

Boston & Maine Railroad Historical Society 19 Incorporated 71 NEWSLETTER

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—B&MRRHS CALENDAR —

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. Signs will be posted directing members and friends to the different facility.

JUNE 18, 1994

B&MRRHS DAY AT THE GREEN MOUNTAIN RAILROAD: Bellows Falls, Vt. Trains run at 11 am and 2 pm. **THERE WILL BE NO REGULAR MEETING IN LOWELL FOR THE MONTH OF JUNE.**

JULY 29, 30, 31 1994

We will once again be participating in the **Lowell Folk Festival**. There will be **NO REGULAR MEMBERSHIP MEETING** for the month of July.

AUGUST 13, 1994

August will feature our annual pilgrimage to the **Conway Scenic Railroad** in North Conway. Further information will follow in the next *NEWSLETTER*.

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.)

JUNE MEMBERSHIP MEETING NOTICE

There will be **NO INSIDE MEETING** for the month of June. On the 18th, we will be having a B&M Day at the Green Mountain Railroad in Bellows Falls, Vt. Rides depart at 11:00 a.m. and 2:00 p.m. with a special run to Cold River (this is all that remains of B&M's former Cheshire Branch), and through the Green Mountain yards at 1:00 p.m., which will probably be a carry over from the 11:00 trip. Costs are \$10.00 for persons age 13 to adult, and \$6.00 for 3 to 12 year olds. The ride is from Bellows Falls to Chester.

Our past outings to the GMRC have been lots of fun, and we hope you'll come along for what promises to be another exciting adventure!

LOWELL FOLK FESTIVAL

This being the May/June issue I will let the membership know that in July we will be manning the B&M combine at this years Lowell Folk Festival. The Society is hoping that there will be some new faces helping out this year at the Festival on one of the three days we man the combine. This year the Folk Festival will be held on July 29-30-31. This is a good time to come on down to see what your Society is all about and see some of the items that we have from the B&M railroad and several of the other railroads that became part of the B&M. If you are interested in helping out please drop a note to the Society by July 15, 1994 in care of Folk Festival. Remember that we also have the B&M Switcher #410 along with its tender at the same spot on Dutton St.

RAYTHEON CONSIDERS RENOVATING RAIL CARS AT FORT DEVENS

Ayer—Raytheon Co. has unveiled a pilot plan at Fort Devens to refurbish a railroad coach at the base as part of the electronics giant's effort to expand into more commercial enterprises.

William Marshall, committee chairman and president of the North Middlesex Savings Bank in Ayer, said he understands that Raytheon plans a pilot project to refurbish one commuter coach for the MBTA. The work would take place at one of the base's many warehouses in an area laced with railroad sidings. "If it works out, they'll try to bid on refurbishing commuter trains," said Marshall. "I think it will be very good, it's sustainable."

Raytheon officials confirmed that the project is being studied and would involve its Missile Systems Division, but stressed that it is in its very early stages. "Yes, we're looking at Fort Devens...It's nothing more than exploring a potential business opportunity for us, but we are not in a position to talk about it at this point," said Pat Coulter, spokesman for the Lexington based company. "We're just looking at a business opportunity." Marshall estimated that a large scale contract to rehabilitate rail cars provides quality, environmentally clean jobs for years. The Army plans to phase out most civilian and active military jobs at Devens by 1995.

Peter Allsopp, the base economic coordinator for Ayer, Shirley and Harvard, said the project's timing could be "tricky" because the Army may not be ready to vacate its warehouses. But the project is a boon.

Robin Bavaro, spokeswoman for the MBTA, which purchases equipment for commuter operations in Greater Boston, was unable to provide comment. Raytheon's Coulter said the company is no stranger to rail-related enterprises, being involved with high speed rail technology as the company strives someday to derive more earnings from commercial applications instead of military projects.

"We expect to be involved with a high-speed, 150 mile-an-hour train between Washington, New York and Boston. That's not a secret at all," said Coulter. "We expect, given the opportunity, once we got into the technology, we would be looking for other opportunities in that part of the business... and we would be ill-advised if we didn't look at all the places where there are rail connections and excess capacity and opportunities to move into."

—(Lowell Sun 3/94)

HIGH-SPEED TRAIN PLANS TARGET HUB

In a related story to that which appears above, the following was found in the Wednesday, April 6, 1994 edition of the Boston Herald...

Plans for a high-speed train now include construction of a multi-million dollar maintenance yard in Boston and the possibility of building rail cars in an Ayer plant, officials said yesterday.

Raytheon Co., part of a team hoping to build a train dubbed the X2000, would like Fort Devens as the site for construction of "bistro" coaches—food cars, said spokesman G. Brian Gray.

About 100 workers would put together cars, he said.

Raytheon tomorrow night meets with local selectmen and the committee investigating ways to use Fort Devens, once the military abandons it.

The Lexington-based firm would also handle the electronics for the X2000 in its Andover plant, which makes Patriot and Hawk missiles, Gray said. "The manufacturing processes are not all that different."

Gray said the deal could save some jobs at the plant, which has been decimated by layoffs spurred by Pentagon cutbacks.

