

NEWSLETTER

Boston & Maine Railroad Historical Society
19 *Incorporated* 71

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— B&MRRHS CALENDAR —

MARCH 11, 1995

Mr. Bob Poore will be showing us "LIFE IN A CAMP CAR ON THE MAINE CENTRAL," plus other M-of-W Equipment.

APRIL 20, 1995

This will be our Annual Joint Meeting with the Mass Bay RR Enthusiasts. This year we will meet at their place in Newton at the Newton Highlands Congregational Church. The meeting will begin at 8:00 PM. Entertainment to be announced. (NOTE—this date may change—more next issue). THERE WILL BE NO REGULAR MEETING IN LOWELL DURING THE MONTH OF APRIL. Newton Highlands is easily reached by taking Route 9 east from Rte. 128, or by taking the MBTA Green Line's Riverside Line.

MAY 13, 1995

John Alan Roderick will be showing some New England and other rail subjects from the early and middle 1980s.

SINCE WE HAVE NOWHERE TO GO...

It seems hard to believe, but the winter season is upon us once again, and here in New England we all know what that means!

In the event of inclement weather on the day of the B&MRRHS meeting, please tune your AM radio to either WBZ-Boston or WHDH-Boston to see if the meeting has been postponed or cancelled, or call the B&MRRHS answering machine at (617) 628-4053 after 11 AM on the day of the meeting.

CHANGE OF MEETING TIME...

Unless otherwise noted, all membership meetings are held on the second Saturday of any given month at **7:30 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.) The change in meeting time has been necessitated by changes in the Park's Security requiring us to finish up by 9:30PM.

"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.

BARTLETT AND BACK!!!

N. CONWAY, N.H.—12-17-94—What started out as a cold and wet day in southern New Hampshire turned into a snowy but nice day at North Conway. Upon arriving at the Conway Scenic's station I was greeted by Gary Webster, operations manager of CSRR. He handed me my boarding ticket for the inaugural run to Bartlett on the old Mountain division of the Maine Central, now called the "Crawford Notch Line of Conway Scenic Railroad."

Our "VIP" train was pulled by ex-B&M #4266 F-7A unit and consisted of the Parlor Observation car "Gertrude Emma", dining car "Chocorua", coaches #1109, #1140 and #3202.

I choose to sit in coach #1140 because it had a coal burning stove and seemed to make for a more nostalgic atmosphere.

At 10 AM the "ALL ABOARD" was given and we began our trip. It started to snow lightly as we left the station. After passing through the yards and over the trestle at River Road Santa and his crew were waiting for us to pass and gave us a big wave. We passed over the Saco River several times and Rt. 302/16 several times also. Passing through Glen we got a nice view of the B&M's #6000, the Flying Yankee.

Upon arrival at Bartlett's Hodgkins park across from the

freight house, we all detrained and Rep. Bill Zeliff and District One Executive Councilor Ray Burton offered congratulatory speeches to Conway Scenic. Unfortunately, I did not get to hear them as I was busy shooting photos of the #4266 make its reversal on the wye. After hooking-up we made our way back to N. Conway. Our trip back was highlighted by the inclusion of a cab ride of the #4266. Unfortunately at Intervale it was back to our seats. The snow kept falling and there was talk among the passengers of the ski trains. Railroadng and seasonal songs were sung by Mary Johnson and Dennis O'Neil during the trip. At every crossing and in many places along the way people stopped to wave and give "wide eyed stares" as we rolled on by.

Arrival at the station was meet by a large crowd waiting for the next ride up to Bartlett.

The scenery along the route is worth the price itself. When the line to Faybans and Whitefield is completed it should be a sight to behold. Hopefully this will be done by the year 1998.

On behalf of the B&MRRHS I would like to thank Gary Webster for the invite and wish Conway Scenic the best of luck with their endeavor. (BW)

TEAM BACKS TRANSIT SCHEME

Salem, Ma.—Extending the Blue Line to Lynn, Salem and Peabody may be the best way to improve public transportation on the North Shore. This from the findings by a team of five "experts" from around the country called in by the MBTA last November ('94) to study the "Coastal Corridor Plan."

While stopping short of recommending a Blue Line extension, their report stated "the overall concept is a viable one," and its projected cost, at \$410 million, is \$200 million less than the MBTA projected.

This plan would extend the Blue Line rapid transit service from Revere to Newburyport and Rockport, using the existing commuter rail lines. The tracks would be electrified and North Shore commuter trains would be replaced by Blue Line subway cars.

An offshoot of the main track in Salem would connect Peabody and the Northshore Mall to the rapid transit system.

The experts wrote that upgrading the track north of Salem, rather than converting to a Blue Line system would be the best alternative for service improvement.

Geoff Slater, director of planning for the MBTA said "the peer review group did a very good job." He also stated the "we never said the plan wasn't viable but that it was a question of costs. We had to come up with numbers that everyone can live with."

Slater said the MBTA will decide before summer whether to advocate a Blue Line extension. He acknowledged, however, that Transportation Secretary James Kerassiotis "is very interested" in the possibility. Even if the plan is endorsed by the secretary and the MBTA, funding may be difficult to obtain.

Millions of dollars in costs overruns with the Central Artery/Third Harbor Tunnel Project in Boston, coupled with the new conservative majority in Congress, could make transportation dollars hard to come by.

(Condensed from the Salem Evening News)

NEW STAMP WILL FEATURE COG RAILWAY ENGINE

CRAWFORD'S PURCHASE, N.H.—This spring a piece of Granite state history will be immortalized when the US Postal Service issues a 20-cent stamp of the Cog Railway's locomotive, the *Cloud*.

This engine had a distinctive boiler that remained level as the engine climbed the Northeast's highest peak.

The stamp will be issued June 9, 1995 in Dallas, Texas as part of the postal service's long-running transportation series. The stamp will be able to be put on postcards but may not see wide spread circulation, because it will be issued in coils of 100, 500 and 3,000.

The "Cloud" began plying the three-mile track that ascends the western side of Mt. Washington in the 1870's, a few years after the "Peppersass" reached the top on July 3, 1869. It was built by Walter Aiken of Franklin, N.H.

(Union Leader)



410 TEE-SHIRTS

We have 410 tee-shirts available in both Teal and Paprika in sizes Medium, Large, X-Large and XX-Large. Shirts are \$12.00 each with printing on both sides. All proceeds from the sale of these go toward the restoration of B&M 0-4-0 No. 410. They may be ordered through the P.O. box in Woburn (please include \$3.50 P&H for up to 2 shirts).

TRAILS BY RAIL

The town of Hancock is rich in railroad history while boasting of three railroad stations/depots within its boundaries.

The Peterboro & Hillsboro RR had the first steel to be laid in Hancock. It was on the Greenfield side (southeast) and put down in 1869-70. However, this was just the beginning of the railroads in Hancock.

On January 25, 1875, Hancock held a town meeting and the town's folk voted a 5 per cent gratuity to the Manchester & Keene RR, if they would lay their tracks within one-half mile of the Hancock Town Hall. Surveys of this area showed this a possible route through Hancock. Whether the 5% gratuity had anything to do with the decision to lay tracks in Hancock rather than Peterborough, as earlier surveys showed, is lost in time.

It was in the spring of 1876 on the land of Lewis Symonds that the first shovel of ground was turned for the Manchester & Keene RR. This line ran from the Southwest corner out of Harrisville toward the Northeast corner into the village of Hancock. Here was located the Hancock Center Depot, which is owned by the town Historical Society today. Then east to Hancock or Elmwood Junction, then across the river out of Hancock.

