

# Boston & Maine Railroad Historical Society 19 Incorporated 71 NEWSLETTER

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

Meeting/Membership Telephone Number (978) 454-3600

November-December 2001

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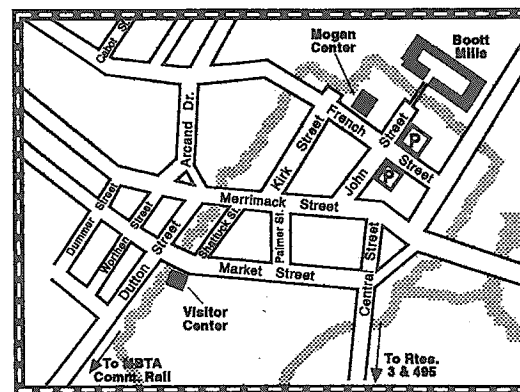
## — B&MRRHS CALENDAR —

- NOVEMBER 10, 2001** We are pleased to host Frank Ellis as our presenter for November. Frank will be treating us to a presentation on the B&M.
- DECEMBER 8, 2001** Our annual "Members Night." Bring slides or video, 50 to 100 slides would be nice or 20 to 30 minutes of video.
- JANUARY 12, 2002** A selection of slides from the collection of Donald Robinson will be presented by Buddy Winiarz.
- FEBRUARY 9, 2002** Gary Webster of the Conway Scenic RR will be giving us a slide show of B&M and other new England subjects from the 1960s and 70s.
- MARCH 9, 2002** Bob Poore will be back for a show on the Maine Central.
- APRIL 13, 2002** Our Annual Joint Meeting with the Mass. Bay Railroad Enthusiasts. We are pleased to host this year at Lowell, where we'll be treated to a slide presentation of the B&M during the 1950s and 60s by Richard Sanborn. Hope to see you there!

*The Directors, Officers and Staff  
of the B&MRRHS wish evryone a  
Happy Holiday Season!!*

**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 INFO

### Membership:

Dues payment only should be sent to:  
B&MRRHS - Dept. M  
P.O. Box 9116  
Lowell, MA 01852

### Newsletter:

B&MRRHS  
P.O. Box 418  
Gloucester, MA 01930  
E-mail: [bmrrhs@ix.netcom.com](mailto:bmrrhs@ix.netcom.com)

### Business Address:

B&MRRHS  
P.O. Box 469  
Derry, NH 03038  
E-mail: [BMRRHS3718@aol.com](mailto:BMRRHS3718@aol.com) (*Please note change of e-mail address*)

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.

Please remember to remit your dues within 90 days...after 90 days you will be removed from the mailing list. Check your Newsletter for the RED DOT...this is the last item you will receive from the Society.

Return payment in the return envelope with your check or money order...DO NOT send cash as the Society will not be held responsible if lost. Make checks payable to: B&MRRHS.

If you change your address please let the Society know by snail mail (USPS) or e-mail. When you do not let us know it costs extra for postage.....the first mailing, the return postage due and a second mailing to the correct address. Three mailing payments to one person.

### E MAIL

Due to a slight problem with AOL, I am reverting back to the old E-Mail address of: [CPC835@JUNO.com](mailto:CPC835@JUNO.com)

This is for general information of the Society and membership status only. Archival and historical information should be sent to the Archives for now. Please go to the Society's web site for other addresses.

## SOCIETY OFFICERS, DIRECTORS AND STAFF

President	Paul T. Kosciolk
Vice President	Mike Basile
Treasurer	Allan Klatsky
Secretary	Buddy Winiarz
Clerk	Richard Nichols

### Board Of Directors

James Nigzus, Jr  
Brian Bollinger  
Russell Munroe, Jr.  
Daniel Hyde  
John Goodwin  
Wayne M. Gagnon  
Patrick Abegg  
George "Sandy" Shepherd  
Buddy Winiarz

### Alternate Directors

Ellis Walker  
Allan Klatsky

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Bulletin Production Asst	Brian Bollinger
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Newsletter Editor	Patrick Abegg
Modelers Notes	Bruce Bowden, Robert Warren
Model Projects Coordinator	Vacant
Bulletin Editor	Andrew Wilson
Layout And Art Director	John Alan Roderick
Contributing Editor	Craig Della Penna, George H. Drury

## SOCIETY SHORTS...

from Richard Carnevale:

Recently looking for furniture with wife and saw a Brookside milk car enamel sign (approx 7x3) for \$1250 at Antiques on Cambridge Street, 1076 Cambridge Street, Cambridge MA 02139 617-234-0001. Sign is in good shape and has lettering in lower right corner saying:

"The Burdick Enamel Sign Co of NE: Boston & Balto"  
This is info for society and/or individuals that may be interested in purchasing.

