

Boston & Maine Railroad Historical Society 19 *Incorporated* 71 NEWSLETTER

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— B&MRRHS CALENDAR —

JULY 29, 30, 31 1994

Lowell Folk Festival. Be sure to stop by and see the B&MRRHS display at the rail-car. A number of the Society's hardware artifacts and other curios and items of interest will be on display. Be sure to see us. Remember: **THERE WILL BE NO REGULAR MEMBERS MEETING AT THE MOGAN CENTER FOR THE MONTH OF JULY.**

AUGUST 13, 1994

B&MRRHS Day at Conway Scenic Railroad (see enclosed flyer). Nominations of candidates for office in the B&MRRHS will be closed at the meeting. **NO REGULAR MEMBERSHIP MEETING AT THE MOGAN CENTER DURING THE MONTH OF AUGUST.**

SEPTEMBER 10, 1994

This will be our annual joint meeting with the Salisbury Point Railroad Historical Society in Amesbury. The meeting will be held at the Amesbury Town Hall, as in the past. Entertainment will be announced.

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.)

MEMBER'S MEETINGS

April saw the combine manned for the Trolley meet held in Lowell and several hundred people went through our exhibit. A big thanks goes out to all who helped.

May saw our joint meeting with Mass Bay RRE held in Lowell at the Boott Mills. Over one-hundred people showed up to hear Mr. H. Arnold Wilder give a presentation on rail-roading and the grand hotels of the White Mountains.

(BW)

LOWELL FOLK FESTIVAL

On July 29-30-31 the Society will be manning the combine for the Folk Festival. The 29th is only for a few hours but on the 30th & 31st (Sat./Sun.) we will be there from 9:00 AM till 5:00 PM. This is probably the best kind of publicity our Society can get, and the past few years we have always gotten new members from this exhibit. So if you are interested in helping out please drop a note to the Society by July 15th to the PO Box in Woburn or call the Societies phone line. Both are listed at the top of the Newsletters front page. And for those of you who do not wish to partake at least try to come down and see some of the items your Society has on display besides there are many other exhibits and types of entertainment for both young and old.

IT SEEMS EVERYONE WANTS TO BE AN ENGINEER!

On Monday evening, June 6th (the 50th Anniversary of D-Day as it turns out) I was one of a number of volunteers from my company, Cambridge Electric Light, working the telephones at the WGBH-Channel 2 Auction. This was a fun event which helps support the station's public television programming. Among the multitude of items donated to the auction each year are a series of small gifts or services which go up on what is known as the "Quickie Board." Basically, this is a listing of items which are auctioned off in a short period of time, and subsequently replaced with other items.

The pace of the auction process is at times quite brisk, and I had lost track of the particular items that were being auctioned off from the quickie board. Suddenly my phone rang, and it was a woman who wished to bid on the "BE AN ENGINEER ON THE HOBO RAILROAD." This caught me off guard, and gave me cause to look over at the board to see what she was talking about. Sure enough, there at the bottom right hand side was the item, with a retail value of \$60 and a little locomotive drawn in by some would-be artistic staffer. The woman asked what the current bid was (these are written in above the market value) and to my amazement, it was at \$100! After informing

the caller of such, I was told to place the bid at \$125.

Subsequent calls came in for other items over the next couple of minutes, and I got caught up in the other goings-on. Suddenly, the siren for "overbids" (items which sell for significantly more than their retail value) began to wail. I glanced over at the crowd gathered around the camera in front of the "Quickie Board" who were cheering wildly. The final bid for the "Be an engineer" was a whopping \$250 which a woman caller had bid for her husband!

It occurred to me a while later that this was perhaps one of the highest percentage overbids of the entire auction. Certainly there were a lot of items of interest, but as a railfan I sort of puffed my chest up at the fact that the thing people seemingly found the most enticing was the chance to be a real-life locomotive engineer—even if only for a few hours.

And for a few brief shining moments, all those chides about "Choo-Choo Charlie" and "Train Brain" that I used to get from the kids in school faded into oblivion.

Ain't this a great hobby!

