

Boston & Maine Railroad Historical Society 19 Incorporated 71 NEWSLETTER

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May-June 1999

B&MRRHS on the internet at: at <http://come.to/bmrrhs>

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— B&MRRHS CALENDAR —

MAY 8, 1999

Craig Della Penna will return to do another presentation on more Rail-Trails in New England, N.Y., N.J., PA. And MN.

JUNE 12, 1999

Joe Balsama will present a slide and video program on the Boston, Revere Beach & Lynn Narrow Gauge RR.

JULY 23, 24 & 25 1999

No regular members' meeting, but the Society will be manning the Combine Car on Dutton Street at the Lowell Folk Festival.

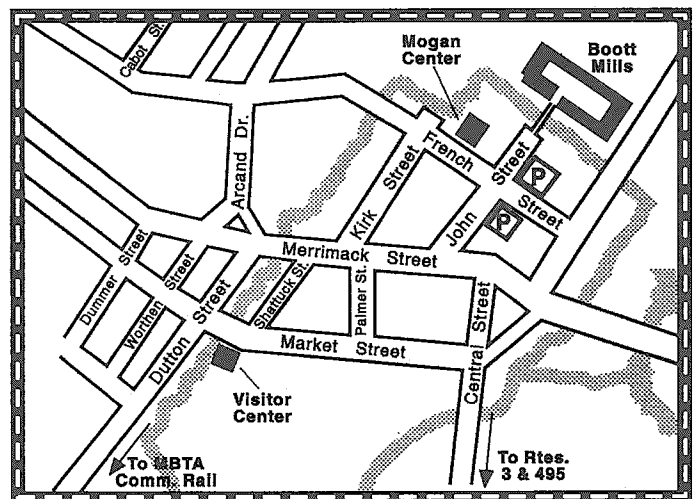
AUGUST 1999

No Membership meeting.

**All Lowell meetings are in the BOOTT MILLS THEATER at 3:30 PM unless otherwise noted.
If you forget what the program will be please call the Societys phone line.**

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.

**VISITORS MUST PARK IN THE LOT ON
FRENCH STREET—NO PARKING IS
ALLOWED IN THE COURTYARD.**



MEMBERSHIP NOTICE

Please check your membership label—if you have a renewal date of 1998 this will be your very last mailing from the B&MRRHS. We will not carry anyone with an expiration date of 06/99 or before, this is the physical year end date. This is located on the top line of your address label. (00/00 Bas 0000).

The membership Secretary finally has the membership up and running and notices for renewal have been sent out to members.

Please send all membership renewals to:

B&MRRHS Dept. M
P O Box 9116
Lowell, Ma. 01852

The Society is having new renewal envelopes made up, so all one will have to do is insert payment, stick postage on it and send. Remember, payment is by check or money order only—NO CHARGES. Canadian and foreign members may pay by personnel check or International money order which can be bought at the local Post Office.

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.

PLAN SPLITS N.H. AND MASS.

Lawrence, Ma.—A plan to extend commuter rail service from Lawrence to Manchester, N.H. is getting different reviews on both sides of the border.

The plan has the support of the Mass. Highway Commissioner Kevin Sullivan and Peter Griffin of the N.H. RR Revitalization Assoc. who said the state needs more transportation alternatives.

Leon Kenison, Sullivan's N.H. counterpart, said the rail plan faces huge obstacles that people like Griffin don't realize. The plan isn't even on the table in New Hampshire he stated.

Preliminary figures presented that the project would cost about \$250 million.

(Union Leader)

CONWAY SCENIC OWNERSHIP

Conway Scenic RR of North Conway, N.H. has announced that President and General Manager, Russell G. Seybold has purchased all outstanding shares of stock in the company. Mr. Seybold will continue to serve as President and General Manager.

The company was founded in 1974 as a tourist operating railroad by William Levy, Dwight Smith and the late Carroll P. Reed. A seamless transition is expected in the structure and business operations will not be impacted by the transition. Anticipation of growth and prosperity by the new ownership is the outlook for the 21st Century.

