

# NEWSLETTER

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## — B&MRRHS CALENDAR —

- 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 **SPRRHS** headquarters located at No. 4 Water Street in Market Square from 1PM-5PM. Entertainment will be provided by **Steve Denno**, who will be showing us a selection of his videos from the NS, Amtrak, and others. **SPRRHS** will also have its layouts operating for everyone's enjoyment. **PLEASE NOTE THE CHANGE OF MEETING LOCATION. THE TOWN HALL, WHICH WAS WHERE THE MEETING WAS TO HAVE ORIGINALLY BEEN HELD WILL BE IN USE ON THIS DAY FOR AMESBURY TOWN ELECTIONS.**
- OCTOBER 15, 1994** October 15, 1994 will be our excursion to see the "paintings of nature" on the **Hobo Railroad**. This years trip will begin at Tilton, N.H. and run up to Plymouth where we will be served a sit down dinner of spaghetti and all the fixings at the Senior Center located inside the renovated station. Cost for the excursion is \$45. Cab and caboose rides may be offered again this year at an extra cost. See enclosed flier.
- OCTOBER 22, 1994** **B&MRRHS ANNUAL MEETING:** After our summer and autumn jaunts, we will be back at the Mogan Center for our Annual Meeting. At this time, counting of ballots will take place and election results posted. Entertainment will be by **Buddy Winiarz**, who will be showing a selection of slides of "off-line" Railroad subjects as well as some local material.
- NOVEMBER 12, 1994** November 12, 1994 will be our joint meeting at the **North Shore Model Railroad Club** in Wakefield, Mass. at 8:00 PM. Members are invited to bring their favorite HO B&M or other equipment for operation over the **NSMRRC's** beautiful Chesapeake Lines.
- DECEMBER 10, 1994** December 10, 1994 is back in Lowell at the Mogan Cultural Center for our **annual Members Night**. Members and friends are invited to bring a maximum of 25 of their favorite RR slides or a 200' movie. A Kodak Carousel slide projector and stack loader will be provided by the Society. If your slides are stored in other's trays or carousels, you will need to bring your own means of projection. Likewise, if you wish to show movies, you will need to bring your own projector.

### YOUR ATTENTION PLEASE...

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

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

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

## B&M COVERED BRIDGE

## Diesel Power Down East...

CONTOOCOOK, N.H.—A preservation group says a 105 year-old covered railroad bridge here is a rare piece of history and should be saved for posterity.

The bridge, formerly owned by the Boston and Maine Railroad, was twice swept off its pilings in the 1930's—once by a flood and another time by a hurricane. Each time it was pulled back up river and put back in place atop its wooden supports.

But now the bridge is starting to sag and the wooden supports are decaying. And its owner, the state Division of Historical Resources, has no funds to repair it. The bridge passed into the state's hands five years ago when the town of Hopkinton could no longer pay to maintain the aging structure.

No trains have used the bridge in over thirty years and the railroad tracks which once brought trains to the area have long since been abandoned.

David Wright, president of the Society for the Preservation of Covered Bridges, says "it is one of only eight covered railroad bridges left in the entire country, five of which are in New Hampshire," and it should be saved.

In mid-June, a group of volunteers led by Arnold Graton of Ashland, a covered bridge restoration expert, worked to repair the floor of the bridge. He will return later this year to repair the bridges leaking metal roof. That repair project was made possible by a \$2,000 grant from the bridge preservation society, which will be working with state architectural historian James Garvin to try and come up with the money to restore the bridge.

The restoration effort will require that the massive bridge be lifted to replace the decaying wooden supports at its four corners.

Garvin said that Graton is developing a list of repairs and cost estimates for restoration of the bridge. The work may be accomplished through private donations or a special appropriation from the Legislature, or a combination of both.

(Union Leader July 4, 1994)

(Eds. note—This bridge was known to be last used as a business for canoe rentals. Also the rail here was taken up in 1961 from Hopkinton to Bradford on the Concord & Claremont line and a year earlier from here to Emerson on the WNP Division. The station is still standing and used as a bank.

The other four bridges are located at Clark's Trading Post in North Woodstock; in Franklin, over the Winnepesaukee River and two in Newport, both over the Sugar River. One is at Chandler Station and the other at Newport-Wright.

[Sources: Lost Railroads of New England by Dale Kerr and The N.H. Atlas and Gazetteer.]



(Above) Former MEC Alco S1 switcher at Wiscasset, now doing duty on the Maine Coast Railroad. (Below) Providence & Worcester M420R at Rigby Yard. (Buddy Winiarz)



### CORRECTION

The Sunday River tapes sold by the B&MRRHS are \$29.95 with the "exception" of *New England Mainline* which is \$39.95.

All the tapes are \$3.50 P/H for up to two tapes.

These tapes were done by Albert G. Hale and are on location with actual sound recordings by Preston S. Johnson. (BW)

### IN MEMORIAM...

The Society regrets learning that Rev. Alexander V. Hamilton passed away on August 12, 1994 at the age of 79. He was a past National President of the Railroad Enthusiasts, Inc., President and chairman of the New England Electric Railway Hist. Society, "holding company" of the Seashore Trolley Museum and at one time executive vice-president of the Mt. Washington Cog Railway.

## WOODEN "PONY" STILL STANDS

Swampscott—At 40 mph motoring along Essex St. hardly seems significant but then comes the bridge. Cars are lifted up the ramps and made lighter as they hit the right turn. Drivers lean in, their heads bobbing and teetering to the turn. Almost immediately comes the left hand turn, where they must lean again, gripping the steering wheel. And then they're off the bridge, rolling down the embankment towards other traffic challengers.

Little do motorists know, however, that they have just had a historic experience.

The Essex Street Bridge, which stands tall and strong above the Boston & Maine railroad tracks, is actually a protected piece of architecture. A cousin of New England's more celebrated covered bridges, the Essex Street span is of a breed known as "boxed pony." There are just 10 of these type bridges left standing and the Swampscott bridge is one of just three which still spans an active rail line.

"Actually it is a fairly rare type of bridge," said Steve Roper, the state's specialist on historic bridges for the Mass. DPW.

The name of the bridge refers to the box-like wooden casements which protect its trusses from rapid weathering. The boxed ponies were built by the "notoriously thrifty" Boston & Maine railroad out of wood, which cost far less than iron or steel.

"Detractors would say that the B&M's renowned penchant for parsimony influenced its decision to continue building wooden bridges long after the other major roads ceased to do so," wrote Nelson Lawry, in the February issue of TRAINS magazine. "Defenders would point out that the railroad sensibly made use of materials often plentiful and at reasonable cost, and in so doing elevated the art of wooden bridge construction to its zenith."

While motorists may grouse about the path taken to reach the bridge or the condition of pavement, some respect is due this bridge.

"The bridge itself is fine," said Swampscott DPW Director Alan Taubert. "The problem is with the retaining walls."

The bridge was first built in 1837 after a vote of the County Commission ordered it be designed to carry up to 10 tons. The wooden bridge was rebuilt in 1902 as a boxed pony. In 1943, instead of replacing the bridge, the decision was made to simply rebuild the sturdy span in kind.

The state, which took over ownership of all B&M bridges in the early 1970's, has plans to reroute the traffic entirely and straighten out the S-turn. The \$3 million project, according to Taubert, would include the taking of land where Essex Oil currently stands. But should that project proceed, what to do with the existing bridge.

"I would hate to see them tear it down," said Lawry, during a telephone interview. "It would be far better to build a new bridge with a straighter line instead of the design now where you have to hit that bridge like Sterling Moss every time." Lawry would urge that the old bridge be maintained as a pedestrian bridge.

The other nine B&M boxed pony bridges are on Clark St. in Belmont, Park Ave. in Arlington, Kents Landing in Newbury, Hartwell St. in West Boylston, Rollins Farm in Rollinsford, N.H., Snyder Brook in Randolph, N.H., Moose Brook in Gorham, N.H., Old Rt. 4 in Berwick, Me. and Sinnott in Arundel, Me.