Amtrak, which plans a \$1 billion investment to bring high-speed rail to the Northeast by 1997, is expected to decide which train it will be and who will make it by this fall.

The first contract calls for 26 electric engines and four diesels, said Joseph Sillien, director of development for ABB Traction, which makes the trains in Elmira, N.Y.

But Amtrak, whose maintenance record has come under fire from federal rail regulators, Congress, and local transportation officials, also has decided to build the new train in three maintenance yards—one in Boston.

The projects, which would cost up to \$75 million each, would

put the train makers in charge of maintaining the new vehicles.

Congress is now considering Amtrak's request for \$270 million to fund improvement of the Northeast Corridor, changes needed to provide a high-speed line making New York less than a three-hour trip from Boston.

However, X2000 proponents say use of their train would require the least costly changes.

The X2000 is a tilt-train, like those in use in Sweden. Although not as fast as "bullet train" in France and Japan, the X2000 can handle curves at higher speeds.

Maximum speed of the X2000 in Sweden is 171 mph, Sillien said. But unlike faster trains, the X2000 could run on current routes, which often include curves, Sillien said.

—written by Michael E. Knell

B&M-ST ABANDONING REMAINING PORTION OF LOWELL SECONDARY

A filing was made with the ICC in mid-February to abandon a small remaining portion of the Lowell Secondary between milepost 24.27 and 25.01—roughly 3/4 miles.

Citing that no local traffic has moved over the line in at least 2 years, that any overhead traffic had been moved to other lines, and that there was no local opposition or formal complaint filed by any party, B&M/ST is proceeding with abandonment of the section of line which was once connected with Framingham, Mass.

—Excerpted from the Federal Register, 2-16-94

IT'S NOMINATIONS TIME AGAIN!!!

It seems hard to believe that another year has passed. However, with this issue of the *NEWSLETTER*, it is again time to seek out candidates for office to lead YOUR Society.

Nominations for the following offices need to be filled...

President

Vice President

Clerk

Secretary

Director (3 positions open)

Alternate Director (2 positions open)

(Please note: The Treasurer's office carries a two-year term, and will be open for election next year (1995).)

This seems to be a theme which is echoed every year, but if for no other reason than "Old Time's Sake," we'll repeat it again here... THIS IS YOUR SOCIETY. YOUR participation is necessary and vital to the continued success of the B&MRRHS. It isn't "Us and Them"—Just "US". New ideas, new enthusiasm, new blood; these are the lifeline of our organization.

A Nominating Committee will be formed at the May Board of Director's meeting to undertake this task. YOUR INPUT IS NEEDED! If you or anyone you know who is a member in good standing is interested in seeking office in the B&MRRHS, please contact any one of the current Directors, Officers, or staff members. Likewise, you may at any time call and leave a name in nom-

ination on the B&MRRHS phone at (617) 628-4053. One of the to-be-formed Nominating Committee members will contact you to answer any questions you might have regarding what is required.

Involvement with the B&MRRHS need not be a full-time job. Usually no more than a few hours of effort a month makes a world of difference. Like the saying says, "What you give is 5 percent—What you get back is immeasurable." We don't even require *that* much (although you can do as much as you wish).

Directors and officers are required by By-law to attend at least 6 monthly meetings annually (although most of our current directors and officers have an 80% or better attendance record). It is safe to say that most, if not all, of the current officers and directors find their involvement with the B&MRRHS a rewarding, worthwhile experience that every member should attempt to avail themselves of at least once during the term of their membership.

Nominations for officers and directors will be held throughout August 13th, when they will be officially closed at the meeting in North Conway.

Now, it would be nice for the nominating committee to be able to call and canvas each and every member. However, this is clearly impractical to do. There are just too few people working for the Society's future to do so. So, it's up to YOU to help out.

Here's to seeing YOUR name on the ballot in 1994!!!

—Board of Directors

SWAMPSCOTT DEPOT UPDATE

With no other groups coming forward for use of the old B&M depot on the old Eastern route, town selectmen gave permission to a Veterans group to restore and use the station for their meetings. Veterans planning to reactivate the former Leon E. Abbott American Legion Post #57 presented a list to Selectmen for repairs and changes to the depot. As reported last issue selectmen gave three more weeks to any other group to present plans for use of the old station.

The Veterans must now submit its plan to the Department of Public Works, the Zoning Board and the Historical Commission for approval. In their proposal, the Veterans stated: "We will proceed as swiftly as possible, but it's a matter of how much funds we receive in dues and donations."

Plans for the building include cleaning the interior and exterior, boarding windows that have been vandalized, insulating the walls, replacing the heating system, rewiring and replacing the clock in the cupola. Donations of any type may be made through the Veterans Affairs Committee at the Swampscott Town Hall.

—(Salem Evening News 12/10/93)

(The B&MRRHS has received a letter from Louis A. Gallo, chairman of the Swampscott Historical Commission, stating that they have certain guidelines for restoration of the station and at the present time are drafting up paperwork to have the station placed on the National Historic Register. The letter was dated 12/20/93—Ed.)