The year 1999 marks the 25th anniversary of CSRR and a year-long schedule of family-oriented rail activities are planned.

(Press release from CSRR)

HOOSAC TUNNEL PROJECT DONE

Guilford Transportation has completed the reconstruction to enlarge the Boston & Maine's Hoosac Tunnel in western Massachusetts, a two year project that raised the height of the 5 mile tunnel by 6 inches. "Everything is finished and the tunnel now has a clearance of 19 feet 6 inches," said GTT's David Fink.

"For our railroad to be competitive, we needed to raise the height of the bridges and tunnels, so we could run larger equipment." GTT expects to begin operating double-stack service, in conjunction with Norfolk Southern, after the June 1, 1999 Conrail split, when Conrail's Boston line goes to CSX.

Fink said the project was broken into one year of grinding away 6 inches from the roof of the tunnel, and several months removing track and grinding away the floor in spots where brick and steel lining made work on the roof impossible. The tunnel not only once hosted double track but also overhead catenary for electrified operation, in which electrics helped the steam engines to minimize smoke in the tunnel.

(Trains Magazine Newswire)

NOW YOU KNOW...

The section of the former Boston & Maine freight yard in Lowell called "Bleachery" got it's name when in 1833 Boston businessmen located a factory on Bleachery and Carter Sts. To turn gray unfinished cotton into white material that could be dyed and printed.

The site of the factory later became the home of Prince Spagetti Co. and Bleachery St. became known as Prince Ave.

The property is slated to come full circle soon, with a textile business, Dutton Cotton moving in.

(Lowell Sun)

READERS' RESPONSE

Thanks to Joe Shaw for his information on the location of the crossing shanty in the last, which was located at Front St. in Exeter, N.H.

Preston Johnson and Ellis Walker send this information about the Mt. Washington photo.

In 1910, the *Mt. Washington* ran aground on Little Mile Island. In the morning a heavy fog had delayed the departure of the ship and when it lifted she started her run at half-speed on orders from Capt. Blackstone.

A forward lookout was posted but the fog suddenly grew thicker. The pilot signaled the engine be stopped and for full-speed astern. As often happens, this caused the boat to veer to port (or to the left). The momentum of the ship was sufficient enough to continue progress and the ship ran aground on Little Mile Island. Passengers were shipped back to Center Harbor by smaller craft and there were no injuries while a message was sent to the B&M's divisional office.

Late in the afternoon a barge loaded with workers under the direction of G.E. Cummings, superintendent of the White Mountain Division of the B&M arrived. Unfortunately, the railroad workers could not budge the ship and Capt. Blackstone told Supt. Cummings in a very colorful language that he and his men could clear out and let him and his crew refloat her.

With two barges, chain and jacks, the ship was raised 6 inches and easily floated in reverse off the island the very next day.

Capt. Blackstone describe the operation as "simply lifting the bow of a rowboat which had been nosed up on a beach. You lift the bow from the sand and the buoyancy of the water at the stern does the rest, but I couldn't make those locomotive men see it."

(Taken from the book, Farewell Old Mt. Washington by Edward H. Blackstone)

PROGRAM CHAIRMAN NEEDED

The B&MRRHS is posting a notice for a Program Chairperson. Needed is someone who will be willing to introduce and set-up potential presentors. Anyone interested in this position please contact the Society at the Derry PO Box. Outside of being at the meetings to introduce the presentor, the ground-work can be done from one's home by phone, mail or e-mail. There are currently presentations planned through the end of 1999, so anyone taking on the job will have a head-start.

BOY SEVERELY INJURED BY TRAIN...

AYER, MA. —A 9 year-old boy was severely injured when a train ran over his leg. The boy was with his mother and her boyfriend when the accident occurred. Police have sought charges against John English of Tewksbury, Ma. of contributing to the delinquency of a minor, trespassing and illegally riding a freight train.

The incident happened when 9 year-old Jackie Marciano fell from the train as he was trying to hop a ride on a car. English had told him he did it a youngster and was showing Jackie.

(Foolishness like this not only ruins a persons life but makes it hard on true railfans: Ed.)