There was a sidetrack to the Manchester & Keene RR at Willey's Mill on Moose Brook. Here there was a saw and grist

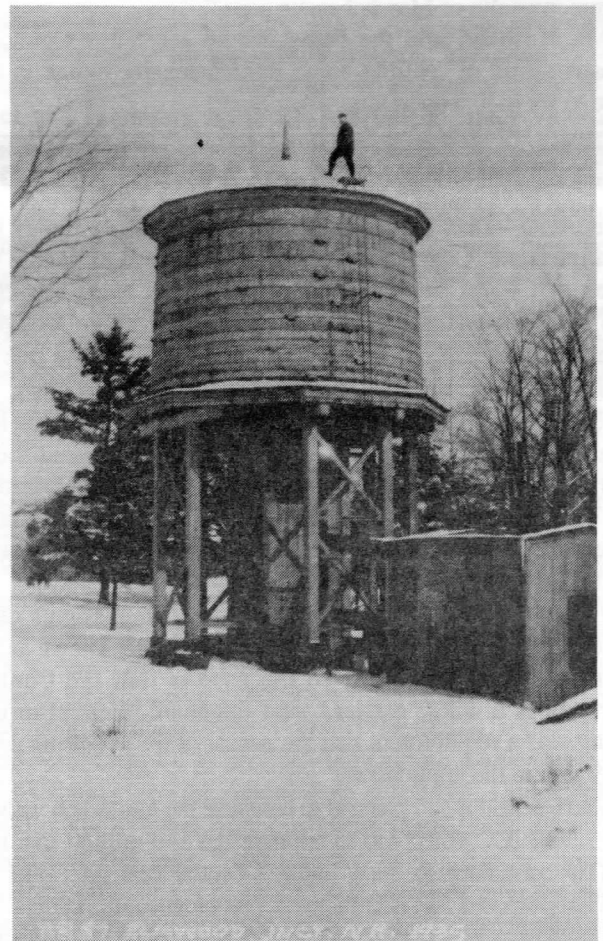
mill, run by Rev. J.W. Coolidge. This soon became a shipping point for the Hancock area, handling grain and freight, incoming and outgoing.

At Elmwood Junction the M&K crossed the old Peterborough & Hillsboro RR. At 3:00 PM Elmwood came alive, looking like some big city train station. Trains came and went from every direction. Switching cars and freight from car to car and train to train. Since the post office was here also, it added to the confusion. All this sorting and shipping of mail kept Postmaster Henry I. Robertson on his toes.

Cavenders was the other stop on the line, located in the lower southeast corner of Hancock, (This was probably a flag stop due to the fact there was no freight or ticket accounts and lasted at least into the 1930's—ED). and there is little information on this station.

Two bridges of interest is the Newell's Pond Iron Viaduct (Sheldon's Pond) built in 1884 and abandoned in 1938, it was 246 ft. 6 inches long and 40 feet high. The second one was the Hancock Ravine Iron Viaduct at 358 feet 8 inches long and 76 1/2 feet high and was built in 1884.

(Hillsborough Messenger—1974, Phelps Photo Collection)



A couple of scenes from Elmwood Junction, N.H. ca. 1935. *(Collection of Buddy Winiarz)*

STACK PLAN DEAD, CONRAIL REVIEWING MASSACHUSETTS NETWORK

BOSTON—Dec. 22—Consolidated Rail Corp., angered by the Massachusetts Legislature's decision to scrap a double-stack rail development plan, is re-evaluating its rail network in the Bay State.

The move to drop the \$153 million plan from a \$4 billion transportation bond bill followed nine months of work by the administration of Gov. William F. Weld to build a coalition of railroads and transport interests in support of the program.

The Tuesday decision came as House and Senate conferees adopted a provision creating a task force to study double-stacks, in place of the plan for funding bridge-clearance work from the New York and Rhode Island borders into Worcester and Boston.

The vote was seen as a victory for real-estate interests that are seeking to develop Massachusetts Turnpike Authority land at Conrail's Beacon Park intermodal yard in Boston's Allston district, and as a defeat for the railroads, transport agencies and labor unions that backed the stack plan.

Representatives of the Providence & Worcester Railroad Co., Guilford Transportation Industries Inc. and the Boston Shipping Association all expressed disappointment in the decision, but the strongest reaction came from Conrail.

"We're obviously real disappointed in it," said Richard Husband, a Conrail spokesman in Philadelphia. "We're assessing now where Conrail goes from here as far as the Commonwealth of Massachusetts goes."

Mr. Husband said the defeat would accelerate Conrail's consideration of selling some lighter-density routes in the state to short-line operators.

"There are rail lines in southeast Massachusetts that we're looking at getting off of," he said. Ironically, the loss has also served to entrench Conrail at Beacon Park, the easternmost point of its national rail system, where it holds a permanent easement.

Mr. Husband said that if the stack plan had passed, Conrail would have been forced to vacate Beacon Park eventually because the facility would have proved too small. But now that intermodal traffic is unlikely to grow substantially, "Beacon Park suits our needs just fine," he said.

Kevin Carleton, a BU spokesman, declined comment on the decision, but Larry Rasky, a representative of Hall Properties, denied any attempt to derail the stack plan.

"I know that there was no effort on our part to kill double-stack, that's for damn sure," Mr. Rasky said.

An earlier state proposal to authorize \$200 million in clearance work died in the Legislature in March after the Providence & Worcester opposed the plan, which it felt would reduce traffic at its Worcester stack terminal.

But the new plan, to provide up to \$110 million in state funds and \$43 million in matching railroad commitments, had won widespread support. Both Conrail and the P&W lobbied for the measure, which seemed assured of passage before the BU proposal was unveiled. F. Colin Pease, executive vice president of Guilford, said that his railroad had yet to sign onto the measure but had not opposed it.

(Michael S. Lelyveld, The Journal of Commerce)

RAILTEX JOB PLAN WINS APPROVAL TO BUY CENTRAL VERMONT

CHICAGO—Dec. 19—Short-line operator RailTex finally has won Interstate Commerce Commission approval to acquire the assets of Central Vermont Railway from CN North America. The ICC rejected union efforts to win full New York Dock protection for displaced employees, but did condition the sale on RailTex fulfilling its promise of a job-continuation program.

The rail unions that have fought the sale of the 325-mile line to a non-carrier subsidiary of the San Antonio-based short-line operator promptly went to court in an effort to overturn the ICC's ruling and stay the takeover by RailTex. Six unions representing non-operating crafts filed a petition for review of the ICC's decision in the 7th U.S. Circuit Court in Chicago.

Attorney Richard S. Edelman said the commission's decision ran counter to a 1944 Supreme Court ruling known as the Marshall case. "The key to the case is that the Central Vermont is a whole carrier," said Edelman. "Central to that ruling was a requirement that the parent of the acquiring company join in the application."

RailTex said it still planned to complete the transaction early in 1995. The ICC voted 4-0 to approve the \$40 million sale to a RailTex subsidiary, the New England Central Railroad. Under the RailTex-proposed and ICC-imposed jobs program, the current 161 CV employees would be given priority consideration for the 95 new positions on the New England Central. Those not hired will be eligible to receive half of their normal wages and full health benefits for up to 18 months. They also will be given priority consideration at RailTex's 21 other U.S. railroads. Any transferees to those other railroads will retain priority hiring status at the New England line.

Surplus employees will have the option of accepting a CN

severance package that can pay up to \$55,000.

The ICC cautioned that its approval of the jobs continuation program not be seen "as either a minimum or maximum benchmark in future line-sale cases, where parties demonstrate exceptional circumstances." The agency promised it would continue to "consider the appropriate level of labor protective conditions in each individual case."

Labor was more vocal, but far from alone in fearing that the CV decision would create a precedent for future line sales. Privately, Class I railroads expressed fears that the job continuation program crafted by RailTex Chief Executive Bruce Flohr would become the model alternative to the six years of job protection that can be awarded under New York Dock.

But Flohr said last week that RailTex's size and the unique nature of the CV deal created exceptional circumstances that made the job continuation program possible and desirable. "It's something that we can offer that many other companies can't," he said. "And because CV is owned by a Canadian railroad, these people had no other place to go. In other circumstances, their seniority would have allowed them to flow back to other parts of the railroad."

Rep. Bernie Sanders, I-Vt., who has played a central role in fighting the sale to RailTex, appeared at a labor rally in St. Albans, Vt., last Monday night. Sanders charged, "With the Republicans taking charge in Washington and a lot of discussion of getting rid of the ICC, the ICC voted for their own job protection rather than the employees' job protection."

