

Boston & Maine Railroad Historical Society
19 *Incorporated* 71

NEWSLETTER

Patrick Abegg, Editor • P.O. Box 418 • Gloucester, MA 01930 • Email: bmrrhs@ix.netcom.com

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

Meeting/Membership Telephone Number (978) 454-3600

May-June 2000

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— B&MRRHS CALENDAR —

- MAY 13, 2000** John Alan Roderick will present a potpourri of New England railroading in the 1970s, 80s and 90s.
- JUNE 10, 2000** No meeting in Lowell. We will be spending the day on the Hobo Railroad.
- JULY 2000** No meeting. Lowell Folk Festival
- AUGUST 2000** No meeting. We will be holding our joint Train Show with Salisbury Point RR Historical Society in Lowell on August 27. Details will be in the next Newsletter.

All Lowell meetings are held on the second Saturday of any given month in the **BOOTT MILLS THEATER (2nd floor)** at 3:30 PM unless otherwise noted. If you forget what the program will be please call the Societys phone line.

PROGRAM CHAIRPERSON NEEDED

The Society is still in need of a Program Chairperson to plan presentations and arrange guests for the monthly meetings. This is not a particularly difficult job, but is so much better when it's done by one individual rather than by committee. Anyone interested should contact the B&MRRHS at Box 469, Derry, NH 03038 or via e-mail.

!! NOTICE !! NOTICE !!

JOINT B&MRRHS/SPRRHS TRAIN SHOW AUGUST 27, 2000

Our Joint Train Show with Salisbury Point RR Historical Society which was cancelled due to loss of the hall has been rescheduled for a new date and location.

The show will be held August 27, 2000 from 10:00 AM-4:00PM at the Lowell VFW Post, 662 Plain Street, Lowell, Massachusetts (off the Lowell Connector). Details and directions will be included in the July-August Newsletter.

FROM YOUR EDITOR...

Thanks again for all of your correspondence.

I hope to meet many of you in June on the Hobo RR trip. I'm sure that there are many of you out there like me who have never taken the time to get up to this piece of living B&M history.

Society Addresses

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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.

Fallen Flags

Bob Weston

Bob Weston, owner of the Bedford, MA train shop, passed away in March. Bob was a life long model railroader and the founder of the Bedford Model RR Club, a frequent contributor of money and supplies to RR projects, and a long time, 40 years, friend of many of our members. He was an avid member of the friends of Bedford Depot Park and a frequent contributor to the project 6211. His death leaves a large void in the lives of many of his friends. He will be greatly missed. The shop is currently closed but plans are to reopen it by the end of April under a new owner.

Thanks to Art Ellis for the above note about his late friend.

MEMBERSHIP

Please continue to check your mailing labels on the Newsletter and Bulletins to insure that your address is correct and your dues are up to date.

Remember a RED DOT means this is your last piece of mail from the Society so pay your dues.

The BLUE DOT means you are approaching the RED DOT situation.

The Society had it's problems with the membership and it is up to date at the present. We carried all members for the time we had the problems--now we must go back to our normal routine of having members paid up or they have to debark from the train.

Please notify the Society of any changes in your address or if you are not receiving any of your mailings. We will try to remedy any situation we can but sometimes it is way too late.

*Buddy Winiarz,
Membership Secretary
B&MRRHS*

BOOK REVIEW

"Boston & Maine Cabooses - A History of Development & Use, 1914- 1955

by Tim Gilbert, 24 pages, Available direct from the publisher Salisbury Point Railroad Historical Society, Inc. (P.O. Box 499, Amesbury, MA 01913) for \$ 14.95 plus \$ 3.50 S&H

This small book gives a detailed overview of the different types of cabooses operated by the B&M between 1914 and 1955. A well-structured text describes the development of B&M's caboose fleet and how the buggies were used on the Minuteman Route. There are exhaustive and well-illustrated chapters on color schemes, trucks, monitors, toolboxes, handholds etc.. In nearly 50 photos and 10 class diagrams the whole spectre of B&M buggies, their details and differences are nicely illustrated. A roster at the end of the book details every single car with year built, if and when modified, last year of service on the B&M, type of monitor, inside length, trucks etc.

