

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

March-April 2002

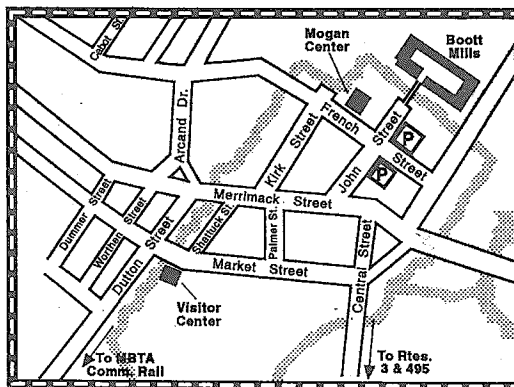
Opinions expressed in the signed columns or letters of this Newsletter are those of their respective authors and not necessarily represent the opinions of the Society, its officers or members with respect to any particular subject discussed in those columns. The inclusion of commercial products or services in this Newsletter is for the convenience of the membership only, and in no way constitutes an endorsement of said products or services by the Society or any of its officers or directors, nor will the Society be responsible for the performance of said commercial suppliers. We reserve the right to edit all material, either due to length or content, submitted for publication.

— B&MRRHS CALENDAR —

- MARCH 9, 2002** Gary Webster will be showing comings and goings on the Boston & Maine in the 1960's and 1970's.
- APRIL 13** Our Annual Joint Meeting with the Mass. Bay Railroad Enthusiasts. We are pleased to host this year at Lowell, where we'll be treated to a slide presentation of the B&M during the 1950s and 60s by Richard Sanborn. Hope to see you there!
- MAY 11** An updated presentation on the restoration of the "Flying Yankee" by Carl Lindblatt
- JUNE 8** Paul Taylor from the Boston office of Operation Lifesaver will be giving us a presentation on railroad safety.
- JULY 27-28** Lowell Folk Festival NO MEMBERSHIP MEETING
- AUGUST** NO MEETING FOR THE MONTH OF AUGUST
- SEPTEMBER 14** Rick Hurst will present railroading in and around Chicago, the Boston & Maine and Bangor & Aroostook in the 1970's.
- OCTOBER 12** Bob Poore will present a program on the Maine Central.
- NOVEMBER 9** Frank Ellis will be giving a presentation on the Boston & Maine.
- DECEMBER 14, 2002** Members night.

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

Business Address:

B&MRRHS
P.O. Box 469
Derry, NH 03038
E-mail: CPC835@JUNO.com (Please note change of e-mail address)

Which address should you use? For membership payments, use the membership box in Lowell. For any correspondence concerning the Newsletter, use the Newsletter box in Gloucester. Everything else should go to the Derry address. This includes catalog orders and correspondence with the Archives, Historian, Bulletin, and Board of Directors. As always, include a SASE or postage if you want a reply to your correspondence.

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

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

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

E MAIL

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

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

A REMINDER ...

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

SOCIETY OFFICERS, DIRECTORS AND STAFF

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Vice President	Mike Basile
Treasurer	Allan Klatsky
Secretary	Buddy Winiarz
Clerk	Richard Nichols

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Ellis Walker
Allan Klatsky

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Program Chairman	Vacant
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Bulletin Distribution	John A. Goodwin
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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

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.

DONALD S. ROBINSON LONGTIME RAILROAD WORKER, B&MRRHS MEMBER; 76

CHARLTON -- Donald S. Robinson, 76, a Charlton resident and former Tewksbury resident who worked on railroads and held many memberships in train-related and civic organizations, died Sunday, Jan. 13.

He was born in Newton on Aug. 18, 1925, a son of the late Guy H. and Emily Marion (Bissell) Robinson. He grew up in the Greater Boston area, attending Waltham High School and Phillips Exeter Academy. He earned his bachelors degree at the University of Massachusetts in 1950.

Prior to completing his education, he served in the Army at stateside posts in Massachusetts, Georgia, Louisiana, Texas and Colorado, and with the 10th Mountain Division in Italy. Mr. Robinson was honorably discharged in January of 1946 and awarded the World War II Victory Medal, Good Conduct Medal, American Service Medal and the European African Middle Eastern Medal.

When he returned to Massachusetts, he began a long career with the Boston and Maine Railroad. He worked for the B&M in Springfield, Holyoke, Gardner, Greenfield, and Billerica, Mass., Windsor, Vt., and Rotterdam and Crescent, N.Y., before retiring in 1987. He belonged to the Brotherhood of Locomotive Engineers, formerly known as the American Train Dispatchers Association. In 1988, he

became associated with Edaville Corp. in South Carver as a rules examiner and trainmaster. After his retirement, he drove special needs cars for the Tewksbury Public Schools from 1989 until 1995.

Mr. Robinson enjoyed trains as a hobby, having belonged to numerous clubs throughout the country. He had also volunteered many hours at Edaville Railroad, Monadnock, Steamtown and Northern Amusements and Connecticut Valley Railroad Essex, Conn.

He was devoted to the philosophy and causes of Ancient Free and Accepted Masons. He held more than 73 affiliated memberships, nationwide throughout the United States as well as in England. Initially, Mr. Robinson belonged to the Samuel Osgood Lodge in Springfield and until the time of his death, he held memberships in the Chapters of Royal Arch Masons, Councils of Royal and Select Master Masons, Commanderies of Knights Templar, Ancient Accepted Scottish Rite and the Ancient Arabic Order Nobles of the Mystic Shrine. He had formerly belonged to the Order of the Eastern Star, Corona, Arcana and Acacia Chapters, and was a Life DeMolay Uncle and Advisor, as well as having served as a trustee for the Lowell Masonic Association from 1998 until 2000.

DIRECTORS MEETING MINUTES

OCTOBER 2001
BOOTT MILLS, LOWELL, MASS.

In attendance: Dan Hyde, Paul Kosciolk, Wayne Gagnon, Russ Munroe, Buddy Winiarz, Allen Klatsky, Rick Nowell, Joe Shaw.

Called to order at 1:25 PM

REPORTS

There were no Reports from: Vice-President, Clerk, Membership, Bulletin, 410, Models.

President: IRS Report.

Treasurer: As of 9/25/01 Checking had \$2,068.52 Savings \$44,778.30. Tucker Anthony \$3,373.78

Newsletter: The Sept/Oct issue late but has been mailed.

Archives: In the last five meetings an average of 5 workers. Next meeting Nov. 3

33 lots to date, over 70 requests have been answered.

Vol. 2 of the Bulletin reprints done, cost \$165.00, working on Vol. 3

Archives Guide is updated. Computer is up and running CD drive needs fixing. Photos from B&M Pt. 2 Dr. Heald book returned.

There are three boxes of sale material.

Rick Conard has updated the "val plan index."

There are about 48 cartons to be moved from Archives to storage center.

Motion by Hyde 2 nd by Gagnon to spend up to \$500.00 for 3 roll cabinets..carries.

Motion by Klatsky 2 nd by Hyde to spend up to \$300.00 for a 3 to

5 drawer filing cabinet ... carries.

Hardware: Stop sign from the Stoneham Branch donated by Justin Winiarz.

Shows: Oct. 14 Pepperell Nov. 18 Hub Division.

Programs Oct. Gary Young Nov. Frank Ellis Dec. Members Nite Jan. Buddy Winiarz Feb Gary Webster Mar. Bob Poore April Joint meeting with Mass Bay in Lowell

OLD BUSINESS

Cooperative Agreement is signed and done.

B&M TV Show film will be narrated by Carl Byron.

Calendar is at printers for blue-lines.

Nominations, ballot will be in Nov/Dec Newsletter.

NEW BUSINESS

On a motion by Hyde 2nd by Gagnon, donate \$1,000 for B&M #3713-carries.

On a motion by Gagnon 2nd by Munroe, donate \$1,000.00 to Flying Yankee-carries.

Next meeting Nov. 10, 2001 in Boott Mills at 1:00 PM

*Respectfully submitted,
Buddy Winiarz,
Secretary-B&MRRHS*

Meeting Minutes continued on next page...

**NOVEMBER 10, 2001
BOOTT MILLS, LOWELL, MASS.**

In Attendance: Paul Kosciolek, Jim Nigzus, Wayne Gagnon, Dan Hyde, Pat Abegg, Allen Klatsky, Sandy Shepherd, Ellis Walker, Michael Basile, Buddy Winiarz

Called to order; 1:42 p.m.

