

# NEWSLETTER

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## —B&MRRHS CALENDAR —

- MARCH 12, 1994** Don Woods, an NTrak enthusiast, will be showing us a potpourri of regional railroading.
- APRIL 9, 1994** We will be hosting an **Open House at the B&M Combine** on Dutton Street in downtown Lowell. This will be in conjunction with the NRHS annual trolley meet. This will be from 10:00AM-5:00PM. (No evening meeting will be held at the Mogan Center in April).
- MAY 14, 1994** **Joint B&MRRHS / MBRRE meeting.** Our presentation this evening will be by **Mr. H. Arnold Wilder**, whose January appearance was postponed due to winter weather. Arnold will give us a talk on railroading in the White Mountains of New Hampshire. You don't want to miss this one! Please note: Due to an anticipated larger-than-usual crowd, we will be meeting in the Boott Mills building next door.

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.)

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## BEACON HILL INACTION STALLS DEVENS RAIL BILL

FORT DEVENS—Time may be running out on Beacon Hill for passage of Gov. Weld's \$5.7 billion state transportation bond bill. If enacted, the bill would boost the governor's project to make Fort Devens an "inland port" for worldwide freight shipments. But when lawmakers return from the holiday recess, they'll only have two days to take action.

"I think it'll probably die this session. I haven't heard that it is a priority for anyone, but that doesn't mean it can't be done the first part of next year," said state Rep. Geoff Hall (D-Westford), a supporter of the measure. Hall said the inaction on the bill may be due in part to lawmakers' questions about unspent monies from previous transportation bond issues.

The bill, which includes funding for a number of major transportation initiatives in the next five years, includes more than \$158 million in bond money to modernize the state's railroads by lowering trackbeds under bridges so that trains can haul freight containers stacked two high.

About \$90 million of the track-clearance money would improve tracks leading in and out of Ayer that are owned by Guilford Trans. Ind. and subsidiaries Springfield Terminal and Boston and Maine Railroad. But while Guilford wants the bill passed, Colin Pease, its executive vice president, said it's not a front burner issue. "It doesn't affect us, we're still moving on

all fronts."

In 1993, Guilford and Canadian Pacific Railroad began operating trains hauling single-level loads out of Fort Devens and currently haul two trains daily.

Weld had announced the project with fanfare last April when he rode into the base at the helm of a locomotive. Base re-use planners hope the so-called intermodal facility attracts manufacturing and other rail-dependent plants. The governor's double stacking initiative, which is a small but not insignificant part of the transportation bill, has drawn criticism from private interests in the Worcester area. The Providence & Worcester Railroad, for example, argued that to appropriate state funds for clearance projects that primarily benefit a private company like Guilford is unfair to the private investors who currently operate a container transfer terminal in Worcester.

If the bill is passed, the plan calls for Guilford and other railroads to contribute an additional \$16 million. But some critics have proposed to have Guilford pay as much as half the project's cost, possibly as much as \$45 million. Pease said the bill will benefit the state's economy but shouldn't be viewed as a boon to Guilford. Regions that have double stacking attract industries.

—Lowell Sun—Submitted by Paul Kosciolk

## PAY HIKE ORDERED FOR RAIL TRAINEES

The Maine State Supreme Court has sided with five employees who appealed a lower courts ruling that they be paid for training. The appeal overturns the order that Springfield Terminal pay them \$11.90 instead of \$3.75 per hour. The new rate falls in line with their contracts.

The dispute goes back to 1987 when Guilford Transportation of Billerica, Ma., the parent company of ST, bought out the MEC and leased the railroad and the workers named in the lawsuit. Springfield offered to hire back the workers but refused to pay them during their training period.

Charles Einsiedler, lawyer for ST, said that they will appeal to the U.S. Supreme Court now that the amount of money has increased. "Now the stakes are a little higher, and we'll have to consider what we're going to do," he said.

The labor dispute that erupted when Springfield bought MEC, B&M, and the Portland Terminal Co. led to strikes in 1986 and 87. Labor accused the company of union-busting. As many as 1,500 workers were displaced in Maine, New Hampshire and Massachusetts. The lawsuit before the Maine Supreme Court involved five people who worked for MEC at Rigby Yard in South Portland. They were told; "If you want your jobs, you have to train." They showed up and were told, "By the way you won't be paid for it," their lawyer said. The workers claimed state law prohibits them from being forced to perform uncompensated work as a condition of securing or retaining employment.

In Superior Court they were awarded only the minimum wage—\$3.75 an hour at the time—as well as attorneys' fees and other court costs. Springfield appealed the decision on the grounds of whether training can be defined as "work." The Supreme Court ruled today (12/28/93) to increase the payout to parallel their union contracts at \$11.90 an hour.

*Portland Press Herald 12/28/93—submitted by L.Weeks*

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## SALEM, N.H. DERAILMENT

On December 19, 1993 your editor was treated to something special in Salem, N.H.: a train on the M&L Branch making a Sunday delivery. Unfortunately, for B&M engine #328, it wasn't their day. A covered hopper car derailed and the engine was stuck for two days before complete repairs to the track could be made. Since the closing of Grossman's, I don't get to see many trains come up my way. The run-around-track across from the Weathervane restaurant is still used but they don't travel much further up the line. The last customer in town is the old Brite-Rite warehouse. (BW).

