

NEWSLETTER

Boston & Maine Railroad Historical Society
19 Incorporated 71

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

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— B&MRRHS CALENDAR —

- MARCH 9, 1996** Another fine program on railroads will be presented by Arnold Wilder for our enjoyment with steam in the midwest on the B&O, Nickel Plate and other lines. You don't want to miss this one!
- APRIL 20, 1996** Our **JOINT MEETING WITH THE MASS. BAY RAILROAD ENTHUSIASTS**. It is our turn to provide the entertainment this year. **PLEASE NOTE THE CHANGE OF MEETING DATE**. Don McKay will be doing a slide presentation on the New Haven. **ALSO NOTE THE START TIME OF 7:00 PM**
- MAY 11, 1996** B&MRRHS Historian Harry Frye will be giving us a presentation on the history & development of railroading in New Hampshire.

Getting to the Mogan Center...

From the South:

Take Rte. 495 to Lowell Connector or Rte. 3 North to Lowell Connector. Once on Lowell Connector, follow brown National Park signs towards Lowell. At exit 5N/Rte. 3A North (Thorndike Street) follow straight. Gallagher Trans. Terminal (Lowell RR Station) will be on left. Proceed straight beneath rotary. At this point, get into right lane and bear right onto Dutton Street. Cross RR tracks and follow Dutton Street to third set of stop lights (RR tracks will be paralleling you on your right side). At third set of lights, Merit Gas Station is on left and B&M No. 410 and combination car is on right. Squeeze left and then bear right such that Lowell City Hall and Police Station are on you left (Arcand Drive). Follow to set of lights. There will be a Post Office directly ahead. Go right at lights and cross tracks. You are now on French Street. Lowell High School will be on right. Cross second set of tracks and Mogan Center will be on the left after parking lot.

From the North:

Take Rte. 93 south to 495 South to Lowell Connector. From Rte. 3 South, take Lowell Connector. Follow directions above from Connector to Thorndike Street.

STUDY LAUNCHED TO REVIVE CENTRAL MASS TO HUDSON

Hudson—Whenever David Bonazzoli heard the rumble, he'd leave his classroom seat to sharpen his pencil, just so he could look out the window and watch the train roll by St. Michael's Grammar School on High Street.

"When I was a little kid, my father said that before I could walk or talk or anything, when the train would go by I would jump up and down and get all excited," said Bonazzoli, a 39-year-old Hudson native now living in Ft. Lauderdale, Fla.

Bonazzoli was there when the last train rolled through town in August 1980, and he'd like to be there if and when the next one arrives.

"If we had the train (still)," said Bonazzoli, Hudson's unofficial railroad historian, "I might not have moved down (to Florida). That might have been enough to keep me."

The Massachusetts Bay Transit Authority will launch a four-month study this spring to determine the practicality of reopening the commuter rail line from Hudson, through Sudbury, Wayland and Weston, to North Station in Boston.

"If the MBTA comes up with numbers in the range they are willing to spend, and ridership is there, it's possible they would consider the next step," said state Rep. Patricia Walrath, D-Stow. "We're talking a very preliminary idea here." Funds for the study, \$37,000, were included in the 1996 state budget under a proposal sponsored by state Rep. Nancy Evans, R-Wayland.

Walrath, whose father worked for Northern Pacific Railroad in Minnesota, said ever-increasing traffic congestion in the Boston suburbs is forcing planners to look for alternatives.

"Trains are a much more economical and environmentally sensitive way to travel," she said. "Somehow or another, we're going to have to figure out how to get people into the Boston area, and any public transportation we can devise is going to be of assistance."

But Efi Pagitsas, manager of traffic analysis and design with the Central Transportation Planning Staff, said for the Hudson line to pay off, there must be demand. And determining whether demand exists, taking into account a variety of factors, will be difficult. The CPTS is a cooperative transportation planning effort involving the MBTA, the Massachusetts Highway Department and other agencies.

Among the questions: employment trends — whether job growth is greater downtown or in the suburbs; parking spaces for commuters to leave their cars at suburban stations; and what percentage of riders would shift from current suburban rail lines to the Hudson line, giving the MBTA no net gain in ridership.

Hudson attorney Ralph W. Warner earned his degree at Suffolk Law School downtown and rode the commuter rail every day for five years after World War II.

"After World War II there weren't too many cars," said Warner, a member of the Hudson Historical Commission. "If you wanted to get to Boston, you had to go by train."

Bus lines were in operation, but they just took too long.

"I think it's a wonderful idea," said Warner. "But I think if they're going to bring (the railroad) back to Hudson, there would be no purpose in bringing it further west than Parameter Road." A station on the eastern outskirts of town could provide plenty of room for parking, he said.

The line once ran right through town. But several central Hudson bridges have since been removed. The last commuter train ran from Hudson in January 1965, said Bonazzoli, and the last freight train ran in August 1980. After 1965, the commuter rail ran from South Sudbury until 1971.

Bonazzoli, whose parents still live in Hudson, moved south to escape New England winters, but he took with him a piece of his Hudson history: a blue enamel sign that told rail passengers in big white letters that they had arrived in "HUDSON."

Sitting in his home in Ft. Lauderdale, where temperatures hovered in the 80s Wednesday, Bonazzoli envisioned a grand opening ceremony with the governor cutting the ribbon to a new Hudson train station.

"If they ever reopen the line," he said, "it would be awful nice to stand there with the train and hold up the sign."

—From the *Middlesex News*
1-25-96

submitted by *Dave DiTommaso*

DERAILMENT IN NORTHERN MAINE

Frenchville, Me.—Workers used heavy machinery to remove two locomotives, three open cars and three tankers that derailed and tumbled down a 50 foot embankment on the 22nd of January.

