

Boston & Maine Railroad Historical Society
19 Incorporated 71

NEWSLETTER

Patrick Abegg, Editor • P.O. Box 418 • Gloucester, MA 01930 • Email: bmrrhs@ix.netcom.com

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

Meeting/Membership Telephone Number (978) 454-3600

July-August 2002

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— B&MRRHS CALENDAR —

AUGUST

NO MEETING FOR THE MONTH OF AUGUST

SEPTEMBER 14, 2002 Rick Hurst will present railroading in and around Chicago, the Boston & Maine and Bangor & Aroostook in the 1970's.

OCTOBER 12, 2002 Bob Poore will present a program on the Maine Central.

NOVEMBER 9, 2002 Frank Ellis will be giving a presentation on the Boston & Maine.

DECEMBER 14, 2002 Members night.

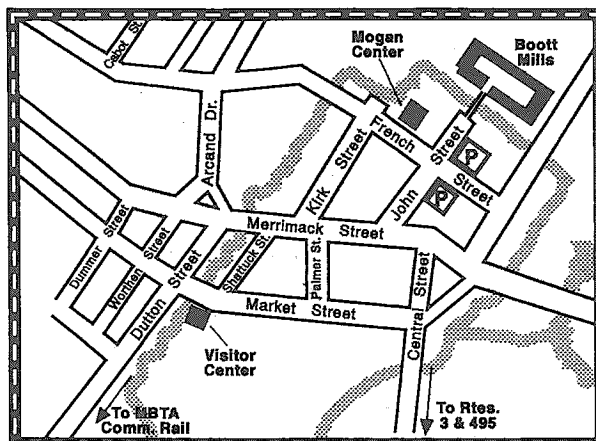
NOMINATIONS FOR OFFICERS AND DIRECTORS

Nominations for elective office in the B&MRRHS are now open to members in good standing. Closing date for nominations to appear on the ballot is August 15, 2002. Closing date for Nominations from the floor is October 12, 2002 at the Society's BOD/Members meeting. Please send all Nominee's names to the Derry PO Box in care of "Nominations."

We urge all members in good standing to consider running for office in the Society. This is *YOUR* organization and needs your input. Get involved!!

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

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

Board Of Directors

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

Alternate Directors

Ellis Walker
Allan Klatsky

Staff

Historian	Vacant
Membership Secretary	Buddy Winiarz
Archives Chairman	Frederick N. Nowell III
Show Coordinator	James Nigzus, Jr.
Program Chairman	Vacant
Bulletin Technical Assistant	David A. Fletcher
Bulletin Production Asst	Brian Bollinger
Bulletin Distribution	John A. Goodwin
Newsletter Editor	Patrick Abegg
Modelers Notes	Bruce Bowden,
	Robert Warren
Model Projects Coordinator	Vacant
Bulletin Editor	Andrew Wilson
Layout And Art Director	John Alan Roderick
Contributing Editor	Craig Della Penna,
	George H. Drury

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.

B&MRRHS BOARD OF DIRECTORS MINUTES

February 9, 2002
Boott Mills Conference Room
Lowell, Mass.

In attendance: Michael Basile, Paul Kosciolek, Dan Hyde, Ellis Walker, Rick Nowell, Jim Nigzus, Pat Abegg; Allen Klatsky, John Goodwin.

Reports

President's report: Past President Kosciolek turned over the gavel to President Basile. President Basile dedicated the February board meeting to Past President Donald S. Robinson who had passed away on January 16, 2002. A moment of silence was called in his memory. A blank set of minutes was also entered in Don's memory.

President Basile called for nominations for the vacancy of Chairman. Paul Kosciolek's name was nominated and accepted by Kosciolek. Motion made that the Secretary cast one unanimous ballot for Paul Kosciolek to be elected to the position of Chairman. Motion carried.

Treasurer's report: Klatsky reported that as of January 25, 2002 the following amounts are as follows: savings account-\$34,921.09, checking account-\$5,058.96, Tucker-Anthony account opened at

\$3,486.96 and closed at \$3,232.05 for a loss of \$254.91.

Clerk's report: Written report was accepted by the Directors as submitted by Nichols.

Newsletter Editor: Abegg reported that he has been practicing with new software applications, and will prepare the basic layout.

Archives Committee: Nowell reported that a meeting was held on January 17, 2002. Leroy Hutchinson collection was being catalogued along with part two of the Sam Vaughn collection. Nowell will be the guest speaker at the Old Wheels Club-B&M Retirees to be held on May 15, 2002. The Harry Frye collection will be worked on in the spring.

410 Committee: Nigzus reported that there will be an indoor window work session planned in March.

Models Committee: Boston & Lowell cars will be coming from Third Rail graphics around the beginning of March.

Shows Committee: Nigzus reported that the Springfield show brought in total sales of \$2,750.00 breakdown as follows: \$800.00 Bulletins, \$650.00-books, \$300.00 videos, car kits-\$300.00

Program Committee: Carl Lindblatt was confirmed for the May meeting.

Old Business Items:

Hobo Railroad trip: Nigzus reported that

he has not heard anything from Hobo Railroad.

B&MRRHS Society Show: Nigzus asked to step down as co-chair of the project. Chairman Kosciolek asked for a co-chairperson. There were no volunteers so the show has been scrubbed for 2002.

New Business Items:

Canal Days: Park Ranger Jim Roberts addressed the board to provide a speaker on August 10, 2002 to discuss the competition between the canals & the railroads. Our society was also asked to open the rail car for that day as well. Dan Hyde and Allen Klatsky will open the rail car for that day. John Goodwin was asked to speak for the lecture.

Sales of old B&M Bulletins: Nigzus brought to the attention that our supplies of old bulletins are dwindling. Motion that any Bulletins produced before vol. 19 no. 1 will not be sold to any dealers or members who are purchasing these bulletins in large bulk numbers and that the sales will be governed at the discretion of the board of directors. Motion carried.

Next meeting will be held on March 9, 2002.

March 9, 2002
Boott Mills Conference Room
Lowell, Mass.

In attendance: Michael Basile, Paul Kosciolek, Sandy Shepperd, Russ Munroe, Wayne Gagnon, Ellis Walker, Dan Hyde, Jim Nigzus, Pat Abegg, John Goodwin, Buddy Winiarz

President's report: President Basile reported that he will be taking the Acela Express to Philadelphia. The Central Mass contract has been signed with Marker Press, on February 27, 2002.

Vice-president: no report.

Treasurer's report: Kosciolek reported that as of February 1, 2002 the following amounts are as follows: savings account-\$40,913.01, checking account-\$2,841.85, Tucker Anthony opened at \$3,649.00 & closed at \$3,400.00 certificate of deposit rates are dropping to 1.8%. Nigzus will look into rates.