But there is no plaque at the Essex Street Bridge. No sign, no tour guide. Just a sturdy, 92 year old wooden bridge, which flies under your wheels in a blink.

(The state has put the bridge on the historic list-BW).

(Lynn Daily Evening Item)

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## WHITE HOUSE BLOWS WHISTLE ON RAIL DANGERS

Saying too many people are dying in "senseless, outrageous and unnecessary" in car-train collisions, the Clinton administration has called for new measures to improve safety at rail crossings.

"Thousands of lives can be saved and it is up to us to save them," says transportation Secretary Federico Pena.

More than 5,000 rail crossing accidents last year claimed 626 lives and injured 1,837 others. Pena's strategy: New federal laws, more educational programs and better rail crossing equipment.

Pena's announcement was good news to CSX engineer Paul Sorrow. Since he began working on the railroad in 1965, Sorrow, 47, has been in several fatal crashes with cars that crossed the paths of his train. "I've been horrified every time," he said.

Experts say new rail crossing technology could help Pena meet his goals. More than half of all accidents are caused by drivers who ignore signals.

Among new developments:

For rural areas with nothing more than a sign to warn of an oncoming train. Ohio engineers have developed an inexpensive signal that uses mirror images to mimic flashing lights.

The "Buckeye crossbuck" can be installed for \$600.

\*\*Because more than half of all collisions are caused by those who ignore signals, a Virginia based company has adapted military technology to design a barrier that pops out of the ground. (Sounds like the barrier the B&M had on the Central Mass. When hit a motorist knew it. I don't think it lasted long due to malfunctions.—BW). Already used to help planes land safely on aircraft-carriers, arresting nets drop in front of a vehicle, bringing it to a stop within 60 feet. (Sort of like at an NFL game with the netting going up to keep balls out of the stands—according to the diagram). Cost for this is \$150,000.

\*\*Florida engineers have designed a pre-fabricated overpass for two-lane rural roads. Cost is only \$400,000 versus more than a million for a conventional bridge.

Though none have been tested extensively, safety advocates are hopeful. "Our organization is supportive of anything to save lives," says Dawn Soper of rail safety group "Operation Lifesaver."

(USA Today—BW)



### MYSTERY PHOTO...

This famous landmark is well preserved and on permanent display. Does anyone know what it is and where it is now located? Send answers to "MYSTERY PHOTO" care of the PO Box in Woburn.

## GUILFORD NEWS

This past spring, work began on rehabilitating the Freight Main (nee Stoney Brook Branch) between CPF-303 (N.Chelmsford, Ma.) and CPF-WL (Willows interlocking at Ayer). The work includes dropping about 3,000 ties, as well as ballast work and eventually the installation of welded rail. Once this work is completed the speed limit will go from 30 to 40 mph.

The following is a list of former GP40-2's that were sold to Helm Leasing:

HATX #500 EX-B&M #307, #501/#308, #502/#317, #503/#316, #504/#303, #505/#305, #506/#310, #507/#309, #508/#315, #509/#314, #510/#304, #511/#302, #512/#300, #513/#301, #514/#306, #515/#311, #516/#312, #517/#313.

#500—511 were repaired at Morrison-Knudsen, Mountaintop, Pa. while #512-517 were repaired at VMV, Paducah, Ky. All are presently leased to CPRS.

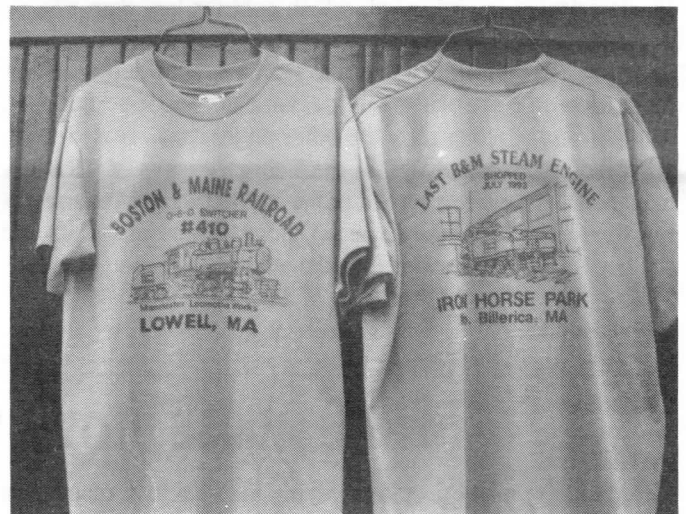
(Railpace Magazine-July 1994)

## FROM THE EDITOR...

I received several letters from the membership on the editorial in the last Newsletter on cabooses. Most of the comments were against returning them to the end of trains as they probably would not be of much use as letting other trains know about the tracks being clear or not. This is due to the fact that trains today are one-mile or more in length. Also, after dusk, dawn and night vision is greatly reduced. In meeting, the crew of each caboose may not see anything amiss but it could happen after meeting.

One suggestion was for "shift-load" detectors to be installed. But one drawback to that is the recent derailment of Guilford in Rollinsford. The train went by the detector, (10 miles east of the derailment) and nothing was wrong.

Anyhow, it made for some interesting replies. (BW)



Hot items at the Lowell Folk Festival were 410 tee-shirts. They are available for \$12.00 each plus \$3.50 (for up to 2 shirts) S&H from B&MRRHS, P.O. Box 2936, Woburn, MA 01888.

Colors are Teal and Paprika with black lettering. Available in M, L, XL and XXL. Graphics are shown both front and back (double sided tee).

## CENTER AT KEENE COMES ALIVE

Several years ago the old B&M roundhouse and surrounding land was bought and remodeled for the purpose of making it into a shopping area. Unfortunately, this did not pan out for the owners.

In February of 1993, Richard Kramisen, bought out the owners and made many changes. Along with Candy Murphy, the center has gone from a 30% occupancy to nearly 100% occupancy. Most of the stores are locally owned businesses with some national chain stores.

The renewed area has gaslights like those that were used in Keene in the early 1900's and is brick paved. There are also areas for outside dining and lounging, flowers and more. "It has an old time charm" said Kramisen. These are the first gaslights to be re-installed in over 120 years, he added.

The courtyard is at the far end of the building and will be used for fall and winter activities. Eventually, Kramisen hopes

to make it a mini-museum of Cheshire RR memorabilia, including maps of the track layout, 1860's signed payroll sheets, photos, an engine plate from the Cheshire RR that was dug up in the roundhouse before restoration and much more. In the courtyard, the arches where the trains came through dominate the architecture. The doorways have been completely glassed in, with doors, to all the businesses. The old turntable pit has been filled in and bricked over to provide eating and display space. During the first few years of operation a steam engine from Edaville rested on rails in the middle of the pit on display. That is now gone from here.

This year marks the 150th anniversary of the founding of the Cheshire RR and the Center celebrated with an old-time flavor event on July 14th to 17th.

*(Monadnock Shopper News)*

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## MOUNTAIN DIVISION NEWS

As reported in last issue, as we went to mailing, Conway Scenic won the bid to run trains "through the notch". The lease runs for five years.

"Once we take title, we're going to put them on track," said Executive Councilor Raymond Burton, referring to the state's move to purchase some track from the Maine Central Railroad. Asked if he expects winter service to become part of CSRR operation, Burton said, "It better be as far as I'm concerned."

The new trains will run 10 miles north from Conway to Bartlett on the eastern side of the White Mountains. The company has a steam locomotive for that portion of the trip.

Using a diesel or electric locomotive, the trains would turn north or west through Crawford Notch into the heart of the White Mountains. Russ Seybold, president of CSRR, said occasional excursion trains would go even farther west to Whitefield.

"This has the potential of being an enormous attraction not only in New Hampshire, but in the Northeast and even develop a national reputation" said Governor Steve Merrill.