As many of B&M's cabooses were sold to New England shortlines, fans of lines like Barre & Chelsea, Belfast & Moosehead Lake, Claremont & Concord, Montpelier & Wells River and St. Johnsbury & Lake Champlain can also make great use of Gilbert's book (e.g. it helped me a lot in my own research on cabooses of B&M's affiliate B&C).

As the topic of the book is not in the mainstream of interests, it was not printed and bound as usual, but rather printed on a laser printer and spiral bound. This is no disadvantage as the quality is 1A and not to be compared with other books produced this way. The photos - though sometimes somewhat small - are excellently reproduced. I did not know that modern laser printers are that good.

Gilbert's book is the definitive work on B&M cabooses. Having read it, you will have a totally new perspective of B&M's buggies. Every dyed-in-the-wool fan of the Minuteman Route and especially every modeler considering to build a correctly scaled and detailed model of a B&M caboose should order one.

Andreas Kuehnpast

SPECIAL TRAIN - BOAT EXCURSION

On the WINNIPESAUKEE SCENIC RAILROAD & M/S MT. WASHINGTON SATURDAY, JUNE 10 2000

Come travel with the Boston & Maine Railroad Historical Society and the Salisbury Point Railroad Historical Society for a special train boat excursion on the Winnepesaukee Scenic Railroad. Our trip will take us from Northfield, NH through Tilton, over the Lochmere Trestle. Upon our arrival at Weirs Beach, we will board the M/S Mt. Washington for a 2 1/2 hour scenic boat cruise on Lake Winnepesaukee, stopping to view ports at Wolfeboro and Alton Bay. When we return to our train, we will proceed north along the shore of Lake Winnepesaukee's Meredith Bay. A box lunch will be served on the train (consisting of roast beef, turkey or ham & cheese on bulky roll, chips and cookie) along with complimentary drinks. After a brief stop in Meredith, we continue north past Lake Waukegan and Winona to Ashland. Here we will tour the restored Ashland station. We will head toward Plymouth with photo run-bys scheduled, also cab rides will be offered on a first come, first served basis. From Plymouth, we will return to Northfield via Motorcoach.

Itinerary (times are approximate):

7:30 AM Gather at the Northfield, NH Freight House
8:00 AM Depart for Weirs Beach
8:15 AM Coffee and pastries served
10:00 AM Depart for cruise on M/S Mt. Washington
12:30 PM Arrive Weirs Beach from cruise
1:00 PM Depart by train for Plymouth, NH
1:15 PM Lunch aboard train
Short stop at Ashland Railroad Station for tour of newly restored depot
Photo run-by stop en route to Plymouth
3:15 PM Arrive at Plymouth, tour Railroad station
Followed by bus return to Northfield, NH Freight House (time approximately
4:30 PM)

REQUEST FOR INFORMATION

I received this letter recently, from a history student looking for information on the BMFCS:

I am a 44 year old senior, majoring in history at Bradford College. To fulfill my requirements, I must do an in depth research project and have chosen Camp Sea Haven which was started in 1947, by Daniel R. Harrington, Sr., of Haverhill, MA. as a polio camp for children 6-16. As polio declined, it evolved into a camp for other disabilities and ran through 1987. It burned down in 1988.

Camp Sea Haven had humble beginnings. It was located at an abandoned coast guard station at Plum Island, MA, and initially consisted of two structures; a two story building and a boat barn. In 1950, the B&M Railroad formed the BMFCS charitable organization. And for the next 10 years I'm sure of, collected in excess of \$50,000.00 from its membership (manager and laborer alike) to build several buildings; the Recreation Hall (dedicated in the name of B&M WW2 war casualties), the swimming pool, and dormitory cabins. It also solicited donations from contractors and supply companies to install plumbing and wiring. Dan Jr., tells me that it was unique relationship because the camp "never saw one dime". A project would be decided upon and when enough money

was raised, the BMFCS would oversee it from beginning to end. If they fell short, which was a rare occurrence, contractors and railroaders alike donated their time and expertise until it was complete."

Would [you] ask your readership if they remember anyone or anything at all about the BMFCS? I would love to be able to use personal anecdotes in my report. PICTURES, or copies thereof, would be wonderful (especially if the subject matter can be named and dated).