Ben Coes, a spokesman for the Bangor & Aroostook Railroad, said that he expected the train to be removed late Monday or early Tuesday.. The train derailed after torrential rains washed away bedding under a section of track near a culvert, three miles outside of this town near the Canadian border.

The train included a total of 24 cars but only six cars derailed with five going over the embankment. The tank cars carried ammonium sulfate fertilizer but none of it leaked.

Four members of the crew suffered cuts and bruises. They were released from the local hospital where they were held for observation. One of the locomotives went into the St. John River while trees held the other from following suit.

Fellow crew members and railroad officials credited engineer-trainee Dan Madore with heroism in getting everyone out of the two engines during the severe weather conditions. "They worked together to save each other," said Coes.

Another washout was reported just south of Ashland on the BAR's sister railroad, the Canadian American Railroad.

(Foster's *Daily Democrat*)

TRAIN HITS STALLED TRUCK IN WAKEFIELD

Wakefield, Ma.--A flatbed truck that stalled in front of an onrushing commuter train, causing a crash that injured 21 people, may have been trapped by a difficult train crossing, local residents said.

The train, pulling six cars from Boston to Haverhill, was traveling about 40 mph (Ed. note: it was later learned that the train was going 58 miles an hour when the collision occurred) when it broadsided the truck carrying a construction excavator near the Greenwood crossing. Only the front wheels of the locomotive derailed.

According to MBTA spokesman Robert Prince, the injured were taken to local hospitals with one woman seriously injured.

A MBTA official at the scene said that a train traveling at

that speed would need about a mile to come to a complete stop.

John Moncousky, the driver of the truck said he saw the gates come down but couldn't move his truck forward or backward so he jumped from the cab seconds before impact and escaping injury.

When the train hit the truck it picked up the trailer with the excavator and pushed it about 100 feet before the piece of equipment spun off the trailer and landed in deep snow.

Unhurt passengers cleared a path for rescue workers so the injured could be taken off the train. A nearby car dealership was set up as triage center.

(Compiled from Boston Globe and Salem News)

Help Wanted with D&H Freight Car Book

The Bridge Line Historical Society is cooperating with Morning Sun Publications in an effort to assemble a "Color Guide to Equipment of the Delaware & Hudson Railway." They are seeking good color photographs and/or transparencies of freight, passenger and company service rolling stock and also some of line equipment may be considered. Each contributor will be recognized with a "by line" for his photo and will receive a copy of the final book in compensation for one-time publication rights to the selected work. The group is particularly interested in material from the 1940s and 1950s.

All submissions will be reviewed and selections made as quickly as possible. While Morning Sun will not schedule the publication until all material is in hand, they would like to assemble all of the material by July, 1996 and wish to invite members of the B&MRRHS to participate in assembling the book. If anyone is interested in contributing, they may send submissions to:

Jim Odell
850 Spring Avenue
Troy, NY 12180

Also, Jim may be contacted at 518-273-7330 on any evening except Thursday.

EXTRA!!! EXTRA!!! EXTRA!!!

This year your Society is celebrating its 25th anniversary. Plans are being made for a banquet and other activities. Chairwoman Patricia Byron has gotten Mr. Harold Carstens to be our guest speaker. Dates of the celebration will be October 11 and 12, 1996. More details will be printed in the next Newsletter. So mark your calendar for those dates, we look forward to seeing you there.

AMTRAK IN WINDSOR, VT.

Passenger service returned to Windsor, Vt. with the "Vermont" passenger train stopping at the station there. This is being done jointly with the Ascutney Mountain Resort in Brownsville five miles away. Ski magazine has named it the 4th family ski resort in New England.

The train arrived at Windsor with state and Amtrak officials on board. The Windsor High School band and local officials, schoolchildren and area residents greeted the train.

In the evening fire trucks illuminated the Cornish-Windsor covered bridge as the evening train crossed the Connecticut River and midway over the bridge a fireworks display saluted the northbound train. On the platform the St. Francis Church choir sang Christmas music and a special award was given to the person who came the farthest distance.

(Eagle Times)

NORTH COUNTRY NEWS

Snow may lie deep on the tracks but work continues on repairs, alterations and modifications at the North Conway RR.

"We have upwards of 10 people working full time," says general manager Russ Seybold, and that is excluding private contractors. "We have changed the wheels and axles on some of the units and did motor work on some of the units."

Seybold says 1996 will be a year of fine-tuning the railroad's rapidly expanding service and "getting everything running the way we want it." That includes identifying, and in some cases virtually creating specific cars needed for the Valley Train and new Notch Train.

Conway Scenic has just acquired four coaches and a cafe car from CANAC International, an agent of the Canadian railroads, for use on the runs.

CSRR's 1996 service begins on Easter weekend (April 6/7) with the Bunny Express.

(The Mountain Ear)

HISTORIC STATION DEMOLISHED

Rollinsford, N.H.--The century old wooden railroad station that stood on the New Hampshire side of the Salmon Falls River was burned by the Rollinsford Fire Department on December 2, 1995. The station was part of the Salmon Falls Mill Historic District since 1980 and was on the National Register.

In 1982, the Rollinsford Library purchased the building with the intent of remodeling into the town library. However, voters chose not to establish such an institution and the clap-board structure continued to deteriorate.

The depot was constructed by the Boston and Maine Railroad around the turn of the century. The track that ran by the station was well in place before B&M ownership.

In 1849, the South Berwick Railroad was completed from Jewett (Conway Jct.), Me. to Somersworth, N.H. where it connected with the Great Falls & Conway Railroad. Financial difficulties by both railroads brought about their amalgamation and reorganization as the Portsmouth, Great Falls & Conway Railroad.

Eventually, the northern part of the line was extended to Intervale, N.H. to allow interchange with the Portland & Ogdensburg Railroad (later the Maine Central).

