

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

July-August 2000

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— B&MRRHS CALENDAR —

JULY 29-30, 2000

No meeting for July. The B&MRRHS will be hosting its annual exhibit at the railcar on Dutton Street as part of the Lowell Folk Festival. Anyone interested in helping out, please contact Jim Nigzus at P.O. Box 9116, Lowell, MA 01852

AUGUST 2000

No meeting. We will be holding our joint Train Show with Salisbury Point RR Historical Society in Lowell on August 27.

SEPTEMBER 9, 2000

H. Arnold Wilder and Prof. John Goodwin will be at Lowell to do a presentation on the Stony Brook Railroad, which remains an integral part of the modern-day Boston and Maine.

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 Society's 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 this Newsletter.

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: bmrths@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.

Changes in Board of Directors

Jim Byington and Gerry Dube have resigned their seats on the Board of Directors. To fill the remainder of their terms, the Board of Directors has selected John Goodwin and Alternate Director Sandy Shepherd. Ellis Walker has been elected to Sandy's Alternate Director seat.

IMPORTANT MEMBERSHIP NOTICE

As of September 1, 2000 dues in the following categories will be going up.

The B&MRRHS hasn't raised dues since 1988 and with the rising costs of printing and mailing we have to do it. At the May meeting of the Board of Directors it was voted on to do so.

Basic from \$25.00 to \$30.00
Basic + from \$27.00 to \$32.00
Foreign and Canadian from \$35.00 to \$45.00

At the same time, we are raising the newsstand price of the Bulletin to \$10 per issue.

MEMBERSHIP

Please look at your mailing labels of the Newsletter. If you see a BLUE DOT it means that you are on the verge of being deleted from the B&MRRHS Membership list. A RED DOT means that this is the last item you will be receiving from the B&MRRHS.

These two dots refer only to those members from 1999 who have not renewed their memberships. Back in October and November of 1999 all members were sent a renewal notice. The only other notices to be sent are those that are to be renewed in the year 2000. The Society did have problems with the Membership and now stands updated on the membership.

Dues payment ONLY should be sent to:

B&MRRHS---Dept. M
PO Box 9116
Lowell, MA 01852

If you have a question on your dues you may e-mail me at:
CPC835@JUNO.COM

Or write me at:

B&MRRHS DEPT-M
PO BOX 469
DERRY, NH 03038

Please include a SASE or postcard for reply-thank you.

Buddy Winiarz,
Membership Sec.,
B&MRRHS

NOMINATIONS

Nominations for the upcoming election are now open. Deadline is August 15, 2000. The ballots will be tabulated at the October 2000 Membership meeting.

There are three (3) Director spots, two (2) Alternate Directors, Clerk and Secretary.

If there is anyone, or you know of anyone who is interested in these positions please submit said person to the Nominating committee in care of the Derry PO Box.

Trackside with Art Mitchell

"To all B&MRRHS members who have purchased 'Boston & Maine Trackside with Arthur Mitchell'. The Errata & Addenda is now available, and may be received from: Carl R. Byron; 5 Lakeside Drive, Groton, MA. 01450. Please include a large, stamped (\$0.77) self-addressed envelope. The request may also be sent by E-Mail to PBCB4@CS.com. Be sure to include your return E-Mail address!

Thanks to all of you for your kind support of this project.

Carl R. Byron

Fallen Flags

Albert Hale

Albert Greenleaf Hale, a 50-year resident of Lexington, died May 3, 2000 in Burlington of complications from heart disease. He was the husband of Louise (Merriam) Hale.

Mr. Hale was born in Winchester in 1913.

Mr. Hale was known nationally for his 74-year hobby of chronicling railroad history in the New England region. His films from the 1930s were commercially distributed to railroad fans across the country. On Aug. 11, 1999, he donated his vast collection of 20,000 photos, slides, and films to the Walker Transportation Collection housed at the Beverly Historical Society. Curator Richard Symmes described it as "one of the largest private rail memorabilia collections remaining." It doubled the existing collection housed there.

Rick Conard adds the following notes about Mr. Hale.

