

NEWSLETTER

Boston & Maine Railroad Historical Society
19 Incorporated 71

BUDDY WINIARZ, Editor
P.O. Box 2936
Woburn, MA 01888

JEFF URSILLO, Production & Distribution
P.O. Box 4117
Boynton Beach, FL 33424-4117

Meeting/Membership Telephone Number (617) 628-4053

July/August 1995

Opinions expressed in the signed columns or letters of this *Newsletter* are those of their respective authors and do not necessarily represent the opinions of the Society, its officers or members with respect to any particular subject discussed in those columns. The mention of commercial products or services in this *Newsletter* is for the convenience of the membership only, and in no way constitutes an endorsement of said products or services by the Society or any of its officers or directors, nor will the Society be responsible for the performance of said commercial suppliers. We reserve the right to edit all material, either due to length or content, submitted for publication.

— B&MRRHS CALENDAR —

JULY 28-30, 1995

Lowell, Ma. 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.**

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. **NOTE: THERE WILL BE NO REGULAR MEMBERSHIP MEETING IN LOWELL FOR THE MONTH OF AUGUST.**

NOMINATIONS ... NOMINATIONS

Anyone wishing to nominate either themselves or someone else as a candidate for the 1995 election may do so between now and the August meeting of the B&MRRHS. All members in good standing are qualified and are urged to consider running for office in the society. Fresh ideas and new faces are the fuel which helps any group—including ours—move ahead. Maybe it's time for YOU to consider getting involved. A minimal time commitment of only several hours a month goes a long way. Getting nominated is easy, requiring only a phone call to any officer or dropping a line to the post office box in Woburn. In addition to the offices of president, vice-president, secretary, and clerk, there are 3 seats on the board of directors and two alternate director positions open. So please, give it some thought.

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.

RUNAWAY ENGINE IS DIVERTED OFF RAILS IN NORTH BILLERICA

Billerica, Ma.-April 22, 1995—A speeding, runaway locomotive coming from Boston jumped the tracks in Billerica, taking down a utility pole, causing outages and releasing diesel fuel.

Crews stopped the unoccupied Boston & Maine engine (MEC #406—GE-U18B) by steering it onto a switching track near the company's headquarters at Iron Horse Park in North Billerica, according to Billerica police Lt. Steve West.

Shortly after passing the switch, the engine left the rails and landed on its side 100 yards north of the Pond St. crossing at 10:40 p.m.

No one was aboard and there were no injuries, West said.

Authorities say the engine may have been stolen or accidentally set in motion. Shortly after the derailment, a B&M dispatcher said "all his freight trains were accounted for."

The engine rolled along the MBTA's Boston to Lowell

commuter line (B&M New Hampshire Division), gaining speed through Mishawum station in Woburn and in Wilmington before a dispatcher in either Billerica or Boston set the switch to steer the engine onto the passing track.

Police in communities along the line received reports of a "train speeding out of control at a high rate of speed...a call about a runaway train headed to Lowell," said West. (Supposedly the trottle was wide open.)

Lowell police sent cruisers to the Gallagher Terminal to secure the area just in case the train made it past Billerica.

The locomotive released an undetermined amount of diesel fuel after hitting the utility pole according to Billerica police.

B&M, MBTA and Amtrak police were dispatched to the scene as were Billerica firefighters.

(Lowell Sun)

N.E. STATES FAIL TO REACH INTERMODAL CONSENSUS

BOSTON—Apr. 19—An 18-month project to coordinate transportation planning in New England has ended amid criticism and without a clear commitment from the states to form an intermodal union.

The project sponsored by the six states and the New England Governors' Conference wrapped up its work last month with a final report that urges an activist role in commercial transport with the creation of a New England Regional Intermodal Freight Alliance.

The study by the New England Transportation Initiative said the alliance would serve to promote goals of common interest by coordinating regulations, investment in new facilities and the most efficient means of moving freight by all transport modes.

The report recommended a more evolutionary approach to passenger transportation, using a combination of capacity expansion, largely on the most congested highways, and demand management to reduce delays and meet clean-air requirements.

But the blueprint came under attack from several sides in comments by state officials and interested parties filed with the report.

Environmental groups and railroads generally faulted the initiative for relying too heavily on highway growth, while trucking and construction interests, notably in Connecticut, saw the plan as offering limited local improvements at a prohibitive cost.

Gary LaBrake, director of member services for the Motor Transport Association of Connecticut, said his state "seems to come up short in the study," compared with Massachusetts and Rhode Island. The concern also was voiced by the Connecticut Construction Industries Association, which said that emphasis on double-stack access to ports "doesn't seem to have much to offer" the state, which has no such development in the cards.

The report's authors responded that attention had been paid to the problems of easing Connecticut traffic congestion and that RoadRailer technology, using trailers on tracks, had been considered to address the state's stack problem.

On the rail side, the Vermont Railway said the report "provides little vision to the utilization of rail for passenger service or freight transport." The Conservation Law Foundation also objected to recommended roadway expansion and urged closer links between the proposed freight alliance and passenger rail interests.

While the study's authors defended their approach, they were also seen as visionary in urging creation of a "high-speed ground transportation system," running parallel to major interstate routes. The regional system, using conventional high-speed rail and "maglev" technology, would cost an estimated \$30 billion and reduce vehicle mileage by 12 percent in the corridors served, the report said.

Although the study effort garnered some praise, implementation is far from certain. No deadline has been set for creation of the intermodal freight alliance and a memorandum of understanding for cooperation has yet to be signed by the states. Scheduled meetings with the New England Governors' Conference also have not taken place, the report said.

*By Michael S. Lelyveld, The Journal of Commerce
Knight-Ridder/Tribune Business News*

TRUTH TO THE RUMOR

As reported last issue, Guilford would be appearing with a "semi-new" paint scheme. Well rest assured it is happening. Seen at Rigby Yard over the Memorial Day weekend, by your editor, were GP-7's #22 and #35 and GP-39-2 #364 were in the "new style." Over the orange band on the body of the engine was "Guilford Rail System" along with the abbreviations of ST and B&M under the cab windows and above the numbers with new coats of paint. Otherwise they looked the same.

So much for the follow-up in the BLHS Bulletin that the plan was on hold, because I was told by personnel that eventually all units will be done in this style. (Ed.)

NATIONAL OPERATION LIFESAVER DAY OBSERVED

North Conway, N.H.—The Conway Scenic Railroad recently observed National Lifesaver Day by hosting the presentation of a railroad safety awareness program in three local schools.

The Operation Lifesaver message was presented to schoolchildren in grades K-8 at Conway Elementary, John Fuller and Josiah Bartlett schools, by dignitaries and invited guests who traveled between the schools aboard a special CSRR "Operation Lifesaver" train.