Conway Scenic proposed a five-phase program to restore service from near the Maine state line to Fabyan. Its plan includes \$675,000 in infrastructure and track upgrades.

*(Compiled from the Union Leader and Portland Press Herald)*

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## RAILFANS BEWARE!!

Now law in Massachusetts: "Whoever knowingly and without right is present, stands, walks, or rides a bicycle, snow vehicle, recreational or other types of vehicle on the right of way, bridge, or other property of, or used or controlled by any railroad corporation, except at a highway or other authorized grade crossing, shall be fined "ONE HUNDRED DOLLARS." Any person violating this section may be arrested without a warrant by any police officer, including railroad police, and proceeded against according to law."

*(Mass Bay RRE Callboy)*

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## 4265A SAFE AND SOUND ON THE GREEN MOUNTAIN

In mid-July, B&M F7A No. 4265 arrived at North Walpole, N.H. following its trip from the AMTRAK station in Syracuse, N.Y. The locomotive, which is little more than an empty hulk, will be retained by GMRC pending possible restoration. GMRC traded its former MBTA E8A No. 4261 (nee PRR 5761) for the former B&M unit plus a former MetroNorth/ex-NYC RDC. Initial plans are to display the unit in its original "Minuteman" paint scheme.

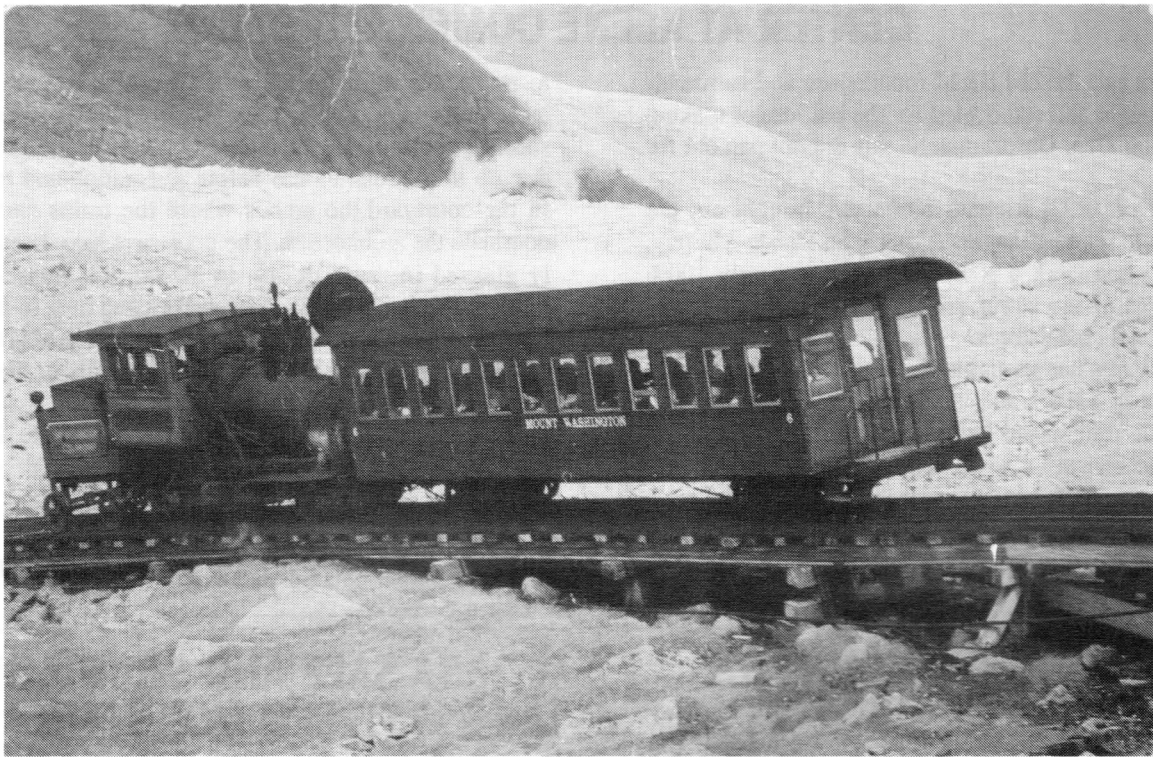
Arrival of this unit on the Green Mountain is significant, in that it means that now, all 3 remaining B&M A-cab units are located in the Granite State.

*(JAR)*

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Together again... B&M 6000 now resides at Glen, N.H. atop blocking. Efforts are under way to get her running again. *(Photo by Mike Basile)*





*Dusty Perin—Heritage Cards & Books*

## COG RAILWAY RUNS STRONG FOR 125 YEARS

**Crawford's Purchase**—More than a century ago, the New Hampshire Legislature scoffed at Sylvester Marsh's idea to build a railway to the top of Mt. Washington and told him that he "might as well build a railway to the moon." So he did.

And on June 19th, nearly 200 people turned out to celebrate the 125th anniversary of Marsh's achievement over adversity, the Cog Railway, which took its first run from the base of the northeast highest peak on July 3, 1869.

In honor of the occasion, the new Marshfield Station was dedicated to employees past and present who contributed to the history and success of the railroad.

Marsh, a Campton native who earned his fortune in Chicago's meat packing industry, thought there had to be a better way to reach the top of Mt. Washington after he was unsuccessful in a hiking attempt that found him lost near the summit. Nearly 20 years in the making, he built the Cog, which utilizes toothed cog gears, rack rails and tilted boilers, that was a marvel of engineering in its day and is known as the world's first mountain climbing cog railway. The three mile ascent to the summit is the second steepest in the world, and in one place the trestle, Jacob's Ladder, climbs a 37 percent grade.

For New Hampshire, the railway is an illustration of the perseverance, ingenuity and the uniqueness of the people who live here, said a host of dignitaries attending the festivities.

"Despite adversity and criticism, Marsh surmounted all of it," said Wayne Presby, one of the owners of the Cog. "It's a tribute to the character of the New Hampshire people, and now it is a thriving artifact of history. We are dedicated to continuing the restoration of this historic property—we don't want to see it lost in the annals of history."

In its century and a quarter, the Cog has seen thousands of employees working to bring millions of people to the summit of Mt. Washington. In at least one case, it fostered a family tradition. George Trask, of Randolph, Vt., was 16 in the summer of 1943 when he first went to work for the railway's owner, Col. Henry Teague. "I was his chauffeur," recalled Trask. In the years that followed, he worked his way up from the bottom, from brakeman and fireman to manager of the railway. His two sons worked for the Cog. One of them, Robert, is now general manger.

Donald Bray also went to work for the railway in his formative years and his interest culminated in a book about it called "They Said It Couldn't Be Done." In his remarks at the ceremonies he reflected on the Cog's mystique today. "It uses the same technology it did 100 years ago," he said. "There are not many things in our lifetime that have survived so long. The Cog is almost an anachronism—it remains as it was 100 years ago." "It has survived depressions, takeovers, fires, legislators, frequent bad weather and 125 years of time. I wonder if in the year 2069, we will have a gathering and if those funny looking steam engines will still be pulling up and down Mt. Washington."

The new Marshfield station is also home to a museum of Cog memorabilia. "This is dedicated to all the employees and staff members who have worked to make it what it is over the years," said co-owner Joel Bedor.

*(Union Leader—June 20, 1994)*

Members Carl and Patricia Byron attended this fete on behalf of the B&MRRHS.

## ANNUAL RAILROAD BANQUET

Anyone who works for or have worked for the following railroads is invited to attend this banquet: Amtrak, Bay Colony, Boston & Maine, Conrail, MBTA Commuter Rail, Metro North, NY Central, New Haven, Penn Central, Providence & Worcester, Housatonic and Central Vermont.

The date is September 25, 1994 at the Paladium Ballroom located at Rocky Point, Warwick, R.I. A roast beef dinner will be served. Door prizes awarded. A bus will leave the Providence, R.I. Railroad station to and from Rocky Point for those traveling by train.