The Portsmouth, Great Falls & Conway was closely associated with the Eastern Railroad that ran between Boston and Portland. When the B&M took control there was not much freight service. This line became known as the Conway Branch of the B&M.

Passenger service was limited to students going to Berwick Academy, summer vacationers to the Lakes and White Mountain areas and the occasional transients from Boston and Portland. Ski trains ran on this line for a time during the winter months.

The last train between Jewett and Somersworth ran in April 1936, and the railroad abandoned the line from Jewett to Foundry, a way station in Somersworth, five years later.

Shortly thereafter, the B&M took up the rails and ties, removed the lower bridge over the Salmon Falls River and sold the station to Rideout's Hardware in South Berwick for use as a warehouse.

Many years later, construction of Route 236 was made on the former right-of-way and Rideout's sold off the no longer used building.

The Rollinsford historical officer photo-documented the burning of the building and will be advising the New Hampshire Division of Historical Resources of the station's demolition who will in turn notify the National Park Service who will strike it from the Register. Only then will the station officially pass into history.

(Foster's Daily Democrat)

(Ed. note Traveling along Rt. 236 westward one can find the site of the Jewett/Conway Jct. roundhouse and the Great Works station about a mile apart from each other.)



Salmon Falls Station just prior to being demolished. *(Linda Weeks photo)*

SUSPICIOUS FIRE FELLS TRAIN STATION

Plaistow, N.H.--The state fire marshal today (1/22/96) is investigating a blaze that destroyed the historic Atkinson Depot early this morning.

Firefighters suspect the fire that gutted the pale yellow building with brown trim was set. The depot, a local landmark, is beside the railroad tracks at the foot of the Rt. 121 bridge. The Atkinson-Plaistow town line is between the depot and the bridge.

The building was fully ablaze when they arrived, with the first alarm was sounded at 2:53 am, when an Atkinson resident called to report a house on fire on Main St. in that town.

Plaistow firefighters were called when it was learned that the fire was actually in that town. Firefighters from both towns along with help from Newton, Kingston, Hampstead and Danville fought the blaze. The fire was declared out at 6:05 am.

"It is of suspicious origin," said Plaistow fire chief Donald Petzoid. There were no vehicles parked in the driveway and the building was apparently unoccupied. Tracks were found in

the snow around the house and leading to adjacent Hilldale Ave. in Atkinson.

Plaistow detectives were called to start the investigation of the blaze when it was determined the state fire marshal could not get there until later in the day. No injuries were reported.

The building is at 22 Atkinson Depot Road, and although it was in Plaistow on the Boston & Maine line, it was the only station to serve Atkinson. It was a busy place for many years before the days of the automobile. Early in this century the station platform was crowded daily with commuters--many going to jobs in shoe factories in Haverhill.

The property on which the station was located belonged to the B&M Railroad over the years but was sold to Jack Paley of Frontier Development last year, according to town officials.

(Eagle-Tribune)

(Ed. note--I drove by this station less than 36 hours before it burned down and may have been the last member to see it standing.)

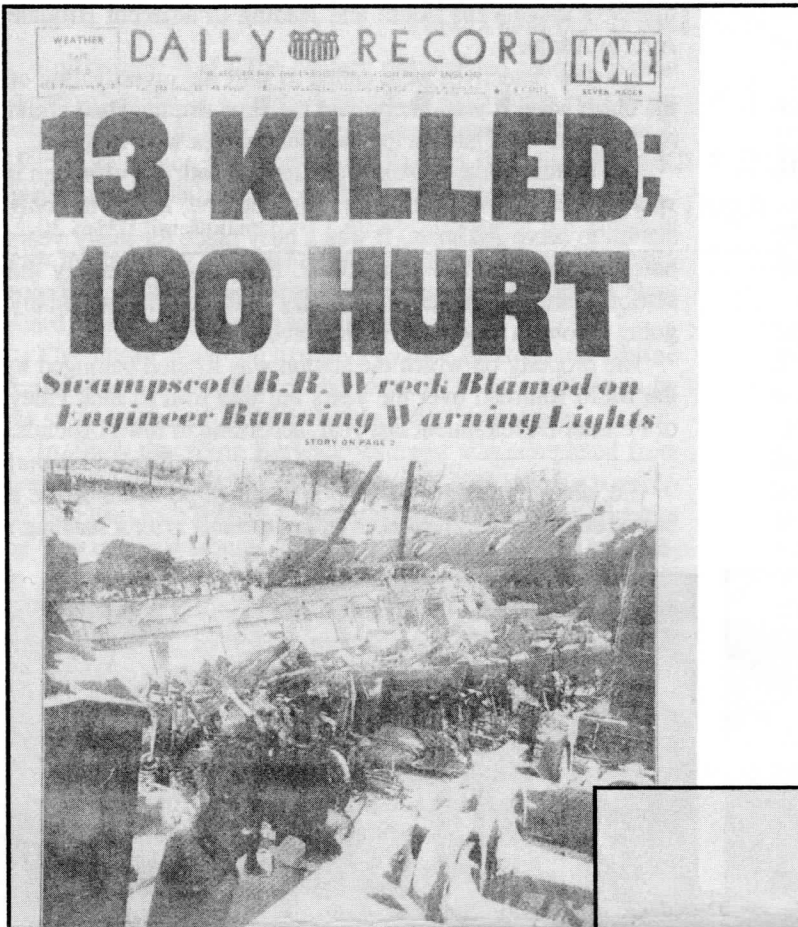


Above are two photos showing the remains of Atkinson Depot on January 23, 1996. Note the flagstop signal, which was left unscathed by the blaze. Prior to its destruction, the building had undergone a substantial amount of interior remodeling including new wiring, a newer heating system, new roof, sills and other structural work. Its current owners purchased the structure in 1981. *(both photos by Buddy Winiarz)*

At right is a scene taken from the rear of a train showing Atkinson as it appeared around the early 1930s. This was before Route 121 crossed the tracks on the current-day overhead bridge. The New Hampshire-Massachusetts border is just beyond the freight house. *(from the Collection of Harry Frye)*



SWAMPSCOTT WRECK WAS 40 YEARS AGO



At left is a copy of the front page of the Boston Daily Record. Below is a photo taken by Russ Munroe of the wreck scene.



