

# Boston & Maine Railroad Historical Society 19 Incorporated 71 NEWSLETTER

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## — B&MRRHS CALENDAR —

- DECEMBER 11, 1999** "Members Nite"—bring a 15 minute video or 25 to 50 slides of your choice.
- JANUARY 8, 2000** Buddy Winiarz presents "Railroading In New England---The 1990's."
- FEBRUARY 12, 2000** Not finalized at press time.
- MARCH 11, 2000** Bob Poore returns with more MEC Railroading.
- APRIL 8, 2000** Joint Meeting with MassBay RRE in Lowell.

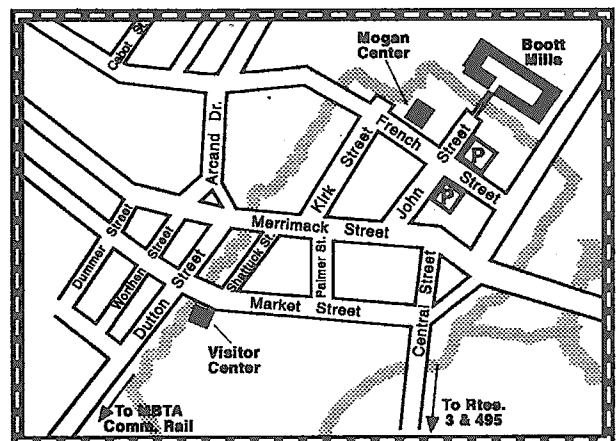
*All membership meetings start at 3:30 PM on the second Saturday of the month in the Boott Mills, 2nd floor, in Lowell unless otherwise stated.*

*The Board of Directors, Officers and Staff of the  
B&MRRHS Wish Everyone a Happy Holiday Season  
And a Healthy and Prosperous New Millenium!!*

### WINTER MEETING CANCELLATIONS

With the winter months upon us again, we remind everyone that if a snowstorm or other serious weather situation warrants such, the B&MRRHS meeting will be cancelled or postponed. To find out whether the meeting has been called due to weather, we ask that you call the society's answering machine after 12:00 p.m. on the day of the meeting.

And as usual, we ask that when in doubt, you should use discretion—if you don't want to drive in it, we probably don't either!



## MEMBERSHIP NOTICE

Please take one moment to look at your mailing label—and notice how it is addressed.

If your name is misspelled, your address wrong or even your zip code please let the Society know—anyone who had their zip code changed, especially around the Boston area or due to 911 please e-mail me or drop me a postcard at the Lowell PO Box. Thank you. E-mail CPC835@Juno.com

If you have not received a renewal notice, please look at your mailing label. The very first line is your expiration date of YOUR MEMBERSHIP-NOT YOUR SUBSCRIPTION. Month, year, type of membership and your membership number. Anyone who does not have a date for the year 2000 should send in their renewal payment. Example 01/00 or beyond.

If you sent it in and you receive a renewal notice please disregard-better to be reminded than not.

For our Foreign members we will accept an International Postal Order for payment which can be purchased at your local Post Office.

All payments are by check or money order (no cash or credit cards) and must be in U.S. funds.

Make payment to "B&MRRHS" and mail to:

B&MRRHS Membership  
PO Box 9116  
Lowell, MA 01852

The Fees are:

Basic (BAS)	\$25
Basic (Canada & Foreign)	\$35
Basic & Spouse	\$27
Contributing (CONT)	\$35
Sustaining (SUS)	\$50
Supporting (SUP)	\$75
Benefactor (BEN)	\$100

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## NEWSLETTER

We have someone who stepped up to take on the position of Newsletter Editor-Patrick Abegg. Pat has been a member for about ten years. For the present all items for the Newsletter should be mailed in care of the Newsletter at the Derry PO Box. He will try to get an e-mail address for the newsletter items that can be sent via the internet.

I hope that you all will continue to be helpful in contributing to Pat in his editorship of the Newsletter. Remember, he can print only what you send him and you're the ones who help make it the newsletter what it is.

My best to Pat and again many thanks to all those who contributed to the Newsletter.