Designed to increase public awareness of highway-railroad grade crossing dangers and to improve the actions of pedestrians and drivers at all rail crossings, Operation Lifesaver has been observed annually nationwide since 1983. This year's initiative was sponsored locally by CSRR in cooperation with School Administrative Unit 9, the New Hampshire Bureau of Railroads and Public Transportation, the Office of Executive Councilor Raymond Burton and the Safety & Health Council of New Hampshire.

"When Operation Lifesaver got under way 12 years ago, 1000 people were being killed every year," Executive Councilor Ray Burton told the Mountain Ear. "Through safety education, engineering and enforcement, that figure presently stands at about 500—and we hope to get it down to zero. The state is very pleased with the emphasis that the Conway Scenic Railroad is putting on safety—today and every day of its operation."

District 3 Councilor Ruth Griffin, who also figured among the dignitaries present for the occasion, said that as an observer in the schools, she could see the program was successful, because of the attentive manner in which schoolchildren demonstrated their readiness to listen and learn.

Timed to observe Operation Lifesaver Day, the event also coincided with the return of rail service between North Conway and Bartlett, discontinued in the fall of 1984.

"It's a pleasure to host Operation Lifesaver Day as part of the national campaign to raise awareness of students and all individuals about the operation of railroads and safety practices around railroads," said CSRR General Manager Russ Seybold. "We're honored by the presence of councilors Burton and Griffin at the three schools involved, and glad that representatives of the Federal Railroad Administration could be here to show their support for this type of program. We're also very pleased to have their representatives of the state, which is the owner of the railroad corridor we've been traveling today."

In addition to participating in the programs presented at the three schools, dignitaries and guests were able to enjoy a lunch break on the CSRR's dining car "Chocorua" during the noon-time run between North Conway and Bartlett.

(Conway Mountain Ear)

AMTRAK FUNDING NEWS

WASHINGTON, May 25 (Reuter) - A congressional subcommittee Thursday authorized spending for Amtrak of \$3.6 billion for five years along with measures to make the national passenger railroad more competitive when subsidies ultimately end.

The authorization by the House of Representatives Transportation subcommittee on railroads was about \$700 million more than President Clinton asked, but it foresees an end to subsidies to the struggling railway by the year 2000.

Congressional aides predicted the full committee and the House would leave the subcommittee bill pretty much intact.

Amtrak was formed by Congress in 1971 to handle rail passenger service then provided by private lines, but it has never made a profit and relies on subsidies to keep running.

Many local commuter lines use its tracks.

The subcommittee bill gives Amtrak many of the powers of private businesses, including the right to sell or mortgage property to raise funds for needed modernization.

It also allows it to cut some routes that Congress had ordered it to keep regardless of passenger load with the idea of maintaining a nationwide rail service.

Some congressional aides say that bus companies would be eager to take up routes that Amtrak abandoned as unprofitable.

The General Accounting Office, the congressional auditing agency, reported last February that Amtrak would have trouble continuing its present services because of growing losses.

It said Amtrak needed \$4 billion for new equipment and to improve its tracks.

Amtrak recently announced cutbacks of nearly a fifth of its service—including the frequency of popular trains in the Northeast corridor between Washington, New York and Boston.

A Page out of the Past...

LINCOLN SQUARE RAILWAY DEPOT BEING DEMOLISHED

The Lincoln Square passenger station of the Boston & Maine, its appearance and location assailed for years as out of place among more modern neighbors, is being taken down. Its site is that of the original store of Stephen Salisbury, an 18th century Worcester settler.

A smaller passenger shelter for the occasional patrons boarding trains at the square will be erected in the station's place. One passenger train stops there daily running to Boston via Lowell and back, and a gasoline car to Peterboro, N.H. gives like service.

"We've had it in the mill for quite a while to take the old station down," Charles A. Came of Dover, N.H., Division superintendent said yesterday. He admitted the building was unsightly and said removal would "make the square look better."

Last major use given the structure was several years ago when the railroad leased one end to a fruit marketing concern for on-the-spot retailing of oranges. Since then only a rare passenger and railroad police have used it.

(Worcester Telegram & Gazette—a page reprinted from December 21, 1944)

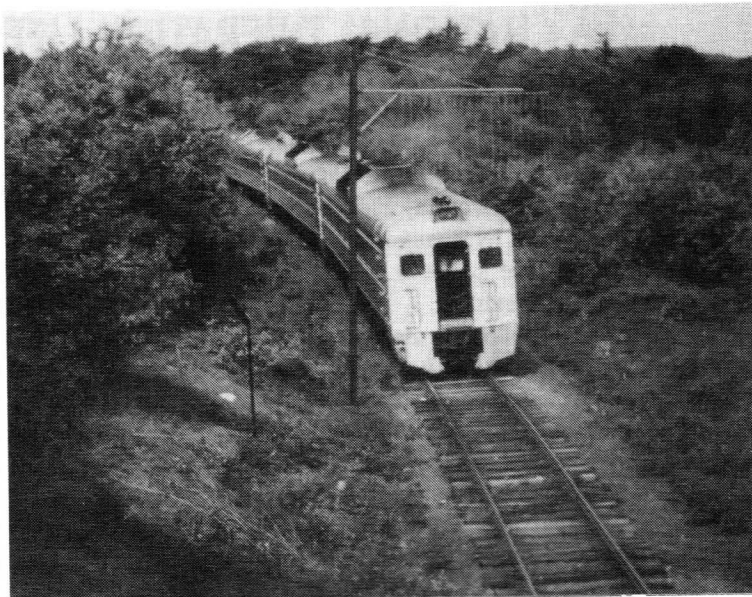
WALK THE REFORMATORY BRANCH

Pole-capping ceremonies and blooming tulips aren't the only signs of spring coming to life in Bedford. Pass by the popular Minute-man Bikeway on any given day and you will encounter many people walking, biking or roller-blading on the former Lexington Branch.

Though the bikeway is a great place for families and others to relax and enjoy outdoors together, a less travelled and interesting alternate is the former B&M Reformatory Branch between South Road in Bedford and Monument St. in Concord.

A stroll along this unpaved 4.2 mile railroad right-of-way, now public land will reveal much natural beauty, including Great Meadows Wildlife Sanctuary. Discover the Reformatory this spring and summer.

(Bedford Depot News)



Concord-bound 3-car Budd car train with No. 6152 at the rear, at West Bedford on the Reformatory Branch. Photo was taken by George Dimond from atop the former Concord Road Bridge on June 8, 1958.

RAILROAD TRACKS TO GET FACELIFT

Milford & Wilton, N.H.—The Milford & Bennington Railroad was celebrating the start of a \$750,000 rehabilitation on tracks between Wilton and Bennington.