## RR OFFICIALS HUNT CAUSE OF DERAILMENT

DANVERS—Railroad officials and local authorities are investigating how a freight train pulling a tank car of propane gas, headed for Eastern Propane, missed its stop and derailed on an old wooden bridge over the Waters River Sunday night (1/16/94).

One wheel of the propane tanker derailed, but the train remained on the bridge. Firefighters were sent to the bridge while attempts to rerail the car were made.

Colin Pease, executive vice-president of Springfield Railway, said that they are investigating how the train over-shot its destination shortly after 7:00 p.m. on Sunday evening. Neither the two employees running the train or anyone else were injured in the incident.

The first thing railroad officials checked, Pease said, was to see if the bridge, which was taken out of service ten years ago was safe. Pease said the bridge was structurally sound but had been taken out of service after a fire. The track and bridge are owned by the state.

Monday morning, railroad officials brought another empty tanker to the site. A compressor unit was brought in and hoses attached to the tankers to transfer the propane. It would take eight to ten hours to transfer the gas, according to Pease. Once emptied the derailed car would be removed. The engine had already been driven off the bridge. The Waters River is located at the Danvers-Peabody line.

*(Salem Evening News 1/18/94—Submitted by Peter Victory)*

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## NOT A GOOD WEEK ON THE NORTH SHORE

Along with the derailment of a propane car on 1/16/94, Guilford also had a derailment of a tank car filled with corn syrup also derailed in Danvers, Ma. on Purchase St. The engine pulling the tanker was the same one that brought the 410 to Lowell from Billerica in July of 1993.

Also in Beverly, Ma., William Parkman, of East Swanzey, N.H. escaped injury when the front end of his car was involved in an accident with MBTA train #112. The train was heading to Boston and Parkman's car was extended over the track. Slight damage was done to the train and Parkman drove from the scene. The accident occurred on Elliott St. which is the grade crossing between the station and Gloucester Crossing.

*Both items Salem Evening News-1/21 & 1/22/94-(BW)*

# SETTLEMENT GIVES NH 186 MILES OF RAIL CORRIDORS

CONCORD N.H.—A total of 186 miles of rail corridors would be preserved for future use under an out of court settlement of seven lawsuits pitting the state against Guilford Trans. Industries and its subsidiary, Boston & Maine Corp.

State officials said yesterday that one of the rail corridors could become a Boston-to-Montreal Amtrak route and a second could be used for a tourist rail attraction at Crawford Notch.

The agreement provides that the state will pay \$5.9 million in compensation to the B&M and MEC. Federal funds would account for \$4.72 million of that, with \$1.17 million to come from \$3 million in general fund bonding authorized by the 1990 Legislature.

It would give the state clear title to abandoned rail corridors, while B&M gets clear title to its operating corridors.

State Transportation Commissioner Charles O'Leary called it "a landmark agreement, which will undoubtedly be closely examined by many people in the transportation field."

The acquisition would bring to 393 miles the state ownership of rail corridors that are considered vital to future transportation needs and may be used for recreational purposes in the interim.

The agreement goes before Gov. Merrill and the Executive Council tomorrow (1/12/94) in the state house.

"We expect the approval of the governor, and his staff has been informed all the way on this," Bill Carpenter, the administrator of the Bureau of Railroads for DOT, told the Union Leader. "Either Commissioner O'Leary or I have talked with four of the councilors—all except Councilor Robert Hayes, and we meet with him today—and the Councilors have been generally receptive," he said.

Carpenter sees the settlement as a plus overall. "It's a feather in the state's cap. I don't know as anyone can declare victory, but it's a resolution with immeasurable value for posterity," he said. He also stated that the state is buying the Mountain Division line. "There's a lot of interest in that line going through Crawford Notch to run as a tourist railroad."

Carpenter said the acquisition of the Northern Railroad corridor from Concord to Lebanon is "the shortest rail distance between Boston and Montreal, and it has the potential for a future Amtrak route between the two cities."

Also, he said, "if the Bow Public Service power plant ever goes to low-sulfur coal—it now gets 16,000 carloads a year out of West Virginia—and if it ever goes to Canadian or Western coal, the Northern line would be the obvious line to be reactivated."

The lawsuits focused on the title and ownership of 18 railroad corridors laid out by the state railroad commissioners in the 1800's. In 1991, the Legislature changed the transportation easements to fee-simple ownership and established a procedure whereby any property that had its reversionary rights extinguished could be compensated through the Board of Land and Tax Appeals.

"Guilford has deeds to many of the underlying parcels here, and that prompted the seven lawsuits," explained Carpenter. The settlement will reaffirm the state's position of supporting both inter and intrastate railroads as an alternate mode of

transportation. It permits B&M to sell operating lines to short-lines without any encumbrances on the issue of ownership. The state retains the right of first refusal to match an offer by a third party to purchase rail property," said Carpenter.

