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 2001**

— B&MRRHS CALENDAR —

May 12, 2001 We're on the road to **Ashland, New Hampshire** for a joint meeting with the Ashland Historical Society. The meeting will be at 2 PM at the B&M Depot (see below for directions and information on van trip). There will be no meeting in Lowell this month.

The presentation will be done by **Dana Philbrook**, titled "Potpourri of Railroad Oddities, " presenting many one-of-a-kind objects. We will have an opportunity to explore the restored station, which serves as a museum for the Ashland Historical Society.

June 9, 2001 Today we're in **Lawrence at the "Antelope Day" festivities**, celebrating the history of Lawrence and the mile-a-minute run from Boston by the B&M locomotive "Antelope." This all day event will take place in downtown Lawrence in the vicinity of the Heritage State Park. **Please note: The planned re-dedication ceremony for the 410 locomotive in Lowell will be held in the fall.**

July 28-29, 2001 The annual **Lowell Folk Festival** with our open house in the BMRRHS railcar.

August, 2001 **No membership meeting for the month of August.**

Directions to the May 12, 2001 Meeting With Ashland Historical Society

Ashland New Hampshire at former B&M depot. From I-93 take exit 24 east on US 3. In less than a mile, take State 132 to the right. 132 immediately becomes Depot St. The depot is less than a mile away.

For members from the Boston and Southern New Hampshire areas, we will run a passenger van from the Lowell area up I-93, with stops to pick up passengers. This trip would leave the Lowell train station at about 12 noon and return to Lowell by 6 pm. If you would like to join the van trip, please send a SASE to the Derry address. Please indicate the number of people and the exit location on I-93. We will split the cost of the trip among the riders.

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.

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.

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**

Business Address:
B&MRRHS
P.O. Box 469
Derry, NH 03038
E-mail: **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.

The Interchange

FOR SALE - Duplicate B&M paper, B&M Bulletins (Vol II #2 & #4; Vol III #2, Vol V
#2 & #3) plus other early volumes. B&M Employee magazines (1950's & 1960).
Additional items for sale also. For a list of items -
Contact Richard Muse 68 Portland Ave. Dover, NH 03820

NOTICE OF ARCHIVES HOURS

The B&MRRHS archives are located in the Patrick Mogan Culture Center at 40 French St., Lowell, Ma. They are generally open Mon.—Fri. 9 to 5 and Sat. 10 to 3. Closed Sun. and holidays. For further information and to see if they are open call **978-934-4997 or 4998.**

SOCIETY OFFICERS, DIRECTORS AND STAFF

President	Paul T. Kosciolek
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

Staff

Historian	Vacant
Membership Secretary	Buddy Winiarz
Archives Chairman	Frederick N. Nowell III
Show Coordinator	James Nigzus, Jr.
Program Chairman	Vacant
Bulletin Technical Assistant	David A. Fletcher
Bulletin Production Asst	Brian Bollinger
Bulletin Distribution	John A. Goodwin
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

THANKS

Thanks this issue go to: Sandy Shepherd, Richard Muse, William O'Connor, Michael Lennon, Roderick Hall, Bob Warren, Carl Lindblade, Rick Nowell, Tim Gilbert

NEXT ISSUE

The deadline for the July/August Newsletter is June 2, 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.

NEW AWARD GOES TO B&M 3713

The first H. Albert Webb Preservation Award for $10,000 has gone to a group restoring Boston & Maine 4-6-2 No. 3713 at Scranton, Pa. The 3713 project was selected with the help of John Reading, an officer of the Massachusetts Bay Railroad Enthusiasts. The Webb award goal is to aid organizations preserving New England rail history and equipment. The award was inspired by the TRAINS Magazine Preservation Award.

Leigh Webb of Los Angeles, Calif., and Franklin, N.H., funded the award which is named for his father, who died in 1996. Said Webb, "A railfan and a member of the Mass Bay RRE for decades, my father cultivated in me a love of railroading as well. I thought it would be a fitting tribute to him to have an award established to preserve what he loved so much and gave him so much pleasure, using the funds he left me when he died."

To restore the engine, the Lackawanna & Wyoming Valley Railway Historical Society and Steamtown National Historic Site have formed a partnership under which the society is raising the funds for the work.

(from 4/2001 Trains)

Wanted

B&M RDC Operators Tools

- Brake Handle Tool
- Throttle Tool
- Reverser Pin Tool

Contact W. Gagnon at the Society address

TRAIN, TRUCK COLLIDE

Foster's Daily Democrat, 2/21/2001

By DAVE PEARSON
Democrat Staff Writer

ROCHESTER - A driver for Waste Management New Hampshire escaped serious injury Tuesday when his garbage truck collided with a New. Hampshire North Coast Rail Road freight train at the crossing on Whitehall Road.

Police are still investigating the accident, but stated in a release that charges will be forthcoming. The release does not state who police intend to charge.

The Waste Management driver, Gerald Lervey, 33, of Milton was heading west on Whitehall Road and was crossing the railroad tracks when the crash occurred about 2.45 p.m., according to police.

The engineers for the train are Chris Perry, 57, of Arundel, Maine, and Al Handle, 47, of Milton. The engineers were not injured in the accident.

Although Lervey was not seriously injured, the impact front the collision knocked the 10-wheel garbage truck on its side. He was transported to Memorial Hospital as a precautionary measure, said police Sgt. Anne Brideau.

The road was blocked for about three hours as the truck lay on its side and the front of the train rested about 150 meters beyond the crossing.

