

Boston & Maine Railroad Historical Society

19 *Incorporated* 71

NEWSLETTER

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Meeting/Membership Telephone Number (978) 454-3600

May-June 1998

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— B&MRRHS CALENDAR —

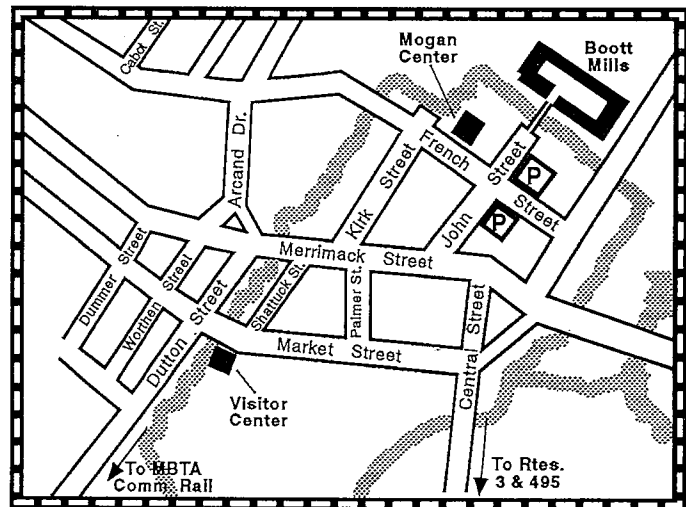
- MAY 9, 1998** "Life on The Maine Central" presented by Bob Poore.
- JUNE 13, 1998** RAILROADS OF LOWELL DAY—To be held in conjunction with the National Park Service. See itinerary on page 6 of this Newsletter.
- JULY 24, 25, 26, 1998** Lowell Folk Festival....come on down to Lowell and help man the combine.....NO REGULAR MEMBER MEETING IN JULY.
- AUGUST 8, 1998** 21st annual B&MRRHS Day at the Conway Scenic. See enclosed flyer.

NOTICE **** NOTICE

The Society has changed it's phone number. This number is for Society and program information only. Remember all historical and archival questions and information should be sent to the Woburn PO Box, while membership goes to the address in Lowell. The new phone is not equipped to receive messages. The new number is 1-978-454-3600. We are still listed in both the Boston and Lowell phone books.

Unless otherwise noted, meetings in Lowell are held at the Boott Mills Auditorium at 7:30p.m. Parking is in the French Street lot. Parking is not allowed in the courtyard.

DIRECTIONS TO THE LOWELL MEETING PLACE—at the traffic light near the Mogan Center, take a right or left depending on which way you come down French St., go past the little guard shack (Parking lot is on right—Boarding House Park is to the left), Walk over the trolley tracks and bridge. Into the courtyard, bear to the right and go to the end. The doorway will be lighted. Also look for signs.



TO THE MEMBERSHIP

As your Editor I want to apologize for the lateness in the last issue of the Newsletter. Due to unforeseen problems with the computer, a new work schedule and not connecting with the other folks that help out, I ran into the late problem.

Some good news is that we do have a Bulletin ready to be published. It will be about the floods of 1936 and a pictorial about the Fitchburg Division. Hopefully by the time that this Newsletter gets to you we will have the Bulletin at the printers. The Society Officers and Staff members want to thank all the members who stood by us and were patient during this time. As you know from past Newsletters we did state that John Alan Roderick had resigned as Bulletin Editor and we were searching for another Editor and Staff. Again thank you to the members.

So far response to the request for a "membership connection" via e-mail has been slow. The first installment of names will be in the November/December issue of the Newsletter. This does not mean we will not accept more members but only that it will be two issues that this notice is made. We will add more names as and if they become available. Members Chris Gimes, who lives in Bermuda, has agreed to be the "keeper" of this list and web site. There will be a "master list" kept on file by me so that we can have them available. Thank you Chris.

Enclosed in this issue is your flyer for the Society's annual trek to Conway Scenic. It was designed by Brian Bollinger in the style of an old "sideboard notice" that the railroads once used. The flyer is very self-explanatory so there hopefully there will be no confusion. We hope to see you at Conway this year.