*Buddy Winiarz*

## B&M STATIONS

**ASHLAND, N.H.**—On June 26, 1999, the former Concord & Montreal and Boston & Maine Railroad station was re-dedicated after several years of restoration.

A crowd of around 100 people gathered to hear a proclamation read from New Hampshire Governor Jean Shaheen and a dedication speech by Mrs. Elizabeth Dole.

Train rides from Ashland to Plymouth were provided by the Hobo Railroad.

The B&MRRHS made a donation towards the restoration of one window. It is on the south end of the station looking towards Concord. There is a plaque on the sill of the window designating the donors name.

**WINDHAM, N.H.**—Sunday-October 24, 1999, another piece of Boston & Maine Railroad station passed into history. Firefighters from Salem, Derry, Pelham, Londonderry, Hudson and Hampstead participated in "training burn" hosted by the Windham fire department.

The Anderson (West Windham) station has been on the market for about twelve of the last sixteen years. It was moved from its original site many years ago and had a greenhouse. The station was one of five stations left in New Hampshire on the Boston & Maine's Worcester, Nashua & Portland Division Mainline. The other stations being: Hudson, Windham Jct. , Sandown and Fremont.

**DERRY, N.H.**—The town of Derry, N.H. has purchased the 151 year-old train station for use as a visitor's center. The center will become home to the Greater Derry Chamber of Commerce and possibly a museum that will showcase products made in the community.

The town has agreed to pay \$188,000 for the depot. The day-care business using the building would have until September 2000 to vacate, Town Administrator Carol M. Granfield said.

Town officials and others working on plans to rejuvenate the downtown area want to showcase the former station because of its rich history and central location. They view the building as a key part of the planned makeover of downtown.

Bringing the building back to its original state is included in the plan and money has been set aside for some of the work. Monies to buy the building was approved last year by Town Council.

The renovation work for the building will probably include two Pinkerton Academy (HS) students. And students Caitlin A. White and Joshua A. Shreve spent almost an entire school year studying the aging building and developing ideas to restore it.

The depot was built by the Boston & Maine Railroad (?) in 1848 and 1849 to connect Manchester and Lawrence. In 1856 Harvey P. Hood of Derry, founder of Hood Milk, began shipping milk to Boston via the railroad. Abraham Lincoln rode through Derry several times in 1860. In 1882, the depot was struck by fire and rebuilt and opened in 1865.

*(Lawrence Eagle Tribune)*

**LACONIA, N.H.**—The 100-plus year old train station was listed "For Sale" by Roche Realty of Meredith. Asking price is \$650,000 and includes a lease with Little Caesar's Pizza.

**BOSTON & MAINE NAMED PASSENGER TRAINS**

NAME	ROAD(S) RAN ON	BETWEEN
ALOUETTE	B&M-CP	Boston-Woodsville-Montreal
AMBASSADOR	Boston-White River-Montreal	B&M-CV-NYNH&H
BAR HARBOR (s)	CP-NH-B&M-MEC	Wash.-NY-Bangor-Ellsworth
BEACHCOMBER (s)	B&M	Boston-Portland
BEACH SPECIAL (s)	B&M	Boston-Portland
CANNON BALL	B&M	Boston-Concord-White River-Plymouth
CONN. YANKEE	NH-B&M-CV-CP	NY-Boston-Wht. River-Quebec
DAY WHITE MOUNT.	NH-B&M-CN	NY-Woodsville-Berlin-Montreal
DOWN EASTER (S)	NH-B&M-MEC	NY-Plymouth-Rockland-Waterville
EAST WIND (s)	NH-B&M	New York-Portland
EASTERN SLOPE (w*)	B&M	Boston-Conway-Intervale
FLYING YANKEE	B&M-MEC	Boston-Portland-Bangor
GREEN MOUNTAIN	NYC-B&M-RUT.-NH	NY-Boston-Montreal
GULL	B&M-MEC-CP-NH	Boston-St. John-Halifax
KENNEBEC	B&M-MEC	Boston-Portland-Bangor
MINUTEMAN	B&M	Boston-Troy
MONADNOCK	B&M	Boston-Bellows Falls
MONTREALER	PRR-NH-B&M-CV-CN	Wash.-NY-Montreal
MT. ROYAL	NYC-B&M-RUT.-NH	NY-Boston-Montreal
NEW ENGLANDER	B&M-CV-NH	Boston-Montreal
NIGHT WHT. MOUNT.(s)	NH-B&M	NY-Bretton Woods
NORTH WIND (s)	NH-B&M	NY-Bretton Woods
OVERNIGHTER	NH-B&M	NY-Woodsville-Berlin
PATRIOT (#)	B&M	Bedford-Boston
PAUL REVERE (#)	B&M	Bedford-Boston
PENOBSCOT	B&M-MEC	Boston-Bangor
PINE TREE	B&M-MEC	Boston-Portland-Bangor
PORTSMOUTH DOWN	B&M	Portsmouth-Boston
PORTSMOUTH UP	B&M	Boston-Portsmouth
RED WING	B&M-CP	Boston-Montreal
SKIER (w)	B&M	Boston-Conway-Intervale
STATE OF MAINE	NH-B&M	NY-Portland
VERMONTNER	CV-B&M-NH	St. Albans-Wht. River-NY
WASHINGTON	CN-CV-B&M-NH-PRR	Montreal-NY-Washington
WINNIPESAUKEE (s)	B&M	Boston-Plymouth