If you would like information and to be placed on the mailing list for future banquets send a large Stamped, Self Addressed Envelope to: Bob Carter 9 Eagle Drive East Douglas, Ma. 01516. Please print all information in BLOCK CAPITAL LETTERS.

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## DATE SET FOR CV CHANGEOVER

October 1, 1994 has been set as the tentative date for transfer of the Central Vermont to RailTex Corp. Word has it that the initial stable of motive power for the new carrier will consist of 16 second-hand GP38s. On August 1st, all CV employees, as required by Federal law, received notice that their jobs would be terminated. RailTex plans to hire back approximately 75 of the current 180 employees.

Rumor has the new carrier's name as being the "NEW ENGLAND CENTRAL."

*(JAR via Internet)*

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## FEEDBACK...

Paul Yorkis sends along the following correction to an item in the last NEWSLETTER...

"Paul Yorkis and John Pratt have organized the railcar meet for the past six years as members of NARCOA, the North American Railcar Operators Assoc., the only sponsoring organization. The meet is hosted by three railroads that do more than "...helping out with the use of their tracks.." All three modified their schedules to accommodate the meet. The meet was not hosted, organized or sponsored in any manner by the Cotton Valley Rail Trail Club of Wolfboro, N.H.

This Newsletter Editor regrets any misinformation that he printed in the article and appreciates Mr. Yorkis for sending the corrections.

## GROUP AIMS TO REVITALIZE N.H. RAILROADS

NORTHFIELD—A railroad advocacy group, which would like to bring both freight and passenger service back to the Granite State has had several meetings to date at the Merrimack Valley Railroad office. Bill Remington of Concord, president of the New Hampshire Railroad Revitalization Association, says the organization plans to hold monthly meetings to focus on ways of preserving existing rail service and upgrading rail lines so they can handle enough traffic to make them economically viable.

Remington, an Amtrak engineer, predicts a bright future for railroads in New Hampshire and points to a number of steps being taken which will make railroads an important part of the state's transportation mix in the decades ahead.

He said the southern part of the state is reaching the point of being "maxed out" with regard to highway construction and alternative methods of moving goods and people will have to be found to break the impending "transportation gridlock."

Remington said commuter service from southern New Hampshire to Boston is one strong possibility. A Boston-to-Montreal rail route which would run through Nashua, Manchester, Concord, Franklin and Lebanon is another option which deserves study, said Remington.

Currently Amtrak runs a train called the "Montrealer" from Washington, D.C., which passes through Springfield, Ma., Claremont, N.H.(the only passenger stop in the state), White River Jct., Vt. and on to Montreal.

Other rail lines which have promise include Rockingham Jct., Dover, the Ossipee line which could eventually bring ski trains to the Conway area (ala the B&M), and a Manchester-to-Lawrence commuter rail line which would link up with MBTA express service to Boston.

He said the Manchester to Lawrence line runs right past the Manchester Airport and could become an important passenger and freight line, as could a Portsmouth to Newington rail line right into the former Pease Air Base.

One of the keys to making that Seacoast area line viable would be the rebuilding of a railroad bridge over the Merrimack River in Newburyport, Mass. stated Remington.

Other officers of the association are Mark Legare of Franklin, secretary, and Albert Garneau of Franklin, treasurer. Dean Flanders of Weare will be the organization's legislative liaison.

*(Union Leader)*

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## DID YOU EVER WONDER ABOUT THOSE "T" COLORS?

Did you ever wonder how the "T" came about on using their colors for the rapid transit lines? The Blue Line got its name because it follows the water. The Orange Line was named so because at one time Washington St. in Boston was called Orange St. The Red Line was named so because it "catered" to Harvard. And the Green Line received its name for the "Emerald Belt" in Boston.

*(Boston Globe—B.W.)*

## ON THE SIDE TRACK

A Kentucky man was arrested so many times for DWI that his license was revoked, so he'd drive to the liquor store on his riding mower. He went home along some railroad tracks and was struck by a slow-moving freight train. He survived. He probably thought he had a track car!!!

*(Boston Herald)*

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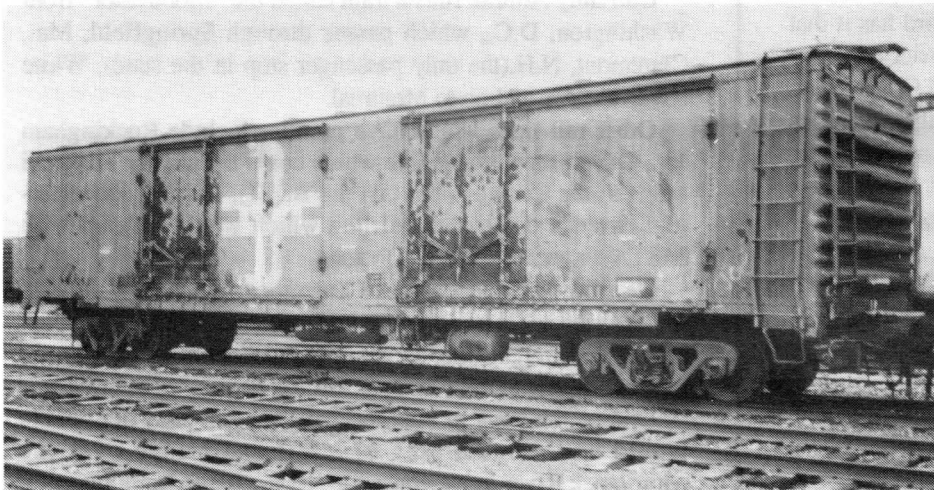
## ALONG THE RAILS

According to Society Historian Harry Frye, this is a MILK CAR from series 1900-14 built in 1958 by GATC. Milk service ended around 1960-61 and from that point on they were used for salt, sand and parts storage in and around various terminals. It was decided to scrape them around 1990 and some were moved to Rigby for that purpose. When asbestos was found in them the scrapping program stopped. Some have been preserved.

Originally they were black with a white "B" over a pale blue "M" and other markings in white. The black weathered to a coach green.

This car was seen at Rigby Yard, South Portland, Me.

If anyone is rail-fanning and sees an unusual piece of rolling stock and sends a photo I'll try and get it in the Newsletter.



B&M Double-Plug door Milk Car at Rigby Yard, South Portland in April, 1994.

*Photo by Linda Weeks*

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## OIL SPILL CONTAINED

NASHUA, N.H.—A Boston & Maine Railroad train broke down in the downtown area of the city (7-25-94) and spilled between 50 and 75 gallons of motor oil on the tracks. The mishap occurred between Main and Canal Sts. according to Deputy Fire Chief John Chesnulevich.

Firefighters were able to place dykes around the spill and put a drying agent on it before it was allowed to travel. Traffic was not tied-up because it happened in back of Dunkin' Donuts at 42 Main St.

"As near as we can tell, the engine broke a piston and that's what caused the spill," Deputy Chesnulevich said. "Boston & Maine provided its own clean-up crew to take care of it."

*(Union Leader)*

## GE STAYS WITH RAYTHEON TEAM ON NEW TRAIN BID

ERIE, PA.—GE Transportation Systems said it will work exclusively with ABB and Raytheon on a proposal for an Amtrak high-speed train project in the Northeast Corridor.

Amtrak expects to buy 26 high-speed trains to run between Washington, D.C. and Boston by 1998. ABB's X2000 high-speed tilt train is one of the technologies Amtrak will consider.

GE, based in Fairfield, Ct. had considered other technologies for the project, but said it had decided to submit a proposal to Amtrak only as a member of the X2000 team.

X2000 originally was developed by ABB's Swedish affiliate and has been running daily in Sweden for over three years.

If Amtrak selects X2000 as its high-speed train, ABB Traction Inc., ABB's American rail equipment company, would build the train in Elmira Heights, N.Y.

Raytheon would manufacture and assemble control electronics and coach trucks. It would also design food service interiors and assemble those cars.

