

# 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

July-August 2001

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## — B&MRRHS CALENDAR —

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

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

*All Lowell membership meetings start at 3:30 PM on the second Saturday of the month in the Boott Mills Theater, 2nd floor, in Lowell unless otherwise stated*

## MEMBERSHIP MEETINGS

For our April membership meeting, we were in Newton, MA for the annual joint meeting with the MBRRE. Preston Johnson presented a slide show with many of his oldest slides, including some incredible steam shots.

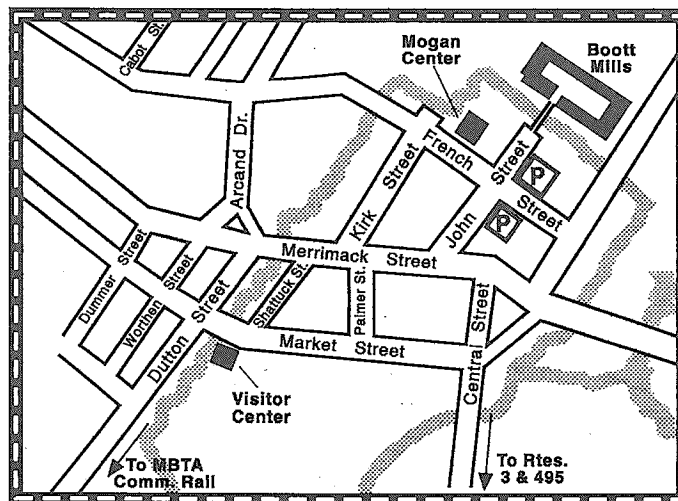
In May, the Society had another joint meeting, this time with the Ashland (N.H.) Historical Society in their restored B&M station. Dana Philbrook brought along a number of unusual railroad items for "show and tell."

In place of a meeting in June, we were at the Lawrence "Antelope Day" festivities, held in some of the old mill buildings in downtown Lawrence, and celebrating the railroad history of Lawrence. We met a number of people with B&M connections, and even picked up a few new members. Thanks to all of the members who manned the table for this event.

We look forward to seeing our members at the Lowell Folk Festival on the last weekend in July. We will have the railcar open and it's one of the few times where we do a public display of the hardware from the archives.

**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.

## HE'S BACK.....

Yes....the RED DOT is back.....this is the last item you will receive from the B&MRRHS unless you renew.

The policy is 90 days--3 months---your anniversary month and the following two months. Please RENEW so you don't lose any Bulletins, Newsletters, Modelers Notes or what ever. Use the return envelope sent to you--all you have to do is put a stamp, return address and seal.....along with your dues. Please use a piece of paper to write changes---thank you.

If you move ..please notify the Society by the Post Office or if you are on--line via e-mail.

As of June 6, 2001 we had a total of 1258 members, paid, life and exchange/comps. The Life and Exchange/Comps total near 100.

The June 2000 renewals are being mailed--almost 400 ...so I am staggering them over a few weeks. Can't give the mailperson a strain.

Membership Sec.  
Buddy Winiarz

## SOCIETY OFFICERS, DIRECTORS AND STAFF

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Treasurer	Allan Klatsky
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Clerk	Richard Nichols

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Patrick Abegg  
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Contributing Editor	Craig Della Penna, George H. Drury

## THANKS

Thanks this issue go to: Richard Muse, Michael Lennon, Roderick Hall, Carl Lindblade, Bob Warren, Alden Dreyer

## NEXT ISSUE

The deadline for the September/October 2001 Newsletter is August 5. 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.

## LARGE PART OF HARRY FRYE COLLECTION PROCURED BY B&MRRHS

On May 12, a public auction was held in Portsmouth, NH to liquidate the railroad material from the estate of the late Harry Frye, the long-time Historian of the B&MRRHS. Harry had a vast collection of model trains, photographs, and other historical railroad material. Members of the B&MRRHS worked with the law firm settling the estate to assist in organizing the material for auction, as well as to locate Society materials that were in Harry's possession.

Because of the unique value of this collection, the Board of Directors authorized President Paul Kosciolk to bid on and obtain materials that would be of value to members and others

researching the history of the B&M. We will have a detailed description of the material that we purchased in the next issue. There were a number of collections that we were able to keep together that would otherwise have been separated.

Once our Archives Committee organizes this material, we will bring it to our members through the Bulletin, the Newsletter, and possibly additional publications. Any members interested in assisting the Archives Committee should contact the Chairman at the Derry address (PO BOX 469 / DERRY, NH 03038)

## B&MRRHS BOARD OF DIRECTORS MEETING MINUTES

FEBRUARY 10, 2001

In attendance: Paul Kosciolk, Ellis Walker, Pat Abegg, Jim Nigzus, Dan Hyde, Wayne Gagnon, Sandy Shepherd, Allan Klatsky, John Goodwin, Russ Munroe, Buddy Winiarz.

### Reports

Treasurer: There is \$1,171.09 in the checking account, \$46,382.09 in the savings account, \$119.00 in earnings. Motion made by Hyde, 2nd by Goodwin that the treasurer be authorized to open another \$10,000.00 C.D. Motion Carried.

Membership: Kosciolk reported that the society has about 1250 members.

Newsletter: Abegg reported that he is a little behind schedule but will be going to printers shortly.