## DERAILMENT IN NORTH ADAMS

8/20/2001 & 8/21/2001 North Adams Transcript

By Donna Roberts

**NORTH ADAMS** - A 10-car derailment of a cargo train blocked the small tunnel under West Main Street around 8:30 p.m. last night.

According to North Adams police and fire reports, the 33-car train was traveling west on the Guilford Transportation track system when it derailed. Seventeen cars were empty, but the others were carrying various materials such as paper, limestone, lumber, asbestos products, and waste slurry, or mud.

At first, it was believed some hazardous material was being carried on the train, but according to Police Commissioner John Morocco, only an extreme low level of radioactive material was on board. None of those cars were involved in the derailment.

The two engineers on board escaped unharmed.

When contacted this morning, a spokesperson for Guilford Transportation could not give any more information about the crash than was available from local authorities. The spokesperson said the "investigation was continuing" and that railroad investigators would be "collecting their notes" today. It is unclear if a report will be available today, however.

The incident is the latest in a series of problems the city has had with Guilford Transportation, and Mayor John Barrett III,

who was on the scene for a short period of time, said he was very concerned with the condition of the railroad lines.

"This summer, around my house, my neighbor had noticed the condition of the tracks and called the federal railroad people to complain," he said. "They came down right away, and found the ties and the lines to be very worn down and rotted out."

Barrett said that part of the track was closed down and within 48 hours the problem was fixed.

"It must have been pretty serious because they don't normally have something like that done so fast," he said. "I was pretty shocked to begin with about that. I'm still worried about speed factors on those railroad lines."

There has been no speculation by the fire or police departments, or Guilford Transportation, as to whether speed was a factor in the Sunday night crash.

Barrett also said if any hazardous material was found on the train which crashed last night, and the public safety officials weren't notified, they would conduct a full scale federal investigation. Morocco's report of this incident indicated nothing was on board that would be hazardous to the public.

"If there was any kind of hazardous material, we would have called in the hazardous materials team, and that wasn't necessary," Morocco said.

## NASHUA SERVICE ON TRACK

**NASHUA** - The passenger trains planned between Nashua and Boston will run more slowly than those on the planned Boston-Portland, Maine line, but officials say that at least the project will not take as long to complete.

That is due, in part, to better cooperation between public officials and Guilford Rail System, the Massachusetts company that owns the tracks for both routes, N.H. Transportation Commissioner Carol Murray told a news conference yesterday.

"We are not going to repeat some of the problems that developed with the Boston to Portland service," she said.

The Boston-Portland route, which has stops on New Hampshire's seacoast, originally was to open in 1993. Officials now say it will open this fall. Many of the delays were due to disagreements between Guilford and the Northern New England Passenger Rail Authority.

David Fink, a Guilford executive vice president, said fewer disagreements are likely on the Nashua line, which is to open in 2004.

### A REMINDER ...

Members are reminded to return any material that they may have borrowed from the Society once they are finished with it. It becomes very easy over time to forget that something that you have is borrowed rather than something that you own - or whom you borrowed it from. This will allow us to maintain the Society's material for the benefit of all members.

## FIRE CONCERNS CSRR ABUTTERS

N.H. Sunday News Manchester Union Leader  
8/12/2001

**BARTLETT (AP)** - Owners of the Conway Scenic Railroad have been taking step, to prevent trackside fires since selectmen said residents were afraid their property would burn.

Selectmen in Bartlett demanded the railroad act after a rash of fires sparked by its trains.

The railroad says it is installing spark arrestors, will run a water pumper a half-mile behind the trains and will inspect its locomotives.

Railroad President Russ Seybold wrote selectmen to outline his response in their complaints.

"It is not an uncommon occurrence for trains to periodically set fires," Seybold wrote "During these dry conditions, many trains in the Northeast and other parts of the country have sparked fires that have been reported in the press."

Seybold promised other steps would be considered if the dry weather continued.

He said the exhaust stack on one locomotive has been modified and won't go back into service until it has been inspected by the state.

In their letter, selectmen said, "Bartlett citizens are afraid to leave their homes for the fear that another fire will start and their property burned."

## B&MRRHS B.O.D. MEETING MINUTES

JULY 16, 2001  
B&M Rail Car

In attendance: Paul Kosciolik, Jim Nigzus, Pat Abegg, Russ Munroe, Wayne Gagnon, Allan Klatsky, Michael Basile, Ellis Walker, Joe Shaw.

Meeting Called to order: At 7:12 P.M.

March 31, 2001 minutes were read and accepted on a motion by Joe Shaw 2nd by Allan Klatsky. Motion Carried.

Approval of Agenda: Agenda accepted on a motion by Nigzus, 2nd by Michael Basile. Motion Carried.

### Reports

There were no reports from V. Pres., Clerk, Archives, Bulletin Editor, Models Committee.