The state would acquire:

- The Ashuelot Branch, from the Conn. River in Hinsdale to Keene—23 miles
- The Cheshire Branch, from the Ma.-N.H. line in Rindge to Walpole—43.2 miles
- The Mountain Division, from the Maine-N.H. line to Whitefield—52.2 miles
- The Northern Railroad, from Boscawen to Lebanon—59.3 miles
- The Fort Hill Branch, Hinsdale—7.2 miles
- The Gonic Branch, Rochester—1.5 miles.

The B&M would get clear title to:

- The Hillsborough Branch, Nashua to Wilton—15.4 miles.
- The Manchester & Lawrence Branch, from Manchester to the Londonderry section in Salem—10.1 miles.
- The Portsmouth Branch, from Newfields to Portsmouth—12.5 miles
- The White Mountain Branch, Concord—1.2 miles.
- The Northern Railroad section, Lebanon—10 miles.
- The Conway Branch, Rochester to Rollinsford—9.7 miles
- The Lakeport Branch, Rochester to Farmington—6.2 miles.

The B&M would also retain operating rights on non-abandoned lines regardless of who owns right-of-way since operating rights are controlled by the ICC. B&M also agrees to drop all lawsuits against the state and DOT.

—(Union Leader 1/11/94 submitted by R. Soeldner)

In a follow-up article two days later the Executive Council gave all-but-final approval to the out of court settlement. Any reversal or scrapping of the proposals would mean that the seven lawsuits by the state would be lost and everything would have to be started from scratch.

—(Condensed from Union Leader 1/13/94—BW)

## CONGRATULATIONS!!!

To Jim and Karen Nigzus on the recent birth of their first child—a beautiful little girl—Christine.

Through the years, Jim and Karen have worked hard for the B&MRRHS at train shows, the Lowell Folk Festival, in processing orders from our various merchandise flyers, and on the 410 restoration project, to name but a few. Jim serves as a director as well as Show Coordinator.

Best wishes to the Nigzus family from all of us!

## MBTA EXTENSION: A SLOW TRAIN TO NEWBURYPORT

After falling behind schedule, the MBTA is still chugging forward on plans to extend the commuter rail line past Ipswich to Newburyport.

The first stage of the job will be to remove the old railroad ties and rails that were once part of the Eastern route of the former Boston & Maine Railroad. The line, which has been unused north of Ipswich since the old drawbridge across the Danvers River between Salem and Beverly burned in 1984, continues from the present end of the MBTA's commuter rail line at Topsfield Road and crosses five downtown streets on its way to Rowley, Newbury and Newburyport.

At a hearing earlier this year, the MBTA produced a chart which showed that bids for the track removal were to be advertised and awarded this past summer, with work beginning in August and ending in April 1994.

Eugene Wallace, Cape Ann Transportation Authority administrator, said Tuesday (12/21/93) he was told by MBTA officials that bids for the track removal will be presented to the T's board of directors for approval on January 12, 1994. Once the bids are in work can begin.

Meanwhile, work is also progressing on the next stage: construction of a new bridge on Rte. 1 in Newbury across the rail lines. An old bridge was condemned and a temporary bypass was built more than a year ago.

Wallace said the design work on the bridge should be finished in January and bids will be processed in late spring, with construction expected to start next winter.

The MBTA had previously projected the design work to be completed by October ('93) and a bid awarded by January, with construction finished by December 1994.

One problem arose for the MBTA during hearings earlier this past year. The T had planned to build a new station in Rowley at the site of the former station on Railroad Ave. However, neighbors complained it could bring too much traffic down the now residential street, prompting the T to postpone plans for a station in Rowley.

State Rep. Forrester A. "Tim" Clark, Jr. (R-Hamilton), said that he has received no complaints about any work delays, that most persons are pleased that service will be extended to Newburyport.

The MBTA's commuter rail, which includes the Ipswich and Rockport routes, is now "one of the best in the country," he said.

*(Salem Evening News 12/23/93)*

### ***Did you know...***

That the longest stretch of straight track on the Boston & Maine is between Ipswich and Newburyport, Mass. on the Eastern Route main line—a distance of 6.70 miles.

## COMMUTER RAIL IDEAS ON DIFFERENT TRACKS

While local officials continue to push for extension of the MBTA Blue Line to the North Shore, an engineer says all that is needed is more trains to make the existing commuter rail easier to use.

Daniel J. Lauzon of Gloucester, an engineer on the Eastern Branch (Rockport/Ipswich routes) of the MBTA, said two additional trains would mean stops could be made along the existing rail lines every 20 minutes, timing that would rival the schedule offered by extending the rapid transit system north of Boston.

Lauzon's proposal was made in a letter to lawmakers now considering the Blue Line extension. He is vice-president of the Brotherhood of Locomotive Engineers and the union's legislative representative. He said his proposal would provide what he termed "non-chronoscopic commutation," which means there would be no fixed schedule—"a wordy way of describing the lack of anxiety when a train is missed because the commuter knows another train will be along soon," wrote Lauzon in a letter to the Legislature's Transportation Committee. The failure of the 1,050 parking space multi-level parking garage in Lynn is "not so much location or lack of security, but rather the presence of a timetable", said Lauzon.

"Downtown Lynn has unpredictable traffic patterns (so that a commuter could leave early and still miss the train). This is a reason commuters from as far away as Peabody, Marblehead and even Salem drive to the Blue Line Station at Wonderland in Revere."