410 Committee: Nigzus reported that as of 1/25/01 there was \$139.68 in checking, \$5,684.14 in savings, \$5,000.00 6 month C.D. for a total of \$10,823.82

Shows Committee: Springfield show had brought in \$3,448.66 in total receipts. Breakdown as follows: \$1,185.00 ; Bulletin sales, \$721.00 ; Video sales, \$607.00 ; Car kits, \$194.60 ; Shirts, \$205.70 ; Books, \$82.00 ; Archive materials, \$23.00; 410 donations. The Catalogue sales from November through February \$2,441.25. Show Schedule- March - Haverhill Train Show, April - Topsham, Maine, Bolton Shows.

Old Business: Our attorney forwarded a new contract for review of the Central Mass. to Larry Lowenthal.

Co-operative agreement is still being worked on by Mike Wurm of the park service.

B&M Calendar Project being tabled for next meeting.

Historian Vacancy: It was suggested that a committee of the following members be created to serve as advisors: Preston Johnson, Arnold Wilder, Donald Robinson, Carl Byron, Russ Munroe, John Goodwin.

John Goodwin will act to receive all correspondence regarding the committee.

### New Business Items:

B & M Railroad Museum: It was reported that the Sports Museum will be vacating the Mack Building. It was suggested that a transportation museum be created with the following organizations: Seashore Trolley museum, Boston & Maine Railroad Historical Society, Lowell Regional Transit Authority. Each organization will provide materials and manpower. There will be a meeting scheduled on April 6, 2001, with the City of Lowell, Seashore Trolley Museum and the National Park Service. Linda King-Deputy Secretary of the Transportation will be on hand to meet with Peter Aucella of the National Park for a potential grant to create a transportation network within the City of Lowell.

On a motion made by Gagnon, 2nd by Shepherd that the Boston & Maine Railroad Historical Society state our intentions to become part of a collaborative effort to be involved in a future transportation museum to be located in Lowell, Mass. Motion Carried.

B & M Box Cars located at the Boston Navy Yard: An e-mail was received regarding two B & M box cars which have to be removed from the Boston Navy Yard. Nigzus will contact Peter Aucella, Pat McGary of the park service about the society's interest in the cars. We would need permission from Ed Barry at the Boott Mills and Steve Carlson of the Boston Navy Yard for ongoing discussions.

Next Meeting will be March 10, 2001 at 1:00 P.M.

## **FLYING YANKEE UPDATE**

June 01, 2001

Recently we were pleased to have a visit from Neil Mullaney, a retired executive from the MBTA, who brought a knowledgeable eye to the project to date. Neil arrived early in the morning, brought donuts for the crew, donned overalls and crawled over every inch of the Flying Yankee.

He made one request, that being, that prior to equipment movement, he be alerted as not to be "in the way" of a 44 tonner!

The Board of the Flying Yankee met with Neil after his week in Claremont and he was able to provide an assessment of our progress to date and provide suggestion to the Board and to the good folks at the Claremont Concord Railroad to enhance the restoration process.

The Bedford Boomers, a group of rail enthusiasts (whose motto is "no dues, no officers, no politics") arrived over 20 strong over two days to take a visual inventory of new parts, old parts, parts to be returned to the train and those for future sale. No parts will leave Claremont, however, until the train is fully operational. We appreciate their excellent work, which will dovetail with the existing database that has been developed since November of 1997 by the Claremont Concord Railroad.

The chair of the Flying Yankee Restoration Group recently acquired an "O" Gauge model of the Flying Yankee. It is an excellent piece of modeling. Ed Finn of the Boomers mounted the model on a 48" piece of oak, securing it to the track with unseen wire, and then fashioned a heavy-duty case for carrying the model around to show folks. Wherever we've taken it brings ooohs, aaahs at what a wonderful rendition of the train it is.

We've shown the model to the folks at the CCR as well.

The long term plan for the train is for it to be spotted in Concord New Hampshire to become a centerpiece, long term, for a transportation museum.

The executive director of the Yankee is always available for presentations to civic clubs, chambers of commerce, and railroad groups if anyone needs a speaker. Call me at home anytime 603 731 0650 (car phone, use the area code).

We appreciate your continued support and please visit the web [www.flyingyankee.com](http://www.flyingyankee.com).

## **MAINE SERVICE POSTPONED**

This week also brought news of a further delay to the decade-long effort to restore passenger service between Portland, Maine, and Boston. The Northern New England Passenger Rail Authority says the service, which it had hoped would begin as early as June, will be pushed back until sometime this fall.

Improvements to the Guilford Rail System trackage that the Downeaster service will use will be completed by June. But the authority must reach a final agreement with Guilford on the construction of station platforms and a Portland layover facility, said Patricia Douglas, the NNEPRA's manager of planning and development.

Once those agreements are signed – perhaps as soon as the next few days – it should take between 60 and 120 days to complete work on the station platforms, she said.

This spring, while continuing to negotiate with Guilford over the speed of the trains – Guilford wants to limit them to 59 mph, while passenger advocates are seeking 79 mph – NNEPRA officials had said they would begin at 59 mph while trying to resolve the speed issue. The Surface Transportation Board will decide the issue by June 30, so it's likely that the authority will know how fast the trains will run before service begins. Four trains a day in each direction are planned.