On a snowy February 28th, 1956, two Boston & Maine commuter trains collided near the Swampscott, Massachusetts railroad depot, killing 13 people and injuring hundreds more.

Train 2406, consisting of 4 Budd Rail Diesel Cars (RDCs) had departed Danvers for Boston early on that day, stopping at Peabody and again at Salem Tower where it waited for the Portsmouth train, No. 214 to pass before entering the main line.

Train 214 had been limping along with mechanical problems on its trip to Boston with diesel 1516 and six standard steel cars. The heavy wet snow was plugging up the lineside signal lights and several times No. 214 had stopped to telephone the dispatcher for clearance. It had stopped again to do so just east of Swampscott depot.

Just then, the Danvers train came up behind them, running at high speed, passed the flagman of 214 and slammed into the

rear of his train just beyond the Essex Street overpass. The force of the collision lifted the rear car of the Portsmouth train and the first RDC unit, No. 6150, ran beneath it, shearing off the roof and both sides right down to the floor as it did so.

The engineer and fireman of the RDC train were killed, so no answer was to be had as to why they were going so fast in a blizzard that had rendered signals virtually useless. It was thought that the Budd Rolakron brake system might have contributed but the system was tested and found to be working properly.

Viewing pictures of the wreck, it is a wonder that the death toll was not higher, for to have survived in the first car was miraculous. For years afterward, many people would not ride in the first car of a Budd train.

—Richard Symmes

STATE SETS SIGHTS ON 50 MILES OF RAIL LINE

The state of Maine is trying to purchase 50 miles of the old abandoned Mountain Division line. The acquisition is supported by a coalition of transportation and recreational groups known as the Mountain Division Alliance.

Although talks between the state and the owner have hit a snag, supporters of the acquisition, which could cost up to \$4 million, still hope that a purchase agreement can be reached.

A spokesman for the alliance said that the line could provide an east-west route for rails and trails serving commuters, tourists, freight shippers and outdoor recreation enthusiasts.

No plans have been laid yet for the line but the eastern end, near Portland, for example, is a candidate for commuter rail service to ease traffic congestion in Westbrook and Gorham. Further west, periodic freight service may be offered. Along scenic stretches of the line through the Saco River Valley and foothills of the White Mountains. Rail service may even be discontinued in favor of recreational use. Putting rail and trail use on the same line can be done but whether that could work on the 90-foot-wide-right-of-way is unclear.

The Mountain Division line, constructed in the 1860's, runs 130 miles from Portland to St. Johnsbury, Vt. In Maine it passes through eight communities on a 51-mile course that skirts the southern tip of Sebago Lake and parallels Rt. 113 and the Saco river to Fryeburg.

Guilford Transportation Industries, which owns the line, still ships freight for the S.D. Warren paper company on a six-mile stretch between Westbrook and Portland. But the rest of the line was abandoned in 1994 and no trains have run beyond Westbrook since at least 1984. West of the city trees and weeds have begun to sprout in the right-of-way. Snowmobilers and cross-country skiers have laid their own trails.

Negotiations had begun with GTI shortly after the line was formally abandoned in 1984 according to Maine DOT chief of planning Allen H. Bartlett. He has estimated the value of the line between \$2 to \$4 million. However, negotiations have been at a standstill since the fall. The state and GTI cannot agree on where the state's ownership should begin in the Portland area. Guilford wants to keep the section that runs to the mill in Westbrook, but the state wants the link to Portland.

If the state buys the line, sections of it could be made available to private rail companies for the use of rail excursions along the Saco River Valley and into the foothills of the White mountains.

(Condensed from the Portland Press Herald)

A REMINDER...

All items for the May/June Newsletter are due in by April 13, 1996. Please send them to the Society's P.O. box in Woburn in care of the Newsletter.

(BW)

Commentary...

SOMETIMES AMTRAK HAS TO BLOW ITS OWN HORN

I noticed during the course of the "Blizzard of '96" which struck the Northeast in early January, that while the local (Boston) TV news stations were zooming in on the plight of hundreds of stranded travelers at Gen. Edward Lawrence Logan International—"The Fastest Airport in the East"—and the miles of highway traffic brought to a standstill by the snow, that there was virtually NO mention made of the status of Amtrak operations on the NEC.

Perhaps it makes for better ratings to live-shot Shelby Scott every ten minutes or so with the *latest* update on how much of the South Shore is slipping into Cape Cod Bay, or Jack Harper out on Rte. 128 to re-confirm on a regular basis that traffic is not moving. I waited for an "update" on how Amtrak was "coping" with the situation—perhaps even "reaction" from Cliff Black, or just some rider who was happily on his way to New York or Philly or Baltimore while his airplane-bound counterparts had to look forward to 24 more hours of cancellations, delays, and airport coffee and donuts. Nothing doing, however. The scanner was on, tuned to the North side commuter rail. Judging by the amount of squawk, not much was out of the ordinary. Anyone who'd gone to the inconvenience of taking the train to work seemed to have a pretty good chance of catching supper with the family, or perhaps the 6 o'clock update where they would see what fate would have befallen them had they chosen to drive to work instead.