**PRESIDENT:** Kosciolik Read a lengthy report with regards to the Harry Frye Collection. A Motion was made by Basile, 2nd by Munroe that Paul Kosciolik was duly authorized to act as the Society's representative and to bid on behalf of the Boston & Maine Railroad Historical Society, Inc. at an Auction on which was held on May 12, 2001 with regards to the Harry A. Frye Archival Collection. Motion Carried.

A Separate Motion was made by Joe Shaw and 2nd by Russ Munroe that Paul Kosciolik, President of the Boston & Maine Railroad Historical Society, Inc. was authorized to expend an amount of \$10,752.00 and \$700.00 to acquire the Harry A. Frye Archival Collection. Motion Carried.

**TREASURER'S REPORT:** AS of July 9, 2001 the following amounts were reported

Savings Account-\$35,683.00, \$1,705.00 Checking Account, Our opening Balance in Tucker Anthony Account was \$4,385.00 and the closing Balance was \$4,363.00 Motion was made Gagnon and 2nd by Munroe to accept the treasurer's report as submitted.

A second motion was made by Abegg 2nd by Shaw to roll over one of our C.D.'s coming due. Motion Carried.

**MEMBERSHIP SECRETARY:** Currently have 1,262 paid members

**NEWSLETTER EDITOR:** Abegg reported next deadline will be August 11, 2001. Acquisition of the Harry Frye collection will be mentioned.

**HARDWARE COMMITTEE:**A telephone box and a first aid kit were donated

**SHOWS COMMITTEE:** Next show will be Concord, N.H., Pepperell and Hub Division in November.

**PROGRAM COMMITTEE:** We need a leader to take over as chairman.

### OLD BUSINESS:

**CENTRAL MASS BOOK:** final draft has been written and is being reviewed by Attorney Reading.

**COOPERATIVE AGREEMENT:** STILL WAITING FOR NATIONAL PARK TO FINISH.

**B&M TV. SHOW FILM:** Still Waiting on a narration. Carl Byron will be contacted.

**B&M Calendar Project:** Winiarz will meet with Nowell.

**Antelope Day Festivities:** Kosciolik reported that it was slow little or no traffic. \$100.00 in sales.

**Harry Frye Memorial Service:** Paul Kosciolik & Richard Symmes paid Tribute to Harry Frye at the Bartlett Museum.

### NEW BUSINES:

**Lowell Folk Festival:** Nigzus reported that the festival will be happening on July 27, 28,29, 2001. Need Volunteers.

**NOMINATIONS COMMITTEE:** the following list for nominations is as follows:

Michael Basile, President  
Buddy Winiarz Vice-President  
Richard Nichols Clerk

Allan Klatsky Treasurer  
Buddy Winiarz Secretary  
Paul Kosciolik Director  
Dan Hyde Director  
John Goodwin Director  
Ellis Walker Alternate Director  
Allan Klatsky Alternate Director

**410 COMMITTEE:** Nigzus reported that the National Park Service gave \$2,000.00 for the Railcar Restoration to replace the siding on the Canal Side of the car.

**Next Meeting:** Next meeting will be September 8, 2001 at the Boott Mills

**Adjournment:** Motion was made by Gagnon, 2nd by Munroe to Adjourn. Meeting was adjourned at 9:18 P.M.

## B&MRRHS B.O.D. MEETING MINUTES

SEPTEMBER 8, 2001

Visitor's Center—Market Mills Lowell, Mass.

In attendance: Paul Kosciolk, Jim Nigzus, Dan Hyde, Ellis Walker, Michael Basile, John Goodwin, Wayne Gagnon, Pat Abegg.

Meeting Called to order at 1:30 P.M.

July 16, 2001 Minutes were read and accepted on a motion by Gagnon, 2nd by Nigzus. Motion Carried.

Approval of agenda: Agenda accepted on a motion by Abegg 2nd by Hyde. Motion Carried.

### Reports

There were no reports from V.Pres. Clerk, Archives, Bulletin Editor, Models Committee, Hardware Committee, President

Treasurer's Report: Kosciolk reported the following amounts as submitted by Klatsky: Savings Account-\$40,687.00, Checking account-\$2,406.00. Motion made by Nigzus, 2nd by Hyde to accept treasurer's report. Motion Carried.

Membership secretary: Kosciolk reported that our as of the meeting there are 1300 members as reported by Winiarz.

Newsletter Editor: Abegg apologized for lateness of the newsletter. Our software to the printer was returned in a body bag by the post office which further delayed the September/October Newsletter.

410 Committee: Nigzus reported that the next work session will be on 9-15-01

Shows Committee: Nigzus reported that Felton & Shaw will be doing Concord New Hampshire show. Peppereil/Townsend will be held on 10-14-01.

Old Business:

Central Mass Book: Still on Hold.

Co-Operative Agreement: Still on Hold.

B & M TV. Show: Carl Byron will narrate the audio portion of the video.

B & M Calendar Project: Winiarz is selecting photos for the calendar.