Thank you,

Ms. Jamie Thomas
474 So. Main Street
Bradford, MA 01835
617-743-5063 (days) 978-373-3055 (eves.)

Editor's notes: I hope someone out there has some worthwhile information for Ms. Thomas. Please contact her directly, especially since I'm not sure how quickly she needs the information. I had never heard of the BMFCS. I would like to hear from members who are familiar with this or other similar B&M charitable projects.

TRAIN DERAILS IN ROLLINSFORD

ROLLINSFORD - Four Boston and Maine Railroad tankers carrying chemicals, gas and plywood that derailed early Saturday morning near the Oak Street Bridge resulted in no evacuations, but kept railroad workers busy throughout the afternoon.

The cars derailed at about 7 a.m. The train, which was moving at a reduced speed, was connecting to a new line, according to David Fink, executive vice president of Boston and Maine Railroad.

"It was going from the main track to a 'yard track' to drop some cars off," Fink said.

The train originated in New York and was heading to Portland. Fink, who was not in his office when he spoke to Foster's, was unsure of what chemicals were in the tanker. He said that on two of the cars, two of eight wheels came off the track, and all wheels on another car did so. He was uncertain what happened to the fourth car.

Boston and Maine engineers investigated Saturday afternoon, seeking the cause of the derailment, while other staff used a locomotive and crane to reposition the cars.

A group of about 10 men wearing hard hats worked near the halted line of cars labeled with words such as "Hydrochloric Acid" and "Canadian National." In the distance,

one slightly askew tanker could be seen.

Railroad Police Sgt. Bruce MacNeill, who manned the tracks Saturday afternoon, said safety was "the most important thing" as cars were shifted back and forth. It is illegal for anyone to walk along any tracks under federal jurisdiction, he added.

Watching the scene from a distance were Richard and Robyn Jenisch of Nottingham. The Jenisches, who are train buffs, heard about the derailment over a scanner they own and decided to check it out. "It was a nice day, and we had nothing better to do," Jenisch said.

Jenisch said he "grew up with trains" in Barnstead where the Suncook Valley Railroad ran into town. He and his father are members of a railroad club.

Jenisch and his wife were actually married on the North Conway scenic railroad in a dining car while it was in motion.

Although Jenisch hesitated to speculate about the Saturday derailment, he said, "You can bet if there was any danger, we wouldn't be here."

*Foster's Sunday Citizen
Sunday, March 5, 2000*

By JILL HOFFMAN, Staff Writer

MANCHESTER SKYLINE MAY MAKE ROOM FOR TOWERING ADDITIONS

Manchester city officials reacted cautiously yesterday to plans by a Quebec company to build four 98-foot cement-storage towers in the rail yard south of downtown. The silos would jut above mill buildings and into the Manchester skyline. On the ground, the structures would tower above the Singer Family Park and the proposed Riverwalk.

"It's going to have a definite impact on the Manchester skyline," said Kevin Provencher, who is with the Riverfront Park Foundation, which founded and operates Singer Family Park. Given the higher grade of the rail yard, the silos would exceed the height of the field's 85-foot light towers by about 35 feet.

Yesterday, Mayor Robert Baines and city officials met with representatives from Ciment Quebec Inc. and the Boston and Maine Railroad to discuss the project. "There are some questions that need to be responded to. We began a dialogue about that," Baines said. "I am pleased that people are looking toward Manchester for some development opportunities. It is something needed; our tax base is flat."

Baines said concerns include increased truck traffic on Elm Street, residue from the facility and its compatibility with future uses of the rail-yard area. Others are worried about visual impact on the proposed Riverwalk, he said. "I don't personally see that as a major issue for me at this point in time," Baines said.

A \$10 million-plus city project, Riverwalk would run along the millyard and south to approximately Queen City Bridge. Supporters say it will spur recreational, leisure and commercial activity along its length.

The storage facility goes before the Manchester Planning Board at 7 p.m. Thursday for a public hearing. Manchester lawyer Nicholas Lazos, who represents Ciment Quebec, was not available

for comment yesterday afternoon. Ciment Quebec wants to build the cement transfer station on a railroad spur just south of the Firestone dealer off Elm Street. The towers would rise 98 feet above ground level and store dry cement that would arrive via rail.

