

NEWSLETTER

Boston & Maine Railroad Historical Society
19 Incorporated 71

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

— B&MRRHS CALENDAR —

NOVEMBER 11, 1995

November is **National Model Railroad Month**, and you know what that means! We will be gathering at the North Shore Model Railroad Club for our **Annual B&M Modeller's Night**. The boys at North Shore have been busy over the past year further improving the scenic HO scale Chesapeake Lines, and will be graciously hosting our maroon and blue "foreign" road power and crews. Bring your favorite model work for display and operation on the challenging grades and sweeping curves of the club's awesome layout—one of the finest in the Northeast. NSMRRCC is located at 404R Main St. in Wakefield. Also, please remember the donation box at the door. North Shore has a splendid layout which costs money to run. Your donations there are always appreciated. **THERE WILL BE NO REGULAR MEMBERSHIP MEETING IN LOWELL DURING NOVEMBER.**

DECEMBER 9, 1995

We'll be heading back to Lowell for our annual **Members Nite** potpourri of railroading. Members and friends are invited to bring up to 25 slides, a 10 minute video (VHS only) or 200' reel of movies of their favorite railroad subject. A Kodak Carousel slide projector and stack loader will be provided. There is also a **beautiful** projection screen video player at the Mogan Center. However, if you plan on showing movies or slides in other formats, you will need to bring your own means of projection. Member's Nights are always a fun way to see a wide variety of railroading in one evening.

JANUARY 13, 1996

7:30PM at the Mogan Center, Lowell, Mass. Entertainment to be announced.

— B&MRRHS WINTER STORM MEETING CANCELLATIONS —

During the winter months, cancellation of B&MRRHS meetings will be broadcast on **WHDH AM Radio**—Boston, on the day of the meeting. (Sorry, WBZ Radio informed us recently that they will no longer be broadcasting cancellations for other-than-school events.) Also, notice of cancellation will be announced on the **B&MRRHS Answering Machine** at (617) 628-4053 *after 12PM* on the day of the meeting.

As always, if you do not hear the notice or are unsure of whether the meeting has been cancelled or not, *use your discretion*. Chances are, if you don't want to drive in it, we don't either!

1994-1995 ANNUAL REPORT TO THE MEMBERSHIP

As we turn another page in our Society's history, I wish to report on the status of our organization. The past year has been a successful one for the B&MRRHS. This is due mainly to the ongoing efforts of our officers, board of directors and staff, and to the continuing support of the members.

As of September 30, 1994, our membership base stood at 1250. As of August 31, 1995 it had increased slightly to 1263, as reported by membership secretary Jeff Ursillo.

In September of 1994, our treasury showed a balance of \$53,911.24. We ended the year September 30, 1995 with a balance of \$50,690.76. Gross receipts for the period were \$74,507.83 with total expenses of \$95,082.12 recorded as of the end of the June fiscal year as reported by treasurer Mike Basile.

1994 also witnessed an extraordinary event in the society's history, in that we had a tie vote for the office of president. This required a special run-off election which was conducted in January of 1995. Joseph Shaw was at this time elected president of the Society and assumed office in February, 1995.

Vice president Brian Bollinger has been working steadily on the new "Modeler's Note-Book" which will be produced for sale during 1996. This will contain all Modelers Notes from past issues of the Newsletter together in one place for the convenience of members interested in modeling the B&M.

Richard Nichols, our Clerk, has been updating the file on Board of Directors meeting minutes going back over the past 24 years.

Buddy Winiarz and Jeff Ursillo have continued to produce a top quality and timely Newsletter which the membership can be proud of. In addition, Buddy also undertook the task of compiling and updating the index of articles for the B&M Bulletin, which was distributed to members during 1995.

The B&M Bulletin, which has become the staple of our organization, has continued as an excellent publication under our editor, John Alan Roderick.

Rick Conard, our Archives Chairman, has issued a separate annual report which appears elsewhere in this issue. I also wish to thank the other members of the Archives Committee for their outstanding efforts over the past year for continuing to upgrade and catalog our collection, which is one of the finest of its kind anywhere. Their efforts help make this a resource which is invaluable to the membership and the public in seeking historic information on the B&M.

The hardware collection has continued to grow under the stewardship of co-chairmen Dan Hyde and Joe Shaw. Among the highlights of the past year's acquisitions were the following. From Kevin Farrell, a relay from Tower "A"; from Arnold Wilder a switch lock, pins from the Stony Brook RR, cow pasture sign from the CV RR; from the estate of Clyde Smith, a railroad tie plate; from Ron Rand, a target signal, and from Don Robinson, a dwarf signal, teletype equipment and station lamps. In addition, there were several anonymous donations including Maine Central electric relays, schematics of North Station, a field telephone formerly used by the trainmaster at E. Deerfield yard, B&M open wrenches, Panel boards from Lowell Tower, smoking car sign (Lowell, Mass. to Concord, N.H.), and Connecticut River Line CTC panel boards.

Progress continues on the 410 restoration effort. Jim Nigzus and Dan Hyde report that an air tank and side rods were added, enhancing the engine's appearance, and that the work continues.

Our Models Committee chairman Gerry Dube introduced the Mystic Terminal gondola in HO scale, and has a number of other model projects under way for the years ahead.

Bruce Bowden and Bob Warren continue their outstanding efforts in

producing the Modeler's Notes in conjunction with the Newsletter.

Shows Committee chairman Jim Nigzus, Jr. reported another successful year for the society at area train shows. We also extend our heartfelt thanks to Ed Felten, Joe Shaw, Buddy Winiarz, Mike Basile, John Alan Roderick, Dennis Lyons, Alden Dreyer, Steve Butterworth, Fred Brown, Brian Bollinger, Carl and Patricia Byron, Charlie Eastman, and Roger Robar, who have generously volunteered their time over the past year on the society's behalf at various train shows. Certainly, if I have missed anyone, please accept my sincere appreciation for your efforts in this area which help offset the expenses of the B&MRRHS' operations.

Program Committee chairperson Jim Byington has helped provide us with another year of quality enjoyable entertainment at our monthly meetings and other gatherings. The year began in October with a slide show from Buddy Winiarz on South Carolina railroads, Steamtown and various New England subjects. November, 1994 saw us at the North Shore Model Railroad Club for another enjoyable evening of HO-Scale operation. December brought out members Buddy Winiarz, John Goodwin, and Paul Kosciolk who provided slides and video entertainment. January was hosted by Paul Kosciolk, who presented a video show of past trips to the Green Mountain Railroad in Bellows Falls, Vt. as well as the moving of engine 410 from Billerica Shops to Lowell, and a few commercial videos of the B&M in the late 1970s. February was hosted by Leonard Bachelder who showed us a selection of slides of a trip to British Columbia by rail. March brought Bob Poore and his excellent show on "Life in a Camp Car on the Maine Central." During the month of April, we joined the Mass. Bay Railroad Enthusiasts at their Newton highlands meeting location for a presentation by Mr. Gary Webster of the Conway Scenic Railroad. Gary brought all up to date on the activities under way at the time to restore service on the Crawford Notch line, which was completed this fall. Our May entertainment was by John Alan Roderick who gave us a nostalgic look back at the B&M of the early 1980s. June took us to the Green Mountain again, and during July we hosted the rail car exhibit in Lowell as part of the Lowell Folk Festival during which we unveiled our new exhibit commemorating the 160th Anniversary of the Boston & Lowell. For August, it was back to North Conway and a special trip to Bartlett followed by a fine supper at Conway Village. September was our joint meeting with the Salisbury Point RR Historical Society, held this year up on the Hobo Railroad including a trip from Tilton to Wiers Beach station and a ride on the MV Mount Washington. On behalf of the membership, board and officers of the B&MRRHS, I wish to thank all of our guest speakers as well as our friends at the Green Mountain RR, Conway Scenic, and Hobo RR, and Jim Byington for another outstanding year of programs and activities.

Sincere thanks also goes to the following participants for their efforts in completing our Boston & Lowell exhibit: Committee members John Goodwin, Jim Nigzus, Jr., Ed Felten, Dan Hyde, Jim Byington and his son, James, Jr., Sandy Shephard, Carl Byron, Mike Basile, Lowell National Park, Lowell Office of Cultural Affairs, Center for Lowell History, and Lowell Historical Society. We hope to have this display open to the public in the spring of 1996 once all final repairs are made to the passenger-combine car on Dutton Street by the National Park Service.

The B&MRRHS was also active on the public relations front during the past year. Among the projects we participated in were ones with Public Television station WGBH in Boston and WENH. The former produced a program called "Boston; the way it was" which featured footage and historical information provided by us. WENH's Debra Mitivier asked for our assistance with their feature on the

B&M 6000 "Flying Yankee", which had B&MRRHS Historian Harry Frye making a cameo appearance. Most recently, we have been involved with a program done by WBZ-TV, Boston's ABC network affiliate, entitled "Banner Years" to mark the passing of the famed Boston Garden. This program was aired in September and was hosted by Dan Rather.