## **SHELBURNE FALLS TROLLEY MUSEUM**

The SHELBURNE FALLS TROLLEY MUSEUM is open on weekends and holidays noon to 1700 thru 21 October. Weekday operations may be added. The Museum operates in the former B&M railyard in Buckland MA in the so-called village of Shelburne Falls located about 20 minutes west of the Routes 91/2 intersection in Greenfield MA. Although it is the only trolley museum in MA, serious consideration was given to changing the name to reflect its real mission which is a railroad museum. The operating 1896 Wason No.10 gets top billing, followed by the B&M, NYNH&H and GRS. There is no charge to explore the visitor center or examine the freight house and coal shed which may date back to the Civil War. \$2.00 is charged to ride the trolley, under 6 are free. Motormen John Greene and Alden Dreyer are retired B&M career railroaders and would be pleased to answer any B&M questions. Located on the GRS mainline, your chances of seeing a train during your visit are quite good.

## **GREENFIELD ENERGY PARK**

The former Boston and Maine Railroad passenger depot property in Greenfield MA is now the Greenfield Energy Park. The Park is owned by the city and maintained by the Northeast Sustainable Energy Association (NESEA). NESEA purchased the former B&M administration building and the structure is little changed from 13 April 1972 when the B&M ceased using it. If you visit during the week, you can request a tour of the building being sure to express your B&M interest. NYNH&H caboose No. 627 is located in the Park as a miniature railroad museum and hastily painted with B&M insignia. Open on Saturdays for certain, other times to be established, but NESEA personnel probably would be happy to unlock it for you upon request. The Park is located in the center of downtown Greenfield at the junction of GRS north-south-east-west routes. Be sure to check out the solar train clock and the historic steps leading down to the Bank Row underpass. To reach the Park from the Routes 91/2 intersecting rotary, go east on 2A down Main Street and turn right just past the Sunoco station. A great place to hang out with the kids while Mom goes shopping and Dad waits for a train.

# COUNCILORS SKEPTICAL OF PLAN TO ROUTE TRAINS INTO BAYSIDE

(from Portland Press Herald, 6/9/2001)

By MARK SHANAHAN, Portland Press Herald Writer

Portland city councilors said Friday they are not enthusiastic about the state's plan to run passenger trains through Bayside.

Councilors will see the details of the state's plan Monday, but some already believe the scheme for getting trains through the city could create more problems than it solves.

"Bayside is so fraught with impediments," said Councilor Philip J. Dawson. "The cure, in this case, is worse than the illness."

Transportation Commissioner John Melrose has said he wants to run tracks along a four-block section of Somerset Street, in the Bayside neighborhood, to accommodate passenger rail service. He has concluded that building an elevated line beside Interstate 295 -- the option preferred by some -- would be too costly and violate federal law.

Melrose told a city committee this week that the train would run from Forest Avenue, up Kennebec Street to Somerset Street, and along Somerset to Franklin Street. From there, the train would continue north, over Casco Bay, to Yarmouth, where it would branch out in two directions, west toward Lewiston-Auburn and east toward Brunswick.

It's the latest in a series of track options considered by the state as it prepares for the return to Maine of passenger rail service. Amtrak's long-delayed Boston-to-Portland service is expected to begin this fall.

The state has looked at a variety of routes the train could take into Portland -- along the waterfront, St. John Street, Sewall Street and Marginal Way. The route into the city is important because it will affect the route out of the city.

For example, a northbound train leaving Sewall Street -- next to the Concord Trailways Terminal on Thompson's Point -- would travel across Brighton Avenue and through busy Woodfords Corner.

From the state's perspective, Bayside is appealing because it

would have fewer street crossings and no costly above-grade crossings. In addition, it would bring the train downtown, which offers certain economic development opportunities.

But councilors contacted Friday said the state's plan would cut Bayside in two, which could hamper efforts to create a technology-and-business park there. Beyond that, they're concerned about the impact that four trains a day would have on traffic.

"Running Amtrak through Bayside makes it easier to travel north and into central Maine," said Councilor James F. Cloutier. "That sounds like a good idea, but it sounds like a limited idea."

"How many people are going to take the train to Lewiston or Brunswick and Rockland?" Cloutier said. "If we have to redesign six intersections over the next 15 years, we should think about that."

A better idea, some councilors believe, would be to run the train down the middle of Marginal Way, with traffic on either side.

Portland Mayor Cheryl A. Leeman said she's ambivalent about the state's plan, but wants to know more. Although she shares the concern about the potential effect on development efforts in Bayside, she's eager to get the issue resolved.

"We need to get over the initial shock," Leeman said. "The state could say, 'Hey, we're going to do this.' It makes sense at this point to work collaboratively."

The Bayside option would affect several businesses along Marginal Way, and many already are encouraging city officials to think twice before bringing trains into the area.

"We think this would devalue our property and make it less attractive to a potential buyer," said Bill McKenzie, president of AAA of Northern New England, which has been on Marginal Way for 38 years.

AAA is considering moving to a five-story building proposed at the corner of Marginal Way and Preble Street.

Amtrak is restoring a service that ended in 1965. The 114-mile route from Boston includes three stops in New Hampshire and four stops in Maine -- Wells, Saco, Old Orchard Beach and Portland.