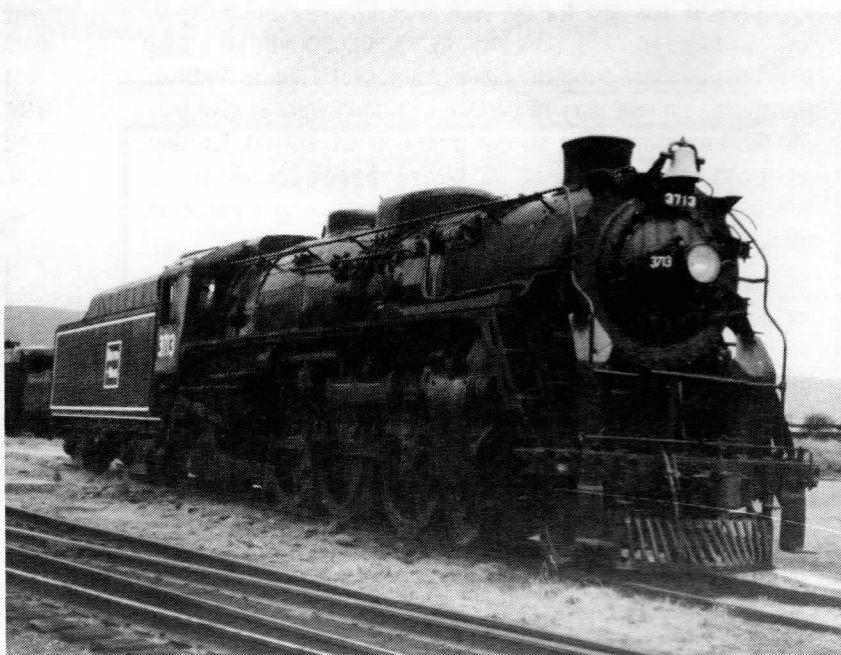
—JAR



B&M 3713 IN GOOD HANDS!

Member Bob Wilner is a somewhat frequent visitor to Scranton, Pa. He has offered to keep our membership apprised of the condition and restoration efforts of B&M P4a #3713. Bob reports that the 3713 is residing in roundhouse stall #21. There are visitor walkways around the engine, and it is reported that 3713 is a high priority for being restored to running condition. The photos (A & B) show it in the roundhouse and sitting outside shortly before being moved inside.

Photos by Bob Wilner



(SECOND NOTICE) 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

"CITY PULLS MONEY FROM AIR"

Portland, Me., already due to get \$1.3 million in federal funding for the Amtrak station, has found another source of money--\$450,000 the state gave it for a chunk of air. The state paid that amount for the right to build part of the new Portland-South Portland Bridge over city land. The city administration plans to use the money to pay for the station that will serve Amtrak passengers when trains begin running next year.

Although the cost for the station could grow more expensive, as large projects typically do, "\$450,000 will go a long way" towards covering the city's share, said Thomas Valteau, transportation secretary of Portland. "I don't want to give people the impression that all our problems are solved, but they are greatly reduced" he said. "They're virtually all solved.

An estimate of \$1.8 million includes buying a parcel of land, for which the city has not yet negotiated a price. The city also has to find out if any type of environmental cleanup is needed. The council has not set a budget for the station but it is expected to do soon in the next month or two.

The state bought "air rights" from Portland after appraising the value of the space that will be taken up by part of the new bridge. It will rise above the Portland -owned International Marine Terminal property, said Valteau.

Setting aside the money shows the taxpayers that the cost is being offset by money from sources other than property taxes, stated City Manager Robert Ganley. It also eliminates any possibility of having to borrow money. Though happy to get the money, Portland officials are trying to get more.

Portland's train station is scheduled to be completed in the

summer of 1995 with rail service returning sometimes that same year. The city has selected Van Dam & Renner Architects of Portland to design the station. It will hire them full time when the \$1.3 million grant is received, said Valteau.

Train stations are also planned for Saco, Wells and Old Orchard Beach. Those like Portland's will cost taxpayers little.

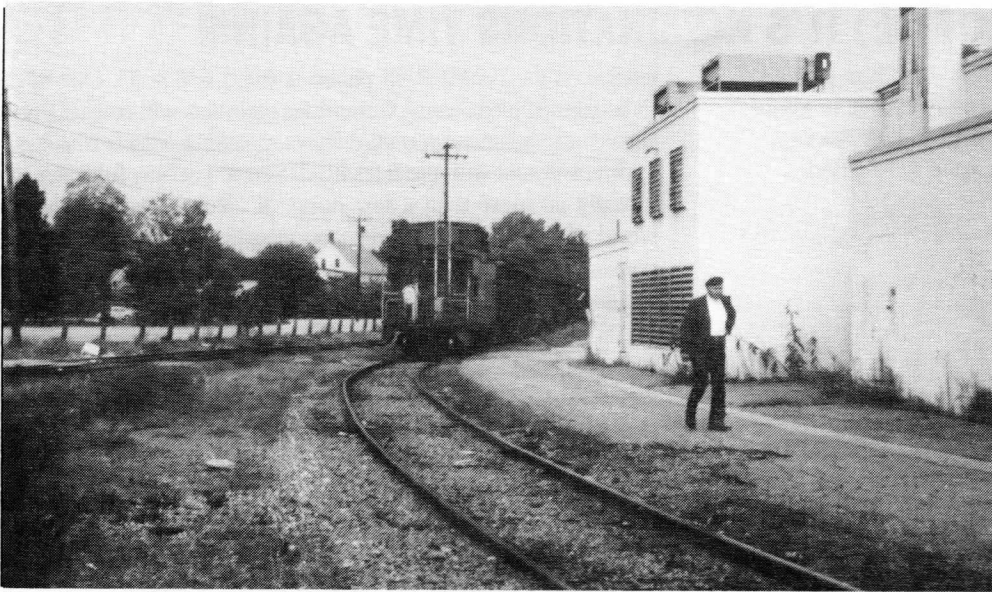
Saco has a \$400,000 grant to help build a \$500,000 station with the other \$100,000 coming from a local business's tax increment financing plan.

