

# NEWSLETTER

Boston & Maine Railroad Historical Society  
19 Incorporated 71

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## — B&MRRHS CALENDAR —

**MAY 13, 1995**

**John Alan Roderick** will be showing some New England and other rail subjects from the early and middle 1980s. J.A. says ““Bring the No-Doze!””

**JUNE 17, 1995**

We will be meeting up at the Green Mountain Railroad in Bellows Falls, Vt. Please call the B&MRRHS phone line after May 20, 1995 for info. **THERE WILL BE NO MEETING IN LOWELL FOR THE MONTH OF JUNE.**

**JULY 28-30, 1995**

**Lowell, Mass. Folk Festival**— The Society will be manning the Combine on Dutton St. Come see what your Society is about, lend a hand, meet your fellow members and Society officers. **NOTE: NO REGULAR MEMBER’S MEETING THIS MONTH IN LOWELL.**

**AUGUST 12, 1995**

The Society’s annual trip to the **Conway Scenic RR** in North Conway. This year we will be traveling along the old Mountain Div. to Bartlett along with photo runbys, the ride aboard the Supper Chief and the traditional Ham & Bean Supper. Flyer will be in the next issue of the Newsletter. **NOTE: THERE WILL BE NO REGULAR MEMBERSHIP MEETING IN LOWELL FOR THE MONTH OF AUGUST.**

### **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.

### **NOMINATIONS FOR B&MRRHS OFFICE**

The Nominating Committee is seeking volunteers to run for office in the B&MRRHS. There are three directors seats, two alternate directors, and all offices to be filled. We had several close races last year (and one tie vote—for president—which required a special election). Your vote *does* count, as well as your input! So please take a moment to consider running for office. If you are interested, contact the B&MRRHS at the Woburn P.O. Box or leave a message on the answering machine.

## FINAL "ALL ABOARD" FOR MONTREALER

Montreal—Outside, a rural landscape could be seen waking up to a chilly April morning. Inside the coaches, passengers were sprawled asleep in their seats. But in the dining car, there was a celebration of sorts.

On the last northbound trip of Amtrak's Montrealer, many of the passengers were carrying cameras to record the occasion.

"For decades, I've been wanting to take this train," said Altyon Sprague, a school superintendent from Westfield, Ma. "Then all of a sudden I realized the opportunity was going away."

Going away due to a round of budget cuts announced in December by Amtrak, the U.S.-subsidized passenger rail ser-

vice. This was no ordinary train trip. Photographers were waiting as the engine pulled into the stations—even when it arrived in Amherst, Ma. at 2:40 AM on Saturday morning said Sprague.

The Montrealer was SOLD OUT—as it often is—for its last journey.

Wearing an Amtrak Montrealer hat, Waterbury ticket clerk Bill Brigham, who has 21 years with Amtrak, said he regretted the passing of the night train, but said he thought a replacement train, the Vermonter to St. Albans would be a success.

*(Boston Herald)*

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## NORTHERN MAINE RAIL LINES PURCHASED

A Washington-based railroad company has completed the purchase of two northern Maine rail lines for \$43 million in a deal that will keep trains moving between Quebec and New Brunswick.

Iron Road Railways Inc. of Washington, D.C. has purchased the Bangor & Aroostook Railroad for \$28 million and the Canadian American Railroad for \$15 million. Both rail lines had been owned by Fieldcrest Cannon Inc. of Kannapolis, N.C. Fieldcrest purchased the CAR track formerly known as Canadian Atlantic Railway from Canadian Pacific Rail Systems on Jan. 4th, 1994.

The deal maintains freight service on a line that was threatened by a CP decision to abandon service between Quebec and New Brunswick. Fieldcrest Cannon and Iron Road have been working for eight months to put the deal together and save the line. Iron Road agreed to acquire the CAR Co. on Nov.

2 1994 and the Bangor & Aroostook on Dec. 13, 1994.

Bangor & Aroostook operates 420 miles of track in Maine, serving businesses primarily dealing in the forest and agricultural industry. It has \$27 million in annual revenue, 300 employees, 38 locomotives and 3,000 freight cars.

The Canadian American Railroad has 178 miles of track in New England and Canada. It connects with several rail lines, including the Bangor & Aroostook at Brownville Junction.

Alfred E. Michon, a former executive with the Burlington Northern and Union Pacific railroads, will serve as president of both railroads.

Iron Road was founded in 1993 as a holding company for short-line railroads, it currently owns four lines with 800 miles of track and an annual revenue of \$50 million.

*(Portland Press Herald)*

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## LRTA HOPES TO TAKE OVER BILLERICA STATION

Billerica, Ma.—The Lowell Transit Authority is negotiating a deal to forgive nearly \$500,000 in debt it claims the MBTA owes on the Gallagher Terminal, in exchange for the management rights to the North Billerica train Station.

If the deal is approved, the LRTA would assume management of the train station that also serves as a bus stop, pumping more than \$200,000 into solving a critical shortage of paid and free parking, upgrading the area with paving and lighting and providing 24-hour security at the station on Billerica Ave., according to Thomas Henderson, deputy administrator of the LRTA.

The LRTA and MBTA officials have set a June 30, 1995 deadline to resolve the debt dispute that revolves around the LRTA's claim that the MBTA has not paid its share of operating costs of the Gallagher Transportation Terminal, said attorney Arthur C. Sullivan, Jr. representing the LRTA.

"We think we have it settled," said Sullivan. "In a sense we would be buying the train station," he added.

An MBTA spokesman only said that the proposal is under consideration.

The three parking lots hold 500 cars and many others park

haphazardly and illegally in the area and cause problems for neighbors.

Selectman Arthur Doyle said another 300 spaces are needed and could be accommodated if there is funds available to improve the existing area and acquire more land. He also stated that lighting and security are needed due to vandalism and thefts of cars parked in the lot.

Sen. Robert Haven (D-Arlington) said improvements are necessary and that the plan could include renovating the dilapidated 127 year old station, which could be turned into a coffee shop and provide a refuge for people waiting for the train or bus.

The Billerica Historical Commission has spearheaded a movement for the Northern Middlesex Council of Governments to apply for \$500,000 to repair and renovate the depot as part of the federal Intermodal Surface Transportation Efficiency Act. Doyle said any plans that involve the historic station would need input from the Historical Commission.