...TRAIN CONDUCTOR BECOMES VICTIM

Nashua, N.H.—Train conductor, Frank Newhall of Nashua, N.H. had a standoff with local police after becoming despondent over the injury sustained by a 9 year-old boy. Newhall supposedly barricaded himself in his home and threatened to blow up the house with a propane tank. Authorities talked Newhall out of the situation and took him to a hospital for observation.

(Both items compiled from several sources)

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.

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.

The former Concord & Claremont RR and later Boston & Maine RR station has been purchased by the Contoocook Riverway Association and will be developed for public enjoyment of the adjacent riverfront, foster economic improvement of the Contoocook Village and to install an appreciation for the railroad history of the Town of Hopkinton, N.H.

It was reported much earlier that it was to be used as a youth center but those plans fell through.

The former Rutland freight house at Bellows Falls, Vt., built in 1850 is no more. It started out with just a few bricks falling, then a wall collapsing and finally a backhoe was brought in to demolish the building.

(NMRO Discussion List)

Another B&M structure is being lost as the Derry Feed & Supply is building a new building over the former B&M freight house in Derry, N.H. The freight house dates back to the 1840's.

(Union Leader)

The B&M (GRS) has filed an application to abandon a section of the Manchester & Lawrence Branch between milepost 4.5 to 7.6 (Rockingham County) and Engineering station 2474+5 to 2780+6 (Rockingham/Hillsboro Counties). Seeing as how the MBTA owns the line to the Mass. N.H. border this would effectively abandon any remaining sections of the M&L in New Hampshire.

(Union Leader)

The city of Saco, Me. Has been awarded a \$69,000 grant to upgrade the track in the Saco Industrial Park by the Maine DOT. This comes at a time when the largest customer, Wood Structures is planning on leaving.

[Ed. note: This is the remains and extension of the former Eastern Route of the B&M]

(NERAIL Discussion List)

US Senator Olympis Snowe is pushing for faster rail service from Portland to Boston. She is urging the STB to approve

Amtrak's request for speeds up to 79 mph on the line. Senator Snowe said that this would remove the final "snag" in renewed passenger service.

(Sunday Telegraph)

The New Hampshire House passed House Joint Resolution 6, "encouraging revitalization of the Northern Line from Concord to Lebanon."

And House Bill 444 to establish a study committee to evaluate re-establishing service from Newburyport, Ma. to Kittery, Me.

(Union Leader)

Plans are underway at the Kimball Castle in Gilford, N.H. for use as a country inn. The former Lakeport station is planned to be part of the project.

Kimball Castle was built by railroad magnate Benjamin Ames Kimball, who constructed the Lake Shore Railroad and was later President of the Boston, Concord, and Montreal RR.

(N.H. Sunday News)

GRS (B&M) GETS POLICE GRANT

Lowell, Ma.---U.S. Rep. Martin Meehan joined the Federal Railroad Assoc. and the Dept. of Justice in presenting a \$225,000 grant to B&M Railroad President Thomas Steiniger. This marks the first time that community police funding has been used on a transit system.

"We are taking the best concept of the Justice Dept.—COPS program — which gives officers the tools to be community problem-solvers and expanding it to the Federal Railroad Administration," said Meehan.

To be eligible for a COPS grant, an agency must show a commitment to community policing. Any officers hired with COPS grant money must be added to the community policing effort.

The B&M Police Dept. is the first railroad police agency in the nation to utilize these funds to further community policing effort.

The funds have allowed GRS police to add three officers to the force and expand existing safety programs while implementing new community police programs.

Railroad police officers have been visiting local residents and businesses whose property abuts the railroad to discuss potential concerns or problems.

The railroad has also undertaken a survey of all rail lines starting at North Station to identify where trespass and grade

violations occur. Railroad police officers will then use enforcement and educational measures to reduce such incidents.

(Lowell Sun)

(According to several reports from people, GRS Police were sitting at different grade crossings, putting the gates and lights in operation and then ticketing anyone who ran the gates---in Mass. it is a \$200 fine.)