We look forward to 1996 with great anticipation as this marks the 25th anniversary of the Boston & Maine RR Historical Society.

Patricia Byron is at work planning the Silver Anniversary program for us, which will take place in October, 1996.

*Respectfully submitted,
Paul T. Kosciolok, Chairman, B&MRRHS*

ANNUAL REPORT OF THE B&MRRHS ARCHIVES COMMITTEE – F.Y. 1995

Twelve monthly meetings of the Archives Committee were held at the Society's Archives at the Center for Lowell History in the Patrick Mogan Cultural Center in Lowell on Saturdays. A total of 235 hours of time were donated by 13 persons at these meetings. In addition, much volunteer work was performed at other times. Special thanks goes to the following members of the Archives Committee for their assistance during the year: John A. Goodwin, J. Leonard Bachelder, John B. Barr, Steve Butterworth, Ellis Walker, Rick Nowell, Ron LeBlond, Russ Munroe, Adrian Gintovt, Paul Smith, Vincent Bernard, Scott Whitney and Dave West.

Significant donations were received from the following individuals during the year: Belva Maier (from the estate of her husband, Earle William "Bill" Maier, Jr.), Sam Vaughn, Claire DuBois (from the estate of her father Clyde R. Smith), and Forrest Mack. Donations of other items were received from Charles Eastman, Donald F. Hodge, Kevin T. Farrell, Robert J. Reich, Richard W. Symmes/Walker Transportation Collection-Beverly (Mass.) Historical Society, Gordon E. Hopper, R.H. Loudon, Fourtin Powell, George McCarthy, Bruce Bowden, Bob Warren, Henry V. Taves and Ronald D. Karr. Much time was spent by the Archives Committee in organizing, cataloging and filing items donated. During the year we continued cataloging a number of different types of items on computer instead of manually as in the past.

John Alan Roderick helped to create a sign that acknowledges past donors of archival materials and storage furniture to the Archives. This sign is displayed in the Archives in Lowell.

In February the Society's Board of Directors authorized the purchase of another 65"-wide steel 5-drawer plan file. A file of this width was essential for us to continue to file B&M valuation survey

track maps and other track plans, and we were able to make good progress in organizing and filing these maps and plans during the course of the year. This plan file is now nearly full.

Over 75 pieces of correspondence were sent out during the year. These included answering 18 inquiries, acknowledgement of donations, purchase of archival supplies, and other administrative matters. Assistance was provided by the committee to others for such projects as a future historic preservation book on railroad stations, a book on railroad stations of Boston, information and photos for the B&M Bulletin and Modelers Notes, information for the History Division of the National Park Service and information to support the restoration efforts of several former B&M railroad stations. Members are again reminded that general inquiries and historical questions should first be directed to the Society's Historian, Harry A. Frye. Questions regarding holdings of the Archives and research sources will be answered as time permits by volunteer members of the Archives Committee. Requests requiring extensive research cannot be dealt with by volunteer members of the Archives Committee due to time constraints.

I would like to express my appreciation to the members of the Archives Committee who volunteered their time during the year, and also to the Society's Board of Directors for its financial support of Archives activities during the year.

*Respectfully submitted,
Richard Conard, Chairman
B&MRRHS Archives Committee*

MONEY RELEASED FOR BOSTON-TO-PORTLAND RAIL SERVICE

Portland, Me.—The federal government formally released, (9-29-95), \$38.6 million to restore passenger rail service from Boston to Portland which could begin late next year.

Berle Schiller, chief counsel for the FTA, was joined by Maine Dept. of Transportation project manager Micheal Murray during a presentation of the check at Portland City Hall.

The money had to be transferred to Maine before the current fiscal year expired or much of it could have been lost, said Schiller. Wayne Davis, executive director of the group Trainriders Northeast, could hardly contain his excitement. "There were all kinds of words and promises over the last seven years, but this is tangible," Davis said. "We're off and running."

The money was released after the state agency responsible for governing the service signed a labor agreement taking responsibility for financial hardships incurred by competing bus operations. The money will be used to help restore the 114 miles of track between Portland and Boston's North station.

The release of the federal money has a domino effect, calling into play \$20 million in equipment that will be provided by Amtrak to make the passenger rail service a reality.

Gov. Angus King praised the work of state officials who doggedly pursued the rail project. "This is an important milestone for Maine and everyone who has worked so hard to bring passenger rail service back to Maine. I guess you could say this finally puts Maine on track, literally and figuratively," he said.

Murray said the state has other agreements that must be reached before the project can go forward, but he said all those agreements should be completed by mid-November. Once the paperwork is done, the state can begin construction to upgrade the railroad tracks for passenger service. The service could begin sometime late next year, Murray said. Once service resumes, a one-way ticket from Portland to Boston will cost about \$20, said state officials.

(Union Leader)

BOOK REVIEWS

GREAT RAIL-TRAILS OF THE NORTHEAST by Craig Della Penna is a very interesting and informative book—not only to the recreational user of such trails, but also to the railfan of today, particularly those who have never had the chance to ride the rails when train service abounded.

The author performed a very extensive task in history of the rails/trails, but in addition, gives a grand description of the surrounding area along the way. Directions to find the trails are included, along with the type of recreational use the trails are being put to now. In addition, the author's wife and other friends provide the reader with a mini "Bible" for anyone who enjoys walking, biking or any type of outdoor

activity. Mr. Della Penna describes nearly every tenth of a mile as he and his wife ride or walk every trail. The type of surface, endpoints, places to rent equipment, information sources and length of the trails are given. Having walked sections of several of these trails myself, I really enjoyed and appreciated all of Craig's hard work in putting this book together. I rate it an eight on a possible scale of one to ten.

GREAT RAIL-TRAILS OF THE NORTHEAST is published by New England Cartographics, Inc. P.O. Box 9369, North Amherst, MA 01509. Cost is \$12.95, available in most bookstores or outdoor activities stores. (BW)

ASHUELOT BRANCH NEWS

The 23 mile corridor, abandoned by Guilford in 1982 and acquired by the state of New Hampshire this year, is hopefully going to be turned into a recreational corridor by the Ashuelot Rails to Trails Association. Their mission is to keep the 23 miles intact for recreational, conservation and transportation purposes; and to assist the towns of Hinsdale, Swanzey and Winchester, the city of Keene and the state of New Hampshire to accomplish this goal.

The line started at Dole Junction (located in Hinsdale, N.H.), the junction was named for the pineapple folks. It follows the Ashuelot River through Hinsdale to Winchester, then northeasterly through Winchester and Swanzey and on to Keene. The line crossed the Ashuelot four times and the bridges are still intact. Also the stations at Hinsdale, Winchester—although much additions and now a flea market and Ashuelot—in very bad shape—are standing. The Hinsdale station is privately owned and looks to be in the best condition of the three. There is also a section of track with a Green Mountain boxcar on it. The line terminates at Emerald St., about a half mile from the recently burned-out B&M freight house, and where the old engine-house is located which now houses many small stores.

The Association meets on the third Wednesday of the month at 7:00 PM in the Winchester Town Hall and the meetings are open to all.

For further info write to: Ashuelot Rails to Trails Assoc. P.O. Box 4 West Swanzey, N.H. 03469 or call Bill Appel at 357-3954.

(Taken from their flyer—BW)

ONE OF THE LAST, by D. M. (Bing) Quimby, is about one mans experience in railroading, as an engineer, in the Army's Railway Operating Battalion during WW II in Iran.

Although well written, the first two-thirds of the book deals with the author's life before railroading in WW II, which is chapters 1 — 8, which will/would not be of much interest to the person looking for a railroad story.

The last third of the book recalls how most of the engines that were brought to Iran were of British or German make, although there were American made Baldwins, Limas and Alcos. Most of the locomotives were assembled on arrival. This also includes the authors experience with railroading while serving his country.

The book is published by Vantage Press of New York, is 232 pages with some photos and sells for \$19.95.

Our book reviewer gave this book a six on a scale of ten.

NOTICE OF ARCHIVES HOURS

The B&MRRHS archives located in the Patrick Mogan Culture Center at 40 French St., Lowell, Ma. is generally open Mon. thru Fri. 9 am to 5 pm and on Sat. 10 to 3. Closed on Sundays and holidays. For further information call 1-508-934-4997 or 4998.

SHORT HOP TURNS INTO LONG HAUL

Hermiston, Ore.—Mike Wright just wanted a quick ride into town for some candy and soda when he jumped a train near his home in western Kentucky, he ended up traveling 2,000 miles.

A couple of railroad workers who heard Wright's calls for help freed the Kentucky teenager from the insulated produce car on August 21st, one week after entering the car.

"He wasn't walking to straight but he had a big smile on his face," said Jackie Dunlop, a railway worker.