Trucks would then transport the cement throughout the area. Last month, Lazos told the Zoning Board that 10 to 15 trucks would leave the facility each day. All would turn onto Elm Street. The Zoning Board approved a variance that allows development of the one-acre lot without the required road frontage. In official minutes, no mention was made of the height of the towers. Baines acknowledged that the silos would alter the skyline. But the Manchester Gas Co. for years had tall structures near the spot, he said. "They may have even approached the height of this," Baines said. Baines said the company would paint the towers whatever color the city desires. Planning Director Robert MacKenzie said the towers are permitted in the industrial-zoned land. MacKenzie said the rail yard and Singer Family Park would separate the Riverwalk from the towers. "There is no access from where this site is proposed down to the riverfront," he said. The biggest concern of Singer Family Park is drainage, Provencher said. The rail yard is 20 feet higher than the soccer field, he said. If the project takes water runoff into account, his organization will be satisfied, he said. Provencher downplayed the visual impact for soccer fans. Some visitors have said Singer field reminds them of England, where soccer fields are located in industrial areas. "Aesthetically, that's up to the city," he said. "If that's what they want down there, we don't have any choice."

*By MARK HAYWARD
Manchester Union Leader Staff*

B&MRRHS Newsletter

From the Archives...

Things-one-finds-while-looking-for-something-else department. While organizing a group of B&M notices of appointment and promotion I came across three crumbling sheets of manila paper dated January 3, 1925. Bearing the legend "Agencies Discontinued," this document points to the beginning of the end of the era when virtually every hamlet in B&M territory had at least one agent to sell tickets, muscle baggage, keep the waiting room and other station facilities in order, handle railroad and Western Union telegraph messages, organize LCL freight, and prepare the numerous reports required by the railroad.

Station	Date disc.	Division/Branch (1923)
The Elms	1911	Portland (E)/Main Line
North Street	12/1911	Portland/Lawrence
Ingalls Crossing	1911	Portland/Lawrence
Newton	3/4/1914	Portland/Merrimac
Castle Hill	6/8/1914	Portland/Marblehead
Hampshire Road	6/18/1914	Portland/M & L
Agamenticus	7/18/1914	Portland (E)/Main Line
Fells	7/1/1915	Portland (W)/Main Line
Lake Shore Park (summer)	9/30/1916	Portland/Lakeport
Grand Beach (summer)	8/6/1917	Portland/Main Line
Salisbury Point	9/16/1917	Portland/Amesbury
Haverhill Bridge	12/12/1917	Portland/Georgetown
Wellington	4/1/1918	Portland (W)/Main Line
Almont	11/10/1918	Portland/Lowell
Wigginville	11/10/1918	Portland/Lowell
Wilson	11/10/1918	Portland/M&L
Marble Ridge	11/10/1918	Portland/Lawrence
Newbury	11/10/1918	Portland (E)/Main Line
Essex Falls	11/10/1918	Portland/Essex
Conomo	11/10/1918	Portland/Essex
Ferncroft	11/10/1918	Portland/Lawrence
Woodburys	4/18/1919	Portland/Essex
Lakewood	3/11/1920	Portland (E)/Main Line
Madbury	12/1/1920	Portland (W)/Main Line
Wamesit	12/1/1920	Portland/Lowell
Oak Hill	12/20/1920	Portland (E)/Main Line
Atlantic	12/20/1920	Portland (E)/Main Line
Hubbard	12/28/1920	WN&P/Main Line
East Everett	1/5/1921	Portland (E)/Main Line
Mathews	1/10/1921	Portland (E)/Main Line
Hudson	1/14/1921	WN&P/Main Line
Dover Point	1/17/1921	Portland/Dover
Wakefield, N.H.	3/11/1921	Portland (W)/Main Line
Wilmington Jct.	3/28/1921	Portland (W)/Main Line
W. Manchester i	11/14/1921	Portland/Gloucester
Glendale	9/23/1922	Portland/Lakeport
Howe	8/27/1923	Portland/Lawrence
Seabury	9/8/1923	Portland/YH&BRR
Oceanside	9/8/23	Portland/YH&BRR
Broadway	7/28/1924	Portland/Saugus
Raddins	8/19/1924	Portland/Saugus
Long Beach	9/8/1924	Portland/YH&BRR
Kennebunk Bch	9/13/1924	Portland/Kennebunkport
West Everett	9/15/1924	Portland/Saugus
Foundry	12/1/1924	Portland/Somersworth
West Gonic ii	12/11/1924	WN&P/Main Line
Collins Street	12/15/1924	Portland/Newburyport