"Al was Treasurer of the B&MRRHS from 1985 to 1988, a long-time member, and a prolific railroad photographer for over 60 years. Over the years he contributed many of his photos to the B&M Bulletin and to other Society publications and books. He had many long-time friends in the Society.

"Additionally, much of Al's railroad movie footage has been reproduced on videotape by Sunday River Productions. These tapes are familiar to many members of the Society, some of whom did not know Al personally."

STATE WANTS I-93 RAIL RIGHT OF WAY

According to an article in Fridays Union Leader--front page--the NHDOT wants to buy enough right of way along the I-93 corridor (Mass/NH state line to Manchester) for construction of a passenger train system. This is in conjunction with the I-93 widening project.

In it's desire to widen I-93, the state of NH wants to get an additional 87 feet for two sets of tracks, for use at a later date. The use of the former B&M's Manchester & Lawrence line was mentioned but it was stated as a problem. The new ROW is only 18 miles whereas the M&L is 27 miles. Also a total of 50 grade crossings is located on the M&L--with 7 in Salem, 3 in Windham, 4 or 5 in Derry, 3 in Londonderry and at least 4

or 5 more in Manchester. I would tend to think this is a bit high as I don't think there is 17 in both Lawrence and Methuen.

Stations would be located--NH only--at exit 2 in Salem--exit 3 in Windham and exits 4 & 5 in Londonderry--no exact site given. David Wilcott, transit & rail project manager for NHDOT said that an 18 mile stretch of double-light-rail would cost \$40 to \$50 million.

NHDOT plans a meeting for June in Salem and subsequent meetings in the towns along the proposed route up to Manchester.

(Union Leader 5-5-2000)

ROLLING STOCK HEADS HOME

RAILROAD MUSEUM OF NEW ENGLAND - Three pieces of historic New England rolling stock have returned to their home region and now reside at Thomaston, CT. These wooden cars, with a combined age of over 170 years, were spirited away from this area when Steamtown moved most of its collection to Scranton, PA, following the conclusion of the 1983 operating season at Bellows Falls VT. This coach, caboose, and box car were repatriated via low bed track from Scranton to Thomaston.

The new additions include a wooden coach built by Laconia (NH) in February 1893 for the Boston & Maine Railroad, numbered 959. After several decades of faithful service throughout the system, the car became work train service car W3228, modified in 1937 with the addition of one baggage car type door on each side. As in many cases, this term in work train service allowed the car to enter its third life in preservation at Steamtown USA in New Hampshire around 1960. Although a number of similar cars were purchased in the same era to form Steamtown's first passenger train, by the

late 1960's they had been largely replaced or side heavyweight coaches from the Jersey Central. The fleet was dispersed, with many purchased by the Strasburg Rail Road of Pennsylvania. A few cars were left behind serving various stationary capacities, with the 959 being used as a movie car. It was the last of the B&M's wooden fleet to be owned by Steamtown, the only one to make the trip to Scranton.

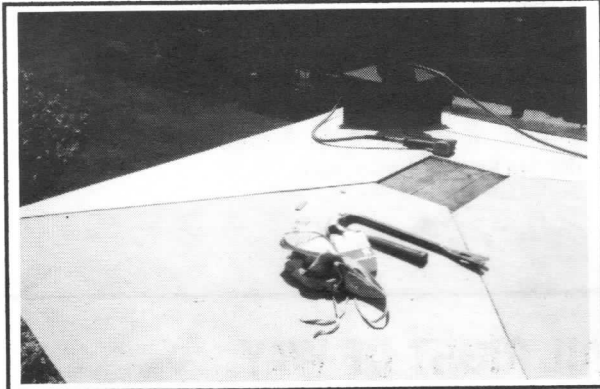
Accompanying the coach was a second piece of B&M history, also built at Laconia, former B&M caboose 104406, one of those long wooden cars with a long narrow cupola. It was conveyed to the Claremont & Concord railroad, a shortline that took over the railroad between those cities in 1954 from the B&M. The C&C, then one of the "chain" of shortlines operated by Sam Pinsky provided a home for the car as their number 50 until it was preserved by F. Nelson Blount's Steamtown. The third piece of equipment in the group is a former Central Vermont Railway box car 40098, later was assigned company service number 4369 when it was used for storage. The car is an outside braced wooden car built in 1925.

