

NEWSLETTER

Boston & Maine Railroad Historical Society
19 *Incorporated* 71

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— B&MRRHS CALENDAR —

SEPTEMBER 9, 1995

We will be getting together for a combined Train /boattrip on the Winnepesaukee RR/MV Mt. Washington. A flyer was enclosed with the last Newsletter. **THERE WILL BE NO REGULAR MEMBERSHIP MEETING IN LOWELL FOR THE MONTH OF SEPTEMBER.**

OCTOBER 21, 1995

We will return to the Mogan Center in Lowell for our **Annual Meeting**. Reports of the society's past year's activities and accomplishments will be presented at this time, along with the tabulating of ballots and announcement of results. The evening's program was not confirmed as of our press deadline. Please call the answering machine.

NOVEMBER 11, 1995

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

DECEMBER 9, 1995

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

ELECTIONS FOR OFFICE IN THE B&MRRHS WILL BE HELD IN OCTOBER.

Ballots will be mailed to all members in good standing during the month of September. Please take a minute or two to fill out yours and send it back, according to the instructions printed thereon, to the P.O. Box in Woburn prior to Saturday, October 12th, 1995. Or, you may bring it to the meeting at the Mogan Center on Saturday evening. Either way...

DON'T FORGET TO VOTE! BE COUNTED!

MAN'S RIDE ATOP B&M TRAIN ENDS IN ARREST

Westford, Ma.—Police arrested Emile Pratt, 32, of Lowell, Ma. who jumped on a B&M freight train and rode through three towns on July 13th. Pratt got on the train somewhere in Lowell.

The train traveled through Lowell, Chelmsford and Westford before the conductor realized Pratt was atop one of four boxcars. The conductor then radioed ahead to the B&M control station where an employee there called police, who were then waiting for the train at the Depot Street crossing.

At about 7:00 pm police ordered Pratt down from the car and took him into custody. He was then turned over to B&M

Railroad police who charged him with trespassing, riding the train without paying a fare, and causing the train to stop without authorization.

Westford police Sargent Joseph Roy said "that Pratt was intoxicated and that he did it just for fun." Pratt also added "he had a good time." But his biggest disappointment wasn't being arrested but when he asked where he was and told in Westford he said "I've only gone as far as Westford?" What a short ride. (Spoken like a true railfan-Ed)

(Lowell Sun)

TANK CARS DERAIL

Peabody, Ma.—Two tank cars containing a total of 60,000 gallons of hydrochloric acid derailed off Franklin St. (8-2-95), without spillage. But fire officials were upset that they weren't notified of the accident for almost one and one-half hours after the accident. The train, which also had three cars of bones used in the making of gelatine, was headed to Eastman Geletain Corp. when it went off the tracks about 2:00 pm. Both cars remained in an upright position.

Fire Prevention Officer Dan Strabone said a vapor cloud could have occurred, producing watery eyes and respiratory distress if there was a leak and a vapor cloud formed. Had that happened then officials would have had to evacuate a large number of people from downtown Peabody.

Fire Chief Joseph Russell said he is concerned, however, that the Fire Department was not immediately notified and is "firing off" a letter to the B&M complaining about the problem and asking for details of its accident procedures. We spoke to B&M personnel and they admitted they screwed-up," stated Russell. Due to the fact there was no spillage may have lead to the lengthy time of notifying the fire department.

A 100-ton crane was brought in to lift the two cars back on track by 7:00 pm. One car was pulled to Eastman Gelatine and the other left at the sight with a police detail overnite to prevent vandalism.

According to Chief Russell, city and national railroad officials are investigating the cause of the derailment. Although the train was *creeping along* at the time of the accident it still ripped-up about 500 feet of track before coming to a halt.

The city has been trying to get the B&M to fix-up that area of track for over a year, said Russell but doesn't know if that contributed to the derailment. (Repairs began in earnest the very next day). Mayor Peter Torigian said the city has been attempting to up-grade other rail-crossings in the city recently and had asked the B&M officials repeatedly to fix the area where the accident occurred.

"To be fair, they were planning to fix it in the next week to ten days," said Torigian. Had that not been done, however, Torigian said the city would have hired a crew to fix it and send the bill to the B&M. The mayor was told that the track had been undermined by erosion from the nearby river bank. He also added that the derailment could have resulted from several factors including the swelling of the metal tracks due to the heat.

As a result of a risk assessment program begun two years ago, Eastman Gelatine has acted to reduce the danger from any potential spill by limiting the concentration of acid in an individual tank car, according to Eastman Gelatine spokesman Richard Harding.

(Salem Evening News)

NORTH BILLERICA TRAIN STATION CONDEMNED

Billerica, Ma.—The 127 year old train station has been condemned by town Building Inspector Ruthanne Bossi. After inspecting the station Bossi filed a report that stated there is "substantial structural problems" with the dilapidated wooden depot. Many of the rafters and its foundation is rotted and infested with termites. The roof, much of which is collapsed, is made of asbestos shingles and poses a health problem.

At an informal meeting Historical District Commission Chairman Richard Young told Lowell Regional Transit and MBTA officials that it would be in the "best interest" of the town to raze the dilapidated depot. The informal approval by the commission was based on one significant condition: another building be built in the same shape and architecture of the depot.

The power to decide the fate of the station, which is on the National Historic Register and is in a town historic district, rest with the Massachusetts Historical Commission.

There is \$125,000 set aside for the project of improving the area which would include razing the depot.

(Lowell Sun)

"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.

RAILROADING OF YESTERYEAR IN THE GRANITE STATE

Concord's railroad era flourished for about 100 years beginning in 1842, when the "Amoskeag" locomotive and three passenger cars made their way from Boston. This was the birth of the Concord Railroad.

Soon afterwards the rail system ran all over the state. In 1848 the Northern ran to Franklin and Lebanon and on to White River Jct., Vt.

The Boston, Concord and Montreal, which began in 1853, ran to Laconia, Plymouth, Woodsville and on to Wells River, Vt. and another line opened in 1872 to Claremont Jct. running through the Lake Sunapee area.

Spurs from these lines ran to Hillsboro/Hillsborough, Bristol and Portsmouth.

During the height of the railroad era, "Railroad Square" evolved in Concord with its many shops and station which was considered the largest building in New England. At its most extensive, Railroad Square was 50 acres of freight yards and six of shops.

Around the turn of the century 25 passenger trains left Concord for other parts of New Hampshire and New England. Also 25 freight trains departed, carrying 40,000 tons of freight each month. To enable this large operation to carry on over 1,300 people were employed.

Extensive activity existed here until automobiles and trucks replaced the passenger and freight trains. By the 1960's railroading had come to a close as a major activity and source of employment in Concord and throughout New England.

A powerful railroading figure in Concord was John W. Sanborn, or "Uncle John" as he was frequently known. For

more than 25 years, 1873 to 1903, he was the superintendent of the Boston & Maine and watched over operations so diligently it was felt he was a "behind the scenes" force in the N.H. State Legislature where railroad matters were concerned.

During the height of the railroading era, late 1800's through the early 1900's, trains brought tourists to the Lakes Region and the White Mountains where they stayed in large hotels, this was also known as the "Grand Hotel Era."

During the winter months of the 1930's, "Snow Trains" were very popular, carrying people from Boston, Worcester and New York to the mountains for a day, weekend or a week of skiing fun. This was the beginning of the popularity of White Mountain skiing and trains were jammed with people traveling north. (Ed. note the ski trains also ran to Warner, N.H. (just west of Concord) for several years, which was on the Claremont & Concord branch.)

World War II brought an end to this era, although skiing resumed after the war years but the snow trains did not attract the numbers of people as before. Automobiles had replaced the trains here also.

The lumber industry of northern New Hampshire depended on the trains for many years to carry out the logs and lumber throughout the state. This industry has declined and trucks eventually took over the mode of transportation.

But while it lasted, railroading played a large role in New Hampshire's economy and history.

(Summer Week by Mary Emma Allen)

ENGINES ROLL RUST OFF CRAWFORD NOTCH RAILS

Harts Location—After an absence of more than a decade, trains rolled through Crawford Notch again. This time bringing to Conway the means to transport tourists and train buffs through one of the most picturesque areas in the White Mountains.

On Sept. 1, passenger service will begin anew from Conway to Crawford Station, along a historic rail corridor that once transported guests to the scores of grand hotels as well as products bound for Portland.

"This is the most significant event in tourism in the past 20 years," said Dick Hamilton, president of White Mountain Attractions in Woodstock and a rail buff.

Early on Monday Aug. 14th, crews from the Conway Scenic departed Bartlett aboard B&M #4266 bound for Crawford Station and retrieval of two FP-9A locomotives brought down from Montreal via Island Pond, Vt., Groveton and Whitefield. Greeting them at the Crawford Station were scores of patient railroad buffs armed with cameras. Many followed the train along the route snapping pictures where possible. About a dozen people made the hike up to Frankenstein Trestle, named for the artist Godfrey Frankenstein who visited and painted the mountains.

The last regular passenger service through the notch ended

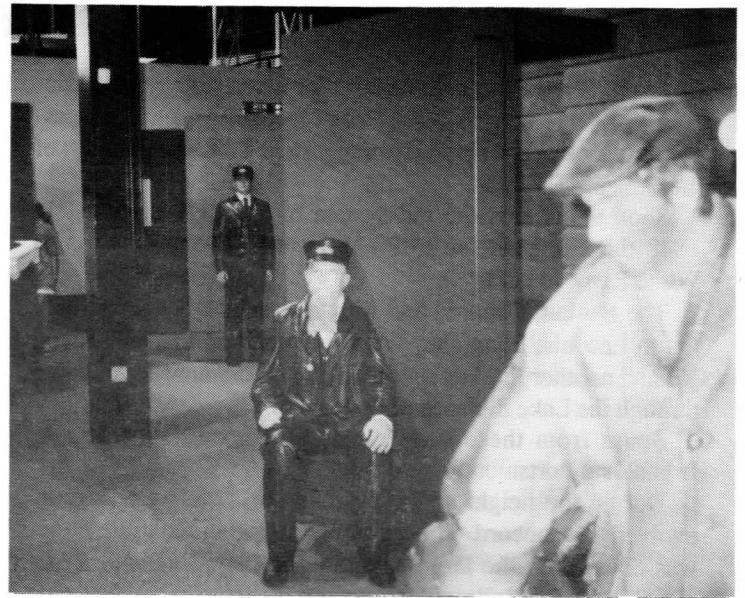
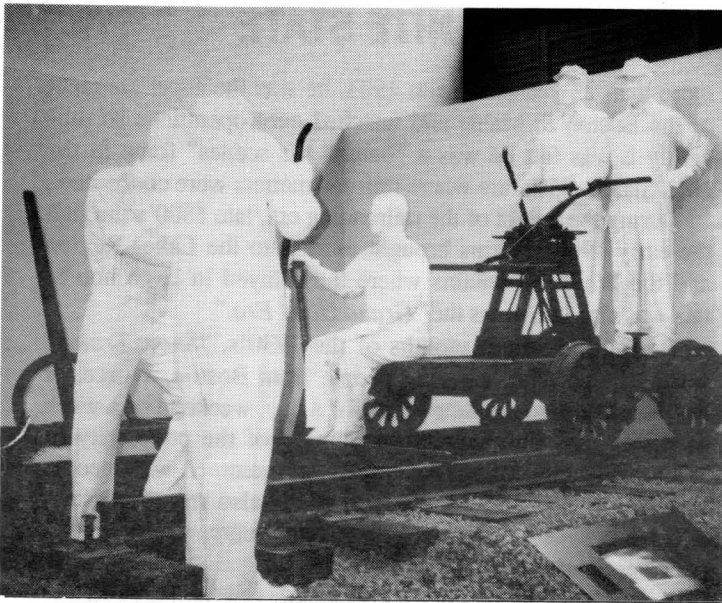
about 1957, although there were sporadic scenic trains plying the rails in the years that followed, said Gary Webster, operations manager of Conway Scenic RR. "At that time there were still advertisements telling people to come for a 'relaxing scenic ride through Crawford Notch,'" he said.