THE JAMES GANG THEY AREN'T

Three teens armed with a BB gun terrorized train passengers during a botched robbery attempt. Metro-North spokesman Dan Brucker said that three students from Fairfield College Prep School tried to rob a 15 year old passenger. After scuffling with the assailants and having the gun fall to the floor, passengers scattered under seats and into other cars. The three "rogues" jumped from the train at the Fairfield station. Fairfield Prep officials assisted police in their investigation, which resulted in their arrest. Two of the students were charged with attempted first degree robbery, conspiracy to commit robbery, threatening and carrying a weapon without a permit. The third suspect was charged with conspiracy to commit robbery threatening and interfering with a police officer.

(Lowell Sun March 94)

SPECIAL NOTICE

A copy of the "Central Mass" is now available on a silent bid. The condition of the book is in near mint condition; the slight defect is that there is some water staining on the bottom of the pages (approximately 1/2 inch high). All bids should be sent to the P.O. Box in Woburn in care of Central Mass Bid. Closing date will be August 1, 1994 with the book being auctioned at the August 1994 Board of Directors Meeting. This silent auction is for MEMBERS ONLY.

STATE INKS NORTH, SOUTH STATION RAIL LINK

State officials kicked off a \$4 million design of a rail link between North and South stations by signing a cooperation agreement with Amtrak Pres. Thomas Downs.

Massachusetts won federal funds to design the rail link project but construction is not expected to start until after the new depressed Central Artery is completed said Transportation Secretary James J. Kerasiotes. The proposed route would take it directly under the new artery allowing trains to run between the two stations.

—(Boston Herald 3/3/94)

STATION NEWS

The Claremont Jct. railroad station was put up for auction in February. It had recently served as a restaurant and it is the only Amtrak stop in the state of New Hampshire.

Another former B&M station was put on the auction block one month later (3/15/94). The North Hampton station had been renovated inside and out, but still retained the railroad look and was being used as the offices for an architectural firm. After being renovated the station won an "Excellence in Architecture Award" from the American Institute of Architects.

Unfortunately I have not gotten any word on who purchased the stations. If anyone knows, please drop a line to me in care of the NEWSLETTER. Thank you. (B.W.)

FOUR FINALISTS EYED IN VT. RAILROAD BUY

St. Albans, Vt.—The owners of the Central Vermont Railway have selected four companies as finalists in a move to buy the railway. They are: RailTex, a railway holding company from San Antonio, Texas; CFS Acquisition Group from Morrisville, Vt.; Oakes Development from St. Louis Park, Minn. and the local CV management led Employee Stock Ownership Plan or ESOP.

Gary Jones, U.S. Public Affairs Director for GT said that in addition to ESOP the other three bidders "offered the greatest values to the company."

Governor Howard Dean apparently supported a bid announced by the Providence & Worcester Railway, which would have included up to \$9 million for labor protection expenses. The Wisconsin Central and Mass Central also had been reported as potential bidders.

—(Union Leader 2/25/94)

NH-B&M SETTLEMENT BRIGHTENS HUB TO VERMONT RAIL PLAN

White River Jct., Vt.—Transportation officials say prospects for a passenger train linking Vermont and Boston have improved a bit with the resolution of lawsuits between the B&M Railroad and the state of New Hampshire, over trackage rights between Concord and Lebanon, N.H. This would mean a passenger rail route could open up for the first time in three decades, transportation officials say.

Under the settlement, New Hampshire is to pay the B&M \$5.9 million for the "Northern Corridor" right of way between the two cities; the railroad will retain ownership of the track itself.

The settlement comes years after the track had fallen out of use. The B&M officially abandoned the route under ICCR after the track deteriorated so badly that freight trains could travel no faster than 5 mph, the 60 mile trip took 12 hours. "A freight hasn't run all the way up through there since 1983," said B&M Vice-President Colin Pease.

Despite the track's condition, Vermont Transportation Secretary Patrick Garahan is one of those who hopes repairs can be made and Amtrak passenger service linking Boston, New Hampshire, Vermont and Montreal can be started up by the end of the century.

—(Compiled from the Union Leader, Boston Herald and Lowell Sun—BW)

MEMBER'S MEETINGS

FEBRUARY, 1994

The month of February saw Mark Crump give us a sample of Conrail action in and around Framingham, Ma. and out in the western part of the state.

MARCH, 1994

March brought some better weather and railroading on the B&M, Lamoille Valley, Conrail, Vermont railroading and out of New England action brought to you by Don Woods.

(BW)

UNH WANTS TRAINS BACK IN DURHAM

The last passenger train to drop students off at the University of New Hampshire ran through Durham in the 1960's. Thirty years later, the train may be coming back.

Durham has applied for a \$100,000 federal grant that would enable it to construct a platform at the old station, which has since been turned into the Dairy Bar Restaurant.

If it gets the grant—which UNH agreed to match with \$24,000 in construction funds—the revived Boston-to-Portland train will make daily stops in Durham and carry passengers south to Boston and north to Portland. The train was slated to start running this fall but plans were recently postponed. It will likely start running sometime next year.

Robert Houseman, Durham planning director, said the town would benefit from the revived rail service. "We're proponents of alternative transportation and rail service in particular," Houseman said. "Given the nature and complexity of traffic in Durham, we feel it can be an asset."