B&MRRHS SHANTY AT CSRR

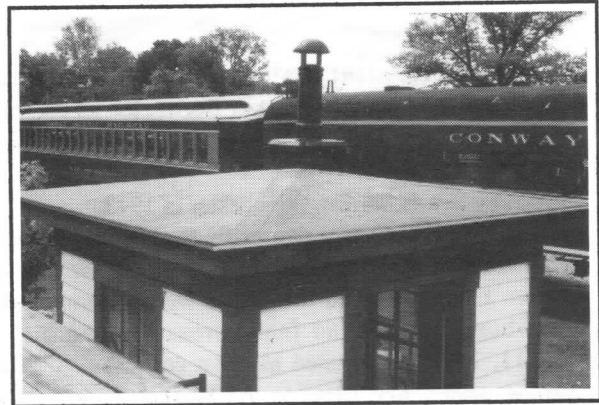
The Society's crossing shanty at Conway Scenic railroad had its roof repaired recently by member Roger Robar. Monies were allotted for the project by the Board of Directors.

The old roofing was removed and the boards refastened as needed. New plywood was applied to provide a smooth surface for the EPDM. The EPDM, .060 Commercial Grade Rubber membrane was applied per the specifications for the product. New 8 inch galvanized dripegge was applied to the roof also.

Job well done Roger and thank you very much!



1 plywood on the rooftop.



Finished roof
(Roger Robar photos)

OLD BUDD CARS DON'T SEEM TO DIE

Budd RDC Rebuilds for Caltrain Baseball Specials: Caltrain is receiving 14 "Boise Budds" from Virginia Railway Express for San Francisco Giants baseball specials related to the opening of the new stadium a block from Caltrain's San Francisco Fourth and Townsend streets terminal.

The cars are former Budd RDCs, built in the 1950s, depowered and rebuilt by M-K as commuter coaches for the Massachusetts Bay Transit Authority in 1982.

Included in the group moving west are two cab control cars and 12 straight coaches. The cars had been in service for MBTA and a variety of eastern commuter agencies before the sale several years ago to VRE for start up of the DC-area commuter rail operation. (David R Busse via The Ferroequinologist, Central Coast Chapter NRHS)

THANKS

Thanks this issue go to: Richard Muse, Michael Lennon, Rick Conard, Jim Nigzus, Samuel Sayward, Carl Byron, P. Victory, Steve Myers, Bob Warren, Maureen Hadley, Don Valentine

NEXT ISSUE

The deadline for the September/October Newsletter is August 5, 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.

B&M #1455 ARRIVES IN DANBURY

The Danbury Railway Museum (DRM) has taken delivery of B&M Mogul #1455 a 2-6-0 on March 20, 2000. Movement to Danbury by rail would be costly due to the age of the locomotive and even more costly if #1455 needed to be disassembled and trucked to Danbury.

Members of the DRM settled on the move by rail. But due to the break-up of Conrail into the CSX and NS systems the move of #1455 was delayed and it was recommended to wait until after the takeover.

This gave DRM time to prepare #1455 which included removal of the drive rods; disconnecting the pistons and valve gear; removal, cleaning, inspection and reinstallation of wheel bearings; repair a broken center sill on the tender and replacement of the springs on the tender. This also gave DRM time to repair the brake system up to FRA regulations.

The total cost of moving B&M #1455 from Wareham, Ma. To Danbury, Ct. was \$63,000.00. Members of DRM have raised \$31,000.00 of the cost. Plans are for the Mogul to become operable.

B&M #1455 was built in 1907 by American. Between 1903 and 1910 the B&M purchased 135 of this type of locomotive which was classified as B-15. Most of the Moguls on the B&M lasted into the 1950's. The Central Mass branch of the B&M was home for the #1455 until 1956 when steam on the B&M was retired. Mogul #1455 has the distinction of being the last steam locomotive power on the B&M.

F. Nelson Blount was bought #1455 in July 1956 and move her to Edaville Railroad in Carver, Ma. where she sat until Edaville was auctioned off.

#1455 is the sole survivor of this class of the B&M with all other B-15's scrapped.