As word spread about the return of notch excursions, the railroad has had to add another phone line to answer inquiries and the trains are filling fast for the two per day trips that will end on Oct. 9th.

"The average person will be drawn to this for the scenery," said Webster, who was riding one of the locomotives being taken to Conway. "But for the rail fan, this is a chance to ride additional track—this run has not been attainable in years. Rail fans collect miles in an atlas, and as corridors close down for one reason or another, some can say they rode on stretches that will never be open again, he stated.

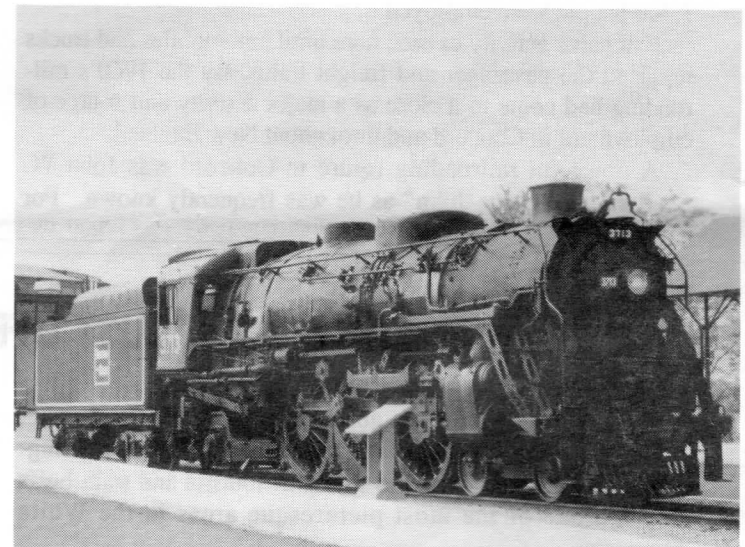
The two locomotives were built in the 1950's by GM-Canada for the Canadian National Railroad. Number 6505 was built in 1954 and #6518 was built in 1957 and both have been in storage since 1990. Upon arrival in Conway the two locomotives will undergo inspection, service and testing before the notch runs.

(Union Leader 8/14/95)



Track gang workers and other railroad employees are beautifully portrayed throughout the pavillion in highly interpretive displays, along with various pieces of vintage equipment. (R. Wilner photos)

— STEAMTOWN'S GRAND OPENING —



The parade of steam engines was impressive, but the showstopper was our favorite—B&M P-4 Pacific No. 3713—which has undergone some cosmetic restoration, and which is earmarked for consideration to be put back under steam. (R. Wilner photos)

Steamtown's grand opening on July 1, 1995 was billed as "The Great Rail Reunion." Opening at 9:00 am, with a ribbon cutting ceremony slated to take place later in the day with music provided by the Marine Band from Camp Lejeune. Guest speakers followed, with Congressman Joseph McDade getting the biggest ovation. He is one of the biggest backers of Steamtown.

A parade of steam took place with Baldwin #26—0-6-0 Switcher leading the way. Also in line were CP #2317—4-6-2 Pacific, CP #3254—2-8-2 Mikado, NYS&W—#142 Mikado, Reading, Blue Mt. & Northern #425—4-6-2 Pacific and Chicago, Milwaukee, St. Paul & Pacific #261—4-8-4 Northern.

In the visitors center, one finds an introduction to the world of railroading and how it affected the people and towns it ran through. The history museum covers the breadth of transporta-

tion modes and the people and work of a typical railroad town. A 250 seat theater shows "Steel & Steam," the inside look of a railroader. There is also a remnant of the original 1902 roundhouse preserved. A technology museum has mazes of exhibits including life-size figures of railroad and civilian personnel. All aspects of railroading in the steam era can be seen in an operating HO Gauge layout of Scranton Yard in 1937. There is also a book store, new excursion loading platform and of course the Steamtown collection.

If one plans to go to Steamtown, plan on at least two days you may be able to see everything and ride the train.

(Thanks for all the information on Steamtown's Grand Opening goes to Bob Wilner.)

RAISING THE PAST...

Portsmouth, N.H.—Nine-year old Margeret Cawthron was aboard the train high over the Piscataqua River on that windswept and rainy night of September 10, 1939 when a portion of the 1,650 foot wooden railroad bridge collapsed. The engine, coal tender and wooden baggage car plunged into the ripping currents below. Only a broken coupling kept the passenger cars from following.

This summer, 56 years later, now Margeret Berg of Keene, N.H., wants to be there again—when engine #3666 and its tender are hoisted to the surface.

“My daughter-in-law says, Ma you gotta be there,” Berg recalled when she heard the news about raising the wreck. “I’d like to be there, I don’t think there’s many of us living that were on that train.”

And that had spurred another thought. She had been riding the train with a schoolmate, returning from summer vacation. If old trains can be raised, can friendships that were lost decades ago? She was returning to her Lynn, Ma. home from a vacation spot in Maine with her best friend, Arlene French.

“I remember it was raining and we were sitting with Arlene’s mother, Ernestine, and I put my head against the window and fell asleep,” she recalled. “The next thing —Bang—and the whole train jerked.”

A conductor lead passengers out onto the bridge, where what was left of the train was perched on the bridge’s rickety pilings. “We heard the engine had gone down,” and “they took us off the bridge on those little cars the men pumped by hand.”

The engine had plummeted 30 feet to the water below and sunk in 70 feet of water. According to the Portsmouth Herald the next day, crowds gathered along the shore heard the frightened cries of the trains fireman, Charles D. Towle, 49 of Exeter, N.H., as he was swept upstream on the incoming tide. His body was found two weeks later, a few miles upstream. The engineer, John Beattie, 68 of Somerville, Ma. was found dead shortly after the wreck.

“It is expected...the train will be lifted by derricks,” the

Herald story had reported. It was the first of several hints over the years that the wreck would be lifted.

At 7:00 on the night of the wreck, Western Union reported that its telegraph cables, which ran along the old bridge had gone out. At 7:10 pm engine #3666 made its fatal plunge. An investigation concluded that construction activity on a new bridge, parallel to the old one, had caused the bridge to collapse.

Engine #3666 came to rest in the middle of the shipping channel and stayed there until 1966 when it was deemed a hazard to newer and larger ships and was moved. Thoughts of raising it surfaced again.

“Everybody was excited because it was coming up, but it never broke the surface,” said Richard Symmes of the Boston & Maine Railroad Historical Society. Instead, barges simply lifted the wreck from the bottom and dragged it out of the channel and dropped it where it rest today. Symmes also said that “it has always been legendary...sort of like the Titanic on a small scale and only in 60 feet of water.”

Great Lakes Dredge and Dock Co. will raise the engine and put it on the New Hampshire shore—near the massive piles of rusting metal that line the docks. It is an image that strikes fear into railroad buffs who would like to see it restored. As scrap it is worth about \$14,000. Estimates on restoring it top \$5 million.

“If there’s one way of preserving this engine, even cosmetically, then we would like to see that happen,” said Symmes. “It’s the last locomotive of its type in existence. The #3666 is a P-2 3600 class built around 1900. “if it got hauled onto shore and just cut up, that would be the final tragedy,” said Symmes.

Port Authority Director Tom Orfe said he is sympathetic to those who want to preserve it. “The worst case is, we’d cut it up and throw it on the pile,” he said. “But if the B&M Society can do something with it, we’d try to work something out with them.”

(Boston Globe)

NO JOY IN LYNN MBTA PARKING FACILITY

Lynn, Ma.—Opened just three years ago amidst much fanfare, the \$78 million dollar “white elephant” parking facility has been a bust. Only 20 percent of the spaces are used and seems to be a haven for stealing automobiles and other crimes.

According to one MBTA police officer, doing a detail on his day off at \$24.00 per hour (much like a regular police detail on construction sites in Mass—where’s Howie Carr?), there have been a number of stolen cars found here in the past. “The area is off street and what better place to hide a car and strip everything you want.”

Melinda Hatfield recently had her 1987 Olds Cutlass stolen out of the garage and was upset that the MBTA and Allright Parking, who runs the garage did not notify parkers that one was stolen only five days earlier. She said she did not use the Club and left her parking stub on the visor and the thief found it and the gate attendant didn’t think twice when her car was driven out. A 26 year Beverly man was found joyriding with two females it in Saugus on Rt. 1.

Meanwhile, everyone’s hoping that North Shore Community College—which has leased 13,000 square feet of retail space on the first floor will be the much needed panacea. There is hope that the college will maintain some type of security at the site.

The facility is open 24 hours but MBTA police go off duty at 9:00 pm. Yet the last train is 11:13 pm. Lynn police have no jurisdiction over the garage but do lend assistance when possible. Then again who would spend money to beef up security at a “FREE PARKING” and “UNDERUTILIZED” parking garage?

(North Shore Sunday)

Thanks...

Contributors this issue include; Jonathan & Tracey Miner, Paul Kosciolk, Steve Cook, Joe Shaw, Don Robinson, Bob Wilner, Mike Lennon, Harry Frye, Amos Hewitt, Jr., Linda Weeks, Bruce Curry, Jim Shea, Jay Barrett, Robert Terhune, Dave Engman, Willard Vaill and J.J. Garcia.

—BW.

DERAILMENT ON THE ST. LAWRENCE & ATLANTIC

Stratford, N.H.—Eleven train cars lay twisted and askew on railroad tracks in the center of the village after they derailed about 3 p.m. (7-5-95). They were part of a 140 car St. Lawrence and Atlantic Railroad train that left Island Pond, Vt. earlier in the day.

The cars filled with corn and flour, derailed in a spectacular crash that heavily damaged two apartment houses but spared the local VFW hall.

"In back of those cars were ones filled with hydrochloric acid," said Fire Chief Micheal Bennett. "We're lucky those weren't the ones that tipped over."

St. Lawrence & Atlantic makes four trips up and down the tracks that stretch from Island Pond to Portland, Me., said police.

The 140 car train was unusually long, observers said. Normally the trains are half that size.

About forty cars had passed through the crossing when several people in the area said they felt the ground shake and heard a loud rumble. "I heard a loud rumbling noise, felt shaking and saw dust," said Lorraine Ramsay, who was in the local market. "I said how does a train make dust?" Then I saw pieces of tar and the train start to tip over.

Ray Mulcahy was home in his apartment in a large yellow Victorian next to the tracks when the train jumped the tracks and hit the building. "I was looking out the window because it

didn't sound right," he said. "It kept shaking, and it sounded like an earthquake." The walls in the house were cracked, his shower demolished and kitchen is gone, according to Mulcahy.

Debbie Kennett who lives near the tracks where the derailment took place was waiting with her father to cross the tracks when the derailment occurred. She said she and her father were discussing what would happen if something should happen to the train. "Then we saw two cars wiggling in the dip, then we saw the sixth car swaying back and forth and I screamed to my father to 'back up, back up' and I saw tar and rocks and rails in the air when it derailed. It sounded like an explosion."