Students, reportedly excited at the prospect of being able to get out of Durham and into Portland and Boston, are helping to raise money for the platform.

At a time when cars might have been labeled the "alternative" form of transportation, the Boston & Maine Railroad stopped in Durham, disgorging students with their trunks and visiting sports teams with their equipment, and bringing food and other supplies. When troops used the UNH campus to train during the World Wars, they came by train. And the old "Ski Train", which used to bring loads of tourists north on weekends, also went through Durham, said Maryanna Hatch, curator of the Durham Historic Association Museum. Hatch said the railroad used to run right through the center of campus—where Edgewood Road is now—but after a series of accidents the station was relocated to where it

stands today. No one was killed in the accidents, but "cars were overturned and they had a load of potatoes on one that created quite a bit of hijinks."

The building that now houses the Dairy Bar was originally the train station in Lynn, Mass. But, by 1913-14 rail traffic in Lynn had grown to the point that a bigger station was needed, so the existing station was dismantled and moved, piece-by-piece, to Durham. "It's probably a more elegant station than they might of had otherwise," said Hatch.

Houseman said he is optimistic about getting the grant to build the platform, in part because the university put up the matching \$24,000. The town and the university had debated the issue last year, and a similar grant was denied for lack of matching funds. He said he expects to hear back about the grant before the middle of next month (April).

—(Boston Sunday Globe-N.H. Section 3/13/94—BW)

THE COTTON VALLEY RAIL TRAIL CLUB

The CVRTC was formed in 1992 as a pilot program in the state of New Hampshire. We are a working club which includes maintenance of the rails we ride. Some of our projects include brush clearing, culvert cleaning, restoration of the right of way markers and locating historical landmarks near the trail. One project that has been done was the exterior painting of Fernald station, which we use for our meetings.

On a regular basis we ride from Fernald, east to Rt. 16 and back. A total of 16 miles roundtrip. Rail cars are not permitted to cross Rt. 16. On meeting days we usually ride from Fernald, west for 2 1/2 miles to Wolfboro Falls and back.

We meet on the second Saturday of the month at 10 a.m. and our meetings last about one hour, after which follow work/ride sessions. Dues are \$20.00 per year and rail cars must be registered in the state of N.H. as an Off Highway Recreational Vehicle (\$25. per year).

For further information contact:

Steve LaBonte P.O. Box 575 Nashua, N.H. 03061-0575
or Stuart Wing 65 Briarcliff Dr. Milford, N.H. 03055-1304
Please include a large SASE for correspondence.

(This club usually takes part in the railcar excursion in June at Meredith, N.H.—BW).

BOSTON COMMUTER TRAIN FUNDED

The federal government awarded \$188.4 million on 3/22/94 to help restore the Old Colony Line between Boston and South Shore suburbs. The lines which run from South Station to Plymouth and Middleboro, have been abandoned since 1959.

The total cost of the MBTA project to restore the lines is estimated at \$480 million. The federal contribution, which comes from transit funds, also includes \$48 million in federal highway funds, said Sen Edward M. Kennedy (D-Ma.).

Sixty-two miles of track and several bridges will be restored. New stations and a new bridge over the Neponset River will be built.

—(Portland Press 3/23/94)

THE GOLDEN SPIKE

Made of solid gold and weighing 18 ounces, the last spike is at Stanford university in California. The line was built by Chinese Laborers of the Central Pacific Railroad, who pushed their way east from Sacramento. And the mainly Irish laborers of the Union Pacific Railroad who worked their way west from Omaha, Nebraska. The two groups met in Promontory, Utah on May 10, 1869.

—Above items from ASK THE GLOBE (BW)

FT. DEVENS FREIGHT PLAN IS DERAILED

It was last April when Gov. Weld rode shotgun on a train into Ft. Devens promoting his plan to make the post a future "inland port" for worldwide rail shipments of freight containers. But his plan lost steam when the Joint Transportation Committee deleted from a \$6.2 billion state transportation bond bill the \$200 million needed for the project's main feature: double-stacked rail cars.

Weld's idea was to create a terminal at Devens where Guilford Trans. Ind. (a holding company for the B&M RR) and Canadian Pacific Rwy. would handle double stacked containers on rail cars. By lowering tracks under bridges double-stacks would have come from New York to Ayer to Moran Terminal in Charlestown. The plan, said Weld, would spawn local industry at Devens and help Mass. compete in the worldwide economy. But key lawmakers said the governor failed to make his case.

"It was ill-conceived," said state Rep. Stephen J. Karol (D-Attleboro), state chairman of the Transportation Committee. "His intentions may have been fine...but I think the government and Guilford jumped the gun." Karol added, "the governor had requested \$200 million in bond authorization and really there was no plan...absent a plan, the committee unanimously felt it could not justify the enormous expenditure of public money." But Phillip Puccia, a spokesman for Transportation Sec. James Kerassiotis, said lawmakers were shortsighted. "We think the governor put forth a visionary transportation initiative," he said. "Every day more and more containers are shipped by double stack as opposed to piggybacking them by truck...The governor was way out in advance on this one. Unfortunately, the Legislature didn't see the value of the program."