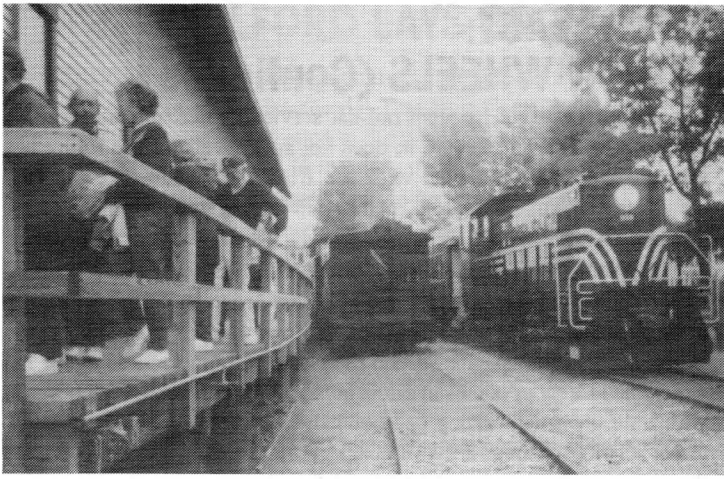
Wright, 17, told his rescuers he jumped aboard a train on the 14th as a quick way into the small town of Crofton, Ky. But the train did not stop until it reached Evansville, Ind., 65 miles to the north. He switched trains, believing he was on his way home. He fell asleep and upon waking he discovered that someone had closed and latched the door.

Dunlop and Les Stuplich, a yard switchman heard Wright's calls for help when they reported to work to separate some boxcars. Stuplich said Wright looked terrible but was fine except for being dehydrated and hungry. "He said, I've run away from home a couple of times, but I didn't mean to this time," Dunlop said.

Wright, who was wearing tennis shoes, shorts and a t-shirt, was treated at a hospital and was waiting for a trip home to be arranged. His family didn't want to talk to reporters but Wright issued a statement through the state child welfare officials who were taking care of him. In it he said: Kids don't need to jump on boxcars. It can be deadly, I came out lucky."

Union Pacific spokesman, John Bromley, in Omaha, Nebraska said the refrigeration unit was turned off because it was presumed empty, but the insulation kept it cool enough for Wright to survive.

(Portland Press Herald)



B&MRRHS / SPRRHS

“Rail-Sail”

September 9, 1995

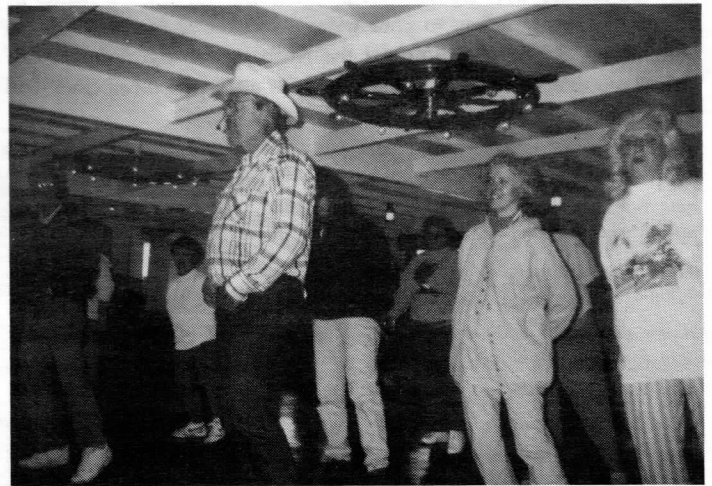
(Left) The crowd is getting ready to board the excursion train at Northfield, N.H. station. (Buddy Winiarz)

(Right) Jim Nigzus, Paul Kosciolk and Dan Hyde preparing to cast-off at the Weirs aboard the M.S. Mount Washington. (Richard Nichols)



(Left) Shep, our musical entertainment aboard the Mount”, picked out a tune for the audience in the lounge. (Buddy Winiarz)

(Right) After giving us some live sounds, Shep joined the excursion riders in doing a little two-step. (Buddy Winiarz)



HOBO-M/S MT. WASHINGTON TRIP

Northfield, N.H.—The combined trip of the B&MRRHS and SPRRHS started with meeting at the old Boston & Maine RR freight house with donuts and unfortunately no coffee or restrooms. We departed approximately 10 am and headed up the line to Weirs. A photo runby with exploding “torpedoes” and stops to let folks get on for cab rides happened between Tilton and Winnisquam.

Upon arrival at Weirs we detrained for the cruise aboard the M/S Mt. Washington. A luncheon buffet was served and musical entertainment was by Shep. Once the floor was cleared of the buffet equipment Shep got down to doing some *line dancing* with some of

our riders. We made quick stops to pick up and alit boat passengers at Alton Bay and Wolfboro.

Upon returning to Weirs we got back on the train to Meredith for boarding of our train. A quick stop for photos at the Laconia station on the return trip was made. A drawing by both the B&MRRHS and SPRRHS was done also.

Although this was not the best of weather and a few minor glitches (which we could not control) a good time was had by all.

Again thanks go out to the Clarks and crew for another fun filled day.

RAILROADING DOWN EAST: B&M IS NORTHERN NEW ENGLAND ON WHEELS (Continued)

Part of the answer is that the Boston & Maine has a live publicity department, its energetic staff headed by H.L. Baldwin. Unlike some big carriers we know, who have their publicity departments classified with the silent service, the B&M staff does an excellent job of telling people about the services offered and stimulating customer interest. It has been said that "if a trainman helps a passenger in Lowell, it is printed in the Employees Magazine a month later." That, of course, is an exaggeration. B&M workers have been so indoctrinated with courtesy through a steady publicity and training campaign that they are naturally helpful to the ticket buyers and shippers of merchandise. And that's not an exaggeration.

Publicity--ballyhoo, if you will--is one reason why people buy refrigerators and certain brands of soap. And it is ballyhoo, coupled with intelligent planning and service to back it up, that has made the Boston & Maine the best known railroad of its size in the United States. Other companies are beginning to follow this lead in the peacetime battle for business, and while courtesy campaigns and publicity programs won't compensate for any definite lack of traffic, they do have undeniable value.

Some of the merchandising experiments strike a real need or uncover a field of business that prospers. Take, for instance, the nursery for mothers with infants. This type of passenger has been shamefully neglected by transportation agencies, especially in the past few years when many a soldier's wife has made a hard pilgrimage. However, such a nursery is in operation on the second floor of the North Station in Boston. Here's a real service that should be copied by other lines that do not already provide it.

Typewriters and study tables for students now receive constant use on the main floor of the same depot, where seats for waiting passengers are labeled with signs of varnished wood carrying the names of trains. It is easier to say to your wife, "Meet me at the Minute Man bench," or "Right after lunch at the Ambassador sign." Instead of "Meet me under the clock"...and she waits under the other clock and you miss the train.

Ideas in wide variety have flowed from the agile brains of the promotional departments, and some of them have paid off. For instance, the first jungle trains were advertised by live animals in North Station. Travelers have been greeted at the terminal by geese, chimpanzees, tigers, tropical birds, cowboy bands and Christmas carol singers. From Boston left the first Snow Sport trains, Hike and Bike trains, Barn Dance trains, Iron Horse excursions for railfans..and other "firsts" to show that the B&M publicity department is beating a loud drum.

The B&M made a wise move a few years ago when it invited New England children to pick names for a score of new engines, Pacific and Mountain types, thus reviving the romance of named locomotives that had but all died out in this country. The stunt helped to turn the younger generation into railfans and created good will for the B&M among parents and teachers. After the twenty-eight winners were selected, the engines were christened with gala ceremony, the successful boys and girls were given framed certificates, and to the cab of each iron horse was attached permanently a plate carrying not only her name but also the name of the school attended by the pupil who choose it.

But managements are not always wise. The big brass hats of some roads are quick to rip up the steel from branch lines, or at least to stop running trains over them, on the basis of capitalization involved rather than the possibilities inherent in the areas. Now and then you see weeds growing over rusty rails of a branch that could be revitalized by a weeks' work on the part of a good transportation salesman

or perhaps the use of frequent rail-car service. A defeatist attitude of this kind, wherever you find it, does not auger well for the future of the railroad industry. Even with the Boston & Maine we cannot escape the feeling that some of its abandonments could have been averted. Competing trucks, like buzzards, are forever darkening the sky above the weak and unprofitable railroad branch lines. To fight them off calls for eternal vigilance of a high order.

Like many other roads during the war-bred manpower shortage, the B&M necessarily assigned green men to positions such as agent in which the railroader comes in direct contact with the public. Such men, with little previous training or knowledge, prove a drawback to customer relations--temporarily, of course. We have reason to believe that the return of fellows from the armed forces will solve the problem. Turning for a moment to the operating departments, it seems to us that their efficiency could be increased by the addition of facilities for living at distant point along the line--for instance, Crescent tower, N.Y.--a policy of some Western carriers that the B&M seems to have missed.

As one agent put it, "We used to get kids off the spareboard who knew a little about all kinds of railroading, but not much about the detail of any job. Today, the crop is so green that they have to teach them something."

Now that we have tossed a few flowers and bricks to show what goes on upstairs, let's see just what we are hauling and where, before we consider briefly, the history of the Pilgrim Pike.