Clerk: Chairman Kosciolek regretfully accepted Nichols' resignation. Ellis Walker was nominated for the position of Clerk.

Motion that the secretary cast one unanimous ballot for Ellis Walker as Clerk. Motion carried. Chair will also send a letter to Nichols for a job well done.

Newsletter Editor: Abegg sent Newsletter to Roderick. He is getting more proficient with the software. Next newsletter will be on time.

Bulletin Editor: Editor reported that Bulletin was mailed to the printer on March 9, 2002.

410 Committee: work sessions will be set up in the next two weeks.

Models Committee: Boston & Lowell cars are delivered. Kits will be \$13.95

Shows Committee: Nigzus reported that next shows will be on 4-21-2002 at Bolton, Mass. & Brunswick Maine on same day.

Program Committee: programs are set through December 2002.

Old business items:

Hobo Railroad trip: Nigzus reported that trip has been cancelled due to lack of response from the railroad.

New business items:

Fox and associates: donations to outside organizations are not on the table for discussion at this point.

Webmaster Report: Our society will maintain the confidentiality of our membership. If a member wishes to voluntarily submit their names to the webmaster they can do so at their own will and our society will not be held accountable accordingly.

Polo Shirt: Nigzus reported that our society will have a new blue color polo shirt with B&M emblem embroidered onto the shirt. Shirt will be \$25.00

Storage/warehouse: Nigzus reported that the new rate will be \$6.75 per sq. Ft. Our old rate was \$4.00. Nigzus will request that Boott Mills reconsider our old rate of \$4.00 as our lease will expire in 2003.

Laconia Passenger Car: Nigzus reported that the passenger car which was located at Mickey Fearon's garage will be moved to Dracut, Mass at the old Beaver Brook Mills. It will be made into a diner.

Next meeting: will be held on April 13, 2002 @ 1:00 p.m.

B&MRRHS BOARD OF DIRECTORS MINUTES (Continued)

April 13, 2002
Boott Mills Conference Room
Lowell, Mass.

In Attendance: Michael Basile, Paul Kosciolk, Ellis Walker, Dan Hyde, Russ Munroe, Sandy Shepperd, Allen Klatsky, Rick Howell, Jim Nigzus, Buddy Winiarz, John Goodwin.

Reports

Treasurer's report: Klatsky reported that as of April 1, 2002 the following amounts are as follows: savings account-\$49,464.40, checking account has \$9,181.37 our \$10,000.00 CD was quoted at 1.8% interest on renewal yet our savings account is earning 2.53%.

Clerk: Walker reported that he will change the clerk's address with the Secretary of State

Membership Secretary: Winiarz reported that we have 1231 members.

Bulletin Editor: Bulletin is at the printers will be ready on 4-19-02.

Archives Committee: Nowell reported that meetings were held in January, February & March. 22 requests have been answered Guilford engineers requested data on the lining of the Hoosac Tunnel, copies of Pullman car plans for the dining & private owner cars were pulled from Illinois museum. Donations have been made by O.R. Cummings, Frank Ellis. New file cabinets have been ordered for the Harry Frye collection.

Hardware Committee: Anonymous donor recently donated a Lima Locomotive Works builder's plate # 7284, builder's plate # 7659, front number plate for engine no. 2422 on 4-13-2002. Nigzus also reported that society purchased 7 seven seats for the combine car & new wig/wag signal lights for \$500.00

Models Committee: Boston & Lowell car kits have been delivered.

Shows Committee :Nigzus reported that Bolton, Mass. & Topsham Maine shows will be held on 4-20-2002

Program Committee: Ashland Historical Society will be added to May-2003.

Old business items: None

New business items:

Nigzus reported that Professor Heald is working on volume no.3 Boston & Maine locomotives. Pictures will be sent on 4-29-2002 to Accadia. Volumes one & two have had another \$3,500.00 in-sales our society has made a \$5,000.00 profit so far. We have also received another \$832.00 royalty check.

2003 Calendar Project: Winiarz has taken 40 double sided photos for review from the Frye collection.

Historian vacancy: Board was advised that we will need a volunteer to fill vacancy.

MEMBER CORRESPONDENCE

While re-siding the B&M Combine in Lowell, the B&MRRHS came across a piece of wood signed by what is believed to be the last B&M crew to repair the car. The text reads:

This car was repaired by:

Ed Cote

W. J. Dupuik (?)

A N Tucker

Lucien Croteau

June 14, 1946

Can anyone shed any more light on these names, where the repair might have occurred, etc?

From Don Cluff, we received the following...

The piece in the March/April Newsletter "As Rail Makes A Come Back... Train Crash Tale Still Resonates" was of particular personal interest to me for my father, Algien E. Cluff, was firing on the WNP from around 1898 - 1907 and was involved in several headon collisions as he was working freights from Portland to Worcester, many of them night freights. I wrote about him in the Bulletin Vol. XXII No. 3.

When I was a young boy ... some of the narrow escapes he had, having had to jump from the cab several times and on one occasion the engineer (train driver as they used to be called) actually kicked him out of the cab before the collision.

That is why the incident of July 3, 1904 west of Rochester is what interested me very much. It named the fireman, Dodge, of the extra surviving the crash, but did not name the fireman of the regular freight in the article and I wonder if it could have been my father.

Another incident that involved my father is related in my piece when his engine, low on water after climbing Shaw's Ridge in Springvale, cut off the cars and went ahead for water and a freight headed for Portland disregarded orders, passing my Father's engine at

the water tank, not realizing there were no cars behind it for it too was in the middle of the night, and collided with the cut off cars on Shaw's Ridge. I have a picture of the wreck.

Another interesting note is that at Shaw's ice cream restaurant at the farm you will see a photo of a farmhouse that stood across the road but was burned to the ground when sparks from a passing locomotive blew in a bedroom window and set some newspapers afire. Thought you might like to have this info.

Don Cluff

Fallen Flags...

CLAYTON D. SARGENT

Clayton David Sargent, 93, died June 26, 2002. He was preceded in death by his wife Lowell (Hardy) Sargent, who passed away in 1999.

Born in Goffstown, he was the owner and operator of Sargent Bus Lines, Inc.

He was a member of New England Electric Railway Historical Society and Seashore Trolley Museum, where he was a trustee and vice president of purchasing for many years and currently served as honorary trustee.

Mr. Sargent was a member of the Boston and Maine Railroad Historical Society, National Association of Railroad Passengers, and Mystic Valley Railway Society. He served as president of both the Wolfeboro Branch Railroad Club, Inc. and Lakes Region Railroad Enthusiast, Inc. He belonged to National American Theater Organ Society, Pine Tree Chapter, Independent Order of Odd Fellows-Webster Lodge 24 of Goffstown and Goffstown Congregational Church.

He leaves several nieces and nephews.