Karol said the committee objected to Weld's idea for the state to provide 90% of the the railroads chip in only 10%. "That's contrary to our previous history of improvements for freight railroads. We generally tended half the costs, with half borne by the private beneficiary, he added.

But Puccia said the 90-10 formula wasn't etched in stone but that it was a "starting point" arrangement that was negotiable later on. Guilford executive F. Colin Pease said Karol offered Guilford a 50-50 arrangement. "We said it won't work...No way can we justify that," said Pease. Currently, because of numerous low bridges, trains cannot haul double-stacked containers to Boston's two ports. Guilford has a connection to Moran Terminal in Charlestown while its competi-

tor, Conrail has access to Conley Terminal in South Boston.

Most double stacks that come into Mass. are hauled by Conrail from the New York ports to a container-loading facility in Worcester. Weld wants railroad competition in the state. Officials were ecstatic when, shortly after the governor's ride to Devens, Conrail lowered its freight rates. But the Providence & Worcester RR and interest that owned the Worcester container facility complained that tax money was mostly going to benefit Guilford, and Karol and his committee found the argument persuasive.

"It makes a playing field uneven when, under the governor's plan, 90% of the cost is borne by the taxpayer and on the southern route the facility was built with \$100 million of private money—and clearance improvements from N.Y. on the route were done with 70% private and 30% public," said Karol. "So by subsidizing Guilford, what were doing is making an uneven playing field."

State Sen. Robert Durand (D-Marlboro) a committee member whose district includes Devens, said he "made a pitch" for the double-stacking funds but couldn't vote for it. He said money for double-stacks was doomed by Guilford's failure to garner political support. "At the same time there was opposition from the Worcester delegation," said Durand. "They worked the bill very hard...Frankly, there was no support." "The Worcester delegation put on a real press on this thing," said Pease. "In all honesty, we didn't have a counterpunch."

Railroad and state officials will continue meeting to see if the plan can be resurrected later this year. Durand said the committee's decision did not embarrass the governor because the plan's key point is the revival of the Port of Boston, double-stack notwithstanding.

In the meantime, Guilford is operating one container train a day between Moran Terminal, Devens and points west, but they are single-stacked. Though Pease said his railroad can live without the bill, he argues that without double-stacking capability in the state, only the Worcester contingent—and thus New York ports—benefit. Moreover, Pease believes the only way to revive Boston's port is to create competitive double stacking in Mass. "Governor Weld did think it through. That's why he's promoting it" said Pease.

(Lowell Sun 3/23/94)

HOUSE OKs PORT OF N.H.— PEASE RAIL LINK LEGISLATION

Concord, N.H.—The House on 3/15/94 approved a bill establishing a committee to study linking the N.H. Port Authority and Pease International Tradeport by rail. The bill would study the feasibility of linking the two areas by rail and would also study the prospect of linking the facilities by a fuel pipeline as well. The bill's prime sponsor is Rep. Gary Gilmore (D-Dover).

—(Condensed from Foster's Daily Democrat)

VOLUNTEERS NEEDED:

The Lowell National Historical Park is looking for volunteers to operate the trollies during the summer season, May '94 to October '94. Anyone interested in doing this should contact Will Lavalley at (508)-459-1055 or write to him in care of: Will Lavalley

Lowell National Historic Park
169 Merrimack St.
Lowell, Ma. 01852

SOCIETY HONORS BLACK MEN OF THE RAILS

Students from the Phyllis Wheatly School got a glimpse of the past yesterday as the history of black men on the railroads was honored at Back Bay Station.

The Knights of the Rail Society sponsored the forum honoring those who contributed to the lives of black people in urban communities.

"No one has given thought to the fact that the black railroad men had been so instrumental in development of a better life for his people, especially in the big cities," said Francena Roberson, founder of the society.

Roberson said migration to the nation's urban centers wouldn't have happened without men such as 100-year-old David Davison.

Davison, who worked on the railroads during World War II, was an honored guest at the presentation.

Davison came to Boston from Missouri on a scholarship to study violin at the New England Conservatory of Music. Arriving with only \$3 in his pocket and no place to stay, he turned to the railroads as a means of survival.

"We don't want people to forget that we have people, like Mr. Davison, worthy of respect," Roberson said.

—From the Boston Herald
4-7-94 (BW)

Thanks...

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

Steve Cook	Paul Kosciolk
Michael Lennon	Linda Weeks
Cotton Valley Rail Trail Club	Rick Conard

Anyone wishing to submit an article or item for the next issue (July-August, 1994) should forward it to the NEWSLETTER Editor by the first Saturday in June, 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

GAO: AMTRAK SERVICE FACES ROCKY FUTURE

Washington—A congressional study says Amtrak needs more money to keep service aboard the nation's intercity passenger railroad from sinking while its debts rise.

"Today, Amtrak is at a crossroads," said Kenneth M. Mead, director of transportation issues for the General Accounting Office, the investigative arm of Congress.

Amtrak has always depended heavily on federal subsidies while under pressure to reduce them, Mead noted in testimony to the House Appropriations transportation subcommittee. The quasi-governmental corporation "has reported that its revenues for 1993 covered about 80% of its operations, yet this performance measurement does not cover all operating expenses," he said.