GE Transportation Systems, which is based in Erie, would build the locomotives for X2000. The work would be done at GE's Erie and Grove City facilities.

Amtrak is expected to award the contract in early 1995.

## Thanks...

Contributors to this issue of the Newsletter are: **Steve Cook, Brian Fons, Mike Lennon, Alden Dreyer, Linda Weeks, Bob Wilner, Rick Conard and Wayne Gebhardt.**

I would also like to thank the several members who sent news on the Mountain Division sale to Conway Scenic. With special thanks to **Dennis Adams** for getting the information to our printer, **Jeff Ursillo**, so we could get it into the last issue.

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





Maine Narrow Gauge #3 with coach at Yarmouth, ME  
July 16, 1994 (photo by Buddy Winiarz)

## UNION STATION PLAN TO BE PRESENTED THIS FALL

The Union Station Alliance will present a plan this fall to the Worcester City Council on ways to redevelop the station and the surrounding area. To better serve this purpose, we consider the following to be essential:

A—Re-establishment of a network of streets to foster and support the many uses planned for the district, with the most important being pedestrian traffic.

B—Restoration of the towers that were removed from the Station in 1926, and replacement of the canopy over the front steps, using technically updated materials.

C—Restoration of the vaulted, glass ceiling in the main waiting room, the rotunda, facade and foyer of the Station.

D—Extension of the Station entrances to the west to include frontage on Worcester Center Boulevard and south to the Green Island neighborhood.

The Station also serves in the Worcester downtown redevelopment project. Our goal is to achieve a redevelopment program for the historic resource that will maximize its value to the city, as well as to the citizens of our region.

However, to actualize the Project's full potential, its geographic scope must be meaningfully extended beyond the Station, and a private development partner must be enlisted. The following elements are critical to success:

A—The project should be conceived as a public/private partnership with ambitious and clearly articulated economic development goals.

B—USA believes that for the district to thrive there must be a critical mass of at least 200,000 sq.ft. of retail and commercial development in addition to transportation functions. It is essential that the area be used for a wide variety of activity so that the Station is never viewed as a single-purpose place.

C—We do not support building any large, new parking garages at this time. Parking facilities should be based on ridership numbers and be created on a as needed bases. We support parking on surrounding streets and on a re-configured Worcester Center Boulevard.

*(Union Station Alliance Newsletter)*

## RAIL-TIE DISPUTE PUTS SNAG IN TRAIN PLAN

The Maine Narrow Gauge Railroad Co. and Museum has received city (Portland) approval to run trains along the base of the Eastern Promenade, as long as the track is mounted on five-foot ties. Now, Maine transportation officials are insisting on standard eight foot and a half ties. This conflict is holding up any type of operation of what is envisioned as a major tourist attraction.

Phineas Sprague, Jr. president of the organization, plans to offer 15—minute rides on 3,4000 feet of track at the Eastern Promenade, from India Street to Fish point. The train, called a two-footer, runs on rails 2 feet apart. Standard tracks have rails 4 feet 8 inches apart. The state of Maine has final say due to owning the right of way. Plans also called for a pathway so people may walk along the tracks.

The state wants the longer ties in case the opportunity of returning rail service. No such plan exists, but the possibility prompted the state to buy the old Grand Trunk corridor for \$1.2, said Russell Spinney, deputy transportation commissioner. The last commercial train ran in 1984, when the trestle near Turkey' Bridge burned. The rails were taken up several years later.

Sprague said that if 5 foot ties are laid down now the Museum would have to take them up if anyone decides to bring back commercial rail service. But, if the 8 1/2 foot ties are laid down then a commercial train could be accommodated by adding a third rail next to the 2-foot track, said Sprague.

*(Portland Press Herald)*

[Ed's. Note—I was also told this at the Yarmouth, Me. Clam Festival on July 16. MNGRR&M was there giving free rides on Edaville #3 by the Grand Trunk station.)

## "TRAINS" TOP TEN

The following is a list of the "longest regional roads" in "route miles."

Wisconsin Central	2616
<b>Springfield Terminal</b>	<b>2312</b>
Dakota, Minn. & Eastern	965
Montana Rail Link	943
Chicago, Cent. & Pacific	798
Red River Valley & Western	687
Ontario Northland	685
Iowa Interstate	598
Florida East Coast	554
Alaska	530

Sources: Pocket List of Railroad officials, Train Watchers Guide to North American RR. Non-Class 1 freight carriers only [BC Rail and Grand trunk Western are class 1]; all roads listed are considered by the ICC to be Class 2 except RRV&W. ST includes Boston & Maine (1574) and Maine Central (738).

*(TRAINS Magazine—August 1994)*

## ITEMS IN PASSING...

### NEW HAMPSHIRE NOTES...

A LEGAL NOTICE has been issued for a contract to do repair work on the boardwalk at Weirs Beach, including sidewalk and pavement construction. This is the platform at the station where the Winnepesaukee Scenic Railroad stops.

A LEGAL NOTICE has been issued by the N.H. Dept. of Trans. for a petition by the St. Lawrence and Atlantic RR to construct a grade crossing over Bell Hill Rd. in Stark, N.H. It is a continuance of an existing rail siding via an additional mainline turnout to service Barrett Enterprises, Inc. a bulk salt distribution facility.

*(Both from the Union Leader)*

### FROM THE PINE TREE STATE...

The old Kennebunk station is up for sale. Located on the western division it has been the office building and outlet store for "Tom's of Maine", noted for toothpaste.

*(York County Coast Star)*

The Belfast & Moosehead Lake RR has received a vintage Swedish steam engine along with a baggage car full of spare parts and four 68 seat "B-3" coaches, 2 diners, 2 "A-3" parlor cars and one sleeper. Steam service will begin after FRA inspections.

*(Bangor Daily News)*

*[Both items above from 470 Newsletter]*

### WEST END NEWS...

Mohawk Plastics, which burned on February 5, 1994, plans to rebuild in Bernardston. Mt. Tom and Bernardston Agway are providing business for Guilford and much rail action.

*(From Alden Dreyer)*

## COAL TRAIN DERAILS IN ATHOL

A loaded PSNH / Bow coal train derailed while proceeding at slow speed up the No. 2 track in Athol on Sunday, August 7. Damage was minimal, however, and no loss of cargo was encountered. B&M vice-president Colin Pease stated that 16 of the 89 loaded gondolas left the track. No one was injured.

By Tuesday, crews had cleared the line and were re-railing the remaining cars. It was expected that once the clean-up was complete, the entire train would resume its trip to PSNH's Merrimac Power Station in Bow.

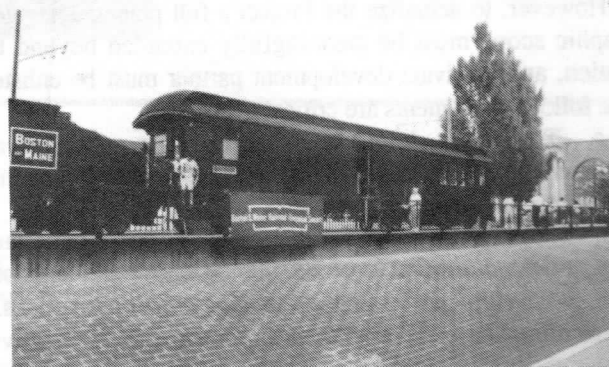
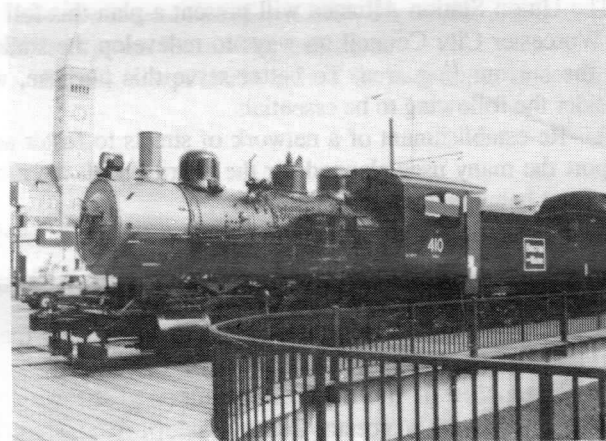
*(Excerpted from the Manchester Union Leader, 8-10-94)*

## M&L BRANCH NOTES

Salem, N.H.—A section of the Manchester & Lawrence line has been wiped out for all eternity. Due to the construction of Walmart, route 28 from the junction of route 111 south for several hundred yards, has been cleared of all bush and completely leveled for widening of route 28. At one time the Canobie Lake station sat at the junction of the two roads in Salem. The track from this vicinity up to Londonderry was taken up in 1985.