Reports

Approval of the minutes: minutes were amended to read that the society tax returns to internal revenue and state of mass. were filed in a timely compliance.

President's report: Kosciolek reported that he had spoken with Mike Giannetta on the progress of the locomotive 3713: the stay bolts and cab controls are currently being worked on with preliminary work being started on the frame and the super heaters.

There were no reports from Vice-President, Clerk, Archives.

Treasurer's report: Klatsky reported the following amounts in our accounts: savings \$42,265.71, checking \$5,955.14, Tucker Anthony account opened with \$3,236.40 and closed with \$3,167.67.

Membership : we have 1210 members as of today's date.

Newsletter editor: Abegg reported that newsletter is at the printers and should be out shortly.

Bulletin editor: currently finished at the printers and will be mailed next week.

Hardware committee; received the following sign: "Begin Signal

Territory from Rockingham Junction

410 committee: four work sessions were held steel roof on cab section was completed, resided wood on back side of the combine car.

Models committee: motion was made by Hyde, 2nd by Gagnon that Double R Graphics will have to submit a written contract before any money is released for the Boston & Lowell cars. Motion carried.

Shows committee: Nigzus reported that next show will be hub division on November 18, 2001. Ed Felten, Pat Abegg & Ellis Walker will work the show.

Program committee: December Members Night, January Buddy Winiarz, February Bob Poore, March is open, April Richard Sanborn, May Carl Lindblatt, June Fan Trip.

Old Business

Central Mass book: Kosciolek reported that he has been waiting for legal counsel to finish the wording on the contract language.

Co-operative agreement: Mike Wurm is supposed to set up meeting B&M TV Show Film: Nigzus is waiting for the real film to arrive.

Nominations : ballot finished & will be in the latest newsletter.

New Business

Hobo railroad excursion: Nigzus reported last trip was June of 1999. Will contact for potential trip.

Next meeting date: 12/8/2001 @ 1:00 p.m. in Boott mills.

*Respectfully submitted,
Paul T. Kosciolek, secretary pro-temp*

**DECEMBER 8, 2001
BOOTT MILLS, LOWELL, MASS.**

In Attendance: Paul Kosciolek, Jim Nigzus, Joe Shaw, Wayne Gagnon, Allen Klatsky, Dan Hyde, John Goodwin, Buddy Winiarz

Called to order: 1:20 p.m. by President Kosciolek.

Reports

Approval of the minutes: minutes were amended to read the following correction: hardware committee report: begin signal territory sign came from the Portsmouth-Manchester branch line from Bill Coffey, painted by Joe Shaw & lettered by Sandy Shepherd.

There were no reports from president, vice-president, clerk, membership secretary.

Treasurer's report: Klatsky reported that savings account has \$31,699.00, checking account has \$4,269.00 no report was received from Tucker Anthony as of today's date

Newsletter Editor: apparently the printer did not have the technology to produce the Salem station drawings correctly. Nigzus found the original camera ready photos which will be redone for the next newsletter.

Bulletin Editor: our latest bulletin printing contained some faulty bulletins which were missing some page text from the issues. Society will resend copies to those members who have received faulty bulletins.

Hardware committee: Joe Shaw received a set of cannon-ball marker lights which may have come off the early 3700-3710 pacific steam locomotives series which had later come from, RS-3 # 1533.

410 committee: Nigzus reported that the Lowell National Historical Park Service through park ranger, Michael Wurm, volunteer park co-ordinator had purchased Polar-Tec vests made at Malden Mills which were given to the 410 restoration crew as a thank you for their assistance in the 410 project.

Models committee: Double R Graphics was sent an amount of

\$1,436.40 for 300 pieces with regards to our Boston & Lowell railroad project. There will be two different road names & 4 road numbers.

Shows committee: Nigzus reported that society has 15 anniversary cabooses and 25 Mystic Terminal cars left in stock. Catalogue sales have been \$400.00 next shows will be Springfield and Bolton. Bulletin reprints are also selling well.

Program committee: December Members Night, January Buddy Winiarz, February Bob Poore, March Possibly Gary Webster, April Dick Sanborn, May Carl Lindblatt, June Hobo Fan Trip, July Folk festival, No Meeting August, September Frank Ellis.

Old business items:

Central Mass book: Kosciolek reported that revised contract was to be forthcoming from our legal counsel.

Cooperative agreement: agreement is ready and a meeting will be set up on December 12, 2001 @ 4:00 p.m. for the formal signing, of the agreement.

B&M TV show film: Nigzus reported that he is trying to obtain the original film so that Carl Byron can begin the narration.

Elections committee: due to the lateness of the newsletter, elections will be held at the January meeting.

New business items:

Newsletter problems & issues: there was discussion that maybe the society should not create such a fancy newsletter so that it can be mailed on a more timely basis:

There was also discussion brought up about former member Dennis Adams not returning the societies dark room equipment. Also that Jeffrey Ursillo also may have a set of B & M Bulletins which were also never returned back to the society.

Next meeting date: January 12, 2002 @ 1:00 p.m.

*Respectfully submitted,
Paul T. Kosciolek, secretary pro-temp*

PASSENGER TRAIN HITS, KILLS MASS. WOMAN

Amtrak's Boston-bound Downeaster struck and killed a woman Sunday in Lawrence, Mass., giving more weight to the importance of keeping the tracks clear.

The Downeaster was delayed more than two hours Sunday afternoon after the unidentified 22-year-old woman was struck by the northbound train, Amtrak spokeswoman Karen Dunn said.

Although the train's driver blew the horn several times, the woman did not leave the tracks, she said.

This is the first fatality related to the Downeaster, but there have been several near misses in the last few months, most involving snowmobiles.

Although no sled drivers have been hurt on the new Boston-to-Portland route, police are concerned that if snowmobile enthusiasts continue to use the tracks for recreation something similar to the Lawrence accident will happen.

The latest incident occurred Thursday night in Saco, when the train that travels through several York County communities made an emergency stop to avoid hitting two snowmobiles, Amtrak officials said Friday.

Last month, the Downeaster nearly hit sleds in Biddeford, Wells, North Berwick and Dover, N.H., according to railroad police.

For years, snowmobilers have risked heavy fines to travel on the railroad, either on the tracks or on the service roads besides them. But the new passenger trains are quieter and faster than freight trains, and officials with the railroad and the rail authority worry that someone is going to get killed.

"This is a wake up call to the owners of all those sleds and the

snowmobile clubs to get to their membership and keep them out of the right of way," Michael Murray, executive director of the Northern New England Passenger Rail Authority, said.

The problem is not confined to southern Maine. Last Saturday, a freight train hit three snowmobiles in Newport. The riders, who were not injured, had been trying to get their sleds out of the tracks when they saw the train coming.

Two years ago, a snowmobiler in Jackman was killed when a freight train struck him.

Thursday's incident happened at 8:37 p.m. during a snowstorm. It was the first time a Downeaster train has used its emergency brakes since the service began on Dec. 15. There were about 200 passengers on the train. Nobody was injured.

The incident involved train number 685, which leaves Boston at 6:15 p.m. and arrives in Portland at 9 p.m.

The train engineer saw the lights of the two snowmobiles at they rode toward the train, Amtrak's Dunn said. She said the engineer blew the horn and activated the emergency brakes.

The engineer initially thought the train had struck one of the sleds, but he later said that neither sled had been hit, according to Michail Grizkewitsch, an officer with the Boston & Maine Railroad Police. He said two sets of tracks had been left in the snow, but he couldn't follow them on foot because of the storm.

Both incidents remained under investigation this morning.

2/4/2

From today's Journal Tribune:

By MEG HECKMAN / Journal Tribune Staff Writer

BOSTON-MAINE AIRWAYS GETS OK FROM FAA

PORTSMOUTH - After a two-year certification process the Federal Aviation Administration has cleared Boston-Maine Airways to begin scheduled passenger service

Boston-Maine is a subsidiary of Pan American Airways, based at Pease International Tradeport. Boston-Maine operates a fleet of 19-passenger British Aerospace Jetstream 31 twin turboprop aircraft, which feature pressurized, air-conditioned cabins, cruise at 220 knots and have a two-pilot crew.