## TRAIN DERAILS IN PORTSMOUTH

By MICHAEL GOOT

Democrat Staff Writer

PORTSMOUTH — One tanker of a two-car train derailed Friday afternoon at the Market Street interchange across from the Port Authority. The accident occurred at about 4 p.m. Two tankers were traveling from Newington at about 5 mph when the lead car came off the track, according to Portsmouth Deputy Police Chief Steven Achilles. The tanks were not carrying any fuel at the time. It took about two hours for the train company to get to Portsmouth with a truck and crane. The crane lifted the tanker onto wood blocks to get it back on the tracks. Police blocked off the two lanes of traffic traveling from Newington into downtown Portsmouth on Market Street. Cars traveling south were allowed to go into the left northbound lane into Portsmouth. Traffic was still being redirected after the train was rerailed while workers cleaned up the area. No further details including the name of the train company were available Friday evening.

*B&MRRHS Newsletter*

### *The Interchange*

As a retirement hobby, former B&M RTC Alden Dreyer buys, sells and trades historic Boston & Maine RR paper. Currently in stock: 73 out of the 86 B&M BULLETINS, 126 out of the 284 Employees' Magazines, and about 70 different ETT's. Also nearly complete files of TRAINS, RAILROAD, L&RP, NESL, etc. FREE LIST via USPS or email. Contact Alden Dreyer, 91 Reynolds Road, Shelburne MA 01370-9715, alden@javanet.com, 413-625-6384

Also, for anyone interested, Buddy Winiarz has a small collection of Railroad and Trains Magazines dating from the 1940s thru 1960s for sale. Condition of the magazines varies. If anyone is trying to backfill their collections, please contact Buddy at the Derry P.O. Box or on-line at BMRRHS3718@aol.com.

# MORE PROBLEMS FOUND WITH TRAIN TRACK

June 2, 2001

By DONNA MOXLEY And ERIC FRANCIS

Southern Vermont Bureau

Fixing problems with the train track running from Palmer, Mass., to St. Albans, Vt., might take longer than just a few days. Speed restrictions limiting travel on parts of the track to as low as 10 mph were posted by the track's owner, New England Central Railroad, on Thursday. The company had run a "geometry car" with computerized tools that measure track conditions up the track as part of an annual inspection, according to officials, and discovered some problems.

Amtrak, which operates the Vermonter between Washington, D.C., and St. Albans, decided to bus its passengers between Springfield, Mass., and St. Albans rather than face up to 2.5-hour delays.

NECR, in a statement Thursday, had said maintenance work on the track should be completed within a few days. Friday, however, Vermont Agency of Transportation Rail Division Director Charlie Miller said the number of problems on the track "might be a bit more extensive than originally thought."

He said NECR learned more information from an engineering study Friday that indicated there were more problem areas than first reported. Although NECR issued a statement regarding the speed restrictions Thursday, General Manager Michael Olmstead did not return calls on Friday.

Amtrak Conductor Larry Hicks said Friday that the geometry car found over 200 defects that fell below the minimum operating standards for passenger rail service.

Miller said the problems with the track would affect mostly passenger comfort, rather than safety. Six or eight gauge problems—differences in the width between the tracks—were fixed immediately, he said, because they would cause problems even with freight trains.

The remaining concerns are mostly uneven tracks, Miller said. "If you look down a railroad track, if it's in need of servicing, you'll see the track kind of waver up and down," Miller explained. "It's not a lot, but it's enough that the tracks are not the same height on both sides, or trim." Miller said the maintenance prob-

lems are increased since freight trains also run on the same tracks.

"Freights tend to beat up the rails a lot more," he said.

Karen Dunn, an Amtrak spokeswoman, said the company will continue to run buses "as close to the train schedule as possible ... we certainly will make sure that we don't strand anyone."

Hicks said crews had been complaining in recent weeks about the condition of the track that the Vermonter was traveling over. "We are just trying to move the passengers as best we can under the circumstances to get them to the connecting train in Springfield (Mass.),"

Hicks said Friday morning as he marshaled 70 riders onto two separate buses at the White River Junction station. "We have two buses today and we are skipping every other station with each bus so make the schedule. This method gets us into the off-highway stations in a more expeditious manner," Hicks said.

Hicks said officials have not yet told the Vermonter crews when they expect the train to run again, but they are still hoping it will be early next week. "Until we get basic compliance on the spots that were less than adequate for passenger service we are going to be busing," Hicks said. "This is all safety first, absolutely. We don't want to jeopardize anybody, including ourselves. It's paramount to operate at a minimum standard and that's what we are looking for now from this track."

Hicks has been with Amtrak for 36 years, and he said it's rare to have a train canceled for any length of time because track maintenance falls below minimum standards.

Colleen Grieves, a Montreal nurse, said she would have skipped the trip to Bridgeport, Conn., if she had known about the need to ride on a bus for a large part of her journey.

"The train is a nice relaxing ride but the bus is too crowded," Grieves said. "This has delayed my plans a bit and made it a bit inconvenient for me." "I could drive my car but usually I enjoy taking the train through the New England states because the scenery helps me get away from my hectic job," she said.