A year ago this summer fiber optic lines were put in along the roadbed from Lawrence to Manchester. In the process more track up by the Manchester Airport (Grenier Field), were torn up. When the line was installed, a Guilford engine brought the work train as far as Rockingham Road, where the track ends in Salem. That was the farthest north any type of move went in over ten years. (BW)

## FUN AT THE FOLK FEST



The 410 (top) was once again the star of the show at this year's B&MRRHS Lowell Folk Festival display. Nearly 3,000 guests were ushered through the railroad exhibit in the combine car (above). Display coordinator Jim Nigus wishes to thank everyone who helped out in making this annual showing another success. *(Buddy Winiarz photos)*

# AMTRAK TO SEEK LEGAL REMEDIES FOR POOR ON-TIME PERFORMANCE

WASHINGTON—At its meeting today, Amtrak's Board of Directors passed a resolution directing Amtrak President Tom Downs to seek legal remedies where necessary to improve the on-time performance of its trains.

The Board directed Downs to meet with the U.S. Secretary of Transportation to request that the Attorney General of the United States initiate litigation against railroads that fail to comply with Section 402(e) of the Rail Passenger Service Act, which requires the freight railroads, over whose tracks Amtrak trains operate, to give preference to passenger trains as they control the passengers and freight traffic over their lines.

The resolution specifically mentions the Lake Shore Limited, which operates over tracks owned and controlled by Conrail. For the quarter ending June 30, only 40 percent of the Lake Shore Limited's trips were on time. Freight train interference on Conrail's portion of the line accounted for 24 percent of the total delays.

The Board's resolution also directs Downs to "study intervention in any proceedings before the Interstate Commerce Commission or elsewhere involving a proposed merger of Santa Fe and Burlington Northern for the purpose of protecting the Corporation's rights and enhancing and protecting its business opportunities."

The performance of Amtrak trains operating over the Burlington Northern's Empire Builder route, although improved from the second quarter, is still among the worst in the system.

"We need to be sure that this merger will not adversely affect the performance of our trains on the Burlington Northern or on any other railroad that might be adversely affected by the proposed merger," said Downs.

In his regular quarterly report to the Board on the freight railroads' on-time handling of passenger trains, Downs named CP-Soo Line as the best host railroad for the third quarter of FY 1994, repeating its top spot during the second quarter. Speaking to the passenger rail company's Board of Directors, he noted that CP-Soo Line had improved on its second-quarter top performance of delivering Amtrak trains 87.9 percent on time up to an outstanding 94 percent. Moving up into second spot for the first time was Illinois Central, with an 86.2 percent on-time tally.

At the bottom of the list was Southern Pacific, which recorded an on-time performance of only 65.6 percent during the period.

Downs also mentioned that CSX was making good progress in on-time performance, moving from the bottom three to the top four railroads.

Outside of the Amtrak-owned Washington-Boston Northeast Corridor, Amtrak trains operate on rail lines owned and operated by private freight railroad companies. Of Amtrak's entire 25,000-mile route system, 24,000 miles are operated on freight lines under contract.

In April, when Downs reported performance by carrier for the first time, he pointed out that these host freight railroads have considerable control over the timeliness of Amtrak's service. For example, they control the traffic on the railroad and have the ability to give preference to either passenger or freight trains. They can choose to keep the track well main-

tained or let conditions slip, causing trains to slow down for safe operation. They can maintain and upgrade their signal systems to reduce the likelihood of failures, or they can allow more frequent signal breakdowns.

During Fiscal Year 1993 (ended Sept. 30, 1993) 36 percent of all delay time suffered by Amtrak trains was attributable to factors wholly controlled by freight carriers. During the third quarter of FY 1994, however, this figure climbed to 45 percent. Both Amtrak and its freight partners shared responsibility for the remaining delays, depending on circumstances.

Downs told the Amtrak Board that, "timely departures and arrivals of our passenger trains is critical to customer satisfaction. We will continue to recognize those freight railroads that are good at bringing trains in on time. A passenger train is no less a customer than a coal train, and I know that the freight railroads do not want a reputation of being insensitive to the needs of their customers."

Below is a table showing most recent on-time performance levels for the nine largest host freight railroad carriers utilized by Amtrak.

ON-TIME PERFORMANCE (PERCENT)			
Railroad (position)	2nd Qtr.	3rd Qtr.	Change last qtr.
1.CP-Soo Line (1)	87.9	94.0	+6.1
2.Illinois Central (3)	78.2	86.2	+8.0
3.Norfolk Southern (2)	83.3	78.3	-5.0
4.CSX (7)	58.8	69.8	+11.0
5.Union Pacific (5)	71.6	67.8	-3.8
6.Santa Fe (4)	75.8	67.2	-8.6
7.Conrail (8)	57.9	66.0	+8.1
8.Burlington N (9)	53.7	65.8	+12.1
9.Southern Pacific (6)	67.5	65.6	-1.9

— On-time performance for Amtrak-owned Northeast Corridor: 87%

— On-time performance for all other trains on non-Amtrak-owned lines: 64%

— On-time performance system-wide, including Northeast Corridor: 73%.

(from PRNewswire, 7-27-94)

## HELP WANTED:

### MEMBER NEEDS FOLLOW-UP HELP

Member Jay Barrett, sends his thanks and appreciation for the assistance on getting Signal equipment for the B&M station in Ely, Vt. However, he asked if some member may still be able to help. Still needed are some of the rods, brackets, and lever mechanisms that bolted on the wall inside the station agent's office, centered between and above the trackside bay window. These parts were all quite standardized on the B&M and perhaps the MEC.

Contact Mr. Barrett at PO Box 13 Ely, Vt. 05044 or by phone at: (1-802-333-9819)

## CSX INTERMODAL ANNOUNCES NEW NORTHEAST SERVICE

HUNT VALLEY, Md., Aug. 3 /PRNewswire/—CSX Intermodal (CSXI) has announced an agreement with the Norfolk Southern Railroad (NS), and the New York Susquehanna and Western Railroad (NYS&W) to provide expedited intermodal service, effective immediately, between Chicago and the New York City metropolitan area.

The new service provides second morning availability from CSXI's Bedford Park (Chicago) terminal to its Little Ferry, N.J., facility. It also allows sixth morning deliveries into metropolitan New York City from CSXI's terminals in Southern California through the Chicago gateway.

An added benefit of the new service is the expected increase in available terminal capacity along CSXI's national network, especially at its Philadelphia terminal. Terminal capacity across the entire country continues to be a major issue facing the industry as it experiences unprecedented financial success and double digit growth.

In addition, CSXI has also expanded and expedited its service between Florida points and the Northeast terminals of Philadelphia and Kearny, N.J., thereby enhancing service in the entire Northeast corridor.

M. McNeil Porter, president and chief executive officer of CSXI, said, "Our customer discussions and market research indicate the new and enhanced service will be welcomed by our existing customers and very attractive to others in the metropolitan New York City region currently relying on motor carrier or other rail intermodal services. We are in the process of expanding terminals and improving our traffic and terminal management systems to make certain this service meets their expectations."

The New York metropolitan market is the largest domestic transportation market in the United States and the second largest international transportation market.