The 27,073,650 revenue-tons that moved over the Boston & Maine in 1944 were diversified traffic. However, we must admit the wartime distortion of classifications if we are to lump war traffic--tank cars, especially--into one group. On the whole, the carloads were well distributed between factory goods, mine products, farm produce, lumber and animals and animal products, in that order, with the last two equaling one-ninth of the factory goods and with commodities ranged in between.

Most of this tonnage moved over the 200 miles of the Fitchburg Division west to Mechanicville. Hauled by the Limas, Santa Fes, and Diesels, this traffic, bound for the port of Boston, made the Fitchburg the most important division on the system as far as freight revenue was concerned. It is on this run that the famed Hoosac Tunnel pierces the mountains between North Adams and Greenfield, Ma. The bore through which for years electric motors had pulled all trains bows now to diesels. Very soon the motors will have hauled their last train through the Hoosac, and the new four-unit oil burners will reign supreme on freight runs. A new CTC installation at North Adams will consolidate the two portals--towers at each end of the big hole--and the tunnel will be just another section of track on the right of way. No longer will all trains stop at each end of the cut to hook on motors, with attendant delays and drawbar-straining starts. Diesels spell the end of an era for the Hoosac Tunnel motors and towers.

The Connecticut River Division, running north-south up the river valley that cuts the Green mountains from Long Island Sound to Canada, carried a modest portion of 1944's boom tonnage, while the balance traveled over the minor lines that radiate from Boston through New Hampshire and Maine.

There is much commuter traffic from the towns near Boston, and enough passengers rode the "Busy & Modern" in 1944 to bring in \$19,532,662. Of these commuters, about one-third traveled on monthly tickets, making daily use of the road to reach their work or school.

Unlike some lines that secretly disdain the relatively low-paying passenger business, The Boston & Maine still makes a steady effort to hold its human traffic, both through extra-curricular publicity pro-

grams and in trying to suit schedules to customers' conveniences, besides appealing to the public for suggestions or complaints. Stations have been opened on request, train stops have been altered and running times adjusted, and travelers have been queried as to what they expect in post-war rail transport, even to having their posteriors measured to see what kind of coach seat will best fit. The effect here would seem to align the same seat to the well-padded rear of all Babbits and thin shanks of the Misses Pringle.

To retain passenger business in the post-war era--and the B&M must keep most of this if it expects to remain an important railroad--they must supply new comfortable coaches and more service on all lines. A tentative order has been placed for reputedly 100 new-type coaches, attractive, glass and chrome affairs, each seating 56 people. Present designs call for glassed-in smoking lounges and roomy lavatories for men and women. In general, coach accommodations will be more like the present Pullman and other streamlined units.

It is very commendable that the Line of the Minute Man is looking to the future and planning now to stimulate passenger travel when the inevitable slump comes. However, we should bear in mind that this business comes largely from people who live in a small area, as distances are measured today. To these folks motor cars are a necessity. They normally prefer to travel in the convenience of their own automobiles. It will take better equipment on all lines to hold a portion of this business.

If, perchance, the present antiquated coaches are kept on commuter runs, as was done when the air-conditioned cars appeared some years ago, we predict that passenger travel on the Boston & Maine will decrease 50 percent in the next five years. Even with clever advertising and new inducements, it would be a case of leading the passenger to the station but not getting him to ride more than once.

It was not always so in New England. The traveling public could not escape dust and cinders by turning to private conveyances, as an entry from an early Yankee merchant's diary shows. His entry reads:

"July 22, 1835 (the year the Boston & Lowell began operation): This morning at nine o'clock I took passage on a railroad car...Five or six cars were attached to the locomotive, and uglier boxes I do not wish to travel in...The Hot sun drew from garments the smells of fish, tar and molasses."

With slight changes, these words might have been written by a Boston & Maine commuter in the summer of 1935, after a cinder journey in an open platform coach behind Number 1017, and this same rolling stock is still making passengers uncomfortable in 1945. For the B&M new equipment lavishly used seems to us to be the answer to retaining business, but whether or not such measures would show a profit is a debatable and touchy question.

Finances can be blamed for the lack of replacement in 1935. The war was the reason in 1945. If, however, 1947 sees the same outmoded equipment still on the line, the blame will rest on management. Yet it is hard to dump the blame completely into the operating officials' laps. Their job is to make money, and you can only consider the public need in the light of how much revenue devices will bring in, or how much expense they will save.

CONTINUED NEXT ISSUE

(Originally published in Railroad Magazine January 1946 by William L. Rhode and is reprinted with permission from Carstens Publishing--BW)

WANTED

Member Pauline Ingraham is looking for any person that was a chef, waiter or waitress on the Boston & Maine who may have old recipes or cookbooks that were used on the B&M. You may call her (collect) at 207-846-1346. Also if there is someone who may know of somebody who worked in these fields to please pass the word. Thank you in advance.

Railfan, historical association and modeler periodicals and books. Will buy collections. Please write with details to: Paul Gibson, 11 Downingwood Drive, Franklin, MA 02038.

Richard F. Clifford is looking for a Boston & Maine Corporation (with McGinnis herald in blue and black on white or similar) business envelope. Mr. Clifford can be contacted at 1659 Great Plain Ave., Needham, MA 02192.

ASHLAND, N.H. STATION

The Society made a donation for restoration of windows for the station at Ashland, N.H. Our window is the one on the right facing down the tracks toward Concord.



SIDINGS...

While perusing through "The Rutland Road" by Jim Shaughnessy, I came upon a photo of Phil Hastings, by Phil Hastings, of him shoveling snow at the Alburgh, Vt. station (pg.234--top). But upon closer examination of the photo I noticed that there are several discrepancies. How come his feet seem to be facing front and not sideways? Why can the marks in the snow be seen through his pants? And why do his coat and pants not match up as the same? Did this "WIZARD" of New Englander railroading pull a fast one by combining two parts of different negatives together? Or was this some "freak" of photography?? Any answers or theories????

The bridge over the Boston & Maine tracks in North Hampton, N.H. was closed for most of the month of September. This is located just beyond the station.

(Union Leader)

Amtrak's Vermonter was on display during the third annual Glory Days of the Railroad Festival and along with the F40 locomotive was a coach, cafe and custom-designed baggage car, which can hold bicycles, skis and snowboards. Also on display was an Amtrak Superliner sleeping car, which is not on the Vermonter.

(Union Leader)

On September 27, 1825 the first locomotive to haul passengers was operated by George Stephenson in England.

(Boston Globe)

Singer Neil Young, a model train hobbyist who has been working to make the "toys" easier for the handicapped to use, is part of a partnership that is buying Lionel Trains Inc. Young has two sons with cerebral palsy.

(Boston Globe/USA Today)

More train "whistles" noise will be debated by North Shore residents. Wenham, Ma. selectmen are asking residents for their opinions either by mail or by telephone. Chairman Don Costin, chairman of the Wenham selectmen, said maybe ringing a bell would be a substitute for the train "whistles." (Much like yelling out your car window doing 55 mph on the highway for someone to move over!--Ed).

(Salem Evening News)

A decision to build the controversial Greenbush commuter rail line to Scituate will not be made until sometime early next year, according to a transportation source. This came on the heels of a statement made by Gov. Weld in the Patriot Ledger that he wasn't "as close to a decision as I was a month ago." Weld also said that a commuter-rail station for the Old Colony lines would be built adjacent to the MBTA's Quincy Station rather than in Braintree.

(Boston Globe)

October 22, 1995 saw a train ride sponsored by the New Hampshire Chiefs of Police from Laconia to Meredith. All proceeds went to the fund for the building of a memorial to all law enforcement officers who have sacrificed their lives in the line of duty. The memorial will be built in Concord on the grounds of the Legislature Office Building.

(Union Leader)

A Pony Truss bridge over the B&M tracks on Hartwell St. in West Boylston will be preserved and used in a fitness park. The bridge is forty feet in length, is single car wide was built in 1909 and is on the state Register of Historical Places. According to the Mass. Historical

Commission, this type of bridge is "on the verge of disappearance" in the state. The bridge was slated for demolition but Park and Street Director John Wilson took it on as a personal goal to try and save it. The bridge will be dismantled in November and reassembled in the park about six weeks later.

(Worcester Telegram & Gazette)

Did you ever wonder about what the Boston & Maine did with the ashes from steam engines? Well, like other railroads, the Boston & Maine used them along with the "purple colored-porcelain-like-slag" pieces of coal as "ballast" on many of its lines. Walk on some old roadbed somewhere and I'm sure you'll find these remains of the steam era.

Scuttlebutt "along the rails" has it that the Coca-Cola plant in Nashua, N.H. will be closing in 1997 and operations will be moving to Pennsylvania. Guilford has 800 cars per year going to this plant.

Also scuttlebutt has it that the Lawrence Yard will be downsized and East Deerfield will be more active!!!

Lyndeborough, N.H.--A Massachusetts woman was transported by ambulance to St. Joseph Hospital in Nashua, then to Mass. General following an accident on the train tracks in Lyndeborough.