The majority of the rehab is being subsidized by state funds (\$500,000), while the remainder is being borne by Granite State Concrete, the Milford & Bennington RR and Monadnock Paper Mill in Bennington which will be a future customer.

In the next few months the railroad will replace about 6,000 ties, half in Wilton with the remainder between Lyndeborough and Bennington, and upgrade nearly 1.5 miles of rail, much of which is 100 years old said M&B president Peter Leishman.

The railroad plans to continue its average 15 runs per week from Granite State Concrete's Wilton plant to its operation in Milford. On an average day the train moves about 90 tractor trailer loads of material, saving wear and tear on Rt. 31. A fact that New Hampshire head of Transportation Charles O'Leary acknowledged on a train trip up the line.

In addition, with the train running to Bennington in a few months, the railroad will be serving the paper mill on a regular basis and hopes to find other new customers.

"This rehab will make the line much more marketable," said Leishman.

Plans also include upgrading the railroad crossing at the intersection of Rt. 31 and Burns Hill Road (near the Wilton Falls building).

The upgrade, which is not included in the rehab, will take a couple of months and is slated to begin in June. The upgrade will include changing the curve of the road, installing sidewalks and crossing lights and moving utility wires underground.

The train will continue running while the work is being done.

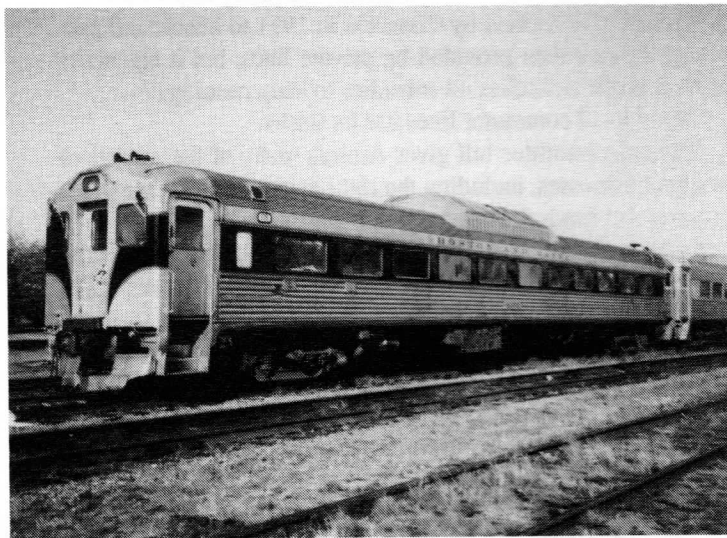
(Milford Cabint & Wilton Journal)

(This is on the old Keene Branch of the Worcester, Nashua and Portland Division—Ed.)

B&MRRHS GOLF SHIRTS AVAILABLE

The B&MRRHS is now offering white 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 1-2 shirts.

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



B&M RDC-1 No. 6126, now carrying the same number on the Cape Cod RR, is seen at Hyannis, Mass in 1994. This car is in use on CCRP's "Ecology Train," as described in the article on page 5. (Walter Lenk photo)

ALL ABOARD FOR THE ENVIRONMENT

HYANNIS—The whistle wailing, the Cape Cod Railroad's "Ecology Train" slowly pulls out of the station on a three-hour journey that includes railroad history, unique vistas and an up-close look at a fertile salt marsh.

The 40-some people on this trip are all from Staten Island, members of the Friends of the Staten Island Zoo, and like other passengers on other Ecology Train trips, all have an interest in environmental preservation.

As naturalist guide Richard Hall explains before the train leaves the station, using a train to get to the salt marsh is in itself part of the message of environmental awareness, since the passengers would otherwise have to resort to cars or busses to get there.

For the first few minutes of the trip, the backs of businesses along Willow Street on one side, and Barnstable Municipal Airport on the left, provide little of scenic attraction, which is why Hall, who is also a staff member at the Cape Cod Museum of Natural History in Brewster, uses that time to give people a quick historical overview of the Cape Cod Railroad.

Even the train they are riding on is of special interest. Called a "Budd Car," the self-contained, single railroad car was built in 1955, and it is now the only functioning rolling stock of its kind in the state. With two, 300-horsepower diesel engines, and operating controls located at either end, the Budd Car, which can seat 88, can travel in either direction.

Passing into the more wooded areas of Yarmouth and Yarmouthport, engineer—and railroad owner—George Bartholomew keeps the speed at about 30mph, slowing and sounding the train's warning whistle (two long, one short, one long) at each grade crossing. Most of the road and railroad tracks have either warning lights or automatic gates, or both, but several dirt paths have neither, and Bartholomew and conductor Fred Pagnato keep a close lookout.

"It's the second car that's most dangerous at grades," Bartholomew says, explaining that if one car makes it across the tracks, even when warning lights are on, often the next car will also attempt a crossing, thinking the train is still a safe distance away.

Both men wave back to drivers who watch the train and wave as it passes a crossing. Bartholomew says there are several regular watchers who come out of their houses along the route to wave.

But not this day. It's gray, spitting rain, and cold. But the Staten Island passengers persevere.

After a 35-minute ride, they clamber down to the start of a half-mile walk that will lead them out to Talbot Point, which in turn will put them at the edge of the Great Salt Marsh. The second largest salt marsh on the East Coast (the largest is in the Chesapeake Bay area), it encompasses some 4,000 acres in Barnstable and Sandwich, where the group is headed.

On the walk through the woods, Hall points out a vernal pool, a freshwater area that dries up in summer but which, in the spring, provides essential habitat for various amphibians, such as salamanders, who rely on the predator-free environment for their continued survival.

Nestled in New York Harbor, Staten Island has its own vernal pools, but James Eggers, assistant director of education at

the Staten Island Zoo, reminds the group that over the past 50 years, the island has seen three of the five kinds of salamanders that once lived there vanish, thanks to the destruction of wetlands and vernal pools.

Pausing at the edge of the marsh, people watch a nesting pair of ospreys circle their man-made nesting perch erected in the middle of the marsh. The large, fish-eating hawks carry what appear to be grass clumps to form their nest.

Several passengers wearing white sneakers hesitate before they proceed out onto the muddy path leading to the spongy surface of the marsh itself. Hall has earlier warned them, half-jokingly, that their shoes would have a different color upon their return.

Once on the marsh, Hall quickly debunks the notion that a salt marsh is nothing more than a smelly, muddy wasteland that breeds pesky insects.

A salt marsh, he says, provides the same function for the marine environment that a Kansas wheat field provides us. The thick grasses of the marsh form one of the basic links in the food chain. Between 70 and 80 percent of commercial fish stocks spend part of their lives in the marsh ecosystem, and 90 percent of the shellfish depend directly on food produced in these marshes, he says.