The unknown author names the stations and shows the date B&M discontinued the agency. Additional agency closings in 1925 and 1926 were added at the end. Most of the entries refer to agencies on the Portland and WN&P Divisions, so it is probably not a complete list. It cannot be ascertained if the document was an official record or kept privately. As a matter of interest I have supplied line and branch information from a station roster of 1923.

Station	Date disc.	Division/Branch (1923)
Bell Rock	12/29/1924	Portland/Saugus
Faulkner	12/29/1924	Portland/Saugus
Clifton iii	1/1/1925	Portland/Swampscott
South Middleton	1/26/1925	Southern/South Middleton
Eliot	2/9/1925	Portland (E)/Main Line
East Saugus	2/9/1925	Portland/Saugus
Newington	3/9/1925	Portland/Dover
West Scarboro	3/30/1925	Portland (E)/Main Line
Sawyer	5/7/1925	Portland/Dover
Kittery Jct.	5/14/1925	Portland (E)/Main Line
Sandown iv	5/22/1925	WN&P/Main Line
Highpine	6/5/1925	Portland (E)/Main Line
Anderson	7/10/1925	WN&P/Main Line
Lowell Street v	9/28/1925	Portland/Newburyport
Lynnfield Centre	9/28/1925	Portland/Newburyport
Tapleyville	9/28/1925	Portland/Newburyport
Putnamville vi	9/28/1925	Portland/Newburyport
Topsfield	9/28/1925	Portland/Newburyport
Boxford	9/28/1925	Portland/Newburyport
Baldpate vii	9/28/1925	Portland/Newburyport
Byfield	9/28/1925	Portland/Newburyport
Kittery Navy Yd.	10/26/1925	Portland/YH&BRR
Kittery Point	10/26/1925	Portland/YH&BRR
York Harbor	10/26/1925	Portland/YH&BRR
York Beach viii	10/26/1925	Portland/YH&BRR
Baldwin	1/4/1926	Portland/Lowell
Lynnfield	1/4/1926	Portland/South Reading
Hathorne	1/4/1926	Portland/Lawrence
Middleton	1/4/1926	Portland/Lawrence
Stevens	1/4/1926	Portland/Lawrence
Biddeford (E)	1/18/1926	Portland (E)/Main Line
New Durham	21/1926	Portland/Lakeport
West Alton	2/15/1925	Portland/Lakeport

The Archives Committee meets monthly to sort and process our growing collection of material about the B&M and other New England railroads.

Volunteers and visitors are always welcome. To receive notice of upcoming meetings, please write...

Rick Nowell, Chairman, Archives Committee, B&MRRHS,
P.O. Box 469, Derry, NH 03038.

i Opened summers 1922-1923-1924. Not opened 1925.

ii Freight accounts 2/22/26.

iii Open May 15th to Oct. 15th each year.

iv Freight accounts 2/22/26.

v Crossed out on document. Agency restored?

vi Crossed out on document. Agency restored?

vii Crossed out on document Agency restored?

viii Crossed out on document Words "(travelling agent)" inserted.

VERMONT, GUILFORD SIGN RAIL DEAL FOR SERVICE VIA BENNINGTON

Faster rail service to Rutland and restoration of passenger service all the way to Burlington is one step closer thanks to a deal between the state of Vermont and a major rail owner. A deal signed Feb. 25th by the Vermont Agency of Transportation and Guilford Transportation Industries will route Amtrak's Ethan Allen Express through Schenectady, N.Y. to Bennington and Manchester before heading to Rutland. The new route, which passenger trains last used 50 years ago, is expected to save up to 30 minutes of travel time.