(Jack Burke and David M. Cawthorne, Traffic World)

THE EDITOR'S SLANT

Yes we do need to look at trains as an alternate way of transportation. But I still cannot see the Blue line being extended as far as Salem or even farther. This present winter we have been very lucky so far, almost no snow and not too many frigid days. These two factors will contribute very much to the shutdown of service during the winter months. Why you ask? It seems that when we've had those types of days the "third rail" or the lines that carry the electrical power seemed to get "frozen" and stop any electrical current to flow to power the equipment thus causing delays and no service. Also it would mean installing overhead power lines because once the Blue Line leaves Maverick Station the power is switched from third rail to overhead power. This would have to be continued from Wonderland, the present end of line all the way north.

Connecting the Blue Line to the present track of the railroad line would mean building a new bridge or connection somewhere in Revere. Do they take property by eminent domain? What about the wetlands in the area? Do they get destroyed?

Also, I see some sort of problem with getting service in Peabody, unless the Northshore Mall pays for the service, but there is no MBTA services in Peabody. This could present permit problems.

Also what about freight service or what is left of it in the Salem area. Does Guilford or the MBTA own the lines now being used for freight, (the old South Reading Branch and the Lawrence Branch [Salem to North Andover]). Until the bridge over Waters River in Danvers gets rebuilt freight service must come through Salem and Peabody. And I presume that the freight is delivered during the daytime. Thus it may cause scheduling problems.

But then again maybe an "electrified" line can accommodate Guilford units. Other questions must be answered too. Such as where will the MBTA's diesel units tie up at night? Salem or at the other end of the lines, Rockport and/or Ipswich-Newburyport? Will neighborhood people put up with the constant hum of diesel engines? Will today's regulations in wetland areas allow certain building? Who Knows, only time will tell.



MERRIMACK MAN PUSHES FOR TRAIN SERVICE

Merrimack, N.H.—Ronald Blasik of Merrimack has loved trains since his mother took him on one at Manchester, N.H. when he was a wee lad. He loved trains so much that he went to work for the B&M for fifteen years as a conductor and trainman on freight trains.

Much of the country's train tracks rusted and went unused as more traffic went on the highways. Blasik cites technology as a main reason for the train's demise over the past 20 years. But with the concerns about the environment and energy travel by train seems more practical now more than ever.

In addition to the value of trains provide as a commuter carrier, they also hold a number of advantages in freight use, he said. "A 100 car train can move 100,000 tons of coal in one trip."

While Blasik would like to see passenger use restored to the area, he wonders if other local citizens share his feelings. In order to test the consumer appeal of a commuter train line he is soliciting the following question: "If commuter train service from Manchester to Nashua and/or Concord were restored, would you use it?"

Answers may be addressed to Ronald Blasik, 70 Patten Rd., Merrimack, N.H. 03054.

(Bedford-Merrimack Bulletin)

FUTURE PARK AND RIDE RAIL STATION PLANNED

Greg Lantos, of the Nashua Regional Planning Commission (NRPC), briefed the Planning Board at a December meeting on the Transportation Improvement Program Development for the fiscal years 1997 to 2006. Lantos gave highlights of future projects.

In 1998, the plans are for a \$1.9 million 250 space park and ride lot off Rt. 3 at Mast Rd. in Merrimack. This is also the site for a future commuter rail station.

(Merrimack Village Crier)

Guilford's "Cherry Picker" is setting down ties for the No. 1 track between Dover and Rollinsford, N.H. on December 1, 1994. The Oak Street overhead bridge is seen in the photo. *(Linda Weeks)*

VTR OWNER "JACKS" DEER

An owner of the Vermont Railway Corp. has been convicted of poaching deer from a pickup truck specially outfitted to travel rail lines.

Gary Wulfson has admitted to jacking a deer in Charlotte, VT from a pickup equipped as a "high rail," which features small wheels that guide a truck along the railroad.

Wulfson used a spotlight from the truck after dark to freeze a deer and shoot at it, Vermont Fish and Wildlife Department officials said.

But what he actually shot was "Dusty" the decoy deer, a target created by Fish and Wildlife Warden Chris Clark and set up alongside the tracks in Charlotte.

"We have had reports for two years about a high rail truck being used to jack deer from the tracks in the Charlotte area," Clark said.

Wulfson, who pleaded guilty to poaching, was fined \$500.00, lost his hunting license for three years, had his rifle confiscated and nearly lost the truck, which is owned by the railroad.

"The plea agreement with the state's attorney called for the return of the truck," said Lt. Bob Rooks of the Fish and Wildlife Department, who added that the law could have forced the company to turn the truck over to the state.

Wulfson declined to discuss the case.

(from the Brattleboro Reformer)

ACID SPILL IN SALEM

Salem, Ma.—Several hundred gallons of hydrochloric acid leaked from a Boston & Maine (GTI/Springfield Terminal) tank car on January 15, 1995 in the Castle Hill freight yards that run along Canal St..

Hazardous recovery teams from the Salem fire department and Clean Harbors Management neutralized the spill before any fumes invaded the surrounding neighborhoods.

Salem Fire Inspector Norman LaPointe said that the spill was reported around 9:30 a.m. by a neighbor who saw a "small vapor cloud." "We were ready to evacuate the area if needed" stated LaPointe, but we were lucky that it wasn't necessary. At one point an acid cloud was believed heading for the Salem Police Station, located at the northern end of the freight yard by the old Railway Express building.

Firefighters at the scene discovered an 18,000 gallon tank car had ruptured, spilling about a gallon of acid per minute. About four hours later Clean Harbors was pumping the remaining acid into two tanker trucks. By 7:00 p.m. that night the preliminary clean-up was done.

LaPointe could not estimate on the cost of the clean-up and said that may take a few weeks but that Guilford would be responsible for any expenses. The clean-up may cost thousands of dollars which the railroad will in turn seek damages (payment) from the Canadian company that owns the tank car.

(Salem Evening News)

ALLIANCE URGED TO COORDINATE NEW ENGLAND COMMERCIAL TRAFFIC

BOSTON—Jan. 24—A planning group of the New England Governors Conference recommends the creation of a New England Intermodal Freight Alliance to coordinate commercial transportation development for the six-state region.

While states would retain authorities over their operations, the alliance would be designed to help standardize transportation regulatory policy throughout the region, as well as seek agreement on a common investment strategy that would avoid duplication of effort.

The group also could be used to secure and distribute scarce federal funds, as well as cooperate on financing through pooled bond sales.

The regional strategy, believed to be the first of its kind in the country, is billed in a draft report of the New England Transportation Initiative, as a "business plan for New England's transportation future."

The alliance would serve as a forum for state agencies and both public and private operators of freight facilities.

One likely benefit would be standardization of truck regulatory policy throughout the region, building on current New England commercial vehicle initiatives. The group would develop a regional freight data base to support planning efforts.

The group would promote double-stack rail development to the ports of Boston and Davisville, R.I., as well as along the Central Vermont Railroad, linking Canada to Connecticut through western Massachusetts. The alliance could also play a part in planning of intermodal facilities and acquisition of abandoned rail lines.

NETI also envisions a strategy to create "niche" airports for cargo in the region as separate from development of regional passenger airports.

Perhaps the most problematic issue that may be addressed by the alliance is an effort to "distribute costs and revenues of freight transportation equitably across New England." It is not clear whether such a goal will be seen as achievable, or even desirable, in light of possible antitrust implications.

The report sees high stakes for the success of coordinated investment. If it succeeds, the region could serve as a key link between Asia and Europe, and a major shipping center between Europe and the Midwest, the report said. If it fails, the region will face higher transport costs, which will influence business location decisions and lead to declining ports and jobs, it said.

—Michael S. Lelyveld, The Journal of Commerce

WANTED...

The book "Maine Central R.R. - Mountain Division" published by the 470 Railroad Club. Mike McNamara, c/o ADP, 1260 Glen Avenue, Moorestown, NJ 08057 (Internet address: mikemcnj@aol.com)

CONN. GOVERNOR OPPOSES ELECTRIC AMTRAK

Hartford, Ct.—Gov. John G Rowland's opposition to Amtrak's plan to electrify the Northeast Corridor could present problems for the project because of needed permits, officials said.