Boston-Maine was formed in March 1999, and has been operating as a charter carrier. Now that the FAA has cleared the way

for scheduled operations, Boston Maine will launch government-subsidized service between Cumberland and Hagerstown, Md., and Baltimore/Washington International Airport

The airline anticipates other routes for early 2002, including destinations in southern Florida, as well as service to Nantucket, Martha's Vineyard and Cape Cod in Massachusetts.

Boston Maine will connect with some airports already serviced by Pan Am's Rest of Boeing 727 passenger jets, including St. Petersburg/ Clearwater, Fla ; Orlando/Sanford, Fla; and Baltimore/Washington International Airport in Maryland.

B&M Bulletin Reprints!!!

Vol. 1: Fall 1971-Summer 1972

Vol. 2: Sept. 1972-June 1973

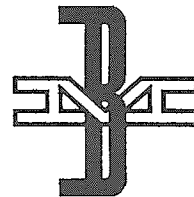
Vol. 3: Sept. 1973-June 1974

These are high-quality photocopies with 3-hole punch bindings for easy reference.

Cost per volume is \$12.00 each plus \$3.00 p&h (1 set) or \$4.00 (2 to 3 sets)

Order from:

**B&M Bulletin Reprints
P.O. Box 9116
Lowell, MA 01853**



Baseball Hats featuring the McGinnis-era herald

Hats are blue with with White herald and "Boston and Maine" in block letters below. Made in USA, one size fits most. \$10.00 plus \$3.50 S&H to:

**B&M Baseball Hat
P.O. Box 9116
Lowell, MA 01853**

REPORT OF ARCHIVES COMMITTEE

January 12, 2002

During 2001 the Committee held 7 meetings, an increase from 6 in 2000. Attendance at meetings averaged 6 -- an increase from last year's average of 4. The work at these meetings consisted of sorting, listing, conserving, and filing new materials, pursuing requests for information, and rearranging shelf space. Attendees have included, in addition to your chairman, David Ashenden, John Barr, Len Batchelder, Rick Conard, Tom Field, John Goodwin, Dick Lynch, and Ellis Walker. This year we lost the valuable services of Ron LeBlond due to illness. We hope to have him back with us soon.

Sixty-eight acquisitions were logged in 2001, including some unrecorded donations made in prior years, compared to 83 in 2000 and 65 in 1999. Donated material included books, magazines and newsletters, maps, switch key and conductor's logs; registers, a computer, tickets, telegrams, audio tapes, drawings, photographs, negatives, clippings, rosters, timetables and Official Guides, locomotive classification books, rule books, ledgers, letters, reports, waybills, valuation plans, brochures, and flyers. We offer our hearty thanks to all who gave material or steered donors our way in 2001.

Again this year we remind all donors and receivers of donations to label all donations with the name and address of the donor, the source if different, and the date of the donation. This permits us to properly acknowledge all donations and helps us to accurately catalog the material.

This year's major acquisition was the purchase at auction of part of the Harry A. Frye collection consisting of 42 lots of books, glass and other negatives, mounted and un-mounted photographs, locomotive rosters, class books. This collection greatly enhances our collection of older material, especially in the areas of locomotive and station photographs. The collection is currently in storage, but we plan to have part of it available for consultation in 2002.

Major cataloging work this year involved the Kenneth F. McCall and Clyde Smith Collections, as well as keeping up with new donations. We describe, measure, preserve, label, and file each item. Every inventoried item is entered in our electronic catalogue. We began a campaign to clearly mark all the boxes and files on our shelves, so they may be readily identified by researchers. John Goodwin continues to inventory several large collections of photos and paper materials on his own time.

We responded to 105 requests for information in 2001 compared to 63 in 2000 and 53 in 1999. These requests covered all aspects of B&M history with emphasis on stations, locomotives, genealogy, rolling stock, and track profiles and location maps.

We would like to attribute this significant increase to a greater public awareness of our Archives due to the Internet and the print media. Time will tell if the trend continues.

The research process is time consuming, but this activity forms an interesting part of our Committee meetings. David Ashenden, Rick Conard, and Adrian Gintovt contributed research time in off-hours. B&MRRHS members Brian Bollinger and Tim Gilbert graciously fielded graphics and freight operations questions that we outsourced to them.

We updated and republished the "Guide to the B&MRRHS Archives." The 2001 edition is available to anyone upon request.

We began to reprint inexpensive copies of early volumes of the B&M Bulletin. Volumes I through III are now available in loose leaf format. We will complete the project by issuing reprints

of Volumes IV and V in 2002.

We reprinted an old map, "Boston and Maine Railroad at Greatest Extent - 1915." Several copies of a large format blueprint roster of Fitchburg RR locomotives in the 1890s are also for sale.

A cooperative arrangement with Bruce Heald led to the publication of two "Images of Rail" volumes about the B&M in the 19th and 20th Centuries.

The National Park Service donated a computer to the Archives, and we got it running with the help of Jon Miner. Researchers can now use the computer to consult part of the catalog, a photo negatives database, the classification system, and other helpful information.

The Archives section of Society's web-site now contains a B&M system map, a capsule history of the railroad, and the Guide to the Archives.

We respectfully but firmly remind everyone that the Society does not authorize any person or organization to publish our materials on the Internet and that the Society does not permit electronic scanning of its materials. We have adopted these policies to preserve the value of our collection for all Society members.

All of us on the Archives Committee extend sincere thanks to the staff of the Center for Lowell History, 40 French Street, Lowell, Mass., where our Archives are housed. Martha Mayo and her colleagues greatly support our mission by helping researchers find materials and directing them to Committee members for further help. We are also grateful for the use of this secure and accessible space under our agreement with UMass Lowell.

We encourage our members and friends to donate material and to refer us to possible donors. We welcome all material about B&M and its predecessor and successor railroads. We particularly need freight car data, station and rolling stock photos, biographical and employee records, 19th Century items, original railroad records and correspondence, and Guilford items.

Respectfully submitted,
Frederick N. Nowell, III
Chairman, Archives Committee

THANKS

Thanks this issue go to: Bob Warren, Roderick Hall, Sandy Shepherd, Michael Lennon, Ellis Walker, Peter Victory, Len Batchelder, Ron LeBlond, Bob Wilner, Scott Whitney.

NEXT ISSUE

The deadline for the May/June Newsletter is April 5, 2002. 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.

FROM THE ARCHIVES

The B&M Archives gratefully acknowledge gifts to our collection made during 2001. We received official guides and employee time tables from Norman Bliss; B&M Trackside from Morning Sun Publications; ICC accident reports from David Williams; time tables, tickets, and glass negatives from David Ashenden; books from the Watertown Public Library; switch key, conductors' and section foreman's log books from Alden Dreyer; books from Bruce Heald; Railroading in Henniker, N.H., from Buddy Winarz.

Also, photographs of Johnsonville tower from Frank W. Losaw, Jr. in memory of his grandfather Alexander Joseph Losaw, train director, JV tower, B&MRR, Johnsonville, N.Y.; photos of North Conway Scenic RR from Roger Robar; a Dell Pentium computer from the National Park Service; computer service from Jon Miner; images of the "East Wind" from Bob Warren; clippings from Rick Conard; copies of valuation plans from David Dzrod; caboose photos from Robert Henderson; Williamstown material from David Brooke; photos from Phoenix Commercial Offset Printers.

Also, photos and history of K&K Branch from Frederick Willis; hand-drawn speed lettering samples and 3713 updates and photos from Bob Wilner; Portsmouth depot images from Shaun Rafferty; Railway Milk Cars, vol. 1, from Bob Liljestrand; clippings from Wayne Gagnon; audio tapes of his railroad stories from Loyd MacNayr; Conway Branch abandonment and sale documents from Dwight Smith; "Rexall Train" magazine from Terminal RR Assn. of St. Louis Historical and Technical Society; Potter Place postcards from Patricia Cutter; photo of Mt. Auburn depot from George Sanborn; magazines from John Barr; B&M waybill forms from Mass. Bay RRE.; and time tables and other material from John Goodwin.

The Archives Committee meets monthly to sort and process our growing collection of material about the B&M and other New England railroads. Volunteers and visitors are always welcome. To receive notice of upcoming meetings, please write Rick Nowell, Chairman, Archives Committee, B&MRRHS, P.O. Box 469, Derry, NH 03038.