The Wells station--planned as a transportation center at Rt. 109 and exit 2 of the Maine Turnpike--will be paid for with a \$1 million federal grant and \$260,000 from the turnpike authority.

And \$150,000 in federal money has been awarded to Old Orchard Beach--a seasonal stop--for a platform that will cost \$187,000.

Portland's station will cost more because it will be the end of the line and must include facilities for Amtrak employees and a storage area for trains. Passenger trains stopped running between Boston and Portland in 1966 when the Boston & Maine railroad ran the service.

(Portland Press)



B&M Hack on sand train at Columbus Ave. in Rochester, N.H. in October, 1981.

Well-known B&M literary (and former B&M brakeman) Ralph Fisher is seen walking away as the train heads north to Ossipee. (Steve Cook Photo)

From the Editor...

CABOOSES: ARE THEY STILL NEEDED?

The latest accident on Amtrak has brought this subject to light while talking around the old roundhouse. Sometime in the past decade it was decided that cabooses were nothing more than a waste of equipment as they did not generate revenue. Maybe on a line that does not have any other type of business but freight it may be okay. But any railroad that has to co-exist with passenger traffic should be forced to use them. Stop and think, if there was a "buggy" on that CSX train, word would have been made that there was a potential hazard.

In the June issue of TRAINS was an article on the Providence & Worcester. When they are traveling on the Northeast Corridor they must use a caboose. Why not other railroads?

A suggestion would be to use half for some type of freight and the other half for someone to see what, if any, kind of danger is on the rails. Right now the only thing on the end of a train is a "one eyed blinking cyclops."

In the opinion of this editor I feel that even if one mistake is known of per year it would be worthwhile to have cabooses back on trains, at least on lines that are shared with passenger trains. Think of the lives that could have been saved in North Carolina?

(BW)

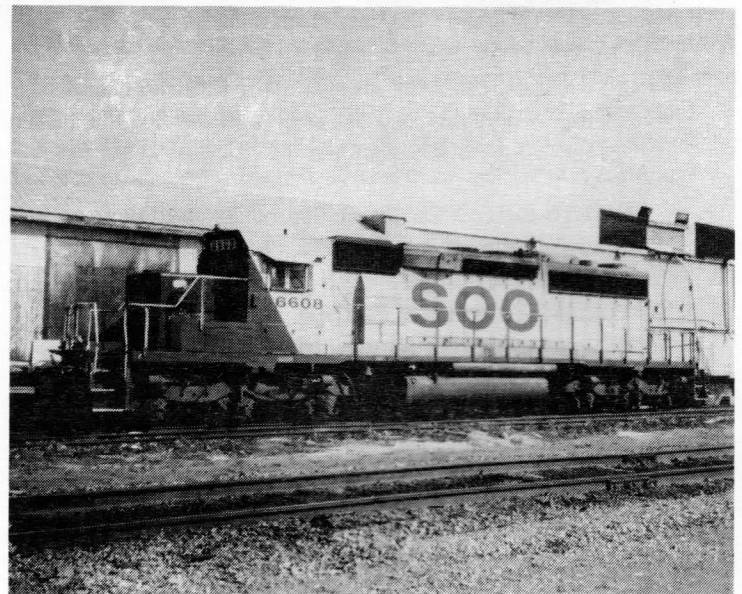
ASSISTANCE NEEDED

Your editor is looking for some news of what is going on in the Conn River area. Included is Springfield, Holyoke, E. Deerfield and anything north up to Wells River, Vt. Also what is happening up around Rigby and any other lines. I know that the B&M we knew no longer exists but there is still action on the "old lines."

(BW)

NOTE OF INTEREST

In the last issue of Modelers Notes were drawings for a small enclosed station. Well, there is one in existence today in the yards of the Green Mountain RR at North Walpole, N.H. Thanks go to Scott Whitney for this information. Also someone told your editor, while manning the Society's tables, that there was also one located on the Stoneham Branch. Can anyone verify this?



White Knight, or foreign invader???

Soo Line SD40-2 No. 6608 was at Ayer, Mass. on Tax Day (April 15) 1994. (Photo by Linda Weeks)

RAILCARS RIDE THE IRON OF NEW HAMPSHIRE

Concord, N.H.--The weekend of June 4th and 5th saw the gathering of railcar enthusiasts from around the nation. On the 4th, a gathering of about 40 or so "cars" rode the old B&M iron from Lincoln, N.H. to Weirs Beach, a total of 39.11 miles.

On Sunday (5th) they traveled from Lakeport to Concord, 29.04 miles. At 3:38 PM they rolled down into Concord Yard under bright sunny skies led by a high-rail car. Thirty-two "speeders" representing the B&M, MEC, UP, MoPac, CP, Western Maryland and several other railroads made their way to the old B&M tower. Included among these was an old steam driven railcar. Once in Concord they switched over to ride down to Bow Jct., where the former Suncook Valley RR joined with the B&M.