One acre of salt marsh, Hall says, can produce 10 tons of food a year. By contrast, a productive wheat field yields about 1.5 tons. These marshes are not only prolific food producers but are also one of nature's most efficient cleaning machines, capable of removing and consuming much of the pollutants in sewage and other waste discharges.

"Salt marshes may have a bad rap, but they are full of mystery and life," he tells the group as they head back, spurred on by heavier and heavier rain.

The low rumble of the Budd Car's engine is comforting as everyone staggers back. Passengers shed wet coats and sit back in the warmth of the railroad car.

As vistas of the marsh sweep past the windows, Lynn Sampel and her daughter, Pam, 12, nod enthusiastically when asked if they enjoyed the expedition, despite the rain.

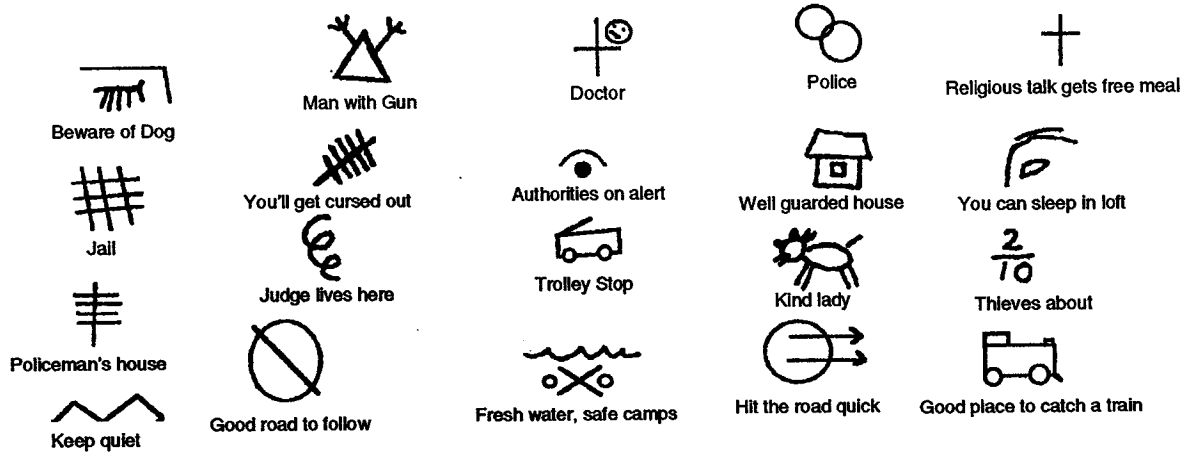
Preservation of a salt marsh and other wetlands has special importance for Staten Islanders, she says, since some of their wetlands are used as a garbage dump, called the Freshkill landfill, for several of New York's boroughs. ("It's a disgrace," Ms. Sampel says.)

Experiencing a variety of environments is just part of the Ecological Train's mission, according to owner Bartholomew.

"The average tourist sees the beaches, the hot dog stands, and thinks that's Cape Cod," he says. "I learned running trains there is a lot more than that."

More information on the Ecological Train, as well as the scenic excursion trains, and the Cape Cod dinner train, may be obtained by calling the train station at (508) 771-3788 or by writing the Cape Cod Railroad, 252 Main Street, Hyannis, MA 02601.

John Leaning, Cape Cod Times, Monday June 5, 1995



Petroglyphs from the railroad age? Kindergarten clip art? No. The above are just a few of the chalk drawn figures used by hoboes riding the rails from the Civil War thru the 1930s to communicate with others of their cadre "in code". Thanks go to Steartown NHS for providing these.

"T" PLANS EXTENDED RAIL LINK TO HUB

Boston-bound commuters from Fall River and New Bedford could be riding trains into the Hub by the end of 1997, as part of an MBTA fast-track rail plan, officials said last week.

Gov. William F. Weld, an enthusiastic commuter rail backer, is expected to announce details of the plan early next month, after a series of public hearings in the two southeastern Massachusetts cities.

"We've seen commuter rail as the fastest growing element of MBTA service and we want to dedicate more and more focus to building commuter rail by the end of the decade," said Transportation Secretary James J. Kerasiotes, who serves as chairman of the MBTA board of directors.

The T recently extended trains to Worcester, is planning an extension of the Ipswich commuter rail line to Newburyport and is in the process of restoring two branches of the Old Colony Line on the South Shore, with a possible third branch under review.

A state decision on the controversial Greenbush line to Scituate is expected within a week.

A population boomlet in the southern suburbs has fueled a general interest in commuter rail south of Boston but the prospect of casino gambling in New Bedford has also sharpened the focus on transportation access to that area.

To bring service to Fall River and New Bedford, T officials are eyeing a \$156 million scheme that would connect the Attleboro commuter rail line with existing freight rail tracks that run from that line to the two mill cities.

A 2 1/2 mile extension of the Stoughton commuter rail track down to North Easton, slated to cost about \$17 million, would take advantage of strong demand for train service in that area, said MBTA planning director Jeoff Slater.

Officials plan to use state money to pay for the extensions and believe they can get through the state environmental review process in time to get interim service running by the end of 1997, Slater said.

An MBTA feasibility study released last month expanded the alternatives looked at in a 1990 study to seven rail plans and an enhanced commuter bus option.

Extensions of the Middleboro-Stoughton and Attleboro rail lines were all studied but the two-pronged Attleboro and Stoughton solution appeared to be the most cost effective plan to serve as many riders as quickly as possible, Slater said.

MBTA service projections predict about 4,205 daily riders would use the Fall River and New Bedford service from the Attleboro line and another 2,350 would use the Stoughton extension to North Easton.

The cost of rail equipment is estimated at about \$90 million, with annual operating costs pegged at about \$34 million, primarily for the Fall River and New Bedford service. State officials reportedly are looking at a variety of innovative financial schemes to pay for the new service.

The success of the T's fast-track scheme for the Attleboro extension depends on T officials' ability to find interim station locations in Fall River and New Bedford, environmental approvals for a 2 1/2-mile track bypass in Attleboro, and the upgrade of the existing freight tracks to handle commuter trains.

Slater said he does not believe the Attleboro bypass will present a problem because it would run along an existing power line right-of-way.

"We think that's pretty straight forward and can be done quickly so we can start running interim service," he said.

The service is planned as a virtual express route from southeastern Massachusetts to Boston, with stops in Freetown on the Fall River branch and East Taunton, Taunton and Attleboro—but only two stops between Attleboro and Boston.

The T estimated it could add two stops on that stretch of the track without delaying Amtrak's high-speed service, Slater said. The report assumed those stops would be in Mansfield and Sharon, but other stations—such as Route 128—could be considered instead.

Public hearings on the T's plan are scheduled for Wednesday and Thursday in Fall River and New Bedford.