(Condensed from Trains Magazine)

From the Archives... Getting those box cars home.

Prevailing shipment patterns in B&M territory generated a lot of empty freight cars that had to be returned to their home roads. In 1953 B&M published a guide for the movement of empty box cars. For those who study B&M operations and fallen flags this guide should be of interest.

**BOSTON AND MAINE RAILROAD-OPERATING DEPARTMENT-TRANSPORTATION SECTION
CAR SERVICE ORDER 90.**

Supp. 8 to F.C.O. [Freight Car Order] No. 3-Boston, May 20, 1953.

Chart to be used in disposing of empty box cars.
Owner Card to:

Alton McV-DH	CASO B&A or NYC (N5)	G&F DH or NH (N1)	MEC MEC (N6)	Rdg McV-DH
AA Rott-NYC	CV CV (N7)	GMO McV-DH		RUT RUT (N7)
AC CV	CN CN (N7)	GN Rott -NYC	NC&StL McV-DH	
ACL DH or NH (N1)	CP CP (N7)	GTW NYC or CV (N3)	NJI&I Rott -NYC	SA DH or NH (N1)
AC&Y Rott-NYC	CRP McV-DH		NOT&M McV-DH	S&A DH or NH (N1)
ATSF NYC or CP (N4)	CRIP Rott -NYC	IHB Rott -NYC	N&B Rott -NYC	SAL DH or NH (N1)
A&WP McV-DH (N2)	C&S NYC or CP (N4)	IN Rott -NYC	NB Rott -NYC	StLBM McV-DH
	CTSE NYC or CV (N3)	I Nor. Rott -NYC	NKP Rott -NYC	SN Rott -NYC
B&A B&A or NYC (N5)	C&WC McV-DH (N2)	IC Rott -NYC	NP Rott -NYC	SLSF McV-DH
BAR MEC	D&H D&H (N7)	IGN McV-DH	NS DH or NH (N1)	SSW McV-DH
BCK Rott-NYC	DL&W McV-DH	ITC McV-DH	N&W McV-DH	SOO Rott -NYC
B&O McV-DH	D&M Rott -NYC		NWP Rott -NYC	SOU McV-DH
B&LE McV-DH	Det&M Rott -NYC	KCS McV-DH	NYO&W McV-DH (N2)	SP Rott -NYC
B. Sou. McV-DH	DM&IR Rott -NYC	KGB&W Rott -NYC	NYSW McV-DH	SP&S Rott -NYC
	DRGW Rott -NYC		NH NH (N7)	
CB&Q Rott -NYC	DSA Rott -NYC	L&A McV-DH	NYC B&A or NYC (N5)	TEM CP
C&EI Rott -NYC	D&SL Rott -NYC	LA&SL Rott -NYC	NOR B&A or NYC (N5)	TC McV-DH
CGA McV-DH (N2)	DT&I McV-DH	L&N McV-DH		THB Rott -NYC
C&G McV-DH	D&TS Rott -NYC	LNE NYC or NH (N1)	ONT CP	TNO McV-DH
CGW NYC or CV (N3)	D&TSL Rott -NYC	L&NE NYC or NH (N1)	OSL Rott -NYC	T&P McV-DH
CIL Rott -NYC		LS&I Rott -NYC	OWR&N Rott -NYC	TP&W Rott -NYC
CI&L Rott -NYC	ELS Rott -NYC	LV McV-DH		
CIM Rott -NYC	E&LS Rott -NYC		PRR DH or NH (N1)	UP Rott -NYC
CMStP NYC or CV (N3)	EJE NYC or CV (N3)	Mo.III McV-DH	PE Rott -NYC	
CMO NYC or CP (N4)	Erie McV-DH	M-I McV-DH	P&E B&A or NYC (N5)	VGN McV-DH (N2)
CNJ McV-DH		M&StL NYC or CV (N3)	PH&D Rott -NYC	
Clinch McV-DH	FWDC Rott -NYC	MKT McV-DH	PLE Rott -NYC	Wab NYC or CP (N4)
CNW NYC or CP (N4)	FEC DH or NH (N1)	MP McV-DH	PM NYC or CP (N4)	WofA McV-DH (N2)
C&O NYC or CP (N4)		MSC McV-DH	PMcK&Y Rott -NYC	WFS McV-DH
C Range Rott -NYC	Ga McV-DH (N2)	MWR Rott -NYC	P&WV McV-DH	W&LE Rott -NYC
CCC&StL B&A or NYC (N5)	GBW Rott -NYC	M&W Rott -NYC		WM McV-DH
	GCL McV-DH	MC BA or NYC (N5)	RFP DH or NH (N1)	WP Rott -NYC

[McV = Mechanicville, N.Y.; Rott = Rotterdam Jct., N.Y.]