The train blocked the road until about 5 p.m. as police investigated the accident. The road remained closed for about another hour while crews worked to remove the truck

The truck had to be transferred to a flatbed tow truck for transportation from the scene, Brideau said. Behind the truck wreckage, the railroad crossing lights lay, twisted and broken.

The truck sustained significant damage underneath - its rear two axles bent and broken from the chassis. The compartment holding the trash remained intact and only a few magazines and cans fell out.

The truck leaked some diesel fuel, which firefighters cleaned up, said Assistant Fire Chief Norm Sanborn. The train appeared to sustain only minor exterior damage.

RAIN-DAMAGED TRACK DERAILS TRAIN IN CHELMSFORD

Lowell Sun 3/24/2001
By MELISSA ENTANS
Sun Staff

CHELMSFORD - Louise Potter was in her bedroom on Kennedy Drive yesterday afternoon taking a nap, listening to the rhythmic sound of a freight train chugging past her home.

All of a sudden, she heard a loud crash. And then more crashes.

"I was thinking, 'this train doesn't sound right to me,'" she said.

Potter looked out her window and saw two freight cars - filled with coal - lying in the ditch below her home.

The train, which extended at least a half-mile, hit a section of track that had been worn away by this week's heavy rains, police say. Two of the front cars derailed, and the remaining cars slammed into on, another in a chain reaction.

"(The rains) pulled the supporting gravel and stone out of tracks," said Chelmsford police Lt. Steve Burns.

The derailment occurred at about 4 p.m. just behind Kennedy Drive, but the real mess was across Middlesex Street, where the stalled train's rear freight cars blocked traffic for at least an hour. Police had to dismantle that section of the train in order to allow vehicles through, Burns.

Officials from the Boston & Maine Railroad will be called in to remove the remainder of the train this week.

Although some coal spilled onto the ground, it didn't appear to pass an environmental risk to the nearby Merrimack River, Burns said.

No one was injured in the accident, but it did cause quite a spectacle for nearby residents and business owners.

Alter the initial banging noises, people streamed out of their homes to see what happened, said Jason Deprimeo, a nearby resident who grabbed his camera and started snapping pictures of the wreckage.

"I knew immediately that something bad happened," he said. "I've never heard that kind of noise before. ... It wasn't like the sound of a car crash, it was a real heavy bang"

FLYING YANKEE UPDATE

April 01, 2001

As I write this update we pause to reflect that it was 66 years ago this very day the Flying Yankee made its inaugural revenue run from Portland Maine to Boston. The train was christened with water from Lake Sebago. The time bales called for a run of 115 miles in 125 minutes. The B and M publicity department characterized this as "114 miles in a 114 minutes" When Amtrak begins service on the route they won't match that time, so the Yankee will continue to hold the record.

Back to today.

The Restoration continues at the shops of the Claremont Concord Railroad in Claremont Junction New Hampshire.

Our original operating plans, on file with the DOT in New Hampshire were to operate over the NECRR from Claremont Junction to White River Junction and return each day. The NECRR has 6 movements a day over the 21 mile stretch plus a tri-weekly B and M movement as well, so it was not possible for them to grant us the rights at the times that we required. Even the most enthusiastic rail fans would probably resist a 3: AM run!

As a result of the above we've accelerated our original plan and will be located in Concord New Hampshire at the beginning. We are planning a wye there as well as looking at an interim turn for the train between Concord and Lincoln. This is all track owned by the State of New Hampshire, and the operators of that line have assured the Yankee a place to operate.

The current areas of restoration involve a lot of work on the doors, frames, and steps. Much of the framing and fixtures around the doors were fabricated of carbon based steel so much rust was discovered. The carbon steel items have been carefully removed and replaced with stainless steel replacements. A lot of handwork is involved.

As you know we are restoring the train to comply with FRA/AMTRAK specifications as far as possible. We have just received the specs from ORX for the wheels, axles and bearings. That order will be placed this week.

We are working with ALCO to order springs that will provide a firm enough ride to reduce the sway, but soft enough to be comfortable for passengers. There is an "art" to selecting springs, like deciding the type of springs to go into a pick up truck, strong enough to carry the load, soft enough to be comfortable.

In our last update we talked about the windows. Snow on the "C" car has prevented installation of windows there. The train will have break a way gaskets around four windows in each passenger compartment. The first test was interesting. The glass did not give way as designed and so is being redone.

Carl E. Lindblade, Executive Director.

FOUR RAILROADS TEAM UP FOR RECORD HAUL OF WESTERN COAL

Burlington Northern Santa Fe, Norfolk Southern, Canadian Pacific, and Guilford teamed up to haul Western coal a record distance – 2,350 miles – from a Montana mine to a New Hampshire power plant.

BNSF originated the 100-car train at Kennecot Mining Co.'s Spring Creek Mine in Montana. The train, loaded March 27, moved via BNSF to Chicago, where it was handed to Norfolk Southern. Canadian Pacific was involved as part of the haulage rights deal under which NS moves trains over CP's Delaware & Hudson subsidiary south of the Albany, N.Y., area. Guilford took over at the interchange point of Mechanicville, N.Y., and took the train the final leg of its journey over former Boston & Maine rails to the Public Service Co. of New Hampshire power plant at Bow, N.H. The train was delivered April 2.

Why would Montana coal move so far?

The utility was interested in trying lower sulfur Powder River Basin coal as a way of reducing sulfur emissions from its plant. Larry Meyne, BNSF's director, Coal Marketing East, first began discussing the shipment with the utility in February, and was the connecting link to Kennecott.