*Ed. note: Vermonter service was indeed restored during the week of June 17th.*

## FITCHBURG RAILROAD HO-scale "Old Time" Box Cars

Re-capture the glory days of Alvah Crocker's legendary Fitchburg RR—"The Hoosac Tunnel Route"—with these 36' old-time wooden boxes, representative of the type used by the Fitchburg and other roads in the late 19th Century.

These Roundhouse kits come in 2 different numbers, each featuring a different lettering style. The first has the "Hoosac Tunnel Route" slogan, and the other is decorated as a "Hay Car".

Kits are \$12.95 each or 4 for \$45.00. S&H is \$3.50 for up to two kits or \$5.00 for 3-4 cars.

## B&MRRHS Silver Anniversary Commemorative HO-Scale Caboose Kit

**SPECIAL PRICE!!**

ONLY A HANDFUL LEFT!!

Using the popular N-5 style caboose produced by Bowser, we have had a LIMITED PRODUCTION run of these spiffy looking vans done in maroon with gold lettering complete with a custom designed stylized "Minuteman" herald surrounded by a ring of stars and B&MRRHS insignia. This commemorative model is sure to become a collectible.

**\$5.00 each**

+ \$4.00 P&H

(P&H good for up to two kits)

Order From:

B&MRRHS Catalog  
P.O. Box 9116  
Lowell, MA 01853

## FUTURE TRAIL?

(from Lawrence Eagle-Tribune, 5/16/2001)

By Jennifer D. Jordan

SALEM -- State transportation officials have agreed to study the feasibility of building a bike path through town. Officials are considering three routes: a bike path running parallel to Interstate 93, a bike path built on the abandoned Boston and Maine Railway line that runs roughly parallel to Route 28, and adding shoulders to existing roads. If built, the paved bike path will be about 10 feet wide. "A mix and match of those options or using a portion of each might be the best way to (build) a bike path. We just don't know yet," said Ansel Sanborn, administrator of transportation planning at NH DOT. "We have to look at everything (in the feasibility studies)." But the fact the studies are being done is great news to bike lovers like Linda and Bob Harvey of Salem, who will spend their summer vacation pedaling their tandem bicycle through Denmark and Sweden. "There's no good way to get to Manchester on roads (on a bike)," said Mrs. Harvey, who's also a Conservation Commission member. "There are roads we won't travel on because they're too congested and we believe they're not safe." The state owns some of the abandoned railroad in New Hampshire; other sections are

still owned by Guilford Transportation. "My own personal belief is that the train beds would be best," she said. "It's a separated facility, it's flat and it's safe." She was happily surprised when transportation officials said they might want to extend the bike path to Concord, about 45 miles north of Salem. State officials said they had no cost estimates on any of the three plans, but a proposal last year to convert a few miles of the old railroad in Salem into a bike path was estimated to cost \$1.1 million.

One team of engineers and consultants will analyze where a bike path might fit in the 18-mile I-93 widening project from Salem to Manchester, said Jeff Brillhart, the project director. "We're trying to work in all aspects of transportation in the I-93 corridor," Mr. Brillhart said. "My thinking is, we'd try to make connections with park-and-ride lots, so there would be a real benefit to commuters," Mr. Brillhart said. "Someone could bike down a local road to a trail to a park-and-ride lot and catch a ride to work." Another group will analyze other potential bike path sites from Salem to Concord, using some of the \$250,000 set aside by the state for that purpose. Those sites would include the abandoned railroad land and building shoulders into existing roads, such as Route 28.

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## NH, MASSACHUSETTS DISCUSS RAIL SERVICE

NASHUA (AP) - New Hampshire and Massachusetts officials plan to meet next week to discuss extending passenger rail service to Nashua from Lowell, Mass.

Reps. Charles Bass, R-N.H., and Marty Meehan, D-Mass., said last week they are looking for \$15 million toward final design work and construction of the 11-mile line.

Next Tuesday, the public is invited to the first of four meetings of a bistate steering committee for the rail project.

The meeting is expected to draw officials from the Nashua Regional Planning Commission, Lowell Regional Transit Authority and Federal Transit Administration.

"It shows everyone agrees on the common goal of developing commuter rail," said Mayor Bernard Streater. "Obviously, commuter rail will be important to Nashua and to Lowell, Chelmsford and Tyngsboro. It's a bistate cooperation."

Streater and other local officials believe the \$15 million, if approved by Congress, would be a big boost to the \$21.5 mil-

lion project, even though much work remains to be done. The project already has received \$3 million in federal funding, and the state has committed to providing 20 percent of the overall cost. Additionally, federal and state funds have been targeted for the development of a train station near Exit 2 of the F.E. Everett Turnpike. The preliminary engineering is also expected to identify a downtown depot.

The Greater Lowell Transit Management Association believes the rail line would help with its goal of reducing congestion on Route 3 in Massachusetts and ease parking in Lowell. A look at the number of New Hampshire license plates in the crowded parking garage at the Lowell train station on a weekday gives a good idea of the effect of traffic from over the border.

The Boston firm Parsons Brinckerhoff Quads & Douglas is conducting the preliminary engineering work for the line, which isn't expected to be completed until 2002,

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## NECR DERAILMENT RESULTS IN CONN RIVER OIL SPILL

WESTMINSTER, Vt. (AP) - A freight train derailment early Monday sent one of the locomotive engines into the Connecticut River and dumped as much as 2,200 gallons of diesel fuel into New England's largest river.