The Transportation Committee is considering both Lauzon's proposal and the Blue Line extension proposed by the Lynn Business Partnership and other North Shore officials and groups. The proposal, termed the "Coastal Corridor Car for the North Shore" would use a "light rail vehicle," which would connect to the Blue Line subway system, enabling North Shore residents to ride directly to Logan airport or other Blue Line stops. The Coastal Corridor plan would provide light rail vehicles between Salem and Boston every six minutes during rush hour; and every twenty minutes along the Rockport and Ipswich lines. The plan would also provide a link to the Northshore Mall, along a rail route to Peabody Square now used only by freight trains, continuing along a now abandoned route parallel to Lowell St. ( the old high-car route).

David Pelletier of Salem, who developed the plan, argued the old rail lines follow routes leading to where people used to work and shop; new lines should lead to places where people go now, like the Northshore Mall and Logan Airport. However, Pelletier's proposal would require new rail routes and electrification--overhead electric lines.

Lauzon said his plan could be implemented this spring, if the MBTA wanted to do so and the legislature authorized it. In the future, according to Lauzon, a rail link between North

## HARTFORD (VT.) TO STUDY WAYS TO SAVE OLD 494

(Advisory Committee Will Consider Restoration of 101-Year Old Engine)

HARTFORD, Vt.—Calling all train buffs, Calling all train buffs: Old engine #494, perched beside the train station downtown (White River Jct.), needs some repairs.

To determine the best way to maintain the train, the Hartford Parks and Recreation Dept. intends to form an advisory committee to study the options.

One option could include restoring the 101 year old engine into working order, said Tad Nunez, director of Hartford's Parks and Recreation. On the other side of the spectrum, the committee could opt to perform the minimum maintenance necessary to stabilize the locomotive.

Old Engine 494 has a colorful history. Exhibited at the 1939 World's Fair, the Railroad Enthusiasts club in Boston offered the engine to any interested group in 1954 because of expensive storage costs.

The Hartford Chamber of Commerce made a successful request for the engine in 1954. Town Meeting voters approved the project in 1955, and the 494 arrived in Hartford in September 1956, according to John St. Croix's history of Hartford.

This past fall the engine was moved from the parking lot in downtown White River Jct. to a segment of track beside the train station when the Fred Briggs Park was created as part of a continuing downtown revitalization effort. At the same time the Parks Dept. took over the maintenance of the engine.

Nunez has learned of problems with the engine since taking over management of it. The wood frames and flooring inside the coal car and alongside the caboose are rotted. An asbestos lined jacket used to insulate the boiler holds moisture and has caused rusting in the interior boiler spaces. So far, "we've repaired a couple of windows" on the engine, said Nunez. Previously merchants like Fred Briggs kept an eye on the train.

Nunez hopes to assemble a committee of railroad buffs with knowledge of train maintenance. The committee is scheduled to meet three times to coordinate recommendations, Nunez said. To pay for the work, the committee would look to a variety of sources, including federal or state grant money or private donations.

—Submitted by Dick Symmes

(We'll have updates on this project as they become available—BW)



B&M 494 at White River Junction Park as it appeared in 1989. *Buddy Winiarz*

and South stations, if approved, would probably lead to electrified commuter rail service on the North Shore and rapid "headway" service. But Pelletier's proposal has "forced us to put the cart before the horse," said Lauzon--rapid headway is using the existing diesel locomotives.

Pelletier, however, has pointed out that commuter rail to Boston will always be slow because trains have to creep through Chelsea and the rail yards leading into North Station, while his proposal would allow for trains to reach Boston via the faster subway tracks.

*Excerpted from an article in the Salem Evening News 2/1/94*  
(BW)

## PATH CLEARED FOR MBTA STRETCH NORTH

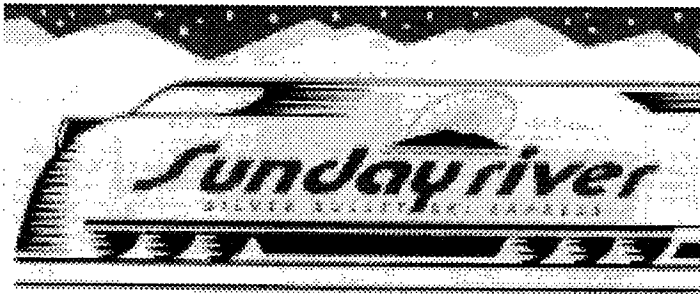
The commuter rail is a step closer to stretching service north from Ipswich to Newburyport after the MBTA approved a contract for clearing the path of the tracks for construction.

The MBTA awarded the \$1 million contract to J.F. White Contracting Co. of Newton, Ma. Under the contract, which is to begin in February, the new rail route is to be cleared for future installation of tracks, signals, bridges and a new station in Newburyport.

The entire cost of the project is estimated at \$42 million and the work is expected to take about two years. The Newburyport Line was once part of the Boston & Maine Railroad, which operated on the line until 1976.

—Salem Evening News 1/25/94--BW

## ALL ABOARD! THE SKI TRAIN'S A-COMING'



Talk to a lot of older skiers and they will wax sentimental about not only rope tows and bear-trap bindings, but also about the ski trains that transported them out of the cities and burgeoning suburbs into the winter wonderlands of the rural north.