"They're trying to be proactive and take responsibility for reducing sulfur emissions," Meyne said. "They had no real familiarity with western coal, and they had no idea that coal could be moved such a long distance from Montana at a delivered price that would be competitive with coal from other sources."

BNSF says the test train was shorter than BNSF's standard 120-car coal train to match up with unloading facilities at the older Eastern power plant.

SOCIETY SHORTS

Membership renewals for 2000 have been completed bringing the Society's membership records up to the current year.

The Society did over $800 in sales at the Haverhill show and over $700 at Bolton.

The March meeting was cancelled due to the weather in eastern Massachusetts. We hope to reschedule Gary Young's presentation for the Fall.

The Merchandise Flyer that went out with the Nov-Dec/2000 issue has generated $2,700 from 65 orders. Thanks to members for their continuing orders.

FROM THE ARCHIVES

Hoosac Tunnel Dock and Elevator Company

In 1875 the Hoosac Tunnel opened for business. New sources of freight traffic became possible, among them the carriage of Midwest grain to Boston for export via the Fitchburg RR and its western rail and canal connections. However the Fitchburg RR lacked suitable terminal facilities in Boston to store bulk grain and to load it aboard ships. The Hoosac Tunnel Dock and Elevator Co. incorporated in 1879 filled this void. The HTD&ECo operated independently for eight years. During this time it developed a section of underutilized waterfront near the Charlestown Bridge as the Fitchburg's window on the sea. The B&MRRHS holds an interesting file of HTD&ECo papers that came to us as part of a large collection of documents from the B&M's contract department.

The file documents the creation of the HTD&ECo by a coterie of well-connected Bostonians and how the shares were distributed among the first families of Boston. With capital in hand the Company acquired Tudor's, Hittinger's, Damon's, and Swett's Wharves in Charlestown, surveyed the property, dredged the surrounding waters and rebuilt the wharves to accommodate grain-carrying vessels. Engineering problems were encountered when the Company tried to repair the "ancient wharves." The Company negotiated with the Harbor Commissioners for extension of the piers. Contracts with the various trades were let for construction of the grain elevator.

The records give clues as to how the Company did its work. We learn how rates and standard contracts for storage and loading were developed in connection with the Boston Board of Trade. We delve into the payroll records to see who did what around the facility. We examine the bills for then-new telephone and other services.

Examination of this primary source material prompts many intriguing questions. How closely did the Fitchburg's shareholders and directors interlock with the HTD&ECo's? We know, for instance, that Fitchburg president William B. Stearns was a shareholder of the Company and Company president Frederick L. Ames was a director of the Fitchburg. What clues do the Company's shareholder list give us about who controlled the Fitchburg at that time? What circumstances dictated the formation of a separate company to develop the docks apart from the railroad? What had changed to compel the Fitchburg to acquire the Company in 1887? Was the acquisition somehow linked to the Fitchburg's consolidation with the Troy & Greenfield, the Hoosac Tunnel & Western, and the Troy & Boston that occurred in the same year? Operationally, where did the grain originate and how were cars routed to the Fitchburg? What rolling stock was acquired to carry the grain? What proportion of this traffic was carried over the Erie Canal and transferred to the rails at Rotterdam Junction? How did the Fitchburg coordinate operations at the Charlestown elevator with the one it built at Rotterdam? What ships carried the grain away from Boston and whither did they travel? What other export traffic did the Company handle?

The elevator that HTD&ECo put up burned down in 1899. The Fitchburg replaced it with another built of cement and tile over a steel frame that was 160 feet tall and had a 260 foot by 84 foot footprint. The Fitchburg Railroad and its lessee the B&M continued to handle export grain for many years. The name Hoosac Tunnel Docks stuck with the property until recent times when the elevator was torn down and the site recycled into other uses. What caused that traffic to cease? The St. Lawrence Seaway? What happened during the winter?

Here, then, is a story in the making, and our Archives contain hundreds more just waiting for the storytellers to come along. Maybe you will be one of them.

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

Rick Nowell
Arcives Chairman

TRAIN, TRUCK COLLIDE

Foster's Daily Democrat, 2/21/2001

By DAVE PEARSON
Democrat Staff Writer

ROCHESTER - A driver for Waste Management New Hampshire escaped serious injury Tuesday when his garbage truck collided with a New. Hampshire North Coast Rail Road freight train at the crossing on Whitehall Road.

Police are still investigating the accident, but stated in a release that charges will be forthcoming. The release does not state who police intend to charge.

The Waste Management driver, Gerald Lervey, 33, of Milton was heading west on Whitehall Road and was crossing the railroad tracks when the crash occurred about 2.45 p.m., according to police.

The engineers for the train are Chris Perry, 57, of Arundel, Maine, and Al Handle, 47, of Milton. The engineers were not injured in the accident.

Although Lervey was not seriously injured, the impact front the collision knocked the 10-wheel garbage truck on its side. He was transported to Memorial Hospital as a precautionary measure, said police Sgt. Anne Brideau.

The road was blocked for about three hours as the truck lay on its side and the front of the train rested about 150 meters beyond the crossing.

The train blocked the road until about 5 p.m. as police investigated the accident. The road remained closed for about another hour while crews worked to remove the truck

The truck had to be transferred to a flatbed tow truck for transportation from the scene, Brideau said. Behind the truck wreckage, the railroad crossing lights lay, twisted and broken.

The truck sustained significant damage underneath - its rear two axles bent and broken from the chassis. The compartment holding the trash remained intact and only a few magazines and cans fell out.