Further, Mead said in written testimony, "since 1990, Amtrak's federal subsidy has not covered the gap between operating expenses and revenues," with that cumulative deficit totaling \$102 million.

To cover that deficit, Amtrak has steadily reduced its working capital, and "if this financial deterioration continues, Amtrak may not be able to pay all its debts and provide quality nationwide service," the GAO official said.

—(Lowell Sun 3/17/94)

RAILROAD CROSSINGS PROJECT KEPT ON TRACK

Rochester N.H.—By a vote of 9-4, city Councilors have pledged financial support for a railroad crossings improvement project, which when completed this summer, is expected to improve safety and reduce wait times at four downtown locations. The city's share of the cost amounts to \$125,250.

Northcoast Railroad officials David Campbell and Russ Peterson, who had previously given a detailed description of the grade crossing redesigns at a city Council workshop session, were again on hand to answer questions. Speaking of the improvements planned for crossings on Winter, Portland, Summer and Wakefield streets. Campbell said, "These will be designed hand in hand with city and state engineers every inch of the way."

Councilor Ralph Torr attacked the notion of a railroad being subsidized by local and state funding, but Campbell countered that the benefits of having a rail line in Rochester "go back to its inception."

City manager Gary Stenhouse, in response to an inquiry, noted that several hundred staff hours had been spent on traffic control, during derailments over the past year. Councilor Edgar Raab inquired if Northcoast Railroad had to improve all four crossings at once. He was told that such is the case, on account of the work being tied into track realignment.

A vote was taken on whether or not the city should commit the project by placing the money in the capital improvement portion of the 94/95 budget, with the money becoming available after July 1, 1994.

(Rochester Times 3/10-16/94)

NH LOOKING FOR RAILROAD TO OPERATE EXCURSIONS

The state of New Hampshire is looking for a private railroad to operate excursions over the mountain-hugging track in scenic Crawford Notch.

About 25 people attended a pre-bid conference in Bartlett on 3/11/94 to learn more about the issue. The group included representatives from at least four private railroads that have shown interest in operating tourists trains. A formal request for bids will be distributed the week of 3/14/94 and state officials expect two or three proposals will be returned by the April 15 deadline.

The schedule calls for the Dept. of Transportation to select a prospective operator by April 29 and submit the plan for approval to the Governor and Executive Council. William H. Carpenter of the DOT's Bureau of Railroads, was optimistic about finding an operator to run trains over the Mountain Division track that the state is in the process of buying from Guilford Industries. "The interest shown has been very high and I anticipate we will get at least one and probably two or three quality proposals," Carpenter said.

The rail corridor extends 52 miles from the Maine-New Hampshire border near North Conway to Whitefield. It includes 42 miles of track running northwest from Intervale through Crawford Notch over trestles viewed as marvels of 19th century engineering.

In railroading's heyday, the Mountain Division carried passenger trains filled with tourists headed for the White Mountains' grand hotels and freights hauling for the North Country mills. The last freight train moved over the line about 10 years ago, but Carpenter said he expects to find the track in

pretty good condition once the snow melts.

The corridor and track through Crawford Notch is among a half-dozen discontinued railroad lines in a \$5.9 million purchase package. The hope is that federal funds available through the Intermodal Transportation Act will pay up to 80% of the cost. "We're buying to maintain the integrity of the transportation corridors," said Carpenter.

Among those at the meeting were representatives of the Conway Scenic RR, the Plymouth & Lincoln RR, the New Hampshire-Vermont RR and the Mountain Division Corporation. The corporation was formed to explore the possibility of running tourist trains through the White Mountains and it recently bought the "Flying Yankee" locomotive from Edaville Railroad.

The DOT has set no specific requirements for prospective operators of the notch tourist trains. "We will consider all the factors, everything from their marketing plan, to maintenance, equipment, quality of operation and the uniqueness of the proposal, according to Carpenter. "We're letting them decide what they think they could run and make an income."

"But I would not expect that anyone would propose running the whole 42 miles where we have rail. I doubt they would run further west than Fayban (near the Mt. Washington Hotel in Bretton Woods). I think they would propose running the section closer to Conway and the scenic stretch through Crawford Notch," he said.

—(Union Leader 3/15/94)

MAINE WAITS TO LEARN COST OF RAIL PLAN

Dover, N.H.—The next two weeks may tell just how much Maine taxpayers will owe for the Boston to Maine passenger rail service. With millions in startup and labor accord costs looming for passenger rail service, the commissioner of Maine Dept. of Transportation says he won't say how much he can afford to spend until he sees what the Dept. of Labor wants.

Dana Connors, transportation commissioner, said he's waiting for a letter from the Dept. of Labor that will detail the requirements of 13C labor accords. The accords, "which provide restitution for employees of transit providers hurt by the startup of a public transportation service," must be met before federal funding for the rail service can receive final approval.

