

P.D. 3

Boston & Maine Railroad Historical Society

19 Incorporated 71

NEWSLETTER

PATRICK ABEGG, Editor • P.O.Box 418 • Gloucester, MA 01930 • E-mail: bmrrhs@ix.netcom.com
This Newsletter printed by Gnomon Copy of Lowell

Meeting/Membership Telephone Number (978) 454-3600 January-February 2000

B&MRRHS on the internet at: [at http://come.to/bmrrhs](http://come.to/bmrrhs)

Opinions expressed in the signed columns or letters of this *Newsletter* are those of their respective authors and do not necessarily represent the opinions of the Society, its officers or members with respect to any particular subject discussed in those columns. The mention of commercial products or services in this *Newsletter* is for the convenience of the membership only, and in no way constitutes an endorsement of said products or services by the Society or any of its officers or directors, nor will the Society be responsible for the performance of said commercial suppliers. We reserve the right to edit all material, either due to length or content, submitted for publication.

— B&MRRHS CALENDAR —

- 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.

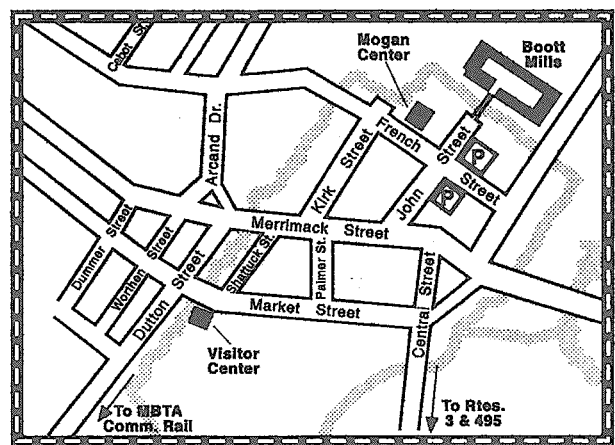
WINTER MEETING CANCELLATIONS

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!

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.



Your New Editor...

I would like to take this chance to introduce myself as the new editor for your Newsletter. First of all, many thanks to Buddy for his work as editor over the last few years.

I have been a member of the B&MRRHS since just after returning to greater Boston from college and discovered this group. I grew up in Lexington near the Lexington Branch (which I hiked many times between its abandonment and conversion into a bike path) and now commute to Boston daily on the old Eastern RR branch from Gloucester. Unlike many of our members, I have no professional connection to the railroad industry, but have learned so much from the professionals that I have encountered as a railfan. I am looking forward to the challenge of continuing to improve the Newsletter.

Your contributions to the Newsletter are welcomed. In fact, all of the members of the Society are the Newsletter's "reporters." As a completely volunteer organization, the B&MRRHS is basically a way that we can share our knowledge and interest in the Boston & Maine. So I would like to hear from all of our readers. Let me know what you like and what you don't like, what you would like to see more of, and especially what you can contribute.

Patrick Abegg, Newsletter Editor

Society Elections...

Because of the timing of the mailing of the Newsletter containing the ballots, the Directors postponed the election of officers from the November meeting to the December meeting.

Contributors to this Newsletter...

Samuel Sayward, Buddy Winiarz, Linda Weeks, Michael Lennon, Andreas Kuehnpast, Jonathan Miner

THE INTERCHANGE

WANTED

B&M, MEC and other rail historical association publications, employee magazines, annual reports, books. Long \$.77 SE for list of extras. Paul Gibson, 11 Downingwood Drive, Franklin, MA 02038.

Society Addresses...

Membership:

B&MRRHS - Membership
P.O. Box 9116
Lowell, MA 01852

Newsletter:

B&MRRHS
P.O. Box 418
Gloucester, MA 01930-

E-mail: bmrrhs@ix.netcom.com

Business Address:

B&MRRHS
P.O. Box 469
Derry, NH 03038

E-mail: CPC835@JUNO.com

Which address should you use? For membership payments, use the membership box in Lowell. For any correspondence concerning the Newsletter, use the Newsletter box in Gloucester. Everything else should go to the Derry address. This includes catalog orders and correspondence with the Archives, Historian, Bulletin, and Board of Directors. As always, include a SASE or postage if you want a reply to your correspondence.

Also, In the tradition of our friends at Trains Magazine, I'm looking for any significance to the number 418 that the post office assigned me for the Newsletter box. According to the list that I have, the MBTA conversions of the B&M RDC's to commuter coaches missed 418; the RDC-1's ended at 417 and the RDC-3's began at 425. Any 418's out there?

BW

MEMBERSHIP MEETING

Dwight Smith gave the November 1999 membership program. We were taken to the northern parts of New Hampshire, Maine and Vermont and on the original Springfield Terminal in Vermont, seasonal scenes of the Maine Central and the Boston and Maine in New Hampshire. Scenes of the logging yard at Lincoln, the Conway Scenic and Clarks Trading Post among other areas of the three states.

Thanks go to Dwight for a fine show!

B&MRRHS ONLINE

The B&MRRHS is now online, at:

<http://come.to/bmrrhs>

Thanks to Jonathan Miner for maintaining this site.

CONN RIVER LINE REVIVAL?