From Boston, the "Snow Train" that departed each week-end from North Station has become part of New England skiing legend. The highway system ended the ski-train era in the 1950's, but Sunday River will be bringing it back beginning December 26, when the Bethel, Me. resort begins service from Portland.

The restored train (cars date from 1917 and 1937-formerly saw service as the "Hoosierland Limited" on the Indiana Railroad) will depart Portland at 6:30 a.m. and arrive at Bethel by 8:45 a.m. linking up with buses. Roundtrip will cost \$15.00. A stop at Auburn is a future plan.

Up to 400 passengers can ride on the train, which will run daily through February except Tuesdays and Thursdays, then weekends in March and April. The train will take the route of the historic Grand Trunk Railroad, initially departing from the railroad's former station which is now the Chapman Industrial Park, 125 Presumpscot St. (The roundhouse has several businesses in it, what looks like an old engine house-single stall and another brick building are located in this spot—Ed.) The 70 miles of track between Portland and Bethel will be leased from the St. Lawrence and Atlantic Railroad. If an agreement can be reached with Guilford Industries to extend the route on its tracks to the new Amtrak train station on St. John St., Maine's slopes could be opened to the Boston ski trade. Portland to Boston rail passenger travel is hoped to begin next year.

Especially exciting, at the Bethel end, are plans for a railroad station, 130 room hotel and conference center, shops and other commercial properties.

As City Manager Bob Ganley notes, the Sunday River Ski Express makes the third train project under way simultaneously in Portland. The ski train, Amtrak rail passenger service and the Maine Narrow Gauge Railroad Co. and Museum all will make Portland and Maine better places in which to live. Their builders aren't just laying tracks for trains; they're laying tracks for Maine's future.

—Compiled from the Boston Herald & Portland Press Herald, courtesy of Stephen Cook

## SUNDAY RIVER TRAIN TO RIDE THE MOUNTAIN DIVISION RAILS?

BARTLETT—Sunday River Ski Resort President Les Otten threw his hat into the Mountain Division Railroad ring this week when he announced Monday that he was purchasing Attitash Ski Area.

Speaking at Monday night's press conference at the Attitash Base Lodge, Otten outlined his hopes to work with the Mountain Division Railroad in operating a tourist train through Crawford Notch as well as his plans to develop Bear Mountain—to be known as Bear Peak.

Otten owns a nine-car train, the Coors Light Silver Bullet Sunday River Express, which began operating between Portland and Bethel, Maine on December 26. The train is pulled by an engine owned by the St. Lawrence & Atlantic Railroad and serviced by a St. Lawrence crew.

"I own a railroad train that would love to have a place to hang around in the summer time," said Otten.

Otten said he wants to work with Robert S. Morrell, owner of The Flying Yankee and president of the Flying Yankee Restoration Group Limited, and also a stockholder of the Attitash Lift Corp. Morrell's Group is among several which are expected to make a bid to lease the tracks from the state to operate a scenic mountain tourist train.

The state will review all bids, and will award the lease to the best proposal, possibly by this spring, according to Executive Councilor Raymond Burton (R-Bath).

In addition to Morrell, other groups who could possibly make a bid include Russ Seybold of the Conway Scenic Railroad, Ed Clark of Clark's Trading Post, and Joel and Cathy Bedor, owners of the Mount Washington Cog Railway.

Were Morrell's group selected by the state, Otten said he could envision a tourist train starting at the base of Bear Peak, an as yet undeveloped, adjacent mountain ridge located to the west of Attitash Mountain.

Interviewed after Monday's press conference, Morrell confirmed that he and Otten have held talks, but said much needs to be done.

"Yes, we do have plans [to form a partnership with Otten and the Mountain Division], if we are the successful bidder. But, we have to wait until then, we really do. It would be presumptuous on our part to say, 'Yes, we're going to work with Les Otten, because we don't know who the successful bidder on that line will be,'" said Morrell.

Morrell attended last week's vote by the Executive Council to all-but-OK a \$5.9 million out-of-court settlement of seven lawsuits pitting the state against Guilford Transportation Industries and its subsidiary, Boston & Maine Corporation.

That \$5.9 million out-of-court settlement would purchase 186 miles of rail corridors in the state—including the 52.2-mile Mountain Division through Crawford Notch.

### Conditional approval

Under the terms of the agreement OK'd by the Executive Council and governor at their January 12 meeting in Concord, the approval of the \$5.9 million sale was termed "conditional" upon the urging of Councilor Bernard Streeter of Nashua. Streeter said he wanted to insure that the public was given an opportunity to comment on the proposal.

Consequently, Streeter, joined by fellow Councilors Burton and Earl Rinker, is scheduled to conduct a public hearing at 5 p.m. on January 26 in Concord to address concerns raised by Merrimack, Amherst, Nashua and Milford officials. Many officials in those towns object to the settlement's proposal to scrap the state's claims to the Hillsborough rail branch from Nashua to Wilton, a corridor that could be used for a new 101-A bypass.

To reverse the vote of the council on January 12 affirming the sale, the three councilors would have to seek and obtain a reconsideration vote by the full council—an unlikely happening, according to Streeter.