THANKS

Thanks this issue go to Dick Muse, William J. O'Connor III, Jim Nigzus, Preston Johnson, Ellis Walker, Linda Weeks, Joe Shaw, Bob Warren, George Mercier, Jonathan Miner, Scott Whitney, Don Provencher and Mike Lennon.

NEXT ISSUE

The deadline for the July/August issue is June 12, 1999. Please send all items to Newsletter PO Box 469 Derry, N.H. 03039-0469. Or via e-mail at: CPC835@JUNO.com.

FALLEN FLAGS

Members Howard R. Usher and Albert H. Critchett.

Norman E. Trenoweth 81, of Exeter, N.H., a retired locomotive engineer on the Boston & Maine Railroad for more than 30 years.

Our thoughts are with the families and friends of these fallen colleagues.

NEW USE FOR BRIDGE..

Franklin, N.H.---The railroad bridge spanning the Winnepesaukee River, built in 1892 by the Franklin & Tilton RR, is proposed to become part of a pathway starting in Franklin and follow the river into Northfield.

According to city historian, Albert Garneau, it was the only "upside down covered bridge" in the nation. It's roof was on the bottom to protect it from water damage from the water below.

The bridge had a fire, set more then 20 years ago by vandals and would need major renovation. Mayor Jim Lewis says that the city is hoping for a rails to trails grant to help pay for the renovation.

(Union Leader)

"CELEBRATE TRAIN TO ROLL"

A rolling American history exhibit on stamps is how the US Postal Service describes its newest "Celebrate the Century" venture, a train that will begin a 42 state tour.

The train started in Florida in March and is expected to run for 18 months. Unfortunately the schedule at this time does not include New England.

The engine, an Amtrak P42 Genesis #100 unit, is painted yellow with the postal logo on the front and stamps and cancellation marks on it. Also in the consist is a carbon steel baggage car #1252, Amfleet #21044 modern exhibit car featuring interactive displays and educational exhibits, a restored Railway Post Office (RPO) car #36 and a pre-1940's era business car.

For more information or to track progress go to:

www.usps.gov/ctc .

For those who do not have internet access I will try to keep you updated as best as possible. Following is the schedule:

May 12	Independence, Mo.	June 18-20	Minneapolis
May 15-17	St. Louis, Mo	June 25-27	Fargo, N.D.
May 20-21	Springfield, Il.	July 2-4	Whitefish, Mt.
June 4-6	Green Bay, Wi.	July 16-18	Portland, Or.
June 9	Oshkosh, Wi.	July 23-25	Dunsmuir, Ca.
June 12-14	Red Wing, Mn.		

(Linn's Stamp News and USPS Employees Magazine)

ARCHIVES NOTES

The year 1998 was a banner year for new acquisitions at the Archives. Thanks to Michael Hobbs for photos, drawings, and historical information about the Williamstown, Mass. depot: Don Robinson for lanterns, train order sticks, photos, timetables, letters, maps, rosters, rulebooks, and railfan correspondence: Alden Dreyer for photos of snow scenes on the Berlin, N.H. Route; Ralph Fisher for B&M contract correspondence, bulletin orders, employee newsletters, and mechanical department data for the Fitchburg-Berkshire Division: John Barr and Leonard Batchelder for periodicals, clippings, and RRE trip guides and brochures: Donald Hodge for National Railway Historical Society Bulletins and issues of the Railroad Station Historical Society Bulletin: Frank Barrett for tickets, forms, correspondence, timetables and waybills.