*(Lowell Sun)*

# AMTRAK UNVEILS NORTHEAST SERVICE CHANGES

WASHINGTON, March 24— Amtrak has announced a new schedule for the Northeast Corridor that enhances service in key markets, introduces a new Vermont train and reduces or eliminates the system's low-performing routes.

The April 2 timetable change is designed to enable Amtrak to operate more efficiently and more responsively to customer demand. Amtrak's heavily patronized Metroliner and Clocker services have been preserved virtually intact, the Adirondack train to Montreal will be extended from New York to Washington and a better selection of departure times will be offered from Boston aboard the New England Express. Low performing routes, such as the Atlantic City Express and local service between Boston and Springfield, Mass., will be discontinued and service frequency has been reduced on other routes through the system.

"Amtrak has met the challenge of providing better service with fewer resources and against tough competition from the airlines," said George Warrington, chief executive officer for Amtrak's Northeast Corridor. "This new schedule demonstrates that. We made the tough decisions in identifying our key markets and have now marshalled our resources to better serve them.

"This goes beyond changing schedules; this is changing Amtrak," Warrington added. "Our advertising is tougher, our stepped-up maintenance of engines and passenger cars is anything but 'routine' and we are listening as never before to what our customers have to say about improving the way we do business. These changes are but the beginning as we move Amtrak in a new direction to meet the challenge of providing high quality, affordable service."

The new schedule marks an important step in concentrating Amtrak's resources in those markets throughout the Northeast Corridor where it can compete effectively, Warrington said. Also of significance is Amtrak's success in quickly developing new funding partnerships, such as the agreement announced last week with the state of Vermont to replace the overnight Montrealer with a new day train.

The April 2 schedule highlights include:

The enhanced Adirondack, which previously operated between New York City and Montreal, will now operate between Montreal and Washington, D.C. This will provide direct service between Washington and key points in upstate New York, such as Albany, Schenectady, Saratoga Springs and Plattsburgh. In addition, the trains will be upgraded with roomier Metroliner coaches and dinette car.

The New England Express service between Boston and New York has been revamped to provide more convenient departures throughout the day from Boston, leaving at 6:15 a.m., 9 a.m., 12:50 p.m. and 5 p.m. Under the current schedule, three of the trains depart in the morning. Three trains will operate northbound from New York, as opposed to the current five. The express service connects the two cities in less than four-and-a-half hours.

The new Vermonter will provide day train service to St. Albans, Vt. replacing the former Montrealer overnight service. The Vermonter will originate in Washington, operate through the Connecticut Valley corridor to serve more densely populated areas such as Hartford, Conn. and Springfield, Mass. and continue to St. Albans where connecting bus service will be available to Montreal. The new service is being funded by the

state of Vermont under a cooperative agreement with Amtrak.

A full schedule of Clocker rush hour commuter service between Philadelphia and New York has been retained. In addition, a conventional afternoon rush hour train departing Philadelphia will now make local stops in New Jersey to serve "reverse commuters." The 4:50 p.m. weekday train from Philadelphia will stop in Trenton, Princeton Junction, New Brunswick, Metropark and Newark. Clocker ridership in January was up 17.5 percent over the previous January.

Hourly Metroliner express service between New York and Washington, which earlier had been reviewed for cutbacks, has been retained with the exception of a lightly used 8 p.m. weeknight departure from New York. Metroliner ridership in January was up 8.4 percent from the previous year and 94.6 percent of Metroliners arrived on time. Departures aboard conventional Amtrak trains to Washington from New York will continue to be available during the early evening.

Confronted with the need to consolidate services in order to more effectively serve the Northeast Corridor, Amtrak will no longer operate the Atlantic City Express or local service between Boston and Springfield and has eliminated three roundtrip Empire trains a week between Albany and Niagara Falls. Also, reductions in conventional service have been made selectively throughout the Northeast Corridor.

The revenue generated by the various services fell far short of the cost of their operation, requiring substantial subsidies that Amtrak no longer can afford. Service to Atlantic City from Philadelphia will continue to be provided by NJ TRANSIT and between Boston and Worcester by the Massachusetts Bay Transportation Authority. Amtrak's Empire service, meanwhile, will continue to offer 25 roundtrip trains weekly between Albany and Buffalo.

Under the new Northeast Corridor schedule, Amtrak will offer 50 trains a day between New York and Washington, including 34 Metroliners, with additional service put on during heavily traveled Friday and Sunday evenings and Saturday mornings. Nine roundtrips daily will be operated between New York and Boston with another seven roundtrips provided between New Haven and Springfield.

The Empire service will provide nine roundtrips daily between New York City and Albany. Between Albany and Buffalo, six trains will be available on both Tuesdays and Wednesdays, seven trains will operate on both Mondays and Thursdays and eight trains daily will run on Fridays, Saturdays and Sundays.

*(PRNewswire)*

## *B&M History*

On September 5, 1941 The Boston & Maine established a new freight speed record between Mechanicville, N.Y. and Somerville (Boston), Ma., with a 6 hour 50 minute time for the 175-mile trip. This was 2 hours and 10 minutes shorter than the usual running time and the 83 cars were hauled at top speed of 73 m.p.h. during a portion of the trip. The locomotive was a new twin-diesel freight.

*(from Trains Magazine Vol. 1 #2 1941)*

## HO-SCALE P-5 PACIFICS

Bradford Locomotive Works will be producing a B&M P-5, which the B&M acquired from the Lackawanna RR in 1943. The model will have all metal wheels and frame powered by a can motor and fly wheel with a NWSL transmission with either a 36.1 or 28.1 final reduction. Superstructure will be engineering grade urethane resin, the same material used by Westerfield. Detail parts would be brass castings. The models will be available painted, decaled and ready to run for about \$350.00 each.

For further information write: David Grover c/o :

Bradford Locomotive Works RR2 Box 205 G New Milford, Pa. 18834.

*(Submitted by member John Williams)*

*(Ed. note: This is for members information only—not an endorsement: an article on these locomotives was published in the B&M Bulletin, Volume XVIII, No. 2—BW)*

## MAINE RR PUBLICATION

“Maine RailWatch Quarterly”—Only a few editions old but loaded with railroad happenings in the state of Maine. From freight to Clubs one will find information. There are photos throughout the magazine-type format. It is published quarterly or four times per year. I enjoyed reading it as I found information that I did not see elsewhere.