(s) Summer only  
 (w) Winter Only  
 (w \* ) Winter Only--Ski Trains  
 (#) Commuter Train  
 (AAR Document May 1948)

**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 978-934-4997 or 4998.

**B&M NAMED FREIGHT TRAINS**

NAME	RAILROAD	SCHEDULE RUN	SYMBOL
BIG CHIEF	B&M	Boston-Mechanicville	BM 3
BULLET (THE)	B&M-NH	Portland-NY	M 7
BULLET (MAINE)	PRR-NH-B&M	Greenville-Portland	M 6
CHAMPION	B&M	Rotterdam Jct.-Boston	RB 4
CHAMPLAIN	B&M	Bellows Falls-Boston	XB 2
CLIPPER	B&M	Portland-Mechanicville	PM 1
COASTER	B&M	Wells River-Boston	UB 2
"DAISY" (The)	GTW-CN-CV-B&M	Chicago-Boston	490
DIRIGO	B&M	Worcester-Portland	P 2
FOREST CITY	B&M	Mechanicville-Portland	MP 2
FRONTIER	B&M	Boston-Bellows Falls	BX 1
HUBBER	B&M	Mechanicville-Boston	MB 6
MAINE BULLET	B&M-NH	Portland-NY	M 7
NEW ENGLANDER	B&M	Rotterdam Jct.-Boston	RB 2
NEWSBOY	B&M	Portland-Worcester	N 1
NIGHT HAWK	B&M	Mechanicville-Worcester	MW 2
NORTH STAR	B&M	Boston-Wells River	BU 1
PATHFINDER	B&M	Mechanicville-Boston	MB 2
SCOUT	B&M	White River-Boston	JB 490
WESTERNER	B&M	Worcester-Mechanicville	WM 1

Nickname in quotes.

(Submitted by Bob Warren)

**NEW ADDRESS**

Please address all correspondence to the new address. This includes all catalog orders, correspondence to the Archives, Historian, Bulletin, Newsletter and the Board of Directors. Remember, when sending mail and you want a reply, please include either a SASE or thirty-three (33) cents in postage.

B&MRRHS  
 PO Box 469  
 Derry, N.H. 03038

Membership items should still go to the Lowell address.

**MEMBERSHIP MEETINGS**

The October Membership meeting was presented by Richard Sanborn who took us back in time on the Boston & Maines' branchlines in New Hampshire. The highlighted line of the presentation was along the Portsmouth branch which ran from Portsmouth to

**NEXT ISSUE**

The deadline for the January-February 2000 Newsletter is December 21, 1999. Please send all items to the PO Box in Derry or via e-mail for forwarding to the new editor.