MAJORITY OF DOWNEASTER'S TRAVELERS GOING THE FULL LENGTH

By David Sharp, Associated Press, 5/17/2002 10:51

PORTLAND, Maine (AP) Amtrak's Downeaster continued to beat projections in April, setting new records for ridership and ticket sales.

Thanks largely to school vacations in Maine and New Hampshire, 29,682 people rode the train, exceeding the previous single-best month in February, when there was another school vacation, the Northern New England Passenger Rail Authority said. Revenues continued to grow, hitting \$443,000 in April.

It's clear that people who rode the Portland-to-Boston train as a novelty when the service began are returning to ride again, and that bodes well for the service, said Nate Moulton, the rail authority's deputy director.

"The first few months, people were trying the service," Moulton said Friday. "They're now coming back obviously."

The rail authority projected annual ridership of 320,000 and revenues of \$3.3 million in the first year. Already, there have been nearly 115,000 passengers in the first 4 months, bringing in revenue of \$1.7 million. In April, an average of 987 people rode the Downeaster each day.

Revenues have far outpaced expectations because the average

ticket price has been higher than expected, Moulton said.

The original projections called for an average one-way ticket of \$10, but the average in April was \$14.95.

That's because 60 percent of riders are traveling the full length between Portland and Boston, Moulton said. Also, a premium service with first-class seating for an extra \$8 has been popular.

For now, the majority of travelers between Portland and Boston are heading north to south for business or outings before returning, Moulton said.

But this summer, the trend is expected to shift with more travelers coming from Massachusetts to Maine, he said.

The rail authority continues to make adjustments. During mid-April, two more cars were added, bringing seating capacity from 216 to 276. The authority also is negotiating new arrival and departure times at Boston's North Station.

The Downeaster went into operation on Dec. 15 with four daily trips in each direction between Portland and Boston.

Stops include Saco and Wells in Maine; Dover, Durham and Exeter in New Hampshire; and Haverhill in Massachusetts. Seasonal stops in Old Orchard Beach, Maine, will begin late next month.

BIKE PATH IS READY TO ROLL: FROM RAIL TO TRAIL IN PEABODY

Boston Globe 5/5/2002

By Jason Damas, Globe Correspondent, 5/5/2002

PEABODY - Along some stretches of Peabody's long-abandoned Boston & Maine Railroad, the brush is so thick that the rusty old rails are obscured and the path impassible. But Jim Dionne, a self-described "obsessive cyclist" and president of the Friends of the Peabody Bikeway, sees the potential to create a recreational corridor that could connect the three sides of a town severed by freeways.

Though the corridor looks scruffy now, Dionne said that unlike most of the other 60 proposed bike trails in Massachusetts, "This is one of the few projects out there that's about to go under construction, so it's an example of how a town can make this work." The project's progress is due to the cooperation of the city of Peabody, the Rails-to-Trails Conservancy, and the Friends of the Peabody Bikeway.

Vera Kolias, assistant director of planning for Peabody, is the project's landscape architect and planner. Kolias, who said that "the design is all in-house and done by hand," is responsible for most of the physical planning of the project, the first draft of which was recently approved by the Massachusetts Highway Department. The already secured funding is courtesy of a 1991 federal transportation bill authorizing funding for scenic roads, historic preservation, wildlife crossings, and rail corridors. The bill, called the Intermodal Surface Transportation Efficiency Act, should cover approximately 80 percent of the expected \$1.36 million-dollar price tag for the project. While Kolias looks toward a groundbreaking as soon as summer 2003, she says that because of Dionne's efforts in the community, "We'll have a lot of things in place and ready to go."

The Friends of the Peabody Bikeway have been building public support with help from the Rails-to-Trails Conservancy, a national organization that provides assistance for land acquisition, lobbying, and legal issues to such groups.

Dionne said that the plan is for an alternate transportation corridor, not merely a bike path. The trail will run 6.3 miles from Peabody Square west to the Middleton line, connecting the Northshore Mall, the

Shop and Save Plaza, dozens of residential neighborhoods, and more than 465 acres of publicly owned space. The design also calls for two separate surfaces - one for bikes and rollerblades, the other for pedestrians - separated by a 2-foot median made of crushed stone. "What this means is that the trail will be accessible by everyone - runners, walkers, people in wheelchairs, bicycles, and rollerblades," said Dionne. Benches, landscaping, and dog stations will run the length of the path.

The plan has not been without obstacles, the most serious being the lack of crossings for routes 128, 1, and 95. With the cost of new construction too high for the city's budget, the path will be routed to the nearest existing crossings. Most of the corridor is owned by the MBTA, which has pledged to sell it to Peabody for \$1. But one stretch parallel to Warren Street is owned by Guilford Transportation Industries, a private company that will only sell its section for \$304,837. The city is exploring the possibility of rerouting that section of path along Warren Street. "The deal with the MBTA was pretty much the result of political pressure and Guilford Transportation Industries is less vulnerable to public pressure," Kolias said.

Some residents have expressed concern about security and liability, property values, and litter. A fence will be constructed along the stretch of Castle Circle to appease some concerned residents, Dionne said. To solve litter woes, Dionne has proposed a bikeway patrol composed of citizens who would look after the cleanliness and security of the trail while arranging an "Adopt a Spot" program with local businesses. He encouraged anyone interested to contact him at fopbikeway@aol.com.

And Betsy Goodrich of the Rails-to-Trails Conservancy pointed out at the group's April 25 meeting that the bikeway could have health and economic benefits for the town. Trails "create community pride, encourage community involvement, and spur community development. I think the trail is going to be a centerpiece for weaving this community together."

This story ran on page 1 of the Boston Globe's North Weekly section on 5/5/2002.

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RESTORATION WORK ON 3713 CONTINUES

From Laurel Lines, the publication of the Lackawanna and Wyoming Valley Railway Historical Society.

The work of restoring Boston & Maine No. 3713 to operating condition continued throughout 2001 and into 2002. The project has been underway since employees at the Steamtown National Historic Site removed and cataloged the external parts of the locomotive such as bells, domes and lights. The next step was the removal of asbestos from the boiler walls in 1997. With this work completed a final evaluation of the condition of the boiler took place.

In June, 1999 the Lackawanna & Wyoming Valley Railway Historical Society hired a contractor to begin performing the work on the removal of parts from the inside of the boiler, including superheater tubes and flues.

Work continued to evaluate the condition of rigid and flexible staybolts, sleeves, and studs. Most of the work performed in 2001 involved removal and replacement of rigid staybolts, caps, and sleeves. Ultrasonic testing was performed to determine the condition

of the firebox to establish what repairs are needed. The project has now moved to the actual restoration of the locomotive from the inside out. If funds are available, we hope to complete the restoration of the boiler with all staybolts replaced and flues and tubes replaced and reinstalled during 2002.