Now for those that may have heard, the Society is not on a "deathbed" but in a "funk" at this time. Some members, long-timers, have put the bad-mouth out on us. Instead of bad-mouthing or putting down the Society please come and lend a hand. Give a program of slides or videos, help out at train shows, the Lowell Folk Festival, come enjoy the Archives, take in a membership meeting in Lowell where there is plenty of parking and security by the National Park Service, contribute to the Newsletter or even run for Office on the Board of Directors. Get together with your fellow member and do an article for the Bulletin. Don't be afraid to help out, there is always someone there to help teach the ropes. If anyone has questions about the Society's situation please go to the proper sources. As listed in the last Newsletter there are names and addresses to write to who will give you the real scoop and who know the real situation. Remember this is your Society and only you can help make it a better one. Thank you.

MNS, GUILFORD PLAN....

Norfolk Southern and Guilford Rail System, which are planning a new intermodel service for New England in light of CSX's plan for the Conrail Boston Line (former B&A) it is acquiring, have decided to launch the service ahead of time. Beginning in mid-summer, New England Thoroughbred Intermodel Service will link Guilford's newly constructed terminals at Ayer, Mass. And Waterville, Me., with NS's network of 34 intermodel terminals.

The service will operate via the newly established NS-Guilford interchange at Mechanicville, N.Y. NS reaches

Mechanicville through haulage agreement with Canadian Pacific over Deleware & Hudson, a part of subsidiary St. Lawrence & Hudson. The service will be marketed as a single-line NS service to both Ayer and Waterville.

After completion of the Conrail deal, the service will be expanded to include Norfolk Southern-Conrail network to include customers access to seamless intermodel service to West and Southwest, as well as options to truck service currently using the Interstate north corridor.

(Trains Magazine Newswire)

FREIGHT TRAIN HITS MAN

East Kingston, N.H.--A freight train struck and killed a man in a rural wooded area in this community last nite, (3-4-98). It was not clear what the man was doing on the tracks or whether he had committed suicide. "There are a lot of unanswered questions," said Rockingham County Sheriff Daniel Linehan.

The man was described as white and in his early-to-mid-twenties. The body had not been identified and it remained on the southern side of the tracks.

The Guilford train, which was carrying tractor trailer parts was held up for several hours.

"We got a call, that a pedestrian had been struck by a train," stated State Police Cpl. Gary Wood. "A young male subject."

State, Rockingham County, Newton, Kingston, East Kingston, Kennington and Guilford police responded to the accident. The area is near an underpass for Rt. 107A near the PowWow River Bridge. The train was heading to Rigby.

According to nearby resident, Ken Kuster a train goes through the area at least four times a day and people do walk along the tracks. "I've been here twenty years and I have never seen anything like this before." There is plenty of room to walk or even drive a vehicle down there parallel to the tracks and still be safe.

(UNION Leader 3-5-98)

This is the TV-Train that hauls containers. Is this train "haunted?" Why do I ask? Because it has been involved with several non-railroad personnel fatalities in the past year.-Ed.

PORTLAND-BOSTON RAIL SERVICE PLAN ON HOLD

OR IS THIS THE SITUATION??

DOVER, N.H.--The proposed Portland-to-Boston passenger train service has been delayed again. The proposal which would have trains stopping in New Hampshire, is already four years behind schedule and now it is on hold indefinitely.

For about six months, local officials have been waiting for a federal board to decide on a series of terms and conditions under which Amtrak would operate the service. But it doesn't appear that the Surface transportation Board will decide anytime soon.

Tracey McGarail, president of the Exeter Area Chamber of Commerce, says the board is deadlocked on several issues, including operating and maintaining the service, repairing tracks and liability for accidents.

(Union Leader-3-6-1998)

Progress is apparent after eight years of dispute over liability issues between Amtrak and Guilford on a revival of Boston to Portland passenger service over Guilford's Boston & Maine line. According to a March 20, 1998 Boston Herald, a copyrighted story says that the Surface Transportation Board will rule in May on the dispute regarding the 111-mile route.

According to a Portland Press Herald report on 3/25/98, says that the state of Maine plans to begin ordering railroad ties to make 78 miles of B&M freight tracks suitable for passenger trains. Maine has \$38 million in federal grants that it plans to use for the project. The article also stated that the STB could very well scuttle the project if it deems it to costly to both Maine and Amtrak.