A few days later, the following item appeared in my E-mail from Craig O'Connell via AOL...

"When everyone else was snow bound, we were Philadelphia bound, New York bound, and Boston bound.

"It was the worst snow storm to hit the Northeast in decades. The blizzard of '96. Airline passengers cooled their heels at snow-covered airports. Bus and car passengers were banned from roads. But thanks to a flurry of activity by our dedicated workers, Amtrak's riders reached their destinations in warmth and comfort.

"Reservations agents stayed on the line. Station personnel shoveled platforms. Technicians maintained tracks. Mechanics put in 18-hour shifts and train crews found space for extra riders. Every employee contributed some extraordinary effort, even getting a national news anchor from our station to his.

"Amtrak more than proved itself indispensable in a crisis and vital in keeping America moving. In the blizzard of '96, the snow never stopped. But then again, neither did we.

"Amtrak [logo] We're on a roll."

A fitting advertisement for the often-bemoaned Amtrak. And proof once again that while the news media seems so often to choose to ignore what's going right during a news event, Amtrak is not beyond blowing its own horn now and then.

Hats off to "The Pointless Arrow"!

—John Alan Roderick

EDAVILLE TO RUN AGAIN

It has been five years since the steam locomotive rumbled through the Carver cranberry bogs, carrying wide-eyed passengers during the Christmas festival of lights. But hopefully, a group of investors are hoping to revive the historic Edaville Railroad in time for the 1996 Christmas holidays.

John Temple, a Carver resident and longtime rail-enthusiast, said he began three years ago trying to revive Edaville because of its importance to the community. The project picked up steam a year ago when he and other investors signed a 16-year lease on the privately owned land on which the railroad sits.

Plans for the Edaville railroad grounds include a theme park that will feature a carousel and other amusement rides. Once it is running, the railroad will probably operate during the summer through New Year's Day. "We're looking to have a nice family attraction where children, adults and hobbyists will come and spend time," said Temple, president of Edaville Entertainment

Corp. Plans also call for a museum that would feature different rotating collections, such as antique cars and trains.

The Corporation has purchased various pieces of equipment, including a 1936 Hudswell-Clarke engine from a California collector. The locomotive was used in the Fiji Islands and is reportedly the only one of its kind in the United States.

Founded in 1946 by Ellis D. Atwood, the railroad attracted more than 11 million passengers before closing in December 1991 due to a lack of funds. George Bartholomew owned it from 1970 to 1991 and was forced to close when he could not obtain bank loans to cover property rent increases of more than 500% in 1991.

"I would like to see it start up again," he said. "It was a boyhood dream for me to buy it and a sad note to close it. I wish them success."

(Boston Globe)

RAILROAD TO APPEAL MDOT'S DECREE

Portland, Me.--Guilford Transportation says it will fight a state decree limiting trains to 30 mph at eleven crossings in Portland. The debate is not over how fast trains should go but over the fact that only the federal government has a right to regulate railroads said Colin Pease, executive vice-president of GTI. Guilford is willing to abide by the 30 mph limit but will appeal the order. "A lot of cities and states have tried to invoke local orders and haven't been successful, because you could stymie interstate commerce," said Pease.

The state DOT issued the decree January 10, 1996 for the 2.4 miles of rail between Congress St. and Allen Ave. Trains can only travel 10 mph due to poor track conditions along the stretch but the railroad is planning on upgrading it so trains may travel faster.

The decree says that the 30 mph limit will move trains more quickly, cut the time traffic is stopped reducing congestion and causing less pollution from locomotives and cars.

Under federal law, the upgraded tracks could accommodate freight trains at speeds of up to 40 mph and passenger trains at up to 60 mph, although no passenger trains go through Portland.

Tom Reeves, chief counsel for the state Dept. of Transportation said that the 30 mph limit is due to a safety risk

for Woodfords Corner and other neighborhoods. It is that safety risk that gives the state authority to regulate train speeds. Pease, though said 20 years of court rulings support his view that only the federal government can regulate railroads. For the same reason, Guilford last year refused to sign a contract with Portland limiting the speed to 30 mph.

Guilford objected not to the speed limit but of the city's demand that Portland be allowed to enforce it the same way they do traffic speed limits. Police would use radar guns to gauge the speed of trains.

Jo Diggs, an Ashmont St. resident attended meetings as a community advisory committee member that supported the 30 mph limit. She was surprised upon learning of GTI's appeal. She been at a meeting with GTI and transportation officials earlier this month (Jan.) and understood that the limit was "virtually a done deal." She said most of the meetings dealt with a federal law that requires trains to sound their horns at every railroad crossing. Portland now EXEMPTS trains from doing so.

Pease said he supports the law and cited a Florida study that showed accidents at crossings INCREASED 86% when trains stopped using horns.

(Portland Press Herald)

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.

"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.



410 UPDATE

On December 2, 1995 the side rods were put back on the 410. They were taken off in the 1970's when she was moved from Fletcher's Quarry in Westford, Ma. to Iron Horse Park in Billerica.