Rick Nowell

A LOOK BACK AT THE HISTORY OF SALEM'S TRAIN STATIONS

SALEM - The recent Salem Evening News article about Leon Masse's model of the old Salem Depot - complete with the ever-present pigeons - prompts this look at Salem train stations past and present.

Train service in Salem was made possible by the completion of tracks for the Eastern Railroad (later the Boston and Maine Railroad) between the city and Lewis Wharf in Boston in the summer of 1838. At the same time a multi-story wooden depot was erected on a wharf at the bottom of Washington Street in Salem, near the intersection of Norman Street. The train passed through the covered western side of the structure, while the eastern half was used for offices and storage.

The ticket office and indoor waiting rooms were located in a nearby building that had served as a warehouse in Salem's sea trading days.

The station itself was capped by a bell that had been brought here from Port Royal in Nova Scotia. The bell was rung to signal the arrival or departure of the train. For a time the ringer was a colorful character named Corporal Pitman, who once noted he could, "always tell when anyone else was ringing that bell by the sound."

Initially six trains a day made the trip between Boston and Salem stopping briefly in Lynn. The first left Boston at 7 a.m., the last at 6 p.m. Riders traveling between Boston and Salem paid 50 cents. Soon the depot was seeing between 600 and 800 passengers on an average weekday.

In 1839 a 650-foot tunnel was built just north of the station. The tunnel ran under Washington Street to a point near the North River. Over the next decade the Eastern Railroad gradually extended its service to the north and east.

As train ridership grew, a decision was made to replace the dark, dingy wooden station with a more modern one. The original design for the new depot, which was built in 1846-7, was brought back from Europe by Eastern Railroad President David Neal. The architect was Gridley J.F. Bryant, whose many other works include the Charles Street Jail and Horticultural Hall in Boston and the First Church at 316 Essex St. in Salem.

The new Salem Depot was built mainly of granite and featured a high arched tunnel through which the trains passed. Flanking the tunnel entrance on the northern side were two tall granite towers. The railroad offices were located in the headhouse of the depot. Behind it

on either side of the train tracks, were indoor waiting stations.

To the rear or south of the massive granite structure were long outdoor platforms, which were covered to protect passengers and baggage from the elements. The extensive railroad freight yards ran to the south and west of the depot between what are now Margin and Canal streets.

At the time, the South River still ran along the eastern side of the depot and continued down present day Canal Street into South Salem. While much of the river was filled in the 1880s, an 1891 map Of Salem shows that the portion that is now New Derby Street still flowed almost up to the depot's eastern wall.

Nathaniel Hawthorne briefly described the granite depot in his famous novel "The House of the Seven Gables." The author had, for approximately six months 1863, commuted by train from his temporary home in Boston to his job at the Salem Custom House. Other notables who regularly passed through the new Salem train station on their way to work were the noted artist Frank Weston Benson, Alexander Graham Bell, and Bell's famous assistant, Thomas Watson.

In 1882 the Salem depot was severely damaged by fire, but was rebuilt along essentially the same lines. It dominated the Riley Plaza area until 1954, when it was razed as part of a decade-long project to eliminate dangerous grade crossings in Salem.

The depot's demise was the beginning of the end for commuter comfort for Salem train patrons. Though a new station was built at the southern end of Riley Plaza, its covered platforms were accessible only by climbing down long brutal flights of stairs.

This, in turn, was replaced in recent years by the current depot on the banks of the North River - one of the coldest spots in Salem on blustery winter days.

Jim McAllister Salem Evening News 19 Dec. 2001

AS RAIL MAKES A COMEBACK...TRAIN CRASH TALE STILL RESONATES

ROCHESTER _ A letter was received by the Rochester Courier some time ago from J. H. Crimmins of Exeter seeking information regarding a certain railroad wreck which occurred in Rochester many years ago. The request prompted this writer to dig into the files and research the incident.

First, conversations were held with several older residents as to their memory of when it happened, but no one seemed able to pinpoint it, exactly. However, the year-span was narrowed down to probably sometime between 1902 and 1906.

A lengthy search through Courier files finally revealed the date to be that of July 3, 1904. The time, on a Sunday at 4 a.m.

Following, will be the story as it appeared in the Courier issue of July 8 of that year (the paper was published on Fridays then), but first the background should be set.

The scene was near the site of the old gashouse on the Gonic road, now Route 125.

The railroad track is still there, behind the gashouse, which now is the gasworks of the Allied N. H. Gas Company. Just northeast of here, the track crosses the Cocheco River by framed trestle. In the days of the wreck, the bridge was a wooden covered structure.

The single track was the main line of the old Worcester, Nashua and Portland division of the Boston and Maine railroad. From Rochester, the first stop was made at the "West Rochester" station in Gonic.

Then, there were two depots in Gonic. The "West Rochester" station was so named to distinguish it from the "Gonic" depot which was on the old Rochester to Dover branch.

From Rochester, the W N & P track ran along a line which now exists only as far as Gonic. The present automobile highway, from the section south of East Barrington where there also was a depot, was constructed as Route 125 almost directly over the old railroad bed as far as Lee, which accounts for the many miles of straight roadway along this route.

Now, the Courier report of the collision:

"An extra freight train from Portland to Nashua, in charge of Conductor Putnam and Engineer Meade, was trying to make the West Rochester depot before the departure from there to Rochester of the regular freight No. 71 in charge of E. J. Rogers of Rochester and Engineer Reeves.

"The collision, shortly after 4 a.m., Sunday, occurred at a point about 100 feet west of the bridge just this side of Gonic. Both engineers saw the approaching danger and applied the brakes, bringing the trains to so slow a speed that neither locomotive left the iron, although a number of cars were hurled down a steep embankment resulting in the death of two horses in a shipment belonging to J. W. Locke of Farmington.

"The engineer and fireman of the regular train leaped to the ground, uninjured, as did Engineer Meade of the extra as the train was entering the bridge. Fireman Dodge of the extra had not time to follow the example of his engineer, so remained at his post until the crash came when he crawled out of the cab window. He was scalded by steam and received a number of bruises about the body although his injuries were not very serious.

"The engine of the regular freight Engine No. 513 was very badly damaged while that of the extra (Engine No. 1019) being heavier withstood the shock with less damage. The cars were piled in confusion, some of them penetrating the roof of the bridge.

"A wrecking train from Nashua and one from Sanbornville cleared the tracks, traffic being delayed about 12 hours." (In those

days, three passenger trains departed the Rochester station for Nashua, Ayer and Worcester at 6:05 and 9:55 a.m., and at 2:32 p.m. These trains also came into Rochester at equally spaced intervals on their return trips. In addition, there were several freight runs over the same track. In the early 1900s, believe it or not, some 40 passenger trains and an uncounted number of freight trains on various runs ran in and out of Rochester daily)

Included in the freight being transported by the trains was a carload of potatoes, a loaded horse car and a flat car containing more than 50 sections of iron sewer pipe. The pipes and potatoes were strewn over the wide area and the horses, except for the two killed, broke loose and had to be rounded up by volunteers and led into the city for temporary stabling.

As word of the wreck spread through Rochester, great numbers of people converged on the scene by foot, bicycle and wagon, and even by boats and canoes via the Cocheco.

This writer is indebted to Leroy Radlon who supplied a print of the accident made from an old Cramber glass plate in his collection. Redlon said he believes the photo (which accompanies this story) was made by a Mr. Richards, then engaged in the jewelry business here.

Thanks also go to Eben Smith of Strafford Bow Lake who sent in two snapshots, one of which pictures the two engines, still crashed together, being hauled back to Rochester. The latter photo was taken at the intersections of May and Upham streets where the railroad crossed Upham near the old roundhouse and freight yards. This section of tracks which ran from the Rochester depot where Jerry's market now stands to the area of the Hancock and Charles streets junction, is now covered over by the highway known as Columbus Avenue.

By Ernest J. Jeffrey
Rochester and Dover Times
1/3/2002

(Newspaper editor's note: At the recent Rochester Historical Society Tea, well-known Rochester resident Brian Brennan presented a framed photograph to the organization of a famous local railroad accident. Circulated at the tea, was the following interesting article on the crash, researched and written by the late Ernest Jeffrey for the Rochester Courier on July 18, 1968.)