(Trains Magazine Newswire)

GUILTY PLEA ENTERED...

CLAREMONT, N.H.--A Burlington, Vt. Man who threatened to blow up an Amtrak train plead guilty to disorderly conduct. Peter Regan, 31, will spend 90-days behind bars as part of a plea bargain and undergo alcohol counseling.

Authorities said Regan was drunk when he threatened to kill the conductor on an Amtrak train traveling through Vermont on January 23, 1998. The train with 73 passengers aboard stopped outside of Windsor, Vt. Just across the Connecticut River in New Hampshire. No explosives were found on board. Regan was taken off the train, which was delayed one-hour. He spat at an emergency technician and kneed a Windsor police officer in the groin. He also threatened to kill the conductor, several police and their families.

He was charged with disorderly conduct and assault in both Vermont and New Hampshire. The charges in Vermont were dropped due to stiffer penalties in New Hampshire, a felony rather than a misdemeanor.

(Union Leader)

TRAINS UNLIMITED VII

The bi-annual, co-hosted train show of 1998 was a huge success. This years show was held in the Newburyport Armory. A total of 960 paid admissions came through the door. After expenses both the B&MRRHS and SPRRHS received a total of \$1,140.30 each.

B&MRRHS members who helped out were: Paul Kosciolk, Jim Nigzus, Buddy Winiarz, Dave West, Dan Hyde, Joe Shaw, Russ Monroe, Steve Butterworth, Jack Kelly, John Goodwin, John Kelly Jr., Fred Brown and Charlie Eastman.

SPRRHS members included Peter Tibbitts, Dennis Bester, Linda Bester, Dick Nichols, Robert & Beatrice Field, Everett & Marie Swenson, Paul Gwinn, Bruce Rodgers, Bob Grodzicki, Steve Provencher, Bob Quagan, George Emmons, Norm Petit, Ken Kondo, Richard Plaisted, Bill Conney, Peter Bryant and Mark Brophy.

Slides shows were presented by Don Robinson, Russ Monroe, Bob Poore, Dick Towle and Fred Moore.

A great big thank you goes out to members of both groups and a well done. Without your help the show would not have been as successful.

The grand prize of the raffling of Dick Nichols van was won by one of the vendors but due to the fact that it was condemned by the EPA it still sits somewhere in Newburyport—thanks for being a good sport about this Dick.

VOLUNTEERS NEEDED!!!!

The Lowell National Park Service is currently seeking volunteers to assist with trolley operations. The turn-of-the-century trolleys provide transportation between the Visitor Center and other exhibits. Trolley motorman and conductor volunteers will operate the trolley through historic downtown Lowell, flag the trolley safely through intersections, assist passengers with boarding and disembarking the trolley, and provide information to visitors. Training is provided.

To volunteer or for more information, call 1-978-970-5032.

MEMBERSHIP RENEWALS

Please note that when sending in your renewals for membership that the address is on the form and it is:

B&MRRHS MEMBERSHIP
P O BOX 9116
LOWELL, MASS. 01852

SIDINGS

The answer to the trivia question in the last Newsletter was Danville, N.H. located on the former mainline of the Worcester, Nashua & Portland Division.

Member Steve Labonte wrote in to say Rye, N.H. which is right as the old Eastern does run through Rye but sorry Steve that wasn't the answer we were looking for.

Several other members did reply but unfortunately the answers provided saw mainline and branchline service and all had stations located in the community.

Thanks to those who replied and thanks to Steve Currier for the question.

Four former "Boise Budd" RDC's that saw service on the MBTA are now being used by Virginia Railway Express as "café-cars" offering a variety of breakfast food and drinks. The interiors have been gutted and they resemble a mini-diner with booth seating and taller counters for standees.

(Trains Magazine Newswire)

Sperry Rail car #138 was spotted in the Bridge Street yard in Salem, Mass. On March 28, 1998.

Your Editor was in South Lawrence when he saw LASE with four Conrail units, #6556, #6570, #6551 and #6560, all C30-7's with 34 cars on April 5, 1998.