Currently, the Ethan Allen passes through Whitehall, N.Y. Local supporters of the train-restoration project met Friday in North Bennington to celebrate the deal. The deal, while moving the project forward, has resulted in officials pushing back the date for the rerouting from July to next winter.

State Transportation Secretary Brian Searles said the deal was big step, but was reluctant to give assurances that the project will take actually place.

Now that a right of way is secured, he said, the project's capital costs must be weighed against other rail projects in the state. "The governor's been committed to the Albany-Bennington-Rutland-Burlington project since its inception," Searles told the Bennington Banner. "But everything you do when you invest the public's money must go through a cost-benefit analysis.

"We really do prefer, if we can afford it, to have the train run on the Vermont side," he said. A report by Amtrak detailing the capital improvement costs for the route between Schenectady and Bennington is expected by August, said deputy Transportation Secretary Micque Glitman. Once the cost report is out, Glitman said, Amtrak will need to negotiate an operating agreement with Guilford before the Ethan Allen actually starts along the new route.

Bob Stannard, a lobbyist with the Manchester-based group Railhead Ltd., was more bullish on the deal. "Today's the day,

folks," he said Friday. "This is it. We've just scored the touch-down here, and now it's up to the state to show some leadership on the project." If the Bennington project is not deemed profitable, repairs to the rail route, and negotiations with Amtrak to reroute the Ethan Allen will not receive funding priority from the state. Stannard, whose group represents local businesses in Manchester and Bennington, dismissed those concerns predicting the new route would be a gold mine.

"You only need 100 people a day on that train, out of a pool of 20 million (from New York City) to make it pay," said Stannard. Environmental groups, such as the Conservation Law Foundation, have also been lobbying hard for upgrading the state's rail system. Senior Attorney Mark Sinclair said now that the deal is signed, Gov. Howard Dean's administration must see the project through to reality.

"We want to get past the politics and get this thing moving by this summer," said Sinclair Friday. "We're asking (the Dean administration) to step up to the plate and follow through on the promises they made to the Rail Council and Bennington-Manchester communities three years ago."

The Rail Council is a panel of public officials and rail industry leaders who focus on the state's rail resources. Bennington Democrat Richard Pembroke, chairman of the House Transportation Committee, was also optimistic. The train "could be running by next ski season," he said. "It has a lot of legislative support, the governor's support, and southwestern Vermont support." Pembroke's committee voted unanimously in January to add another \$825,000 to the 2001 budget so rail officials can buy 21 miles of used welded rail they say is needed for the service to run.

*The Associated Press March 10, 2000
By Mike Eckel, Associated Press Writer*

The Right Colors...

In case you ever wondered exactly what colors the B&M used, the nerail discussion group on the internet received this detail from George Bishop:

Maroon used on B&M locos during the 40's & early 50's had no official name but was a common color used by EMD during that period. Color was Dupont Duco 254-6957 (Maroon) and was referred to, in B&M official painting specifications as Maroon for Engines hence when we produced Accu-paint AP-36 we called it Engine Maroon. The color varied when applied due to the fact that the paint was semi-transparent and B&M specifications specified that it be painted over the Imitation Gold (Dupont Duco 254-54015) for proper color but this was not done by Alco and at some times in the shop thus depending on what color was applied under the Maroon would affect the final color making it more red or darker. Also as the Maroon wore off the color tended

to turn more brownish because of the Imitation Gold used under it. This Maroon was also used by EMD on Lehigh

Valley, Norfolk & Western and Rock Island units to name a few. Accu-paint AP-36 Engine Maroon and AP-22 Imitation Gold are matched to actual paint samples acquired personally from the B&M's Billerica Shops in the early 70's from can of paint in the paint shop which hadn't been opened since 1957.

B&M Blue originally Dupont Duco Blue #254-95638 in 1956, later B&M used several other supplier with resulting variations in color on units repainted during the 60's and early 70's until the delivery of the GP38-2's which came from EMD in the original B&M Blue using Dupont Imron #890-95638 (Dupont Color Numbers are those after the dash (-) while the paint types are the numbers or letters before the dash. The GP40-2's were also delivered with the Imron B&M Blue. Units repainted by the B&M after the delivery of the 38's were painted with the Imron Blue.