B&M MODEL PHOTO ARCHIVES

The Boston & Maine Modelers Group would like to announce the "grand opening" of their photo archive, located on the Boston & Maine Railroad Historical Society' web page. The BMMG is a group within the BMRRHS who model the B&M in one manner or another. This photo archive is a medium for members to share their modeling accomplishments with others.

Visit the Society's website at: <http://come.to/bmrrhs>

RAIL PROJECT BOOSTED AGAIN: PROPOSED RAIL LINK BETWEEN NASHUA AND LOWELL OVERCOMING FINANCIAL QUESTIONS

NASHUA - The city's commuter rail project received another payment from the federal government for improvements to the nearly 11 miles of track and signals between here and Lowell, Mass.

The \$3 million is part of a package of \$23 million recently approved in statewide transportation projects, according to U.S. Sen. Bob Smith. The legislation passed the U.S. Senate on Tuesday.

"This final Senate passage ensures that vital improvements to relieve congestion and provide easier means of travel on our state's main roads and highways are completed," said Smith.

Included in the compromise transportation budget bill is \$200,000 to look at Route 101 in Amherst, Milford and Wilton, and \$13 million for Manchester Airport.

Transportation officials from Massachusetts, New Hampshire, the Federal Transit Administration, staff from congressional offices and local officials met at City Hall on Tuesday for an update on the rail project.

Barring environmental complications, the rail station in Nashua will be located on East Spit Brook Road, on a partially vacant piece of land owned by Hampshire Chemical Co., a subsidiary of Dow Chemical Co. The state Department of Transportation is eyeing 10 acres to fit 1,000 parking spaces and a train station.

"We're committed to this particular site," said Mayor Bernie Streeter after the meeting.

An environmental inspection of the property will have to be completed before the site could be bought, officials said.

The commuter rail project has grown since it was initiated in 1999.

Currently, the plans call for trains departing for Boston 11 times each weekday. Most would be geared toward prime com-

muting hours, but there will also be early evening and late evening trips. Initially, there were only going to be six trains daily and fewer on the weekends.

The project's projected budget ranges from \$60 million to nearly \$77 million. Costs for updating the infrastructure, including tracks, crossing signals and bridges, are estimated at \$24 million, with the station costing \$11 million and equipment costing \$15 million. Nearly \$17 million will be set aside as a mandated contingency fund for cost increases, accounting for the wide range in the forecast.

To get the tens of millions of taxpayer dollars from the federal government necessary to pay for the upgrades, the project must show it has 20 years of money in line to pay for the service.

A two-year old report estimated the expense would run around \$750,000 per year with six trains per day scheduled.

Income from passenger fares will reduce that expense, but most of the cost would have to be subsidized, said Ron O'Brien, senior project manager from Parson, Brinckerhoff, Quade & Douglas. The Manchester firm is the project's consultant.

Once train service is up and running, O'Brien said, the state would cover costs for upgrades and improvements to the tracks and culverts, along with other infrastructure improvements, while the Massachusetts Bay Transportation Authority, the service operator, would pay for costs such as fuel and salaries. There are more federal funds available to pay for track investments than salaries and other operating expenses, he said.

The most recent prediction for the project's completion date is 2005.

THE TELEGRAPH

Wednesday, December 5, 2001

DOWNEASTER MAKES TRACKS BETWEEN HUB AND PORTLAND

Forty years after making the last lonely trek on the old Portland-to-Boston passenger train, former conductor Al White stepped back in time yesterday morning to shout two words he never thought would pass his lips again: "All aboard!"

With that, about 400 VIPs at North Station began boarding the "Downeaster," the new passenger train that runs up the East Coast from Boston to Portland. The restored service, more than a decade in the making, finally became reality yesterday as the train crawled out of North Station along track No. 7 at 10:50 a.m.-just minutes after Maine Gov. Angus King christened it with a bottle of champagne for good luck.

"It only took 13 years, but we've done it," King told a crowd of several hundred people who turned out to greet the train in Wells, Maine. "Now we've got to ride it." The Amtrak trains, which hold 230 people, will begin regular service today at 6:05 a.m. in Portland and will feature an engine, three passenger cars and a cafe car with catered food. The trip between Boston and Portland is expected to take two hours and 45 minutes, but officials are hoping they will eventually be allowed to crank things up from 59 mph to 79 mph, reducing the trip time by 25 minutes.

An estimated 400 people rode yesterday's special nine-car train, which took 4 hours because of mini-events at each stop. Luminaries from all three states were on board, including Maine Sens. Olympia Snowe and Susan Collins and former Bay State Gov. Michael Dukakis, now acting chairman of Amtrak's board of directors. "This is really a great day," Dukakis said at North Station. "For passenger rail, for the great city of Portland, for Maine, for New England."

In addition to the five regular stops between Boston and

Portland, the train will make weekend stops in Durham, N.H. - home to the University of New Hampshire - and a seasonal stop in Old Orchard Beach, Maine. "We've been waiting for the train for five years," said Elaine Mangan of Durham, who came out yesterday with her husband and 2-year-old daughter. "We can't wait to take the train to Boston and to Portland."

At each stop yesterday, flag-waving, camera-toting crowds cheered the train. In Wells, the high school marching band broke out a couple of pertinent Monkees chestnuts: "I'm a Believer" and "Last Train to Clarksville." While Maine officials want to eventually extend the service north, others are hoping Bay State officials can finally build the connection from North Station to South Station, allowing the trains to continue on to New York.

In October, Transportation Secretary Kevin Sullivan wrote a letter to Bay State Sen. Edward M. Kennedy asking for \$60 million to begin to build the key link. "We're looking forward to the day when North and South Station are finally linked together, and what a great day that will be," said Dukakis.

The 80-year-old White - conductor on the Boston & Maine Railroad's old "State of Maine Express" passenger train, which made its last run out of Portland on Oct. 29, 1960 - said he was just content the Boston train was back. "I just lived for the day I'd see this train come back," said White, the last surviving member of the Express' crew, who was wearing the same uniform he wore 40 years ago. "It's just so wonderful to see."

by Doug Hanchett, THE BOSTON HERALD

December 15, 2001

DOWNEASTER NUMBERS LOOK ON TRACK

Downeaster ridership from Dec. 15 to Dec. 31 — 14,071
Passengers per day — 879 (870 riders a day needed to reach goal of 320,000 riders per year)
Busiest Train — 3,067 (6:15 p.m. from Boston to Portland)
Second busiest train — 2,484 (8:45 a.m. from Portland to Boston)
On-time performance — 98 percent in December, 96.4 percent in January
Number of delays — three
All numbers were preliminary estimates that could not be confirmed by Amtrak at press time
Source — Northern New England Passenger Rail Authority

So far so good is the consensus shared by Northern New England Passenger Rail Authority officials after reviewing Amtrak's preliminary estimated ridership of the Downeaster in December.

Nate Moulton, the rail authority's deputy director, said numbers show the new Boston to Portland passenger rail service train has definitely surpassed the group's expectations.

From the first day of service on Dec. 15 to Dec. 31, Moulton said total estimated ridership was 14,071, which includes reservations and walk-on tickets sold by Amtrak conductors. If correct, that figure amounts to 879 per day, which is slightly more than what is needed to reach the goal of 320,000 riders per year, Moulton said.

The most widely used northbound train during that time period was the 6:15 p.m. train, which leaves Boston and arrives in Portland at 9 p.m. Some estimated 3,067 riders used that train in December.

He said the busiest southbound train from Portland to Boston is the

8:45 a.m. train, which arrives at North Station at 11:30 a.m., Moulton explained. He said an estimated 2,484 riders used that train in December.

Moulton said rail authority officials may have to wait until the end of January to receive a more detailed, written report from Amtrak. They are also waiting to receive numbers from Epicurean Feast, the company that provides food and beverages in the cafe car.

Another number that rail authority officials are anxious to see is how many monthly rail passes have been sold to people in Maine and New Hampshire who use the Downeaster to commute to work in Boston.

Based on what he has seen and heard, Moulton believes many commuters are New Hampshire residents who can get to Boston from Exeter in an hour and 20 minutes; and from Dover in an hour and 48 minutes. Amtrak conductors have told rail authority officials that the 8:50 a.m. train that arrives at North Station during the work week has a full load of 280 passengers.