Police said the woman was operating a motorized handcar which derailed, after hitting an object on the rails, throwing her and then running over her. Police said she was caught under the track and suffered internal injuries.

The accident occurred north of the crossover on Gulf Road where the track is currently undergoing repairs.

The woman's name was not released and the accident was under investigation by police who were assisted by Greenfield police.

(Nashua Sunday Telegraph)

Continental Europe's oldest subway was reopened this past September after a \$27 million facelift restored it to its "fin-de-siecle" grandeur, when the subway opened in the heady twilight of the Austro-Hungarian Empire. Its restoration combined a touch of nostalgia with a pragmatic look to the future. Care was taken to make the original 2 1/2 mile stretch of the subway from the pedestrian heart of Budapest to just beyond Hero's Square, a major tourist attraction, look as it did 100 years ago.

(Boston Globe)

Two truckers in Prewitt, N.M. jumped out of their rigs and pulled a man from a pickup truck just seconds before a freight train smashed into it. It seems that Rick Keith Harp lost control of his vehicle on Interstate 40 and sailed through a fence, went up a hill and stopped on the tracks. Harp suffered head injuries and was in critical but stable condition. New Mexico State Police said that truckers Shawn Dyke and Vincent Carr plus a third man, Bruce Mason would receive some sort of accommodations for their heroic deed.

(Boston Globe)

Milford, Ct.--A commuter train smashed into a flatbed truck stalled at a crossing, (10-3-95), derailing the engine and both passenger cars and injuring 22 people, some seriously. The train was traveling from Waterbury to Bridgeport, with a connection for New York, when it hit the truck carrying a construction crane, according to Dan Brucker, spokesman for Metro-North. The train had about 70 passengers. As the train rounded a bend it came upon the truck and the engineer immediately applied the emergency brakes. Speed limit for the trains in this area is 59 mph.

(Union Leader)

British commuters say that the pigeons in London have figured out

how to use the subway to get around the city. They have reported several instances of the birds deliberately hopping on and off underground trains as if they know where they are going.

One woman wrote to the journal *New Scientist* that she saw two pigeons getting on a train at Aldgate station, staying by the door and "alighting with purpose" at the next stop, Tower Hill. The birds are known for their navigational abilities.

(Boston Herald)

At the present time there is a big controversy over the proposed Sears Island cargo port in Penobscot Bay between those that want it and environmentalist. Survey markers have been pulled out of the ground, doors to the state agency building at the island have been "glued" shut and opponents have even dumped wood chips on the floor at hearings along with obsceni-

ties towards those who back the project. The EPA will decide the eventual fate of both the project and island.

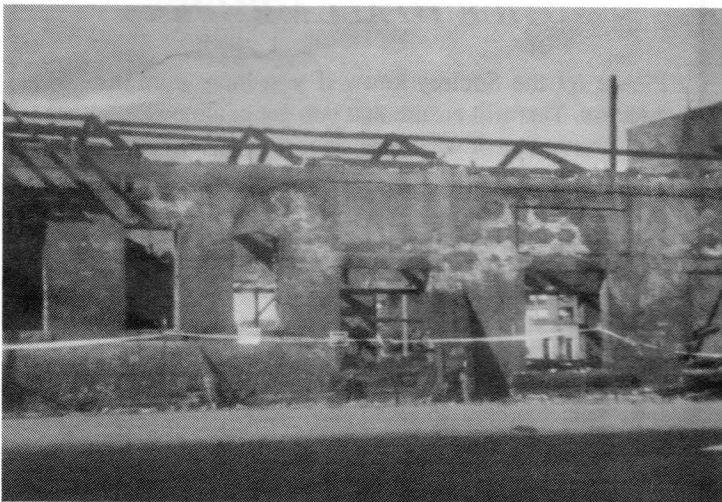
(Boston Globe)

Portland, Me.--The Narrow Gauge Railroad & Museum has had over 11,000 visitors come through its' doors and taken a ride on the train since the first of the year. The track has been laid almost to the Eastern Promenade and hopefully will reach the Back Cove Bridge (Grand Trunk that burnt several years back in Portland Bay). On a foggy day 139 people showed up to ride the train even though they could not see the spectacular scenery of Portland Harbor.

Trains ran six times daily hourly from 11 to 4 seven days a week. Fares are \$3.00 adults, \$2.00 child (5-12 years) and under 5 free.

(Portland Press Herald)

B&M FREIGHT HOUSE DESTROYED



These two views, taken September 17, 1995 show the extent of damage to the Keene freight house. *(Buddy Winiarz)*

Keene, N.H.—The days are numbered for the 144-year-old Boston & Maine freight house that stood on Cyprus St. Once eyed for restoration into a visitors center and industrial museum, the structure was badly damaged by a fire at 4:22 am on August 21, 1995. The exterior of the building is brick but much of the interior was wooden, and took nearly an hour to extinguish, according to the Keene Fire Department.

Fire officials have ruled the fire as suspicious and have several leads. According to Cpl. Joseph J. Collins, who is handling the investigation, a film from a security camera atop the nearby CFX Bank has some pertinent evidence.

The fire has left the building "structurally unsafe" said Deputy Fire Chief Clayton Stalker, Jr. said. The Fire and Police chiefs agree with the city engineer that the building be razed, stated City manager John A. MacLean, who was on his first day as city manager. He also wants to see what the costs would be and how much authority he has as city manager to make the decision.

Back in the 1980's, some Keene residents attempted to have the building rehabilitated but the \$350,000 price tag was too expensive

and the structure languished. "It was the last railroad-era building in Keene that was untouched," said architect Paul Pietz. "This wasn't the Taj Mahal, but it was sort of a jewel," he added.

Several days later at a meeting of the city council's finance committee, no elected officials expressed strong reservations about saving the building, said Assistant City Manager Alfred H. Merrifield. "We don't want to leave it up any longer than we have to because of it's dangerous state," said Merrifield. It is undecided if a private contractor or city public works will do the razing, although a low quote of \$9,500 has been received for the work.

Merrifield said the bricks and granite window sill will be preserved at the public works building and used for a future project. As for what will become of the land is unknown. Several ideas have been suggested such as a baseball field, nursing home or a hotel-conference center.

(Compiled from the Union Leader)

MBTA WARY OF "RAILS WITH TRAILS"

Ipswich, Ma.—The MBTA has thrown cold water on a proposal to establish a network of walking trails alongside its commuter rail lines.

A group known as "Rails with Trails" has proposed using the railroad right-of-way to create an open space corridor stretching all the way from Newburyport on the North Shore to Duxbury on the South Shore.

Many North Shore officials, including those in Rowley, Newbury and Newburyport, through which the MBTA plans to extend the commuter rail system in the near future, are supportive of the idea. But MBTA officials are not nearly as enthusiastic about the idea of placing moving trains and pedestrians in such close proximity. The section of roadbed from Ipswich to Newburyport has been cleared of brush and debris in anticipation of the extension.

Proponents of the plan say that the trail will be located at the "maximum" possible distance from the active rails, plus other safety measures would be taken through the creation of man-made or natural barriers. (What about bridges, swampy areas and areas where there isn't enough room due to housing people ???—ED.).

"To date we have not received encouragement from the MBTA," said Ipswich Bay Circuit Committee member Barbara Ostberg, acknowledged in a letter to selectmen in her town. "But we consider the issue of sufficient importance for the long term to continue our efforts."

According to Sen. Bruce Tarr (R-Gloucester), the MBTA will conduct a feasibility study, for which funds have been included in the new state budget.

In a letter to Osberg, dated May 22, 1995, MBTA design director William Quinlan wrote: "After considering the information and the safety of our commuting patrons, abutters and operating and maintenance personnel, the MBTA cannot grant permission (for a trail) adjacent to active commuter tracks."

"This is the quick, easy response," Ostberg said in a recent interview. While her group recognizes the safety concerns, she added, "We feel it is doable." She has received support from her selectmen, via a letter to the MBTA, for her plan. Ostberg can cite 16 trails in 11 states that exist alongside active rail corridors.

The only claim against a railroad operator involved injury to a farm animal. The only accident involved a cyclist injured at a street crossing.

In a July letter to Ipswich Selectman Chairman Patrick McNally, Tarr noted he walked the proposed trail and had conversations with those on both sides. He also agrees that the MBTA has a legitimate safety concern but says he will work with trail advocates to see if there's a way to implement their proposal.

(Salem Evening News)

NORTHEAST GOVERNOR'S CONFERENCE

At the Northeast Governor's Conference at Bretton Woods, N.H., Vermont Governor Howard Dean suggested that Congress be asked to restore money slashed from Amtrak's budget. While Mass. Governor William Weld agreed with Amtrak President Thomas Downs that train service is more economical than building new roads and expanding airports. Downs urged governors to push Washington to better bankroll train service, which brings tourist and shoppers and allows people to commute to work while leaving their cars at home.

Weld agreed that governors need to lobby Washington on Amtrak. "I am ordinarily one of the world's biggest federal deficit hawks, but this is key. The northeast corridor is important to all of these states here, so we have to keep the pressure on," Weld said.