Word around the "rumor mill" is that work on the Hoosac Tunnel is just over 50% completed and that work will last another 4 to 5 months. Any confirmation to this item?

A notice was sent by the Attorney General's office of New Hampshire to twelve parties concerning their claim to property on or along a section of the former Berlin Branch of the B&M running from Jefferson to Gorham.

According to the statement, as of February 15, 1998, the Dept.

NOTICE OF ARCHIVES HOURS

The B&MRRHS archives are located in the Patrick Mogan Culture Center at 40 French St., Lowell, Ma. They are generally open Mon.—Fri. 9 to 5 and Sat. 10 to 3. Closed Sun. and holidays. For further information and to see if they are open call 508-934-4997 or 4998. This is in the same building as where we have our monthly meetings.

of Resources and Economic Development "can remove any gates or barriers installed on state property to allow recreational use of the corridor in accordance with the Rail-to-Trail program."

The state of New Hampshire purchased the former line on January 15, 1998.

In the state of New Hampshire there is a special State fund established by RSA 228:68 for the maintenance of railroad properties acquired by the State. The Bureau of Rail & Transit manages these funds and works closely with the various railroads which have long term operating rights on the State-owned corridors to finance facility improvements. Improvements include rail and cross-tie upgrades, bridge repairs, drainage work and vegetation control.

Also the State of New Hampshire owns several pieces of large railroad equipment, including four locomotives and two kitchen cars, which are made available to the railroads operating on state-owned corridors at very reasonable lease rates.

WENTWORTH, N.H. STATION...

The station now is on its permanent foundation across from the Wentworth Town Hall, having been squared and leveled. Floor joists and some of the flooring has been replaced, the chimney footing is in place as is electricity.

The local Historical Society is now in the general fundraising stage of the restoration project with a goal of \$125,000. The money will be used to renovate the building so that it is functional, endow the property for perpetual maintenance, acquiring items associated with the history of the railroad, purchase the property it is now located on and to become the permanent home of the Wentworth Historical Society.

Donations are being accepted and have been put into four categories:

Station Master---(\$1,000 or more)
Baggage Master--(\$500 to \$999)
Ticket Agent-----(\$100 to \$499)
Station Clerk-----(\$1 to \$99)

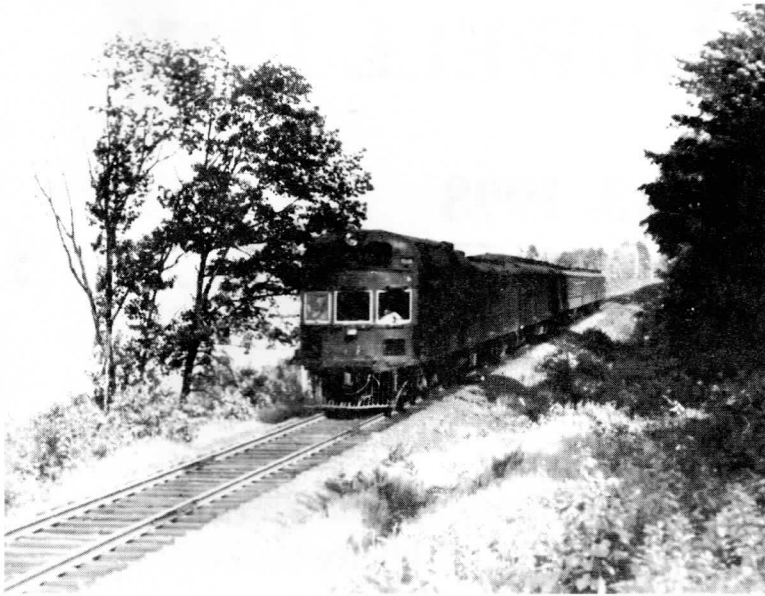
Donations may be sent to WHS-Depot Project PO Box 13
Wentworth, N.H. 03282

Thanks...

Thanks this issue go to Jonathan Miner, Mike Lennon, Roger Bruns, Don Provencher, Jim Nigzus, Paul Kosciolk, Harry Frye, Bob Warren and Steve Cook.

Deadline for next issue...