Lowell Folk Festival: Nigzus reported that attendance through our exhibit was 2,950.00 people. We did \$933.44 in sales.

Nominations Committee

Nominations should be closed at October Meeting.

Next Meeting will be on 10-13-2001 at 1:00 P.M.

Motion for Adjournment made by Gagnon, 2nd by Hyde. Meeting was, adjourned 2:45 P.M.

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## B&M 3713 REVIVAL CONTINUES

BY Andrew Seen THE SUNDAY TIMES

Once, the Boston-Maine No. 3713 steam locomotive was the latest in railway travel, taking passengers through Maine, Vermont, Massachusetts and upstate New York at speeds up to 70 mph, according to railroad historians.

Now, almost 70 years later, the long bulk of its engine sits in the Steamtown National Historic Site's repair shop in Scranton. It's undergoing a lengthy restoration process conducted by the National Railway Historical Society's Lackawanna Wyoming Valley chapter, a volunteer nonprofit agency.

"The Constitution" was the name given to the locomotive in 1934, when it was built, by New England school children in a naming contest, say historians.

One day, children and adults alike will once again speak that name with delight when the fully restored No. 3713 gets back on the rails - this time for tourist excursions, say Railway Historical Society members.

"But, for this to happen we need to make the community aware of how important it is," said restoration project coordinator Carl Packer. "I don't think the public realizes how hard

we're trying to raise money to complete the project. We need all the publicity we can get."

The society has spent about \$170,000 on six phases of work since the restoration began in 1994, said chapter President Paul Hart. The focus is on the engine's firebox, boiler and smokebox sections, which are all needed to operate the locomotive. Each section has numerous related parts that require attention

The first step was to remove asbestos from the boiler, which cost about \$26,000, said Mr. Packer.

"We have about nine phases left to go," he said. "We need to raise 1,650,000 to finish all nine phases. So far, we've raised about \$154,000. How quickly we complete the restoration depends on how quickly we get the money.

"If we had all \$650,000 and the contractors needed to do the rest right now, we could finish in about three years," he said.

To support the restoration project, write: Lackawanna & Wyoming Valley Hallway Historical Society Inc. Chapter, National Railway Historical Society, P.O. Box 3452, Scranton, 18505-0452. The Web site is [www.laurellines.org](http://www.laurellines.org).

## TRAIN'S WHISTLE STIRS FAMILY MEMORIES

If you know the area of Westford, Graniteville to be specific, there is a bridge near the mill pond, as we call it. The bridge has been called Dubey's Bridge, and the Black Bridge. Next to that bridge is a yellow house. Even with the roof of that house are train tracks.

That home has been in my family since my grandparents. My mother lived there as a child. My aunt raised 12 children there. My mother raised my sisters and myself there. And I raised my three children there. My mom lived there 45 years before she passed away three years ago.

The reason I am writing you is because of all the complaints of the Fletcher Quarry Train As a child, instead of counting sheep, I would count railroad cars, as freight trains went by. Wave at the engineers, and the caboose men.

When the mail train stopped at the station, which has been gone for a long time, my cousin and I would race the train to the school yard. It was a steam engine at the time. When the circus was in Boston, the animal train would go over the bridge. My children and grandchildren could run to the door to see the train, any train. They loved to hear the whistle.

I live away from there now, in the Nabnasset area, close to the railroad track in question. I still hear the train whistle when the wind is in the right direction. And I know the wind is coming from the south. The bottom line is it was and is a very comforting and lonely sound to hear the whistle of a train. Just had to let you know my feelings about trains.

*(This letter to the editor appeared in the local paper in Westford, MA, as a response to the controversy on the re-opening of Fletcher Granite Quarry train service, as we reported recently. The writer, Jeanne Farrell of Westford, reminds us of what trains meant in a different era.)*

## MAN UNHURT AFTER CRASHING INTO TRAIN

Manchester Union Leader  
9/1/01

ROCHESTER - A man who drove his car into the side of a moving train was uninjured in the collision, Rochester police said.

Police said James Hines, 36, of Rochester was driving south on Whitehall Road about 3 45 p.m. when he became blinded by the sun shining through his windshield. The car he was driving then struck a Northcoast Railroad train traveling on tracks laid across the road.

Police were still investigating the incident, but said that warning lights at the crossing were working when the crash happened. The train suffered minimal damage.

## DERAILMENT OF TANK CARS BLOCKS ROAD

8/15/2001  
Portsmouth Herald

By Michelle Firmbach

PORTSMOUTH A freight train hauling a hazardous liquid derailed at the Maplewood Av Avenue crossing on Tuesday en route to a local manufacturer.

David Fink, executive vice president for Guilford Rail Systems, which owns and operates 1,500 miles of track in New England and New York said it is unknown why three cars carrying methyl methacrylate derailed.