"Every one of these governors realizes how important Amtrak is to their future," Downs said after addressing the governors.

(Foster's Daily Democrat)

"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.

NOTICE TO ALL MEMBERS

Please let the Society know if you have a **change of address**. This will ensure that you get continued mailings and information of what your Society is doing.

Also if you know of a member of the Society who has passed away please let us know.

TRAIN STRIKES AND KILLS MAN

Salem, Ma.—A Salem man was struck and killed by a freight train on Sept. 15, 1995 and his friend injured while the two were walking the tracks.

Micheal F. Doran, 41, was pronounced dead on the scene after the B&M freight train—which police said travels at 10 to 15 mph—struck him.

Stephen Levesque, 36 of Peabody, was taken by ambulance to Salem Hospital and treated for minor injuries and later released following the 2:20 pm incident.

A report filed by Salem detective William Jennings said the train was traveling from Peabody to Salem. Police said "that at this time it appears to be an accident." Salem, State, Guilford and MBTA police are all investigating.

Although there were no eye-witnesses to the accident, residents and workers near the area said they did hear the train blow its HORN.

"It was going crazy," said one man who was at his car at the Salem Oil & Grease Co. "Then the next thing you know a guy is dead. I can't understand how you can get hit by a train, it goes so slow."

While detectives stood in the woods waiting for medical examiner Dr. Albert Shubb, officers laid a dark cloth over the victim, which was still half on the tracks.

Teens in the area said "there is a wooded spot by the tracks where people go to drink alcohol." Police did not say if alcohol was a factor and Levesque could not be reached for comment.

(Salem Evening News)

GUILFORD LAYS GROUNDWORK FOR DEVENS DEVELOPMENT

DEVENS—The wheels of commerce are turning at Devens. These wheels are part of the Intermodal Transportation Center, now beginning its third year of operation at the inland port of Devens.

The facility is unique in that it is the first and still the only piece of land on an active military base to be leased from the U.S. Army to a private business concern.

Shipping started in the spring of 1992, running 30 to 60 containers a month. By the end of 1993, that had increased to over 400 per month. Now Guilford is moving 50 to 100 trucks per day through the center.

The inner port is designed to encourage international trade in moving imported commodities via train between the Moran Terminal in Boston and Chicago. The route is attractive because it is one day closer to Europe than any other East Coast port, and time is of the essence.

However, the growing activity at the center has come from the facility's handling of paper, lumber, mulch and other commodities up and down the East Coast and through to Chicago. "The terminal allows anyone to ship anything by any mode except airplane," said Colin Pease, executive vice-president of Guilford. Ayer is home to a great number of food-related businesses, and Pease sees great possibilities for these businesses using the service. In addition, industries seeking to locate at Devens will be attracted by an existing and thriving transportation facility, he adds. "We hope to be a spark for bringing other firms into Devens."

Devens has excellent highway access, with Rt. 2 running through

it and Rt. 495 nearby. "There are two things that really sell it, ease of getting in and out, and the speed with which we can get loaded and unloaded," Pease said. "As far as industries who might locate there, it will save a lot of money in shipping costs."

Goods can be moved from a boxcar to a truck, or the other way around, or stored in the 107,000 square foot warehouse (the old commissary building). "We can give better service at a lower rate," says Pease.

About 40% of the commodities coming through is paper, he added. The warehouse is filled with all grades of rolled paper, stacked and ready to move on. Every part of every shipment is barcoded to be read by portable scanners whenever they are moved or loaded. This information is transferred to the mainframe, where the movement of every item is tracked. The dispatcher can determine the location of any load in seconds. "It may look low tech," Pease says, gesturing toward the filled warehouse, "but it's not."

Using the intermodal Center is attractive for saving time as well as money. It used to take at least a week, maybe two, to put a trailer into Chicago, and Guilford can have it there in two or three days. "It's very much an east-west market," said Pease. The ITC has created 50 to 60 jobs and is growing.

Shipments sometimes arrive in trucked-in containers, which are loaded by an enormous "piggyback" lifting vehicle. Sometimes the process is reversed.

(The Public Spirit)



P-4-b Pacific No. 3713 arrives at Lawrence, Mass. on the last "official" run of steam on the B&M on April 22, 1956. (B&MRRHS Archives)

NEWS ON B&M #3713

Word is that B&M #3713 is the focus of renewed attention. The Lackawanna & Wyoming Valley Chapter, NRHS, has agreed to sponsor a 3713 drive to help restore this locomotive. The estimated cost is \$200,000.00. For information or to send a donation write to: 3713 Fund, c/o Micheal Giannetta 428 Lackawanna Ave. Scranton, Pa. 18503.

(Trains Magazine Oct. '95)

FALLEN FLAGS

Alfred "Alfie" Calkins, 75, Dorchester, a retired train director for the Boston & Maine Railroad.

Robert W. Meserve, 86, Waltham, trial lawyer and past president of the American Bar Association. Was a trustee when the Boston & Maine RR was going through bankruptcy in the 1970's. Attorney Meserve was the Society's speaker at it's 20th anniversary banquet in 1991.

Alfred Peterson, 75, Dorchester, a retired lineman for the Boston & Maine Railroad for 38 years, retiring in 1985.

Leonard A. Soule, 79, Essex, Ma., former brakeman and later yard foreman. He retired in 1977 with over thirty years of service.

Dan Stubbs, B&MRRHS member of West Hollywood Fla.

The board, officers and staff of the B&MRRHS extend their sympathies to the families and friends of the departed.

RAILROAD COINS AND GIFTS

Smith-Thompson has four New England state coins available for sale along with other railroad items. Of the four coins two have to do with the Boston * Maine RR, Mass. and Vermont and also the states of New Hampshire and Maine. Call 1-800-375-3943 for catalog or write Smith-Thompson at P.O. Box 828 White River Jct. Vt. 05001.

(The B&MRRHS does not endorse any products but because there are B&M related items that the Society does not sell we put this in for our members information—ED.)

A REMINDER...

Items of news, help wanted, notices of upcoming events, etc. must be submitted by December 8, 1995 in order to appear in the November/December 1995 NEWSLETTER.

(BW)

ANDOVER DEPOT RESTORATION

Andover (Mass.) businessman Richard T. Marino is nearing completion of a magnificent restoration of the town's 1906 B&M depot. The condition of the depot has been declining for many years and was severely damaged by fire in 1994. Located on the B&M's former Western Division, it was purchased by Mr. Marino last April to be the new home for his company, Corporate Access.

Having become aware of the historic significance, he decided to restore many of the architectural features which had decayed over time. Exterior work began with the removal of the remaining platform canopy and the rebuilding of that section between the station and tracks. Extensive carpentry work was done to restore the matchboard underside of the canopy and perimeter awning. Windows were rebuilt and most of the 400 diamond shaped panes in the upper sashes were replaced. A deep forest green was found under the B&M maroon window trim; sashwork has been repainted to the original color, while cream and maroon was applied to other exterior surfaces. Antique doors were bought to represent the originals which were lost over time. Particularly troublesome were several non-prototype openings that had been cut through the station's masonry walls by a variety of tenants. Mr. Marino was able to locate brownstone *wainscoting* similar to the existing article. The trickiest part was reworking the stone to match the buildings' elliptical ends. New yellow brickwork above the level of brownstone completed the infill.

The depot's original red tile roof had been supplanted by "red tar paper" some years ago. That has been replaced with green asphalt shingles that harmonize with the structure. Extensive copper flashing and downspout work was needed to arrest water damage. Surface cleaning of the entire exterior removed layers of paint, graffiti, and steam locomotive soot.

New recessed lighting under the awning bathes the depot in warm light after dark. New blades for the depot's Type S-11 flag signal provided a nice finishing touch.

Mr. Marino has earmarked the ticket agent's office with its bay window for his own use. The fireplace at the south (west -railroad wise) end of the depot is the focal point of a reception and lounge area. The matchboard ceiling was rebuilt over a large portion of its area.

Interior brick walls were restored where needed. The baggage room at the north/east end has been set aside for warehouse/storage use.

The second floor which is surprisingly commodious, has been carpeted and updated. Workmen have installed central air-conditioning throughout.

Again private enterprise has saved a landmark structure for the enjoyment of future generations.

This editor commends Mr. Marino for his foresight to restore rather than raze this station and wishes him the best in his endeavor.

(BW)

LIMIT SET ON NEWBURYPORT RAIL

Newburyport, Ma.--The projected construction cost of the restoration of commuter rail to the area has risen to \$46 million, a substantial jump from previous estimates. The MBTA fixed that value on the contract it put out to bid. However, the actual construction amount is expected to be substantially lower than that.

The work includes new track, two stations, three bridges over rivers in the marsh and 19 automatic signal crossings for the nine mile line, which has not carried passenger trains for 19 years.

The figure represents maximum projected costs for the work, leaving room for decreases due to competitive bidding and any cost savings in the final design.

For example, the figure includes spending authorization of up to \$10 million for an enclosed Newburyport station, with newsstand, restrooms and other services.