The contractor hired by the Society has performed 3802 hours of labor to date. Total funds expended to date are \$233,151.00. All funds have been the result of donations from supporters of the project and from the proceeds of sales of refreshments and souvenirs at the Moscow Railroad Station during the Steamtown Excursion Season. Funds have also been received at a donation box at the Steamtown site located adjacent to the 3713 in the Locomotive Shops.

The 3713 can be seen in the Steamtown Locomotive Shops in Scranton, Pennsylvania during one of the regularly scheduled shop tours. If you have contributed to the restoration project, you can see what your donation has helped to make possible.

DEAL GIVES OLD ORCHARD TRAIN STOP THIS SUMMER

Portland Press Herald 4/27/2002

By JEN FISH, Portland Press Herald Writer

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OLD ORCHARD BEACH — The town is back on track for Downeaster service one week after a dispute over snow removal at other stations threatened to deprive it of summer train service.

The agreement reached late Friday afternoon among the Maine and New Hampshire transportation departments, Guilford Rail Systems and the Northern New England Rail Authority is expected to be signed Monday.

"I'm excited," said Town Councilor Darryl Chandler. "We worked hard on this one and it's a well-deserved victory for Old Orchard Beach."

The timing of the deal leaves Old Orchard Beach just five weeks to complete its station before the planned start date of June 1. Councilors have scheduled a special Town Council meeting Monday to award the bid for platform construction.

However, construction cannot begin until an underground fiber-optics cable owned by Sprint is encased in steel, a project that is anticipated to take two to three days, said Planning Director Tad Redway.

He said one possibility is to have the lower platform built first and add a lift for handicap access so the train can stop on June 1, and then add the other elements of the station throughout the summer.

"We're considerably farther behind than I've hoped to be," he said. "We want to get the whole project done as soon as possible before the height of summer, which is typically the Fourth of July."

Michael Murray, executive director of the rail authority, said Old Orchard Beach will have the full backing of his agency to get the town online as soon as possible.

"We have a commitment to the community to do whatever we can to expedite service by the Downeaster," he said.

Friday's agreement will require that four of the seven stops along the route be retrofitted with heating mechanisms to melt snow on the platforms. The rest of the snow removal agreements remain unchanged, said Ron Roy, director of the state's Office of Passenger Transportation.

The only Maine platform affected will be Wells, because Portland and Saco already have heating mechanisms built into their platforms. Roy said the Maine DOT will cover the costs.

The other stations that will be retrofitted are the Exeter, Durham and Dover stops in New Hampshire.

The agreement comes just one week after Guilford said it would not sign a lease allowing construction of the Old Orchard Beach platform until the other six stations' snow removal agreements were reopened for negotiation.

Under federal law, a Guilford foreman must supervise any work that occurs within 4 feet of the outside rail for safety reasons. David Fink, vice president of Guilford, said some towns had removed snow this winter in a way that violated this law and the agreements signed with the railroad company.

The announcement sparked a public outcry against Guilford, which was accused of holding the summer-only stop hostage for the cause of snow removal.

Local government officials and business owners mobilized to push for a compromise that would allow Old Orchard Beach to join the Downeaster route, something many expected would bring thousands of new tourist dollars into the town.

The state's congressional delegation also took an interest in the issue, with some contacting Guilford and the rail authority to offer their help in finding a resolution.

The agreement that was reached, the parties agreed, is a good one, and now is the time to look forward to bringing Old Orchard Beach onto the line.

"I know we got criticized a lot, but it's come to a logical conclusion and we're happy with it," said Peter Danton, a lobbyist for Guilford. A secretary at Guilford said Fink was on vacation out of state and unavailable for comment.

"Our company is strictly for safety and that's all we were asking for. We don't want anyone getting hurt on our tracks," Danton said.

State Rep. David Lemoine, praised by state officials for his work in the process, said the solution is a reflection of the common ground everyone involved was trying to reach.

"The result is that we will have a train station in Old Orchard Beach, we'll have a fully implemented rail system in the state, and a safer railway for everyone," he said.

Staff Writer Jen Fish can be contacted at 282-8229 or at: jfish@pressherald.com

THE MASS CENTRAL RAIL-TRAIL

A 104 mile rail line was shattered by hurricane in 1938. Now, over 60 years later, dedicated volunteers in 33 communities are working to reconnect it. Instead of trains there will be cross-country skiers, bicyclists, hikers, joggers and babies in baby carriages.

It won't be easy. While much of the old railway is passable to a dedicated hiker today, the ownership is less clear. The railway has faded so far from memory that many maps don't even show the former route. A number of the bridges were torn down for scrap. Some of the land was sold, and neighboring landowners in other areas took advantage of the situation to build swimming pools, backyards, parking lots and other structures.

However, volunteers can work wonders. About 15 miles of trail are already open, with more scheduled to open soon. A cooperative effort between the state, local government, and private landowners can help to open the rest.

Many landowners are quite positive about allowing a trail to pass near or over their property. But rail trails are unfamiliar to many others. An education effort is required to help people see the benefits, evaluate the experience of other communities, and rationally weigh the costs. We hope that eventually every landowner will support the trail.

Long trails provide numerous recreational and transportation opportunities, both for short trips and for longer adventures. The

vision of an east-west trail linking Massachusetts is within reach. The Mass Central Rail-Trail will join numerous existing parks and conservation lands, in effect making them bigger and more viable. The Rail-Trail will provide an east-west counterpart to the existing north-south Appalachian Trail, and connections between the existing north-south Metacomet, Midstate and Bay Circuit trails. Near Boston the trail will provide a true urban "Non-Motorized Central Artery", without the need for a "Big Dig". Please consider supporting the effort.

Mass Central Rail-Trail status as of May 2002:

The corridor is starting to come back to life. For the first time in ten years, major sections are newly opened, or scheduled to open. Hundreds of volunteers, and several kind landowners, deserve the credit. The dozen or so scattered groups working on sections of the trail are learning about each other, and starting to cooperate with a single focus.

A major trail event is scheduled for June 21, 2002 from 11am-2pm at Bentley College, Waltham. Tours of the historic bridge, and the abandoned railroad (complete with trees growing up between the ties) will follow. An outdoor barbeque luncheon, including the bluegrass sounds of band "Southern Rail" will highlight the event.

WEBB AWARD TO THE 470 RAILROAD CLUB

BELLOWS FALLS, Feb. 23 - At a trackside ceremony by the old Amtrak depot in this Vermont mill town, Massachusetts Bay Railroad Enthusiasts, Inc. ("Mass Bay RRE") today named The 470 Railroad Club, Inc. of Portland, Me. the 2002 winner of the H. Albert Webb Memorial Railroad Preservation Award. The \$10,000 grant associated with the award will support the ongoing restoration of The 470 Club's ex-Maine Central Railroad steam locomotive #501, now at North Conway, NH.