The local VFW Hall was spared but heavily damaged a duplex occupied by two families. Police and fire officials would not let the occupants of the houses return last night.

The village of North Stratford was a gathering point for scores of people from both sides of the Connecticut River who came to see the twisted wreck of the train.

St. Lawrence & Atlantic Railroad officials arrived in Stratford at approximately 9:00 p.m. and told three families—consisting of eleven people—that the railroad will provide shelter for those who can't return to their homes.

Work will begin in the morning (7-6-95) to open the main line between Island Pond and Portland.

(Union Leader)

THE OLD MOUNTAIN DIVISION LINE RETURNS

Hart's Location, N.H.—Dormant for decades and talked about for years, passenger train rides are about to begin anew into Crawford Notch from North Conway. Passenger service on the Maine Central's** old Mountain Division line across Frankenstein Trestle and Willy Brook Bridge and up to Crawford Notch station.

The Conway Scenic Railroad plans to start running passenger excursions from North Conway to Crawford station and back on September 1st. The plan is to run one trip a day through Oct. 9th, then run charters through October and pick up again in the spring.

Interest in the 46-mile round trip—the 4 hour and 40 minute ride will cost \$29.95 for coach—has been high, says Gary Webster, operations manager of the railroad. "The first four days are basically booked," said Webster.

Work crews are repairing the rail lines, he said. "We're still putting in ties (4,000 to 8,000 new ones), dumping stone and clearing up the last of the brush." Webster added that "all of the washouts have been fixed and they're putting extra stone in."

He figures the trains will carry up to 300 people during peak foliage runs. Next year the plan is to run up another five miles to Fayban's Station Restaurant at the base of the road to the Cog Railway. And while only coach service is being offered at the start, eventually a parlor car and full dining service may be added.

While passenger service last went through the Notch in 1958, freight trains continued running until 1983. Even before passenger service ended there was talk of an excursion railroad, said Webster. Early in the decade, one developer talked about turning Bartlett, a quiet town along the line, into a Disney-like attraction. "Various times, various groups have

talked about it," Webster said. "But until the state purchased the line they never really had a chance. Several groups got close but they were never able to work out the final plans."

The state took title to the railroad corridor last summer, and now the Conway Scenic Railroad is about ready to go. After work is done on the line it will be inspected by the state in late August according to Webster.

The line was opened in 1867 and ran from Portland through the Notch to Fayban's, the area where Ethan Allen Crawford had operated his inn, according to information from the New Hampshire Division of Parks and Recreation.

Ray Evans, who grew up on the tracks next to Willey Brook Bridge and rode the train to school, plans to ride again. "We'll take a ride, of course, said Evans, now 85 and living in Twin Mountain. Larry Fahey, also of Twin Mountain, who works for the state in Crawford Notch State Park, remembers riding the rails to Dover with his grandmother and is looking forward to riding again.

(New Hampshire Section of Boston Globe)

HELP NEEDED

Your Editor has gotten several requests from members for Guilford's symbol freights, and times, in and around the Boston area. If such information is available please send it to the Editor in care of the PO Box in Woburn and we will endeavor to print it in the next Newsletter. Thank you.

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

If there is one fact that sets apart the Boston & Maine from all other systems in the country, except for the New Haven, it is this: The B&M is doing a modern job of transportation against a background of old New England traditions and through a section dotted with white church spires, birthplaces of great poets and cherished Colonial landmarks. The B&M slogan, "*Line of the Minute Man*," harks back to the Revolutionary War and at the same time calls attention to fast, air-conditioned travel

Heart of the B&M is the Hub City, famed for its baked beans, literary standards and the toast:

Her's to dear old Boston, Home of the cod. Where Lodge talks with Cabot and Cabot talks with God!

The Boston & Maine doesn't get down to the sea quite as much as it used to in the days when fishing and shipping were the major activities in New England, and even the smallest pier had its railroad tracks laid between the stained gray planking that stretched out to meet the ships. This Yankee railroad still carries freight and passengers along the seaboard of America's original maritime states, and traffic from the sea does form a part of its tonnage, but the busiest B&M main line today connects the port of Boston with the West.

Gone are the romantic days when sixteen-year-old Elmer paused behind the plow at the top of the north meadow and watched a three-masted schooner beat up the coast against the erratic breezes of a New England spring, and then gaped at the speedy eight-wheeled "Antelope" as she roared through the cut back of the dunes with four open-platform coaches clattering merrily behind. Often the call of the rail would dim the lure of the sea, and that evening Elmer would mention off-handedly; "Pa, reckon I'll go railroadin'," And father would pause as he stripped the last cow to glance at his son's six-foot frame, balanced a bit worriedly on one foot. "Waal," he would answer slowly, "maybe 'tis safer than sailorin'."

Many an Elmer thus left the farm to earn a gold pass on the B&M, instead of a captain's bars in the US Merchant Marine.

The B&M and the sea have been as inseparable as Boston and Faneuil Hall, although the present management prefers to think of the road more as an east-west heavy tonnage carrier. In peacetime a waybill had the familiar "rail-water-rail" routing over the glistening steel to the coastal shipping links with southern railroads, and as many a sailor began and ended his journey at some sleepy station along the line. During the recent war, whole trainloads of munitions had 200 miles of their travel over the B&M before they disappeared toward the

mysterious code destinations across the blue Atlantic.

It was fitting that the road should play an important role in this conflict as it had in many others—serving in WW II the major Navy yards at Boston and Portsmouth and two air bases at Westover and Grenier (now Manchester, N.H. airport-BW)—for the line of the Minute Man has been identifying itself with the Nation's interests a long, long time. The other day someone referred to the B&M as "110 years young."

Of course, the B&M is not really 110 years young (or old), although President Edward S. French in a leaping special edition of the *Employees Magazine* claimed the line had served Northern new England for 112 years. Most historians date the B&M's beginning with the opening of the Boston & Lowell for traffic in 1835, but some may be found who use the actual operating date of 1836, when the Boston & Maine railroad under that name reached from Wilmington to Andover, Mass.

Today this busy road stretches its arms in a roughly seven-pronged spread across New England, touching the state of New York briefly at its Mechanicville-Troy-Rotterdam Junction connections. It has no single large source of traffic, nor does it connect any major cities between which large numbers of people travel. The 1800-odd miles of right-of-way run coastwise from Boston, main terminal of the seven prongs, with a main stem west to Northern New York and branches into other New England states making up the balance.

No hordes of New York-to-Washington travelers for the B&M. No trainloads of coal providing steady revenue and a source of low-cost power. No grain rusk to fill train lists with carloads and the freight agent's till with checks. The iron runs from here to there, or from Boston to some small terminal such as Wells River or Bellows Falls, Vt., through the rocky, little-yielding territory of sparse New England. No single commodity totals more than 7 percent of the B&M's freight tonnage under normal operation.

What, then, is the secret of the B&M's activity? Why do we read about the Yankee line in newspapers from Honolulu to London? Why does this comparatively small railroad make as much noise as a gondola with a load of tin cans and four flat wheels?

To be continued next Newsletter

(This article originally appeared in *Railroad Magazine* in January 1946 by William L. Rhode and is reprinted with permission from Carstens Publishing)

NOTICE OF ARCHIVES HOURS

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

NOTICE TO ALL MEMBERS

Please let the Society know if you have a **change of address**. This will ensure that you get continued mailings and information of what your Society is doing. Also if you know of a member of the Society who has passed away please let us know.

SIDINGS...

Don Robinson writes: Moguls were definitely used as power on the Saugus Branch but so were other types. Americans, Atlantics and the one time I rode we had a P-2 Pacific. "And if that thing didn't squeal rounding the curve at Lynn Common, you have another thing coming. I thought for sure we'd spread the rails."

Jeannine Pelletier, out for a round of golf on the links at Maine's Fort Kent Golf Club, was hit in the face by her own ball...which recocheted off the railroad tracks which cross the first fairway.

She sued, and the Maine Supreme Judicial Court found the club liable and upheld a \$40,000 award to pelletier.

(Boston Herald)

Did you know that when early steam locomotives ran dry at a town with no water tower, the crew had to "jerk" water in buckets from wells and haul it to the locomotive. Hence, they contemptuously labeled the place a "jerkwater" town.

(Readers Digest)

The state of Maine has voted to create the "Northern New England Passenger Rail Authority." This clears the way for the return of passenger rail service between Boston and Maine and the eventual extension to Brunswick and points beyond. This bill was defeated only one week before by the Maine Senate. This bill also protects state taxpayers from liability in various legal agreements.

(Portland Press Herald)

The Friends of Bedford Depot Park have gotten, but not delivered yet, former B&M RDC-2 6211 from the MBTA and have aquired two trucks for the unit. RDC-2 #6211 turned 40 years old on August 29th. It was delivered to the B&M from the Budd Company's Red Lion, Pa. plant and saw service on the B&M for the next 20 plus years. Also your Society has donated a whistle post to the project of restoring the area around the station.

(FBDP Newsletter)

Did you know that besides some of the old time favorites like *Take The A Train* and *Chattanooga Choo-Choo* by some of the BIG BAND era, rock and roll has also given us some songs to enjoy. *The City of New Orleans*—by Arlo Guthrie, *Long Train Running* by the Doobie Brothers and the folk song Casey Jones version by the Grateful Dead.

Regarding Thomas Pearson's article on B&M Beach Series Sleepers, the following were among several stored VIA/CN cars that were scrapped at Les-Cedres, Quebec.

6-6-4 sleeper #1191 "*Greenock*"—nee BAR #81 "*South Twin Lake*" and 6-6-4 sleeper #1193 "*Green Harbour*"—nee B&M #32 "*Dartmouth College II*."

(Bytown Railway Society's Branchline)

According to a recent report on WBZ-TV, ridership on the three morning and evening runs between Boston and Worcester has been almost double of what MBTA officials had projected. Spokeswoman Julie Vitek said that full service will happen in 1996, with more trips and stops along the route. Price for a one way ticket is \$4.75. Commuters are very pleased with the service

and say it beats driving.

A steam engine pulling an excursion train in rural Pennsylvania exploded injuring three crewmen. The National Transportation Safety Board was investigating the cause of the explosion on the Gettysburg Steam RR.

The explosion occurred when the firebox crown sheet collapsed. The front of the crown sheet, near the flue sheet, seperated and dropped away from roughly 60 crownstay bolts. Probable cause of the explosion was a partially blocked water sight glass.

(Sept. 95 Railfan & Railroad)

A truck (11 feet tall), filled with flowers got stuck under a train trestle (10 ft. 1 inch) in Berlin, N.H. A At. Lawrence & Atlantic train was on the trestle at the time and helped stabilize it. Air was let out of the trucks tires and eased out from the trestle. No structural damage was done.

On July 6th, commuter rail service was delayed for over an hour between Salem and Beverly when a tug towing a barge struck the railroad bridge over the Danvers River. There were no injuries and no structural damage to the bridge. The "T" sent buses to Ipswich to transport rail commuters but service was restored before they could be used.

(Salem Evening News.)

There's a group of folks along the old B&M's Ashuelot Branch who have formed the Ashuelot Rails to Trails Association. They can be reached at P O Box 4, West Swanzey, N.H., 03469 or telephone 603-357-3954. (The stations of Hinsdale, Ashuelot and Winchester are still standing with Hinsdale the best, Winchester is a flea market with additions and Ashuelot is in disrepair—Ed.)