Morrell said until that sale of the railroad to the state is completed, all discussions about his and Otten's plans are premature.

"The sale [of the railroad from Guilford to the state] has to be completed, the legal issues have to be resolved," said Morrell. Asked if he was excited about the prospect of Otten becoming involved, Morrell said, "You bet! And how!"

Otten told WMWV News that he and Morrell agree on some of the possibilities for the tourist line.

"It's not my [railroad] vision—it's the vision of George Howard and Bob [Morrell]. I think I see a lot of the same things that they see: great tourist possibilities for Attitash, and also very logical transportation systems to bring skiers out of downtown and bring them to the mountains and not be totally dependent on their vehicles," he said.

### Rail Bid procedure

Under a scenario outlined by Burton Tuesday, while the sale of the Mountain Division is negotiated, the state Department of Transportation will concurrently conduct an appraisal of the value of the rails.

Bids to operate a tourist train on the Mountain Division would be entertained, with Burton noting that the full executive council and governor would act on recommendations made by a committee comprised of members of the DOT, the Bureau of Rails and Transportation and councilors.

Burton said he told DOT Commissioner Charles O'Leary Monday that he wants the Mountain Division proposal put on the "fast track," noting that it could be a world-class tourist attraction which would greatly benefit the economy of the North Country.

I told the Commissioner that I want this done yesterday. It is my hope that, especially now with Otten getting involved with his train, that the bids could be listened to by the end of April or the first of May, and that this could be in operation by this summer," Burton told *The Mountain Ear* January 18.

—by Tom Eastman, reporter for the Mountain Ear  
Submitted by Stephen Cook

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## KEEPING HOBBY ON FAST TRACK FOR 30 YEARS

Harry A. Frye used to collect model airplanes but turned his attention to something less apt to break if actually made to work.

He blames his father for his now 30 year hobby—model railroads.

As a child, Frye grew up on Crown Hill in Nashua not far from the railroad station where his father would bring him to watch the trains. "That was probably the beginning," he said of his interest in trains.

Still, it would not be until he entered the U.S. Air Force about 1960 that he would really start to pursue the hobby that consumed several of his fellow comrades. "I went for it in a big way," he said. In fact, Frye said one of the reasons he bought the house he lives in is that he can look out his window and see trains go by.

One hobby—model railroading—kind of grew into another hobby for Frye as he discovered that in order to make his locomotives and cars look as authentic as possible, he needed to have pictures of the actual trains he was modeling. Today, he not only collects model trains but pictures as well. "It's difficult to know where one obsession begins and another ends," he said.

With an eye for detail, he often adds onto the models he makes from kits. Adding a tiny piece of wire for a handle on a train to some may seem like going overboard, but to Frye, it is a matter of making the models as authentic as possible. Frye explained that toy trains, such as those manufactured by Lionel and American Flyer, are different from his scale models. "There are those who would argue that they're all toy trains," he said, but he disagrees. Toy trains, are made to look

something like the real locomotives. Scale models are made to be almost duplicates of the real locomotives.

Scale model locomotives are also not referred to as toys by Frye because they are too expensive to really be played with—though Frye and some of his fellow train buffs sometimes enjoy taking their models for a spin around the track. Some of the scale model pieces can run into thousands of dollars, though Frye does not have any such pieces himself. He said a live steam engine, which he also does not have, can cost thousands of dollars.

"B&M Railroad is my principal love," said Frye, whose goal is to get a photograph of every locomotive the B&M Railroad owned. While admitting this is probably impossible, Frye will have fun trying. He spends many of his vacations from teaching traveling with friends around the East, "chasing trains to get photographs of them," and he attends many train shows. "It's nothing for us to pick up and go to New York," he said.

In February, Frye said he will be attending the 1994 Big Railroad Hobby Show in West Springfield, Mass., where he hopes to sell some of his pieces and photos. This allows him to get some money in order to constantly upgrade his collection and add to it. Frye is more than willing to share his knowledge of railroads and is historian for the B&M RR Historical Society. He even published a book in 1982 entitled "Minuteman Steam-B&M Steam Locomotives—1911-1958

Manchester (N.H.) Union Leader 1/9/94

## UPCOMING EVENTS OF INTEREST...

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

April 8, 9 & 10, 1994

Admission \$7.00 (No charge for spouse or  
children under 16)

**NRHS Boston Trolley Meet**

Sheraton Inn, Lowell, Mass.

For info, mail an SSAE to Boston Chapter, NRHS, P.O. Box 252, New Town  
Station, Boston, MA 02258

April 10, 1994

10AM-4PM

**Upper Valley Model Railroad Assoc.**

Lebanon High School, Lebanon, N.H.

April 16, 1994

9:30AM-4:00PM

**Down East Model Railroad Show**

Ararat High School, Rte. 201 Topsham, Me.

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## TURNPIKE WILL BUILD TRAIN STATION

WELLS, Me—The Maine Turnpike Authority voted to build a train station. Plans call for construction of a \$1.26 million transportation center to begin next spring, said executive director Paul Violette. Trains, buses and cars will use the facility. Completion is scheduled for late next year, in time for the planned rebirth of passenger train service between Boston and Portland. Amtrak stations are also planned for Portland and Saco, with a seasonal stop in Old Orchard Beach. The Wells station is the only one to be built by the turnpike authority. It will be located at Exit 2 and route 109.