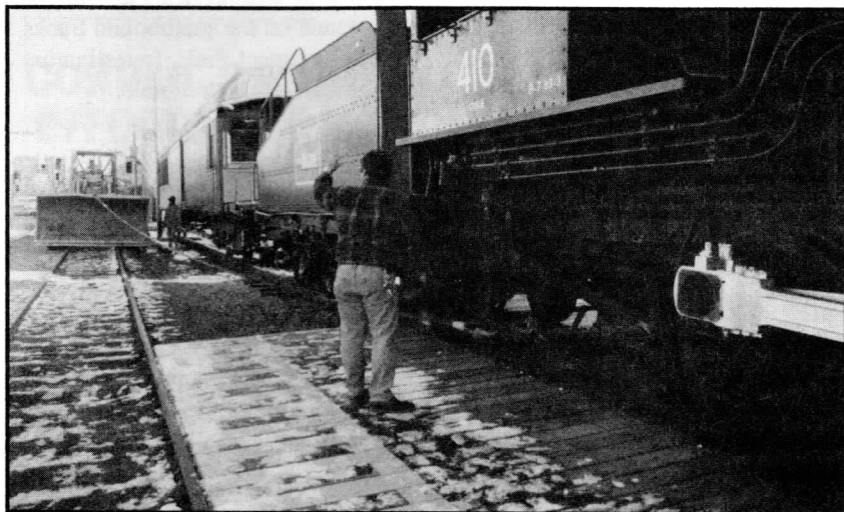
In order to to line the rods up with the wheels and pistons, the 410 had to be moved. Joe Gagnon, of A.G. Gagnon & Sons, Dracut, was contacted and asked if it was something his heavy machinery could handle. Joe met the challenge of moving the 90 ton engine and tender enthusiastically. And to top it off, donated his "CAT" 980 bucket loader and operator, Richie

Dube for the project.

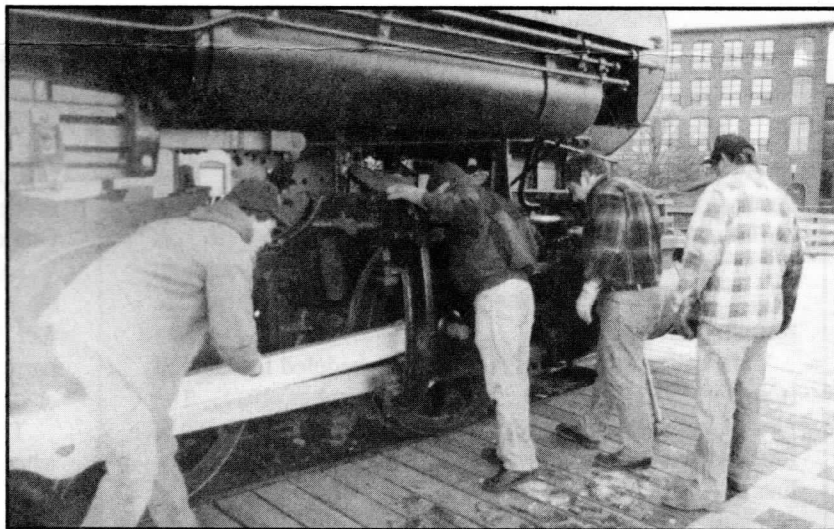
Overseeing the move was Joe English, "Wreckmaster" for the MBTA. Joe was the man who moved the 410 for us when she was brought to Lowell in 1993. Being no stranger to this type of job, Joe did a super job along with Richie.

The 410 moved smoothly without any problems. This was another job finished on the continuing restoration project.

Thanks go out to Joe Gagnon, Richie Dube, Joe English, Fred Brown, Ed Felten, Scott Batson, Will Lavallee and Paul Kosciolk.



Re-attaching of the main connecting rods on 410 required the engine to be moved slightly. At left, Joe English, MBTA Wreckmaster, directs the front loader with cable attached.



At right, Jim Nigzus, Jr. assists Joe English, Will Lavallee and Rich Dube with the precise positioning of the rods. (both photos by Ed Felten)

RAIL SUCCESS

While Portland and Boston eventually may be the big connection in Maine railroading, a smaller, successful link already has been made between Belfast and Burnham Junction. It's modest and it's working.

The Belfast & Moosehead Lake RR passed a mile marker recently with the announcement it will operate throughout the winter, not to pull passengers on scenic tours, but to bring freight to a Maine city that has slowly and impressively transformed itself, Belfast.

The business making the winter runs profitable is Crowe Rope, another regional success story, with several other plants

in Maine besides Belfast. The railroad's president, Rod Rodrigue, estimates that his freight cars will move 250,000 pounds of poly-propylene rope pellets to Crowe each week.

Last summer more than 35,000 people rode the Belfast & Moosehead's train and a cruise vessel. And another 15,000 rode the train out of Unity on the steam locomotive "Spirit of Unity." Overnight packages filled more than 3,000 rooms and there are plans for specialty trips and a fantasy camp for railroad buffs.

(Bangor Daily News)

SIDINGS...

Oswald Mieger, an 85-year-old retired minister stalled his car on the railroad tracks in Corona, Calif. and tried to wave off an approaching passenger train with a flashlight in an effort to save his vehicle.

He was still standing his ground when the 800-ton train, going 50 mph, killed him instantly and destroyed his Oldsmobile Cutlass.

(Boston Herald)

A recent question asked of "Dr. Heald"--The Weirs Times Historian was on an old advertisement for the "FLYING YANKEE."

His response: "Luxurious, air-conditioned, streamlined train," the 144-passenger, diesel powered "Mountaineer" (also known as the "Flying Yankee"). The locomotive began running from Boston to Littleton, N.H. in 1939. The last regular passenger train service through Crawford Notch took place in April 1958 and freight service on the Maine Central's Mountain Div. ended in the early 1980's.

(The Weirs Times)

In case my fellow New Englanders didn't notice, the "Blizzard of '96" nothing was moving but TRAINS!! All along the Northeast Corridor, the Amtrak route from Washington to Boston, rail passengers passed bumper-to-bumper, (sometimes fender to fender) traffic trying to get into and out of major cities

along the way. They also passed within a few miles of every major airport that was shut down by the storm. Although some trains were delayed they kept on going, Washington's National Airport was closed for three days!!!!

I'm very proud of the railroad said Amtrak president Tom Downs, we didn't stop once, even when it was snowing four inches an hour.