Thanks also to Samuel Vaughn for an extensive collection of New Haven passenger material: John Goodwin for facilitating the acquisition of John W. Merrill's collection of clippings, letters, locomotive rosters, tickets, passes, and sheet music—also for photos taken by Dana D. Goodwin: Robert W. Jones for copies of his two-volume work on the Boston & Albany RR, Bruce Bowden for copy negatives from freight car builders' photos: Adrian Gintovt for facilitating Clair DuBois's gift of the balance of the collection belonging to her father, Clyde R. Smith: John Dean for locomotive and personnel photos: Russell Swan for a day book belonging to the old Wilton

RR: Ron LeBlond for a group of railroad brochures; the Estate of James Crimmins for historical material relating to the B&M RR; Roger Burns for photos and clippings of the B&M in New Hampshire; Dwight Smith for a 1929 map describing the shipment of bituminous coal to New England; Tim Gilbert for a study of the port of Boston; John Alan Roderick and Andrew Wilson for facilitating the gift by Mr. and Mrs. Daniel Drummond of 82 mounted B&M steam locomotive photos from the collection of Rupert H. Murray; George Sanborn for an 1884 B&M cash receipt; Gary Stengle for photos, negatives and postcards; and Fournin Powell for an 1871 map of Woburn, Mass. Another donor brought in four cartons of B&M station drawings saved from the dumpster at 150 Causeway Street; still another furnished a grouping of material from the Guilford era. Samuel Vaughn and rembert Patrick generously provided financial assistance to the archives. All your efforts and interest in the Society are appreciated.

The Archives Committee meets monthly to sort and process our growing collection of material about the B&M and other New England Railroads. Volunteers are always welcome. To receive notice of upcoming meetings, please write Rick Nowell, Archives Chairman, B&MRRHS, P.O. Box 469, Derry, NH 03038.

*Rick Nowell,
Archives Chairman*

1998 saw much completed work on the #410. New diamond plated steel steps on the rear of the tender, holes on the side of the tender were plugged and painted along with repainting of the top of the tender. New cylinder head side panels were fabricated along with covers and installed. Safety piping was reinstalled on both sides of the boiler allowing us to install wiring to the front headlight. Electrician Dan Hovey wired the tender backup light, cab light and front headlight. We now have the #410 illuminated every nite.

New fireman and engineer cab side panels were fabricated. And thanks go to welders Bill Coffey and his associate Tim.

Our own Joe Shaw was able to locate some very hard-to-find half round steel molding to finish off around the cab.

The cab will be renumbered this year by Sandy Shepard, our volunteer sign-painter.

Sixty percent of the locomotive was painted thanks to Fred Brown, Dan Hyde, Allan Klatsky, Charlie Eastman, Joe Shaw, Scott Batson and Jim Nigzus.

Work will continue this year on the cab and we hope to reinstall the wooden interior along with windows. We also hope to install some of the interior hardware and of course the never ending job of painting.

Plans are to have work sessions during May, June and in September and October. Anyone interested in volunteering time for the restoration project can contact Jim Nigzus for a written schedule of dates and times at:

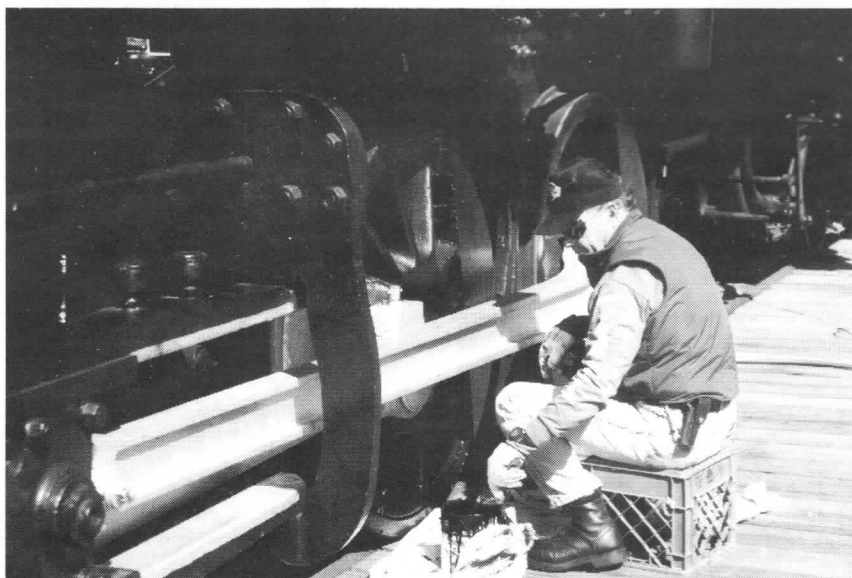
B&MRRHS #410

PO Box 9116

Lowell, Ma. 01852.