Just hours later, an Amtrak passenger train would have passed over the same tracks, which apparently had been undermined by a spring snowmelt.

Charlie Miller, head of Vermont's rail division, said there were no injuries in the 6 am accident. The New England Central freight train

The primary concern was the environmental damage being caused by diesel fuel leaking from the locomotive that sat in the Connecticut. The locomotive, half-submerged in the river, leaked between 2,000 and 2,200 gallons

"We are definitely looking at it as a significant spill." Said Mark Merchant, Environmental Protection Agency spokesman. "We haven't had a spill this size in Vermont or New Hampshire in at least the last five years."

The EPA had worried earlier that the spill might have been as much as 6,000 gallons, but the total was lowered after further investigation.

Still, there was enough fuel in the water to kill some fish and waterfowl. Agents from the U.S. Fish and Wildlife Service were en route to investigate how badly wildlife was affected.

A private cleanup company stretched a containment boom across the Connecticut River between Putney, Vt and Westmoreland, N.H. about five miles downstream, to prevent fuel from flowing farther south.

## TRANSPORTATION HUB OPENS IN WOBURN

(from THE BOSTON GLOBE, 5/17/2001)

By Thomas C. Palmer Jr.,

W OBURN - Downtown Boston streets may be just a little less crowded in the near future now that 2,400 parking spaces are available here at the new Anderson Regional Transportation Center, giving commuters more reason to leave their cars and ride into town. The \$17 million, 34-acre center, located near Interstates 93 and 95 on a site once so polluted it made the Environmental Protection Agency's Superfund list, serves MBTA commuter-rail riders, car-poolers, and airport travelers using Logan Express. "It's a national model for inter-modal transportation, where you bring several modes of transportation together," said Richard Doyle, regional administrator for the Federal Transit Administration. Never mind that Pete Sutton of SmartRoutes traffic information service noted there were no bike racks. "Look at this place," he said. "It's nicer than North Station." The inviting 8,000-square-foot building of orange and red brick has the shape of a 19th-century train depot, but with a bright, airy interior and comfortable teak benches. "That was important to the town. They wanted a historic look, with a clock tower," said Stephen Baker of Baker/Wohl Architects, in the South End. Commuters were able to use the huge lots even before the official opening speeches were delivered yesterday. Logan Express service moved from Mishawum Road to the new center on April 7. The MBTA's Lowell Line has made this its main stop, rather than Mishawum Station, since April 28, and the Massachusetts

Highway Department's 400 Park and Ride spaces opened then, too. Rich Mizia of Concord flies out of Logan two or three weeks a month, and he now leaves his car in Woburn and takes Logan Express. "It's a lot easier to get into and out of" than the old facility, Mizia said. The Logan Express lot has 900 parking spaces, three times more than before. Parking is \$7 a day. "It's a heck of a deal," he said. His only complaint was there is no place to leave luggage while you park your car - and lugging it across that big Logan Express lot can be a chore. But the transportation agencies seem to have thought of most everything else. There are colorful, automated information screens that give Logan users the status of their flights. Another information board lets commuter-rail users know when their train will arrive. Some veteran Mishawum users who work near the old station protested its closing, so the MBTA is stopping three morning and three afternoon trains there, even though the new Anderson Center is only one minute away on the train. The new facility is named after Jimmy Anderson, who died at age 12 of leukemia and whose mother, Anne Anderson, worked to clean up the badly polluted site. Commuters using the new center seemed impressed, though some said they wished they had been better informed of the change. Danny Foy said he hadn't gotten the word, so he had gone to Mishawum Station and waited there until someone wandered by and told him about the new transportation facility. "I had to walk the tracks all the way up so I could use this one," he said.

## ALL SYSTEMS GO FOR NEW EXETER TRAIN STATION

By Karen Dandurant and Jason Schreiber, [exeternewsletter@seacoastonline.com](mailto:exeternewsletter@seacoastonline.com)

EXETER — Plans to build the Exeter train station are finally rolling along. R.S. Audley, Inc. is expected to begin moving equipment to the site of what will be Exeter's new train station on Lincoln Street by late next week. The station platform, which carries a price tag of more than \$1 million, is expected to be built by July 15 in anticipation of the start of passenger rail service from Portland to Boston. The contract calls for the entire project to be completed by Oct. 12. The announcement that work will soon begin on the station was made Thursday at a preconstruction meeting that included representatives from Audley, the state Department of Transportation, the town of Exeter, and Northern New England Passenger Rail Authority. "We knew this day would come, but we just didn't know when," said Tracey McGrail, president of the Exeter Area Chamber of

Commerce and a member of the local train committee. McGrail also attended Thursday's meeting. Meanwhile, according to a project update from the Northern New England Passenger Rail Authority (NNEPRA), a target date of June 30 has been established to complete work remaining to upgrade the rails. The rails are owned by Guilford Rail Service, with whom negotiations are taking place. The most critical issue remaining between Guilford and NNEPRA is the speed under which the trains will operate. Amtrak wants to run the trains at 79 miles per hour, but Guilford officials say that is too fast. They insist the tracks as constructed will only allow trains to move safely at 59 miles per hour. The rail speed will be decided at a hearing with the Surface Transportation Board at a date to be determined. At this time, the Downeast Passenger Rail Service has authorization to operate at 60 miles per hour.