The drawbacks to me were the cost of the subscription, \$40 (introductory price—normally \$60 per year), Issue 1 #1 was 64 pages (cover to cover). Also you can have it in fax form for \$150 (introductory price—normally \$300 per year) which comes out every two weeks. Also will this magazine/bulletin be able to stay as big in size for long due to the fact that most of the news like most other publications be “dated” and cause people not to be interested? For the publications sake I hope not because of it’s wide base of coverage. Good luck to Mr. Hardenbergh on his quest to keep us abreast of Maine railroad happenings.

For further information or to subscribe write to:

Maine RailWatch PO Box 941 Yarmouth, Me. 04096 or call Chop Hardenbergh at 207-846-3549.

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## TRACK OWNERSHIP

I have been asked this question many times: “What lines does the MBTA own and what lines does Guilford/Springfield Terminal own?”

As of December 27, 1976 the “T” acquired the following lines and branches from the Boston & Maine.

The Lowell line from Boston to the New Hampshire border.

The Wilmington Junction (Wildcat) branch from Wilmington to Wilmington Jct.

The Woburn branch from Winchester to Woburn Square. (Track taken up in 1982, 1.8 miles).

The Lexington branch. (All 11 miles of track from West Cambridge to Bedford, 11 miles, has been taken up and a good portion of it has been turned into a “Rails to Trails bike/walkway from Arlington to Bedford).

Steham branch. (Track goes only as far as General Foods and is seldomly used).

The Central Mass branch. (Track is mostly torn up but in Waltham, Berlin and Clinton it may be found).

The Western route from Wilmington Jct. to Haverhill and the New Hampshire border. (The “T” already owned from Wilmington Jct. to Somerville)

The Manchester & Lawrence branch from Lawrence to the New Hampshire border.

The Newburyport branch from Wakefield Jct. to Topsfield. (No track from Danvers to Topsfield. Although you may find some in Topsfield at the site of the small yard/sidings. This line also sees some traffic connecting with the Lawrence branch to the Waters River bridge)

The Eastern route from Boston to Ipswich to the New Hampshire border. (New track will be laid from Ipswich to Newburyport by the “T” as service will be restored to Newburyport).

The Gloucester branch—Beverly to Rockport.

The Saugus branch. (Which GTI/ST delivers cars from Boston to Linden [Saugus/Revere town lines] and the track is in place although overgrown to Lynn).

The Lawrence branch from Salem, Ma. to Danvers. (Now only as far as the Waters River bridge, which burned, on the Peabody side).

A track segment from West Peabody to South Middleton. (Was a diamond at West Peabody but was taken out and left aside in the mid 80’s. Most of track going to South Middleton is/was in place two years ago although it was very overgrown).

The East Boston branch.

The Fitchburg route from Boston to Fitchburg.

The Greenville branch from Ayer to the New Hampshire border. (This track was taken up from Townsend, Ma. to Greenville, 12.9 miles, in 1979 and the track from West Groton to Townsend was taken up several years later.)

Portions of the Marlborough branch from South Acton to Maynard and Gleason Jct. to Marlborough. (Which to the best of my knowledge is not in use at all and I do not know the state of the trackage).

The MBTA also acquired the Boston Engine Terminal (BET) and the Billerica Shop properties (including the shop lead track from North Billerica).

This included all B&M trackage then in use as commuter rail lines, as well as a considerable amount of freight only and out of service branch lines.

*(Sept.-Oct. 1994 Rollsign)*

## RAILROAD STATION RESTORATION

The Ashland (N.H.) Historical Society is kicking off a major fundraising effort to restore the railroad station there. The 126 year old station was built by the Boston, Concord and Montreal Railroad in 1869 moved in 1891 by its new owners the Concord & Montreal, which in turn was merged into the Boston & Maine system.

After passenger service ended in the 1950's the B&M decided to sell the station. Along with 1.09 acres of land it was bought by Joseph Curley in 1960. In 1980 his widow, Vera Curley donated the station to the Ashland Historical Society. In 1982 it was placed on the National Register of Historic Places.

At the present they are asking for donations for replacement of windows. A single pane costs \$25.00 and a certificate of appreciation and a drawing of the station pinpointing your window pane designated in your name or any other dedication will be sent to you. An entire window is \$300.00 and the name of your choice will be engraved in a small plaque on the sill of your window along with what you get for the \$25 donation.

Each window and pane will be recognized by a display in the Railroad Station Museum once it opens.

You may send your donations to Railroad Station Restoration Fund, Ashland Historical Society, P O Box 175, Ashland, N.H. 03217. Make checks out to Ashland Historical Society. You may also call 603-968-3902 for further information.

*(Ashland Historical Society)*

## NEW NAME...SAME RAILROAD???

Yeah!! A new title for Guilford... "Guilford Rail Systems" along with a new paint scheme. The colors and each color format will not change, but "Guilford Rail Systems" will appear above the orange bar where the railroads name once appeared. The reporting marks (ST, MEC, BM) will remain the same and will appear above the number and below the window on both sides of the cab. Reports indicate the new paint scheme should appear first on BM GP40 #340. It is possible that ST GP7 #16 or ST SD45 #684 may also bare the first change. Is there any truth to this item???

*(BLHS Bulletin April '95)*

### HELP WANTED...

Mr. Gordon Hopper is in need of railroad photographs relative to the ammunition dump at Sudbury, Ma. to go with an article for the B&M Bulletin. The article will deal with the operation of military trains during WW II. He may be reached at the following address:

Gordon Hopper  
75 Kendall Ave.  
Framingham, Ma. 01701

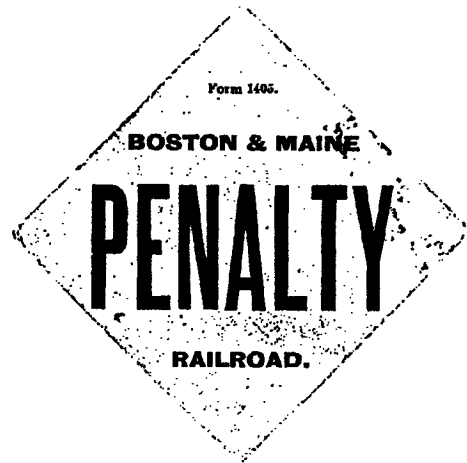
## DIORAMA DEPICTS STERLING CENTER

STERLING, MA—Local artist Mike Lavin has recreated the 1915 era of life in Sterling with a diorama of downtown. Among the structures Lavin has recreated is the railroad tunnel, station, school, icehouse, and other buildings. A working model train runs around the layout. The trolley that ran on Rt. 12 from Fitchburg to Worcester also is included but has not been set to run as yet.