The truck leaked some diesel fuel, which firefighters cleaned up, said Assistant Fire Chief Norm Sanborn. The train appeared to sustain only minor exterior damage.

RAIL COMPANIES DISAGREE ON START DATE, TRAIN SPEED

Manchester Union Leader 2/22/2001

By JODY RECORD
Union Leads, Correspondent

PORTLAND, Maine - Reports that the Portland to Boston Amtrak service, slated to begin May 1, will be delayed because of a dispute over train speed is news to the company doing much of the track upgrading along the route.

David Fink of Guilford Rail System, which owns 78 miles of track between Portland and Plaistow, N.H. said yesterday he had not heard anything about a delay in the start-up schedule.

"If there is a change in the date, it's news to me No one has told us," Fink said yesterday We continue to meet and work with the state (of Maine) to be ready for the May date. We met with the state as late as last week and the issue of changing the date did not come up."

Yet a spokesman for the Northern New England Rail Passenger Authority, which overseer the project for the state of Maine, refuted Fink's statement.

'There will be a delay in the start of service," said Sam Surprise of Surprise Advertising, to whom the rail authority referred media calls. "We don't know how long it's going to take. Negotiations are still ongoing."

Those negotiations, between Guilford and the rail authority, have stalled throughout the past few years over, among other things, just how fast the trains can safely travel. Discussion has focused on 59 mph or 79 mph. The federal Surface Transportation Board ruled in 1999 that the faster speed would be permissible if the rails met federal standards.

Fink said there is no way to determine if the tracks meet federal safety standards without upgrading the rail beds. He went on to say Guilford Rail thinks the crushed gravel being laid under the tracks is not deep enough to guarantee track rigidity with trains traveling at the faster speed. The rail agency and Amtrak disagree and have asked Guilford Rail to let them test the rails. Guilford has refused, according to Amtrak official Bill Epstein,

"We're getting ready to file a request with the Surface Transportation Board, asking them to clarify their earlier ruling because Guilford won't allow us on the tracks to test to, speed," Epstein said.

"As far as Amtrak is concerned, very clearly there are accurate tests and means of testing the tracks," the Amtrak representative continued, "The federal Railway Administration already stated these tracks would be safe at 79 miles an hour according to the design standard we have, now."

Speed testing is not the only unresolved issue between the parties, Epstein added, stressing that there is no agreement with Guilford Rail. He also said the three parties-Guilford Rail, Northern New England Rail Passenger Authority and Amtrak, who will manage the train service once it is in operation, previously established upgrades With the faster speed in mind.

"Everyone had agreed to $5.3 million in additional improvements specifically to accommodate 79 miles an hour," Epstein said. Fink said Guilford Rail would only allow trains to run on its track, if it is safe to do so. And without improving the rail beds, he said he doesn't think that is possible at 79 mph.

"We will run only when we can safely do so; that's been an ongoing discussion for two years," Fink said, adding that he didn't know any thing about the request being prepared for the federal transportation board.

That's new, to me. Fink said. "As far as we're concerned, insurance is what has to be negotiated. The other issues are really thou s. We are preparing to move forward on our, end."

The companies have yet to resolved the issue of insurance for environmental cleanup expenses. Work on the tracks is almost complete. Epstein couldn't predict if the May 1 startup date could be met if the federal transportation board makes a fast decision

"I can't predict how long it will take, " the Amtrak official said. "But Amtrak and Northern New England Rail are win king hard to make this happen."

Planned stops on the 2 1/2-hour Portland-to-Boston train trip include Exeter and Dover, N.H., and, on weekends, Durham, N.H. Saco and Wells are also on the daily route.

A NORTHERN RR RENAISSANCE ?

The following comes from an advertisement placed by the Vermont Agency of Transportation as the process of rebuilding the Boston-Montreal corridor for high speed rail begins its study phase.

State of Vermont
Agency of Transportation
Letter of Interest/Statement of Qualifications
Northern New England HSR Corridor
(Boston/Manchester[Burlington/Montreal)
High Speed Rail Feasibility Study
January 5. 2001

The Vermont Agency of Transportation (VTrans) will retain the services of a consulting firm to perform an extensive feasibility study of the proposed corridor which will lead to a comprehensive plan and approach for the improvements necessary to complete this High Speed Rail (HSR) long term transportation infrastructure project. This work will be performed in accordance with the Federal Railroad Administration (FRA) document titled 'Railroad Corridor Transportation Plans - A Guidance Manual" August 1999, It is expected that this work will be performed in the 2001 and 2002 calendar years.

The corridor which is the Boston to Montreal leg of the Northern New England HSR Corridor has a length of approximately 325 miles. The proposed HSR corridor travels along existing rail rights of way from Boston, north to Nashua, Manchester, Concord, and then turns northwesterly following the former Boston and Maine Northern line to West Lebanon. It then crosses the Connecticut River into Vermont at White River Junction continuing on to Montpelier, Burlington and St. Albans. It then links with the Canadian National Railroad at Alburg continuing on for the final 65 miles to Montreal.

FLETCHER GRANITE GOES TO THE FEDS: SEEKS CONTROL OVER RAIL REOPENING

3/29/2001 Westford Eagle

BY KATHLEEN CORDEIRO
STAFF WRITER

Fletcher Granite Company has filed a petition with the federal Surface Transportation Board, asking that body to confirm its exclusive jurisdiction over the mile of sidetrack it hopes to reopen between Route 40 and a B & M connection at Brookside.

The request is a pre-emptive move to prevent either Westford boards or state officials from regulating resumption of service, confirmed David Psaledas, Fletcher Granite plant and safety engineer.