Traditionally, the authority has accommodated anticipated growth in traffic by enlarging what has become a 100 mile highway. This move "reflects a shift" in the authority's transportation philosophy.

Two years ago, Maine voters in a statewide referendum refused to allow a proposed \$100 million plan to widen the "pike" from four to six lanes over a 30-mile stretch from York to Portland. The referendum also created a new transportation policy, forcing state officials to look at alternatives to highway construction, such as mass transit and ride sharing, before capacity can be added to roads.

Rather than expanding an existing parking area at exit 2, the turnpike authority, at the urging of town officials, agreed to build a transportation center to accommodate the revival of passenger trains. Amtrak then selected Wells as one of three year-round train stations in Maine.

Plans call for financing construction of the transportation center with \$1 million in federal money and \$260,000 in turnpike funds. The authority originally requested \$1.6 million in federal funds, but the grant was cut to \$1 million, forcing a reduction of the size of the planned 7,000 square foot center to

3,500 square feet. That's not the most desirable, but as long as the building can be expanded, that would be perfect," said Wayne Davis, chairman of Trainriders Northeast. Under terms of agreement between the town and authority, the town will maintain the station. Officials hope to cover expenses by renting retail space to limousine service, a bank, post office and maybe a restaurant or shop or both.

Robert Foley, selectmen chairman said, "this is a culmination of three years of very hard work on the town's part and the turnpike authority." The only hurdle is that there is still negotiations going on between the authority and land-owner Stanley Goldberg, who owns some of the Rt. 109 property. Foley is sure that something amicable will be worked out.

—Portland Press Herald 11/93—Submitted—Stephen Cook

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## SURPRISE! JOY? OR DISAPPOINTMENT!

Member Ellis Walker was surprised to see the following headline appear in the *Boston Globe*: "ROMANIAN TRAINS IN N.H. But his joy of hoping to see trains from the Romanian State Railways turned to disappointment when he read on that it was about a Romanian skier training for the winter Olympics at Loon Mountain in Lincoln, N.H.

Mr. Walker, don't feel bad. This editor was all set to go and capture the trains on Kodachrome when he got your letter. It only goes to show that you can not believe everything you read. (BW)



## GROUP FORMED TO REHAB WORCESTER UNION STATION

A new organization calling itself the "Union Station Alliance" has been formed in Worcester, Mass. Its purpose is to generate interest and activity aimed at rescuing and ultimately rehabilitating this once-great Worcester landmark to its "original grandeur and function as a regional intermodal transportation center." The organization currently consists of about 400 members.

Worcester Union Station once served the B&M, NYC and NYNH&H railroads.

Anyone interested in getting involved with this project, or seeking further information, may contact them at:

Union Station Alliance  
P.O. Box 218  
Worcester, MA 01613

—JAR

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## JOHN GOODWIN RECEIVES HIGH MASONIC AWARD

On January 21st, 1994, B&MRRHS Director John A. Goodwin, who has also served the Society in the past as Treasurer, Clerk, President, Vice President, and a number of staff positions, was awarded the Distinguished Service Medal of the Grand Lodge of Masons in Massachusetts. The ceremony took place at the Kilwinning Lodge in Lowell, Mass. where John has served as organist for many years. B&MRRHS members Donald S. Robinson and H. Arnold Wilder, both of whom already hold this medal, were in attendance to offer the congratulations of our society and other rail-oriented organizations of which they and John are members.

—Submitted by Donald S. Robinson

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## Thanks...

To everyone who submitted news articles and other items for this issue of the B&MRRHS NEWSLETTER.

Stephen Cook	Paul Kosciolk
George Pickles	Peter Victory
Ellis Walker	L. Weeks
R. Soeldner	Dick Symmes

Anyone wishing to submit an article or item for the next issue (May-June, 1994) should forward it to the NEWSLETTER Editor by April 2, 1994. We'll try to include as many items as possible, but space and time constraints force us to reserve the right to edit any items submitted.

Keep those articles coming!!

—BW

## MUSEUM TO HONOR COG RAILWAY'S 125TH YEAR

CARROLL, NH—The call is out to railroad enthusiasts across the state who may have memorabilia of the Cog Railway tucked away in their attics and basements.

This year marks the 125th anniversary of the unique attraction, and one of the ways that milestone will be observed is with the opening of a new museum.

"I'm sure there's quite a lot of stuff out there," said Bobby Trask, general manager of the Cog Railway. "We're looking for old pictures, brochures, articles and other items bought in the gift shop."

Built in 1869, the Cog Railway is known as the world's first mountain-climbing cog railway, a marvel of engineering in its day, requiring toothed cog gears, rack rails and tilted boilers.

Sylvester Marsh, who earned his fortune in Chicago's meat industry, decided to build the three-mile rail to the summit of Mount Washington after being unable to reach it during a hike. "He got the idea for the scheme after deciding there had to be an easier way to get to the top," Trask said. "A lot of people thought it was built for timber sales, but it wasn't."