The Chicago to Little Ferry service is part of a larger undertaking by CSXI to expand service into and out of its Little Ferry, New Jersey terminal, which is conveniently located within 10 miles of New York City. CSXI is in the midst of a multimillion-dollar expansion of the New Jersey intermodal facility. The initial expansion includes an increase in container and trailer parking from 450 to 800 bays. In addition, track space will be expanded from 25 to 46 double-stack car spots. Once complete, the 50-acre project will be home to 14,000 feet of new track and a chassis rack system able to accommodate 180 chassis.

"The competitive alliance between CSXI, NS, and the NYS&W offers customers exceptional flexibility and value in the marketplace and strengthens CSXI's position in this region," said Ronald T. Sorrow, senior vice president for CSXI. "With both the new service and the expansion of our Little Ferry facility, we will now be able to provide customers conducting business throughout the Northeast with a more direct, competitive intermodal service, as well as expanded equipment availability."

"We are designing this service with our customers in mind," said Robert H. Jones, vice president - marketing. "We're responding to our customers and third party distribu-

## HAMPTON BRANCH ABANDONMENT

Legal Notice has been filed with the ICC in June, 1994 by the B&M Corporation for abandonment of the Hampton Branch from MP 42.7 to MP 46.0. This will be abandoned within the next three years. There are no stations or agencies on this part of the line.

*(Union Leader)*

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## ROCHESTER BIKE PATH PLAN APPROVED BY STATE

A plan for a bike path has been approved by the New Hampshire State DOT. The right of way has been named the "Governor's Road Bike Path." It will run from Rt. 108 at the Somersworth town line, as far as Rochester Common along South Main Street. The path will connect with the previously-approved Lilac City Bike Way, which will run on the abandoned railroad tracks along the Old Dover Road

*(Foster's Daily Democrat)*

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## RAILROAD REGULATORS PUSH FOR NEW SAFETY SYSTEM

Washington—Federal railroad regulators urged congress to support a computerized tracking system that they said could have prevented 116 train accidents over the past five years. The Federal Railroad Administration plans to implement the new technology—with the ability to override engineer's controls and halt a train headed for danger—by the year 2000 in the most high-risk, high-use corridors, said FRA administrator Jolene Molitoris.

*(Portland Press)*

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tors who have indicated they want an alternative intermodal service to and from this important marketplace," said Jones.

The new service is further complemented by the addition of CSXI's trucking operations at Little Ferry. Its location between Newark, N.J., and New York City positions CSXI to provide door-to-door service to the New York metropolitan area as well as other New England destinations. Door-to-door service is a value-added option customers seek when making their transportation decision.

"Investments in service and terminal expansion, equipment and quality operations will continue to be a major focus for CSXI," said Sorrow.

A business unit of CSX Corporation (NYSE: CSX) of Richmond, Va., CSXI provides transcontinental intermodal transportation services and operates a network of dedicated intermodal facilities across North America.

# ROLLINSFORD DERAILMENT

Fire and rail officials surveying the damage caused by a 15-car derailment on June 10, 1994, saw a lot of twisted metal and said it was fortunate that no one was hurt or that any hazardous materials were involved. A grass fire started by sparks was easily extinguished. The train, operated by Springfield Terminal Railway, was traveling at 24 miles per hour between Portland, Me. and Worcester, Mass. Of the 66 cars in the consist, 21 were damaged and 15 derailed according to John Law, director of safety for Springfield Terminal.

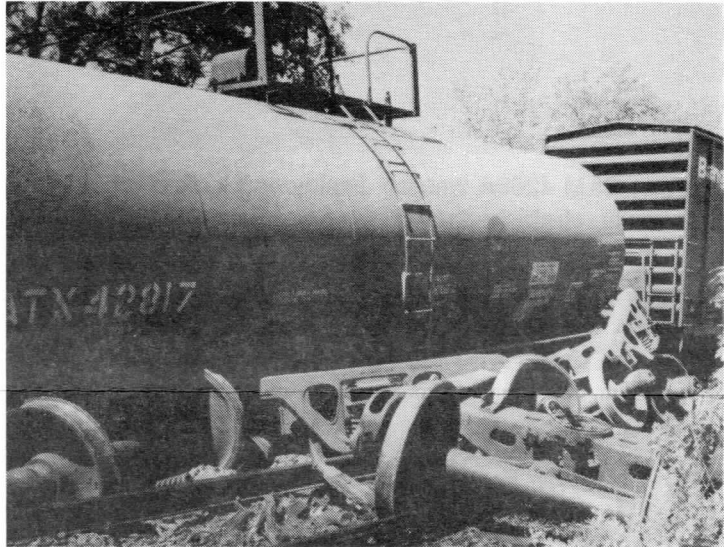
As the cars were derailing, the train hit a crane operated by a work crew on the parallel track. According to Rollinsford deputy fire chief John Lesniak, the two men operating the crane jumped clear and were treated by medics on the scene.

Fire Chief Knowles of Rollinsford said that there were a number of small fires ignited by the passing train as far back as North Berwick, Me. In South Berwick, highway crews had to repair a road crossing. Law said that an electronic track monitoring device in Wells, Me. sensed no problem when the train passed. According to officials, however, that train actually derailed in North Berwick, continuing on as far as Rollinsford before falling over. A total of 1.1 miles of track from Varney's Crossing in North Berwick to Rollinsford were damaged.

Selectman Ed Jansen of Rollinsford stated that the New York Times, upon publishing an aerial view of the wreck, termed Rollinsford a "peaceful" New England town.

*(Compiled from the Manchester Union Leader, Foster's Daily Democrat, and a Dover N.H. newspaper—BW)*

A few shots of the wreck scene at Rollinsford and cleanup operation under way.



Photos by Linda Weeks

# B&MRRHS DAY, NORTH CONWAY, N.H., AUGUST 13, 1994

About 55 hungry riders enjoyed a delicious ham & bean supper at the annual B&MRRHS day at Conway Scenic Railroad. Members came from as far away as Florida, Illinois and Pennsylvania.

Russ Seybold of the CSRR spoke of recent decision on the Mountain Division, and of the Conway Scenic's plans to,

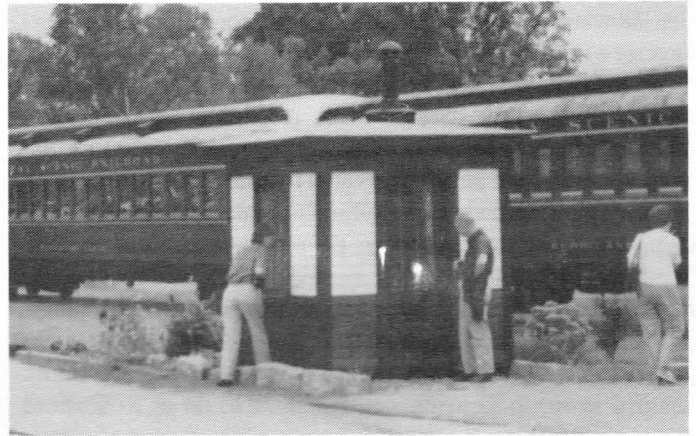
hopefully, run "To the Notch in '95!"

Door prizes were donated by CSRR and the B&MRRHS, along with the traditional cabooses and cab ride, which was won by Linda Ursillo, wife of our Membership Secretary.