It is on display at the Sterling Millworks on Washacaum Ave. and may be seen Thursday thru Sunday 10 to 6 with someone there to give information on the diorama on Fridays and Saturdays. For further information call the Millworks at 508-422-3200.

## CAN YOU IDENTIFY THIS?

Member Mike Lennon recently donated this cardboard sign to the B&MRRHS Archives. It is yellow with black lettering, size 2 3/4" square, and appears to be the type of sign that would have been nailed to the wooden signboard on freight cars. Can anyone identify the purpose of this sign and the penalty involved? Send your answer to: B&MRRHS Newsletter, Mystery Penalty Dept., P.O. Box 2936, Woburn, MA 01888.



### B&MRRHS GOLF SHIRTS AVAILABLE

The B&MRRHS is now offering (in white only) Golfer's shirts for sale. Cost of the shirts is \$15.00 each for sizes M-L or XL. Size XXL are also available for \$16.00 each. There is a \$3.50 shipping and handling charge for each order of up to 2 shirts.

These are very nice quality shirts of 50/50 cotton polyester blend, made in U.S.A. They feature two-button vee-neck fronts with collars and have the B&MRRHS herald tastefully applied in maroon on the right side above the pocket.

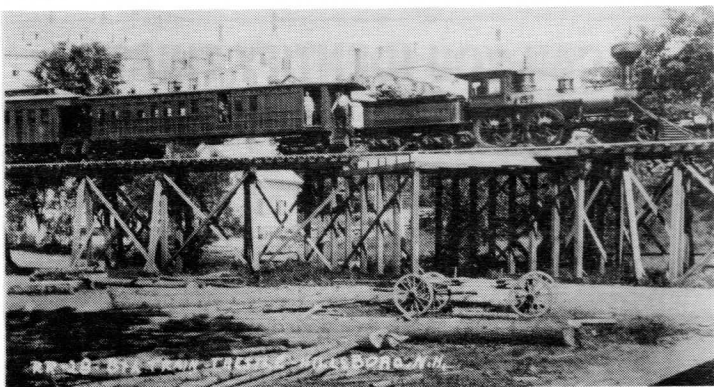
Shirts may be ordered from: B&MRRHS Golf Shirt, P.O. Box 2936, Woburn, MA 01888.

## TRAILS BY RAIL

Hillsboro is rich in railroad lore, having buildings, a turntable, water tower, trestle and station.

In 1848, on June 24th, the Contoocook Valley Railroad was incorporated. This railroad ran through Hillsboro. The name of the line was changed in 1858 to the Contoocook River Railroad. It began at any point on the Concord, or Northern railroad in Concord, to any point in the town of Peterborough.

The tracks were layed from Concord through West Concord along the Concord and Claremont Railroad, to the Mast Yard, west to Contoocook. Then it headed southwest through the towns of Hopkinton, Henniker and down into Hillsboro. The track was completed to Hillsboro Bridge in December 1849 where it stopped. This was the end of line until the year 1869.



Boston & Lowell engine N.E. Smith with Concord & Peterborough baggage combine on the trestle in Hillsboro, N.H. circa 1880s. (Collection of Buddy Winiarz)

## MEREDITH STATION TRIAL

The jury had deliberated just under four hours before finding Ed Therrien not guilty of setting the old Meredith train station on fire.

Therrien visited the site along with the members of the jury before getting the final decision. He stated that "he almost got nauseated seeing the damage he had done." He believes that the sites and sounds he heard the night of the fire will remain with him forever. "Fire is so damaging and dangerous," he said.

Therrien could have faced an 11 to 22 year State Prison term had he been found guilty. When the verdict of not guilty had been announced he was so shocked that he sat speechless. "There will be no more home-made torches. You won't find me pulling that stunt again," Therrien said.

*(Condensed from the Laconia Citizen)*

### A REMINDER...

Items of news, help wanted, notices of upcoming events, etc. must be submitted by June 3, 1995 in order to appear in the July/August 1995 NEWSLETTER.

*(BW)*

Still visible today in Hillsboro, running from the old railroad station area to Bridge Street, to the covered bridge, stands an old wooden trestle, still useable today. This was used in place of massive land fill operations, South of the covered bridge is a large retaining wall, to hold the river back from over-running the tracks.

On June 7, 1869, the Hillsboro and Peterboro Railroad was incorporated. This line was to run from any point in the Center Village of Peterborough north to the Village of Hillsboro. The line now headed through Deering, Antrim, Bennington and into Hancock. In 1879 the Keene Railroad crossed here at a place called Hancock Junction. From here it went on to Peterborough and the line was completed in 1870.

Hancock Junction was what it was named at first. Later it was changed to Elmwood, after the Post office there. All that remains of Elmwood today is the name of the road as you go down Rt. 202 to Peterboro. If you look you may see the old Manchester and Keene Railroad bed heading in the direction of the crossing at Elmwood.

Starting at Concord the stops along the line were: Concord, West Concord, Mast Yard, Tylers, Contoocook, East Hopkinton (West), Henniker, West Henniker (Emerson), Hillsboro Bridge (Hillsboro), Hortons/Holton, West Deering, Antrim, Bennington, Elmwood, Cavender (s), Nahor (s), Tarbell, and Peterboro. The stops numbered eighteen stations in all. After many changes the line was owned by the Boston & Maine Railroad which still owns the remaining trackage today.

*(Hillsboro Messenger—1974 by Terry Barlow—reprinted from a copy at Phelps Photos of Hillsboro.)*

## RAILROAD NICKNAMES

Here is a list of Fallen Flags that had some nicknames that were not too 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.

New York, Ontario & Western

"Nervous, Old and Weary"

Delaware, Lackawanna & Western

"Delay, Linger and Wait" or "Damn Long and Weary"

Richmond, Fredericksburg & Potomac

"Run Fast and Push"

Leavenworth, Kansas & Western

"Leave Kansas and Walk."

Green Mountain Railroad Corp.

"Give Me a Republican Congressman."

Morris & Essex (N.J.)

"The Methodist & Episcopal"

(because they wouldn't operate on Sundays.)