The state Dept. of Environmental Protection must determine whether the project is in compliance with the federal Coastal Zone Management Act and Clean Water Act.

Rowland is concerned about the project's effect on the marine industry in southeastern Conn. and the impact of high speed rail will have on real estate values, Rowland spokesman John Chapin said.

(Union Leader)

BEDFORD, MASS. UPDATE

The Bedford Historical Commission, in concert with the Mass. Foundation for the Humanities, is working on a "Special Places" project to honor the former Boston & Maine Railroad "Lexington Branch." There are three initiatives underway:

- 1—the production of a slide/tape show and a videotape of the branch in action
- 2—establishment of a park in the vicinity of Bedford's former railroad depot.
- 3—an historical seminar and discussion about the branch.

The Commission is continuing to gather photographic materials and personnel recollections for the slide and video presentations—and will be grateful to hear from others who might have something additional to share.

On March 16, 1995 at 7:30 a "Lexington Branch Memories Night" is scheduled. To be held in the Bedford Town Hall auditorium. All are welcome to attend and are invited to bring along their anecdotes and photos of the branch.

(Jim Shea-Friends of Bedford Depot Park, Inc.)

For further information: 30 Independence Road, Bedford, Ma. 01730 or call 617-275-3212.

SUGARBUSH EXPRESS ANNOUNCED

January 7, 1995—At a 1/6/95 press conference in Burlington it was announced that the Vermont RY would be running a scheduled passenger train twice daily Burlington-Middlebury beginning June 1995 and continuing to Columbus Day. The train will be called the SUGARBUSH VERMONT EXPRESS and will be sponsored by the Sugarbush Ski Resort. The equipment will be the very nice SUNDAY RIVER SKI TRAIN from Maine. This set is owned by the Sunday River Resort, which in turn owns Sugarbush. The train will offer a round-trip fare of \$10 for adults, \$8.00 for seniors and children. Fascinating!

(From Carl Fowler, via CompuServe)

INTEREST IN TRAIN SPURRED

Wilton, N.H.—Area residents and tourists may be able to ride the rails from Wilton to Bennington if a proposal for a scenic railroad pans out.

A group of residents from Wilton, Bennington and Greenfield, along with State Rep. Eleanor Amidon and Milford-Bennington RR owner Peter Leishman, met at the Wilton Town Hall (12-28-94) to talk about the idea.

The 18.5 miles of track between Wilton and Bennington have a lot to offer in terms of landscapes and other attractions. The line boasts one of the longest—at 250 feet—and highest railroad bridges in the state, located in Lyndeborough, and rock cuts 70 to 80 feet deep. "There's definitely a romance out there with towards the railroad," said Lieshman, who receives regular calls from people asking for an excursion train. The train which would run on weekends, could also carry tourists to area attractions like Greenfield State Park.

Making the scenic railroad a reality would mean replacing 6,000 ties and 23,000 tons of stone ballast. Federal funds are available for making those repairs and Lieshman says he plans to rehabilitate the line as far as the Monadnock Paper Mills in Bennington and restore freight service along the line if an excursion service doesn't work out.

The other two issues involved in establishing scenic rail trips will be paying for liability insurance and purchasing passenger cars. The towns will have to help with those according to Lieshman, who said his profits would be minimal. The major benefit is the drawing of tourists.

(See last issue of Newsletter for other information.)

(Monadnock Ledger)

INVESTIGATION ON SPILL

(The following is a follow-up to the article which appears at the bottom left corner of page 6 (BW))

Railroad officials said there was nothing they could have done to prevent the spill of hundreds of gallons of toxic acid from a tank car. They also promised an "intense investigation" into what caused the tank to rupture in the freight yard. Meanwhile Springfield Terminal will be working with the National Transportation Safety Board in hopes of averting similar accidents.

Several more days of clean-up is required as the soil and ties must be dug up for testing.

Investigators say that a rubber "bladder" inside the tank car ruptured and caused the corrosive chemical to eat through the steel portion of the tank car. "We are very rigid about any car that we accept," Colin Pease said. "Upon arrival of the car on the system an external inspection was done but due to the car being full we could not inspect the interior," stated Pease.

Ironically, the accident comes at a time when Springfield Terminal plans to increase its rail activity at the Salem freight yard.

(Salem Evening News)

According to a report by the **Dept. of Labor**, among the 10 most rapidly declining occupations (in percentage, not manpower totals) in this decade are in the following job categories: railroad conductors and yardmasters, railroad brake, signal and switch operators. These jobs are listed among others in the electrical, chemical, farming and industrial sectors.

(Boston Globe)

Did you know that besides the **Boston & Maine's F7 #4266** and **#4265** that transited the system, the MBTA also had units with these numbers in the late 70's—ex-PRR E8's.

Some of the long-haul passenger trains on the **Boston & Maine** were: "The Alouette"—day train to Montreal, night train was "The Red Wing". The "East Wind"—Bangor to Washington. "Pine Tree Limited"—Boston to Portland. "The Mountaineer"—Boston to North Conway (summer and fall). "Green Mountain Flyer"—ran through Keene, N.H. to Rutland and Burlington, Vt. on to Montreal. And the "Surfside" a Friday-only New York to Maine in the summer.

(Boston Globe)

The state of Maine has bought 53 miles of abandoned **Bangor and Aroostook Railroad** corridor. The multiple-use recreation trail will connect Caribou to Van Buren and Washburn to Stockholm, with access to the Aroostook and Madawaska rivers and the Salmon Stream.

(Portland Press Herald)

One of America's well know artist was from **Eagle Bridge, N.Y.** and probably rode the Boston & Maine trains to travel. Who is this famous person you ask? Grandma Moses.

(Boston Herald)

The area in Manchester, N.H. known as "**Hobo Jungle**" will more than likely be leveled and cleaned-up so that the city's annual Riverfest celebration, held in September can have a permanent home. This is located by the south section of the old B&M yards.

(Union Leader)

Waldo County in Maine is hiring the marketing and public relations firm of Geiger & Associates to bring journalists into the county to write newspaper and magazine articles that convey the county's charm to travelers. The county is committed to spend more than \$50,000—all private funds—led by the Belfast & Moosehead Railroad Co.

(Portland Press Herald)

One of the Amtrak routes being cut is the **Boston to Springfield** route, which consists of four daily trains between the two cities. Seems rather odd considering it produces \$1.4 million in ticket sales per year.

(Boston Herald)

The New Hampshire Dept. of Transportation held an informal meeting to discuss the removal of the Depot St. bridge over the B&M railroad tracks in Boscowen.

(Union Leader)

On certain trains in France, Germany and Switzerland, **MacDonald's** has the contract to provide a food service car. The company's name decorates the outside of the car. One difference that an American traveler will find on the Swiss train will be that the equivalent of the Big Mac Supper Value Meal, that includes medium fries and a medium drink costs about \$8.50, about \$3.00 more than in the USA.

(Philadelphia Inquirer)

The new color scheme of the **New England Central RR**, nee Central Vermont Rwy., consists of a MoPac-like blue carbody with "mustard-tan" stripping and noses. The NEC RR will ultimately operate with 18 GP 38'3: so far eight are coming from Chrome Locomotives in Silvis and reportedly six more from Conrail in Altoona. Operations should begin after Feb. 1, 1995.

(“Railnews”—Railfan & Railroad 3/95)

Conrail Flexi-Flo News...Improvements to a number of facilities are being completed. Additional track has been laid at Beauharnois, PQ (Can.) and the entire transfer area paved in asphalt. At Worcester, MA over 6,000 feet of track was rehabilitated to better serve a plastic resin shipper. And, at Leominster, MA approximately 3,000 feet of track will be rehabilitated by the end of the year.

(CONRAIL “Newswire”)

Vermont Transit will begin to provide bus service previously provided by Amtrak Thruway Service along the Montrealer route beginning February 1. It will connect with trains 142 and 473 at Springfield MA and provide identical service to the Montrealer except for not serving New London, Willimantic, Amherst and Claremont, but also serving Northampton MA.