Overall, Moulton said rail authority officials are very pleased so far.

"We're happy with them (ridership numbers) because of the time of year," he said. "I can tell you it's dropped off since (Jan. 1)."

"Our goal is to move people," Moulton said.

"If we can attract just 1 percent of the travelers out there, we will have exceeded our ridership goals," Davis said.

This summer, Davis predicts ridership "will be hanging off the roof."

Sunday, January 20, 2002 By ROBERT M. COOK, Staff Writer

TRAIN ALMOST RUNS INTO TWO SNOWMOBILES

A Downeaster passenger train screeched to an emergency stop in Saco on Thursday night to avoid a collision with two snowmobiles, Amtrak officials said.

The incident was the most recent of a string of near-collisions involving snowmobiles and Downeaster trains. During the week preceding Jan. 23, the Downeaster nearly hit sleds in Biddeford, Wells, North Berwick and Dover, N.H., according to railroad police.

For years, snowmobilers have risked fines to travel on the railroad, either on the tracks or on the service roads beside them. But the new passenger trains are quieter and faster than freight trains, and officials with the railroad and the rail authority worry that someone is going to get killed.

"This is a wake-up call to the owners of all those sleds and the snowmobile clubs to get to their membership and keep them out of the right of way," said Mike Murray, executive director of the Northern New England Passenger Rail Authority.

The problem is not confined to southern Maine. Last Saturday, a freight train hit three snowmobiles in downtown Newport. The riders, who narrowly escaped injury, had been trying to get their sleds off the tracks when they saw the train coming.

Two years ago, a snowmobiler in Jackman was killed when a freight train struck him.

Thursday's incident happened at 8:37 p.m. during a snowstorm. It was the first time a Downeaster train has used its emergency brakes since the service began Dec. 15. There were about 200 passengers on the train. Nobody was injured.

The incident involved train number 685, which leaves Boston at 6:15 p.m. and arrives in Portland at 9 p.m.

The train engineer saw the lights of the two snowmobiles as

they rode toward the train, said Karen Dunn, an Amtrak spokeswoman. She said the engineer blew the horn and activated the emergency brakes.

The engineer initially thought the train had struck one of the sleds, but he later said that was incorrect, according to Michail Grizkewitsch, an officer with the Boston & Maine Railroad Police. He said two sets of tracks were visible in the snow, but he couldn't follow them on foot because of the storm.

The Downeaster, which travels at a top speed of 60 mph, requires between three-quarters of a mile to a mile to stop, said John Bay, a lifelong rail enthusiast who lives in Saco and has been on trains that have come to emergency stops.

He said passengers don't feel much of a jolt. "It's not going to be like slamming your brakes in your car," he said. "It's not really a big deal."

But damage can occur, to both the train and the tracks, Murray said. "When you lock up those wheels, you got steel on steel, just dragging along," he said. "It wears the hell out of that rail."

Freight trains, which are much heavier than passenger trains, can jump the tracks when they brake in an emergency. But passenger trains don't run that risk, said Bill Epstein, an Amtrak spokesman.

Chief John Holland of the Boston & Maine Railroad Police said his officers are patrolling the tracks and giving tickets if they see snowmobilers. Fines typically are \$200.

Bay said snowmobilers find the tracks irresistible, and they also believe their sleds give them the freedom to do what they want.

"How is a cop going to catch them?" he asked.

*By TOM BELL, Portland Press Herald Writer
Saturday, February 2, 2002*

BOSTON-MONTREAL TRAIN SERVICE WOULD INCLUDE STOP IN LOWELL

LOWELL -- Time to brush up on your French.

Au revoir. Bon voyage.

Officials are studying the possibility of passenger train service between Boston and Montreal -- with a station stop in Lowell.

Sure, it will be 10 to 20 years before the Merrimack Valley echoes with that train's whistle, so there's plenty of time to bone up on your French.

But just last month, consultants launched a study on whether it makes sense to run trains traveling up to 90 mph on the 335-mile route. Stops would include Nashua, Concord, Manchester, Montpelier, Vt., and Essex Junction just outside Burlington, Vt.

Many find the idea intriguing.

"I don't see a downside. It presents another alternative to driving and flying," said Robert Flynn, executive director of the Northern Middlesex Council of Governments, a planning agency in Lowell participating in the study.

Imagine Montreal hockey fans taking the train to North Station to watch the Canadiens play the Bruins at the FleetCenter, and vice versa.

Or how about visits between French-Canadians and the many Franco-Americans who live in Greater Lowell.

"Having another transportation option certainly can help the Massachusetts economy, particularly the Merrimack Valley if it brings additional tourists and overnight visitors to our region," said Deb Belanger, executive director of the Greater Merrimack Valley Convention & Visitors Bureau.

Andrew Singelakis, executive director of the Nashua Regional Planning Commission, said a Boston-Montreal train is a natural though long-range extension of the proposed \$25 million project to extend MBTA commuter trains beyond Lowell to Nashua -- which would be a segment of the Boston-Montreal route.

"Intuitively, as a planner, it just seems like there's a gap. The major triangle -- Boston, Montreal and New York -- should be connected by rail transportation," said Singelakis.

Whether it comes to fruition depends on many factors.

- * Would there be enough riders to make it feasible?
- * How fast would trains have to travel to compete with cars?
- * Would such service require state or federal subsidies?

Those are among the heady questions that Ronald O'Brien, senior project manager at Parsons Brinckerhoff, the international transportation consultant, hopes to answer as he directs the Boston and Montreal High Speed Rail Feasibility Study.

"Essentially what we're looking at is ridership potential, the market for high-speed rail, what the travel times would be, what sort of people might take it and what I call the 'why would we want to do this?'" said O'Brien.

The study also will estimate "latent demand -- people currently driving there who under certain circumstances might want to use the train," said Robert Kennedy, administrator of the Lowell Regional Transit Authority who's been invited to serve on the project's task force. "I think it's a very positive thing for New England."

The study, to be completed by September, will cost \$400,000. Half the money came from the Federal Railroad Administration, and the three states of Massachusetts, Vermont and New Hampshire combined to match the grant.

The public will have a chance to weigh in at hearings in each of the three states. One could be held in Lowell. The time and place will be posted on the project's new Web site, www.boston-montrealhsr.com.

The second phase of the study will assess the costs and practicality of preparing track for speeds up to 90 mph and technical

issues such as how to permit, at some locales, passenger and freight trains to share track.

Though Amtrak is participating in discussions, it's not determined if the nation's passenger train system would operate the Montreal train.

O'Brien said the Boston-Portland train proves that a run between two major markets can be viable.

With financial help from Maine, Amtrak last month launched passenger service between Boston and Portland. The Downeaster has been so popular that officials ordered more cars to attach to the trains.

"Certainly there was capital investment commitment for a rail-improvement project outside Amtrak -- with Amtrak being the operator -- so I'd say Portland-Boston is the best parallel," O'Brien said.

The train would be considered high-speed, though it's snail-like compared to the 100-plus-mph trains in France and Germany.

"Generally, to get people out of their cars, the train has to do at least as well (in overall trip time)," said O'Brien, adding that the Montreal train could attract skiers and tourists to New Hampshire and Vermont from either end of the line.

The route would require restoration of about 40 miles of track removed between Concord and Lebanon, N.H. The right-of-way is owned by the state of New Hampshire.

Guilford Rail System of North Billerica owns track and runs freight trains between Nashua and Concord, N.H.

The New England Central Railroad owns most of the track in Vermont, and Amtrak operates passenger trains between White River Junction and St. Albans.

O'Brien and Parsons Brinckerhoff are also working on the proposed 11-mile Lowell-Nashua commuter rail line extension, which has received roughly \$6 million for the \$25 million project and is now undergoing an engineering feasibility study. Those trains could start up in 2004.

The extension project was aimed at easing congestion on highways and reducing air pollution. In 1990, 23,000 commuters drove from Nashua into Massachusetts daily. Planners predict 950 riders would ride the train each way each day if service were available.

Lowell Sun Online
January 14, 2002
By PETER WARD
Sun Staff

WHATEVER HAPPENED TO ALL THOSE SIGNS?