The deadline for the July--August Newsletter is June 6, 1998 (D-Day anniversary). Please send all contributions to the Woburn PO Box in care of the Newsletter or even by e-mail at CPC835@JUNO.com .



One of Boston & Maine's gas-electrics, #1140 on the Main Line of the White Mountain Division in Meredith, N.H. in 1944. (Buddy Winiarz collection)



The station at Antrim, N.H.. Located on the Worcester & Hillsboro Branch of the WN&P Division. The number of the locomotive is not known and the exact date is a mystery. (Photo courtesy of Roger Bruns)

NASHUA TO BOSTON COMMUTER TRAIN

NASHUA, N.H.—A Plan for commuter service between Nashua and Boston is chugging along. That is good news for the 70,000 people who commute from Southern New Hampshire into Massachusetts along Rts.3 and 3A.

Nashua Mayor Don Davidson is a big proponent of the idea. Also backing the idea is the MBTA but a spokesman for the "T" said the project is currently on hold until New Hampshire commits to putting up funds to upgrade the existing track.

Currently the 10-miles of track from Nashua to Lowell is used by Guilford Transportation Industry for freight traffic. Estimates for upgrading the track is estimated at about \$5 million with funds coming from ISTEA authorization. A station stop in Nashua is planned but the location has not been decided upon. From Nashua the train would go directly to Lowell and stop at the Gallagher Terminal.

Congressman Charles Bass R-NH, says that the expansion of rail service will be done in phases. The first will be from Lowell to the New Hampshire border, which isn't as complex as the second phase. The second phase is the issue of liability, which GTI is seeking legislation to limit the amount of liability from rail passenger accidents.

(Condensed from the Lowell Sun and the Broadcaster)

SALEM MAN CLAIMS VICTORY

SALEM, MASS.—It's been a long time coming but Dave Pelletier is claiming a big victory for North Shore commuters and himself.

With a push from U.S. Rep. John Tierney, the House Transportation Infrastructure Committee approved funds for the expansion of the "T's" Blue Line from Wonderland in Revere to Cummings Center in Beverly, with stops in Salem and Lynn. This would put North Shore residents in a direct access to Logan Airport and Boston.

Pelletier has been a thorn in the MBTA's side for a long time, who has challenged the "T's" proposals and numbers. It is his plan that will probably be used if the project comes to past. According to Pelletier, the average commuter will save 240 hours of commuting time per year with the extension of the Blue Line.

(North Shore Weekly)

"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.

*The Boston & Maine Railroad Historical Society, Inc.,
in conjunction with the Lowell National Historical Park present...*

RAILROADS OF LOWELL DAY

Saturday, June 13, 1998

at the

Market Mills Visitor Center

(Corner of Dutton and Market Streets—Lowell)

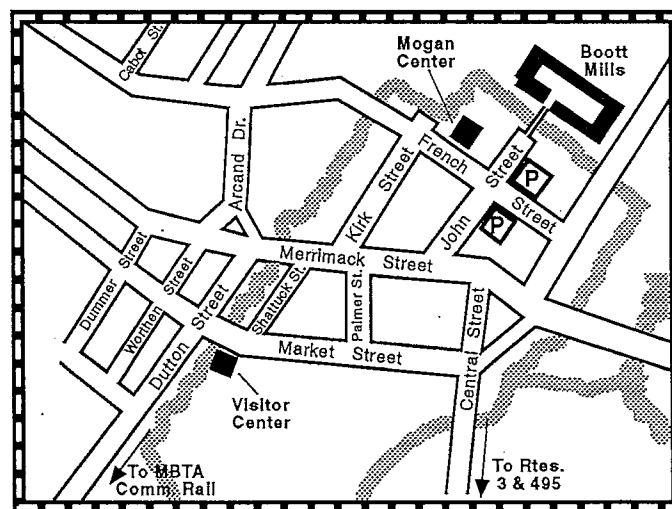
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11:00 AM—Dr. Arthur Krim will give a multimedia presentation with slides and video concerning the Mystery of the Boston & Lowell RR Fishbelly Railroad Track and their historical significance on the B&LRR.