A MBTA commuter train on the Needham Line struck and killed a man, who appeared to be in his 20's. Investigators do not know if he was laying down or walking the tracks. Officials also said that the victim's injuries were so serious that it may take several days to get a positive ID. Commuter service was delayed for 2 1/2 hours and suspended train service and used buses.

(Boston Globe 7/27/95)

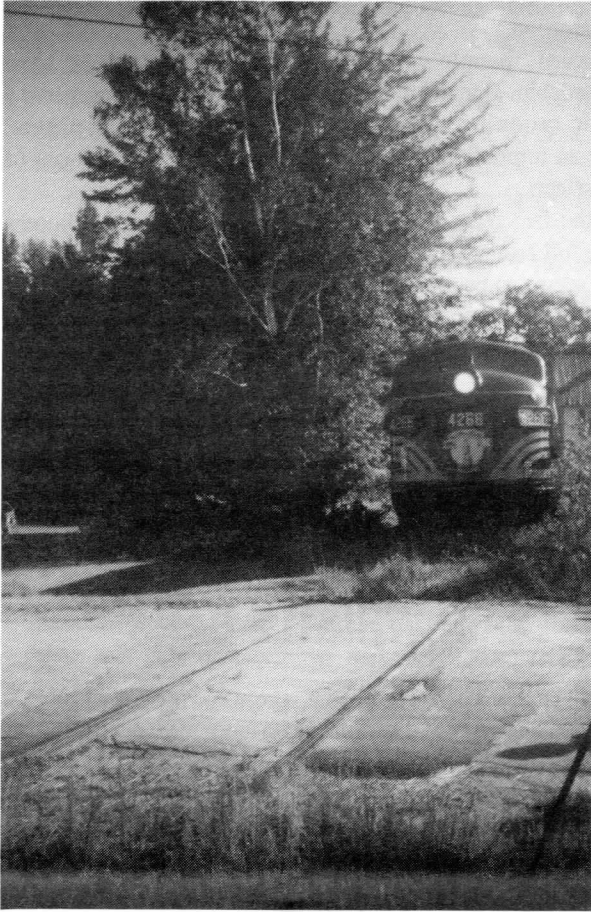
Mass. State Transportation Sec. James Kerasiotes said that plans for rail service on the South Shore will not be scrapped but a new plan for a "guided busway" will be looked at. Cost of the busway is estimated at \$125 million compared to \$215 for the rail project.

Electric Time of Medfield, Ma. has been working on an eight-foot clock for the Chicago and Northwest Trainshed Rehabilitation Project.

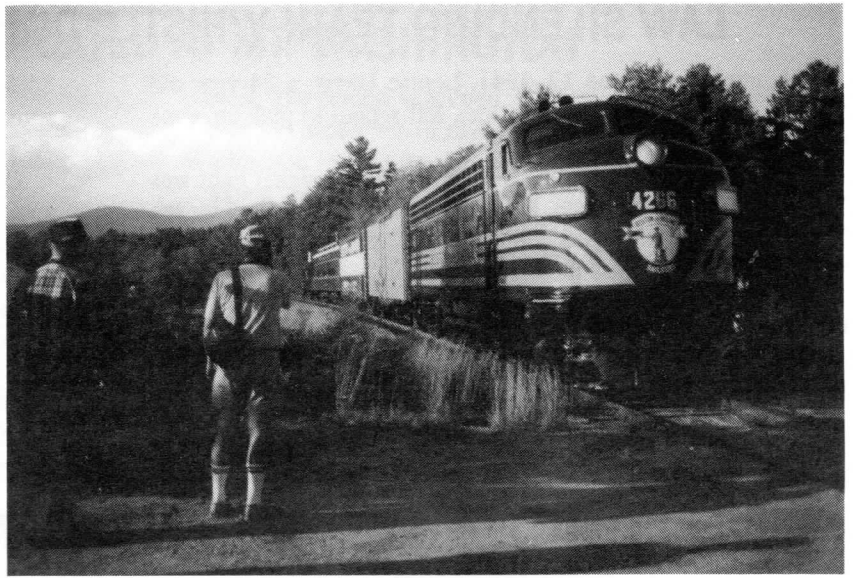
(Union Leader)

The city of Portland, Me. has given its approval to the Maine Narrow Gauge RR Co. to lay tracks all the way to the burnt out Tukey's bridge. The one stipulation is that all construction be finished by Dec. 31, 1995.

(Portland Press Herald)



4266A reverses on the wye track at Bartlett.



(Above) The "Supper Chief" with its mixed consist, did a runby at the sawmill on the line to Conway.

(Below) Ex Canadian National 7470 simmers between assignments at North Conway yard. (all photos by Buddy Winiarz)



B&MRRHS DAY AT CONWAY SCENIC ANOTHER SUCCESS

What is usually a dreary, cloudy and wet day until mid-afternoon turned out to be a hot and pleasant day for the Society's annual trip to the Conway Scenic Railroad. Member Bruce Bowden and his wife were up from Stone Mountain, Ga. and Charles Harmantas from the Chicago area also made the trip. There were also many other far and locally based members on hand for the day.

Our trip from the Conway station to Bartlett was a very pleasant trip on our mixed consist with B&M #4266 on the head end for power. We had a photo runby about half-way to Bartlett and plenty of photo opportunities at Bartlett as #4266 reversed itself on the wye. After a slight coupling problem with Roger's caboose we got underway for the return trip.

Upon returning to North Conway, we had a 15 minute wait before heading down to Conway Village for our *bean supper* at the Congregational Church. We had another photo run-by at

the "sawmill". As usual the folks put out an excellent supper of ham, beans, cole slaw, hot rolls and apple crisp with ice cream.

After supper Emcee Dennis Adams asked CSRR president and general manager Russ Seybold to speak. Russ spoke about CSRR plans for the future use of the old Mountain Line. After Russ spoke Dennis got on with drawings for door prizes. Among the prizes was an original panel from the #4266 which was won by Archives chairman Rick Conard who then donated it to the Society. Thanks Rick.

The B&MRRHS sends a large thank you to Russ Seybold, Gary Webster, Dennis Adams, the rest of the CSRR personnel and the folks at the Church for providing the Society with another good time at Conway Scenic.

Plans are already underway for next year's event—our 20th year of going to Conway Scenic.

LAW SILENCING TRAIN WHISTLE DOESN'T MAKE SOUND ADVICE

It happened on June 17, 1941. Louise Davis, a 24-year old music teacher in Livermore, Me., left school to pick up some treats for an after-hours picnic.

She came to a railroad crossing where the signal light was flashing—no safety gate, just the red lights. She waited for the train to pass. The lights continued to flash, but she proceeded onto the tracks. Just then, another train barreled through the crossing from the opposite direction.

What Davis didn't know was that this was a two-track crossing. The mistake killed her instantly.

Why, you might ask, didn't Louise Davis stop when she heard the whistle of the oncoming train? That traditional, mournful wail signaling the approach to an unguarded railroad crossings? It seems the citizens of Livermore Falls had tired of the frequent train whistles and successfully petitioned to stop the whistles at unguarded crossings.

For years railroads would cite this case as an example of why trains should use whistles at crossings.

Now 54 years later, the Davis tragedy is long forgotten by all but her family, and here in Massachusetts the train-whistle problem has surfaced again. Thanks to the efforts of Sen. John O'Brien, Rep. Gary Coon, both of Andover and Rep. James Miceli of Wilmington, House Bill 2498, will become law on July 20, 1995 and train whistles will be discontinued at crossings in Wilmington and Andover.

"We feel strongly that this gross and unwanted intrusion into our lives is the result of a decision made hastily by authorities who did not give thoughtful consideration to the impact that this kind of "whistle-blowing" would have on the lives of people who live in close proximity," wrote one Andover resident.

The legislation exempts only those crossings that already have automatic gates to stop traffic when a train is approaching.

This, of course, ignores the obvious. Just about everyone who has ever driven a car can recall sitting at a railroad crossing and wondering if the train would ever come. You inch the nose of your car out to look up and down the track, only to hear the warning whistle.

Or, who hasn't been at a crossing with those gates and seen some impatient fool, (usually a male in his teens or early twenties), weave through the gates to beat the train.

Those times when the *idiot* is cutting it too close, it is the sound of the train whistle that warns of impending destruction.

This is hardly the first such attempt to get rid of the train whistles on behalf of squawking neighbors.

Action succeeded in getting a home-rule bill through the legislature last year similar to this year's effort by O'Brien and Coon.

The results of such folly were on display last March 16. After sitting at a railroad crossing on Central St. in West Acton with the gate down for a few minutes, several drivers figured it was malfunctioning. Some went around the gate.

One was Gerard Delpriore, whose Jeep got stuck. Before he could get it off the tracks he found himself staring up at the business end of a freight train. Luckily, he was able to jump free, but the train dragged his Jeep several hundred feet down the track.

This is not just a local problem.

In Florida, "Project Whistle Stop, Inc." got a law passed allowing local nighttime whistle bans. The results were an

84% increase in accidents at railroad crossings that have instituted the *dumb idea*, according to the Federal Railroad Administration.

Certainly people who live next to railroad tracks have some hardship. For them, trainwhistles are much more than a romantic crooning that drifts across soft summer nights. They're an unpredictable bellow that can frighten them out of a sound sleep.

But the fact remains that these people bought their homes with the full knowledge that there were railroad tracks nearby.

This seems to be another unfortunate example of politicians not having the courage to just say "NO" once in a while to their constituents.

(The above article was an editorial by Paul Sullivan of the Lowell Sun.)

FEDS MAY BATTLE TRAIN WHISTLE BANS

ACTON, MA.—To some people, the mournful wail of the train whistle may speak of adventure and romance. Others, particularly those who live near the tracks, can't stand the racket.

That's why this town, and many others in the Boston area, ban trains from sounding their whistles near railroad crossings. But the Federal Railroad Administration, concerned about safety, has been directed by Congress to develop regulations requiring horns at all public crossings. Some officials are expecting growls of protest.

"This rule is going to cause such an uproar. When those whistles start blowing again...the politicians can't even begin to imagine what will happen," Acton Selectwoman Nancy Tavernier told the Boston Globe.

Tavernier, who lives three-quarters of a mile from the tracks, said the whistles had "such a dramatic effect on my life." "To have this whistle go through 18 times a day sets your teeth on edge," she said.

The FRA issued a study in June saying the likelihood of highway-rail crashes is 84% greater at crossings where train whistles are banned than at similar crossings where the horns are sounded.

"Too often, the choice comes down to hearing the whistle of a train or potentially the siren of an ambulance...These horns are saving lives," Jolene Molitoris, the FRA administrator, said in June. The FRA says there are 168,000 highway-rail crossings in the United States, with whistle bans in effect at nearly 2,100 of them.

The FRA also said the whistle bans could remain if other safety measures are shown to provide the same level of safety. The other measures reportedly include closing the crossings, building an over or under pass or installing crossing gates.

(Nashua Sunday Telegraph)

COG STAMP DEDICATED AT MT. WASHINGTON

Mt. Washington, N.H.—The US Postal Service and the Mt. Washington Cog Railway hosted a special dedication ceremony on June 10, 1995 to unveil the new "Cog Railway Stamp" at the base of the Railway.

The image on the stamp is of the "Cloud", one of the original cog steam engines. The Stamp is of a 20 cent denomination and will be issued in rolls for postcards.

A special cancellation of the stamp is available only through the postal station at Mt. Washington.

The ceremony included the awarding of prizes to seven school children who were winners of a statewide stamp design

contest. The contest was open to all children through grade six and had to depict one of two themes—the Cog Railway or Mt. Washington and the Presidential Range.