St. Johnsbury & Lake Champlain

"St. Jesus and Loong Coming."

Philadelphia & Western

"The Pig & Whistle."

Union Pacific

"Uncle Pete."

Saugus Branch (B&M)

"Sawdust Branch"

## "OLD 494"

Old 494 is a 4-4-0 American-type, coal-fired locomotive built by the Manchester Locomotive Works for the B&M RR. When new, it was displayed at the World's Columbian Exposition of 1893 in Chicago. It exemplifies the most common type of steam locomotive used on the U.S. railroads during the 19th century, and is the last B&M 4-4-0 to survive.

During its 45 years of service, this engine pulled mainline and passenger trains until the 1930's when it was regulated to delivering coal cars to the Mt. Washington Cog Railway. A group of Railroad Enthusiasts rescued it from dead storage and it was cosmetically restored for exhibit at the 1939-40 New York Worlds Fair.

It was then stored for several years until the Enthusiasts found a permanent home for it in the town of Hartford (Vt.). It arrived in 1957 for display and moved to its present site in 1993 within the Historic District as part of the revitalization of White River Jct.

Once again the B&M has been brought to the center of attraction by a group of railroad buffs. A restoration group has been formed. The goal of the group is to document the history

of B&M 494 and restore the engine as closely as possible to its original condition. The 494 is owned and maintained by the Hartford Parks & Recreation Dept.

Some specifications of #494:

Length	33'	Weight	51 tons
Wheelbase	23'7"	Drivers (hgt.)	66"
Cylinders	18" X 24"	Boiler (dia.)	58"
Tubes	244@11'9"	Heating Surf.	1,630 sq.ft
Firebox	77" X 35"	Grate Area	18.5 sq. ft
Tender length	19'	Tender Wght.	31 tons
Coal Cap.	6 tons	Water Cap.	3,100 gals.
Tractive Effort	14,800 lbs.		

*(Vermont RR Museum via Smith-Thompson)*



Photo of former B&M 494 at White River Junction, Vt. (Tad Nunez photo: Courtesy of Smith Thompson)

## RAILROAD MEDALS

The commemorative medals for sale from Smith-Thompson are now available for the states of Maine, New Hampshire, Vermont and Massachusetts. The Lion, Cog Railway, B&M 494 and B&M Flying Yankee are on the respective medals. They are very nicely done and the Flying Yankee/North Station is really beautiful on the medal. For further information write to:

Smith-Thompson  
P.O. Box 828  
White River, Vt. 05001

Or you can use the flyer that was in the last issue of the Newsletter.

*(Remember the B&MRRHS does not endorse any product but does make the information available for the benefit of its members. Proceeds from the sale of the above mentioned Railroad Medals goes toward the restoration of the 494. BW)*

Word out of Portsmouth, N.H. is that B&M engine #3666 is to be either moved or raised from its resting spot in the murky waters of the Piscataqua River that separates New Hampshire and Maine. She met her fate on Sept. 10, 1939 when a wooden section of the span over the river gave way. (see B&M Bulletin Vol. XVIII #1)

*(Paul Kosciolk)*

**WANTED**

A numberboard on display at the Steamtown National Historic Park in Scranton, Pa. has been stolen and is valued at \$1,000 plus.

*(Lowell Nat. Park Rangers)*

A traffic bridge on Interstate 5 in Coalinga, California, that was washed away during flooding, was temporarily replaced with a span of 12 flatbed rail cars. Talk about recycling !!

*(Boston Globe)*

New Hampshire North Coast has been returning from Boston with revenue fills of salt which is dispensed from the gravel pit.

*(Steve Cook)*

Did you know that Amtrak stands for American Travel Track??

*(Boston Globe)*

The nickname for the Woodsville, N.H. High School sports teams is "The Engineers." Could it be due to the fact that Woodsville was once a large hub of North Country railroading in days gone by??

The weekend of March 25th, 1995 saw a minor derailment on the M&L Branch in Salem, N.H. Of four cars, only one, a covered hopper, was involved. The following Monday (27th) the cars were removed and track work began the next day. From the looks of things both the run-around track and main line (!! ) were being taken up and replaced. (BW)

On Sunday 3-26-95 a man was pinned under a "T" commuter train at 10:30 pm. It took emergency crews 90 minutes to free the man. His left leg was crushed. The engineer saw the man in time but not fast enough to stop from running him down. Police don't know if it was a suicide attempt or if he slipped.

*(Eagle Tribune)*

The Wiscasset, Waterville and Farmington Museum has acquired Engine #9 after sitting for 58 years in a shed on the farm of Alice Ramsdell, in West Thompson, Conn. It was manufactured at the Portland Co. in 1891 and Larson Powell, president of the WW & F said it may be the last surviving "Maine-built" narrow-gauge locomotive. It will be on display at the Sheepscoot station in Alna, Me.

*(Portland Press Herald)*

Ten years ago on March 30, 1985, sparks from a B&M train started a 20 mile long fire, including several serious ones, from North Andover to Newton, N.H. There were so many fires in Haverhill, Ma. that reserve firemen were called in.

*(Eagle Tribune)*

Singer Carly Simon brought some excitement to Grand Central Station by doing a taping for the Lifetime channel to be aired in the future. Simon, who adores Grand Central sometimes comes here and writes songs.

*(Boston Herald)*

At the intersection of Rts. 103 and 11 in Sunapee, N.H. sits several old railroad boxcars and other assorted old vehicles, but the one thing that stands out is an old coach. One side looks like it's got yellow primer on it and the other side has Boston & Maine on it. Numbered 3633 it sat at Edaville for many years. A former Lackawanna coach it was sold to the B&M in 1946 and served for about ten years on the B&M. It sat at Edaville with another Lackawanna coach behind B&M Mogul #1455. Word has it that one can purchase the coach for \$10,000 cash in hand, I hope that includes moving costs because it more than likely will cost more than that to refurbish it to a nice condition. (BW)

Two Towers on the Guilford system have been redesignated. Control Station B in Waterville is now Tower A and Control Station C in Rigby Yard is now Tower PT [Portland Terminal].

*(BLHS Bulletin)*

New England Central Railroad may be handling trash trains later this year. Chittenden County, which includes Burlington, must make arrangements for waste disposal (100,000 tons per yr.) when their landfill is closed. Pending approval of the appropriate boards, this trash may go to a new landfill in Randolph, VT, some sixty rail miles south of Chittenden County. NECR is willing to install a 300+/- foot siding, paid for by Chittenden County, to reach the landfill. File that under the "Business Stinks, but Business Is Good" Department.