By Laura Brown
6-19-95 Boston Herald

A FASTER COMMUTE BY RAIL— SORT OF

Bedford, N.H.—Some local commuters have taken a novel approach to solve the rush-hour traffic problem between Manchester and Bedford.

They take a railroad route—in their cars.

The Goffs Falls railroad bridge across the Merrimack River provides a traffic-free direct route between Brown Ave. in Manchester and Daniel Webster Highway in Bedford.

The bridge, which was built in 1930, originally had two rail lines on it but one was taken up some time ago by the railroad. The gravel path now in place provides for one-way auto travel.

In a recent interview on the bridge, one commuter in a pick-up truck said traveling over the bridge allowed him to bypass traffic tie-ups at the intersection of Interstate 293 and Rt. 3, where long lines of traffic form near Jordan marsh at rush hour. "I save about twenty minutes in the afternoon," said the commuter, who then continued to drive across the bridge.

But the easy commute for those that use the bridge may soon end. Colin Pease, executive vice-president for GTI, Inc. said "railroad security officers will put a stop to the practice since the automobile traffic is a serious safety concern for his company."

In a recent phone conversation from his office in North Billerica, Ma., Pease said he hadn't heard of any trespassing problems related to the bridge but was surprised to hear commuters were using it.

"Trespassing on rail property is always a problem," Pease stated "but this is a whole new type."

Pease would not give any specifics about what would be done except to say local police officials will be notified and that railroad police patrols would be increased. However, a week later no apparent steps had been taken.

Bedford Police Chief David Bailey has not received any recent requests from GTI to patrol the area. Nor has Manchester Police received any complaints recently about cars driving across the bridge. Although a few years ago two stolen vehicles were driven off the bridge into the river, according to Police spokesman Officer John Buchan.

It is not clear how sturdy the bridge deck is, but it is covered with a heavy layer of gravel.

(Bedford-Merrimack Bulletin)

Carroll L. Robbins

We are saddened to report here the passing of society member Carroll Robbins on April 29, 1995.

Carroll served the B&MRRHS in a number of capacities over the past decade, including two terms as recording secretary, one as director, and one as treasurer. In addition, he was involved in a number of other projects including review of the society's by-laws and planning of a new membership survey. His efforts will be sorely missed, and we extend our deepest sympathies to Carroll's family upon their recent loss.

—Directors & Officers of the B&MRRHS

PENA ANNOUNCES APPROVAL OF MAJOR NORTHEAST CORRIDOR WORK

WASHINGTON, May 9 -- In a major step toward making high-speed rail a reality in the congested Northeast Corridor, Secretary of Transportation Federico Pena today announced approval of Amtrak's plan to electrify the track between New Haven and Boston, which will reduce the Boston-New York City traveling time from four to less than three hours.

"When there are trains traveling up to 150 mph on the Northeast Corridor, we will have changed the lives of millions of people," the Secretary told members of the railroad community attending the annual meeting of the High Speed Rail/Maglev Association today in Boston.

"Over the last two years," Pena said, "we have supported full funding for the Corridor, and this year, the Administration -- under a truly pro-rail President, included \$235 million in the budget request to Congress for this project.."

"Look at it this way," he continued. "More passengers at Boston's Logan Airport want to go to New York than to any other city. If rail can attract half of them, Boston won't need a second airport for another 20 years ... This project also will significantly improve service between points in Connecticut to New York and Boston."

This morning, Federal Railroad Administrator Jolene M. Molitoris signed the Record of Decision, the final step in the federal review of the environmental impact of the proposed project. Molitoris said,

"FRA's environmental review of this project demonstrated many of the benefits that can be realized by investing in high-speed rail. These benefits include economic development, significantly improved transportation services, reduced congestion at airports and highways as well as improved energy efficiency and air quality."

The electrification project, which will cost approximately \$400 million, involves extending overhead electrical wires, called catenary, from New Haven to Boston. It is part of the Northeast Corridor Improvement Project (NECIP), designed to provide improved intercity rail passenger service between Boston and Washington. The New York City to Washington phase was completed several years ago.

*From: dlarson@netcom.com (Dennis Larson)
via the Internet*

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.

The Board of Directors has sent a donation in the name of the Society for an entire window for the Ashland Railroad Station restoration project. Updates on where the window will be located will be passed along to the membership.

Former Boston & Maine cabooses #443, which sat upon a section of rail at the Field of Dreams Park in Salem, N.H. is no more. Due to the need for more parking spaces and the ever increasing cost for insurance liability the FoD's Committee decided to give up the cabooses.

On the weekend of April 22-23, 1995, equipment from Mel's Trucks of Hampton, N.H. acquired the cabooses and moved it to his property.

(Salem Observer)

May 20, 1995 saw your editor traveled out to Chester, Ma. for their annual "Railroading Days In Chester." I got there after the opening events and parade but the event is small town fun and pride. Conrail had SD-46 #5577 on display for people to walk through the cab area. About mid afternoon railfans were treated to the "Lake Shore Ltd." heading east on the former Boston & Albany mainline. Although it really has no connection with the B & M it is a nice ride out with plenty of scenic spots and a fun time.

NATIONAL REGISTER OF HISTORIC PLACES

Montpelier, Vt.—The old Boston & Maine Railroad Depot in Ely, Vt. has just been placed on the National Register of Historic Places. The announcement was made by Eric Gilbertson, Director of the Vermont Div. for Historic Preservation.

The depot, located in the center of the village of Ely, was built about 1900 to replace the original depot which had burned. This was a vital water stop for steam locomotives being half way between White River Jct. and Wells River. During the summer in the early 1900's the station bustled as children came by train to attend one of the many summer camps in the area. This station also handled large quantities of hay, which was shipped by farmers to northeastern cities to feed the horses that continued to be used for urban deliveries into the 1930's. Milk, butter and cheese were also shipped from Ely.

The depot was sold in 1961 and in the early 1970's became the home of the Ely Post Office.

The nomination was sponsored by Frank J. Barrett, Jr. owner of the building.

The above item was sent by member Jay Barrett who is in need of further help on parts for the Fairlee, Vt. station. Needed are: the iron spectacle and lenses—red, yellow and green and semaphore blades. You may reach Mr. Barrett at: RRI box 378 Ely, Vt. 05045 or at 802-333-9819.

Mr. Barrett would also like to thank the Society for placing his plea for help on the Ely station parts and all the folks who helped him find them.

A proposed modification of the MBTA commuter rail bridge across the Merrimack River in Haverhill, Ma. has been received by U.S. Dept. of Transportation and the U.S. Coast Guard. The MBTA has applied for approval to install a "maintenance catwalk system" under the entire length of the fixed MBTA commuter rail bridge, 711.81 feet (216.95m) between abutments. The width of the catwalk is 6.5 feet (1.98m) out-to-out. Access would be from the north on property owned by the MBTA with commuter rail service continuing during construction of the catwalk.