This was the annual National meeting of the NARCOA hosted by the Cotton Valley Rail Trail Club of Wolfboro, who were participating in their third annual run on this iron. Also helping out with the use of their track was the Hobo, Winnepesaukee Scenic and New England Southern Railroads.

According to CVRTC president Steve LaBonte, one car came from as far as Palm Beach, Florida. And even though some small problems with several cars happened a good time was had by all who attended this meet. Unfortunately, Mother Nature did not "bat 100%", because as they left Concord for their ride back north, the skies opened up with a smattering of rain.

(BW)



Above, left to right, B&M track car at Concord, N.H., Lineup of track cars at Concord, Steam-Powered track car. At right is a Central Vermont track car at Concord, N.H., owned by CVRT President Steve Labonte.

This event was run by NARCOA, a group of rail car owners.

(Photos by Buddy Winiarz)



SUBURB-TO-SUBURB RAIL SERVICE PROPOSED

Instead of the hectic, maddening car trips from suburb to suburb, picture instead a clean, quiet train ride—gourmet coffee on board, enough elbow room to read a report or pull together a shopping list.

When the train stops, passengers disembark for a day's work, a few hours' shopping or simply a visit with a friend.

It is a vision of suburban travel that two nationally known travel experts believe could be realized with a 42-mile rail line running north to south on existing track in the region between Route 128 and Interstate 495.

Two Massachusetts Institute of Technology professors, Gary Hack and Ralph Gakenheimer, authors of a new study on suburban traffic congestion, focused on the 26-community region that they call MetroSouthwest. They concluded that such a transit line would help ease some of the state's worst traffic congestion.

At the same time, they said, it "offers the potential of becoming a new main street" that would shape the growth of suburbs west and south of Boston for decades.

"It would improve mobility from suburb to suburb and connect them in a way that begins to focus them in terms of small urban villages," Hack said in an interview last week.

The two urban studies and planning professors presented their report to the Boston Conference, a symposium on regional planning issues that opened just over a week ago. The final session will be May 18, when participants will review the ideas presented during the symposium and make recommendations.

We're hoping the conference will give this idea the start it needs," Gakenheimer said. Hack said the next logical step, if the idea was endorsed, would be to attract underwriting for a detailed feasibility study.

Their research found that most traffic in those suburbs is not generated by people going to and from Boston, as many planning strategies assumed in the past, but rather from suburb to suburb, the authors said in their report.

Dubbed the "Yellow Line," the proposed transit system would travel from Lowell to Mansfield, with the capability of taking passengers each day from Foxboro to Framingham, for example, or Medfield to Mansfield, and spots in between.

And why the Yellow Line? "All the other colors were taken," Hack said.

Hack said neither he nor Gakenheimer had worked up cost estimates for their proposed system.

Nevertheless regional planning officials liked the concept.

"There's very little done about trying to improve the mobility between the suburbs," said Caroline Cusano, director of the 128 Transportation Council.

Only 10 percent of all vehicle trips in the target area are commuters headed to Boston, the report's authors said. And the assumption that the percentage is much higher "has blinded transportation planners from seeing the real mobility needs of suburban areas." The other 90 percent of trips are workers commuting between suburbs, shoppers traveling between suburbs and others, they said.

"The metropolitan pattern is no longer a pattern where there is one center and a bunch of radial spokes. It just doesn't function that way. It's much more a matrix of communities," Hack said.

Kathleen Bartolini, executive director of the Natick-based Metro-West Growth Management Committee, said she

believes the idea is worth discussing. "There's just nothing north-to-south right now," she said.

Other officials said the cost involved—conceivably in the millions—and the struggle to overcome certain prejudices about mass transit could work against the idea.

Kent Stasiowski of the Metropolitan Area Planning Council said many people simply like to commute alone—a trend best illustrated by the drop in the number of carpoolers over the last several years.

Working mothers and fathers also drop off children at day care or school—something mass transit would not allow them to do, she said.

And many parents, once at work, feel they must be prepared for mid-day emergencies, such as a sick child, she added. "To be ready for the unexpected, people feel they need to drive."

Hack acknowledged there are obstacles, but he said the Yellow Line would be easier to sell than most transit projects. For instance, much of the local opposition to enhanced commuter rail lines recently proposed by the Massachusetts Bay Transportation Authority hinges on the fear by those in the suburbs that "waves of people from the city would come out to their communities."

But because the Yellow Line would connect suburb to suburb, "I think it's much less threatening," Hack said.

The idea was hatched as the two professors studied the problems associated with 128 and 495, the two circumferential routes around Boston. Route 128, they concluded, already is so congested and so built up, that any attempt to mitigate traffic flow or implement new transportation strategies would be difficult.

Interstate 495, because much of its surrounding area has not been developed, has more potential, the professors said, including the introduction of high-occupancy vehicle lanes, allowing busses, for example, to move quickly and efficiently between job centers.