"There are some chemicals going to one of our customers on the branch for manufacturing. There is no danger of anything leaking," said Fink.

Portsmouth police detoured rush hour traffic as Guilford employees labored for six hours to get each 200,000-pound car back onto the tracks.

Fink said officials will return to the scene today to investigate the cause of the accident.

Portsmouth firefighters speeded to the scene at 2 p.m. to extinguish a small fire, which resulted from the wheels dragging along the railroad ties.

Kittery resident Dennis Ouimet, 55, watched as crews wedged wooden blocks beneath the wheels and a locomotive tugged each car back onto the rails.

"I came off 95 and down by the tugboats when I saw massive traffic coming at me and I knew something was rotten in Denmark " said Ouimet. As I got up past the Sheraton I noticed the derailment. These tracks have always been horrible."

Crews used a crane from Guilford's Lawrence, Mass., rail yard to lift the remaining car, which was then pushed across the road and reattached to the train, originally carrying 11 cars.

The wheels of a front end loader were used to compact a portion of roadway torn up during the incident.

Train enthusiasts Eric and Carolyn Wood, both 56, of Birmingham, England, also stopped to watch.

"We go everywhere to see trains. It's quite a big thing to see a derailment, especially when it's right in the roadway," said Carolyn.

Fink claimed derailments are few. "We upgraded the Market Street crossing last month and we put down several thousand ties on the Portsmouth and the Newington branches over the last few years," he said.

Everett Kern, general foreman for the Portsmouth Highway Department, remained on scene during the incident

"The paving between the tracks is going to have to be addressed," said Kern.

The road was reopened shortly after 8 p.m. on Tuesday. The city of Portsmouth, in cooperation with Guilford Transportation will repave the roadway starting at 8 a m. today. Traffic will be reduced to one lane at times.

## RR MUSEUM OPENS IN WHITE RIVER

Manchester Union Leader  
9/10/2001

WHITE RIVER JUNCTION, Vt. (AP) - In the planning stages for two decades, a museum dedicated to the town's history as a railroad hub is finally opening.

The three-room museum, between the Amtrak station's waiting room and the Vermont State Welcome Center that opened at the northern end of the building last fall, will be open to the public during this coming weekend's Glory Days of the Railroad Festival.

The museum features exhibits and memorabilia from such places of the region's transportation past as the Woodstock Railroad and the small steam vessels of the Connecticut River.

Ever since work began two decades ago to restore the Old 494 Boston & Maine steam locomotive, the symbol of the town of Hartford next to the square in downtown White River

Junction, there has been talk of starting a rail museum.

Organizers hope this new museum will be just the first portion of a larger New England Transportation Institute and Museum that will span both sides of the Connecticut River.

Eventually, the institute will house a transportation library and be open for seminars and evening programs, organizers hope.

"The purpose of this is to be a learning center," said Dartmouth Environmental Studies Professor Norman Miller of Norwich, one of the principal forces behind the new project. "(It's) for people who are interested not only in the past but the future."

The museum will tell the story the region's extensive rail-roading past, which includes the 120 trains a day that passed through White River Junction 150 years ago.

But the focus will also be on the transportation history of the 400-some miles of the Connecticut River, the nearby interstate highway system and other modern transportation concerns in the region, Miller said.

## VERMONT SEEKING RAIL PURCHASE

Valley News 8/24/01  
By ALEX HANSON  
Valley News Staff Writer

Vermont is trying to buy the section of rail extending north from Wells River to the Canadian border, in an effort to rescue it from the failing company that currently owns it.

Charlie Miller, coordinator of the Vermont Agency of Transportation's rail program, said the state is negotiating to buy 63 miles of track from the financially troubled Northern Vermont Railroad.

"Once we have this in our possession, we will try to find an operator who will build traffic on the line," Miller said in a telephone interview.

The state already owns the 40 miles of rail between White River Junction and Wells River, having paid Boston & Maine Railroad \$3.3 million for it two years ago.

State transportation officials signed a contract with Northern Vermont Railroad to run the line last September, a month after Maine's Department of Revenue Services and the Internal Revenue Service filed liens against its parent company, the Maine-based Bangor & Aroostook Railroad, for unpaid taxes, according to records filed in Piscataquis County, Maine. B&A's proposal presented the best opportunity to create revenue on the line, and the other bidders had financial troubles of their own, state transportation officials have said.

Traffic on the line has slowed to one freight train a week, the minimum required under Northern Vermont's contract with the state to allow it to keep using the state-owned track.

Buying the line from Wells River to Newport, Vt., would give the state control over all of Northern Vermont's track, and could make it easier for the state to contract with another railroad to use the track. All told, Vermont owns 371 miles of track and right of way, most of which is leased to independent railroads that use and maintain the track.

Miller acknowledged that the line north from White River

Junction to Newport might be difficult to promote. There are three other rail lines that act as "bridges" between Canadian ports and points south; Boston & Maine officials said that the line wasn't financially viable when they stopped using it in 1995.