N1 - Stations east of a line beginning with Worcester thence east of Baldwinville, Keene, Contoocook and south of Andover, N.H. and Rumney, N.H. card to NH-Worcester. Stations west of this line card to NH-Springfield, except stations Shelburne Falls and west, card to DH-Mechanicville. Any station may select alternate if car will get off line quicker.

N2 - Stations south of Gardner, Ayer to Worcester, card to NH-Worcester; south of Greenfield card NH-Springfield. All others card to DH-McVille.

N3 - Stations Portsmouth to Manchester, Methuen and north, Nashua and north, Bellows Falls and north card to CV-White River Jct. Walpole and Keene and south to Mt. Hermon, Brattleboro and

Putney card to CV-Brattleboro. All other stations card to NYC-Rott. Jct. Any station may select alternate if car will get off line quicker.

N4 - Stations Portsmouth to Manchester, Methuen and north, Nashua and north, Bellows Falls and north card to CP-Wells River. All other stations card to NYC-Rott. Jct. Any station may select alternate if car will get off line quicker.

N5 - Deliver to any B&A RR or NYC Jct., whichever is nearer to your station, or to road from which originally received loaded, at junction where received if nearer, and that road is a direct connection of owner. See list on last page of Frt. Car Order No. 3.

N6 - Deliver to nearest junction with Maine Central Railroad.

N7 - Deliver to owner at nearest junction or to road from which originally received loaded, at

junction where received if nearer, and that road is a direct connection of owner. See list on last page of Frt. Car Order No. 3.

[Source: B&MRRHS Archives File R2453 BM 5.1953].

The Archives Committee meets monthly to preserve and organize 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.

Current Society financial statements:

Boston and Maine Historical Society

**Balance Sheet
March 31, 2000
ASSETS**

Current Assets
Total Current Assets
66,518.64

Property and Equipment
Prepaid Federal Income Taxes
18.06
Total Assets
66,536.70

LIABILITIES AND CAPITAL

Sales Tax
99.64
Total Liabilities
99.64

Capital
Retained Earnings/Fund Balance
62,356.82
Net Income
4,080.24
Total Capital
66,437.06

Total Liabilities & Capital
66,536.70

**Boston and Maine Historical Society
Income Statement For the Nine Months Ending
March 31, 2000 Current Month Year to Date**

Revenues

Membership Income
\$1,187.00 60.80 \$ 26,252.00 62.06

Show Receipts
0.00 0.00 1,553.08 3.67
Misc 18.64 0.95 278.86 0.66
Interest 125.94 6.45 937.19 2.22
Donations 0.00 0.00 10.00 0.02
Archives 30.00 1.54 521.70 1.23
Bulletin 272.82 13.97 6,144.69 14.53
Ho Kits 65.95 3.38 1,542.70 3.65
N Scale 0.00 0.00 93.30 0.22

Video Tapes
96.80 4.96 1,952.85 4.62
Tie Tacks 0.00 0.00 3.00 0.01
Hats 51.50 2.64 222.00 0.52
Maps 0.00 0.00 16.00 0.04
T Shirts 49.90 2.56 1,447.15 3.42
Mugs 4.95 0.25 100.80 0.24

Dividend Inc. /Tucker Anthony
0.00 0.00 21.00 0.05

B&M Book
48.95 2.51 1,079.90 2.55
Acct 556 0.00 0.00 63.50 0.15
Whistle 0.00 0.00 57.12 0.14
Buttons 0.00 0.00 4.32 0.01