The Cog is a survivor from a past that depended greatly on railroads. The grand hotels that were its neighbors—Crawford House, Fabyan House and the Twin Mountain House—relied on trains to transport visitors from the south.

Interest in the railway hasn't diminished. "We've had record years in the last three years," Trask reported. "A lot of older people are interested in it and, of course, the children. We're still going strong."

Over the years, people have brought all sorts of memorabilia to Trask. Three years ago, the decision was made to construct a museum; plans for it have been in the works since August, he said. "We're building a brand-new, multi-purpose building," he said. It will feature pictures and articles about the railway over the years and have replicas of the various equipment used.

The railway has seen a lot of history, Trask said, and now he hopes some of it can find a permanent home at the museum. "There was a hurricane—I think it was in 1929—that destroyed most of the track. I'm sure there are some pictures of that out there," said Trask. The State Historical Society in Concord has some pictures, as does the Boston & Maine Historical Society in Lowell, Mass. It's out there—it's just a matter of getting to it."

The Cog's anniversary is July 3, but the celebration will take place in June, coinciding with the opening of the new building. Plans are to invite a host of dignitaries and other people.

—from the Manchester (NH) Union Leader 1/16/94 (BW)

Note: Anyone visiting the Sherman Adams Building at the summit of Mount Washington during the summer months might want to say hello to B&MRRHS Life member Walter Mitchell. Walt works there as the USPS Postal Clerk, and rides the Cog to and from "work" most days. He is quite an authority on the MWCR.

—JAR

# RAIL FREIGHT SERVICE

PALMER, MA.—After several years of inactivity, the Mass. Central RR is resuming regular freight service in Hardwick and South Barre. Robert W. Bentley, president of the MCRR Corp. said trains will soon be rolling through those towns. "We have acquired a new account who will be occupying warehouse space in the former Barre Wool Combing Co. complex."

Bentley said the new freight customer, Quaboag Transfer of Palmer, will be receiving wood products for distribution throughout the Northeast. In addition, he said, the railroad will also be servicing Hardwick Kilns on an increased basis. The Rt. 32 crossing has been restored to handle the new traffic, according to John Slavitzko, track supervisor.

The 25 mile railroad runs from a connection with Conrail and the Central Vermont in Palmer, north to South Barre. Mass Central also operates a rail container facility in Palmer and is one of several railroads trying to acquire the Central Vermont, which is being sold by its owner, Canadian National.

For several years Mass. Central has had few customers north of Ware. But the tracks have been used during the summer and fall for a tourist railroad the company operates. Daniel Moscato, superintendent of operations, said the railroad "anticipates the delivery of 2 or 3 cars per day to this new facility in South Barre."

Mass. Central officials said they are concerned that some people will not realize that rail service has returned to a little used line. "While the railroad may appear to be an attractive right-of-way for snowmobiles, all-terrain vehicles and general pedestrian use, it is a very dangerous environment and trespassing cannot be tolerated," said Forrest Von Schwartz, general manager.

—from the Worcester Telegram & Gazette  
courtesy of my neighbor George Pickles—(BW)

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## FREIGHT TRAINS

The longest recorded freight train of international record, (according to Guinness Book of Records) is held by a 4 1/2 mile-long train on the Sishen-Saldanha Railroad in South Africa. On August 26 and 27, 1989, it hauled 77,720 tons of freight 535 miles. The 600 car train was powered by nine electric and seven diesel-electric locomotives distributed along its length. The longest freight train in the United States was 4 miles long. On Nov. 15, 1967, the Norfolk and Western Railway moved 47,040 tons of coal from Jaeger, W. Va. to Portsmouth, Ohio, in 500 cars pulled by six diesel locomotives (three in front and three more in the middle).

—from "ASK THE GLOBE" (BW)

## HELP WANTED:

I am seeking any articles or other items pertaining to dining on the B&M Railroad, including menus, recipes or cookbooks. I'm also interested in corresponding with any former B&M waiters, chefs or other food service personnel.

Please contact:

Pauline B. Ingraham  
48 North Street  
Yarmouth, ME 04096

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Bob Logan of Marion, Indiana is interested in buying or trading matchbooks or matchcovers of the Boston & Maine RR. If anyone is interested you may reach him at this address: Bob Logan 1007 Wabash Ave. Marion, Ind. 46952-2511.

## B&M Radio Frequencies (GTI)

We have had several request for the frequencies that are used on the B&M. So grab your scanners and punch them on in.

161.160	Ch 1 Dispatcher to train
161.250	Ch 4 Police
161.370	Ch 3 MofW
161.400	Ch 2 Road & Yard
161.520	Ch 1 Train to dispatcher

Boston, Mass.

160.440	Van Site
161.250	Police
160.230	Police

North Billerica, Ma.

160.440	Welded Rail Plant Operations
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Maine Central (GTI)—Portland, Me.

160.620	Ch 1 Road
160.380	Ch 2 Yard
161.250	Ch 3 Rigby Yard, S. Portland Me.
161.400	Ch 4 Rigby Yard, S. Portland, Me

(Source—American Railroad Radio Frequencies 12th Ed.)

Note: We have sized the column of frequencies to allow them to be clipped out and taped to the back of a pocket scanner. (BW)