"Without some kind of movement as a bridge line, I'm not sure the long-term viability of the line (north of White River Junction) is guaranteed," Miller said.

Moreover, the tenuous nature of the service, which was halted entirely from 1995 to 1999, and the current problems, could make customers shy away from relying on trains," Miller said.

So far, Twin State Fertilizer in Bradford has been the only business on the state-owned line between White River Junction and Wells River to receive materials by rail. There are several customers on the line north of Wells River, Yocum said.

"The state and the company have assured us that we will continue to have service," said Keith Trischman, who runs the fertilizer plant owned by his father, Craig. Twin State gets shipments every couple of weeks, he said, although trains still go by once a week to bring freight cars to be picked up by another railroad in White River Junction. Trischman said he would like to see the trains keep coming.

"We're hoping that the state comes up with something."

### THANKS

Thanks this issue go to: Bob Warren, Bruce Bowden, Richard Carnevale, Carl Faulkner, Stan Swanson, Roderick Hall, Sandy Shepherd, Michael Lennon, William O'Connor, Joe Shaw, Samuel Sayward, Don Valentine.

### NEXT ISSUE

The deadline for the January/February Newsletter is December 1, 2001. 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.



## FAMILY: RECREATION TRAIL NO FUN

Thursday, August 23, 2001

By Krista Zanin

Eagle-Tribune Writer

NEWTON -- Trains used to rattle down its tracks, but the noise coming from an abandoned railroad bed is no better today, the owners of a local farm say.

Raymond Nicol and his sister, Michele Fitzgerald, say people using the trail destroy entire crops with motorized vehicles, vandalize farm equipment and steal property. They say a town ban on motorized vehicles on the trail has done nothing to improve the situation.

Ray Nicol (middle), his sister, Michele Fitzgerald (right), and children Jamie Fitzgerald (left), 11, and Jenny Nicol, 14, stand beside the old railroad bed that cuts through their Newton farm. Snowmobilers leave the railroad bed to do "doughnuts" on the farm, Nicol said. Four-wheelers and dirt bikers also ride on their property, and hunters have shot bullets at farm equipment. The family says people also "party" on their property, throw trash, steal bricks and stones from a stonewall and stole a radio and tools from a tractor.

"The town has failed to restrict the use of the trail to the railroad bed so that hunters, cross country skiers, snowmobilers, other off-highway recreational vehicle drivers and hikers stray off the railroad bed and damage the Nicols' hay fields," the family's lawyer said in a lawsuit recently filed against the town.

Nicol and his sister want a Rockingham County Superior Court judge to rule that the town has no legal right to the rail bed, which cuts through their 184-acre farm.

The town has maintained a recreational trail in the middle of

the farm for nearly 20 years. But Nicol says the town has no legal right to the land because it didn't receive a proper deed for an easement that runs from Route 108 into Merrimac, Mass.

"We've been having problems since the mid-1980s with crops being knocked down with trucks coming in," Nicol said. "It's just gotten to be more frequent now."

Nicol said selectmen have worked with them in the past, but trail enthusiasts rally against any changes.

Selectman Stephen M. Cushing said the town believes it does have a deeded right to the property.

Cushing, who also is the selectmen's representative to the Conservation Commission, said the panel surveyed users of the trail and found that those that do legally ride horses, mountain bikes or hike on it.

"You will see a few people walking in the fall," Cushing said. "Of course, the hunters and foliage viewers compete for it."

The Nicol family has owned the farm where hay is grown and horses are boarded at 26 Merrimac Road since 1945.

The town purchased the rail bed, which is about 80 feet wide and 2,750 feet long, in the early 1970s for about \$6,000 from the Boston and Maine Railroad. The bed also continues west into Newton from Route 108 to Whittier Street.

When it was an active railroad, trains carrying horse carriages made in Merrimac would hook up with a line carrying the Boston and Maine Railroad into New Hampshire.

But the Nicols say that the Boston and Maine Railroad did not have a right to sell the property to the town because it was used by the West Amesbury Railroad. The family contends that the railroad's easement ended when the railroad was abandoned.

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## 'BEATING THE TRAIN' CAN'T CONTINUE, SAY RAIL SAFETY EXPERTS

By NICK HENDERSON

Democrat Staff Writer

DOVER \_ The state's branch of a national rail safety outreach program says education programs must continue as passenger rail gets closer to a reality.

Initial track testing shows the new infrastructure is in good shape, making the outlook good for higher speeds. However, at an Operation Lifesaver committee meeting in Newmarket on Thursday, the New Hampshire chapter noted that increased trespassing necessitates beefed-up outreach efforts.

The Northern New England Passenger Rail Authority plans to soon provide service between Boston and Portland, Maine, with three stops in the Seacoast. But these trains will travel much faster than 100-car freight trains \_ as fast as 79 mph.