Fletcher Granite intends to reopen a rail line that has existed since 1895, although the line has not been use since about 1965. Since then, granite has been brought to and from the Groton Road plant primarily by truck, although Psaledas said the company also uses rail from Billerica.

Town officials are surprised and angry by the petition, which was filed in Washington, D.C. on March 13.

"The language is outrageous," said Selectman Bob Jefferies. "I'm offended by this."

The company owns a 12-foot right-of-way along each side of the track bed and part of it abuts wetlands and a brook. According to the petition, "local officials have indicated that any project involving the resumption of service over Fletcher's track is subject to the environmental permitting process under Massachusetts state law and to review by the local Conservation Commission."

Fletcher states that it will submit its plans to the Conservation Commission and work within relevant environmental standards " but says that "prior experience has shown that the Commission will intervene, attempt to regulate and delay this project , and assert jurisdiction over the construction and usage of the rack. "

"They have no basis for saying this," Jefferies said.

Fletcher Granite's Psaledas said he met informally with Westford Conservation Coordinator Bill Turner about' two years ago, and Turner told him that he anticipated few problems with re-opening the line.

Eric Fahle, Conservation Commission chairman, said this week that he has not seen any specific plans for re-opening the spur and limited his comments to general ones. "Since they already have the easement there and it's preexisting, they would be maintaining what they have," he speculated.

"Granite, at least from a transport perspective, it's certainly not going to do anything to the environment (if there were a spill)," Fahle added. If there were other materials transported through wetlands "I guess I wouldn't want to make it any riskier."

The petition also indicates that when Fletcher Granite first made its plans public last year, it received negative attention from abutters, public officials and the media.

Last June, representatives from Fletcher Granite presented their plans at a Board of Selectmen's meeting filled with abutters. Some Brookside Road residents said they were worried about the environmental impact and safety issues relative to re-opening the track.

There have been no public meetings or meetings with abutters since then, although Town Manager Steve Ledoux said Fletcher gave assurances it would do so once surveys of the tracks were complete.

"We've been bushwhacked," said Selectman Bob McCusker.

During the presentation last June, Fletcher Granite's attorney Frank Balas said the trains would be no more than three cars, and would travel about 3 miles per hour, during weekday daylight hours.

Psaledas said this week that he didn't know the company's schedule for re-opening the line. The petition indicates that Fletcher Granite has successfully worked out the details with Boston & Maine Corporation to renew service to and from the rail interchange.

According to its petition for declaratory order, Fletcher currently requires approximately 600 truck shipments annually. The company hopes to eliminate about 450 incoming and 30 outbound trucks yearly once the rail line is operational.

Westford intends to have legal counsel at the hearing before the transportation board, according to Ledoux. He also said the town hopes to schedule a meeting with Westford town counsel, Fletcher Granite representatives and their legal counsel prior to the hearing.

ITEMS OF INTEREST

May 12, 2001.	J.W. Auction Company Auction of Harry Frye Railroad & Brass Toy Collection. Red Hook Brewery, Pease Tradeport, Portsmouth NH. Exit 1 on Spaulding Turnpike. 10am

YEAR-BY-YEAR FREIGHT STATISTICS

Compiled by Tim Gilbert

Statistics do not provide answers as much as they provide a foundation to ask questions. A lone statistic is relatively meaningless. But, when that statistic is compared to other statistics, in this 1921-1977 B&M Scenario, then meaningful questions can be asked (or can confirm or refute opinions).

REVENUE TONS - The number of Tons which earned Revenue.

REVENUE TON MILES (000's) - The number of Revenue Tons carried one-mile.

AVERAGE HAUL MILES - The average miles each ton was hauled on the B&M calculated by dividing Revenue Ton Mils by Revenue Tons. Nationally, the miles hauled per ton was less than that hauled per loaded car: - meaning that the more lightly loaded cars were hauled further than the more densely loaded cars. Whether that comparison holds up for the B&M is not certain because of the predominance of the short haul LCL & Merchandise.

GROSS TON MILES EX LOCOMOTIVES & TENDERS (000's) - The total number of tons of cars including revenue tons, non-revenue tons and light weights carried one mile.

NET TON MILES (000's) - The total number of tons carried in cars for one mile including revenue tons as well as non-revenue tons such as locomotive coal and MOW supplies.

FREIGHT TRAIN MILES - The total number of miles that freight trains operated.

FREIGHT TRAIN HOURS - The total number of hours that freight trains operated.

GROSS TON MILES PER TRAIN HOUR - A major efficiency index calculated by dividing Gross Ton Miles by Train Hours. While on the B&M, this index may have some significance but the comparison between the B&M's with other railroad's indices loses significance because of the Index's bias towards densely loaded mineral traffic.

AVERAGE MPH - Freight Train Miles divided by Freight Train Hours.

LOADED FREIGHT CAR MILES (000's) - The total number of miles that Freight Cars which were loaded ran.

PERCENT OF LOADED CAR MILES which were EASTBOUND - This data was only available from 1925 to 1963. It was important in order to measure return car flow.

EMPTY FREIGHT CAR MILES (000's) - The total number of miles that Freight Cars which were empty ran.

TOTAL FREIGHT CAR MILES (000's) - The sum of Loaded and Empty Freight Car Miles.

PERCENT LOADED OF TOTAL FREIGHT CAR MILES - Loaded Car Miles Divided by Total Car Miles.

BOTH WAYS - The percentage for Total Car Miles.

EASTBOUND - The percentage for Eastbound Total Car Miles.