A fun time was had by all, with a warm thanks to everyone who worked to put this together. (BW)



Former B&M 4268A was on display and looked great in her newly refurbished paint job. (Mike Basile)



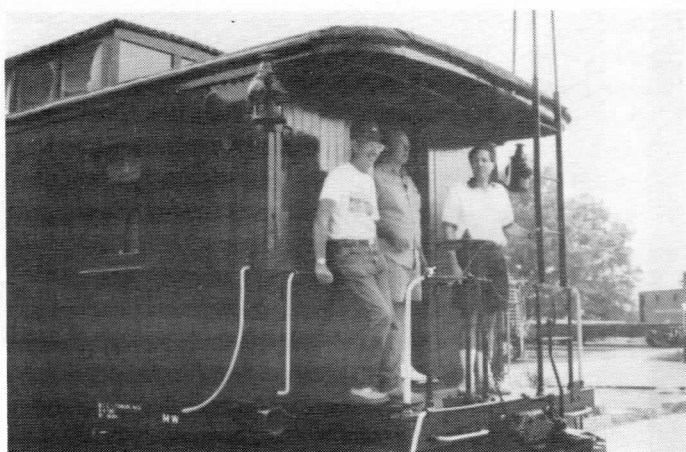
The Society's crossing shanty, on display at the CSRR, looks right at home across from the depot. (B. Winiarz)



Ex-CNR No. 7470 returns from the run to Conway Village. (Mike Basile)



Conway Scenic's former MEC 44-tonner looked spiffy for the day's activities. (B. Winiarz)



Charles Harmantas and another gentleman converse with Roger Robar outside Roger's caboose. (B. Winiarz)



CSRR 1055, an Alco S4, arrives back at North Conway with the mixed train. (B. Winiarz)

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*(PRNewswire)*

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## SOO LINE, UNION AGREE TO RESUME CONTRACT TALKS

MONTREAL—Aug. 18—Representatives for the striking United Transportation Union and CP Rail System tentatively agreed Wednesday afternoon to resume talks to end the walk-out at CP's U.S.-based Soo Line.

Some 1,100 Workers have been on strike at the railroad since July 14. "We had a free and frank exchange of views that will be followed by a meeting at a time and place to be determined," a spokesman for CP Rail said late Wednesday afternoon. "We have agreed to meet with the United Transportation Union."

A union official indicated that "we have the feeling they (CP) want to resume negotiations."

While union officials were preparing to march to the corporate headquarters of Canadian Pacific Ltd., the parent company, CP Rail President Barry Scott, flanked by vice president George Smith, went to the downtown hotel where the union officials were huddling.

In a rare coordinated initiative between unions on both sides of the border, the unions had been planning to launch what they called "a corporate campaign" against the Montreal-based parent company of Soo Line.

During a strategy session in a Montreal hotel Wednesday morning, officials from 17 unions set up a six-member "coordinating committee" to go directly to the CP headquarters and seek an urgent meeting with CP management. "We feel we have to carry the fight into Canada because CP is hiding behind the government," said Mac Fleming, president of the Brotherhood of Maintenance of Way Employees (BMWE).

Other U.S. unions are backing the strike, which is related to wages and work rules.

The unions have accused CP of betraying the spirit of the North American Free Trade Agreement by utilizing workers from other railroads to intervene in the strike against Soo Line.

"If CP is successful in hammering the unions in the United States, they will try to do the same in Canada," said Gary Housch, leader of the Canadian section of the BMWE.

*By Leo Ryan, The Journal of Commerce  
Knight-Ridder/Tribune Business News*

## UPCOMING EVENTS OF INTEREST...

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, 1994

September 17, 1994—20th Annual Fall Railfan's Day at the Conway Scenic Railroad. Trains depart at 10:00 AM, 12 noon, 2:00 PM, 4:00 PM and 6:30 PM. All day ticket is \$19.50 per adult and children (4-12) is \$10.00. For reservations or other information call 603-356-5251 or write Conway Scenic RR PO Box 1947 North Conway, N.H. 03860-1947.

Sept. 16-Oct. 16, 1994

September 16 to October 16, 1994 Fall Foliage Trains from Riverside Station (Concord, N.H. Exit 16 West side of Rt. 93) to Canterbury.

Sept. 17, 1994

September 17, 1994—Model Railroad show at the American Civic Center in Wakefield, Ma. 9:30 AM to 4:00 PM.

Oct. 1&2, 1994

Central Vermont Rwy. Historical Society 4th Annual Convention. Speakers will include B&MRRHS Historian Harry Frye, Ed Beaudette, and Author David Sweetland, tours, and other events. For more info, contact Glenn Annis, P.O. Box 8, W. Dummerston, VT 05357 (802) 257-3041

**NEW HAMPSHIRE SOUTHERN-Concord NH from September 15th through October 16th Foliage trips will be run on Thursday through Sunday, including Holidays. Rides will be to Canterbury and Tilton NH.**

**CHRISTMAS TRAIN RIDES--Ride the Rails with SANTA!! Friday November 25th and Sunday December 18th Reservations are required. FOR MORE INFORMATION CALL 1-603- 228-8582**

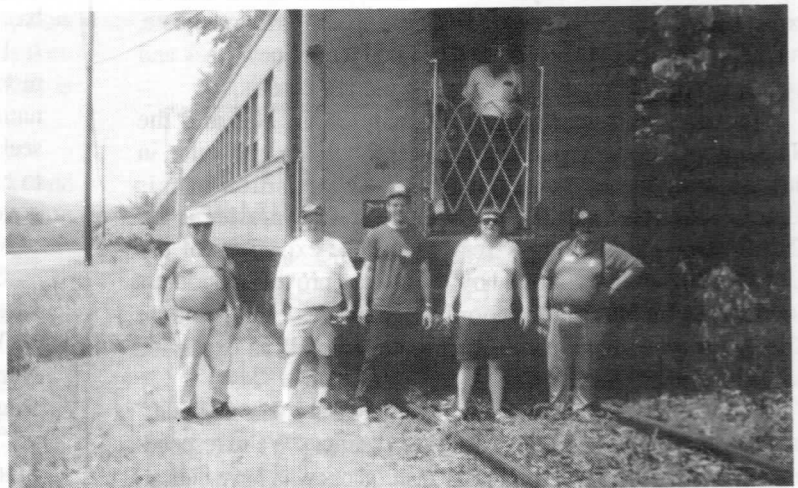
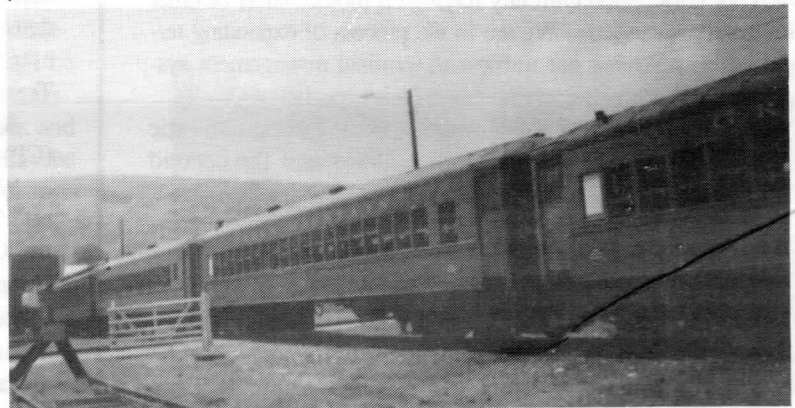
### MEMBER'S MEETINGS

June 18, 1994 saw the Society go mobile to the Green Mountain Railroad in Bellows Falls, Vt. We could not have asked for a better day, okay a little bit of a breeze, the temp reached 98 degrees.

Departure time was 11:00 am and we left on time from the Bellows Falls station for our trip to Chester and return. At Chester we had about 15 minutes, while our unit made the run-around for the trip back. If I remember correctly it was a GP9 of Union Pacific heritage.

Upon arriving in Bellows Falls our unit again made a run-around and after hooking up we were pushed through the Walpole, N.H. facilities of the Green Mountain to the end of track at Cold River, where several members posed for a "rogues gallery" lineup.

Overall a good time was had by all who came for this excursion. And a big thank you from the Society to Green Mountain Railroad for having us as guests.



(Top) GMRC train on B&MRRHS Day. (Bottom) Left to right are Scott Whitney, Dan Hyde, Jim Niguez, Jr., Buddy Winiarz, and Paul Kosciolk at Cold River, N.H.