Representatives of seven rail lines in and around the state noted that close calls are on the rise. Most "close calls" involve motorists or pedestrians attempting to beat the train by going around closed gates.

Pete Dearnness of New England Southern Railroad told the committee that employees have encountered such incidents on the line in Concord, Bow and Manchester.

"They've destroyed the stability of the track with their four-wheelers," Dearnness said. Additionally, their proximity to the track

poses a collision risk.

The committee should target ATV clubs and advertisers, who in some commercials show riders near railroad tracks, said Executive Councilor Ray Burton, who is also committee chairman.

But the committee wanted to make it clear they are trying very hard to get the message out to people. So far, the group has addressed 2,500 children in 30 New Hampshire schools, according to state coordinator Lyman Cousens.

In Maine, Operation Lifesaver workers targeted every school within three miles of the tracks and several beyond that range, said Nate Moulton, deputy director of the Northern New England Passenger Rail Authority.

The University of New Hampshire continues to be a concern because students routinely cross the tracks as a shortcut, Cousens noted.

At that location, the Rail Authority has committed to funding the construction of more fencing. However, committee members said that fencing can be cut down by students and students must be educated about the dangers of crossing the tracks.

In between Boston and Portland, the train will stop in Haverhill, Mass.; Dover, Durham and Exeter in New Hampshire; and Wells, Saco and Old Orchard Beach, Maine.



**New Hampshire Central Railroad, Inc.-Operation  
Exemption-Certain Lines of the State of New Hampshire**

New Hampshire Central Railroad, Inc. (NHCR), a Class III rail carrier, has filed a verified notice of exemption under 49 CFR 1150.41 to operate approximately 36.1 miles of certain rail lines owned by the State of New Hampshire by and through the New Hampshire Department of Transportation (NHDOT). (1) The subject lines consist of railroad lines lying in Grafton and Coos Counties, NH, comprising a portion of railroad rights-of-way known as the Berlin Branch and Groveton Branch as follows: (a) from milepost 113.0 in Littleton, NH, to milepost 125.0 in Whitefield, NH; (b) from milepost 125.0 in Whitefield to milepost 130.9 in Jefferson (Waumbee Junction), NH; and (c) from milepost 130.9 in Jefferson (Waumbec Junction), to a point in Groveton

(Northumberland), NH, at the Whistle Post located south of the West Street crossing, that point being the point of intersection with tracks of the St. Lawrence & Atlantic Railroad Company.

NHCR certifies that its annual revenues will not exceed those that would qualify it as a Class III rail carrier and that its annual freight revenues are not projected to exceed \$5 million.

The transaction is scheduled to be consummated on August 31, 2001.

1. The parties state that NHCR and the State of New Hampshire, by its Department of Transportation, entered into an operating agreement on December 1, 2000, providing for NHCR's operation of the subject line.

NHCR will replace New Hampshire and Vermont Railroad Company, which had operated under an agreement with NHDOT that was terminated effective December 31, 2000. See New Hampshire and Vermont Railroad Company Operation

Exemption-Certain Lines of the State of New Hampshire, STB Finance Docket

No. 33727 (STB served Apr. 16, 1999).

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## KING DELAYS ANNOUNCEMENT ON TRAIN SERVICE

Friday, October 12, 2001

On Thursday, Gov. Angus King was to announce the date for Amtrak service to start between Portland and Boston. On Wednesday afternoon, just four hours after his news conference was announced to the media, he canceled it.

King's press secretary explained that he had trouble coordinating the schedules of all the people who deserved to be there. Transportation Commissioner John Melrose said King will make the announcement next week.

Start-up date announcements have been made before. Several times, in fact. The project has the dubious distinction of being the longest-delayed passenger rail project in Amtrak history.

When state officials first announced, in 1993, that Amtrak would run trains between Portland and Boston, they said their goal was to have trains running by late 1993 or early 1994.

So, the cancellation of Thursday's news conference - even though officials promise they'll reschedule it soon - has wracked the nerves of wary rail enthusiasts, who for 13 years have been lobbying to get passenger trains running in Portland again.

"This is bordering on the ridiculous," said Wayne Davis of TrainRiders/Northeast, a rail advocacy group. "It's tough not to be testy. We've been brought to great highs, only to be pushed right down into the mud again."

Starting at 4:40 p.m. Wednesday, after a state official told him that the news conference was canceled, Davis began calling 25 board members and a dozen other people who had planned to drive to Augusta to attend. One board member wept when he told her the news, he said.

Davis said many people blame TrainRiders when announcements by state officials don't pan out.

The project has involved many organizations and business-

es, including the Maine and New Hampshire transportation departments, Amtrak, Concord Trailways, the Northern New England Passenger Rail Authority, Maine's congressional delegation, construction contractors, the seven municipalities that will have stations, and Guilford Transportation Industries, which owns the rail between Portland and Plaistow, N.H.