All skills and help are welcome and appreciated.

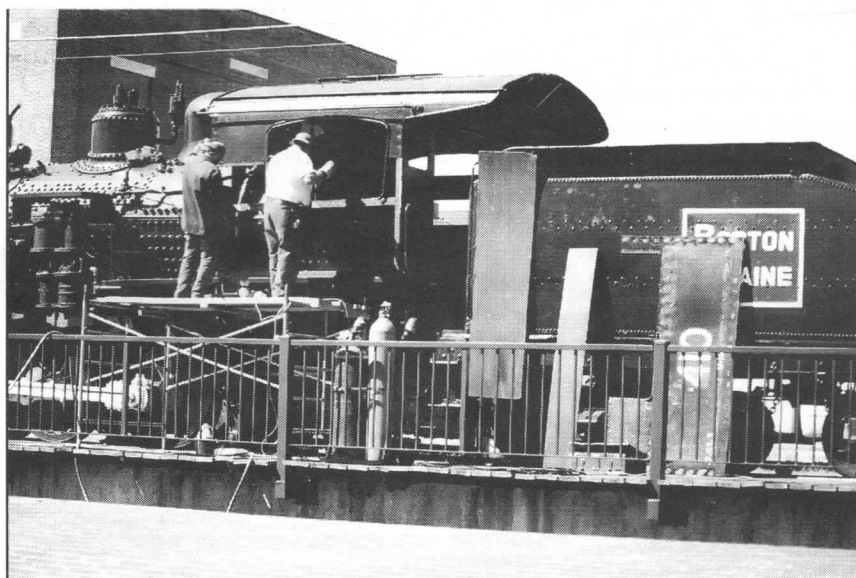
B&M 410 UPDATE



Fred Brown repainting drive wheels on fireman's side.

Bill & Tim have removed fireman's side rotted cab panel and will install new steel side.

(Photos by Jim Nigzus)





Guilford Rail System ST #52 a GP-9, fresh out of the shops at Waterville, Me, is seen at the ball signals in Whitefield, N.H. On lease to the NHVT RR while their GP-9 #669 is in Waterville for repairs. The NHVT runs between Whitefield and Groveton where they interchange with the St. Lawrence & Atlantic. Also between Whitefield and St. Johnsbury, Vt. Where they interchange with the Northern Vermont RR. on the former MEC Mountain Div. now known as the Twin State Line.

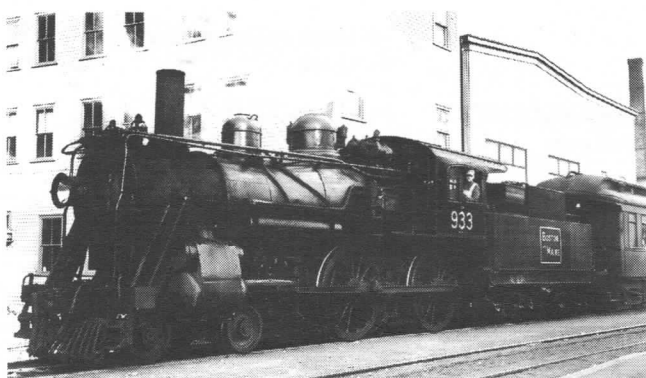
GRS #52 GP-9 sits on the old B&M track at the last operating ball signals in the United States at Whitefield, N.H.

(Photo by Don Provencher 2/19/99)



"Are we in Kansas Toto?" While delivering the Winnepasaukee Railroads Christmas consist, engineer George Kenson and conductor Leo Boisoeneault had a meet with a house being moved to a new site at Pickeral Cove one mile south of Weirs Beach on the former B&M's White Mountains Mainline.

(Photo by Linda Weeks)



B&M #933 a-39-D AT Peabody, Mass. October 19, 1938. From the looks of the building in the background I'd say this was taken at the station now a parking lot.