Mass Bay RRE President Donald C. Foley, Jr., of Burlington, Mass., presented the award certificate to The 470 Club President Richard T. Lane Jr., of Kennebunk, Me. Leigh A. Webb of Los Angeles, sponsor of the award named for his late father, and Matt Rines of Gorham, Me., The 470 Club's project manager on the #501 restoration, also participated. The award ceremony was a highlight of Mass Bay RRE's annual "Vermont Snow Express," a chartered Amtrak special train that ran from Boston to Brattleboro and Bellows Falls for the day.

The #501 is a Maine Central Class W "Consolidation"-type (2-8-0) locomotive, built by the American Locomotive Company of Schenectady, New York in May 1910. Maine Central sold the #501 to The 470 Club in November 1983; its restoration has continued since then, as funds and volunteer labor were available. The H. Albert Webb Award grant will pay for reassembling and testing #501's steam boiler, both vital steps in returning the #501 to operation. The 470 Club plans to use the #501 at the Conway Scenic Railroad, running over ex-Maine Central track through dramatic Crawford Notch in the White Mountains of New Hampshire.

Leigh Webb created the H. Albert Webb Award in 2000 to recognize his late father's love for New England railroading. The award aids nonprofit, tax-exempt organizations that pre-

serve historically significant railroad equipment, structures and information from New England railroads. The 2001 H. Albert Webb Award went to the Lackawanna & Wyoming Valley Chapter of the National Railway Historical Society in Scranton, Pa., to assist in restoring Boston & Maine Pacific-type (4-6-2) steam locomotive #3713, built by the Lima Locomotive Works, Lima, Ohio, in 1934.

In 2001 Mr. Webb chose Mass Bay RRE to assist him in selecting future award recipients and administering award grants. The Mass Bay RRE Awards Committee considered 15 applications from qualified organizations last fall and recommended three to Mr. Webb, who selected the #501 restoration, sponsored by The 470 Club, as the 2002 winner.

"It was a difficult choice," said William Crawford of Nahant, Mass., a former president of Mass Bay RRE and chairman of the Awards Committee. "Each project we reviewed had significant merit." He added that the application process for 2003 H. Albert Webb Award grants would begin in June, and that unsuccessful sponsors should reapply.

NOTICE OF ARCHIVES HOURS

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

MBTA SETS ASIDE \$8 MILLION FOR SOUTH SALEM TRAIN DEPOT

By DAVE GERSHMAN

News staff - Salem Evening News

SALEM -- The MBTA has set aside \$8.1 million to build a commuter rail station in South Salem in the next three to four years, potentially giving a major boost to nearby Salem State College.

While the project is still just a concept, the T put in money for the station in its newest, five-year capital investment spending plan. Whether that money actually gets spent, however, depends on the reaction of the community, T officials say.

"This gives us an opportunity to gauge the interest," said Dennis DiZoglio, the T's head planner.

For years, a commuter rail station in South Salem has been a dream of some neighbors, as well as leaders at Salem State College, which enrolls thousands of commuter students but is hard-pressed for parking. Never before, however, has the transit agency even come close to putting any money behind the idea.

In fact, only a few years ago, the T told station proponents that the new station was unworkable for three reasons: It wouldn't attract enough riders, there is nowhere to put it, and stopping trains in South Salem would add travel time to the commute to or from Boston.

But the T's interest was jump-started after Salem State College President Nancy Harrington wrote then-state Transportation Secretary Kevin Sullivan about 18 months ago and advocated for the new station, DiZoglio said. According to her letter, Harrington said the school could run shuttle buses to the station to pick up students, faculty and employees.

Sullivan apparently liked the idea, DiZoglio said.

Now that the stop is on the T's radar screen, and apparently has some state support, some city councilors are getting nervous at the finer details. The project appears bigger than what many people envisioned, said Ward 5 Councilor Kim Driscoll.

"A lot of people thought it would be a platform," she said. "I don't think anyone knew \$8 million would have been set aside for a station."

Members of the South Salem Neighborhood Association strongly backed the idea in the past. They wanted to get some of the students who commute to Salem State out of their cars, which are often parked on neighbors' streets. But, those neighbors also envisioned a simple station with little to no parking.

"They initiated it and they wanted it," said Sandi Power of the group. "What they might get from the T may be entirely different from what they wanted. ... I think it could resolve a lot of problems. We wish it wouldn't create more."

The location could be behind the eastern corner of Broadway, which is mostly home to commercial and industrial property. However, near the northern side of the tracks is a small, quiet neighborhood. At one time, Ocean Avenue crossed the tracks. The bridge was taken down years ago.

"The neighbors are concerned they may put that back, and then people would come in from other communities and park in the neighborhood," Ward 3 Councilor Joan Lovely said. "It would really change the whole dynamics of the neighborhood."

Both councilors see the benefits for the college, but are worried the station could attract large numbers of commuters from Marblehead.

"The concept of a South Salem commuter rail stop might be a double-edged sword," Driscoll said.

Recently, MBTA officials met with Mayor Stan Usovicz and City Planner Joe Walsh. Walsh said the mayor told the T that the South Salem stop must be supported by the neighbors and college

officials. And, like the two councilors, the mayor said investment in the new station is no substitute for the state's plans to rehab the downtown train station and build an adjacent parking garage.

Driscoll is trying to set up a meeting with T officials in May to discuss the South Salem stop with neighbors.

To build it, DiZoglio said, the T would have to buy some of the adjacent land. It would be a small station, he emphasized, with parking for perhaps fewer than 150 cars. The biggest cost would be to move a section of the current commuter rail line, which is double-tracked in that area, to accommodate a platform.

A raised, handicapped-accessible platform would be inserted between the two tracks, so riders would not have to step up to board the trains. Pedestrian ramps would extend up from the platform and over the tracks.

The money is included in the T's five-year budget, to be spent in the next three to four years. There are no drawings or schematics yet. But if the community reacts positively to the idea, DiZoglio said, the T could act more quickly. If there is opposition, DiZoglio indicated, the project could fade away.

The idea for a station goes back a ways. In 1988, then-Mayor Tony Salvo commissioned a study on a South Salem station after neighbors became concerned about the amount of traffic heading to the college. Another study to generate interest in the station was commissioned by the college, with help from neighbors. It even projected ridership figures.

Neither caught the T's eye. But, after receiving Harrington's letter, Sullivan asked the T to take a new look at the idea. So, a year ago, the T performed a ridership study and took a look at the area. Sullivan liked what the T found.

It soon became apparent that a station could fit in the area. And the station would generate an estimated 520 train trips a day -- with 320 to 350 associated with the college.

"Now that ridership isn't bad for a commuter rail station," DiZoglio said.