Michael Murray, a special projects engineer for the Maine Dept. of Transportation, said the state's share for the startup of the service so far is about \$8 million. The Federal Transit Administration is expected to authorize \$35 million. Murray also said the type of trains originally designed for the Boston-Portland run won't be used because upgrades made to North Station in Boston require locomotives to remain outside the station. The plan originally called for two-way cab cars that allow the engineer to control the train from either end. But enclosures at North Station will now require the engine, which releases exhaust fumes, be at the rear of the train, the engineer will always be at the head of the train, stated Murray.

The new train sets that Amtrak plans to add to its Northeast Corridor service are still being negotiated. Initially, used train sets will operate on the Boston to Portland run.

Maine will also be responsible for a share of the operating subsidies needed for the next four years, (94-97), the estimated cost is \$1.92 million based on a service that integrates bus and rail service.

Connors said he has some idea of what he can afford to spend before he'll have to find additional monies, but won't release any figures because it could hurt the "bargaining chips." He has briefed the Legislature's transportation committee on the status of the project, but said he doesn't need to talk about money yet and is hoping for the best scenario.

"It is not anticipated that there would be any financial approval necessary at this time," said Connors. "In the past we have signed (the 13C agreements) based on an assignment of liability," said Connors adding that he's met with the legislative committee and made members aware that the 13C agreements is "a major issue and one we continue to work on and narrow down."

Connors said he will seek funding alternatives to state money, adding the project has the support of both Legislature and the governor. He said he will try to brief the Legislature if he needs more money.

Attorneys from the Maine Transportation Dept. met with a representative of the Dept. of labor on 3/15/94 and the result of that meeting was that the labor department will now articulate the responsibilities of all parties in the 13C requirements.

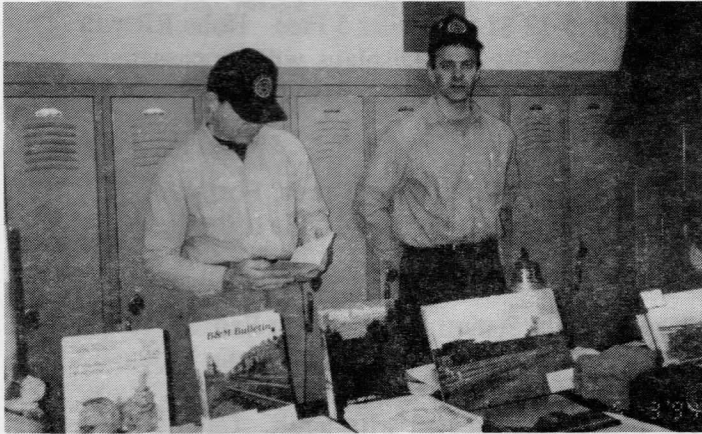
—(Fosters Daily Democrat 3/23/94)

TRAINS UNLIMITED V

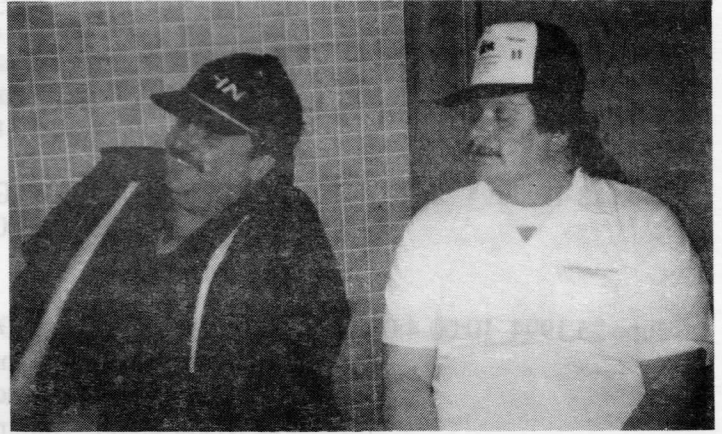
March 5, 1994 was the date of the fifth bi-annual train show held in tandem with the Salisbury Point RRHS. Hit with a snow storm a few days before had us fretting but fortunately all turned out okay. Co-chairman Paul Kosciolk would like to thank the following members for their help in making this

show a success; Mike Basile, Fred Brown, Jim & James Byington, Carl & Pat Byron, Rick Conard, John Goodwin, Dan Hyde, Jim Niguez, John A. Roderick, Dick Symmes, Allen Burdett-Thomas, Linda Weeks and Buddy Winiarz.

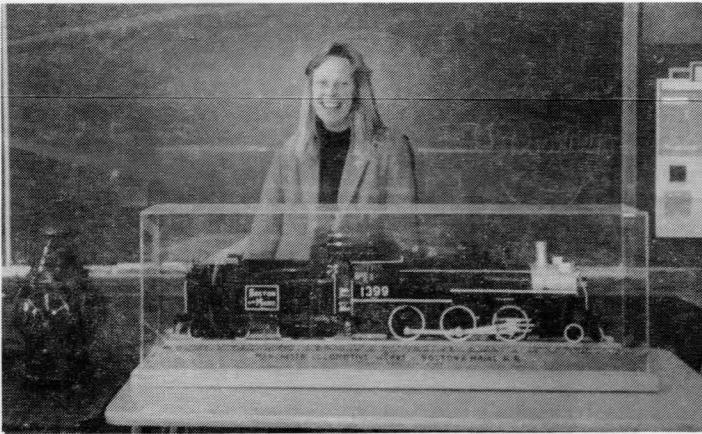
(Photos by Linda Weeks)



Fred Brown and Jim Niguez at the B&MRRHS table.