CP Rail has sold its line between Brownville Junction ME and Sherbrooke PQ to the Canadian American Railroad, which is owned by the same company that owns the Bangor and Aroostook. (Iron Road Railways is in trying to purchase both lines). CP Rail sold its line from Brownville Junction to St. John, NB to the Irving Group, which already owned the land under CP's trackage. This portion will be called the New Brunswick Southern. Canadian American has entered into an operating agreement with NBS to operate over the line. Springfield Terminal will have a rate setting agreement with the new owners between the American border and New Brunswick via Mattawamkeag.

Springfield Terminal has signed a new six year agreement with the Brotherhood of Railroad Signalmen.

On February 8, **Amtrak's northbound Montrealer** struck an automobile north of Willimantic CT, injuring the occupant of the auto. Both north and southbound Montrealers were delayed nearly three hours for the line to be re-opened.

(From Peter Chase, via CompuServe)

HOPES DIM FOR '95 START OF PASSENGER SERVICE

The Maine Dept. of transportation said that it is unlikely passenger service will begin in 1995 between Boston and Portland. "It's becoming more unlikely that we'll hit the '95 start-up of service" said Mike Murray, the DOT engineer in charge of overseeing the project. Murray's assessment was seconded by Colin Pease, executive president of Guilford Transportation Ind. Inc. which owns the tracks. "I don't see how you could do it," said Pease.

Pease also stated that there is not enough time to order material and upgrade tracks for resumption of service in the fall of 1995.

Murray said a variety of factors are combining to potentially delay the service. DOT is wondering if Amtrak is still committed to the Boston to Portland route. Until that is resolved, the state will not sign a labor accord (13C agreement), said Aiden Small, acting director of the state DOT. Small mailed a letter to Amtrak's president asking him to comment on "Amtrak's commitment to operate the Boston-Portland service" and will wait on a reply before committing the state of Maine any further.

(Portland Press)

PORTLAND TO FREEPORT??

What a perfect link between Freeport's outlet stores and Portland's cruise ship and convention activities, to say nothing of all the other interest it would stimulate.

The ideal route (approx. 20 miles) would follow the Grand Trunk line to Yarmouth Jct. and the Maine Central from there to Freeport. Both lines are presently underutilized, and there is any doubt there will ever be any passenger or freight traffic increase significantly, but the "2 footer", wow!!

The Maine Central roadbed is plenty wide enough to accommodate a parallel narrow gauge and perhaps a third rail can be laid between the standard gauge rail on the Grand Trunk line.

Hopefully the right people can get together and determine how this can be done.

This is a golden opportunity to display a piece of Maine transportation history with an outstanding living and working museum. Let's not pass it up.

*(David I. Goldrup—Letter to the Editor
in Portland Press Herald)*

WESTERN ROUTE FAVORED FOR MONTREALER

MONTPELIER, VT.—The head of Amtrak says passenger rail service in Vermont is more likely to continue via Whitehill, N.Y. and Rutland than run along the existing corridor that runs up the Connecticut River Valley.

Amtrak President, Tom Downs said the western route was a better alternative route than the existing one. Even though it has a pricetag of about \$28 million for a complete upgrading.

"The faster access to New York City, the better the market penetration," said Downs. "It's easier, faster and a more convenient access to a huge marketplace for Vermont." Downs was in Montpelier (1-17-95), where he met with Gov. Howard Dean and other officials to discuss the future of passenger rail service in Vermont.

Amtrak announced last month that the "Montrealer", which operates along the Connecticut River to White River Junction, Vt. than west to Essex Junction and north to Montreal, would be cut to help erase a budget deficit.

But Dean and other state officials have been looking at different ways to save passenger trains in Vermont. One suggestion has been to end the Connecticut River route, which cross-

es into New Hampshire with the only stop at Claremont Jct, N.H., in favor of the western route. "They're more interested in the western to see if we can make it work," Dean said.

Vermont is not the only state to loose rail passenger service but also California, Wisconsin, Missouri, Minnesota, Ohio, Alabama and of course New Hampshire. and the elimination of the Philly to Atlantic City service. With reduction in service to the following routes: New York to Miami via Philadelphia and Atlanta; Atlanta to New Orleans; St. Paul to Seattle and Chicago to Los Angeles via Salt Lake City. California contributes to the operating of service between San Jose and Sacramento while Wisconsin "pays a portion" for service in the state and is in line to lose up to eighty per cent of rail service and is in "no hurry to increase its contribution."

With all the cutbacks Amtrak will be able to retire it's older passenger cars inherited from the private railroads in 1971. Amtrak says eliminating its "Heritage Fleet" will improve its on-time performance while lowering operating costs.

(Union Leader and Wall St. Journal)

NOTICE TO NEWSLETTER CONTRIBUTORS

When submitting photos for the Newsletter, please state if you want them returned to you, or whatever else you may want done with them. Thank you—BW.

NOTICE! NOTICE!

Anyone who has bought a B&M Memories tape Vol. #,5 please be advised that we have problems with the tape. If you have bought one in the past six (6) months please return it to the Society. Thank you.

FED PANEL URGES CONGRESS NOT TO CUT AMTRAK

In a bid to block local Amtrak service cuts slated for April 1, a group of Bay State congressmen yesterday urged a federal rail panel to continue support for the embattled passenger railroad.

"Amtrak is not a luxury," said U.S. Rep. Joseph Moakley (D.-S. Boston). For some people, it's the only way they have to get to work."

Moakley has called a "rail summit" in Boston for March 6 to hear from local, state and federal officials, as well as rail unions and other groups about the impact of the proposed cuts.

Amtrak plans to eliminate four of its five daily round-trips between Boston and Springfield, as well as all service between Washington and Montreal and four trains between Boston and New York April 1.

The cuts would wipe out nearly all Amtrak service to western Massachusetts and all of the trains that currently serve Vermont.

U.S. Rep. Peter Blute (R-Shrewsbury) urged officials to look for innovative ways to improve Amtrak's financial situa-

tion without cutting service on the busy Northeast Corridor or other parts of New England.

"I would like to see states and local governments become more involved with funding Amtrak working in tandem with the federal government," Blute told the railroad subcommittee of the House Transportation and Infrastructure Committee.

Moakley and state Rep. Richard Neal (D-Springfield) pointed out that many lesser developed countries subsidize rail service and that the U.S. ranks 35th in rail capital spending per year.

"This places the U.S. behind Ireland, Iran and Indonesia and just ahead of Turkey and Bangladesh," Neal said.

"I think we must carefully consider the future ramifications of Amtrak's service cuts before we eliminate what I believe is a practical and productive transportation system," he said.

—*Laura Brown, Boston Herald*
Sat. Feb. 11, 1995

A REMINDER...

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

(BW)

THANK YOU FROM THE SOCIETY

Many thanks to those who came to help out at the show in Springfield despite the weather. Thanks to Steve Butterworth, Alden Dreyer, John Alan Roderick, Don Robinson, Charles Warren, Dennis Lyon, Buddy Winiarz, Dave Montague and Paul Kosciolek.

FREIGHT KEY TO RAIL REBIRTH

Northfield, N.H.—Revival of freight service is seen by the state's Bureau of Railroads chief as the necessary ingredient for revitalization of rail service in the Granite State.

Kip Morgan, rail bureau director, told members of the New Hampshire Railroad Revitalization Assoc. that passenger commuter service in the Merrimack Valley area is not feasible at this time due to the high cost of rail rehabilitation required and the high probability of operational deficits.

Morgan said that it would cost as much as \$25 million to bring commuter rail service from Lowell, Ma. to Nashua and that is four times as much money as the state has available yearly through federal funds for those kind of projects.

He said the state has spent \$6 million to purchase over 180 miles of abandoned rail corridors from GTI (Guilford), but putting those lines back in service will require a substantial capital investment which must be backed by a private sector demand for the service.

There is only \$10million available annually nationwide for rail rehabilitation projects and competition for that money is intense, he noted.

Several members of NHRRA urged the state to play a more active role in encouraging the use of rail service in order to cut down on the wear and tear of highways and bridges by large trucks.

Others said the revival of the Northern Line, from Concord to Lebanon, which the state is acquiring this coming June, could improve the economy of central New Hampshire and provide a key rail link between the Midwest, Canada and Boston.