Those numbers may explain why the stop now makes sense. Express trains could be run to the South Salem stop, DiZoglio said, so as not to drag down the travel times of other trains. In just the last two years, he said, more people have been riding the commuter rail. The entire system went from providing 120,000 trips a day to 140,000 trips a day.

"Our new models are showing that there's significant growth," he said. "People are finding commuter rail to be a convenient transit mode to get to where they want to go."

THANKS

Thanks this issue go to: Roderick Hall, William Crawford, Robert Wilner, Michael Lennon, Bob Warren, John Osgood, Wayne Gagnon, Ron LeBlond, Dohn Cluff, Jim Nizgus

NEXT ISSUE

The deadline for the September/October Newsletter is August 3, 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.

DOWNEASTER NEWS

Amtrak has once again petitioned a federal panel to allow the Downeaster to travel at 79 mph as the rail authority reported another strong month for ridership and revenues in March.

The Downeaster had 25,119 riders generating \$399,000 in March, pushing total revenues to \$1.33 million since mid-December, said Michael Murray, executive director of the Northern New England Passenger Rail Authority. Within 31/2 months, the Downeaster already has achieved 40 percent of revenue projections for the first year, he said.

"Certainly, we are now in a position to generate trends and they're very positive," he said yesterday. "There is every expectation that we'll meet and exceed the initial ridership projections and associated revenues."

FROM THE HISTORY FILES, 1993...

EXETER - Passenger trains are expected to roll through southeastern New Hampshire by late 1994 - a prospect that excites train enthusiasts.

The return of passenger trains in three daily round trips between Boston and Portland, Maine, "will absolutely be an economic boon for the region," said Bob L. Hall, a spokesman for Train Riders Northeast Inc., a Portland-based service organization that is pushing for the restoration of 114 miles of rails.

Exeter native Hall, 45, a high school teacher, spends much of his free time promoting the train group's project, which got underway in 1989.

"The movement to restore passenger train service is growing," said Hall, noting that the group started out with "17 train enthusiasts in 1989 and now has over 1,000 members.

"Passenger trains are most efficient and economical," he said. He said a one-way ticket from Exeter to Boston would be -cost about \$8.

A great deal of work has been done to promote the establishment of daily service between Portland and Boston, Hall said.

The goal is to return rail service with modern equipment to Maine, from Boston's North Station via Haverhill, Mass., Exeter and Dover, N.H., and in Maine, Kennebunk, Biddeford-Saco, Old Orchard Beach and Portland.

Within about two weeks, Hall expects officials of the group will

Automated machines may soon allow Downeaster riders to purchase or pick up tickets at each station.

The Northern New England Passenger Rail Authority placed an order to Amtrak for the installation of Quik-Trak ticketing machines at each station between Boston and Portland, Maine. Only North Station and Portland have ticketing facilities, causing an inconvenience and possible confusion for the passengers, as well as conductors, who have to issue tickets and take payments on the train.

The seven stations along the route that will have the machines are Haverhill, Mass., Exeter, Durham, Dover, and Wells, Saco and Old Orchard Beach in Maine. Old Orchard Beach is a summer station only and opens in June.

meet with New Hampshire State Transportation Commissioner Charles O'Leary to review the latest impact studies.

Original projections were that between 35,000 and 50,000 passengers would use the train service a year, according to Hall. "We expect those figures will be higher," he added.

Hall estimates that \$25.5 million available from the Transportation Act passed in the Bush Administration will be funneled into Maine, Massachusetts and New Hampshire to upgrade the rails.

According to Hall, 53 miles of rail and 55,000 ties will be laid to upgrade the system to safely handle trains traveling up 79 miles per hour.

Hall is optimistic that Exeter residents at the town's annual business meeting March 15 will vote to appropriate \$125,000 for a new station that will have a handicapped accessible platform and 60-space parking lot for train riders.

Hall envisions riders will come from Exeter's surrounding communities.

He also expects the future will bring connecting service from the former Pease Air Force Base in Newington.

By JOHN HART, Union Leader Correspondent
THE UNION LEADER, Manchester, N.H.
Tuesday February 23, 1993

AIRLINE CANCELS HANSCOM LAUNCH

Boston Globe; 2/3/2002

By Davis Bushnell GLOBE CORRESPONDENT

BEDFORD - Boston-Maine Airways withdrawing its inaugural flight plans for Hanscom Field next month, amid some speculation that the fledgling commuter airline may be eyeing Worcester Airport instead.

Boston-Maine's decision last week to indefinitely postpone planned service to Atlantic City, which had been slated to begin March 3, came on the heels of a Massachusetts Port Authority directive calling for certain actions to be taken before the airline can take off from Hanscom.

Foremost among these is an environmental-impact study to be conducted by the airline with the results submitted to officials of Bedford, Concord, Lexington, and Lincoln for their review. Portions of the airfield fall into each of those communities.

In addition to providing one round trip a day to Atlantic City, Boston-Maine has said it wants to operate two daily round trips,

beginning the third week in April, to both Martha's Vineyard and Nantucket.

Boston-Maine will begin serving Atlantic City and White Plains, N.Y., on March 3, Fortnam said, from Portsmouth, N.H., where the airline and its affiliate, Pan American Airways, are based.

Asked whether Boston-Maine might cancel all of its Hanscom plans, Fortnam said, "We think it's important that the airport is utilized. But Hanscom is also only one of a whole bunch of opportunities for us."

Is it likely that Boston-Maine will now set its sights on Worcester Airport, already served by Pan Am?

Fortnam hinted that that may be the case, while stopping short of saying that plans are being readied.

"We've always considered Worcester [Airport] for service to Cape Cod and the islands," he said. "In fact, we wanted to start that service there last summer, but we didn't get our [operating specifications] in time."

STILL CRAZY ABOUT TRAINS AFTER ALL THESE YEARS

By Larissa Mulken

Portsmouth Herald 5/12/2002 lmulken@seacoastonline.com

HAMPTON FALLS - To Richard Sanborn, there is no wrong side of the tracks.

The 62-year-old Epping native has turned train photography, travel and history into a lifelong hobby, amassing hundreds of thousands of photographs of trains, locomotives, stations and depots. He's fascinated by the powerful machines from every angle.

"From the time I was 2 years old, I can remember asking my mother about the trains going through the back yard," said Sanborn in an interview in a science classroom at the Lincoln Akerman School, where he has taught since 1962.

"I remember when I was very tiny, I'd ask her what time they were coming and where they were going and where they were coming from," he said. The trains were traveling the Manchester-to-Portsmouth branch of the Boston and Maine Railroad.

Over the years, Sanborn has traveled extensively via train - including several trips across Canada, and a summer in Ecuador.

"I've ridden every railroad line in Canada, Mexico, South America, and the United States," with the exception of a new line in northern Canada, he said. In younger days, he'd log 20,000 miles a year on the railways.