The Black & Whites were standard Black & White respectively in the same type as the Blue.

*George A. Bishop
S M P Industries
Accu-cals & Accu-paint*

COMMUTER RAIL PARKING A 'NIGHTMARE'

ANDOVER -- Even though the lot is usually jammed by 7 a.m., commuter rail riders still try to pack their cars into the crannies of the 160-space commuter rail parking lot on Railroad Street.

They park at the end of aisles, under "No Parking" signs, and along the edges of Andover's downtown lot. Meanwhile, a mile or so down the line, there are spaces available in Lawrence's commuter rail lot.

Some commuters say they are hesitant to park in Lawrence, even though a guard watches the lot 12 hours a day.

"Being new to the area, I've heard stories, so I'm afraid to leave my car parked in Lawrence," said law clerk Dan J. Sepanik, 31, of South Lawrence, while waiting for the 7:42 a.m. train in Andover. Mr. Sepanik said he does plan to check out the Lawrence station.

State officials would like him to do just that.

State Rep. Barry R. Finegold, D-Andover, is hoping for a "superstation parking garage" in Lawrence to alleviate overcrowding at Andover's downtown and Ballardvale stations, and the state is about to pay for a report to study the idea. But making more parking available in Andover looks like an uphill climb.

Last week Rep. Finegold, former Methuen Mayor Dennis A. DiZiglio, who is head of planning for the Massachusetts Bay Transportation Authority, and others met with Andover officials about the town's commuter parking woes.

Rep. Finegold warned that Lawrence is at 80 percent capacity, and it's time to add a parking garage and retail stores to the lot on Merrimack Street. It's an area dominated by asphalt and old mills.

Officials talked about how the MBTA could help the Merrimack Valley Regional Transit Authority expand the lot in Lawrence with a new parking garage. Talk also centered on how to make Andover attractive to reverse commuters heading to the "dot-coms" and major employers on River Road.

For now, Rep. Finegold said there are plans to pass out \$1 discount coupons that riders could use to pay for parking in Lawrence. MBTA spokesperson Joseph D. Pesaturo said his figures show the Lawrence parking lot is not underutilized, with 163 spaces available and 465 people boarding trains there. But, last Wednesday, with Andover's lot jammed beyond capacity, there were still 17 available spaces in Lawrence's lot. Andover averages more than 500 riders a day.

To guide riders to Lawrence, the MBTA plans to erect signs in Andover. The agency has offered the MVRTA "technical assistance with respect to any feasibility studies that are done in looking into expanding parking in Andover, Ballardvale or Lawrence," Mr. Pesaturo said.

In Lawrence, the MVRTA runs the commuter train parking lot. The MBTA owns Andover's lots and hires a parking contractor to oversee them and collect parking fees.

Town Manager Reginald S. "Buzz" Stapczynski said the MBTA, and not Andover, should be responsible for an addition to commuter parking. He ruled out the use of the town's Department of Public Works yard adjacent to the tracks as a

future place for commuter parking.

And, Mr. Stapczynski urged the MBTA to lower its fare in Lawrence to attract riders. The cost to ride the train from Ballardvale is \$3, \$3.25 from Andover, and \$3.50 from Lawrence.

"Does 25 cents make a difference?" Mr. Pesaturo said.

MVRTA Administrator Joseph J. Costanzo said his agency plans to pick a consultant in April to review parking in Ballardvale, Andover and Lawrence. The study will conclude in September with recommendations for expanded parking, including a parking garage in Lawrence.

Officials also talked about reverse commuting and how to attract young software engineers to take public transportation to Andover. Mr. Costanzo said a federal grant pays for a shuttle between downtown Andover and the River Road industrial area. He plans to work with the Trombley bus service to see if it's possible to create Andover-bound bus service from North and South stations for buses that now ride empty to Andover.

Those buses would stop at Ballardvale, Brickstone Square and River Road, Mr. Costanzo said. Rep. Finegold said the commuter rail has become a victim of its own success.

"It's fortunate the train has been so popular that ridership is way up," he said. But, the state has failed to provide enough parking. And, the Merrimack Valley in particular has lagged behind other areas in adding commuter rail infrastructure.

