most exciting 1993 event was the transfer of B&M Mogul #1455. Shown at right on a sunny November 1993 day bracketed by RDC-1 #6126 and CCR's F-3 #1100. (Photo #1).

So far this year an increased number of old B&M equipment has arrived in Hyannis. Probably the very last transfers is B&M combine #60 (Photo #2). This car was built in 1914 for the Lackawanna Railroad. It was sold to the B&M in 1942 and was used until 1956. Directly behind #60, on the same siding is the former B&M's President's car #777 and was named the California. (Photo #3). This car has been painted on one side in a rather ghastly looking green.

Perhaps the most interesting arrival, during the early hours of September 15, 1994 was PEGX #6143, nee B&M and MBTA, RDC-1 (all of the same number) with 88 seats (Photo #4).

The story of this car is as follows: Fred Pegnato, Jr., of West Yarmouth, an employee of CCR and member of the Cape Cod Chapter of the NRHS, has formed Pegnato Railroad Services Inc. The company owns and leases railroad equipment. He acquired #6143 from Track One of Wilmington, Del. and after some restoration to the car plans to lease it to the Cape Cod Railroad. But the most interesting aspect is how it got to Hyannis. The car was found in Norristown, Pa. It's route to the cape was from Philadelphia, through Harrisburg, Pittsburg and Conway, Pa., Cleveland, Ohio, Selkirk, N.Y., Framingham, Ma. and finally to Middleboro, Ma. where the Bay Colony RR brought it to Hyannis. The #6143 was built in 1955 and operated on most of the B&M lines out of North Station.

Also seen in the Hyannis yards is a former Reading RR Budd in an inactive status.

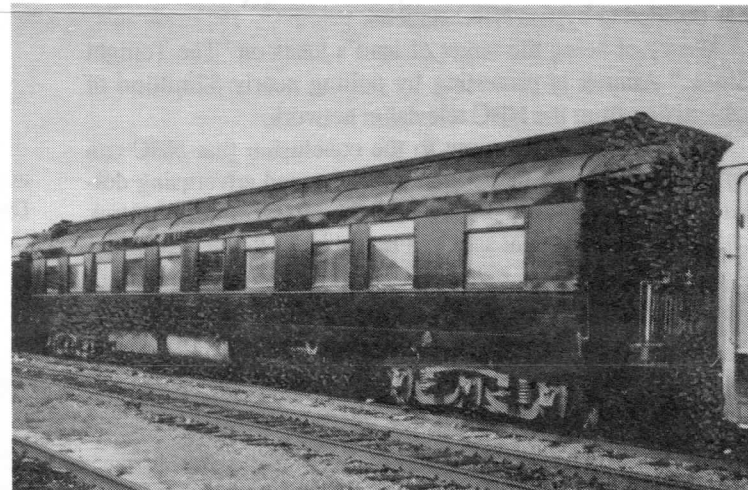
—(Courtesy Walter Lenk)

BOOK REVIEW

Diesel Era magazine just published a book titled "The Revolutionary Diesel—EMC's FT. It covers the twenty-three railroads that purchased FT's in a short story format with a roster list of the units and their history. The Boston & Maine is covered Society member Carl Byron. With the exception of the four cover colored photos everything is in black and white. All the articles give an insight of the use by the railroad that purchased them.

As with all publications there are some discrepancies. Carl Byron states that the manuscripts were not cleaned up at least in the B&M article and has made up an Errata & Addenda for the B&M article which is Chapter 5. If anyone would like a copy of this please send a large Self-addressed-stamped-envelope to: FT E&A in care of the Woburn PO Box and we will send you a copy.

—(BW)



UPCOMING EVENTS OF INTEREST...

November 20, 1994

HUB Div., NER, NMRA Fall Show at the Best Western Royal Plaza Trade Center in Marlboro on Rt. 20 one mile west of 495. 10:00am to 4:00pm. Admission is \$5 Adults, \$1 Children HUB members \$3 and Family \$10. This facility is Handicapped accessible.

December 4, 1994

Tyngsboro Show at the High School located on Norris Rd. Hours are 9am to 4pm.

February 4 & 5, 1995

Amherst Railway Society at the Eastern States Expo Grounds in the Better Living and Youth Building, Memorial Ave. West Springfield, Ma. Hours are 10 am to 5pm with admissions of \$5 Adult, \$1 Child under 12 and free to children under 5 years.

The B&MRRHS will be at all three shows but really is going to need some help for the Springfield show. You do not have to do both days but we would really appreciate one if possible. If any one is interested please drop a line to: Springfield c/o the Society's PO Box in Woburn.

CONWAY SCENIC RR NEWS

Conway Scenic has a calender for 1995 available. All photography is done by Conway native Les MacDonald. They are available at the gift shop or by writing to: Conway Scenic RR Inc. P.O. Box 1947 North Conway, N.H. 03860-1947. Cost is \$7.95 plus \$2.00 S&H. Seasonal scenes of Conway Scenic are depicted in 14 color photos.

Also CSRR "Turkey Trotter" is Nov. 25, 26, 27 at 12 noon and 2 pm. and the "Santa Claus Express" is Dec. 3-4, 10-11, 17-18 at 12 noon and 2pm.

LENO'S JOKES DERAILED AMTRAK'S NBC ADS

Saying Jay Leno's humor is on the wrong track, Amtrak has decided to bypass NBC stations.

Weary of being the target of Leno's jokes on "The Tonight Show," Amtrak is protesting by pulling nearly \$2million of advertising from the NBC television network.

"I have reluctantly come to the conclusion that NBC can write Amtrak jokes faster than we can spend advertising dollars on your network. I give up," Thomas Downs, Amtrak chairman and president said in a recent letter to the network.

—Excerpted from articles appearing in the Boston Globe and Union Leader

MEMBER'S MEETINGS

September saw a joint meeting in Amesbury with the Salisbury Point Historical Society.

October was the ANNUAL B&MRRHS meeting along with the results from this years elections. Entertainment was provided by Buddy Winiarz on scenes of railroading in South Carolina, Steamtown at Scranton, Pa., New York and some local and past New England railroading.

(BW)

GRANITE STATE RR NEWS

Christmas train rides with Santa from Concord to Canterbury and Tilton on weekends beginning November 25, 1994 through December 18, 1994. For further information call 1-603-228-8582.

MYSTERY PHOTO...

Thanks and congratulations go out to those members who wrote that the "mystery photo" was of the clock from the Portland Union Station in Maine. Now located in downtown Portland at Congress Square.

Now does anyone know where this issue's mystery photo was taken? Also if anyone knows the engineers name please let me know. Send all guesses to the "MYSTERY PHOTO" in care of the Woburn PO Box. (Photo from Editor's collection.)