(Peter Victory)

60 years ago the Boston & Maine Transportation Company presented to the Public Service Commission three petitions for authority to institute motor coach service along New Hampshire routes. One petition would establish a bus line over Rt. 3 and 18 from Concord through Boscawen, Franklin, Tilton, Laconia, Meredith, Center Harbor, Holderness, Ashland, Plymouth, Campton, Thorton, Woodstock, Lincoln, Franconia, Bethlehem, Carol and Twin Mountain to Littleton."

(The Meredith News)

RAILROAD LOCATIONS

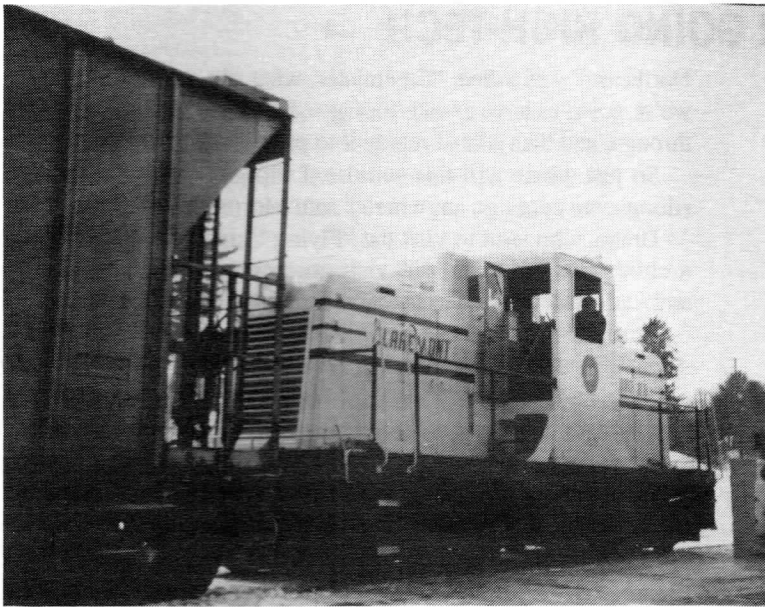
In response to the Railroad Nicknames in the March/April Newsletter for where they were located, we have the following.

Bellaire, Zanesville & Cincinnati	Ohio
Carolinian & Northwestern	N. & S. Carolina
Crystal River & San Juan	Colorado
Louisville, Evansville & Western	Kentucky & Indiana
Pacific Great Eastern (Now BC Rail)	British Columbia
Pekin, Peoria & Jacksonville	Illinois
Pierre, Rapid City & Northwestern	S. Dakota
Quannah, Acme & Pacific	Texas
Shawnee & Muskingum	Ohio
Terre Haute & Peoria	Indiana & Illinois

AND EVEN MORE....

AT&SF	"Ate Tamales and Spit Fire"
B&O	"Beefsteak & Onions"
BR&P	"Bumpy, Rocky & Peculiar"
CNO&TP	"Connections No Object, Tickets Please"
C&S	"Cough & Smart"
D&H	"Delay & Hesitate"
D&M	"Defeated & Maltreated"
DSS&A	"Damned Small salaries & Abuse"
LS&MS	"Large Stations & Miserable Salaries"
M&St.L	"Midnight & Still Later" or "Maimed & Still limping"
RF&P	"Rich Folks & Pedigrees"
TH&B	"To Hell & Back"

(These were sent as is and I know of only four of the abbreviations—Ed.)



CLAREMONT CONCORD RAILROAD

The Claremont Concord Railroad's 44 tonner #119 in its yellow with black striping and red lettering moving a car in 1990. (Robert Rose Photo)

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)

B&M MAY ABANDON CONN RIVER LINE

Bradford, Vt.—A spokesman for the Boston & Maine RR Co. said that the company will "probably" ask federal regulators to let it abandon its Conn River line between White River Jct. and Wells River, Vt.

Craig Trischman, the owner of Twin-State Fertilizer in Bradford, said that the railroad notified him (April 13, 1995) that it would no longer provide rai service to his plant, and that he would not be receiving an expected shipment of potash. "I got a call that our car was in Deerfield, Ma. and they (Guilford) wouldn't be coming to Bradford any more," he said.

The change came suddenly, with "no Notification, no nothing," Trischman said. "It's not a good way to run a railroad," he added.

Twin-State has been receiving rail shipments since 1966 and that the moving of raw materials by truck would add about \$10.00 per ton for shipping. It would require "twelve" tractor trailers to move the amount of materials he got in "three" rail car shipments.

Some local businesses had stopped receiving shipments by rail "because of the lousy service" added Trischman. But he also lamented the loss of local rail access.

Karen Songhurst, executive director of the White River Area Chamber of Commerce, said the loss of rail service will make it "hard to promote industrial growth and business in the industrial parks up there."

Colin Pease (ex. v-pres.) said that Guilford has not made a final decision on whether to close the line or not, "the whole operating area is very fragile."

Pease added that there is a "very, very light density" of freight volume on the line and that the company would need

permission from the ICC in order to shut down the line which could take up to a year.

Paper and lumber mills in three New Hampshire communities—Berlin, Groveton and Littleton—had generated much of the lines freight, but that recently discovered problems with two railroad bridges had cut off the Conn River line's direct connection to those facilities.

A state inspection in March showed structural problems on a B&M bridge across the Connecticut River between Wells River, Vt. and Woodsville, N.H., according to Christopher Morgan, railroad administrator of the N.H. Dept. of Transportation.

During the first week of April the New Hampshire & Vermont RR Co. of St. Johnsbury, Vt. discovered structural problems with its bridge in Lisbon, N.H.. "It's going to take a whole lot of money" said Bill Magee, the company's operation manager. "We're not going to make the repairs."

With the bridge closed N.H. & Vt. RR moves freight in and out of the mills along a different line that terminates in Portland, Me.

Freight traffic to the towns between White River Jct. and Wells River has dropped to no more than 50 carloads per year, and without the link to the mills, service on the line is "certainly in jeopardy," Pease said. Most of the Upper Valley rail service has been moved to trucks, he added.

Guilford, through various subsidiaries, owns about half the total rail mileage in New Hampshire, according to the state's rail plan.

(Lebanon [N.H.] Valley News)

RAILROAD DINER GOING HIGH-TECH

When she set off from Boston on her maiden journey 60 years ago, steel sides gleaming in the burst of photographers' flashbulbs, the "Flying Yankee" shone as a symbol of America's hope and determination to rise above the darkness of the Great Depression.

Today, the historic passenger train's new owner, Robert S. ("Bob") Morrell, wants to see her shine again as a state-of-the-art tribute to Yankee ingenuity and New Hampshire's natural beauty.