However, the final cost of the station is expected to be much lower, probably less than half the original authorization, according to Mayor Lisa L. Mead, who pushed for the station.

(Salem Evening News)

NORTHERN RAILWAY GETS SUPPORT

Northfield, N.H.—Members of a railroad revitalization organization held a meeting in September and showed that there is widespread support for reopening the former Boston & Maine Northern Line between Concord, N.H. and White River Jct., Vt.

Steve Flanders of the New Hampshire Railroad Revitalization Association said at least 17 shippers are committed to using the rail line if it is reopened.

At the meeting, Jim Davis, general manager of the New England Central Railroad, discussed his company's proposal to provide freight service on the corridor. New England Central is a subsidiary of RailTex, which owns 24 lines in different parts of the country. Davis told members of the rail revitalization group earlier this year that NEC is very interested in the Northern Line because of its sufficient clearance for double-stack freight trains.

The state of New Hampshire acquired the corridor, along with several others throughout the state from Springfield Terminal this past June as part of a \$6 million purchase of 180 miles of rail corridors. The Northern Line was once a major route for trains running from Boston to Montreal.

Bill Remington of Concord, president of the NHRRA, says opening up the Northern Line would cut 70 miles off from the current Boston to Montreal route.

State officials estimate it will cost \$30 million to make the line operational again. Rails have been removed in recent years from the portion of the track running from Concord to Andover.

Among the potential customers cited by the NHRRA are Pencor

Corp., which has plans to build a \$240 million recycling plant in Bow, and has included funds for rail infrastructure rehabilitation, along with Public Service Company of New Hampshire, which could receive shipments of low-sulphur coal from Montreal via the Northern. Pencor plans on recycling 235,000 tons of paper annually and that rail transportation is a key ingredient of its business. Andrew Faufman, president of Pencor added that other businesses would locate along the line near Bow and use rail service, including a company that would make 36,000 tons of ethanol a year out of the waste paper by-products.

Faufman said about 215 people would be employed at the waste plant, 30 at the ethanol plant and another thirty at a wood chipping operation, which would be taking in up to 600 tons a day and shipping 500 tons per day.

Several speakers at the meeting, including Lebanon Planning Director Ken Niemczyk, were critical of Guilford Transportation Industries, which retains three miles of track in Lebanon and seven miles in Concord.

Niemczyk said that Guilford wasn't interested in operating a railroad and was uncooperative with local officials on economic development issues.

Other speakers urged the state to take over these lines so that local business could work with someone interested in providing rail service.

(Union Leader & Valley News)

FIVE APPOINTED TO RAIL AUTHORITY

Maine's Governor Angus King has appointed five people to the Northern New England Passenger Rail Authority. The Authority is responsible for signing agreements with labor unions and track owners and for transferring \$38.6 million from the federal government to the project.

The five people are:

Roger Mallar of Farmingdale, who will be chairman, has about 40 years experience in transportation including six years as commissioner of state Dept. of Transportation.

Sharon White of Wiscasset, president of Maine Coast Railroad.

Before joining Maine Coast she worked for Burlington Northern for 13 years.

F. Bruce Sleeper, a Portland attorney, who is legal counsel for TrainRiders Northeast, an advocate group of passenger service.

Barbara Whitten of Cumberland, president of the Convention and Visitors Bureau of Greater Portland.

Jonathan Carter of Kittery, who has been town manager in Wells since 1986.

(Portland Press Herald)

CABOOSE THOUGHTS: BACK ON TRACK?

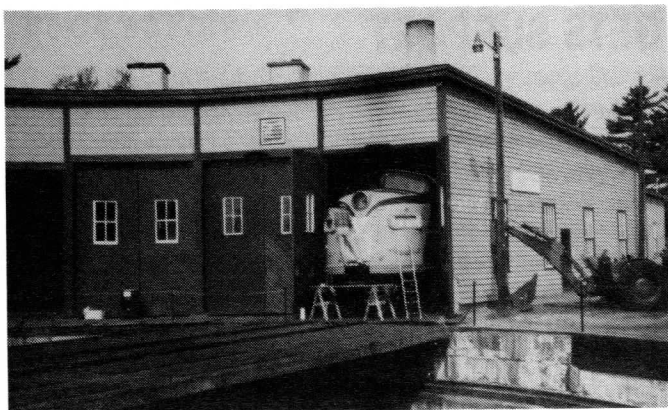
When last checked upon, in 1986, some 9,000 faithful cabooses were still on the job, serving as comfy bunkhouses and command centers for conductors and brakemen all over the country. The sad news is that now only about 3,500 cabooses are left. They are being or have been replaced by computerized devices that can monitor such things as hotboxes and air brake-pressure.

Little Red Caboose fans need not despair. There is now a big market in ex-cabooses, which sell at anywhere from \$3,000 to \$7,000. What happens then is the stuff of children's books. Picture if you will, *Mopey*, a glum but worthy old caboose marked for oblivion. Enter a friendly caboose broker, and *Mopey* finds himself headed for a new job—maybe as a cutesy art gallery, a small-town library or a local

museum. Highfliers sometimes really hit the big-time, catching on as a playroom for a McDonald's. Thirty-seven *Mopeys* now serve collectively as the Red Caboose Motel in Strasburg, Penn.

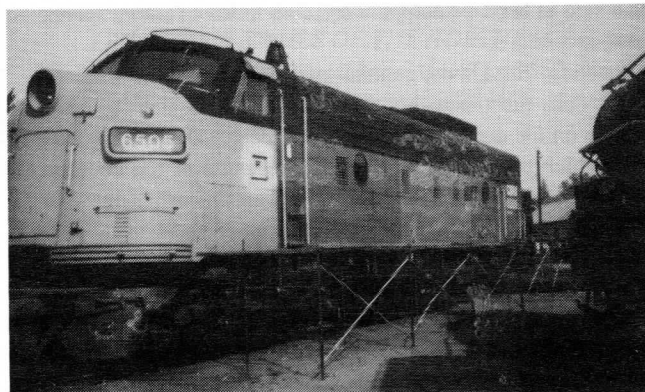
But the real "Valhalla" for *Mopeys*, though, is something called the "*Cockaboose Railroad*." Something dreamed up by steel man Ed Robinson who, in 1990 bought more than 20 cabooses and lined them up outside the football stadium in Columbia, South Carolina, where the state university Gamecocks play. Painted red and richly refurbished with all the comforts of home, the old cabooses are sitting pretty as sites for lavish tail-gate parties.

(Smithsonian Magazine)



Power for the Mountain Division

Recently-purchased ex-CN/VIA Rail FP9A's Nos. 6505 and 6516 are being painted and made ready for service on the Mountain Division. The units were photographed at North Conway, New Hampshire in September, 1995. The 6505 is still in its VIA Rail blue and yellow, while the nose of the 6516 is having the new paint job of the Mountain Division operation applied. Nose is painted harvest gold and cab roof, etc. is red. (Steve Cook photos)



RIDING THE RAILS THROUGH THE NOTCH

September 1, 1995 saw the return of passenger rail rides through the White Mountains. Conway Scenic's "Legend Returns" began running on the Crawford Notch Rail Line with 300 people on board for the 37 mile roundtrip through Crawford Notch.

Former Boston & Maine locomotive #4266 lead the consist of three coaches and a dining car on this run. Spectators and railfans lined the crossings with great enthusiasm as the train passed by. Stops were made along the way with a greeting by a "brass" band at Notchland.

Spectacular scenery was seen along the way but some of the nicest was from the 500-foot-long Frankenstein trestle and 140-foot-long Willey Brook Bridge.

Upon arrival at the Crawford Notch station, a chicken barbeque and special ceremony was held where CSRR president Russ Seybold paid tribute to all those who helped make this a reality and

presented plaques to all.

Among those making the trip were Ray and Gordon Evans who grew up at Willey House. From here they took trains to school in Bartlett, Bemis and later Whitefield. Ray worked for the railroad until 1937 when he left to work for the New Hampshire Fish & Game Department.

Operations manager, Gary Webster, said that he expects to see the line opened all the way to Fabyans by August 1, 1996. Hopefully the full 52 miles of track all the way to Whitefield will be utilized.

Author Ben English, Jr. ("A Century of Railroad Through the Notch"), predicted that the Crawford Notch run will become "a world class attraction" and bring tourists from all over the globe.

(Condensed from Boston Globe, Mountain Ear, Union Leader and Weirs Times)

MORE RAILS TO TRAILS PROJECTS PLANNED IN N.H.

Manchester—The city has been awarded a \$210,000 grant to buy and upgrade former railroad track land in an effort to create bicycle and walking paths, announced Ron Johnson of the Parks and Recreation Department. The 80/20 grant calls for the city to kick in \$53,000.

Johnson, said the two-mile stretch of track is owned by Guilford Transportation. About \$50,000 of the funds would be used for the purchase and the remainder to begin planning and design work as well as dismantling the railroad bridge over the Piscataguog River and a second bridge over South Main Street. He said there is not enough funds in the grant to build new bridges. The city hopes to

accomplish that in another grant now being sought.