But as they analyzed the two highways, Hack said, he and Gakenheimer began to focus on the area in between. "We took a drive out there and followed the rail line which is not used very much at all," he said.

The 42-mile corridor is actually made up of two pieces. The 22-mile southern section, from Mansfield north to Framingham, runs through Foxboro, Walpole, Medfield, Sherborn and Ashland, and is maintained by Conrail.

The 20-mile northern section, from Framingham to Lowell, runs through Sudbury, Concord, Acton, Westford and Chelmsford and is controlled by the state.

Some of the southern track is in use for freight; parts of the northern track are in use for commuter rail.

The next step for the project would be a detailed feasibility study that should include input from those communities affected most, said Hack, who seems prepared to argue for spending whatever money is required.

The authors said they chose the 26-community region—Ashland, Attleboro, Bellingham, Dover, Framingham, Franklin, Foxboro, Holliston, Hopedale, Hopkinton, Mansfield, Medfield, Medway, Milford, Millis, Natick, Norfolk, North Attleboro, Norwood, Plainville, Sherborn, Upton, Walpole, Westboro, Westwood and Wrentham—not only for its traffic problems but also for its potential for growth.

—Excerpted from the Boston Sunday Globe-South Weekly

P&P CONNECTION UPDATE

The state of N.H. has voted to study a rail link between Portsmouth and the Pease Inter. Tradeport with some changes. A rail line exists now but is in poor condition and state officials say it would be too expensive to repair.

The Dept. of Transportation would also like to see the line that crosses the Spaulding Turnpike, discontinued because of the cost to maintain road repairs.

Most supporters of the bill believe the best rail link would be the line that comes through from Stratham through Greenland into Portsmouth just south of the tradeport.

This was signed by N.H. governor Steve Merrill

(Foster's Daily Democrat)

EXERCISE SEEMED LIKE THE REAL THING

GORHAM, N.H.--About 200 people watched with interest rather than horror as emergency workers tended to blood-drenched students at the site of a collision involving a school bus and train engine. Although this was only a drill, one woman ran through the crowd toward the crash site screaming frantically, she was assured by police that it was only a drill.

The drill required six months of planning, involved state and local police, firefighters, the Red Cross, Androscoggin Valley Hospital in Berlin, state highway officials, student volunteers and other state and federal agencies. Officials said the drill was a huge success. State highway safety coordinator, Peter Thompson, suggested Gorham because it has logging trucks, railroad crossings and a lot of hazardous material comes through the area. St Lawrence and Atlantic engines #1758 & #1764 were used and a school bus was rigged by tow ropes to crash. Tim Forestall, the railroads operations manager said he was glad it was only a drill and that it was an "exercise that brings up the awareness level to a point where people should realize there are concerns at crossings."

(Union Leader)

MEMBER CORRESPONDENCE

The "Swiss Division" of the B&MRRHS held its annual meeting on Friday, March 18, 1994 in the station restaurant at Landquart, in the canton of Graubunden. Members present were Gion Caprez, who lives in nearby Trin and George H. Drury. Also on hand were several participants in the Smithsonian National Associates tour "Alpine Snow Trains." Part of the trip is a tour of the locomotive and car repair shops of the Rhaetian Railway conducted by Caprez, and lunch in the restaurant is the logical thing to do after the tour.

Mr. Drury met Mr. Caprez in 1987 on the first Smithsonian tour. And he also adds that Mr. Caprez is probably the only B&MRRHS member who lives in Switzerland.

—Submitted by George Drury

LOWELL TO NASHUA RAIL LINK

The cost of establishing a rail link from Lowell to Nashua has dropped \$10 million from previous estimates, according to MBTA spokesperson Julie Bottom. Included in the cost is the upgrading of track, signals, bridges and the construction of a northern terminus. Gregg Lantos of the Nashua Regional Planning Commission said that federal funding would cover 80% of the cost with the other 20% possibly coming from the state of New Hampshire. Regardless of the cost the money may not be there, said Bill Carpenter, administrator of the bureau of railroads for New Hampshire.

A tentative schedule would have three daily roundtrips between Boston and Nashua, with all the other stops in-between on the Lowell line. The northern terminus may be located in the vicinity of the Pheasant Lane Mall. According to Lantos, about 550 commuters would board the train daily at a southern N.H. station.

Back in the late 1970's, service was reinstated but due to low ridership it was suspended. But a new survey indicates that there is a renewed interest in commuting by rail.

(Compiled from the Lowell Sun & Union Leader.)

DEVENS INTERMODAL SEES STEADY GROWTH

Now in its second year of operation, the Intermodal Transportation Center at Fort Devens is growing and attracting clients. Vice-president Colin Pease, of GTI, said that every month potential customers are coming to look over the facility.

The new salad oil company going into Stoneybrook Park in Ayer was impressed that Ayer is becoming a rail hub, due to the intermodal center at Devens, since they were looking for a location with good rail service.