Morrell, who is the co-owner of popular Glen tourist attractions Storyland and Heritage New Hampshire, is working with two University of New Hampshire professors to develop a unique business on board the silver train, currently sitting on tracks near Rt. 302.

While the details have not been completed, the idea on the table is to turn the "Flying Yankee" into a restaurant that would simulate a real rail journey—complete with moving scenery and rhythmic rocking—while the train remains stationary.

The Boston & Maine stainless steel train—the third streamliner ever built in this country—will be recalled fondly by longtime New Hampshire residents from its incarnation as "The Mountaineer," which traveled between Boston, Littleton and Bethlehem during the early 40's. Other New Englanders will recognize the train that sat in South Carver, Ma., beloved by children for 36 years after the train was retired in 1957. (She also sat at Pleasure Island amusement park in Wakefield, Ma. for several years and was owned by the late Nelson Blount of Steamtown fame—Ed.)

The "Flying Yankee" was purchased by Morell five years ago in the hopes of running it as a tourist train through Crawford Notch, he explained. When he didn't win the bid for that project, however, he began thinking of other uses for the train, which he moved north in 1993.

That's where the N.H. Industrial Research Center at UNH came in. The IRC, which offers N.H. companies state-subsidized technical assistance from participating academic institutions—UNH, Dartmouth and state technical colleges—provided as seed money for the project.

Morrell believes the state's investment in the project will be returned many times over by future rooms and meals taxes and other tourist revenues.

"What we want to do is see if there's some Yankee ingenuity out there. After all, we were very instrumental in the Industrial Revolution—we invented almost everything."

Allen D. Drake, a UNH associate professor of electrical engineering for the past 12 years, is an expert in fiberoptics, instrumentation for biomedical engineering and opto-electronics. He's working with Richard A. Messner, associate professor of electrical and computer engineering, who runs the university's sythetic vision and pattern analysis laboratory, to develop a prototype imaging system for the project.

The two explained there are two possible avenues to develop the simulation effect: Using some type of optical system to project the image of passing scenery on screens behind the train's windows, a sort of old-fashioned approach, or using more modern—and more expensive—technology that relies on digital computerized images stored on laser discs to create the illusion.

"In any case, we want to give diners the sense that they're going through different parts of New Hampshire or the

Northeast," said Allen. "Essentially, what it's going to mean is we're going to have to take footage of stuff we intend on going through, and then sort of replay it to pas the diners' eyes."

So just where will this simulated trip go? "If we're smart enough, we could go anywhere," said Morrell.

Drake, who used to visit the "Flying Yankee" at Edaville as a child, said the team will visit attractions at Disney World and Universal Studios to get ideas for the project.

Messner said he was intrigued by the challenge from the start. "I'm always interested in things that sound like they're going to be beneficial in terms of being practically implemented," he said. Both he and Drake plan to involve UNH students as the project progresses.

It's a three-phase project, the first characterized by Morrell as "an egg hunt," to see just what's possible. The train has a built-in kitchenette, all stainless steel, and would seat 135 people as a restaurant, he said. This phase will get into full swing this summer, with the goal of developing prototype systems

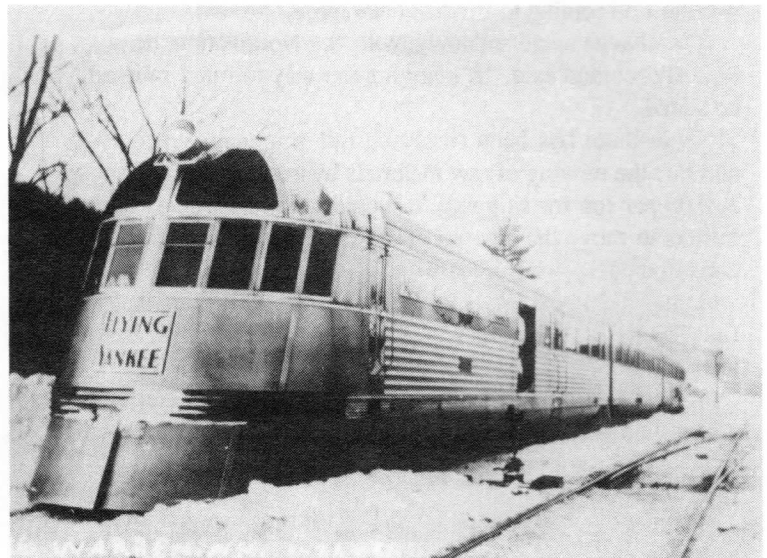
Phase two will involve evaluating the prototypes for actual use on the "Flying Yankee," and the final stage will be construction of the system. If all goes well, Morrell hopes the project will be completed by 1997. Morell said his idea is to invent "a new kind of a business."

In its current location, the train has generated interest from many passer-by, he noted. "They stop from everywhere. Everybody is interested in the train. They all want to sit in the engineer's seat," he said.

While other old diesel electric trains exist today in modified form, the "Flying Yankee" is the only one in the world that's left complete in its original form.

"What the generations coming have not experienced is the great jump that was done technologically and mechanically in the depths of the Depression. I was raised in that. To think that American technology made this giant leap, we deserve to preserve it and bring it back—"We're going to make it shine again."

(N.H. Union Leader)



B&M No. 6000 is seen in January, 1936 at Warren, N.H. on the railroad's White Mountain Division. (Buddy Winiarz Collection)

SAUGUS BRANCH MEMORIES

As I recall there were two trains (Moguls ??) with 2 to 4 cars in the morning into Boston and two in the late afternoon from Boston which went on to Lynn and Salem. There was also a 4 PM freight which us kids always went to watch at the Denver St. crossing. We all sat on the battery box and watched the steam engine shifting cars at the Sweeney Coal & Oil Co., Saugus Coal Co. and Clifftondale Woodworking Co. Cars were also dropped off at Parsons Fuel Co. at Essex St. in Clifftondale. This was in the early 50's as desiels appeared around 1955. The train crews were very nice to us kids. I feel very fortunate that I got to see and remember the steam engines.

(Dick Orpin—who now resides in Maine.)

BOSTON TO PORTLAND NEWS

If the state of Maine wants to resume passenger service between Portland and Boston, the state will have to cover the entire operating loss.

Amtrak, which is struggling with a \$240 million budget deficit, can't afford to subsidize train service in Maine. Similar cuts are occurring across the nation.

"We are asking most of the states to provide operating expenses," said Barbara Richardson, an Amtrak spokesperson said. "It has to do with the financial situation with the corporation. It is the way things will work in the future."

At first Amtrak proposed paying 55% of the operating shortfall the first year and 35% the thereafter based on a projected ridership of 316,000 passengers the first year and 578,000 passengers annually in 10 years.

State officials said the money can be "scraped up" without using state tax revenues by tapping federal air pollution control funds and turnpike surpluses.