In 1942, Arthur J. Pierce, owner of Monadnock Paper Mills of Bennington, N.H., wrote a letter to my grandfather stating that he has "a great many signs of abandoned depots on the Keene Branch and the Peterborough Branch," but no duplicates except for the HARRISVILLE sign. He asked my grandfather, Alfred V. de Forest, if he would spare a MARLBORO sign for his collection. They agreed on a deal, and the sign was delivered in due course.

Do any members know what became of this large collection of station signs? You may write to me at hvtaves@attglobal.net. Thanks.

REVIVED RAILROAD CARRIES MEMORIES FOR BLACK MAINERS

Charles "Eddie" Cummings was a stickler for time. To him, 6:04 meant something. If you were late for your shift at Portland's Union Station, you were sent home.

Leslie "Tate" Cummings was a people person. He used his gregarious personality to run a business selling coffee, muffins and doughnuts to workers at the railroad offices.

Eugene "Gene" Cummings was the politician. He sometimes aided Portland police, serving as the eyes and ears for the station.

Memories of these men - now deceased - swirled in the mind of Leonard Cummings, a son of Eugene, the morning of Dec. 14 when he boarded the inaugural run of the Downeaster - the first passenger railroad service to travel between Portland and Boston in 37 years.

All three men, who were African-American, were employed by the Maine Central Railroad at Union Station in the early 20th century as luggage handlers or "redcaps." Cummings, 67, worried that the rich history of these men and other black people who gave much of their lives to working in Maine's railroad system would be overlooked in the excitement of the railroad's return.

"That's why I had to go," Cummings said. "Maine has a black history that has to be told."

As many as a dozen workers carried bags, cleaned bathrooms or cooked for passengers traveling into and out of Union Station before it was torn down the morning of Aug. 31, 1961. Many of these people, like the Cummings brothers, were related and settled in the Portland area from Massachusetts or Canada. Portland was considered a safe and affordable place to raise a family. Many of the railroad employees at Union Station lived on nearby A Street.

When the station was completed in 1888, the nation was caught up in a period of rapid change. As part of the Industrial Revolution, a national railway system was emerging and knitting the country together.

To service these trains and stations, railways commissioned a legion of recently freed slaves, who had skills in manual labor in fields or factories, or domestic skills such as cleaning, cooking and serving.

One railway known as the Pullman Sleeping Car Co. began to employ exclusively blacks. The system was said to retain the racial infrastructure in a manner that was acceptable to the general public.

The Maine Central Railroad and other rail services in Maine reflected this national trend. About six redcaps, a term used to describe their apple-red hats, worked the Boston-Maine Flying Yankee and Hemlock services.

Work as a redcap was one of the few job opportunities for blacks in Portland, where steady employment was very limited. But there was virtually no chance for advancement. Eddie Cummings rose no higher than the rank of redcap captain even after 50 years of service.

"Although he could have been whatever he wanted, he made the best of it with what was available for him," Cummings said.

Professional career opportunities around Portland were virtually nonexistent. Cummings recalled a relative who was a pharmacist coming to Portland to look for work. No one would hire him, so he too became a redcap.

"It was somewhat left to black people that (service railroad jobs) were their position," said Gerald Talbot, prominent local black historian, "but for black people to hold that position and to be respectable and cordial and kind. To be personable and to

be the best they could be, they brought dignity to it."

Indeed. Wayne Davis, head of the Trainriders/Northeast, said as a child traveling along the train system, he remembers the redcaps as "most attentive, polite and well-spoken."

"I can bet there are a lot of people who entrusted their kids to these car attendants," he said.

Though the redcaps worked for tips and were not salaried until 1938, Portland redcaps managed to earn a living with the income from their railroad work and other side businesses.

The majority owned their own homes and trucks. Eddie Cummings put six of his seven children through college.

Nationally, African-Americans working in the train industry formed the first black labor union in 1925, shortly before the number of black porters peaked at 20,224. Known as the Brotherhood of Pullman Sleeping Car Porters, the group was led by A. Philip Randolph.

The union made several demands, including an end to tipping, a raise in salary to \$150 a month, fair pay for overtime, a work reduction from 400 to 240 hours a month, and scheduled time to sleep - four hours the first night of their weeks and six hours the following nights.

When the redcaps who worked for companies other than Pullman formed their own union in 1938 with help from the Pullman porters organization, they achieved salaries and shift schedules for the first time.

Tim Wilson, who directs the Seeds of Peace Camp in Otisfield, compared the brotherhood porters to the underground railroad because of the national network of opportunity the porters provided for newly freed slaves in the South.

"They would go back and say, 'There is a new hotel being built in New York,'" Wilson said. "They would get relatives and made sure that they got there."

Wilson's grandfather, Andrew Mobley, worked as a porter and was one of the original members of the Pullman porters union. He traveled the country on a route from Charleston, S.C., to Baltimore to Washington. Occasionally, he would ride to Pittsburgh to visit Wilson and his family. There, Mobley would carry him atop his tall shoulders and give him horse rides on his spit-shined black boots. He worked from 1898 to 1948.

The service these porters and redcaps provided was extraordinary. Over the years, Eddie Cummings met and served thousands of celebrity travelers. "They would call ahead and say, 'Eddie, take care of me,'" Leonard Cummings said. Among them were President Herbert Hoover, Eleanor Roosevelt, pianist Ignace Paderewski and diva Ernestine Schumann-Heink. His friends included politician Edmund Muskie and heavyweight champion Gene Tunney.

After the closing of Union Station, Eddie Cummings and the rest of the redcaps turned to the nation's newest mode of transportation and become skycaps, handling luggage at Portland International Jetport.

Cummings said many young people know little about the contributions of these individuals. His wife, Mary Jane, said the legacy of the redcaps needs to be preserved.

"It's our responsibility to tell this story and to remind young people of what our parents went through and how we got to where we are now," she said.

2/4/2

By C. KALIMAH REDD, Portland Press Herald Writer

TRAIN ENTICES HOME BUYERS

Crowded train platforms and standing-room-only rides have been a norm for the popular Portland-to-Boston passenger train service started three weeks ago.

Despite its success, the Downeaster train has not had the effect on Haverhill's downtown restaurant and shopping district that many expected -- people taking the train simply are not flocking downtown to eat and shop.

Haverhill Realtor Frank Novak recently sold this home on 15th Avenue to Venus Bicknell (pictured with him here). Novak and other regional real estate agents use the new Downeaster Boston-to-Portland train service as a selling point for out-of-town home buyers. Other businesses, however -- like the home-buyers market -- have been helped.

Realtors in Haverhill said the train is providing a selling point for them to sell homes and condos to out-of-town buyers. The train also makes three stops in New Hampshire, and real estate agents there are trying to make the most of that opportunity.

Dianne A. Burns, a partner at ERA, Brooks and Di-An Realty company on Main Street, said people thinking of buying a home in Haverhill ask to see the train station during tours of the city.

"Customers coming in from out of town know about it, and it seems to be an important factor" in deciding if they will live in Haverhill, Burns said. "I think it will help bring people into the city."

Haverhill is the only Massachusetts train stop on the way to Portland besides Boston. Downtown business owners were hoping the train would draw people from Boston and Portland to eat and shop downtown. They also envisioned that people waiting for the train would walk around downtown and spend money at restaurants and shops.

In reality, few passengers have trickled downtown for food and drinks -- so far.

Jane England, train supporter and owner of England's Microcreamery in Railroad Square near the downtown Haverhill train station, said she is waiting for summer travelers before judging the train's effects on the business community.

As best she knows, England has had only one train-traveling customer buy something from her coffee and dessert shop since the Downeaster started rolling Dec. 14. It was a family dropping their son off at the train station for his ride to a college in Portland.

"I have not seen a big difference yet," England said. "But I'm encouraged that we will see a difference this summer."

Supporters of the train say that over time, people will start going downtown -- and, apparently, there are plenty of people. The train has been so busy since opening Dec. 15 that an extra car providing 60 more seats was added to each run.

Downeaster spokesman Nathan E. Moulton said tourists and business travelers going from Portland to Boston on the 8:45 a.m. train, as well as commuters leaving Boston at 6:15 p.m., many times had to stand during the ride because the seats were taken.