Paul Kosciolk and Buddy Winiarz man the "White Elephant" Table.



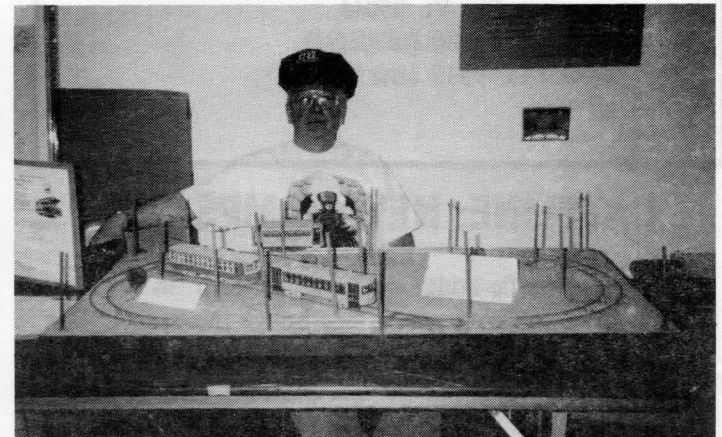
Linda Weeks is seen admiring one of Wilbur Frey's beautiful steam locomotive models.



Bob Grodzicki with lantern and button display.



The show drew a large crowd, as seen here.



One of the many exhibitors overseeing their layouts.

UPCOMING EVENTS OF INTEREST...

- May 28,1994 10:00-4:00 **HUB DIVISION SPRING SHOW**, Worcester Marriott Hotel 10 Lincoln Square. Adults \$3.00 5-12 yrs. \$1.00 Hub Members \$2.00
- June 3,4 & 5, 1994 **NARCOA HOBO/WINNIPESAUKEE / NEW ENGLAND SOUTHERN MEET.**
This is the 1994 NARCOA National meet. On Saturday there will be a railcar run from the Hobo RR in Lincoln, to Meredith. On Sunday they will run from Tilton to Concord.
- June 11,1994 10:00-5:00 **NEW ENGLAND TRANSPORTATION EXPO** Plymouth, N.H. At the old B&M Railroad Station. Adults \$2.50 5-12 \$1.50 Under 5 Free Hobo RR will operate rides north & south throughout the day. Displays will be passenger, freight, MOW equipment and antique and modern buses. Also sales tables in the station. A turkey dinner train will depart at 6:30 PM
- June 18-19, 1994 **MAINE NARROW GAUGE MUSEUM**, 58 Fore Street, Portland, ME. Exhibits, dealers, plus 50 cars and locomotives from the Edaville collection
- June 25,1994 10:00-4:00 **TRAIN SHOW & RIDE**, Tilton Freight Station Rt. 93 North Exit 19 Tilton, N.H. Adults \$3.00 Under 12 years \$1.00 Family Rate \$5.00 Train Ride 6-12 PM Tilton to Weirs Beach with 2 1/2 hr. layover at Weirs. Adults \$10.00 Under 12 Years \$5.00 Under 4 yrs. FREE when seated with adult. Caboose ride \$20.00 per person Limited seating. Call for details—603-942-5193.

HELP WANTED:

Jay Barrett, owner of the old B&M station in Ely, Vt. is looking for parts to the trackside semaphore or "train order board". The only two pieces he has are the two long rods with turnbuckles and guides; the lamp holder that bolts to the top of the wooden mast (marked B&M SD #2). What he does need are all of the pivots and cams, short rods, wall mounted levers that are located inside the building (including the mounting carriage), both spectacles with lenses and the lantern that sits atop the mast.

If anyone can help, they may reach Mr. Barrett at the following address:

Jay Barrett
P.O. Box 13
Ely, Vt. 05044
(802) 295-3980 (til 9/1/91)
(802) 333-9819 after 9/1/94

DATELINE: NEW HAMPSHIRE

A wooden traffic bridge over the "Northern" in Andover, N.H. is to be replaced with a new bridge this spring. This bridge is located on Rt. 11. It is supported on rusted out beams and has wooden blanking, no heavy duty trucks are allowed due to the weakened condition.

—(New Hampshire Crossroads Ch.11 [PBS] 3/18/94—B.W.)

MORE FREQUENCIES

Here are some local tourist line frequencies for all those with scanners.

Green Mountain	160.605	} Ch.1
	161.445	
Boothbay Rwy. Village	151.715	Operations
Conway Scenic RR	161.250	Gen. Operations
Hobo RR & Winnepesaukee RR	160.470	Gen. Operations
Hobo Repeaters	160.560 and 161.550	
Mt. Washington Cog	160.410	Gen. Operations
Seashore Trolley	160.470	
	160.500	General Ops

(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)

Remember...

The deadline for items to be submitted for the July-August, 1994 B&MRRHS NEWSLETTER is Saturday, June 4, 1994.