(Condensed from Portland Press Herald)

Transit workers for the New York subway system made a grisly discovery of human body parts in Brooklyn's Park Slope neighborhood. The discovery was made on the southbound tracks of the D line at Seventh Ave. and Prospect Park. Investigators could not determine if they belonged to a male or female.

(Boston Globe)

A jury has awarded a Laconia woman \$720,000 for injuries she suffered when she fell down a flight of stairs while blood tests showed she was three times over the legal limit. An appeal will probably be filed according to lawyers for the restaurant.

(Lowell Sun)

A train carrying defused bombs derailed in southern Iowa in the town of Corydon. There were no injuries and it was not clear what caused the derailment of eight cars which spilled its contents.

(Boston Globe)

25th ANNIVERSARY BULLETIN IN NEED OF PHOTOS

As part of the celebration of the B&MRRHS' 25th Anniversary, we will be publishing a special all-photo *Bulletin*. The theme for this special issue will be "1971--A B&M Scrapbook". This seemed to be a logical subject with which to mark the quarter-century milestone that we are reaching this year.

Publication of this special issue is scheduled for late fall (the B&MRRHS was chartered in September, 1971). The idea of this theme is to allow a look back at what the B&M looked like in the year that the B&MRRHS was established.

Now, the intent of this is not to present just a motive power review, although we expect a good representation of locomotive shots. Rather, we'd like to see (as much as possible) a comprehensive photo portrayal of the B&M during 1971. This would include—but is not limited to—photos of branchlines still being operated at that time (there were a LOT of them), yards, personnel, trains, commuter service (remember, it was ALL Budd cars at that time with no "T" heralds), fantrips, lineside views, and anything else that conveys the B&M of 25 years ago. We are preparing a system map representative of the lines operated in 1971 to be included with the issue and are open to any other ideas.

Photos may be either black and white (preferred) or color. Likewise, color transparencies may be submitted. Obviously, the more unusual and offbeat, the better.

Our intention is to hopefully offer a chance for individuals who have never had material published, or who don't feel they have enough material to do a complete article on a particular subject and therefore never bothered to submit anything.

This is not a photo contest, although all photographers whose pictures are published will receive a complimentary copy of the magazine along with a certificate of appreciation from the Society for taking part in this project. The intent is that this format will allow the most people to be involved.

Photos or other items may be sent for consideration to:

Editor, B&M Bulletin
32 Tower Street
Somerville, MA 02143

Thanks in advance!

—John Alan Roderick

MORE ON Ex-CONRAIL GP40's

Concerning the item at right, Tim Gilbert added the following with his letter...

"...The *Journal's* preface stated that the units were interchanged at Barbers, and that the 35 units would replace 6 Alco C-424's and the ex-D&H GP39-2's - both series being returned to the lessors. The two groups of numbers, MEC 300-321 and 343-355, surround other GP40's Guilford previously purchased from Conrail."

CONRAIL CEO APPLAUDS WELD'S EFFORTS TO RAISE CLEARANCES

PHILADELPHIA, Feb. 14 /PRNewswire/ -- Massachusetts Governor William F. Weld's vision of improving the Commonwealth of Massachusetts' transportation infrastructure was applauded today by David M. LeVan, Conrail's President and Chief Executive Officer. Today, the Massachusetts legislature passed the Seaport Improvement Bond Bill, which calls for substantial improvements to the Port of Boston and state financial support for removing overhead obstructions on the major freight rail lines throughout the state to allow doublestack trains to operate to and from the Port.

"When first elected, Governor Weld made it clear that one of the top priorities for his administration was to make Boston a world-class port," said LeVan. "Thanks to today's vote, Massachusetts will have a modern port linked to a modern transportation network, which will lead to economic development and job creation."

"The Massachusetts legislature also deserves a tremendous amount of credit for recognizing the importance of this bill," LeVan continued.

"Despite numerous obstacles, many Senators and Representatives repeatedly demonstrated their commitment to the economic future of the state."

"Conrail's doublestack route from Boston, through Worcester, Springfield and Pittsfield will help Massachusetts business and industry compete in regional, national and international markets. This route will also serve as a land-bridge between West Coast ports and the Port of Boston," said LeVan.

In addition to the state's investment of \$110 million for improvements on rail lines owned by Conrail, the Boston & Maine Corp. and the Providence & Worcester Railroad Company, Conrail will invest \$23 million of its own funds to achieve doublestack clearances in Massachusetts. Conrail will also invest \$4 million to permit doublestack trains to operate between the New York/Massachusetts border and Conrail's major freight yard outside of Albany.

Conrail, with corporate headquarters in Philadelphia, operates an 11,000 mile rail freight network in 12 Northeastern and Midwestern states, the District of Columbia, and the Province of Quebec.

—via the Internet

Guilford (MEC) Purchases of 35 GP40's from Conrail

MEC #	CR#	Original #	EMD #	Built	Notes
300	3001	NYC 3001	30938	12/65	
301	3002	NYC 3002	30939	12/65	1
302	3003	NYC 3003	30940	12/65	
303	3004	NYC 3004	30941	12/65	
304	3007	NYC 3007	30944	12/65	
305	3050	NYC 3050	33214	7/67	
306	3052	NYC 3052	33216	7/67	
307	3171	PC 3171	34612	10/68	
308	3179	PC 3179	34620	10/68	2
309	3188	PC 3188	34629	11/68	
310	3194	PC 3194	34635	11/68	
311	3195	PC 3195	34636	11/68	
312	3201	PC 3201	34642	11/68	
313	3202	PC 3202	34643	11/68	
314	3203	PC 3203	34644	11/68	
315	3208	PC 3208	34649	11/68	3
316	3209	PC 3209	34650	11/68	
317	3210	PC 3210	34651	11/68	
318	3212	PC 3212	34653	11/68	4
319	3213	PC 3213	34654	11/68	
320	3214	PC 3214	34655	11/68	
321	3215	PC 3215	34656	12/68	
343	3219	PC 3219	34660	11/68	
344	3221	PC 3221	34662	11/68	
345	3224	PC 3224	34688	11/68	
346	3226	PC 3226	34690	11/68	
347	3260	EMD 11	35044	4/69	5
348	3261	EMD 12	35045	4/69	5
349	3264	EMD 15	35048	4/69	5
350	3266	EMD 17	35050	4/69	5
351	3267	EMD 18	35051	4/69	5
352	3268	EMD 19	35052	4/69	5
353	3269	EMD 20	35053	4/69	5
354	3270	EMD 22	35055	5/69	5
355	3271	EMD 23	35056	5/69	5,6