WESTBOUND - The percentage for Westbound Total Car Miles.

NET TON Miles PER Loaded CAR Mile - Calculated by Dividing Net Ton Miles by Loaded Car Miles. Perhaps, the truest Tons per Car ratio available because it includes LCL and Merchandise traffic as well as weighting for the different length of hauls. This Tons per Car is significantly less than the Aggregate Capacity of the Freight Car fleet - both nationally and on the B&M.

AVERAGE Freight CARS ON LINE PER DAY - The daily average of the total number of Freight Cars on the B&M whether the cars be in transit (loaded or empty), loading or unloading, in storage, undergoing repairs, or waiting for a train to haul them somewhere. This total includes both B&M-owned freight cars as well as those owned by Foreign Lines and Privately Owned.

Freight Car MILES PER Average CARS on Line PER DAY - Calculated by Dividing Total Car Miles by the Daily Average of Cars on Line multiplied by 365 days.

PERCENT OF TIME that Freight CARS were MOVING - Miles per Car Day divided by Average MPH times 24 hours.

CARS PER TRAIN - Freight Car Miles, Loaded, Empty & Total, divided by Freight Train Miles.

		Revenue		Gross	Net			Gross		Loaded	Percent	Empty	Total				Net Tons	Average		Percent			
		Ton	Average	Ton Miles	Ton	Freight	Freight	Ton Miles		Car	Loaded	Car	Car	% Loaded of Total Car Miles			per	Cars	Miles	of Time	Cars per Train		
	Revenue	Miles	Haul	Ex. Locos.	Miles	Train	Train	per Train	Average	Miles	Car Miles	Miles	Miles	Both	East-	West-	Car	on Line	per				
Year	Tons	(000's)	Miles	(000's)	(000's)	Miles	Hours	Hour	MPH	(000's)	Eastbound	(000's)	(000's)	Ways	bound	bound	(Miles)	per Day	Car Day	Marine	Loaded	Empty	Total
1921	20,060,610	2,673,769	133.3	6,389,663	2,783,917	5,835,109	519,021	12,311	11.2	126,623		57,718	184,341	68.7%			22.0	30,243	16.7	6.2%	21.7	9.9	31.6
1922	21,295,716	2,689,915	126.3	6,594,080	2,793,819	6,077,491	594,061	11,100	10.2	137,982		51,667	189,649	72.8%			20.2	30,745	16.9	6.9%	22.7	8.5	31.2
1923	24,409,572	3,103,817	127.2	7,661,671	3,263,066	6,802,259	724,097	10,581	9.4	147,866		60,267	208,133	71.0%			22.1	34,145	16.7	7.4%	21.7	8.9	30.6
1924	21,548,210	2,744,214	127.4	6,753,937	2,882,163	5,699,525	537,092	12,575	10.6	139,604		57,622	197,226	70.8%			20.6	38,439	19.0	7.5%	24.5	10.1	34.6
1925	23,573,877	2,955,885	125.4	7,484,452	3,082,221	6,001,966	558,708	13,396	10.7	153,393	60.6%	61,242	214,635	71.5%	85.6%	57.0%	20.1	27,337	21.5	8.5%	25.6	10.2	35.8
1926	24,113,359	3,037,192	126.0	7,713,229	3,168,704	5,782,031	544,758	14,159	10.6	154,913	61.6%	62,875	217,788	71.1%	85.9%	56.9%	20.5	27,893	21.4	8.4%	26.8	10.9	37.7
1927	23,261,842	2,856,590	122.8	7,631,166	3,006,731	5,697,601	517,367	14,750	11.0	148,514	59.6%	64,623	213,137	69.7%	83.3%	56.9%	20.2	25,695	22.7	8.0%	26.1	11.3	37.4
1928	23,270,081	2,893,844	124.4	7,814,391	3,042,898	4,948,715	421,625	18,534	11.7	153,128	59.4%	66,191	219,319	69.8%	82.5%	57.5%	19.9	22,894	26.2	9.3%	30.9	13.4	44.3
1929	23,757,543	2,993,421	126.0	8,117,567	3,148,808	4,723,363	386,275	21,015	12.2	159,046	59.0%	67,530	226,576	70.2%	82.0%	58.2%	19.8	21,399	29.0	9.9%	33.7	14.3	48.0
1930	20,027,552	2,666,891	133.2	7,437,343	2,813,800	4,165,667	338,169	21,093	12.3	140,801	58.3%	63,754	204,555	68.8%	79.8%	57.8%	20.0	20,465	27.4	9.3%	33.8	15.3	49.1
1931	16,724,529	2,273,291	135.9	6,483,165	2,482,899	3,675,787	286,904	22,597	12.8	122,214	59.5%	62,678	184,892	66.1%	79.3%	53.8%	20.3	18,930	26.8	8.7%	33.2	17.1	50.3
1932	13,018,933	1,812,074	139.2	5,242,115	1,878,936	3,032,598	227,611	23,031	13.3	98,448	60.5%	47,704	146,152	67.4%	81.7%	53.1%	19.1	17,901	22.4	7.0%	32.5	15.7	48.2