Pease said he was disappointed in the fact that the \$200 million proposal for revampment of the state's rail system to accommodate double-stacking was not included in the state's transportation bond. "We've seen another shipping company come into the Moran terminal recently, that's two new ships a week. The potential exists for the Boston port, but doublestacking is very important. Ayer will do fine, but without doublestacking, the port of Boston will die. Right now that amounts to \$1.8 billion in revenue."

According to Pease, the center handled about 600 containers this past March, up from 30 the year before. "We're very happy to see it growing and that's a step in the right direction.

(Free Times & Public Spirit [Ayer, Ma].)

STATION UPDATE

The station at Claremont Jct. did not generate any offers and now has a "FOR SALE" sign on it, asking price; \$89,900.

In Bedford, Ma. the Historical Society received a grant to study and upgrade the area around the station and freight house. The station houses a plumbing business and the freight house is now a coffee/donut shop. Ideas are to do landscaping, possibility of station being painted in railroad colors and trail signs, as this is by the Rails to Trails bike path on the old roadbed.

SIDINGS

Berlin--Trains from a freight train locomotive caused several trackside fires in Maine and New Hampshire. They were doused before any serious damage was done. Fires were reported in Bryant Pond, Me. and Gorham and Shelburne, N.H. A Spokesman for the St. Lawrence and Atlantic Railroad said defective exhaust equipment sent sparks into the surrounding brush. (Union Leader).

NOT A LEG TO STAND ON--In 1986, Terry Mills was lying unconscious on the railroad tracks in Littlefield, Alabama, when a train came along and severed his right leg. Last week (May 1994), Mills, 32, laid down on the tracks near the site of his accident. Along comes another train and gets his left leg. Police said he was heavily intoxicated both times. No charges were brought against the railroad. (Boston Herald).

CUTTING FEDERAL SPENDING:A to Z--Interstate Commerce Commission. The ICC was created in 1887 to oversee the railroad industry. Today, with competition from trucks, barges and planes, the ICC is obsolete. Eliminating the ICC would save \$30 million a year. (Wall Street Journal).

Newport, N.H.--A petition to alternate Rts. 103 and 11 over the Sugar River has been filed. The area of reconstruction is the replacement of the bridge that is over the Sugar River and the old Concord & Claremont railroad located just west of Newport.

(Manchester Union Leader)

ANN LANDERS AND THE SUBWAY

The following appeared in an Ann Landers column.

It seems that a homeless couple, were injured when a train plowed into them as they were having some adult fun on a mattress on the tracks of a New York City subway station. Fortunately, their injuries were not severe, thanks to a quick thinking motorman.

Nonetheless, according to the newspaper account, the couple has filed a lawsuit against the transit authority for "carelessness and negligence." Their lawyer stated: "Homeless people are allowed to make love, too."

Ann was at a complete loss for words.

(Boston Globe).

Thanks...

Contributors to this issue of the Newsletter are Rick Soledner, Paul Kosciolk, George Drury, Michael Lennon, George Birse, Linda Weeks, Steve Cook, Arthur Ellis, Paul E. Smith.

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

B&M HISTORY

Grafton, N.H.--After 103 years, Danbury will have a newer railroad station, following the completion of the moving of the Cardigan station from Grafton Center yesterday.

Long lines of motorists were blocked along route four yesterday afternoon as the newer and smaller Cardigan station was hauled slowly along the highway.

Numerous difficulties were encountered by the Auclair Moving Company of Manchester, in charge of the work of getting the building along the 10 mile route. Moving of the station by rail was deemed impossible in view of the many places where clearance was not sufficient. Even along the highway, tree branches had to be removed, highway post sawed off and the covering of the building itself was taken off. One roadside resident took to task the movers for attempting to saw off an overhanging branch. Solution was found by jacking the offending branch up out of the way and removing the covering of the building.

The Cardigan station was built in 1906 by the Boston & Maine Railroad and the use of it was discontinued last year. The Danbury station was erected in 1848 by the Northern Railroad, a company that ran from Concord to White River Junction, Vt. The Northern was chartered in 1844 but did not get beyond Franklin until two years later. By then it extended to White River Junction.

In 1844, the station at Danbury was leased to the Boston and Lowell Railroad and operated by them until they in turn leased it to the B&M in 1887.

(From the Reporter and Advocate--June 7, 1951 [Messenger April 20, 1994]).

410 RESTORATION UPDATE

Work has begun again on the 410 in April. She made it through the winter months in very good condition considering the amount of snow that we had this past winter. A small party of volunteers are back and progress is being made. Parts are being put back on the engine along with continuing cleaning, painting and welding. Much cosmetic work remains to be done. Along with the work being on the steam locomotive we are also doing some painting on the combine, paint is being supplied by the National Park. We've scraped the sides, primed them and have applied the first coat of maroon paint, a second coat will be applied after the Park Dept. does further repairs to the combine. This will give the display a better looking appearance. Sandy Shepherd, who did a fine job lettering the 410 will do the lettering on the combine when everything is finished.