Melrose says it is crucial that the announcement goes smoothly. "It would be a slap in the face if we didn't go through the protocols to make sure the right people are there," he said.

All of the parties have agreed on the start-up date, he said. He declined to say whether service would begin before the busy holiday season.

Guilford and Amtrak are still arguing over how fast the trains can run. Amtrak says the 115-pound rail used in the \$52 million overhaul can support trains at 79 mph. Guilford says they should go no faster than 60 mph.

Two weeks ago, a Colorado company ran a special train over the tracks at 10 mph and measured the flex of the track and the firmness of the whole rail structure, including the track bed.

Michael Murray, executive director of the Northern New England Passenger Rail Authority, described the preliminary reports as "very favorable" and said the final results are expected to be available next week.

When service begins, stops will include Portland, Saco and Wells in Maine; Dover, Durham and Exeter in New Hampshire; and Haverhill, Mass. The trains also will make summer stops in Old Orchard Beach.

One-way tickets from Portland to Boston will cost \$21, and same-day, round-trip service will cost \$35, Amtrak said.

Staff Writer Tom Bell

# AT LAST, TRAIN MAY MAKE IT TO PORTLAND

Tuesday, September 25, 2001

Staff report

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Final preparations are being made for Amtrak's Portland-to-Boston train service, which apparently is set to begin after years of delay.

The surest sign yet that passenger trains may finally be on their way to Portland is the cloud of dust at the end of Sewall Street, where two terminals are being built to accommodate Amtrak.

No one is saying definitively when the long-awaited service will begin, but city and state officials expect it by Jan. 1 and, possibly, by Thanksgiving.

"Everybody's going through their final checklist," said John Melrose, state transportation commissioner. "Within a week or two, we'll know when the start-up will be."

Train service between Boston and Portland, originally scheduled to start in 1993, is the longest-delayed passenger rail project in Amtrak's history. But work on the tracks is nearly complete, just as interest in train travel has risen sharply in the wake of the terrorist attack on the World Trade Center.

"This isn't the way anyone wanted to increase ridership," William Epstein, an Amtrak spokesman, said Monday. "But, certainly, the events of the last few weeks won't do anything but increase ridership."

In fact, Amtrak has reported that ridership on its long-distance trains has jumped by 40 percent since four airplanes were hijacked Sept. 11. Two of the planes slammed into the twin towers and one plowed into the Pentagon. The fourth crashed in Pennsylvania.

Officials had estimated that 320,000 riders a year would use the Portland-to-Boston service. But that was in 1994. Unease about flying after the terrorist attack, combined with population increases in southern New Hampshire and Maine, could increase that number significantly, many believe.

"Now that you have to be at the airport two hours before

departure, many people will prefer to be on the train sleeping, or reading or looking out the window mindlessly," said Wayne Davis, chairman of Train Riders Northeast, which has campaigned for Amtrak service.

According to Amtrak, the train from Portland to Boston will take about 2 1/2 hours. The 114-mile route will include three stops in Maine -- Wells, Saco and Old Orchard Beach -- and three stops in New Hampshire.

At least initially, the train terminal in Portland will be on Sewall Street, part of the Concord-Trailways bus station.

The existing 3,200-square-foot bus station will be doubled in size, and a platform will be added.

Construction already has begun on a second facility -- a lay-over terminal, also on Sewall Street, where Amtrak trains will be maintained and cleaned when they are not in service.

City and state officials are hopeful that, eventually, perhaps within five years, a large train terminal will be built closer to downtown, on Marginal Way.

But Melrose conceded Monday that the station on Sewall Street may be permanent.

"We may never go to (Marginal Way)," he said. "That'll be determined by the cost of moving it, how the financing would work and the demand for the train.

"We'll just have to see," Melrose said.

Officials expect to know shortly at what speed the train to Boston will travel. A federal panel ruled during the summer that Amtrak's Portland-to-Boston could travel at 79 mph if the new rail line satisfies federal safety standards and passes a onetime structural test.

That test will be done this week, performed by a special three-car train that traverses the entire line, identifying any potential problem spots.

Epstein, the Amtrak spokesman, acknowledged Monday there have been many delays in restoring passenger train service from Portland to Boston. But this time, he insists, it really is set to begin.

"We do have a starting date in mind," he said, "but I'm not at liberty to say what it is. We want to be sure before we say it."

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## ITEMS OF INTEREST

January 5, 2002

Wenham Museum Model Railroad and Railfan Meet. Buker Middle School, School Street (Route 1A to Arbor Street), Wenham, MA. 10am-4pm. Adults \$3.50, Children (6-14) \$1.00

February 3-4, 2002.

Big Railroad Hobby Show. Eastern States Exposition Center, West Springfield, MA. 9am-5pm both days. Adults \$6.00, Children (5-11) \$1.00.