Locally, he's delighted by the resurgence of passenger rail service and Amtrak's Downeaster line trekking from Maine to Boston with stops in between. In fact, when the line opened on a school day in December, his colleagues let him take a couple hours off to capture the event on film.

"I think it's wonderful," he said. "In the 1950s, Congress decided that this country would drive automobiles on superhighways and that cars and airplanes would be the mode of the future. As our land has become loaded with superhighways, Americans have decided there's another way of traveling.

"I understand this new train appears to be paying for itself. ... I don't think anyone can believe how successful this has been," he added.

"I'm very surprised how full it's running all the time. ... I don't know what they're riding for, but they are riding in big numbers."

He does believe, however, that the Sept. 11 terrorist attacks may have fed the public appetite for alternatives to airline travel.

"People went to the trains, big time," he said. "And to Amtrak's credit, they added a lot of trains to accommodate them."

Personally, he doesn't hold anything against air travel.

"I love flying, but I'm very claustrophobic ... the closeness of the seats bothers me. Even now, I leave the door open all night if I'm on a train sleeper car."

The Downeaster offers a comfortable ride, a cafe car and a hassle-free and leisurely way to get to Portland, Maine, and Boston. What he's noticed, too, is the line's appeal to young people.

"I think many people thought it would just be the old-timers," he said. "But I find it's the younger generation riding it extensively. If you drive, the likelihood of getting caught in traffic on I-95 is very great ... any day of the week."

Sanborn was just a youngster when he began riding the Boston-and-Maine line that crossed his back yard. His family befriended the conductor and the young Sanborn was welcome to ride whenever he could. Back then, the locomotives were run by internal combustion engines and transported coal and cargo more than passengers.

He began capturing train images on film at age 8 or 9, a hobby that evolved into both passion and pastime.

"I'm happy now, rather than getting a 100 pictures - I used to think I was a failure if I didn't get tons of pictures in a day," he said. "Now if I get a half a dozen good ones, I'm happy."

"The photos have to be meaningful, scenic. A picture has to have people value."

What photos he doesn't shoot himself he obtains at auctions, antique dealers and through friends, and the cost ranges from pocket change to between \$500 and \$1,000 per photo.

Albums upon albums of photographs fill his home. The collections are sorted and organized by location or rail line, for instance.

He has collected enough material and knowledge that he's working on four books: one on the history of the Manchester-to-Portsmouth line, tentatively titled, "From the Capital to the Sea"; a second on the Worcester/Nashua/Portland line; a history of Epping; and a history of Hampton Falls.

Publication date? Good question. Sanborn sets a loose 10-year goal.

As an avid train watcher and rider, Sanborn has also seen his fair share of accidents, one fatal, one not.

On a train riding from Quebec City to Montreal in a snowstorm, the train hit an old pickup truck stuck on the tracks and severed the vehicle in half. The truck's elderly driver survived without a scratch, he said.

When he's not traveling by rail, in school or taking pictures, he shares his passion with others at lectures and is a frequent guest lecturer at classes within Lincoln Akerman.

"The kids just love it," he said.

As for the continued success of rail travel and the Downeaster, he said good service and promotion could go a long way.

"I'd promote it in every way possible," he said.

Trains also have an edge in some commercial aspects, such as the transport of coal.

"That's something the railroads can do that can't be replaced by trucks."

AMTRAK PLAN FEATURES HIGHER COST, LESS SERVICE

May 1, 2002

Rutland Herald 5/1/2002 (from the State section)

By DAVID MACE Vermont Press Bureau

MONTPELIER — Officials from Amtrak and Gov. Howard Dean's administration are looking to have taxpayers contribute more to the financially troubled railroad over the next several years in exchange for less service in Vermont, a move that drew a cool reception from some legislative leaders.

A draft plan being considered would reroute Vermont's Amtrak trains and effectively end passenger rail service on the eastern side of the state in 2005.

In a briefing of the chairmen of the House and Senate transportation committees Tuesday, officials said they want to move toward having the state pay the full cost of subsidizing the two

Amtrak trains that serve Vermont, the Ethan Allen Express and the Vermonter, which together carried just over 107,000 passengers last year.

That would help the perennially money-losing national passenger railroad move toward its goal of operating without massive federal subsidies, said Terrence Foley, senior director of business development for Amtrak's Northeast Corridor.

"What we're trying to do here is put (Amtrak) on a glide path to self-sufficiency," he told Sen. Richard Mazza, D-Grand Isle, and Rep. Richard Pembroke, D-Bennington.

Amtrak is under intense pressure to improve its bottom line. The Amtrak Reform Council created by Congress has recommended breaking up the company and letting private firms bid to take over individual routes.

AMTRAK PLAN FEATURES HIGHER COST, LESS SERVICE (Continued)

In addition, Congress has ordered Amtrak to reach self-sufficiency by later this year, a goal the reform council has said Amtrak won't meet.

Currently, Amtrak is slated to receive about \$2 million in state subsidies, and the federal government will pick up \$4.1 million of the cost of Vermont's trains.

As part of a draft five-year business plan, officials wanted to boost the state share to \$2.75 million in 2003, and possibly as high as \$3.9 million if Vermont wants to add a train running to the tourist destination of Manchester.

Under the draft plan, the state's subsidy would climb steadily in each of the successive two years, topping out at \$4.1 million in 2005 for the two existing trains with an additional \$1.3 million for a Manchester train.

At the same time, officials said, some services would be cut back. For example, ticket agents at some stations will be replaced with automated ticket vending machines.

And the current Vermonter route between Washington D.C., and St. Albans through the eastern part of the state would eventually be scrapped in 2005, replaced by a new Ethan Allen route that would run from New York City through Manchester, Rutland and Middlebury before terminating in Burlington.

The Vermonter would instead become a shuttle service between Springfield, Mass., and White River Junction. As a result ridership on the Vermont trains is expected to fall from about 120,000 passengers in 2002-03 to 98,000 in 2005-06.

That prompted critical questions from Mazza, who wondered how to sell lawmakers on a bigger subsidy for less service and lower ridership.

"It's not going to be self-supporting," Mazza said.

"It's never going to be self-supporting," replied Charles Miller, director of rail for the Vermont Agency of Transportation.

Foley said that the mileage involved in running the trains meant they would always need a subsidy.

"We could fill every train, every seat, 365 days a year, and still lose money," he said.

"You've put us in a situation where we've got to say, 'We've got to discontinue Amtrak ... or put it out for public bid,'" Mazza said.

Language to explore doing just that was included in the transportation bill the Senate passed Tuesday, as well as a \$2 million subsidy, the same as this year's.

Officials from the state and Amtrak are currently negotiating a new contract for service. The existing contract expires June 30.

After the meeting, Amtrak officials stressed that the plan was only a draft and would almost certainly be changed in some fashion.