The old roadbed runs from the Goffstown line over the Piscataguog River, along the West Side Arena, towards Douglas St., behind Winter St., over South Main and Second St. to the east bank of the Merrimack River near "HOB0 JUNGLE." The city already owns the bridge over the Merrimack according to Johnson.

Removal of the train bridge over the Piscataguog would eliminate a potential liability, he said. Youths dive from that bridge into the sometimes shallow river. Parts of the bridge are missing.

(Union Leader)

WORCESTER UNION STATION

Plans call for the renovation and reuse of the old station as a Intermodal Transportation Center. Included in the project are plans to incorporate commuter rail and bus service, travel support facilities, a 500 car parking area, restaurants, shops, family-oriented facilities and pedestrian, roadway and landscaping improvements.

The stations entrance is characterized by three elegant arches, buttressed by huge Ionic columns. Originally, there were two white marble towers, rising 175 feet on either side of the main arches, but were removed in 1926 due to structural weakness. Part of the renovation

project will to be reintroduce these towers through reproduction or sensitive new design.

Also, the people involved with the project are searching for information or any knowledge of the architectural drawings for Union Station, which were designed by the firm of Watson & Huckel around 1906. Any type of information would greatly be appreciated and may be sent to Finegold Alexander & Associates Inc. 77 North Washington St. Boston, Ma. 02114-1967 attention Helen Andrews, or call 617-227-9272.

GRS FREIGHT SYMBOLS AND SCHEDULES

Here is a listing of the known Guilford (B&M) trains. These may change at any given time as "there is no schedule except in the timetable," or so I'm told. A scanner is a must and the frequencies to listen to are:

161.160	Dispatch to train	Ch. One
161.400	Yard Channel	Ch Two
161.520	Train to dispatch	Ch. One

PODH

Portland to Mohawk Yard, Schenectady, N.Y. Called out of Rigby midnight or later. Usually in Lawrence by sunrise, is recrewed East Fitchburg by noon.

DHPO

Leaves Mohawk early mid-afternoon, arrives East Fitchburg after 9 PM and recrewed by sunrise. Is usually out of Lawrence by mid-morning.

NESE

Portland to Worcester. Leaves Portland early evening, in Lawrence 10 PM or later. Swaps power (Guilford/Conrail) with SENE anywhere between Lawrence and Ayer. Arrives Worcester (Barber) by sunrise.

SENE

Worcester to Portland. Leaves Worcester early to mid-evening, swaps power with NESE between Ayer and Lawrence and arrives Portland by sunrise.

The above trains run seven days a week.

SELA / LASE

Worcester to Lawrence and return. Daily. On duty after sunrise and turns Lawrence

by afternoon and arrives Barber by late afternoon. Can run to Nashua or go as far as Ayer or Westford before returning west..

CP 261

Fort Devens to Mohawk Yard. Runs as needed. Departs Ayer around 8 PM with intermodal, mixed intermodal and freight, freight only or light power. Usually has one or two units, CP and GRS.

CP 262

Mohawk to Ayer as needed. Arrives Ayer early to mid-evening. Train make-up same as CP 261.

UBO

Rotterdam Jct. to Bow, N.H. as needed. Runs any time. Conrail power with loaded coal train for Public Service of N.H. generating power station. Recrews at E. Fitchburg. Empties return same route.

ML 438 / ML 439

Worcester to Ayer and return as needed. Conrail run-through, power and crew from Springfield. Solid auto racks for Ford facility in Ayer (Willows). Leaves Worcester early to mid-morning when run.

NALA / LANA

Nashua to Lawrence and return. Leaves Nashua in mid-evening, works Lowell, Lawrence and back in Nashua by sunrise. If running late, train is sometimes parked at Tyngsboro for recrew. Sunday thru Friday.

LASA / SALA

Lawrence to Salem (Ma.) and return. Leaves Lawrence by mid-evening, goes to Boston via early morning Sunday thru Friday.

DOBO / BODO

Dover to Boston and return. Ossipee gravel train Works Boston Sand & Gravel and Everett Jct. Arrives Lawrence by 8 PM, returns from Boston around midnight. Goes to and from Boston via Wilmington (on the *Wildcat*), sometimes returns east via Reading. New Hampshire Northcoast power. Runs Monday thru Friday.

LAED

Lawrence to East Deerfield.. Leaves between 4 and 6PM daily.

EDLA

East Deerfield to Lawrence. Called at E. Deerfield around 3 PM arrives E. Fitchburg by early evening, arrives Lawrence by 11PM.

District 2 is from Portland (Rigby) to North Chelmsford on the Freight Main and the Northern Line to Concord, N.H.

District 3 is from North Chelmsford to Montague (CPF 381) on the Freight Main and the entire Worcester Main from Ayer to Barber.

(Thanks go to Dave Wright for providing us with this information: BW)

ANGLO-FRENCH UNDERWATER RAIL LINK SINKING IN DEBTS

London—In May 1994 the opening of the rail section of the Channel Tunnel or Chunnel was hailed as an engineering marvel and the beginning of transportation travel.

Today, it is deep in debt. Costing \$15 billion, twice over budget (much like Boston's Big Dig) and unable to attract the predicted ridership, Alastair Morton, British co-chairman of Eurotunnel, said it will not pay debt interest—estimated at \$1 billion a year—to more than 220 banks for the next 18 months. "We have half the revenue this year we hoped to get," he said.

Ferry companies have launched massive discounts, dropping their day return price for a car and passenger to as low as \$10. Also faster and bigger boats have been added along with duty-free shopping on board. Meanwhile Le Shuttle's lowest price was \$60.

Eurotunnel, who manages the system, said it makes enough to cover operating and capital costs but not interest repayments. Of the 720,000 private investors, 600,000 are French. They even built a special rapid track from Paris to Calais. The British fast-rail will not be ready until the year 2002 at the earliest. As a result trains leave Paris doing 186 mph and slow down to 50 mph when that reach existing British track from Folkestone to London.

Morton still hopes to win in the end. He plans for a rescheduling of Eurotunnel debts and pick up \$3.2 billion in lawsuits against British and French governments and construction companies for allegedly defective equipment.

(Condensed from the Boston Globe)

UPCOMING EVENTS OF INTEREST...

- November 25, 1995- Wednesday evenings 6-9 pm. Saturdays and Sundays 10-4.
 December 30, 1995 Salisbury Point RRHS "Toy Train and Model Railroad" exhibit, 4 Water St. Amesbury. Admission \$2 Adults and \$1 children. UNDER 5 YEARS FREE!!!!!! Drawing on December 23, 1995 for four model train sets, G-O-HO-N scales.
- December 3, 1995 Train show at Tyngsboro High on Norris Road 9-4.
- January 28, 1996 Leominster Italian Center 1000 Lancaster St. \$3 per adult 12 and under free.
- February 3 & 4, 1996 Amherst Railway Society show in Springfield, Ma. at the Eastern States Expo Grounds in the Better Living and Youth buildings, Memorial Drive, West Springfield, Ma. Hours are 10 to 5 each day and admission is \$5 for adults and \$1 for children under 12 and under 5 years free.
- March 2, 1996 "Trains Unlimited VI" -Amesbury Middle School, Main St. Amesbury, Ma. 9-4. Adults \$3.00, 5-12 years \$1, under 5 years free.

1995-'96 ELECTION RESULTS

President	Joseph Shaw ✓	183	Director	Buddy Winiarz ✓	182
(write-ins)	Patricia Byron	6	Director	Paul T. Kosciolek ✓	181
	Buddy Winiarz	2	Director	Michael E. Basile, Jr. ✓	179
V. President	Brian Bollinger ✓	179	(write-ins)	Dennis Adams	5
(write-ins)	Robert Hagopian	3		Richard Symmes	5
	Scott Whitney	1		Jeffrey Ursillo	5
	H. Arnold Wilder	1		James Nigzus	1
	Buddy Winiarz	1		Peter T. Victory	1
Secretary	Buddy Winiarz ✓	187	Alt. Director	James Byington ✓	182
(write-ins)	John Goodwin	1	Alt. Director	Fred Brown ✓	180
Clerk	Richard Nichols ✓	188	(write-ins)	David Lamson	4
(write-ins)	Buddy Winiarz	1		Roger Robar	4
				Daniel Hyde	1
				James Nigzus	1

A total of 192 ballots were cast. There was one blank ballot and one ballot disqualified. Thanks go to Dan Hyde, Jim Nigzus, Jr. and John Alan Roderick for serving as ballot tellers.

Thanks...

Contributors this issue are: Rick Nowell, Paul Smith, William O'Connor III, Dave Wright, Robert Logan, Mike Lennon, Linda Weeks, Steve Cook, Rick Conard, Samuel Saywood, Paul Kosciolek, Richard Soeldner, Richard Muse, Jay Barrett and Jonathan & Tracey Miner.

—BW.

The elusive Guilford business car was riding the rails near the end of September eastbound for Waterville. It is seen at Dover, N.H. (Linda Weeks)