1933	13,160,961	1,840,285	139.8	5,334,185	1,929,931	2,896,684	216,169	24,676	13.4	98,983	61.3%	47,855	146,838	67.4%	80.2%	53.8%	19.5	16,480	24.4	7.6%	34.2	16.5	50.7
1934	14,096,371	1,976,104	140.2	5,751,912	2,135,598	3,049,750	227,717	25,259	13.4	107,537	60.8%	50,238	157,775	68.2%	84.3%	52.7%	19.9	16,828	25.7	8.0%	35.3	16.5	51.7
1935	14,303,075	2,041,652	142.7	5,737,773	2,148,572	3,158,018	230,655	24,876	13.7	106,770	57.3%	46,451	153,221	69.7%	78.1%	60.7%	20.1	16,066	26.1	8.0%	33.8	14.7	48.5
1936	15,606,689	2,257,602	144.7	6,296,632	2,374,476	3,308,843	251,162	25,070	13.2	115,224	56.3%	49,760	164,984	69.8%	76.6%	62.7%	20.6	16,405	27.6	8.7%	34.8	15.0	49.9
1937	16,085,985	2,278,996	141.7	6,414,148	2,402,604	3,320,723	240,455	26,675	13.8	117,498	57.1%	49,710	167,208	70.3%	79.5%	60.9%	20.4	15,391	29.8	9.0%	35.4	15.0	50.4
1938	13,107,167	1,941,727	148.1	5,576,835	2,055,169	2,962,010	218,391	25,536	13.6	99,901	60.1%	45,396	145,297	68.8%	80.9%	56.1%	20.6	15,496	25.7	7.9%	33.7	15.3	49.1
1939	15,381,718	2,248,167	146.2	6,389,072	2,375,915	3,253,681	235,013	27,186	13.8	112,361	58.8%	53,203	165,564	67.9%	77.5%	57.7%	21.1	13,650	33.2	10.0%	34.5	16.4	50.9
1940	16,271,518	2,382,236	146.4	6,770,692	2,523,956	3,442,721	241,844	27,996	14.2	117,646	60.3%	57,041	174,687	67.3%	79.2%	54.9%	21.5	12,333	38.8	11.4%	34.2	16.6	50.7
1941	20,825,565	3,137,840	150.7	8,438,350	3,292,996	3,936,307	280,568	30,076	14.0	146,546	58.1%	65,440	211,986	69.1%	83.8%	54.5%	22.5	13,771	42.2	12.5%	37.2	16.6	53.9
1942	25,336,932	4,304,235	169.9	10,468,533	4,507,175	4,649,877	314,616	33,274	14.8	160,677	60.6%	86,961	247,638	64.9%	82.9%	46.5%	28.1	13,406	50.6	14.3%	34.6	18.7	53.3
1943	27,527,079	4,811,142	174.8	11,285,442	5,020,111	4,956,304	333,317	33,858	14.9	167,367	64.8%	87,815	255,182	65.6%	83.7%	47.2%	30.0	13,040	53.6	15.0%	33.8	17.7	51.5
1944	27,073,650	4,678,148	172.8	10,968,187	4,886,316	4,636,723	299,751	36,591	15.5	168,061	64.3%	82,981	251,042	66.9%	84.2%	49.2%	29.1	13,247	51.9	14.3%	34.6	18.7	53.3
1945	25,314,674	4,226,430	167.0	9,837,777	4,390,862	4,108,943	270,946	36,309	15.2	155,405	63.8%	68,004	223,409	69.6%	82.6%	56.2%	28.3	13,853	44.2	12.1%	37.8	16.6	54.4
1946	23,620,692	3,715,328	157.3	8,816,738	3,858,145	3,826,603	259,049	34,033	14.8	145,496	60.2%	56,823	202,319	71.9%	81.1%	62.4%	26.5	13,798	40.3	11.3%	38.0	14.8	52.9
1947	23,892,658	3,688,980	154.4	8,727,412	3,812,966	3,839,975	253,755	34,393	15.1	143,418	57.6%	54,894	198,312	72.3%	82.3%	61.8%	26.6	12,373	43.9	12.1%	37.3	14.3	51.6
1948	23,045,490	3,657,373	158.7	8,708,408	3,773,625	3,768,934	248,067	35,105	15.2	132,446	58.5%	59,879	192,325	68.9%	78.2%	60.9%	28.5	12,604	41.8	11.5%	35.1	15.9	51.0
1949	18,701,832	3,037,497	162.4	7,617,508	3,125,730	3,256,776	205,523	37,064	15.8	121,624	57.8%	57,874	179,498	67.8%	75.9%	59.1%	25.7	10,834	45.4	11.9%	37.3	17.8	55.1
1950	19,550,795	3,197,998	163.6	7,788,365	3,277,360	3,253,539	206,873	37,648	15.7	126,590	57.8%	54,024	180,614	70.1%	78.2%	61.3%	25.9	10,817	45.7	12.1%	38.9	16.6	55.5
1951	19,750,343	3,229,848	163.5	7,705,033	3,305,294	3,202,048	201,745	38,192	15.9	124,201	58.0%	50,206	174,407	71.2%	76.5%	65.3%	26.6	10,287	46.4	12.2%	38.8	15.7	54.5
1952	18,389,447	3,031,078	164.8	7,400,631	3,089,589	3,117,912	187,957	39,374	16.6	116,481	56.6%	53,091	169,572	68.7%	75.1%	61.6%	26.5	9,481	49.0	12.3%	37.4	17.0	54.4
1953	17,797,219	2,905,747	163.3	7,329,977	2,955,650	3,058,823	184,351	39,761	16.6	116,054	57.1%	54,947	171,001	67.9%	74.8%	60.4%	25.5	9,579	48.9	12.3%	37.9	18.0	55.9