Conway Scenic's success in offering rail excursions to Bartlett on the old Mountain Division will heighten public awareness of the benefits of revitalized rail lines. The state acquired the line this past year and has signed a five year agreement with Conway Scenic to operate rail service through Crawford Notch and to the Bretton Woods station.

He also stated that the best thing the group could do is to work to heighten the public awareness of the value of rail service. Morgan said the revival of rail service "is a policy decision which must come from the people."

(*The Weirs Times*)

SPECIAL ELECTION RESULTS

At the January 21, 1995 Board of Directors meeting the ballots for President were counted and here are the results:

Patricia Byron	156 votes
Joe Shaw	252 votes

We received a total of 414 ballots with six (6) being disqualified for being torn from their original size and for unnecessary comments and one blank.

MESSAGE FROM PRESIDENT JOE SHAW

First, let me thank you not only for your vote but just for voting.

In this election, we set two new records—first ever tie vote and a one-third of the membership voting in the election. You see, your vote does count. This is your Society and you can keep it in the right direction, so to speak. Next year when it's time to vote, let's make it 100% of the membership that votes!

Joseph N. Shaw

THANK YOU FROM PATRICIA BYRON

Dear B&MRRHS Members:

I would like to take this opportunity to thank those of you who supported my candidacy for President of the Society and all of you who participated in the democratic process.

From words by Henry Ford, I find this quotation to be most applicable to the past two years serving as your Vice-President of the B&MRRHS and the commitment that many of our members have made to the continued growth of our organization. "Teamwork—coming together is a beginning; keeping together is progress; working together is success."

I do intend to stay active and involved. Hoping to see many of you at the 25th Anniversary celebration in early October 1996.

*Sincerely,
Patricia Byron*

CRANBERRY BELT RAILROAD

Sunday, Nov. 20, 1994 saw the first trips of the "new" two-foot gauge Cranberry Belt RR at South Carver, Ma. run with volunteers and invited guests aboard a single coach. Pulling the coach was Plymouth 15-ton diesel #11 acquired from Carpenter Technology in Reading, Pa. A second like Plymouth diesel has also been acquired but came by way of the now-defunct High Country RR in Colorado. Besides the coach there are two open excursion cars, all three cars came by way of the High Country also.

In addition to this equipment, Bridgton & Saco River 2-4-4T #7, GE 25-tonner #2 and six passenger cars from the Maine Narrow Gauge RR in Portland, are being leased by CBRR and are at South Carver now.

Three trips were made around the five and one-half mile loop, two clockwise, the other counter-clockwise, which was the norm at Edaville.

(Gene Milgram-Railfan & Railroad 3/95)

TRUE FACT

Mile for mile and pound for pound, today's freight railroads are up to four times more fuel-efficient than big trucks. Shippers recognize this advantage. That's why piggybacking truck trailers and containers in the fastest-growing segment of the rail freight business.

But there's another consideration. While every wage-earner and manufacturer in America subsidizes our public highway systems, trucks are destroying it at an alarming rate.

Congress' watchdog, the General Accounting Office, said in a blistering July 1979 report: "Excessive truck weight is a major cause of highway damage. The rate of highway deterioration will slow down if excessively heavy trucks are kept off the highways...A five-axle tractor-trailer loaded to the current 80,000 pound federal weight limit...has the same impact on an interstate highway as at least 9,600 automobiles."

It is ironic that the American public is subsidizing the destruction of its own highways. It is also unnecessary, because the local alternative already exists. This is the vast, fuel-efficient steel network that links every part of America: our modern freight railroads.

Railroads handle more than a third of the nation's inter-city freight and have the capacity to handle even more. Today, escalating highway repair costs and dwindling oil supplies make America's freight railroads more vital than ever.

(Sent in by an anonymous person with no source—Ed.)

MEMBER'S MEETINGS

JANUARY 14, 1995

This evening we showed a variety of New England rail videos on the Mogan Center's large projection screen. Among these were one from Rail Graphics, courtesy of Paul Kosciolk, which contained re-mastered sound super-8 footage from the mid-late 1970's and early 1980's. Subjects seen included a number of B&M locations, as well as various shortlines around the region, including the Lamoille Valley, Green Mountain, a bit of the old CP line across Maine, and other enjoyable features.

FEBRUARY 11, 1995

Len Bachelder took us along on a trip from Worcester, Mass. aboard Amtrak, to Canada aboard VIA Rail, as far as Vancouver on the west coast of Canada. Along the way, we stopped in Niagra Falls, Toronto, Edmonton, and a number of other interesting and scenic places enroute. Railroads included CP, CN, BC-Rail, some BN, and several short lines and trolleys.

BULLETIN #5

St. Albans, Vt.-Feb. 1, 1995—Effective 07:00 February 4, 1995, Central Vermont Railway, Inc. will cease operating the railroad property identified in Central Vermont Railway, Inc. Employee,s Operating Timetable, #1, effective Nov. 1, 1992.

Operation will be undertaken by New England Central Railroad Co., commencing at 07:00, February 4, 1995.

All Central Vermont Railway, Inc. trains scheduled to operate on Feb. 4, 1995 are canceled.

Central Vermont Railway, Inc. trains between terminals at 07:00 will continue to their objective terminals on authorities issued by the Train Dispatchers at St Albans. On arrival at the objective terminal, crews will secure their trains clear of the main track before going off duty.

Trains of other companies are not affected by this notice. CVOR, the CV Operations Manual, Bulletins, Circulars and Notices in effect at 07:00 Feb. 4, 1995, are adopted by New England Central Railroad Co., and remain in effect until further notice.

T.J. Faucett—Chief Engineer CVRW, Inc.

The above is the final order given by Chief Engineer T.J. Faucett to employees of the Central Vermont. Another "Fallen Flag" in the history of railroading. (BW)

PRIVATE TRAIN PROPOSED IN VERMONT

Montpelier, Vt.—A train financed by a private company could replace Amtrak's Montrealer service without needing a subsidy from the state, transportation officials said.

The private train could run at a lower cost than the Amtrak service and would stop at St. Albans or Essex Jct. instead of continuing on to Montreal, said Transportation Secretary Patrick Garahan.

He also stated that the train could be in place in time to prevent any type of interruption in service. The private investors, who are under wraps, are going to approach Amtrak with the proposal that they remain in the AMTRAK schedule and as April 2 operate a train.

According to Amtrak officials the Montrealer has lost about \$6 million, making it one of the worst financial performers in the Northeast. By alternating the route and cutting service to Montreal, the train could be made competitive with other routes, and saving \$1.1 million from the cost of operation. Garahan also proposed extending an existing train line from Washington, D.C. to Springfield, Ma. to the Montrealer's route to St. Albans, this would save another \$2.7 million.

"Had Amtrak altered the Montrealer at some past point in time it probably would not have appeared on the list of trains to be cut," said Garahan.

(Union Leader)

CONRAIL AND GUILFORD INTRODUCE "PRESS RUNNER"

PHILADELPHIA, Feb. 1 — To meet the needs of paper mills located in Maine and end-paper users throughout the U.S., Conrail (NYSE: CRR) and Guilford Rail System today launched "Press Runner," a high-quality, direct shipping service between central Maine paper mills and virtually any point in the U.S.

"Press Runner" provides four-day service between central Maine and Chicago, which is two days quicker than what was available, with further connections to the Midwest, South and West, and is price and service competitive with trucks.

"Press Runner" gives customers the transit times, service reliability and cost efficiencies unmatched by the competition," said David M. LeVan, Conrail's President and Chief Operating Officer.

The creation of "Press Runner" is the product of several months of design by a joint marketing and operations team from Conrail and Guilford. The team began with a total system analysis, which led to a re-engineering of the railroads' bulk paper services. The end result of this effort is a transportation option that is very customer responsive, in terms of price as well as service.

"The work of this joint team is a perfect example of how two railroads can work together to build a fully seamless transportation service that responds to the competitive demands of the market," said Dave Fink, Guilford's Chairman, President and Chief Executive Officer.

"This dedicated Conrail/Guilford team worked closely with our customers and brought a new service on-line within a short period of time."

—PRNewswire

BOOK REVIEW...