The Vermont Agency of Transportation is near closing on a \$3.3 million deal with Guilford Transportation Industries that would return rail service along the eastern part of the Green Mountain State, Vermont officials told the Rutland Herald on November 17th. Although the deal isn't expected to be final until early December, state officials and Guilford reached a preliminary agreement that would restore the Boston & Maine's Connecticut River Line to usage. The "Conn River line," which runs north from White River Junction to Wells River, Vt., has been dormant the last several years under the ownership of Guilford. A bridge at Wells River is out of service on the route, which used to reach north to Berlin, N.H. Specifics of the deal, including exactly when Guilford would take leave of the White River yard, still need to be hammered out, said K. Micque Glitman, deputy secretary from Vermont's AOT. David Scott, director of project development, said the state would repair the track to make them operable again, at an estimated cost of \$500,000. More significant track improvements, which would be necessary for trains traveling faster than 10 mph, has not been estimated. Scott said Northern Vermont Railway, a property of Maine-headquartered Iron Road (Bangor & Aroostook system), operates connecting track in northern Vermont and Canada and has expressed interest in running on the Conn River Line once it is operable. "Northern Vermont has been doing reasonably well with its business, but it's been stymied," Scott said. "They're very interested."

(from nerail)

BALDWIN STEAM LOCOMOTIVE RESTORED

The White Mountain Central Railroad has restored the 1906 Baldwin locomotive that long served the mill at Lincoln, NH. The Baldwin last moved on its own in 1964 and has spent much of the intervening years parked at the entrance to Loon Mountain. The White Mountain intends to use the steam locomotive on a regular basis.

(from 9/24/1999 Manchester Union Leader)

NEXT ISSUE

The deadline for the March/April Newsletter is February 8, 2000. Please send all items to the Newsletter address or E-mail. News items, especially local items not likely to be reported in Boston, will be greatly appreciated.

NEWS ALONG THE LINE...

DERAILMENT IN SALEM, MASS.

Several cars of a train destined for Eastman Gelatine Corp. in Peabody derailed Monday afternoon on the tracks between Grove and Flint streets.

Three cars tipped over and then lay on their sides overnight.

Fire Department spokesman Jeff Brown [said] "From our point of view, there was no leakage, no spill and no chance of problems."

But he said that the Fire Department is worried about the condition of the track.

"We're not experts in trains, but the chief expressed concern with the condition of the rail from Salem to Peabody. That may have been a contributing factor."

(from 11/17/1999 Salem Evening News)

NASHUA GETS \$1M TO STUDY COMMUTER LINE

The city has been awarded \$1 million to study a planned commuter rail line between Nashua and Lowell, Mass. The money is part of a \$15.9 million package city government is hoping it will get from the federal government to open a rail line between Nashua and Lowell. From there, commuters could take the train into Boston.

(from Manchester Union Leader)

COG RAILWAY TO BE CLEANED UP

The Cog Railway up Mount Washington could become quicker and cleaner.

The Mount Washington Railway Co. is asking two Swiss firms to develop oil-fired, steam-powered engines that would pollute less and double the train's speed to six miles per hour. That would cut trips up the mountain from three hours to an hour-and-a-half.

The train now uses coal engines, and even if the new steam-powered engines were installed, the railway still would need to use the coal engines to some extent.

The railway company has applied for a \$2.4 million federal grant to help pay for the project.

*(from THE SUNDAY TELEGRAPH
Sunday, November 28, 1999 B-7)*

Editor's note: In the past there have been attempts made to convert Mt. Washington Cog Rwy's engines to burn oil. These attempts have met with very little success. Perhaps this time things will be different.

BOOK REVIEW

Boston & Maine Trackage with Arthur E. Mitchell, Carl R. Byron, Morning Sun Books, 1999, 128 pages, \$54.95

Reviewed by Andreas Kuehnpast

Boston & Maine Trackage is part of a new series of color photo books featuring the work of a single photographer. Its publisher has been the most productive of all railroad publishers in the past decade. Sadly this high productivity does not translate into high quality: several of the photos have been printed elsewhere in a much better quality. Also, I found the selection of the photos not as quality-minded as I would expect in a high-priced photo book.

One of the strong sides of Mitchell's photos is that they capture not just locomotives and trains but also the larger picture showing stations, yards and street scenes. This makes them valuable from a historical view and as vital information when trying to capture the B&M in miniature.

The captions and short texts written by B&MRRHS member Carl R. Byron are first-rate. They are informative and show Carl's extensive knowledge of the B&M.

Most of the photos in Boston & Maine Trackage were shot between 1952 and 1956. Only 20 pages cover the 70s and early 80s. This is a nice contrast to most other books featuring "vintage" color photos, where 3/4 of the content was exposed in the seventies.

So while Boston & Maine Trackage is disappointing in some aspects it has a lot of strong sides and should join the B&M books on the bookshelf of every B&M aficionado.

(Editor's note: Mr. Kuehnpast provided more specific comments that were removed in the interests of brevity.)

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.

CAMBRIDGE MASS. YARD DEVELOPMENT

According to an article in the Union Leader (N.H.) the "T" and Guilford are in a public/private partnership to create a multi-modal transportation center in Cambridge. It will link heliport, commuter rail, bus and orange & green lines.

The Lechmere station on the green line would be relocated to the opposite side of Msg. O'Brien Hwy.

There will be retail, office, hotel and neighborhood business space, a "green area" in the form of a public park, walkways and road—all tree lined.

The heliport would be located over property of the MBTA adjacent to the Gilmore bridge.

It will encompass 60% mixed residential and 40% commercial use on a 50 acre site.

All this according to David Fink—president of Guilford and PanAm Airlines, Inc.

(Manchester N.H. Union Leader)

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 presenter, 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.

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.

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's "Big Millennium 2000" train show. Eastern States Expo Grounds. West Springfield, Ma. 9 to 5 both days. Adults \$6 Under 12 years \$1 Under 5 years old free.
- Feb. 13, 2000 Mystic Valley Railway Society's "RAIL-A-RAMA XXX" at the Ramada Rolling Green, 311 Lowell Street, Andover, MA (exit 43 off I-93 NORTH) 10-4. Adults \$3, under 12 \$1, under 5 free.