## GUILFORD LIKELY TO SHARE ITS RAILROAD FOR PASSENGER TRAIN

By Alan J. Keays, [akeays@seacoastonline.com](mailto:akeays@seacoastonline.com)

PORTSMOUTH — The company that owns much of the railroad line that would be home to a proposed commuter passenger train between Kittery, Maine, and Newburyport, Mass., would be willing to allow the service. "We would share the tracks," said David Fink, executive vice president of Guilford Transportation, which owns the rail line stretching from the center of Hampton to Portsmouth. Fink spoke Wednesday night at a meeting in Portsmouth of a state legislative task

force studying the possibility of re-establishing commuter rail service between Kittery and Newburyport. The section of rail line owned by Guilford Transportation is currently used for freight service, Fink said. "I don't think there'll be any problems coming to an agreement with Guilford," Fink told task force members. The rail line is about 21 miles long. In addition to Guilford, owners of other stretches of rail along the line

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include the Massachusetts Bay Transportation Authority and the state of New Hampshire. The task force has been meeting since last summer. In a January meeting, many officials from across the Seacoast expressed support for the proposal to re-establish the commuter rail service. Stops would be in Kittery, Portsmouth, Hampton, Seabrook and Newburyport. After the Newburyport stop, the train would continue to Boston. The commuter train would most likely be operated by the Massachusetts Bay Transportation Authority. Estimates show that the cost of re-establishing the service, which last ran in 1964, would range between \$77 million and nearly \$100 million for both capital and operating expenses. A study done in 1999 of projected ridership for the train showed there would be about 950 one-way trips on the train per weekday. The proposal still has a long way to go before becoming a reality. Amtrak is set to start Portland-to-Boston passenger train service later this year. That service will have stops in Exeter and Dover. It will, however, miss Kittery and Portsmouth. On Wednesday, Jim Jalbert of C&J Trailways, a company providing bus service between Portsmouth and Boston, said ridership figures for the Kittery-to-Newburyport line appear high. But those numbers do not take into account the Amtrak service that would be available near those same communities, he said. Portsmouth City Councilor John Hynes spoke of the need to

continue to explore the proposed rail service as an alternative mode of transportation in order to relieve traffic congestion on the highways. "It is badly needed," Hynes said. Greg Serpis of Hampton strongly disagreed. "I'd like to know what you're on," he said to Hynes. Serpis said the rail line would increase pollution in Hampton from vehicles traveling there to take the train. He also pointed to the project's proposed price tag of up to \$100 million. "Let's take care of school funding," Serpis said. Several other Portsmouth and Kittery residents spoke in favor of the project. Joe Shaw of Portsmouth talked of the nearly two hours it takes him to commute daily to Boston. By rail, he said, that time would be reduced greatly. "We need rail service," he said. Peter Hamelin, president of the Greater Portsmouth Chamber of Commerce, agreed. He highlighted the benefits the train would provide to the tourism industry in the region. "We're in support of this effort and hope it will move forward," Hamelin said. John Cavanaugh, an aide in the office of U.S. Sen. Judd Gregg, R-N.H., said the senator had some questions about how much of a federal subsidy would be needed for the train service. Peter Griffin of the New Hampshire Rail Revitalization Association said rail is not the only mode of transportation that requires a federal subsidy. He pointed to federally funded projects for highways and airports. "There is a subsidy for any mode of transportation," Griffin said. "There is no free trip."

## PORTLAND - BOSTON RAIL SPEED AT ISSUE

The Union Leader

By D. ALLAN KERR

Union Leader Correspondent

DOVER - Passenger rail service is scheduled to return to the Seacoast area this summer to the first time since 1965, but the green light isn't ready just yet.

"We are looking forward to being in operation on the 15th of June," David Fink, head of the Guilford transportation companies, said yesterday.

However, platforms have still not been constructed and there is still disagreement over whether the trains should go 59 mph, as Fink proposes, or 79 mph, as preferred by the Northern New England Passenger Rail Authority.

The CEO insists that the higher speed represents a safety threat.

"We're not going to increase the speeds of our trains," said Fink, who also heads Pan American Airways, "We don't take chances in the airline business and we will not take chances in the rail business."

The issue is currently before the federal Surface Transportation Board and could be resolved by the end of June.

Guilford Rail Service maintains the tracks to be used for the Portland-to-Boston route, but the trains will belong to Amtrak.

NNEPRA is overseeing the operation,

Fink hosted a ride for the media aboard one of his own trains yesterday, traveling from Portland, Maine, to Haverhill, Mass. Neither Amtrak nor the rail authority were invited along for the ride. At one point, the group disembarked at a crossing in Newton, Engineer Chris Gorreck backed the train backed up about two miles and then roared back down the track at 59 mph to demonstrate that speed.

Increasing the speed to 79 mph would only shave about 10 minutes from the trip, Fink said. "That's not life or death to me."

According to Fink, it would cost about \$250,000 a mile to install the proper track structure necessary for the higher speed.

"That's their opinion," said Victor Azzi, the campus planner for the University of New Hampshire.

Azzi has been involved in the passenger rail service effort for more than a decade for UNH. Durham will be a weekend stop for the rail service, while Dover and Exeter will be regular stops.