1:30 PM—Prof. John Goodwin takes a look back with a slide presentation on the railroads which made up the Boston & Maine in northern Middlesex and Essex Counties, including the Framingham & Lowell, Nashua & Lowell, Andover & Lowell, Lowell & Salem, and others. Featured will be the many railroad stations of these lines.

12:00-5:00 PM—B&M No. 410 and the Railcar will be open for tours with railroad exhibits on display.

In addition to the above presentations, there will be a number of railroad videos shown at the National Park Visitors Center between 10:00AM and 5:00PM.



MOTIVE POWER OF THE BOSTON & MAINE RAILROAD-1887 (part 3)

151 Madison	185	Agamenticus	219	Massasoit**
152 Henry L. Williams*	186	Atalanta	220	???* **
153 Nahant	187	Lebanon	221	???* **
154 Salem	188	Wells	222	Harvard
155 Devereux	189	Revere	223	Waushacum*
156 Portsmouth	190	Piscataqua	224	Lee
157 North Wind*	191	Chocorua	225	Gonic
158 Farmington	192	Kennebec	226	Sandown
159 America*	193	Glenwood	227	Hubbard
160 Pilgrim *	194	Gov. Goodwin	228	Windham
161 Champion*	195	Francis Chase	229	Barrington
162 Rochester	196	Greenland	230	Epping
163 Prides	197	Tewksbury	231	Fremont
164 Wolfboro	198	Gov. Endicott*	232	Hollis
165 Gloucester	199	York	233	Sterling
166 Ossipee	200	Sagamore	234	Oakdale
167 Newington	201	The Wenworth	235	Boylston
168 Beach Bluff	202	Montserrat	236	Groton
169 Boscobel*	203	Elliot	237	Greendale
170 Rye Beach	204	Kittery	238	Hudson
171 Naumkeag	205	Bryant	239	Quinsigamond
172 George Hood*	206	Magnolia	240	Hampstead
173 Bangor	207	Lovell	241	Lancaster
174 Somersworth	208	Broadway	242	Clinton
175 John Thompson *	209	Wamesit	243	Nashua
176 Saugus	210	Longfellow*	244	Samson (Sampson)*
177 Salisbury	211	James Bowdin*	245	Goliath*
178 Passaconaway	212	Maj. Rice*	246	J.W. Hildreth*
179 Hamilton	213	W.P. Fessenden*	247	Wanalancet*
180 Col. Colman	214	Falmouth	248	Gen. Reynolds*
181 Excelsior	215	Middleton	249	Gen. Sedgwick*
182 Enoch Paine	216	Gen. Hooker*	250	Daniel Webster*
183 Manchester	217	Gen. Thomas*	251	John C. Calhoun*
184 Laconia	218	Masconomet	252	Henry Clay*

* denotes still on roster Sept. 1925.

** denotes #219 still on roster 1925, re-named Wizard.

*** denotes #220 still on roster 1925, named Norseman.

**** denotes #221 still on roster in 1925, named Viking.

If you look at the list you will notice that a majority were named for the cities and towns that were served by the Eastern and Boston & Maine Railroads.

Military, Revolutionary leaders, Governors, and I presume men of importance of the era, native American Indian names and words were used along with miscellaneous other names.

Locomotives numbered 101 and upwards were those of the Eastern RR when it was leased to the B&M in Dec. 1884. At that time these engines were no longer named, the Eastern having given up the practice.

The B&M renamed them and even revived some of the former Eastern names and adding new ones.

The custom of naming locomotives was given up about 1895, with the Boston & Maine one of the last railroads to keep this practice.

Although this practice was revived when the B&M named two P-2-c's in the late 1920's and then again for the contest to name the 10 P-4-b's in the late 1930's early 1940's.

To the purist, the B&M did name some of their diesels. With GP-38-2's #205 Hannah Dustin, #209 Styles Bridges and #210 Daniel Webster having been given names in the mid 1970's coming to mind.

Taken from a paper I had and supplemented by a copy of the list from the B&M Employees Magazine of 1925 by Dick Muse.

The Interchange

Wanted: Older color slides, pre-Guilford era for an all color book tentatively titled "Railroads of the Pine Tree State." Please limit your contribution to 20 slides with your name and address on each slide. Please include a basic caption about slide and contributors whose slides are used will receive a book. Deadline for submission is July 1, 1998.