Volunteers are still needed and appreciated and anyone wishing to help out should contact us at: B&M 410 Restoration, PO Box 9116, Lowell, Ma. 01852.

DOVER COULD SAVE IF ALLOWED TO DO STATION WORK

The city could save money if it were allowed to manage the design and construction of the Chestnut St. passenger rail station, according to City Manager Paul Beecher. The NHDOT has assigned a project manager for the rail station—Nancy Mayville, who attended a meeting held at City Hall. "I feel that the state will work with the city to come up with designs."

The city council has authorized Manager Beecher to enter into a ten year lease for a passenger station (rail) in downtown Dover. The city is expected to receive \$160,000 in Congestion Mitigation and Air Quality funds for the project, but will spend only what it needs to meet the minimum federal requirements of safety, shelter, handicapped accessibility and parking.

The town of Exeter is also planning to have a rail station and has committed money to the project.

The entire length of track—78 miles—that goes through N.H. and Maine will be replaced by continuous welded rail. There is bolted track in place now. Of the 27 bridges in place, 27 will receive some sort of work.

(Foster's Daily Democrat).

NEW RAILROAD MUSEUM IN BARTLETT

Bartlett has lost an automobile museum but may be gaining a railroad museum. Representatives appeared before selectmen to present a site planned for an enterprise called the "Hartmann Model Railroad museum." The business would occupy two separate lots on Rt. 16.

(The Conway Daily Sun)

TRAINS FROM CONWAY TO WHITEFIELD

Conway--If the Conway Scenic Railroad wins the bidding to lease the Mountain Division line, there could be service from Conway to Whitefield in the near future. Russell Seybold and Gary Webster, of CSRR, believe that running a train through Crawford Notch would be a natural extension for their current operation in North Conway.

Seybold, president and general manager, said that if Conway Scenic comes out on top, he imagines trains will run to Bartlett in the Fall. "It really all depends on how fast things move with the state," he said. "I would think we could get to Bartlett this year, I wouldn't promise the Notch...maybe by 1995 there would definitely be trains running up there."

CSRR is one of five entities submitting bids to N.H. Dept. of Trans. Division of Railroad Bureau. Others are Mountain Division RR, Plymouth and Lincoln RR, Vermont & New Hampshire RR and private entrepreneur Dick Currier of Concord.

Each of the bidders, along with DOT, will be able to inspect the tracks in order to determine how much work is needed to be done. According to Seybold, CSRR has made several attempts to purchase parts of the Mountain Division from its current owner, Guilford Trans. Ind. in the past. "A few years ago, we were very close to a deal but it fell through at the last minute."

"We are very excited about the possibility of not only seeing the return of passenger trains through the notch, but also being a part of this long awaited event," said Seybold. He feels that they have the experience, personnel, equipment and the organizational ability to make it happen. Whoever gets the line would have to wait until late July to do track work because sections are located in nesting grounds for the peregrine falcon. Some restrictions on track work from April 1 to the end of July exist because of this situation.

This year marks the twentieth anniversary for Conway Scenic. The section of rail line used by them goes from Conway to the end of former B&M rail at Intervale where it junctures with the Mountain Division.

(Excerpted from The Mountain Ear and Conway Daily Sun)

SPECIAL NOTICE

A copy of the "Central Mass" is now available on a silent auction bid. All bids should be sent to the P.O. Box in Woburn, in care of Central Mass Bid. Closing date is August 1, 1994 and the lucky bidder will be found out at the August 1994 Board of Directors meeting.

UPCOMING EVENTS OF INTEREST...

- July 2 Conway Scenic Railroad, North Conway, NH--Independence Day Special. For further info, call CSRR at (603)-356-5251
- July 29,30,31 B&MRRHS display at the Lowell Folk Festival. Railroad artifacts, etc.
- August 1 CSRR 20th Birthday Special. For info, call (603)-356-5251
- August 13 Wolfboro, N.H. model railroad show in the high school.
- August 13 B&MRRHS day at North Conway (see enclosed flyer).
- July, August and Sept. Train rides on the Granite State RR (N.E. Southern) every Fri. Sat. and Sun. (2-4-6/10-12-2-4-6/12-2-4 are operating hours). \$7 per adult, \$5 per child (4 to 12) under 4 years free. Exit 16 off I-93 on West side. Through Sept. 5,1994.
- Sept. 17 20th Annual Fall Railfan's Day. \$19 per Adult \$10 per child for the entire day (8:15 am til nite time photo session). Contact CSRR at PO Box 1947, N. Conway, N.H. 03860-1947 or 603-356-5251.

RAIL-TEX TO PURCHASE CV

It was announced in mid-May that Rail Tex, a railroad holding company based in San Antonio, Texas, had been chosen by CN North America as the purchaser of its Central Vermont Railway subsidiary. The price paid by Rail Tex for the CV was reported at \$40 million.

Rail Tex owns 23 other railroads throughout the US and Canada.