Guest speakers included Joseph McQuaid, Editor-in-Chief of the Union Leader. McQuaid spoke of his tenure as a past engineer of the Cog. Also featured were Wayne W. Presby—Mt. Washington Cog Rwy. president, Donald Bray, author and historian of the Cog, Nancy L. George, V. President Nor'east Area Oper. USPS, and Winifred G. Groux, N.H. District Mgr. USPS.

(Broadcaster)

(This item just missed last issue.—Ed.)

NEWS AROUND THE SYSTEM

Work continues on the platform and head-house area of North Station, the temporary access way between tracks 4 and 5 is being dismantled and lots of ties being installed in the North Station approach tracks.

The new eastbound track is in service from Tower H to near the Prison Point Bridge. Trains heading both east and west use this track as the old westbound track has been

removed. There are four new tracks between the new Fitchburg tracks and the diesel house that look like they will bwe outdoor servicing tracks with fuel, water hoses, etc.

The last remains of the E8 and RDC's have been dismembered. GP9 #903 is derelict on the dead tracks, is it next?

Welded rail has been laid out between South Acton and Willows but hasn't been installed.

SENATE APPROVES \$12.6 BILLION TRANSPORTATION BILL

WASHINGTON - The Senate on Thursday approved a \$12.6 billion appropriations bill for the Department of Transportation that makes steep cutbacks in federal spending on roads, mass transit, airports and the Amtrak rail system.

Democrats attacked the plan as foolhardy, but in the end joined the Republican majority in adopting the measure by a vote of 98-1.

Sen. Howell Heflin, D-Ala., cast the lone "no" vote. Sen. Bill Bradley's office said the New Jersey Democrat missed the vote because his mother was ill.

The House of Representatives passed its transportation spending bill on July 25 by a vote of 361-61.

The Senate bill cuts \$1.6 billion from the current budget for the Department of Transportation and related agencies like the National Transportation Safety Board.

As they have sought to do with cuts from other spending bills, Republicans intend to use the savings to pay for their plan to balance the federal budget by 2002.

Sen. Robert C. Byrd, D-W.Va., criticized the spending bill as "utter folly."

"How can we hope to bring the budget into balance if we destroy the efficiency and productivity of private industry with a transportation network so seriously inadequate as to cost billions in lost hours and lost profits?" he asked.

Senators on both sides of the aisle, especially those representing states with larger urban areas, objected to parts of the bill. Such complaints are traditional, as is widespread support for the legislation.

Members are usually reluctant to vote against the overall package because it would mean the loss of millions of dollars in transportation aid to their districts.

Heflin said he opposed the bill because it eliminated the Essential Air Service, a program that subsidized airport operations and flights for smaller communities.

"Airline deregulation passed in the late '70s with the promise that there would be essential air service to maintain flights to smaller communities," he said. "These cuts will see a reduction in air service and force passengers from rural areas to travel great distances just to get to the airport."

The Senate bill liquidated contract authorization of \$26.7 million in payments to air carriers.

The bill cuts financing for mass transit programs by 44 percent, providing \$2.1 billion for state and local grants. The Clinton administration had proposed cutting mass transit funds by 14 percent, but the Senate bill takes away nearly \$800 million more than the White House wanted and is \$400 million less than the current budget.

The bill provides \$130 million for high-speed rail improvements for the Northeast Corridor. That money is split evenly for railwork between the District of Columbia and New York City, and between New York City and Boston.

There is also \$25 million for the redevelopment of Pennsylvania Station in New York City, while the House version provides no money for the project.

The Senate gave \$45 million for the Los Angeles subway, and \$42 million for the Atlanta subway system.

There is \$17 billion for highway aid, \$160 million below the current budget year; \$1.25 billion for airport grants, a \$200 million cut; and \$605 million for Amtrak, which is \$189 million less than in 1995.

The Senate allocated \$13 million to be used to dismantle the Interstate Commerce Commission. The administration proposed that the agency be terminated and that its functions be transferred to other agencies.

(Jerry Gray, N.Y. Times News Service)

PLANES, TRAINS AND AUTOMOBILES

The Laurence Breed Walker Transportation Collection has been housed in the basement of the Beverly Historical Society's Cabot House for the past 25 years. The collection—which features thousands of photos of all types of transportation vehicles plus models and examples of operating equipment—remained unnoticed for many years until recently when a group of history and transportation buffs decided to upgrade the storage area and publicize the collection.

Charles Warren, spokesman for those who completed the project said “that an open house celebration was significant because Mr. Walker, who bequeathed the collection would have been 100 years old.”

Warren further stated, “that although the bequest started the collection, it has grown considerably and contains photos of almost every piece of public transportation equipment operated on the North Shore and in Greater Boston.” There are also photos of models and brands of automobiles that were made in this country since the development of the internal combustion engine. Pictures of steam ships and a collection of photos that trace the development of air travel.

Warren noted that for the past 25 years, Richard Symmes has been a volunteer curator of the collection and has been a driving force behind the effort to improve the collection's home and make the public aware of it.

With the help of Myles Ricker, 85 years of age and oldest member of the “team”, Russell Munroe, Paul Larcom, Bob Munier, Edward Meager and several other folks have been meeting for the past several years on Wednesday nights to catalog the collection, add a filing system and many other improvements.

Besides photographs of almost every station and type of engine used on the Boston & Maine Railroad, there are models, railroad lanterns, signal lights and other operating devices.

(Salem Evening News)

The Walker Museum is located in the Beverly Historical Society's Cabot House at 117 Cabot St. Beverly and is open on Wednesday evenings from 7 to 10 PM. For further info call 1-508-922-1186.

(Ed. note—Unfortunately the notice for this event came late to notify anyone in the Society and for inclusion in the July/August issue of the Newsletter.)

STOP THAT TRAIN

Jay Mulberry, a 23-year-old logger, was driving along Nashville Road in Eddyville, Ore., with his fiancée one stormy night last fall when they found a large truck and trailer wedged under a railroad trestle.

Mulberry helped the driver, Bob Quick, back the truck off the road. But then the two men shone a flashlight on the trestle and discovered that the impact had shifted the railroad track more than five feet out of line. One rail was hanging completely off the timbers.

Mulberry knew that the damaged rail would flip the next train straight off the track into the swollen Yaquina River—and the evening Willamette & Pacific freight was due any time. In fact, #76, a four-locomotive, 30-car train carrying rolls of paper from the Toledo Georgia-Pacific Co. mill was already on the way.

Mulberry raced half-a-mile home and called 911 to warn the trains crew. Then he phoned his mother, who lives near the tracks, 11 miles from the damaged trestle, and learned that #76 had passed a few minutes earlier.

Deciding to flag down the train himself, Mulberry picked up Quick and drove six miles to a long straight stretch of track. He had just parked his pickup on a crossing, facing down the track, when he saw #76's headlight shining around a distant curve.

Flashing the truck's lights, the two men alerted the train's engineer, who was able to stop in time.

“There is no question that Jay prevented a derailment that could have injured or even killed our employees,” said Bob Melbo, W&P general manager. “Over 25 years with railroads, I can't ever recall anyone going to such an extent to prevent an accident.

(Chester Allen in Corvallis, Ore.—Gazette-Times via Readers Digest.



B&MRRHS life member Donald S. “Robby” Robinson (at left) and Bedford Selectman Joe Piantedosi (right) unveil the new display sign at the Bedford Depot on July 30, 1995.

(Jim Shea photo)

SIGN DEDICATED IN BEDFORD

On July 30, 1995 in Bedford, Ma, a “Special Places” sign was dedicated at the old Boston & Maine Railroad Depot. On hand to dedicate the sign was Bedford Selectman Joe Piantedosi and B&MRRHS member Don Robinson. It was quite appropriate that Don was there as the photo used was taken by him some 39 years ago, is featured on the porcelain-on-metal sign.

SOUTH BERWICK WANTS TO END DISPUTE WITH RAILROAD

S. Berwick, Me.—Trustees of the Water District want to see a resolution to its running dispute with the Guilford Railroad. Water mains owned by the S. Berwick Water District run under the tracks on land owned by Guilford.

For years, the district would pay \$20 a year for use of that land. Nearly seven years ago, Guilford began charging \$200 per year. The most recent bill received by the Trustees totaled \$1,400, accumulated since the first bill of \$200, according to Jim Molleur, an attorney for the Water District. He said the Trustees refuse to pay what he calls an “arbitrary hike in payments.” “It makes the Trustees very nervous, he claimed. As a utility, the district works to forecast future expenses so it can set stable rates for water users. Unsure rent on the railroad property makes budgeting a nightmare, he said. What happens five, six or ten years from now should the railroad change their minds again?”

Water District Superintendent Mike Nadeau said, “I don’t want to make an issue of it. It’s in legal hands now.” However, he did say, “it’s a matter of principal.”

Guilford representatives describe the increase as an effort to bring the rent up to market value. For years, rent on the property stayed at \$20 without changing, according to Colin Pease of GTI. “The Water District got a tremendous benefit from the railroad over those years,” he claimed.

“Two hundred dollars is a relatively small fee,” added Pease. With regard to the \$1,400 bill accumulated by the Water District, he said “I feel there’s an obligation to pay your debts.”

A permanent easement on the property, according to Molleur, would be the perfect solution for the Water District. The district

would pay a larger sum up front for limited rights on the property. He also stated that for the past five years, he and the district have been trying to communicate this to the company, with no response. The railroad keeps sending the bills.

“We know the railroad has provided easements, they can provide us with easements also,” Molleur remarked. He acknowledged the company is reluctant to do this, and getting an easement may restrict further railroad development.

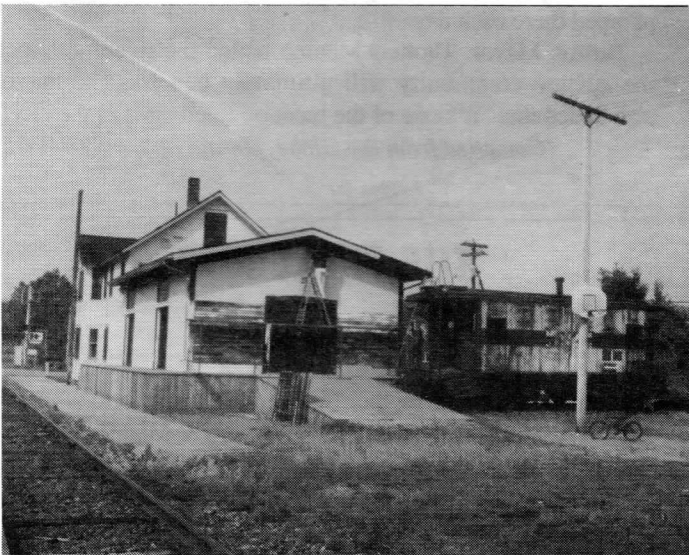
In fact, the railroad is more than reluctant. Pease said it is company policy not to sell easements on active track land. He also said he didn’t foresee a problem, however, with reaching a long-term rate agreement with the district, though he is not the person who deals directly with the district and its attorney in the matter.

Steve Towie, who does deal with Molleur on behalf of Guilford, directed all questions to Pease. Molleur indicated Towie contacted his office this week (last week in July) after Towie spoke with Democrat reporters.