Total Revenues
1,952.45 100.00 42,301.16 100.00

Expenses

Bulletin
0.00 0.00 15,268.32 36.09
Newsletter
576.65 29.53 4,118.84 9.74

Membership Admin
0.00 0.00 1,387.11 3.28

Rent - Boot Storage Area
0.00 0.00 1,750.00 4.14

Office 0.00 0.00 536.68 1.27

Postage 127.68 6.54 3,805.50 9.00

Shows 0.00 0.00 355.00 0.84

Telephone

19.19 0.98 236.68 0.56

Society Phone
0.00 0.00 19.65 0.05

Bank Charges
0.00 0.00 44.48 0.11

Video Expense
0.00 0.00 974.68 2.30

HO Kits 0.00 0.00 469.55 1.11

Mugs 0.00 0.00 215.27 0.51

Refunds 12.00 0.61 36.95 0.09

4 10 Restoration
15.88 0.81 39.88 0.09

Misc 0.00 0.00 228.42 0.54

T Shirts 0.00 0.00 249.90 0.59

Archives 461.78 23.65 751.44 1.78

Accounting
164.25 8.41 3,103.50 7.34

Books 0.00 0.00 1,467.00 3.47

Taxes 0.00 0.00 351.97 0.83

Insurance 0.00 0.00 485.00 1.15

Mail Box Rental
46.80 2.40 204.80 0.48

4265 Restoration
0.00 0.00 500.00 1.18

Refunds 0.00 0.00 17.90 0.04

Federal income tax
0.00 0.00 385.00 0.91

Interest expense
0.00 0.00 20.40 0.05

Tape transfer expense - CD's
0.00 0.00 1,197.00 2.83

Total Expenses
1,424.23 72.95 38,220.92 90.35

Net Income
528.22 27.05 4,080.24 9.65

WINIPESAUKEE SCENIC RR TRAIN/BOAT TRIP 6-10-2000

Approximately 130 B&MRRHS and Salisbury Point Rr Historical Society members and friends enjoyed a beautiful day riding our specially-chartered train. Equipment consisted of engine 302 (former Rock Island and Later New England Southern) and No. 959 (former B&M and N. Stratford RR). Two private Pullman cars, former C&O Chisholm Ridge owned by Cliff Hufe, and New York Central car No. 605, owned by Gary Gurski, along with two former Erie Lackawanna coaches and an ex-B&M Budd car completed the train.

We left Tilton under beautiful clear skies on our way to the Weirs. Once aboard, passengers were treated to coffee and doughnuts. Upon arrival at the Weirs, riders debarked the train to board the M/V Mount Washington for a 2 1/2 hour cruise of Lake Winnepesaukee. Our cruise took us to Wolfboro and back.

Upon our return to the Weirs, we re-boarded the train, at which time we were served lunch, and proceeded north, stopping at Meredith and then again northward to the geographic center of New Hampshire at Ashland where riders had an opportunity to de-train and inspect the newly-restored depot, which the B&MRRHS donated a window toward the restoration of. From there it was off to Plymouth, making a photo run-by enroute.

As always the folks at the Winnepesaukee RR outdid themselves, providing an outstanding day of riding the rails and waves for all.

Jim Nigus, Trip Director

BOSTON-PORTLAND TRAIN SERVICE POSTPONED DUE TO BIG DIG

Construction at the Big Dig will delay a planned passenger train line from Boston to Portland, Maine, according to rail authorities.

Service along the 114-mile route was scheduled to begin in January 2001, but was pushed back until April 13 because of construction near Boston's North Station, said Michael Murray, executive director of the Northern New England Passenger Rail Authority.

The authority's board of directors met Friday and agreed to delay the service until April.

Big Dig spokesman Terry Brown said project managers were willing to finish work in time for the train to begin ser-

vice in January, but pushing the start back to April would save the Big Dig between \$1.2 million and \$2 million.

The route, planned 12 years ago, includes stops in New Hampshire--at Exeter, Durham and Dover--and in Maine, at Wells and Old Orchard Beach. Trains will make four round trips per day from Portland to Boston.

The project will return passenger train service to the corridor for the first time since 1965. The project will cost about \$60 million, \$38 million of which is federal money.