*(Gordon Defoe, via the Internet)*

### **IMPORTANT DATES FOR YOUR SOCIETY**

The warm weather months are just ahead and your Society has some big dates coming up. The first will be a 160th anniversary of the Boston & Lowell Railroad, chartered 6-5-1830 opened 6-24-1835. This is in conjunction with the Park Service and we do not have any detail available at this time. This may happen in June so call the Society's phone in June for information (if available).

July will feature a display of the Society's artifacts during the Lowell Folk Festival (7-28 to 7-30). As always, we would like to see some new members come down and give a hand for a day, half a day, all weekend??

In August we are going to our annual B&MRRHS Day at Conway Scenic, 8-12-95. This year we will be going to Bartlett on the old Mountain division which is now the "Crawford Notch Line of Conway Scenic Railroad." Along with this train excursion is the traditional Ham and Bean Supper. There will be a flyer with more information in the July/August issue of the Newsletter.

*(BW)*



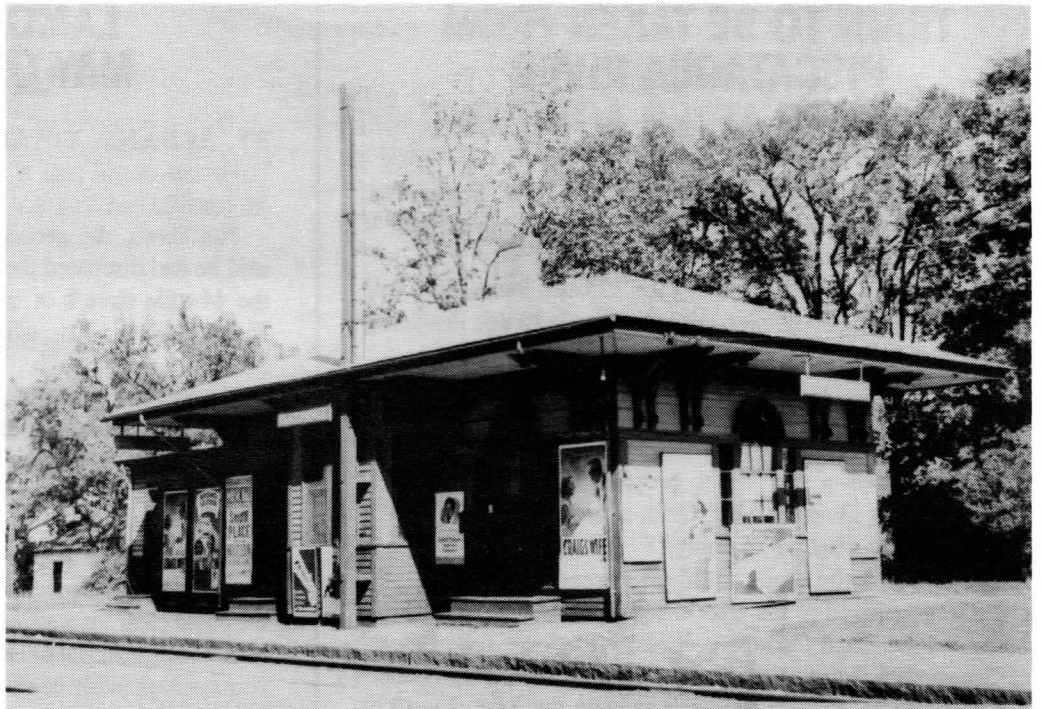


Photo of Cliftdale Station circa 1930s. (Collection of Harry A. Frye)

## CLIFTONDALE'S RAILROAD STATION WAS SOMETHING SPECIAL

Saugus, Ma.—Although lacking the picturesque wooden water tower of television's fictional "Petticoat Junction," the former Cliftdale Station was handsome enough at the turn of the century.

During the height of its popularity, railroad travel via the Eastern Railroad Company, later part of the Boston & Maine) in Saugus was served by five railroad stations.

The local stations were located in Saugus Center, Cliftdale, Pleasant Hills (Adams Ave.), East Saugus and Franklin Park. The Cliftdale station was located on Eustis St.

With the development of steam railroads, a group led by George R. Peabody began a movement for a railroad line from East Boston to Salem over the Saugus Marshes. The idea was initially opposed by Saugonians because they feared that the pro-

posed drawbridge over the river would interfere with coastal vessels loading and unloading cargoes and their wharves. The campaigning for the railroad finally resulted in the Massachusetts Legislature issuing a charter for the Eastern Railroad Co. in 1836. The route to Salem opened in August 1838.

Of the five stations mentioned only Cliftdale and Saugus Center remain today. Cliftdale is a private residence although it has gone through changes. Saugus Electrical occupies the Saugus station which has seen additions and other changes. Pleasant Hills is a parking lot for apartments. East Saugus and Franklin Park are gone.

*(Lynn Daily Evening Item)*

## MAKING NEW TRACKS ON OLD LINES

Worcester, Ma.—William Eddy is reading more than he has in ages. Since the MBTA restored commuter service, on a trial basis, Eddy has found a couple of hours more in a day. Instead of cursing and fretting about the weather he relaxes during the one hour and ten minute ride from Washington Square in Worcester to Boston's South Station.

After six months, ridership on the route joining New England's two largest cities has been more than twice original MBTA projections. On an average day 350 commuter ride the train with a slightly smaller number taking the return trip.

Worcester has been without a direct commuter link to the state's capital for 19 years, since 1975, when the MBTA cut rail service for lack of ridership. Although the Mass. Turnpike passes near Worcester it has no direct link to the city. Commuters must travel other routes to link up with the 'pike.

Currently there are three trips in the morning and three in

the evening. When full service is restored in December 1996 there will be ten (10) trains each way.

"If everything goes as planned, the rail service will plug into a comprehensive transportation center being planned for a refurbished Union Station," said David Foresberg, Worcester's chief development officer. The \$33 million dollar project would enable the station to accommodate trains, buses and vans and anchor a Worcester -to-Providence bicycle path, Foresberg said.

The state has appropriated nearly \$120 million towards the improvements needed before full service can be restored, including laying new track alongside the existing Conrail; track between Westborough and Worcester. The towns of Millbury, Grafton, Westborough, Hopkinton and Ashland are being considered for stations.