Azzi hopes to expand the Durham service to seven days a week in the future, partly because he questions the wisdom of having a train speeding through a university town during the week, even if it's only 59 mph.

"The safest train is the train that stops in the heart of the university campus," he said.

Azzi believes the rail structure should be measured and tested to finally determine whether the higher speed is safe.

"That is something that is easily enough determined," he said. "If we can get it measured, then we can know,"

Patricia Douglas, NNEPRA's manager of planning and development, said yesterday rehabilitation of the rail system is not yet complete but noted that the 115-pound rail used along the track is the type used nationally to accommodate speeds of 79 mph.

The Federal Railroad Administration stated in 1999 that 115-Pound rail had been used to support passenger trains traveling at 79 mph for more than 50 years, according to the authority.

NNEPRA hopes to complete the rail's improvements in mid-July and meet the Surface Transportation Board's standards.

"We're confident we will have accomplished that goal by the time the rehabilitation is complete," Douglas said.

## CROSSING MISHAP INJURES IPSWICH MAN

IPSWICH - An Ipswich man suffered minor injuries yesterday when he drove his car around the commuter train gates on Topsfield Road, stopped on the tracks and was hit by a slow moving train.

Edward Gazeaud, 55, of 53 Jeffreys Neck Road was hit by an in bound commuter train near the Ipswich station at 8 a.m.

Gazeaud was driving in a west erly direction as the commuter rail gates came down to stop traffic, According to police reports, Gazeaud drove around the gates and stopped on the tracks

Ipswich Police Sgt. Gavin Keenan reported that although the train was going very slowly it was unable to stop. Gazeaud's vehicle sustained only minor damage and he drove away from the scene of the accident.

Gazeaud was on his way home when he was stopped by Ipswich Police Chief Charles Surpitski.

No statement or explanation of his actions was released by the police.

However, Keenan said, "He was definitely not drunk, He seems to have some personal issues."

Keenan said Gazeaud had minor visible injuries and was taken to Beverly Hospital for observation.

Gazeaud is being charged on three counts: failure to stop for a railroad crossing, operating so as to endanger, and leaving the scene of a property damage incident.

Gazeaud later was admitted to Beverly Hospital where he was listed in good condition last night.

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## BROOKLINE-MILFORD RAIL-TRAIL

MILFORD - Since most goods and products travel via truck nowadays, that leaves lots of railroad track unused around the state but three miles of track in Milford is about to become a walking trail, thanks to the Conservation Commission.

A program tomorrow night in the Town Hall auditorium will highlight Milford's new Granite Town Rail-Trail, a three-mile walking trail running from the Department of Public Works garage on South Street to the Brookline town line

Beginning at 7 p.m. Craig Della Penna from the National Rails-to-Trails Conservancy will present a slide show of successful "Rail-Trails" around the country. Slides of Milford's newly opened trail will also be presented, along with maps and other information.

Train traffic began coming to Milford from Nashua in 1850 and by 1852 had continued on to Wilton.

Huge quantities of ice were being shipped to Massachusetts on the Brookline & Pepperell Railroad, with the ice cut during the winter months from Lake Potanipo and stored in ice houses new the lake,

In 1893, approval was sought to build a line from Milford south to join this line, with the new line giving Milford businesses another means to ship goods to other markets.

The new line was opened in November 1894, and was known as the Brookline & Milford Railroad or the Fitchburg line.

The rail lines were also important for transportation of granite, which was quarried at many locations in Milford.

Huge blocks of granite, some as large as 10 tons, were carried by multi-horse drawn wagons to the finishing sheds and up to the Nashua rail line. Spur lines laid to some of the granite quarries heading south along Great Brook enabled these companies to transport granite much more quickly, easily and cheaply.

In the year of 1900 alone, 50,000 tons of granite were shipped from Milford.

Just as railroads put the stagecoach lines out of business in the 1800s, autos and trucks took most of the railroad's passengers and freight.

Trains on the Brookline & Milford Branch and the main Fitchburg Line stopped running passenger trains in 1926, forcing people to ride on mixed freight/passenger trains. In September, 1931, the last train ran on the Fitchburg line.

The steel rails were taken up for scrap to help the war effort in 1941-42, but as recently as 1978 the Barretto Granite Co. was still using a small section of the Line.

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## FROZEN WHEEL SETS OFF BRUSH FIRES

A locked wheel on an Amtrak passenger train sparked the rash of brush fires that extended from Ipswich to Salem on Thursday, said Beverly Deputy Fire Chief Frank Byrne.

"They definitely had a locked wheel," said Byrne. "It must've here up on them and it set off showers of sparks as they went along."

Initial reports said a freight train caused the fires. But a spokesperson from Guilford Rail System in Billerica, which runs regular freight service through Beverly and Salem, said they stopped their trains from going through the area when Amtrak called to warn them about the brush fires

Amtrak officials could not be reached for comment yesterday.

Byrne said conditions were perfect for the brush fires on Thursday. It was windy, hot and dry, and the vegetation along the tracks has not yet turned green, which means it is drier than usual.

"It was tinder dry and perfect conditions for it," said Byrne. "There was plenty of wind to fan it."

Salem Fire Inspector Frank Preczewski mid his department is still investigating the cause.

- PAUL LEIGHTON