Notes

1. Unit needs draft gear repair and possibly assembly change-out.
2. Unit suffered a turbo fire and inertial high-voltage blower cables are burnt.
3. The rear cam gear and cam sub-shaft on the unit failed.
4. The generator bearing failed and the arms and fields were destroyed.
5. Early in their careers, GP40's developed engine cracks. As affected units returned to EMD for repair, GP40 "loaners" were dispatched to fill in for them. After the repair program ended, Penn Central purchased 15 of the "loaners" at bargain prices, and numbered them PC 3260-3274.
6. Unit was wrecked by PC at Hammond, IN on 3/8/74 and repaired.

(Source for Table Data: *Conrail Technical Society Journal*, Issue 35, 12/95; page 41. CR retirement dates not included.)

(Source for Note 5: Withers, Paul K.; *Conrail Motive Power Review* 1986-1991; page 25)

Note: The above information was prepared for and submitted to the B&MRRHS Newsletter by member Tim Gilbert.

MEMBERSHIP MEETINGS

January was a rescheduled **Members Night** from December which was canceled due to inclement weather. Videos of snow plowing on the Southern Pacific and the Mt. Washington Cog Railway were watched by those present and were presented by Jim Byington.

February saw **Mr. George Dimond** showing slides to a group of about 50 members and friends of steam and diesel on the Boston & Maine from about 1953 thru 1987. Some of his slides were of seldom seen areas such as branch lines in Danvers, Pepperell, Marblehead and Lincoln, N.H., the Central Mass., Stoneham Branch and Lexington and Bedford. Also, there were a number of views from the main lines. This was a fantastic show featuring outstanding material. We can't wait for him to come back for an encore!

REMEMBER ALL MEMBERSHIP MEETINGS START AT 7:30 PM UNLESS OTHERWISE NOTED.

Thanks...

I would like to thank the following for their contributions to this issue of the Newsletter: Linda Weeks, Steve Cook, George Birse, Paul "The King" Kosciolk, Jim Nigzus, Richard Symmes, Harry Frye, Tim Gilbert, and John Alan Roderick.

—BW.

W. SPRINGFIELD SHOW THANKS

Show chairman Jim Nigzus would like to extend many thanks to the following people for helping out at the Amherst Railway Society's show in Springfield: BRIAN BOLLINGER, STEVE BUTTERWORTH, RICK CONARD, ALDEN DREYER, PAUL KOSCIOLK, JOHN ALAN RODERICK and BUDDY WINIARZ.

UPCOMING EVENTS OF INTEREST...

- March 2, 1996 B&MRRHS/SPRRHS Trains Unlimited at the Middle School in Amesbury on Main St. 9 to 4. Adults \$3.00 Children/Seniors \$1.00 under 5 years FREE. There will be video and slide presentations, door prizes, operating layouts, dealers and an open house at Salisbury Point Headquarters at 4 Water St. Handicapped accessible.
- March 23/24, 1996 Timonium, Md. at the Maryland State Fairgrounds. Open 10-4 both days. Adults \$5.00 7-12 years \$1.00 (return FREE Sunday).
- March 24, 1996 Masconomet Reg. H.S. Fieldhouse 10-4. Adults \$3.00 under 12 years FREE with adult. Handicapped accessible.
- March 31, 1996 Train Show, Hooksett Memorial Jr. High School, Hooksett, N.H. Rt. 3. Open 11-4 Adults \$2.00 under 5 years FREE. Sponsored by the Hooksett Lions Club.
- April 6, 1996 **HUB Division Spring Show** at the Sheraton Inn, Milford, Ma. 11 Beaver St. Exit 19 off I-495/Rt. 109. Time is 10 to 4 with admission of \$4.00 adults, children 6-12 \$1.00 under five FREE. Handicapped accessible.
- April 14, 1996 Lebanon High School, Lebanon, N.H. 10AM-4PM. Adults \$2.50, seniors & children under 12, \$1.00, family max. \$6.00
- April 20/21, 1996 Bolton, Ma. at the Emerson School at 692 Main St. (Rt. 117) exit 27 off Rt. 495 with open house on Rt. 85/Hudson St. Open 9-4 both days. Adults \$3.00 5-12 years \$.50 Under 5 FREE family max. is \$7.00.
- April 27/28, 1996 Marlboro High School Rt. 85 (Bolton St.) O-scale show. Adults \$4.00 5-12 years \$2.00 under 5 years FREE Family max. \$10.00. 10-4 on the 27th 9:00-2:30 on 28th.
- May 31, June 1,2 1996 Boston Trolley Meet, Holiday Inn, Newton, Mass. For info on registration and admission, send SSAE to Boston Chapter NRHS, P.O. Box 252, New Town Station, Boston, MA 02258
- August 10, 1996 B&M day at Conway Scenic RR North Conway, N.H. Come ride through the Notch. More details next Newsletter.
- October 11/12, 199 25th Anniversary of the B&MRRHS. More details forthcoming.