*(Boston Globe)*

## TRAIN TO BE TAKEN FROM PISCATAQUA RIVER 55 YEARS AFTER ACCIDENT

PORTSMOUTH (AP)—On September 10, 1939, Engine No. 3666 left North Berwick, Maine for Boston, but never made it past the Piscataqua River.

On that cold, windy evening, the 125-ton locomotive and an empty passenger car plunged off a trestle bridge drowning two crew members.

Soon, the antique steam engine will be lifted from the river bottom as the New Hampshire Port Authority begins a \$4.5 million pier project.

"We're meeting the past to prepare for the future," said Port Authority Director Tom Orfe, a maritime history buff. "That's exactly what we're doing."

As news of the train accident spread, more than 500 onlookers gathered at the river's banks while tug pilots, local boats and the Coast Guard searched for Engineer John Beattie of Somerville, Mass. and fireman Charles Towle of Exeter, according to an account of the accident in the Sept. 11, 1939 Portsmouth Herald.

Towle's screams were heard, but the treacherous current swept him away, the article said. His body was later found, but Beattie's body was never recovered.

Now, the 14-foot-high, 37-foot-long engine and tender car are blocking the Port Authority's project and will be moved this spring at a cost of about \$140,000, Orfe said.

Orfe said the train stands almost upright in the river and is still in one piece.

The engine bell is missing, he said, but, other than that, it's pretty much intact."

"It will be interesting to see it before and after," Orfe said.

Carl Byron, a member of the B&M Railroad Historical Society, said his organization is willing to aid any local historical society willing to recondition the last known steam-powered locomotive not on display or scrapped.

"We certainly would share our resources and our enthusiasm," Byron said.

It is not the first time the locomotive was scheduled for removal.

*(from the 4-11-95 Laconia Citizen  
submitted by Ellis Walker)*

*(Ed. note: In addition to the bell, there have been other parts of the locomotive brought up in the past. The society owns one of these, which is a valve connecting rod, and has displayed it at the Lowell Folk festival in the past. The rod was discovered in a store window in Portsmouth. Also, the engine's trailing truck wheels and axles were taken up in 1966 when the locomotive was moved out of the shipping channel by the Army Corp of Engineers and George M. Byrne Co., Inc. A picture of the axle-wheel appeared in the Portsmouth Herald in 1966 along with a lengthy article on how the engine was moved under water.)*

## LAMOILLE RR LINE MAY GET NEW USER

ST. ALBANS, Vt (AP) 4-7-95- New England Central Railroad could use a section of railroad track between Morrisville and Swanton now slated for abandonment.

Jim Davis, the general manager of New England Central, said he had discussed the future of a two-or three mile piece of the 44-mile stretch of track with officials from the Lamoille Valley Railroad Co., which leases the track now. The track is owned by the state.

Davis said Wednesday he had talked with existing and potential rail customers in Swanton, and was hopeful he would reach an agreement with Lamoille.

Earl Fournier, Swanton select board chairman, on Wednesday urged a delay of a year or two in any decision that might uproot the track.

"That part of Swanton (where the railroad enters the town), if we could clear up wetland issues, would be prime (development land)," Fournier said. The selectman said the railroad right of way could possibly be used someday as a new highway.

*from kenyon@mv.MV.COM (Kenyon F. Karl)  
via the Internet*

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## NEWS FROM NORTH CONWAY

The Locomotive Fifteen Corporation has purchased two General Motors FP-9A units built at London, Ontario in the 1950's for passenger or freight service on the Canadian National Railways. In 1978 the units became the property of VIA Rail, the Canadian equivalent of Amtrak. The units were retired in 1989-90 and had been placed on the market for sale. After looking at many VIA units, our search group concluded that Nos. 6506 and 6516 were the most suitable for our use.

Here are some specs on the two units:

Engine—1.6 cylinder, 1,750 hp. Model 567C diesel.

Weight—257,00 lbs.

Two axle trucks with traction motors on each axle.

The units will come from Montreal and hopefully be able to come down through Whitefield, N.H. sometime this spring.

These units will be leased to Conway Scenic for use on the Crawford Notch Line and several color schemes have been tossed around but as of this printing none has been chosen.

*(Locomotive Fifteen Corp.)*

### 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.

## BLAZING A PEDALING TRAIL

Haverhill, Ma.—You're pedaling on pavement, but there are no cars whizzing by, there is fresh air and fine scenery. Ken Dews of Groveland and other cycling enthusiasts have seen it. Mr. Dews has just completed a study to build a seven-mile cycling and walking path from Bradford to Georgetown.

"It's very feasible," said Dews. An abandoned railbed already marks the way. With cooperation and grant money it can be done. It costs \$50,000 per mile to build such a trail, more if it runs through a congested area. They're wonderful but very expensive to do.

Similar cycling and walking trails have been built on old rail beds on Cape Cod, from Amherst to Northampton and the Minuteman Bikeway from Bedford to Alewife.

To begin in the Merrimack Valley, Dews hopes to complete a half-mile section in Bradford, along the Merrimac River between the Basile and County bridges. He met with Mayor James Rurak and the mayor was very excited about the idea.

Mark Andrews, Haverhill's economic development and planning director said "a project like this will enhance our efforts to bring recreation into our town." Mr. Dews project coincides nicely with a paved loop the city is working on, he said, which includes both sides of the river.

The Bradford section of the trail would cost \$20,000 to \$25,000. Feral grants earmarked for alternative transportation are available.

"It's a test project to find out how we can work with the utility company who owns the property," he said. "Hopefully we expand and move on with this under our belts. The railroad beds are owned by the MBTA, the city and Mass Electric who uses it to run power lines.

If negotiations are successful, the trail will expand to Groveland and Georgetown, Mr. Dews explained, where it will meet/connect with another 9-mile corridor planned from Newburyport to the New Hampshire border. Which in turn would hook-up with a route being planned to go all the way to Boston, being worked on by the North Shore Bikeways Coalition.

Other agencies are working on paving trails from Portland, Maine to Florida, to be used by walkers, runners, cyclists, in-line skaters and those in wheelchairs."It's really a question of safety," said Dan Tieger of Manchester, Ma., who is president of the NSBC and who also has small children who he would like to see ride in a safe area.

Mr. Dews, who received a \$2,800 grant from the Mass. River of Environmental Management to do the "Bradford Rail-Trail study.