A wreck on the Boston & Maine, location unknown but probably sometimes in the 1930's ?



B&M #1568 GP-7 sits at Ayer, Ma. on Sept. 1, 1986.



B&M #1808 GP-9 at Lawrence, Mass. March 22, 1987.

(All photos Buddy Winiarz collection)

B&MRHS Members and friends on the Internet...

Note: This list was intended to appear in the Newsletter several issues ago but was not printed due to space limitations. Some addresses may be outdated. Please notify the editor if there are any corrections or additions and we will make them in a future issue.

<u>Name & E-Mail Address</u>	<u>Interests</u>	<u>Name & E-Mail Address</u>	<u>Interests</u>
GEORGE BARRETT sheepscot@ghi.net		AL ONETO aloneto@juno.com	HO scale model rr in New England in the 1945-1965 era.
DAVID DECKER dsq@erinet.com	The B&M in the 1950's & 1960's.	ROGER ROBAR rrobar@together.net	Modeling, research, photos, collecting hardware of B&M late steam 1st generation diesels.
ALDEN DREYER sallyden@mtdata.com	Buy, sell & trade paper--accurate history of Hoosac Tunnel --and railroads of Greenfield, Ma.	DAVID STICKNEY dstickne@tcde.tehama.k12.ca.us	
REV. DOUG DROWN revdoug@somtel.com	Abandoned railines--B&M & N.E. RR history.	KEVIN WEINERT winners4@lightspeed.net	B&M diesels--New Hampshire & Vermont operations-general B&M modeling.
ARTHUR ELLIS ellisa1069@aol.com	The B&M from 1930's--1960's--HO scale model rr.	LEAH ANNE WESTON leahw@azstarnet.com	B&M history--old rail lines.
MASON FLAGG The flags@aol.com	Steam era P3b's-P4's--early diesels--HO scale model rr-photos in and around Lowell, Ma. 1940's-50's.	BUDDY WINIARZ bmrr316@aol.com	B&M stations--old B&M lines--slides of B&M diesels and other equipment--rr photography.
MIKE FLANNERY mcwmflanne@a-znet.com	RR photography--HO scale model rr custom painting.	MIKE WRIGHT M.E.Wright@btinternet.com	Modeling and history from 1950's diesel era.
ALAN LAUFMAN 103202.2212@compuserve.com	Railroad stations and old railroad lines.	JOHN ALAN RODERICK bmrrhs@aol.com	Everything B&M
JOHN john66@juno.com (H) mecblm97@aol.com (W).			

UPCOMING EVENTS OF INTEREST...

- May 8, 1999 Fenton Chester Arena, Lyndon, Vt. Train show exit 23 off Rt. I-91. Adults \$2.50 under 12 years old FREE.
- May 22, 1999 N.Conway Model RR Club show at John Fuller School Pine St. N. Conway, 10-4 Fares \$2 Adults, Child \$1, Family \$5.
- May 9, 1999 Mothers Day Special at the Conway Scenic.
Mothers day on the Green Mt. Flyer.
- May 29-31, 1999 Memorial Day Weekend Special on Green Mt. Flyer. Call 802-463-3069 or 1-800-707-3530 for ticket information.
- June 5/6 1999 "Thomas the Tank" engine at Conway Scenic RR--Ride the famed engine from the Isle of Sordo beginning at 8:30 AM till 6 PM both days. Call 1-603-5251 for tickets.
- The 11th Annual Track Car Weekend from Lincoln and Tilton.
- June 26, 1999 Ashland His. Soc. "Grand Opening" of the restored Ashland train station.
- July 3, 1999 "Fireworks Train" from Tilton to Weirs Beach. 7:30 PM by reservation only. \$10 Adults \$5 children.
Call 603 745-2135 for reservations.
- July 11, 1999 "Trains, Planes & Automobiles at CSRR. (Call above Conway Scenicnumber for further info).
- July 23/24/25 Lowell Folk Festival, the B&M combine will be open to the public.
- July 31 Transpo '99 Bellows Falls, Vt. More Info as I get it.