Transportation Commissioner John Melrose said everything is still moving forward to resume the service, although the startup date is now for 1996.

Passenger fares are expected to cover at least half the \$4 million operating cost annually.

Amtrak is cutting 24% of its routes and has been told not to expect any increase in federal subsidies. It currently receives \$1 billion annually.

Rep. William O'Gara (D-Westbrook), co-chairman of the state Joint Trans. Committee, says his committee is reviewing legislation to create a railroad transportation authority. The agency would then oversee the Portland to Boston train.

(Portland Press Herald)

Thanks...

Contributors this issue are Mike Lennon, Jim Shea, Jay Barrett, Steve Cook, Dick Orpin, Jim Nizgus, Jr., George Merriam, Peter Victory, Paul Kosciolk, Joe Shaw, Robert Rose, George Birse, William O'Connor III

—BW.

ADDENDUM & APOLOGY

I guess the law of averages was against me while doing the updated Bulletin Index. Inadvertently I missed putting two articles in the index and I apologize to the membership and to Chandler Cobb and Joseph Shaw who did the articles on the Railroads of Portsmouth, N.H.

Please add under the letter "P"—Portsmouth, N.H., The Railroads of: Part 1 pg. 6 Winter 79/80 and Part 2 pg.5 Spring 1980.

Again I apologize for this inconvenience.

Buddy Winiarz

NEWBURY OK'S TRAIN STATION

Newbury, N.H.—Newbury voters approved, by a 68 to 42 vote, the appropriation of \$150,000 to purchase the soon-to-be-renovated Old Newbury train station and other improvements to the Loft beach area. Two-thirds of the voters (62) were needed to pass the article. At peak payment, the anticipated 5-year bond will cost taxpayers 17 cents per \$1,000 of assessed property value.

The train station will be purchased for \$125,000 completely restored, with two handicapped accessible bathrooms added to the historic structure. The parties include about a quarter of an acre with 75 feet of lake frontage. Selectmen have the option of not purchasing the building upon its reconstruction if they are not satisfied with the finished product.

As described by Dan Wolf, the plans call for entrance to the bathrooms from the outside. The other parts of the building will serve as an information booth and storage. Water will likely be pulled from the lake to supply the toilets. The septic system will be able to handle 350 gallons per day. Many people spoke of the need to provide a nice toilet facility, instead of a portable toilet, to protect the water quality in the harbor.

Selectmen will use the remaining \$25,000 to beautify the concrete foundation, which currently stands on the site and put a new walkway from the parking area to the old train station. Selectmen described several possible ways they may complete the concrete foundation, including facing it with stone; putting a wooden deck over the top; putting a gazebo over the top of a wooden deck or removing the foundation and regrading the location. Several voters gave their support for a wooden deck because it would add more recreational space to the cramped beach area and a shady area below the deck. Voters gave the selectmen a surprising amount of latitude to spend \$25,000 to finish the Loft Beach area.

(Argus-Champion Newspaper)

(Newbury is about 34 miles west of Concord, N.H. and was on the Claremont Branch of the Boston & Maine RR—Ed.)

UPCOMING EVENTS OF INTEREST...

- July 28 to 30, 1995 Lowell Folk Festival throughout downtown Lowell. Hours are 5-8 on the 28th and 9 to 6 on the 29th and 30th.
- August 12, 1995 B&M Day at Conway Scenic Railroad. See flyer in May/June issue or just come on up.
- August 12, 1995 Wolfboro Branch RR Club show at Kingswood Reg. High School Rt. 28 Wolfboro. 10-4 with Adult admission \$2.00 Children 5-12 years \$.50 Senior Citizens \$1.00 under 5 years free Family Max \$5.00.
- September 9, 1995 B&M day on the Hobo RR. Train ride and boat ride on the Mt. Washington \$35 members \$40 non-members. See enclosed flyer.
- September 1-4, 1995 "The Legend Returns"—Conway Scenic's Crawford Notch "Inaugural Weekend". For further info call 1-800-232-5251 or 1-603-356-5251 (N.H.).
- September 10, 1995 Concord Model RR show at Everett Arena, Loudon Rd. (Exit 14) Concord, N.H. 10-4 Adults \$3 Family Max. \$7 under 12 Free when accompanied by an adult.

MEMBERS' MEETINGS

The month of May saw John Alan Roderick take us on a trip along the Boston & Maine's West End, Conn River line, D&H's Ararat Mountain line, NYS&W's stack train operation in New Jersey and New York, and on up to the Canadian Maritime Provinces. He also took us on a short hop out to Santa Fe's mainline across the Mojave Desert at Needles. As usual, John gave us a look at what the B&M was like in the late 70's and early 80's.

June 17, 1995 saw the Society once again converge on Bellows Falls, Vermont as guests of the Green Mountain Railroad.

LOWELL FOLK FESTIVAL

It's that time of year again for YOUR Society to "show off" to the many thousands of people that will converge on the city of Lowell, Ma. on July 28, 29 and 30th for the annual Folk Festival.

Again we will be in need of help in setting up and manning the display in the combine car on Dutton St. This is a time for YOUR Society to get a great amount of exposure and hopefully sign-up some new members as we have done in past years.

If you are able to come down to help out for a day or perhaps only part of a day, please call Jim Nigzus at 508-957-7821 or drop a line to the Society's P.O. Box in Woburn or even leave a message on the Society's phone at 617-628-4053.

SUGARBUSH VERMONT EXPRESS TOURIST TRAIN TO DEBUT

BARRE, Vt. (AP)—The Sugarbush Vermont Express tourist train will make its first run June 23.

The daily round-trip train will take passengers from Burlington to Middlebury with stops in Shelburne and Vergennes. The fare is \$8 with children under 6 riding free.

Special train runs are expected to appeal to Vermonters as well as to tourists, said David Dillon, the marketing director for Sugarbush. The Warren ski resort developed the train project through an arrangement with Vermont Railway, Dillon said.

In August the train will make four kips to the horse racing track in Saratoga Springs, N.Y., with an extra stop in Rutland. Sugarbush is still developing the package that will include train fare and a day at the track.

The train will run on the same state-owned freight line that Vermont Railway plans to use next summer for a commuter train between Charlotte and Burlington, said Paul Craven, the project manager for Vermont Railway.

The train will run at speeds between 25 and 30 miles per hour. The trip will offer views of the Green Mountains, Adirondacks, Lake Champlain, and farm country in Addison County.

*Valley News, Tuesday, May 30, 1995
from Kenyon F. Carl (kenyon@mv.MV.COM)
via the Internet*

A REMINDER...

Items of news, help wanted, notices of upcoming events, etc. must be submitted by August 7, 1995 in order to appear in the September/October 1995 NEWSLETTER.

(BW)