The Big Dig, known officially as the Central Artery/Third Harbor Tunnel Project, will bury three miles of Interstate 93 beneath downtown Boston.

IRON ROADS SUBSIDIARY TO OPERATE FORMER B&M VERMONT LINE

Northern Vermont Railroad Co. has been chosen to operate freight service between Wells River and White River Junction, Vermont Transportation Secretary Brian R. Searles announced May 10. The company is a subsidiary of Iron Road Railways, the Alexandria (Va.) railroad holding company that operates nearly 1000 miles of track in Maine, Quebec, New Brunswick, and Vermont, including lines to Montreal and Saint John, New Brunswick.

Northern Vermont, based in Newport, Vt., connects with its new acquisition at Wells River. The 40-mile line is part of the former Boston & Maine Connecticut River line, which the state purchased from B&M parent Guilford Rail System in December.

Northern Vermont was selected from a group of six short-line operators vying for the contract, said Searles, because "their proposal demonstrated the broadest vision and greatest opportunity for sig-

nificant gains in traffic, level of maintenance, and rent to the state."

The announcement means shippers will have single-line service north of White River Junction, since Northern Vermont owns and operates the former Canadian Pacific Lyndonville Subdivision line between Wells River and Newport, and U.S. portions of the Newport Sub between Newport and Farnham, Quebec, in conjunction with sister company Quebec Southern. In effect, the Iron Roads lines will provide single-line service between Montreal and White River Junction via Newport and Wells River.

Transportation officials expect to negotiate a lease agreement with Northern Vermont within three months.--John Godfrey (posted 5/17/00)

VERMONT PASSENGER TRAIN RE-ROUTE ADVANCES

A passenger train running from Rutland to New York City via Manchester and Bennington, Vt., instead of the current route via Whitehall, N.Y., could be running by November, officials said in an Associated Press story. Robert Stannard of Railhead Ltd. Told businessmen last week that the project to route Amtrak trains through southwestern Vermont was on track.

"We're farther along than I ever dreamed possible," said Stannard, who has led a spirited drive over the last year to bring Amtrak service to the aging track in the southwestern corner of the state. The state-owned track needs to be improved before passenger trains can make the trip. Cost estimates vary between a few million dollars to \$10 million. Time estimates vary as well.

"It depends on who you talk to what it is," Stannard said, answering a question on the upgrade cost from Gene O'Brien, a Danby resident, who said he had heard such an upgrade could cost up to \$50 million.

But the business leaders say that a passenger train to the heart of New York City would significantly boost tourism in Bennington County. "It's important to think ahead to how to market this service," said Lance Matteson, executive director of the Bennington County Industrial Corporation. Trains would run along the track at speeds of up to 59 mph east from Hoosick, N.Y. to North Bennington. Then they would run north to Arlington, Manchester, and eventually Rutland after passing through a series of small towns. Someday the service may be extended to Burlington, although costs for that expansion could reach \$100 million.

A field team from Amtrak has studied the area over the last month, inspecting all sections of track for safety hazards. Track upgrades are needed between Arlington and North Bennington, as well as in Hoosick, all of which the Vermont Agency of Transportation will fund, Stannard said. Repairs will include new ties and ballast, along with a heavier rail.

Not mentioned in the story, however, is that between Hoosick and the Albany-Schenectady (N.Y.) area, trains would use track owned by Guilford Rail System, which historically has not been receptive to passenger service, but with which Vermont's AOT has been negotiating.

"The governor and AOT believe money is short this year, but we're working hard to get funding and open by November," Stannard said.

POTTER PLACE, N.H.

Visitors to Potter Place can take a step back in time at the Andover (NH) Historical Society's Museum at the Potter Place Rail Station. The small station and caboose are open for tours Saturdays from 10 a.m. to 3 p.m. and Sundays from 1 to 3 p.m. A Turn of the Century Day, which will feature an auction, flea market, food and entertainment, is planned for August 6. For more information, call 735-5628.

PANEL OKS DESIGN FUNDS FOR LOWELL-NASHUA COMMUTER RAIL

By KEN MAGUIRE

Sun Washington Bureau

WASHINGTON - A proposed commuter rail extension linking Nashua to Lowell received a boost yesterday when a House panel approved a federal authorization of \$1 million to begin design work.