"The beds are in great shape," he stated. When the railroads stopped using them they removed the rails and ties for salvage. "These are resources that would be excellent for trails," he said.

[Ed. note—This is on the old Georgetown branch of the B&M. The section in Bradford still has some rail and ties with an occasional switch here and there and the remnants of an old "tell-tail" near the Rt. 125 bridge over the Merrimack River on the Bradford side. The tracks from Georgetown to Paper Mill were taken up in 1941.]

*(Eagle-Tribune)*

### BOOK REVIEW...

"The Banshee Train" by Odds Bookin with full color illustrations by Ted Rose, to be published by Clarion Books.

The story takes place on the Denver & Salt Lake Line. Mixing Irish lore and railroading together to form the story of how a train is visited by a "banshee" with a message of impending danger. It starts off at an easy level than reaches a peak of suspense. The ending turns out good for the train crew and its passengers. It is recommended for children 5-8 years old but even a 3 or 4 year older will enjoy the book.

Author Odds Bodkin writes so young children can understand and read the story. Mr. Bodkin is a professional Master Talesman from New Hampshire.

The watercolor illustrations by Ted Rose are vibrant and well detailed. Mr. Rose is a member of the prestigious American Watercolor Society and resides near Santa Fe, New Mexico.

## BRIDGES! BRIDGES! BRIDGES!

Although they are not railroad bridges they span rails. Swampscott, Ma.—The Danvers Rd. bridge, by Lynn, Sand & Stone, over the old Eastern route, now the "T's" Rockport Line will be replaced.

Lawrence, Ma.— the South Union St. bridge is being completely replaced. It will be completely torn down and replaced with a new span taking up to eight months (as of April 1, 1995). This is in South Lawrence by the old Roundhouse and about 500 yards west of the freight yard.

Arundel, Me.—The Signot Road railroad bridge is still scheduled for construction this year. The project was advertised for bids in February so construction is anticipated to start as soon as the weather permits. One disappointing aspect of the construction is that after all the hoopla and delays due to the "historic" significance of the old wood truss structure, it appears as though it is just going to be torn down.

*(Arundel Arrow)*

### 410 Work Getting Underway Again

After the winter hiatus, the 410 Restoration Committee will be resuming volunteer work on the engine at Dutton Street. Much work has been done, and the engine is really taking shape! If you would like to help out, please contact Jim Nizgus, Jr. at:

410 Restoration Committee  
P.O. Box 9116  
Lowell, MA 01852

## UPCOMING EVENTS OF INTEREST...

- May 13 to June 9, 1995 Conway Scenic opens daily—limited operations. Mothers Day special on the 14th. 1-800-232-5251 for information and brochure. Many events planned.
- May 20-21, 1995 Rutland RRHS 9th Annual convention at Malone, N.Y. For more info, contact Jeff English 6 Lansing Ave. Troy, N.Y. 12180 or call him at 518-274-8068.
- May 20, 1995 22nd annual Spring Model RR Show at the John Fuller School on Pine St. 10-4 Adults \$1.50 Children \$.75 5 and under free Family \$5.00 max
- May 27, 1995 Winnepesaukee Scenic RR opens for weekends until June 24th when it operates daily through Labor Day and back to weekends for the Fall season. Call 603-745-2135 for information or brochure to be sent. Many events planned.
- May 27, 1995 Maine Coast RR opens for operations on weekends. 1-800-795-54-4 for information.
- June 3, 1995 Hobo RR "3 in One" Railfan Day. 8:00 am registration at Lincoln, N.H. In conjunction with Annual Track Car meet, Pass. extra to Ashland, Antique Gas/steam engine meet in Campton, and a bonus of ribbon cutting at Ashland RR Station marking the official beginning of restoration. Costs are \$25 for adults \$15 for children for the day. At 7:30 a "Turkey Dinner" train departs (2 hrs.) Costs for day and dinner are \$40 adults \$25 for children. For further info write: Hobo RR P O Box 9 Lincoln, N.H. 03251 or call 603-745-2135 for this event and other information on schedules.
- June 10, 1995 Conway Scenic opens for full operation until October 22. Fathers Day special on the 18th.
- June 10, 1995 2nd Annual New England Transportation Expo. Hours 10-4. Train rides, dealer tables, antique vehicles, railroad equipment, demonstrations, contest, door prizes and food concession stands. Admission, including train ride—Adult—\$10.00—children-(4 thru 11)—\$8.00—under 4 years—free. All day pass is \$17.00 and \$15.00 respectfully which includes unlimited train rides. For info—NETE 24 Kimberly Dr. Medway, Ma. 02053 or 508-533-1222.
- July 28-30, 1995 Lowell, Ma. Folk Festival with the B&MRRHS manning the Combine. Come on down and lend a hand.
- Aug. 12, 1995 19th annual Wolfboro Branch Railroad Club railroad show at Kingswood Reg. High School Rt. 28 Wolfboro, N.H. Hours 10-4. admissions—Adult—\$2.00—62 & older—\$1.00 children 5-12—.50—Family Max.—\$5.00.

## MEMBER'S MEETINGS

### MARCH 11, 1995

Bob Poore put on an excellent presentation of slides titled "Life in a Camp Car on the Maine Central". This was about his experiences working over various parts of the system as a signal maintainer and installer from about the late 1960s through the late 1970s. Bob had a number of shots of track equipment, snowplows, wreckers in service and other items of interest. There were approximately 30-40 people in attendance at the Mogan Center.

### APRIL 20, 1995

This was our annual joint meeting with the Mass. Bay Railroad Enthusiasts, held at the Newton Highlands Congregational Church. The evening's presentation was put on by Gary Webster, Manager of the Conway Scenic RR, and

### *Thanks...*

Thanks this issue goes out to Roger Bruns, Steve Cook, Jim Shea, Brian Manning, Gordon Howard, John Alan Roderick, Mike Lennon, Alan Burdett-Thomas, George Mercier, Linda Weeks, Stewart Schneider, George Merriam, Paul Kosciolk, Roger Robar, Preston Johnson, Mike Lavin, Ellis Walker, Scott Whitney, Harry Frye and Dennis Snook.

—BW.

Dwight Smith, former CSRR president. Gary and Dwight spoke about upcoming operations on the Crawford Notch Line (former MEC Mountain Division) which CSRR will be commencing this summer.

(BW)