"On those particular runs, we are seeing some heavy ridership," Moulton said. "Those trains and on the weekends are consistently sold out so far."

Waiting for some of those riders to visit Haverhill, meanwhile, Haverhill must figure out how best to use the Downeaster to bring in people and money in creative ways, said Frank Novak, owner of Novak Finer Homes Realty in Haverhill.

"The city has an opportunity with this train that can be developed on a collective basis," Novak said. "It's not an easy task to do, but it's an opportunity that should be seized."

The Downeaster makes four trips a day from Boston to Portland. On each of those trips it stops in Haverhill; in the New Hampshire

communities of Exeter, Durham, and Dover; and in the Maine communities of Wells and Saco.

Haverhill Realtor King H. Weinstein said he has been using The Downeaster in newspaper advertisements to promote his investments in Haverhill, Southern New Hampshire and Maine.

Weinstein has partnered up with train officials to offer weekend packages to a resort in Exeter, and this summer to hotels in Old Orchard Beach -- the train only stops there during the summer. The packages include train fare, lodging and some meals.

The Downeaster is the first rail link to Boston or Portland for New Hampshire residents in 30 years. Commuters from Portland -- about 20 -- have been taking the train from there to their jobs in Boston daily.

"The train opens up a lot of marketing opportunities for us," Weinstein said. "We are building new homes in Dover, and potential buyers are talking about the train because they still have access to Boston but live in a cheaper place."

Jefferson W. Davis of The King Davis Agency Inc. real estate agency of Greater Haverhill said about 70 percent of everyone looking for a home in Haverhill knows about the train.

While young professionals living in downtown condos were attracted here in part because of the commuter and, more recently, the Downeaster trains, the rail is most attractive to another group, Davis said.

Transplants to Boston from Southern and Western states, who are accustomed to cheaper living, are house shopping in Haverhill for its cheaper real estate. Accessibility to Boston via the Downeaster is a selling point, Davis said.

"These doctors moving to Boston are shellshocked by the prices of property," Davis said. "So they look north and end up in our area because it's so affordable. They like the train because it closes the gap between here and Boston," which is only 45 minutes away by train, allowing them to reach their jobs relatively quickly, he said.

Although Haverhill has had a commuter train linking it to Boston for decades, observers speculate that professionals who are attracted to Haverhill housing like the Portland-to-Boston version of the train because it is more comfortable than the traditional train. The Portland-to-Boston line has stations where passengers can plug in their laptop computers to work, more comfortable seats, a cafe offering breakfast on the way to work and no stops between Haverhill and Boston. The traditional train has several stops between Haverhill and Boston.

Until now, the only rail link to Boston was the Massachusetts Bay Transit Authority commuter train that gets hundreds of Merrimack Valley commuters to work. Haverhill was the northernmost stop, with the train departing from the city four times daily before 7 a.m. and arriving in Boston before 8 a.m.

The Downeaster is the first rail link to Boston or Portland for New Hampshire residents in 30 years. Now, New Hampshire and Maine commuters who drive to Boston for work, or take the bus -- about 20 people from Portland take a Trailways bus every day to Boston -- are linked by rail.

1/13/2002

By Jason Tait
Eagle-Tribune Writer

ADDITIONAL CAR SOUGHT FOR DOWNEASTER'S MID-MORNING RUN

By Associated Press, 12/28/2001 02:16

PORTLAND, Maine (AP) The mid-morning run on Amtrak's Downeaster from Portland to Boston has proven more popular than expected, prompting local rail officials to ask Amtrak to add another passenger car. The 8:45 a.m. train usually rolls into North Station with people standing, said Michael Murray, executive director of the Northern New England Passenger Rail Authority. Wednesday's train had its normal complement of three passenger cars, with 60 seats each, and the food-service car, with seating for 40 more. It had 60 people standing by the end of the trip, Murray said. Amtrak's decision on whether to add a passenger car is expected within a week, he said. Amtrak should have an extra car available, Murray said, because the rail system has three complete trains for use on the Downeaster, although it usually only needs two. A locomotive and passenger car are stored in Portland as spares. More than 4,300 people took the train during the first five days of operations, which began Dec. 15. That works out to an average of 860 passengers a day. Amtrak estimates that 320,000 people will ride the Downeaster each year, or an average

of 877 a day, but ridership is expected to be higher in the summer than the winter. Murray acknowledged that ridership the first few days might have been inflated by the novelty of train service. The number of passengers riding The Downeaster is expected to decline after Jan. 1, until the next school vacation in February, he said. Then again, ridership could increase if there is snow, because people going to Boston may decide to take the train instead of driving. "It's a learning process," Murray said. "I have to see what trends develop here. It would be easy to fall into that foolish trap and say, 'We've had tremendously robust ridership in the last few weeks,' but what's going to happen after the first of the year? I have to be a realist here." The rail authority is soliciting companies to advertise on the cars, to be exclusive suppliers of food and beverages, and to sponsor trip packages. Under discussion with the Boston Bruins hockey team is a proposed package that combines train tickets with tickets for a game. Murray also said the authority hopes to learn in January whether it can increase the speed of the trains from the current 60 mph to 79 mph, a move that would cut 15 minutes off the two-hour trip

STUDY MAY DECIDE FATE OF METHUEN DEPOT

METHUEN -- The future of the old train depot is still uncertain, but the Merrimack Valley Regional Transit Authority hopes it can eventually become a popular commuter destination.

Last month, town councilors voted not to spend \$10,000 as a deposit on the building to hold it for the transit authority. At the time, the transit authority did not have specific plans for the historic building at 55 Union St. Owners Daniel J. and Mary J. Dodson are trying to sell the building, which is valued at \$199,000.

Council Chairman William M. Manzi III said he would not put the item back on the agenda until the transit authority was more certain of their interest in the 94-year-old building.

Councilor Kenneth A. Henrick has said he would be reluctant to spend money that would not be refunded if the deal fell through.

Joseph J. Costanzo, administrator for the transit authority, said the authority had asked the town to cover the deposit so the building would not be sold to anyone else, causing the town to lose the property.

The transit authority is halfway done with a study that looks at the condition of the building, best uses for the space and a preliminary environmental analysis. The study should be finished by April.

Costanzo said the transit authority will also consider what would be best for the downtown and what would benefit residents. Once the study is complete, town leaders will decide if the project should go forward.

Ideally, Costanzo said he would like the depot to become an active commuter spot again. The railroad tracks, while still intact, have not been used for years. The building was most recently used as a base for the Methuen Cab Company.

Currently, Methuen does not have a bus terminal, and the regional buses that come into Methuen only serve The Loop and areas close to Lawrence.

Although there is probably not a big enough transportation need for full-size buses, Costanzo believes a minivan service would serve the community well. He said that if the transit authority wanted to start local service in Methuen and use the depot as a base, they would also try to locate "transit-friendly" businesses like a small restaurant or newsstand, at the depot as well.

Costanzo said the transit authority and the Merrimack Valley Planning Commission are studying Interstate 93 traffic to determine if repairing the tracks along I-93 and opening new commuter rail stations would ease highway traffic.

Mayor Sharon M. Pollard has said that she would like Methuen to have a commuter rail station.

Costanzo said any repairs to the railroad tracks would not happen for several years.

1/10/2 By Kelly A. Winget
Eagle-Tribune Writer

ITEMS OF INTEREST

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| April 6-7, 2002 | Greenberg's Great Train & Collectible Toy Show, Shriners Auditorium, Wilmington, MA. 10am-4pm both days. Adults \$6, children 6-12 \$2. |
| April 20, 2002 | Railfair Model Railroad Show. Emerson Building, 692 Main St., Bolton, MA. 10am-4pm. Adults \$4, seniors \$3, children 5-12 \$1. |
| April 21, 2002 | Hooksett Lions Club Annual Model Railroad Show, Hooksett Memorial Middle School, Hooksett, NH. 10am-4pm. Adults \$3, children 6-12 \$1. |
| April 27, 2002 | Hub Division NMRA Train Show, Holiday Inn, Rte 1A, Dedham, MA. 10am-5pm. Adults \$5, children under 12 free. |
| June 29-30, 2002 | Great American Train Show. Portland Exposition Building, 239 Park Avenue, Portland, ME. 11am-5pm both days. Adults \$7, Children under 12 free. |