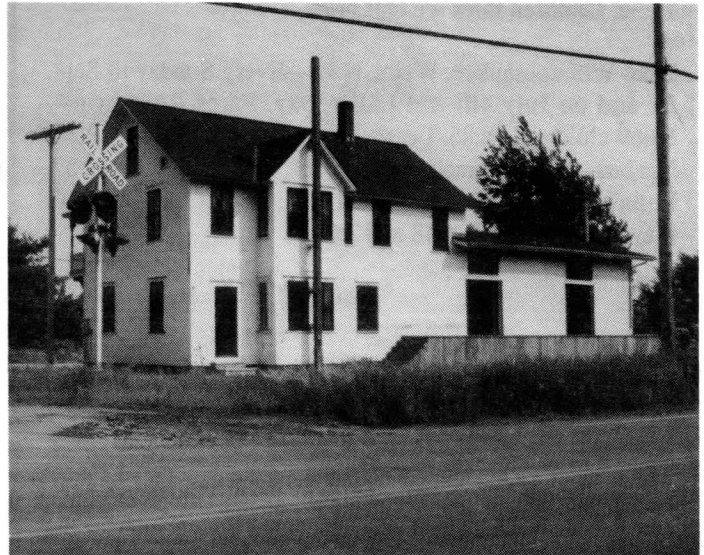
Another option for the district would be to use *eminent domain*, Molleur said, which often allows utilities and governments to *commandeer* property at a fair price. This would happen only if no *haedway* is gained with Guilford through negotiations, he stressed.

Molleur said the district must determine whether the lengthy eminent domain process would be “worth it in the long run.” Nadeau assured the dispute with Guilford will not affect customer water rates.

(Foster’s Daily Democrat)



Jay Barrett applies the classic cream and maroon colors to his restored depot freight house.



Looking southeasterly, the station is really coming along well.
(Buddy Winiarz photos)

RAILFAN’S DREAM BECOMING A REALITY

ELY, Vt.—Last issue there was a notice of the former Boston & Maine station at Ely, Vt. being on the List of Historical places. Well here are some scenes from around the station which is home to member Jay Barrett.

A Page out of the Past...

BOSTON & MAINE HISTORY

The B&M station at West Medford at one time had a metal weathervane of a diamond-stack American type locomotive of the 1870's.

Also, in the 1880's when it was built, it's outside walls were imbedded with semi-precious jewels, seashells, a whales tooth, an eroded boulder with the likeness of George Washington and many other items. Many have been chipped away by souvenir hunters.

(Railroad Magazine April and Feb. 1940)

B&M Summer Excursions Planned—1941

Gloucester and Rockport—Every Sunday til Sept. 21, also July 4th and Labor Day. Round trip—\$1.00 children—\$.50. Trains leave Boston at 10:25—12:30—2:45—6:10. They return from Rockport at 1:20—2:38—4:16—6:29—7:46—9:40. Return from Gloucester at 1:28—2:46—4:24—6:38—7:55—9:48. Special schedules for July 4th and Labor Day.

Hudson, N.H., Benson's Wild Animal Farm—Every Sunday til Sept. 21. Leave Boston at 10:00 and return from Hudson at 5:15. Fares are \$1.00—adults \$.50 for children, farm admission is \$.25 and \$.10 respectively.

Old Orchard Beach, Me.—Every Sunday til Sept. 21 and July 4th and Labor Day. Fares from Boston, Reading, Lawrence and Haverhill are \$1.69; from Exeter \$1.50 and Dover costs \$1.00. Depart from the above cities at: 9:00—9:18—9:37—9:49—10:11—10:35. Arrive Old Orchard at 11:32. Children fares are half price.

Lake Winnepesaukee, Weirs, N.H.—Every Sunday til Sept. 21 and on July 4th and Labor Day. Fares Roundtrip—\$1.69 children—\$.85. Leave Boston—9:00, Lowell—9:36, Nashua—9:58, Manchester—10:24, arrive Weirs—11:57. Returns from Weirs at 4:48 and 7:47. Depart Weirs on holidays from Weirs at 4:48 and 7:04.

(Railroad Magazine Aug. 1941)

I CAN HANDLE IT...

Many years ago in the Washington, D.C., Union Station, a Red Cap was being raked over the coals by a pompous buffoon of a man for some perceived minor infraction of performance. The Red Cap took the berating with a smiling face and cheerful demur.

A bystander noted his equanimity and after the self-important chap had left, sauntered over to the Red Cap and complimented him for how he took the tongue-lashing. "Well sir," said the Red Cap. "See that man?—he's going to Miami, See his bags?—their going to Detroit."

(Spike & Tie via 470 Newsletter.)

RIVER SPILL COSTS CONRAIL \$2.5 MILLION

Boston, Ma.—Conrail agreed to pay \$2.5 million, the largest criminal fine in Mass., for dumping oil into the Charles River for 15 years—a continual degradation for which the company admitted there was "no excuse."

The pollution, discovered a year ago by a rower who noticed a slick hundreds of yards long, resulted from faulty equipment, which company officials knew of but did nothing. The illegal discharge came from a machine that is designed to separate water from oil in storm runoff from the busy yard. The machinery was not maintained, its filter changed only twice a decade instead of once a year, and the alarm warning of pollution in the discharge had been inoperable for years.

In addition to the fine, Conrail has agreed to pay \$2 million to stop further pollution from happening and gave \$250,000 to the Charles River Watershed Association.

According to John DeVillars, regional chief of the EPA, said "that the extent of environmental damage to the river from the discharge is hard to discern, but in 1992 the Coast Guard approximated one spill at 100 gallons.

Conrail admits that for a year it withheld reports from the EPA on its emissions into the Charles from Sept. 1991 to Sept. 1992 and also allowed its permit for lightly oiled effluent to lapse.

Conrail agreed to pay the fine rather than be tried on six federal felony charges. A spokesman for Conrail, whose employees remain under federal investigation for individual crimes, said the company is embarrassed.

Trains have crossed the Beacon Park Rail Yard since before the Civil War. Currently, 10 trains a day roll in and out of the railyard, with nearly a half-million gallons of fuel are pumped there each day.

Boston Mayor, Thomas Menino hailed the fine and hoped the Allston community will ultimately benefit. The mayor also added that "it's one of the most polluted cities in the city."

(Compiled from the Globe, Herald and WCVB-TV 5)

THE FINAL RUN

This is the final run of railroad nicknames:

Asea/Electro Motive	Another Engineering Miracle
Brooklyn-Manhattan Transit	Beaten & Mangled Trains
Great Western Railway	God's Wonderful Railway
Hudson & Manhattan	Hated & Mutilated
Interborough Rapid Transit	Incredibly Rotten transit
Long Island RR	Late & Indefinite
New York Central	Not Yet Completed
New York, Westchester & Boston	New York to Westchester & Back
Self Propelled Vehicle	Seldom Powered Vehicle
Staten Island Rapid Transit	Shall I Run Today?

I thank everybody who sent these gems in—as you can see they were some pretty good ones—BW.

NEW LIFE FOR OLD ROADBED

Two weeks after the state took formal title to the abandoned Northern Line rail corridor that runs between Lebanon and Concord, Executive Councilor Raymond Burton has asked the department of transportation to solicit proposals to restore rail service on it.

State officials say that while there has been some interest from shippers and one railroad company, no one has come forward with a plan to pay the estimated \$30 million to make the line operational again.

Burton last week sent a letter to Transportation Commissioner Charles P. O'Leary, Jr. with three requests:

a—That the department prepare a request for proposals for someone to operate the line, which would allow both freight and passenger service.

b—That a successful proposal be brought before the governor and executive council by January 1, 1996.

c—That the rail bed and adjacent property be protected so that the line can be used in the intermediate term for foot paths, snowmobile trails and mountain bike trails.

Last year, the state agreed to pay Guilford Transportation of North Billerica, Ma., \$5.9 million for 186 miles of railroad corridors throughout the state, including most of the 70-mile Northern Line.

State officials said they made the purchase to preserve the option of rail service in the long term. They said at the time of the agreement that the most likely use for the foreseeable future would be recreational. In fact the Northern Line will be managed by the department of Resources and Economic Development.

Bill Boynton, a spokesman for the NHDOT, said the department has already drafted a response to Burton. The response points out that Guilford has already removed the rail from much of the line, Boynton said. "Obviously if you have a line without any track, it's difficult to attract any interested operators," he said.

New England Central Railroad has expressed interest in reactivating the line for freight service, Boynton stated, but with a condition. "They are interested in the state investing quite a bit of money," according to Boynton, adding that O'Leary has estimated it would cost upward of \$30 million to get the line operational.

"Obviously we don't have that kind of money laying around, we're not in the business of building railroads. Boynton said the department will be meeting with New England Central. Officials from that company were unavailable for comment.

Burton said in an interview (7/17/95) that he didn't mean to propose that the state pay the costs of restoring the line. He said he envisioned a company that would be willing to pay those costs as part of the leasing arrangement with the state. "We're all for that!" responded Boynton. He also said that Burton's time frame was a little on the ambitious side, but it was possible to have a proposal by January 1. for the state-owned portion of the line. If the two privately-owned ends of the line, in West (Westboro) Lebanon and Concord, are also part of the proposal, Jan. 1 would be a difficult deadline to meet. Said Boynton. Burton said the key to restoring service is

to find a customer who wants to ship freight on the line.

At least one such company may exist. PENCOR, which hopes to begin construction this fall on a \$240 million recycling plant in Bow, N.H., wants to see rail service restored on the line so it can ship and receive materials from Canada and points west.

"All of our customers want our goods shipped by rail," said Martin Lomasney, director of engineering for the Baltimore-based company.

Pencor, which plans on buying mixed office paper and recycling at the Bow facility into pulp for paper manufacturers, would have to ship down to Massachusetts and up the Connecticut River to reach Canada. Added Lomasney. "The Northern Line would save at least 70 miles on those trips."

Lomasney added that Public Service Co. of N.H., which is selling Pencor land and electricity, has also expressed an interest in using the line to bring in coal from the Midwest. Public Service officials could not be reached for comment.

Lomasney said his company would be receiving 640 tons of mixed office waste a day and shipping out 420 tons of pulp and 200 tons of residual products. He said he didn't know how much would be sent on the Northern Line, if one was running. "I certainly hope it gets going," he said.

Burton conceded that there has been no tremendous demand for restoring service. "I don't see anyone pounding down the door." Meanwhile Guilford has until December 31 to pull up the remaining ties and tracks, he added. Guilford had planned on taking the rail all along, which both company and state officials agreed would have to be replaced if service was restored. The company still has not said whether it plans to pull up the ties, which would be necessary to accommodate biking trails. Boynton said the company is **obligated** to do so.

Guilford's executive vice-president, Colin Pease, said in an interview several months ago that he didn't see any way that rail service could be restored on the Northern Line. "There's no industry whatsoever, you need a substantial base of traffic to support a railroad line...I haven't seen them knocking on my door," said Pease.

(Lebanon Valley News)

RAILROAD TRACK ALONG RT. 11 BEING DISMANTLED

Farmington, N.H.—The railroad track which runs along Rt. 11 is being dismantled to make way for public recreational use.

About seven to nine miles of track are being pulled up by the RJ Corman Railroad Construction Co. of Nicholasville, Ky. said Bob Fennerty, vice-president of New Hampshire Northcoast Co. of Ossipee, owners of the line.

(Foster's Daily Democrat)

According to sources in the area joggers and bicyclists have been using the old Farmington Branch roadbed recently for their recreational pleasures.—Ed.

In Memoriam...

The Board of Directors, Officers, and staff send our deepest sympathies to the families and friends of the following, who have passed from our midst recently.