(JAR)

BRUSH WACKERS

Work crews have been clearing brush and saplings from the railroad bed off Hanover Street in Newbury to make room for a demolition crew to rip up the old railroad tracks. Demolition of the tracks and fixtures is underway to make way for the new tracks and for the future commuter station on the Newbury and Newburyport town line. Plans are to have an 850 car parking lot which would be located on the west side of Rt. 1 traffic circle. Project date is Fall of 1996.

(Courtesy of Salisbury Point RR Newsletter)

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.

As the Newsletter went to press, we received news of a large derailment in Rollinsford, NH. 15 cars are involved in the mishap.

Also, the Reading MA depot is having it's track and roadbed refurbished. There will be more on both of these stories in the next Newsletter.

HELP WANTED:

Kenneth W. Milender is looking for information regarding the old Concord, N.H. car shops and engine terminals. He is interested in photos, plans, possible information sources and any other help he may be able to find. He may be contacted at 133 Dunbarton Rd., Manchester, N.H. 03102 or call him at (603)-669-4428.

Jeremy Plant is seeking submissions for an upcoming all-color book on the B&M for Morning Sun Books. Action shots are preferred. The book will look at the railroad systemwide, with special emphasis on the steam-diesel transition era. If interested, contact Jeremy at 825 Zermatt Drive, Hummelstown, PA 17036; Tel. (717) 533-3578.

Remember...

The deadline for items to be submitted for the September-October, 1994 B&MRRHS NEWSLETTER is Saturday, August 6, 1994.

Conway Rail Line Gets Notch Route

By LORNA COLQUHOUN
Union Leader Correspondent

CONWAY — The historic Crawford Notch railroad corridor, unused for about 10 years, neared new life yesterday as a Department of Transportation committee selected Conway Scenic Railroad to operate passenger excursions on the line.

The choice needs the approval of Gov. Steve Merrill and the Executive Council. No date has been set for the council's consideration of the proposal.

"We are very excited," said Russell Seybold, president and general manager of the Conway tourist attraction.

"This is just the beginning. It's great thing for us, and it is a great thing for the area."

He said Conway Scenic Railroad has a five-phase plan to eventually send trails 52 miles up the track to Whitefield.

DOT Commissioner Charles O'Leary approved the selection

"It's great thing for us and it is a great thing for the area."

Russell Seybold
Conway Scenic Railroad

committee's choice yesterday. The committee had earlier narrowed the field to two — Conway Scenic Railroad and Mountain Division Corp., which was formed to explore the possibility of running tourist trains through the White Mountains.

Council approval isn't the only potential hurdle. William Carpenter, administrator of the Bureau of Railroads and Public Transportation, said the project also depends on the state completing negotiations with Guilford Transportation, which owns the track and is the parent company of Maine Central Railroad.

O'Leary stipulated that the effective date of operation will be

when council approval is given or the track acquisition is complete, whichever is later.

Conway Scenic Railroad has operated passenger excursions along 5.5 miles of track from North Conway to Conway Village for 21 years.

Seybold said people are excited at the prospect of taking over the long stretch of track, which has a long history of carrying passengers to the North Country from points south. In its heyday, trains on the Mountain Division line brought visitors to the region's grand hotels and hauled freight out from the mills.

The track was last used about

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AS WE WENT TO MAIN...

MANCHESTER UNION LEADER
6/23/94

RAILWAY LINE

(Continued From Page One)

10 years ago, and Seybold said it will need considerable work to meet Class 2 standards for passenger service. However, he said, "It's in fairly good shape."

The first phase of the plan, he said, is to initiate service to Bartlett Village. The second is to reach Crawford Notch.

"If we can do both in one year, then we will, but there is enough work to divide it into two years," he said.

Destinations in phases three and four are Fabian's and Twin Mountain, and the fifth phase is Whitefield, at the end of the line.

To get to those points, trains will pass through the scenery of Willey Brook and over the Frankestein Trestle, one of several along the rugged route that are viewed as marvels of 19th-century engineering.

Seybold said additional locomotives will be acquired to make the trips safely.

Conway Scenic Railroad and Mountain Division Corp. officials met with the selection committee on Tuesday for interviews. Carpenter said, "Unfortunately, only one team could be selected," he

said. "They both had good ideas."

Robert Morrell, chairman of the board of Storyland in Glen and a member of the Mountain Division Corp., offered best wishes to the Conway Scenic Railroad. "Congratulations to them. We hope they are successful," he said.

Morrell wasn't ready to talk about his corporation's plans. "I don't really know. It's still quite early," he said.

The state went looking for a private railroad to operate a passenger line through Crawford Notch earlier this year and had planned to make the selection by the end of April. However, Carpenter said, the process was delayed because the winter's heavy snowfall made it difficult to evaluate the tracks.

The corridor and railroad track through Crawford Notch is among six discontinued rail lines in a \$5.9 million purchase package. The state is seeking the line to maintain the integrity of transportation corridors and is hoping to use money available through the Intermodal Transportation Act to pay up to 80 percent of the cost.