## STB SETS TERMS FOR PORTLAND SERVICE

Surface Transportation Board (Board) Chairman Linda J. Morgan announced today that the Board has set the terms and conditions under which the National Railroad Passenger Corporation (Amtrak) may operate at speeds of up to 79 miles per hour (mph) over certain rail facilities owned by the Guilford Rail System (Guilford) between Plaistow, New Hampshire and Portland, Maine. The Board's decision resolving the dispute that the private parties brought to it should help Amtrak and Guilford move closer to reestablishing passenger rail service between Boston and Portland.

Freight railroads must permit Amtrak to operate over their lines, provided that Amtrak pays the "incremental costs" that the freight railroads incur through Amtrak's use of their facilities. If the parties cannot agree on the terms and conditions of Amtrak's access, they may bring their dispute to the Board for resolution. In a decision issued in this matter on May 29, 1998, the Board resolved a variety of issues that the parties had brought before it relating to Amtrak's compensation to Guilford for Amtrak's use of the line at issue.

Subsequently, Amtrak asked the Board to resolve a dispute over the appropriate weight of continuous welded rail that must be installed on the line to permit safe operation of Amtrak trains at speeds of up to 79 mph.

Amtrak wanted to be able to use 115-pound rail to conduct its 79-mph operations, while Guilford argued that the operations could be safely conducted only over 132-pound rail. In support of their positions, the parties filed a variety of pleadings through August 9, 1999.

With assistance from the Federal Railroad Administration (FRA), the Federal agency with expertise on safety issues such as this one, the Board, generally reflecting the position taken by Amtrak, concluded that Amtrak will be able to operate safely at speeds up to 79 mph over 115-pound rail, provided that the line is rehabilitated to, and maintained at, a level that meets certain engineering standards, and provided that the line otherwise satisfies FRA's track safety standards for rail passenger train operations up to such speeds. The Board noted that other passenger trains have been able to operate safely at speeds of up to 79 mph over 115-pound track, and it expressed confidence that the parties will be able to upgrade the track sufficiently to permit such speeds. The Board indicated that it would remain available to resolve future disputes between the parties, but it encouraged them to resolve such matters privately in accordance with the Board's focus on promoting private sector resolution where possible.

*from Craig O'Connell's "Amtrak News Update" 11-3-99*

## BIKE PATH NEWS

SALEM, MA.—The city of Salem has received state funds totaling \$142,000 to build a bike path along an abandoned stretch of railbed. The path will be ten feet wide and run 2,630 feet from Loring Ave. to Lafayette St. on the former Marblehead Branch.

The project is part of a larger planned project to construct a two-mile bike path. Further phases include extension of the bike path in a northerly direction ending at the Salem train station.

*(Salem Evening News)*

MANCHESTER, N.H.—Plans of placing a tunnel through the old railbed below Peabody Ave. are being pushed by Ward 6 Alderman Real Pinard. Pinard, along with local and state officials toured the site about a quarter-of-a-mile east of Candia Rd. Carol Barleon of the Office of State Planning was hopeful that government funds, under the National Trails Act, might be secured to help fund the project.

City Public Works Director, Frank Thomas said the project would require in excavating 25 to 30 feet of fill under the road and the cheapest solution would be a corrugated arch passageway.

There were no plans to use the old railbed for recreational use and the bridge over the old line was replaced with fill. However, with the city pursuing plans for a walkway along the Merrimack River, now is the time to reopen the path that goes from Manchester to Great Bay.

*(This is on the old Portsmouth Branch of the B&M abandoned in 1985)*

*(Union Leader)*

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## MONEY FOR SPRINGFIELD

Springfield, Ma.—The city of Springfield has received a \$1.25 million federal grant to remove asbestos and lead paint from a mostly vacant rail station. City officials say the work could clear the way for a \$50 million conversion of the once-elegant station, built in 1926, into a rail and bus terminal with shops and restaurants. The \$1.25 million was added to a \$15 million appropriation approved earlier by Congress for rehabilitation of the station.

*(Boston Globe)*

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## UPCOMING EVENTS OF INTEREST...

Jan. 8, 2000                      Model RR Show at the Winthrop School in Wenham, Mass. 10-4. Snow date Jan. 9, 2000.

Feb. 5 & 6, 2000                Amherst Railway Society show in Springfield, Mass.