Please send them to Don Marusann 1531 Brookshire Dr. Plover, Wi. 54467 E-mail: gmarson@coredcs.com

The book is being put together by Mr. Marson along with member Brian Jennison. A second volume will hopefully be done to include the 1980's and 1990's.

FOR SALE: A book titled "Baldwin-Fetis Detectives, Inc." by John A. Velke II. The book offers the first in-depth look at the life of railroad detectives before, during and after the turn of the century. With six appendixes, endnotes, a bibliography and a thorough index, this is more than just a fascinating story. It will likely become a standard reference for anyone interested in the history of railroads in the United States

Also covered is wrecks, angle-cocking, the theft of dope from journal boxes, and other crime-related incidents on America's railroads. It comes in hardcover, over 300 pages and 12 pages of photos.

To order send a check or money order for \$32.00 plus \$2.00 for shipping to:

John A. Velke, III, 450 Country Rd 164, Jemison, Al. 35085

WANTED: *B&M Bulletins*, NYC *Central Headlight*, *Shoreliner* and other rail historical association publications, employees magazines, annual reports, railfan periodicals and books. Buying collections. Contact: Paul Gibson 11 Downingwood Dr. Franklin, Ma. 02038.

MEMBERSHIP MEETINGS

February was to have been presented by Dan Hyde but due to a last minute situation the membership was treated to videos by your Newsletter Editor on the "railroad tunnel system" located "Forty Feet Below" the streets of Chicago which came to light when they flooded in 1990. Also a video about Maine's other railroads--the Bangor & Aroostook and the St. Lawrence & Atlantic. This was shot all over both systems and included cab rides and splendid Maine scenery.

The March meeting was presented by your Editor on "New England Railroading from 1990 to 1997." All six states were represented with Guilford, Conrail, Amtrak, Bangor & Aroostook, Green Mountain, Vermont Railway, Providence & Worcester, Conway Scenic, Hobo Railroad and many other scenes of railroading in the region.

UPCOMING EVENTS OF INTEREST...

- | | |
|------------------|---|
| May 10, 1998 | Mother's Day rides on Conway Scenic and Green Mtn. Flyer. |
| May 16, 1998 | 25th Anniversary of N. Conway Model RRC. John Fuller School, Pine St., N. Conway 10-4 Fares \$2/\$1/\$5 fam. max. |
| May 30-31, 1998 | Conway Scenic-"Friends Of Thomas". Enjoy a day with Thomas the Tank engine, petting zoo, face painting and other activities. Call 1-603-356-5251 for more information. |
| May 30, 1998 | "Chester On Track", Chester, Ma. 9-4. Help celebrate Chester with a day of railroad, music, parade, food and other activities. See Amtrak, Conrail, other train displays. Rain or shine--FREE. |
| June 6, 1998 | MASS BAY RRE--Providence & Worcester RR from Worcester to Gardner. Groton, Ct. and side trip from Plainfield to Versailles, Ct. Lv. Worcester at 8:30 AM Rt. 6:00PM Fare is \$49 Optional Lunch \$7.50 Call 617-489-5277 or www.MassBayRRE.org for info. Order from: MassBayRRE, PO Box 467, Lincoln, Mass. 01773 |
| June 17-21, 1998 | National O Scale Convention, Best Western Royal Plaza RTs. 20 & 495 Marlboro, Ma. NE '98 O Scale Convention PO Box 7268 Lowell, Ma. for information. |
| June 20-21, 1998 | Pioneer Valley Live Steamers "Spring Meet." Southwick, Ma. 9-3. \$5 donation for parking. Located on Hillside Rd. off Rt. 57 |
| June 21, 1998 | Father's Day rides at Conway Scenic, same as Mother's Day. |
| July 4, 1998 | The "Ludlow Limited" on the Green Mountain. Call 1-802-463-3069 for information. |
| July 11, 12 1998 | Wilmington, Ma. Greenberg Train & Doll Show at Shriners Auditorium just off exit 39 off Rt. 93, 11-5 & 11-4. Fares are Adults \$5 Children (6-12) \$2 admission is good for both days. |