ELMER STINEHART

B&MRRHS member of Watertown, Mass. who passed away in February.

LAURENCE M. "LARRY" BLANKE, JR.

To the family and friends of B&MRRHS member Laurence M. "Larry" Blanke, Jr. who was, among other things, past president of the National Railroad Enthusiasts, Inc., a member 470 and Mass Bay RRE and assistant Newsletter Editor for the 470 Club. Those fortunate enough to have known Larry will never forget his affiliation with Mass Bay RRE on their various fantrips. Larry's booming, friendly voice, endless humor, and infamous "Bullhorn" were the hallmarks of many a memorable RRE excursion. He leaves a brother, Richard, of Prescott, Az. and friends in the hobby too numerous to mention. In every capacity, he served this hobby well, and will be sorely missed by all.

HERBERT E. BIXLER

Herbert E. Bixler, 84, transportation executive with the New York Central, inspector and superintendent for the New Haven plus General Superintendent for both railroads. He was also assistant to the president of the Boston and Maine Railroad from 1950-55 and assistant to the president of Northeast Airlines 1955-61. He was the author of "Railroads—Their Rise and Fall." He is survived by his wife and many other relatives.

AMTRAK SEEKS EQUITABLE TREATMENT

WASHINGTON, July 6 /PRNewswire/ — The National Association of Railroad Passengers (NARP) today asked Congress to insure "deficit-reduction fuel-tax equity among airlines, Amtrak and intercity bus carriers." In a letter to the chairmen of the Senate Finance and House Ways and Means Committees, NARP Executive Director Ross Capon noted that, as regards the 4.3-cent-a-gallon fuel tax imposed in 1993 (with a two-year exemption for airlines), current law would provide equity beginning this October. However, Capon continued, "this letter is occasioned by the big airline-industry push to change the law and extend the airlines' exemption, at a cost to the federal government of \$530 million a year in lost revenues."

Capon urged that — if Congress extends the airlines' exemption — Amtrak and intercity buses also be exempted. "This would increase the budgetary cost by only about 1.6% a year (\$8-9 million) compared with an air-only exemption. (The

4.3-cent tax costs Amtrak about \$3 million a year and intercity buses \$5-6 million.)"

In supporting this request, Capon cited: Amtrak's high energy efficiency per passenger-mile (almost double that of the airlines, according to Oak Ridge National Laboratory); the relatively lower income of Amtrak passengers, especially the more than 80% of long-distance passengers who travel coach-class; and congestion problems on aviation facilities. He said: "A fuel tax has a big impact. This tax goes straight to the bottom lines of individual routes and services, reducing the amount of service Amtrak can provide with a given operating grant."

The table below also reflects the impact of a separate deficit reduction tax on surface transportation which railroads will continue to pay this fall while highway user payments will shift to the Highway Trust Fund.

(via the Internet)

A REMINDER...

Items of news, help wanted, notices of upcoming events, etc. must be submitted by October 9, 1995 in order to appear in the November/December 1995 NEWSLETTER.

(BW)

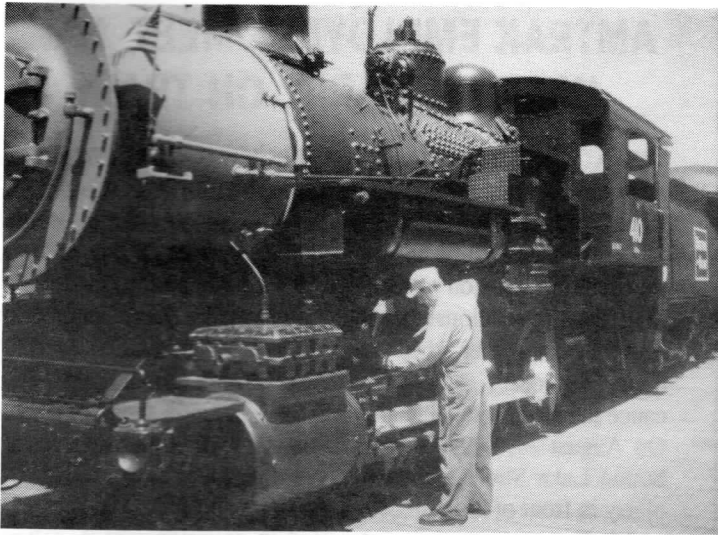
CONGRATULATIONS

On August 20, 1995 the Salisbury Point Historical Society celebrated their tenth anniversary. The celebration was held at the Bartlett Museum where the Salisbury Point Station is located. Continued success and good fortune is extended to the SPSHS from the B&MRRHS Board of Directors, Officers, Staff and Membership.

(More on the celebration next issue—Ed.)

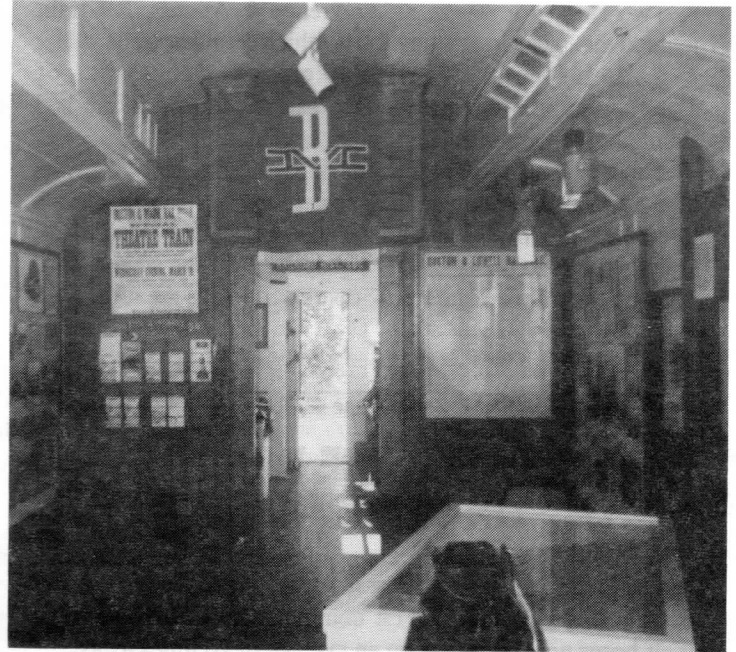
LOWELL FOLK FESTIVAL

July 28-30, 1995



Sandy Shephard (above), a Park Department employee, was all decked out in engineer's garb and happily fielded questions from the public regarding the 410.

Two views of the combine interior, below and right, show the new layout of displays and exhibits in the car.



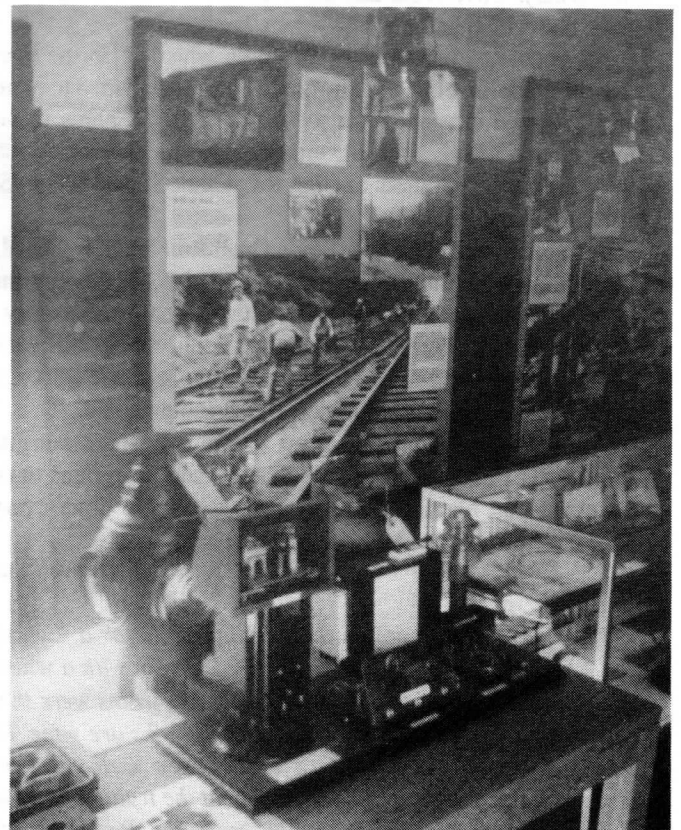
The working telegraph display (below), constructed by Don Hodge and ably manned by **Rick Conard** and **Carl Byron**, was a huge hit with visitors again this year.



Buddy Winiarz photos

FOLK FESTIVAL THANKS

This year's Folk Festival was another success with 3,208 people coming through the combine. This year we had, in cooperation with the National Park Department, a display of railroading in and around the city of Lowell plus a display of some of our hardware. Coordinator Jim Nigzus would like to thank the following for their help: Mike Basile, Jim and James Byington, Carl Byron, Rick Conard, John Goodwin, Danny Hyde, Paul Kosciolk, Bill Longmaid, Russ Monroe, Dick Nichols, John Alan Roderick, Sandy Shephard, Buddy Winiarz and the wives of our volunteers for being "railroad widows" for the Festival. If anyone's name was omitted please accept our apologies.



ACCIDENT UNRELATED TO FIRST DERAILMENT

Stratford, N.H.—A minor train derailment on July 19, 1995, was unrelated to a more serious one two weeks before, a state transportation official said.

Two cars of a 30-car St. Lawrence & Atlantic RR train jumped the tracks in this tiny town, which sees four trains daily.

Rail inspector Tom Walker, of NH Dept. of Transportation's Rail Safety Div. said "it looked like a bad switch point that looks like it plum wore out."

The train was headed towards but not quite at the location of the July 6th derailment. This switch is used to reroute trains to the "passing track" around the site of the major derailment. Quick repairs to the track and replacement of the switch were done by the railroad and traffic continued to use the rails.

(Union Leader)

BLOWING THE WHISTLE ON TRAIN NOISE

Wilmington, Ma.—Susan Foy is hoping Gov. Weld signs legislation that will stop MBTA commuter trains from blowing their horns near her home on an average of 26 times a day.

After Foy and an army of angry residents complained about the noise last fall, a train "whistle ban" for Wilmington and Andover was added to the 1996 fiscal budget by state Rep James Miceli (D-Wilmington) and Sen. Bruce Tarr (R-Gloucester). Gov. Weld has the authority to veto budget line items, one which is the "whistle ban."

The provision bans the use of "train whistles" in the town after all grade-level have auto-matic gates installed. There are four "ungated crossings" in town. The MBTA plans to put gates at the Kilmarnock St. crossing during the fiscal year 1996. And to install them at Glen Rd., Clark St. and Salem St. in fiscal year 1997.

Because the crossing near Foy's Quail Run home is "gated," Foy is hoping the trains obey the law and give her family some peace and quit. As Foy was being interviewed for this story a trains horn was blaring in the background, about 200 yards away from her back door. "It's hard to have a phone conversation if you have your windows open," she commented.

Foy has passed out 300 form letters to residents urging Weld to sign the "whistle ban." She has sent telegrams to the Governor and phoned him repeatedly. "We've done everything we can," she said. "Now it's up to him."

(Lowell Sun)

Eds. note—if you notice the wording calls for a "whistle ban," when was the last time one heard a train with a whistle on the B&M/MBTA lines? Also the rails and trains were there and will be there long after a lot of those folks are gone. But most importantly is the safety factor, even with gates and flashing lights people will still try to beat the train, that is why the trains blow a warning near all crossings. Besides isn't it some sort of federal law?