About 450 Nashua residents now commute by train to Boston from the Gallagher Intermodal Transportation Terminal, according to the Nashua Regional Planning Commission, which plans to accommodate 1,000 commuters a day from New Hampshire. It hopes to be running in three years.

The Gallagher Terminal currently has 750 parking spaces.

"Rail would help cut down on the amount of traffic, which would be good for all concerned," said state Sen. Steven Panagiotakos, D-Lowell. "The benefits certainly outweigh any parochial concerns we have."

The funding was part of a \$55 billion transportation spending package passed yesterday by the House Appropriations Committee. U.S. Rep. Charles Bass, R-N.H., whose district includes Nashua, submitted the funding request.

If it survives the Senate approval process, the money becomes available in October, the start of fiscal 2001. The rail extension of about 20 miles benefits both cities, Bass said. By taking cars off the road, it reduces pollution and traffic congestion.

"Once you cross the state line, (Route 3) goes from the expanded lanes in New Hampshire down to two lanes in Massachusetts, which creates a backup," Sally Tibbetts, press secretary for Bass.

Infrastructure improvements to upgrade the current tracks, which are used for freight service, will cost at least \$21 million, said Andrew Singelakis, executive director of the Nashua Regional Planning Commission. Approval, he said, would be needed from the MBTA, the transportation departments of both states, and Guilford Rail Systems, which owns the track in New Hampshire. Hours of operation and other details, Singelakis said, have not been discussed.

Although there are local concerns, such as potential job losses, Panagiotakos said there are many more benefits. Environmentally, he said, it's a good idea and high-speed rail

is increasingly becoming more popular with commuters.

The job pull goes the other way as, well, Tibbetts said. Fidelity and Cisco, two companies that have a large presence in Massachusetts, have expanded north of the border. They bring Massachusetts workers with them, she said.

"New Hampshire's high-tech industry is booming right now. Certainly, they would draw from northern Massachusetts," she said.

Further, said Singelakis, 22,000 Nashua-area residents commute every day to Massachusetts, so "the pattern is already established."

New Hampshire officials want to eventually extend the line farther north.

"The department of transportation would like to take this all the way up to Manchester, ultimately," Singelakis said.

Prospects are good for pushing the funding through the Senate, according to Tibbetts, mainly because another Granite State Republican, U.S. Sen. Judd Gregg, is a member, of the Senate Appropriation Committee.

Lowell Sun 5/18/2000

STATION TO REOPEN AS RESTAURANT

Greenville, N.H.—The Depot Restaurant, vacant for several years will soon be opening its doors for diners again.

Greg and Brenda Frediani of Pepperell, Ma. purchased the former Boston & Maine station on Rt. 45 and have been busy doing renovations and repairs since August.

"It's just such a unique place," Greg said of the station that was built in the 1850's. There will be seating for 70 people and two bars. He will be in charge of the bars and Brenda will handle the dining area.

Initially they will serve dinner on weekdays, starting at 3:00 PM and lunch and dinner on weekends.

(Condensed from the Monadnock Ledger)

ITEMS OF INTEREST

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| July 1 & 2 | Salisbury Point Railroad Historical Society Railfan Day. Bartlett Museum, 270 Main Street, Amesbury, MA. 10am-4pm both days. |
| Sept. 9 & 10 | Concord Model RR Club Show. Everett Arena, Loudon Rd, Concord NH. I-93 Exit 14 East on Loudon Road, just over bridge. 10am - 4pm both days. Adults \$3, under 12 free with adult. |
| October 15 | Pepperell Siding Model Railroad Show. North Middlesex Regional High School, Rte 119, Townsend, MA. 10am-4pm. Adults \$4, seniors \$3, children \$1. |
| October 21 | North Shore Model RR Club Show. Americal Civic Center, Main Street, Wakefield MA. 930am - 330pm. Adults \$3, children and seniors \$1. |
| November 12 | The Great Train Show, Hub Division NER/NMRA. Marlborough High School Fieldhouse, Rte 85 Bolton St, Marlborough, MA. 10am-4pm. \$4 adults, \$3 seniors, \$1 children. |