1954	16,597,252	2,731,331	164.6	7,013,947	2,772,617	2,972,190	182,726	38,385	16.3	107,591	57.0%	57,464	165,055	65.2%	72.5%	57.3%	25.8	10,108	44.7	11.5%	36.2	19.3	55.5
1955	18,078,157	2,971,371	164.4	7,481,568	3,006,520	2,963,731	193,783	38,608	15.3	116,559	57.7%	59,420	175,979	66.2%	77.3%	54.5%	25.8	11,148	43.2	11.8%	39.3	20.0	59.4
1956	18,518,614	3,071,229	165.8	7,636,998	3,111,588	2,973,593	194,871	39,190	15.3	115,941	60.0%	59,917	175,858	65.9%	78.3%	53.3%	26.8	10,531	45.8	12.5%	39.0	20.1	59.1
1957	17,038,257	2,859,286	167.8	7,247,809	2,904,148	2,771,959	180,357	40,186	15.4	106,433	60.0%	62,435	168,868	63.0%	73.5%	51.8%	27.3	10,163	45.5	12.3%	38.4	22.5	60.9
1958	15,016,648	2,557,854	170.3	6,643,534	2,597,348	2,568,397	163,332	40,675	15.7	93,787	60.5%	62,175	155,962	60.1%	69.4%	50.1%	27.7	9,995	42.8	11.3%	36.5	24.2	60.7
1959	15,360,830	2,617,674	170.4	6,662,964	2,646,177	2,551,566	164,234	40,570	15.5	93,353	59.9%	68,578	151,931	54.9%	71.4%	51.2%	31.7	9,781	42.6	11.4%	32.7	26.9	59.5
1960	15,095,649	2,621,220	173.6	6,858,546	2,646,364	2,580,328	170,683	40,183	15.1	89,963	59.0%	60,652	150,615	59.7%	69.9%	49.6%	29.4	9,581	43.1	11.9%	34.9	23.5	58.4
1961	16,478,372	2,791,191	169.4	6,780,862	2,810,680	2,596,287	166,455	40,737	15.6	87,930	59.0%	61,459	149,389	58.9%	69.4%	48.2%	32.0	9,094	45.0	12.0%	33.9	23.7	57.5
1962	16,511,000	2,796,537	169.4	6,747,249	2,813,868	2,577,536	161,622	41,747	15.9	86,985	59.0%	60,005	146,990	59.2%	69.3%	49.8%	32.3	9,073	44.4	11.6%	33.7	23.3	57.0
1963	15,295,138	2,602,246	170.1	6,332,533	2,617,642	2,502,296	159,949	39,591	15.6	81,956	59.4%	58,027	139,983	58.5%	69.3%	48.0%	31.9	8,881	43.2	11.5%	32.8	23.2	55.9
1964	15,614,754	2,720,279	174.2	6,359,582	2,736,829	2,475,884	156,709	40,582	15.8	81,000		58,000	139,000	58.3%			33.8	9,320	40.9	10.8%	32.7	23.4	56.1
1965	15,686,501	2,789,660	177.8	6,314,949	2,805,837	2,308,307	151,729	41,620	15.2	78,351		55,684	134,035	58.5%			35.8	8,522	43.1	11.8%	33.9	24.1	58.1
1966	15,377,495	2,795,760	181.8	6,144,241	2,810,385	2,277,933	147,990	41,518	15.4	75,239		52,162	127,401	59.1%			37.4	7,860	44.4	12.0%	33.0	22.9	55.9
1967	16,126,201	2,711,627	168.2	6,059,227	2,729,774	2,260,091	145,027	41,780	15.6	72,811		54,988	127,799	57.0%			37.5	7,956	44.0	11.8%	32.2	24.3	56.5
1968	19,654,152	3,033,112	154.3	6,518,621	3,050,114	2,363,705	158,832	41,041	14.9	74,757		58,714	133,471	56.0%			40.8	8,713	42.0	11.8%	31.6	24.8	56.5
1969	16,928,926	2,922,028	172.6	6,224,759	2,938,716	2,141,313	151,421	41,109	14.1	72,422		53,791	126,213	57.4%			40.6	8,899	38.9	11.4%	33.8	25.1	58.9
1970	15,347,649	2,744,220	178.8	5,752,987	2,757,514	2,031,334	148,067	38,854	13.7	66,000		48,000	114,000	57.9%			41.8	9,045	34.5	10.5%	32.5	23.6	56.1
1971	14,553,298	2,609,089	179.3	5,772,280	2,624,000	2,003,000	146,204	39,481	13.7	63,000		49,000	112,000	56.3%			41.7				31.5	24.5	55.9
1972	14,433,902	2,647,125	183.4	5,910,644	2,662,000	2,188,000	160,882	36,739	13.6	63,000		50,000	113,000	55.8%			42.3				28.8	22.9	51.6
1973	14,931,340	2,749,278	184.1	6,004,873	2,762,000	2,065,000	147,500	40,711	14.0	64,000		50,000	114,000	56.1%			43.2				31.0	24.2	55.2
1974	15,012,790	2,797,867	186.4	6,136,424	2,809,000	1,979,000	139,366	44,031	14.2	61,000		50,000	111,000	55.0%			46.0				30.8	25.3	56.1
1975	12,884,754	2,415,462	187.5	5,329,893	2,424,000	1,721,000	118,690	44,906	14.5	50,000		47,000	97,000	51.5%			48.5				29.1	27.3	56.4
1976	12,748,397	2,466,167	193.4		2,471,000	1,705,000				51,000		46,000	97,000	52.6%			48.5				29.9	27.0	56.9
1977	13,047,036	2,525,768	193.6		2,539,000	1,748,000				52,000		44,000	96,000	54.2%			48.8				29.7	25.2	54.9