New England Railfan Timetable—effective 2-1-95 at 12:01 AM EST, is put out by the Conrail Technical Society. Included, is every railroad (excluding tourist) that runs in New England. Mileage, CPF locations, running tracks, several rules and regulations, speeds and radio frequencies are given. It is very informative and helpful to those who monitor train movements and do railfanning. Although it does not list the "prime spots" to catch trains, it will be very helpful. Railroads are listed alphabetically. It measures 11 X 4 1/4 inches and has 216 pages. It can be ordered from the Conrail Technical Society P O Box 7140 Garden City, N.Y. 11530 for \$20.00 post-paid.

(Remember the Society does not endorse products, but makes this information available for the convenience of its members—BW)

AMTRAK WARNED OF NORTHEAST CUTS

WASHINGTON—Passenger rail service in the Northeast could be drastically curtailed unless Amtrak officials make it more efficient, Rep. Peter Blute warned yesterday.

“There will be zero subsidy and zero Amtrak without changes,” Blute said.

Blute, Republican of Shrewsbury, and Susan Molinari, the New York Republican who heads the congressional subcommittee that oversees Amtrak, met Amtrak president Thomas Downs yesterday to hammer out a plan to make the company, which is heavily reliant on federal subsidies, more cost-efficient.

Last month, Amtrak unveiled plans to scuttle more than a fifth of its rail passenger service nationwide, including the Boston-Springfield line, to help make up a budget shortfall.

This action may not be enough for lawmakers from regions with limited Amtrak service, who believe that last year’s subsidy of \$952 million is too much for about 1 percent of intercity travel nationwide.

Blute and other legislators from the northeast, where Amtrak is responsible for 40 percent of intercity travel, have voiced hope that reforms will persuade Congress to preserve some of the subsidy.

Blute and Molinari argued that the federal government itself is partly to blame for Amtrak’s difficulties. They said federally mandated employee benefits plans that are overly generous, together with restrictive procurement regulations, have “hamstrung” the rail agency.

Amtrak has estimated that it will save \$1.1 million annually by scrapping the Boston-Springfield line, on which four trains run daily with stops in Framingham and Worcester.

Although state officials have indicated that Massachusetts probably will not purchase the line, Blute said he believes the state could salvage the route by providing financial assistance to Amtrak.

(Boston Globe)

A RAILROAD OF DREAMS AND DESIRE

WESTFORD, MA.—When Arnold Wilder, 86, sees impatient motorists stressing over a 4-minute wait at the Depot Street railroad crossing, he can’t decide whether to laugh or cry.

“These people are frothing at the mouth” Wilder says incredulously. “It strikes me how intolerant people have become of the railroad because it interferes with their normal use of the highway, and their allotted minutes to get to work. But I guess this is the 21st century way of doing.”

Wilder, one of America’s foremost railroad historians, recalls a simpler, more romantic time when trains were the only reliable means of speedy transportation.

Putting it simply, Wilder lives locomotives. The living room of his home is festooned with paintings, photographs and model trains. Most depict the era of the steam engine—the original “choo-choo” trains in use from the 1830’s to the 1950’s, before diesel engines took over.

A lifelong bachelor, Wilder exhibits a sharp wit and quick memory that belies his age. He rhapsodizes over the pure, sensual experience of the steam engine train, now forever lost to history.

“It showed animation. When it was moving you knew it, because you saw the steam and the smoke and heard the noise,” he says, conjuring images of a living mechanical beast.

“You were made aware of an arriving train by the sound of the engine. The diesel, by contrast, doesn’t suggest animation of any kind. It’s like a big truck.”

Wilder, a native of Lancaster, N.H. grew up during the heyday of train operations in New England. He routinely made rounds throughout the White Mountains’ railroad community with his father, who worked as an inspector/repairman for the Maine Central Railroad from 1903 to 1922.

Arnold’s own career in the railroad industry was shortlived. From 1936-41, he worked the Boston & Maine “snow trains,” which carried skiers and winter carnival buffs from Boston, Worcester and Providence to destinations in New Hampshire.

He started out as a train attendant, then graduated to trainman/brakeman—coupling and uncoupling cars and riding them in and out of the railroad yard.

The snow trains were stopped abruptly in 1941 by the outbreak of World War II. Declared ineligible for military service because of imperfect eyesight, Wilder took a part time signal operator’s job with the B&M and was assigned to the Fitchburg Division. He manned railyard control towers in Ayer and Fitchburg until 1947. When military veterans returned to their pre-war jobs, Wilder was ousted.

“I would have liked to continued in railroad work, but you can’t be involved in the operational phases of railroading without 20/20 vision,” he says. “During the war, they were satisfied just to have someone with warm blood up there.”

Concurrent with the Ayer/Fitchburg job, Wilder was employed as personnel manager at the now-defunct Abbot Worsted Mill. He later worked in the production control division of Raytheon in Lowell, until retiring in 1974.

Today he is a historical resource for anyone interested in train trivia. He co-wrote a book on the Maine Central’s Mountain Division, and serves as assistant secretary of the Railway and Locomotive Historical Society.

While he is given to waxing nostalgic over railroad’s bygone days, he also offers insights about the industry’s future. He believes passenger trains will make a big comeback in America as the population grows and vehicular travel becomes more congested. He also predicts that high-speed rail lines from Boston to New York—a possibility within three years—will compete successfully with airline shuttle service.

“As for the possibilities of high-speed rail, I think folks would prefer to travel from city to city, rather than airport to airport,” Wilder says. “And i have a feeling that because of the increased numbers of people being brought onto the highways every yea, the situation will evolve to where people will do everything they can to avoid traveling by car.”

That might be something for local commuters to ponder, the next time their harried travels are given a forced respite at a rail crossing.

(Lowell Sun)

GOV. WELD RENEWS PUSH TO BRING DOUBLE-STACK SERVICE TO BOSTON

BOSTON—Jan. 26—Gov. William F. Weld renewed his drive to bring double-stack rail service to the Port of Boston with the announcement Wednesday of a \$300 million seaport bond bill to upgrade Massachusetts ports.

The expansion of the seaport financing to include double-stack development follows the failure of the rail plan to clear the Legislature in the final days of the 1994 session last month.

In October, Gov. Weld unveiled a \$200 million seaport initiative to boost Boston and smaller Massachusetts ports over a five-year period. The new bill to be filed this week includes funding for most of the port plan and \$110 million in capital spending on bridge work needed for double-stack container service. Railroads are expected to contribute another \$43 million to the total \$153 million stack plan.

A state official, who requested anonymity, said the refiling of the rail plan is meant to convey the GOP governor's commitment to double-stack development but does not signal a new breakthrough for the initiative, which also failed to win approval as a larger \$200 million program last March.

While the latest version came close to passage in December, it was derailed at the last minute by a Boston University bid to develop land at Consolidated Rail Corp.'s Beacon Park intermodal terminal in Boston's Allston district.

Democratic lawmakers reportedly balked at backing a plan that included a double-stack upgrade at Beacon Park in the face of the competing bid by John Silber, BU president, a former Democratic gubernatorial candidate. The rail plan has

drawn wide support from railroads, port users and labor groups.

In announcing the new stack drive, Gov. Weld estimated that between \$44 and \$83 per container would be saved on double-stack shipments between Boston and Chicago.

Gov. Weld also said the seaport bond would contain \$100 million for dredging at Boston and other state ports, along with \$58 million for port infrastructure projects, including track reconstruction around docks, bridge improvements, and bulkhead and pier repairs.

The state funding for the local share of the \$35 million Boston harbor dredging, which was previously budgeted by the Massachusetts Port Authority,

is believed to mark the first time the state has shouldered Massport costs.

At a meeting billed as an "Asian service summit," Gov. Weld also aided Massport in its campaign to attract a direct Asian ship service to Boston, noting that 45 percent of New England's waterborne trade is with Asia, compared with 38 percent conducted with Europe.

Earlier in the day, Gov. Weld introduced a \$16.7 billion budget plan for fiscal 1996, including a previously announced state tax credit to offset the cost of federal harbor maintenance tax payments for shippers who use Massachusetts ports. The break is expected to cost \$5 million annually.