AMTRAK EMPLOYEES MEET, FALL IN LOVE, MARRY ON TRAIN

SYRACUSE, N.Y., Aug. 19 /PRNewswire/ — Amtrak Assistant Conductor Jill Hodgson and Train Attendant Rich Kowar met and fell in love while working onboard the Lake Shore Limited. Until this past March, when Rich was able to transfer from Boston to Chicago, the couple had maintained a long distance relationship, relying on the Lake Shore Limited to bring them together whenever possible. When they decided to marry, the couple realized that they could not ignore the significance the Boston to Chicago train had played in their romance. On August 21, 1995, at approximately 8:40 a.m., as the east-bound Lake Shore Limited leaves Syracuse, N.Y., they will marry in front of an estimated 300 guests and fellow travelers.

Media representatives interested in covering this story are welcome to attend the event - or - you may acquire photographs after the event from Michelle L. Tucker by calling 312-655-1310.

The train is scheduled to leave Syracuse at 8:40 a.m. from Manlius Center Rd., East Syracuse, N.Y. The next station stop after the ceremony is scheduled at 9:25 a.m. in the Utica, N.Y., station located at 321 Main St., Utica, N.Y. Contact people on board are Chief-of-on- Board Services Mary Beth Cooley, and Service Manager Tom Szachacz.

UNEXPECTED COAL TRAFFIC ON GMRC-NEC MADE FOR AN INTERESTING SUMMER

A dock fire at the Montville Power station just north of New London, Ct. on the New England Central in late June, brought big-time coal traffic back to the Green Mountain Gateway, albeit for a short period of time.

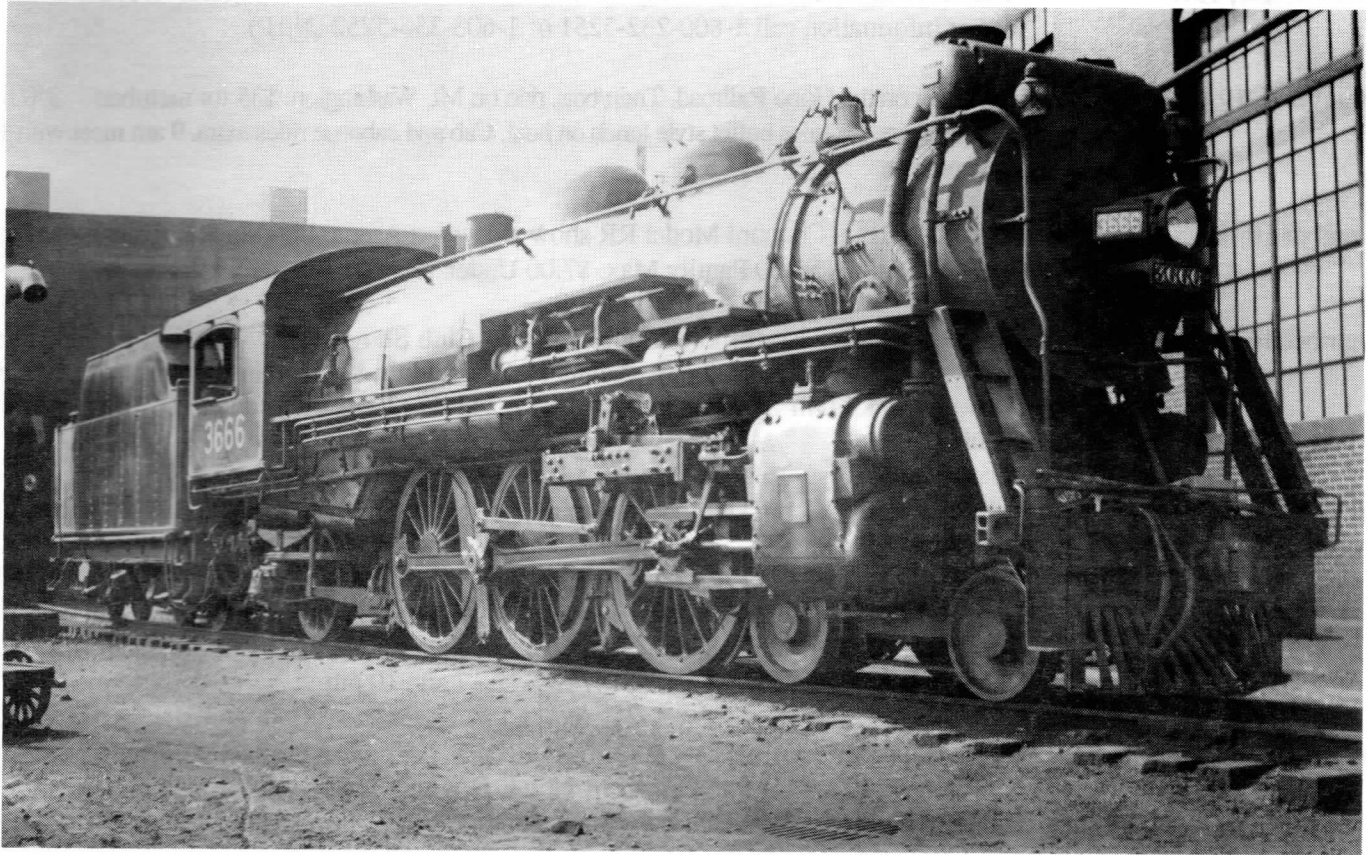
On July 3 and continuing through early August, movements of up to 70 cars at a time were delivered to the 400+ megawatt plant.

The trains were typically broken into two 35-car sections for transit over the mountain from Rutland to Bellows Falls, where they were re-assembled for transfer to the NEC.

Railfans were out in force when the first movements came to witness and record the event which was destined to be short-lived.

It's good to know, in this age of deregulation and all, that the once-great railroads of New England stand ready to handle sudden upsurges in traffic like this. GMRC Chief Mechanical officer Scott Whitney said that there was little trouble with providing motive power. In fact, it gave the Green Mountain the excuse to break out another one of their vintage RS-1s to handle the daily passenger trains. Although the circumstances may have been less than desirable for the power company, it sure made for interesting train watching!

JAR



3666 at East Somerville, Mass. 9/9/1937 (Ed May photo—Harry Frye Collection)

...TRAIN BUFFS LET DOWN AS 1939 TRAIN WRECK WILL STAY IN RIVER

For some local train enthusiasts, it would have ranked high in the annals of their hobby, as exciting as a music fan's dream of a Beatles reunion.

For many older Portsmouth, N.H., residents, it would have been a haunting reminder of a dramatic moment in the city's history.

Joseph Shaw, President of the B&M Railroad Historical Society, was expecting thousands of people to gather on the river's shore to see the P-2 commuter train engine, the only one of its type left in the world, as it was lifted from the water, decades after crashing off a bridge on a cold and windy night in 1939.

"In the railfan community it's been the talk of the town," said Wayne Gebhardt of Lawrence, owner of Modelers Junction in Methuen. "It was going to be quite the thing."

But yesterday, (7-27-95), officials decided steam engine #3666 will stay in its murky grave.

The train was supposed to be raised earlier this year as part of the \$4.2 million Portsmouth pier project, but for months it was delayed as officials studied whether the raising would be necessary.

For Thomas Orfe, Portsmouth Port Authority director and maritime history buff, the decision not to raise it was a disappointment. But the

train is outside of the dredging area and the \$140,000 removal cost would be an unnecessary expense. "I would like to see it happen," he said. "Oh, I've gotten a lot of calls on it, but it looks like it's going to remain there until it becomes an obstacle for shipping."

The train's planned raising, the second proposed time in about 30 years, piqued interest among many local train hobbyists, said Mr. Gebhardt. But its poor condition made some doubt it would be worth it.

The engine sits almost upright, but has been stripped of its most valuable items such as its bell, headlight, brass parts and number plate. Its cab has also been ripped off.

"To me it's not worth saving due to the expense," said Francis "Buddy" Winiarz of Salem, N.H., Newsletter writer for the B&MRRHS. "If anything, they should take a wheel off and put it up as a memorial, or put a plaque up in memory of the people who died."

Since the accident, the locomotive has been moved from the middle of the channel to a spot closer to the river bank to clear the shipping lane.

(Eagle-Tribune by John Macome 7/28/95)

UPCOMING EVENTS OF INTEREST...

- September 1-4, 1995 "The Legend Returns"—Conway Scenic's Crawford Notch "Inaugural Weekend." For further information call 1-800-232-5251 or 1-603-356-5252 (N.H.)
- September 9, 1995 B&M day on the Hobo Railroad. Train/boat ride on Mt. Washington. \$35 for members—\$40 for non-members, includes buffet style lunch on boat. Cab and cabooses extra. 9 am meet with 10 am departure.
- September 10, 1995 Concord, N.H.—Concord Model RR show at Everett Arena, Loudon Rd. (Exit 14 off Rt. 93) 10-4. Adults \$3.00 Family Max. \$7.00 Under 12 years free with adult.
- September 16, 1995 Wakefield, Ma.—Northshore Model Railroad Club Show at the American Civic Center 467 Main St.—9:30 to 4:00 pm Adults \$3.00 Children \$1.00 Family/max. \$6.00. Open house at 404 Main St. For info call 617-245-4742—Ron Nadeau on Tue. & Thur. evenings.
- Sept 30 & Oct. 1, 7,8 & 9th, 15th Fall foliage trips (3 hrs.) on the Winnepesaukee Scenic RR. Call 1-603-745-2135 for further info.
- October 1, 1995 Danvers, Ma.—10-4 2nd Annual Model RR Show at the St. Mary's the Annunciation School 14 Otis St. Adults \$3.00 Children \$1.00 under 5 yrs. free. For further info contact Thomas Maniscalca at 1-508-774-6137 between 7 and 10 pm.
- October 14, 1995 21st Annual Fall Railfan's Day at Conway Scenic. All day valley pass—Adults—\$29.95 Children (4-12)—\$14.95 Crawford Notch Upgrade-Coach seating—Adults—\$15.95 Children (4-12)—\$7.95. Under 4 years on adult lap-free. More info—1-603-356-5251.
- October 14, 1995 Fall excursion to the Berkshires and Hudson River Valley with Mass Bay RRE. Write to Mass Bay RRE P O Box 8136 Ward Hill, Ma. 01835 or call 1-617-489-5277 for information.
- October 21, 1995 Marlboro, Ma.—Hub Division, NER, NMRA fall show at the Best Western Royal Plaza Trade Center on Rt. 20. 10-4 Adults \$5.00 6-12 years \$1.00 under 5 free. This facility is handicapped accessible.
- October 28, 1995 Littleton, N.H.—15th Annual Fall Model RR Show at the Littleton Nat. Guard Armory 10-4. Adults \$1.50 Students \$.50 under 12 free.

HELP WANTED

Your editor is looking for information for publishing in the Newsletter on towers, stations, freight houses, etc. that are still in existence or at least still standing throughout the B&M. Examples of these would be places in New York state, northern New Hampshire, and other such places at the far reaches of the system.

Also, we are always in need of news from the outlying regions. Train movements, engine sightings, and such.

If there are any members from outside of New England

who happen to spot B&M rolling stock on local lines, drop me a note at the P.O. Box in Woburn. The Bridge Line Historical Society has a column entitled "InSearch of the Shield".

Maybe we could do something similar. IF nothing else, it would challenge members who would like to help out but feel they are too far from the "action" to be of assistance. Just a thought. Any other ideas??

(BW)