Back in Andover, commuter Maggie Pesaturo summed up the situation before boarding the 7:42 train last Wednesday.

"Parking is a nightmare," she said.

*Lawrence Eagle Tribune 3/29/2000
By Eihan Forman, Eagle-Tribune Writer*

Other News...

There's a bunch of things happening that I have heard about through unofficial sources, especially the New England Railroad Discussion list on the internet ("nerail"). Since I don't have a media source to print, here's my hand-made summary of the news.

- Re-building is continuing on the Boston-Portland line that Amtrak will use for passenger service. Mid-day commuter service on the Reading-Haverhill line has been replaced by bus service to facilitate the construction in March.

- Neighbors of the railroads are up in arms about the potential implementation of a 1994 Federal law requiring locomotives to blow their whistles at all grade crossings that lack advanced safety features. This includes a number of B&M commuter lines north of Boston that have long been exempt from rule 14(1).

RIBBON OF GREEN THROUGH TOWN?

NORTH ANDOVER -- Bicycle enthusiasts and others who love to play outdoors are pushing ahead with plans to build a multi-use trail through the center of town.

Advocates of the proposed "rail trail" along the former Boston & Maine Railroad right-of-way in North Andover will have a public meeting tomorrow at 7 p.m. in the Stevens Memorial Library about their plans.

The 4.7-mile public rail trail would run from Great Pond Road to the Middleton line. Along the way it would cross Marbleridge Road, Dale and Appleton streets, and then run roughly parallel to Salem Street.

It could be used by walkers, runners, cyclists, in-line skaters and cross-country skiers. The trail also would be accessible to the handicapped.

"My interest is having a safe place for our children to bike and play in town," said Robert A. Naftal, a member of the North Andover Bicycle Advocacy Committee and father of two.

Mr. Naftal said the trail would pass through several scenic areas of town, such as Harold Parker State Forest and past several ponds.

One goal of the meeting tomorrow night is to identify concerns from abutters. "We would like to place the path along as much of the old Essex Railroad as possible while respecting all of the town's residents' concerns," said Mr. Naftal.

Planners also hope to identify volunteers to represent neighborhood interests throughout the process.

As part of what would eventually be the 18-mile Essex Railroad Rail Trail, North Andover's portion would meet another segment of the trail at the Middleton line. It would then follow the railbed through the length of Middleton, Danvers and into Peabody Square.

Peabody may be the most advanced in planning for the trail. The city will submit its 25 percent design plans to the state within a week for its 6.3-mile path, according to Vera L. Koliass, senior planner for the city.

Provided Peabody's plan moves through the state approval process smoothly, the 10-foot-wide, paved path could be under construction as soon as next spring and ready for use by fall 2001, she said.

"It would be really nice to make this a regional concept instead of each community just focusing on their little part," said Ms. Koliass.

Peabody's path eventually will be part of a network of trails throughout the North Shore, she said.

Middleton and Danvers officials did not return calls yesterday.

North Andover has created a Rail-Trail Committee to oversee the project, along with the town's Community Development Division. The North Andover Bicycle Advocacy Committee and the town's Trails Committee have been involved in the planning as well.

The town used a \$30,000 federal grant to hire an engineering firm, Vanasse Hangen Brustlin Inc., in February to research who owns property next to the proposed rail-trail. By the end of this week, that information is scheduled to be complete, according to the rail-trail project schedule provided by the Community Development Division.

Those involved will meet twice a month. By the end of June, planners hope to have a conceptual plan and cost estimates.

The Essex Railroad, completed in 1848, ran from Salem through Peabody, Danvers, Middleton and North Andover. The railroad offered both freight and passenger service until 1958, when passenger service ended.

Lawrence Eagle Tribune 3/29/2000

By Christine Seymour, Eagle-Tribune Writer

THANKS

Thanks this issue go to: Michael Lennon, Andreas Kuehnpast, Steve Myers, Richard Muse, Don Provencher, Bob Warren, Doug Barron, Jim Nizgus, Ellis Walker, Roderick Hall

NEXT ISSUE

The deadline for the July/August Newsletter is June 3, 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.

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