—Michael S. Lelyveld, *The Journal of Commerce*

WELCOME NEW MEMBERS

ASTWOOD, PHIL, ROCK HILL, SC
BEANE, TOM, LOS ALTOS, CA
BENNETT, ROBERT, S CHINA, ME
BERTAGNA, FELIX, SEATTLE, WA
BROWN, RANDOLPH & JANET, PETERBOROUGH, NH
BURRIS, WILLIAM, TEWKSBURY, MA
CLARK, MELVIN, N HAMPTON, NH
DEMPSEY, JAMES, MARBLEHEAD, MA
DUNBAR, WILLIAM & BRENDA, PEMBROKE, NH
FOSTER, JOHN, JUNEAU, AK
GINGRAS, LEO, DERRY, NH
HERMAN, DOREEN, WATERTOWN, MA
HINCHCLIFFE, RICHARD, WEBSTER, MA
HOPKINS, ANDREW, NEW CITY, NY
HORNER, GEORGE, GILMANTON IW, NH
HOWARD, GORDON, AUBURN, NH
KANE, ALBERT, MERRIMACK, NH
KING, STEWART, KEENE, NH
KING, DONALD, OLD BETHPAGE, NY
KOZA, FRANK, COLUMBIA, MD
LARSON, FRED, READING, MA
LASHWAY, F.J., BILLERICA, MA
LAVOIE, ROBERT, WINDHAM, NH
LE CLAIR, JERRY & PAT, GARDNER, MA
LECUYER, EDGAR & MICHELLE, LOWELL, MA

LOMBARDO, ADAM, ROCKLAND, ME
LOTHROP, LINWOOD, ROCKLAND, ME
MAGNELL, BRUCE, N CHELMSFORD, MA
NOBLE, ELAINE, WESTON, MA
O'BRIEN, RICHARD, OLD ORCHARD BEACH, ME
O'DONNELL, JR, JOHN, BERLIN, NH
PERKINS, RICHARD, CONCORD, NH
PERRY, MARK, NASHVILLE, TN
POIRIER, CHARLES, DRACUT, MA
POORE, BOB, FREEPORT, ME
RACICOT, PAUL, BOLINGBROOK, IL
REYNOLDS, BRUCE, MEREDITH, NH
ROBERTS, GEORGE, STERLING, MA
RYDER, KURT, SOUTHTON, CT
SENA, EDWARD, KINDERHOOK, NY
SHAW, JOHN, DERRY, NH
SMITH, HAROLD, AMHERST, MA
SWANSON, STANLEY, ALLEN, TX
TIMMINS, DAVID & CAROL, PEMBROKE, NH
VICKERS, ALLEN, ISLEBORO, ME
VIEIRA, CESARA & PALMA, EVERETT, MA
WEDICK, JR, JOHN, BETHLEHEM, NH
WETTERSKOG, JERRY, ANDOVER, MA
WILSON, RICHARD, CONCORD, MA
WOJCIK, PAUL BO, LONDONDERRY, NH

JAN. /FEB. MYSTERY PHOTO

Hey, you people are good! That was Johnsonville, N.Y. Now, this month's should be easy for quite a few of you to guess. Send your answers to the Woburn PO Box in care of the Mystery Photo.



RAILROAD NICKNAMES

Here is a list of Fallen Flags that had some nicknames that were not to reverent. The only thing is I have no idea where

some of them were. If anybody knows where they were or any other nicknames, drop a line to the P.O. Box in Woburn.

Anthony & Northern

"Anywhere and Nowhere"

Bellaire, Zanesville & Cincinnati

"Bent, Zigzag and Crooked"

Boston & Maine

"Broken and Mangled" or "Bitch'n & Moaning"

Bridgeton & Saco River

"Busted and Still Running"

Caroliner & Northwestern

"Can't and Never Will"

Crystal River & San Juan

"Crooked, Rough and Slow Journey"

Chicago, Burlington & Quincy

"Come, Boys and Quit Railroadin'"

Chesapeake & Western

"Crooked and Weedy"

Denver & Rio Grande

"Dangerous and Rough Going"

Hoosac Tunnel & Wilmington

"Hoot, Toot and Whistle"

Lewisville & Northwestern

"Lost and No Wonder"

Louisville, Evansville & Western

"Leave Early and Walk"

Maryland & Pennsylvania

"Ma and Pa"

Missouri & North Arkansas

"May Never Arrive"

New York, New Haven & Hartford

"New Year, No Hope, & Helpless"

New York, Susquehanna & Western

"Now You Sit & Wait"

Ohio River & Western

"Old Rusty and Wobbly"

Pacific Great Eastern

"Please Go Easy"

Pekin, Peoria & Jacksonville

"Push, Pull and Jerk"

Pierre, Rapid City & Northwestern

"Plenty Rough Country and No Women"

Quanah, Acme & Pacific

"Quit Aching and Push"

Shawnee & Muskingum

"Slow and Miserable"

Terre Haute & Peoria

"Take Hold and Push"

(MEC Messenger, July 1965)

UPCOMING EVENTS OF INTEREST...

- March 12, 1995** Haverhill, Ma.—(10 to 4) at the High School (Exit 50 off Rt. 495) to Monument St. Adults \$3.00 6-12 years \$.50 Under 6 yrs. Free.
- March 16, 1995** Bedford, Ma.—Town Hall (Rt. 4/225 exit 31 off Rt. 128) auditorium at 7:30 PM the Friends of Bedford Depot Park will hold a "Lexington Branch Memories Night. Free admission.
- March 26, 1995** Topsfield, Ma.—(10 to 4) at Masconomet Regional High School (Exit 51 off Rt. 95—Endicott St.) Over 13 years \$3.00 Under 13 yrs. Free.
- April 8, 1995** Westford, Ma.—Westford Regency Hotel & Conference Center (10 to 4) 219 Littleton Rd. (Rt. 110 Exit 32 off Rt. 495). Adults (12 yrs. & up) \$4.00 5-12 yrs. \$1.00. Hub Members \$3.00.
- April 22, 1995** Marlboro, Ma.—Marlboro High School (10 to 4) Rt. 85, Bolton St. Marlboro, Ma. Adults (12 & up) \$4.00 5-12 years \$2.00 Under 5 yrs. Free. Family Maximum \$10.00.
- April 29 & 30 1995** Bolton, Ma.—Emerson School (9 to 4) 692 Main St. (Exit 27 off Rt. 495 head east) Bolton, Ma. Adults \$3.00 Children 5-12 years \$.50. Also Open House on 63 Hudson Rd. (Rt. 85) Bolton.
- May 20-21, 1995** Rutland Railroad Historical Society 9th Annual Convention at Malone, N.Y. Clinics, banquet and tours including St. Lawrence & Raquette River shop facilities at Norfolk. For more information send a #10 SASE to: Jeff English, 6 Lansing Ave. Troy, N.Y. 12180 or call (518-274-8068.
- July 28-29-30, 1995** The Lowell Folk Festival. Your Society will be looking for volunteers to help man the combine for this annual event. If you can, come on down and lend a hand for a day.

Thanks...

Thanks to this month's contributors: Brian Fons, Willard Vial, Steve Cook, Linda Weeks, Mike Lennon, Jim Nizsus, Peter Victory, Roger Bruns, Jim Shea and Paul Kosciolek.

Items of interest for the May/June Newsletter should be sent to the Woburn PO Box by April 8, 1995.

—BW.

TRAFFIC WORLD RAIL TON-MILES LISTING

Jan. 23—RAIL TON-MILES Week Ended Jan. 7, 1995 Carloadings originated on major U.S. railroads during the week ended Jan. 7 totaled 292,724, down 5.5 percent from the comparable week of 1994 and 3.3 percent from the preceding week, the Association of American Railroads reported Jan. 12.

Carloadings originated were down 8.5 percent in the East and down 2.7 percent in the West.

In the same week, intermodal traffic, which is not included in the carloadings, totaled 119,590 trailers and containers, down 9.1 percent from the comparable 1994 week.

The association also estimated that ton-miles carried on major railroads in the week ended Jan. 7 totaled 19.5 billion, down 5.3 percent from the comparable period a year earlier.

Traffic World