"We're working on a plan that will assure continuation of service by Amtrak in Vermont for the next five years," said James Weinstein, senior vice president of Amtrak's Northeast Corridor.

"What this plan is really all about is preserving service for 100,000 riders and the economic benefits that they bring to Vermont," Foley said.

He said virtually all passenger rail services in the world received government subsidies, and that Vermont's trains were not unique in that respect.

"Because of the costs associated with running a long distance passenger train, you just can't generate enough revenue to run them at a break-even point," Foley said.

Mazza said the request for more money had even him — a strong supporter of passenger rail — questioning its cost and whether the state could afford it.

"There's going to be a time when a decision has to be made about whether we can continue to support Amtrak," he said. "... You can't sell higher costs with less service."

Mazza said he wanted to see what a private company might charge to run trains from Vermont to connect with the Amtrak system. He said the request for an additional \$750,000 had come too late for it to be considered in the budget this year.

But John McClaughry, president of the free market think tank the Ethan Allen Institute and a critic of railroad subsidies, said any amount is too much.

"About 25 years ago I had an intern do a study for an article ... on Amtrak," he said. "His research showed that you could take the (Amtrak train) from Washington, D.C., to Montreal or, on the subsidy alone, you could take a limousine from downtown Washington to the airport, take a plane to Montreal and a limousine to downtown Montreal."

McClaughry said with the exception of a high-density route between Washington and New York City virtually every Amtrak route was unprofitable.

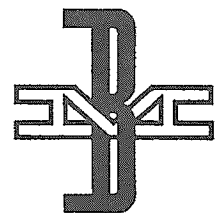
"If people who prefer to travel by rail, they certainly should have that option, but they shouldn't ask anyone else to pay for it," he said. "Obviously, if the passengers on Amtrak had to pay the actual cost of their ride, there wouldn't be any Amtrak."

Miller said the draft plan and the \$750,000 subsidy increase were the subject of ongoing talks.

"I don't want to do negotiation in the press," he said. "I think both Amtrak and the state are negotiating in good faith to try and come up with a number the state can handle. As soon as that's done we'll see where we are as far as budgetary constraints."

On the Net: Amtrak: <http://www.amtrak.com>

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TRAIN BUFFS TAKE CONTROL OF TROLLEYS

Springfield Union-News 5/19/2002

Hampshire/Franklin County News

By WILLIAM SWEET

BUCKLAND — With their chariot all checked out, powered up and ready to travel, the rookie pilots went boldly forward — all of 1,200 feet.

There may not yet be an enormous expanse of track at the Shelburne Falls Trolley Museum, but that doesn't seem to keep the train buffs away, and it didn't keep away would-be conductors and motormen yesterday. Armed with checklists and rule books, about 10 volunteers yesterday went through the training necessary to certify them as operators of the century-old trolley car.

"I'm fascinated with trains, but I know absolutely nothing," said Harry Shaibaugh of Greenfield. Shaibaugh said he loved trains growing up in Scotia, N.Y., and took time to enjoy the trolleys during a period living in San Francisco. It's time for him to pilot one, he said.

Dana Blackburn of Heath was among the majority of the group, people returning to recertify as conductors and motormen or motorwomen. Conductors supervise the train and give program talks for tours, while the motorman or motorwoman sits at the controls. Blackburn started piloting the No. 10 last year when, as a gift, her husband signed her up for the class. For Blackburn, a psychotherapist with a practice in Northampton, driving the trolley is a great diversion.

"When I was a kid, there was a train track running through my backyard," she said. "Once there was this circus train, and I could see the animals through my window."

The trainees learned the breakdown and setup of a run, hooking the trolley to the overhead wire and keeping an eye for any obstructions on the track.

"Get in the habit of feeling the notches, instead of looking at them," instructed Michael Cole, vice president of the museum and

chief motorman and conductor, as Shaibaugh took the controls. One crank, marked with a series of notches, controls the speed. Another, the brake.

During its heyday, the No. 10 trolley ran on 7 miles of track from Shelburne Falls to Colrain, the old Shelburne Falls & Colrain Street Railway. That trolley run ended in 1926.

These days it has a short sojourn, from the Trolley Museum on Depot Street, off Conway Street, down to behind the Salmon Falls Artisan's Showcase and back. Museum officials hope to expand that, with plans, budget willing, to bring the trolley to downtown Shelburne Falls. While it's a short run, it takes some learning, and not everybody who takes the class ends up able to handle the job, Cole said.

"You've got to be respectful of time and distance," said student David Goff, who comes from Boston to volunteer. The No. 10 doesn't exactly stop on a dime, he said.

"It takes 50 feet to stop, going 5 miles an hour," he said.

Volunteers spent years and \$279,000 in grant money restoring the No. 10, which was reborn in 1999. Since the 1920s, the trolley had spent the intervening 65 years serving first as a chicken coop, then as a utility shed. The car was moved back to the Buckland Freight Yard in 1992 when the Trolley Museum was formed there. Five volunteers operate the museum now and a dozen conductors take turns operating the trolley.

The Shelburne Falls Trolley Museum opens for the 2002 season May 25 and is open through Nov. 3. The museum will be open 11 a.m.-5 p.m. weekends and holidays. In addition, the trolley will run in the evening for Shelburne Falls' Moonlight Madness Nov. 29.

Volunteers are needed to run the museum store and for renovation work on a 1910 caboose and the tracks. For more information call (413) 625-9443.

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LEGISLATIVE TASK FORCE TO HOST RAIL FORUM

DATE: 5/21/02

FROM: PETER J. GRIFFIN W: 603-898-2940, H: 603-898-2940

Transportation After 93. — An overview of rail service and its role as a component in intermodal transportation.

The legislative task force created to evaluate the feasibility of restoring rail service along the Manchester & Lawrence and Northern lines will host a public forum June 3rd, 7pm at the new Derry Municipal Center, 14 Manning Street.

The speakers to date include:

Jeff Brillhart - NH Department of Transportation - Project Director Route 93 Widening. Mr. Brillhart will discuss the two rail options proposed by NH DOT as compliment to the widening of Route 93 and plans to collaborate with Massachusetts of a joint rail study.

Judie Kehl - Chairman, of the Economic Development Commission of Kittery, ME. Ms. Kehl will discuss a proposal of the town of Kittery to create a downtown as part of the proposed extension of rail service from Newburyport, MA to Kittery, Me.

Tracey McGrail - President, Exeter Area Chamber of Commerce. Ms. McGrail will discuss the role of the Exeter Chamber in promoting and the business benefits from the restoration of rail service between Boston and Portland, ME. Exeter is one of the three stops in NH made by the Downeaster service. She will also comment on the process leading up to the decision to locate the rail station downtown as opposed to along an interstate.

Christopher (Kit) Morgan - Railroad Administrator NH Department of Transportation. Mr. Morgan will provide an update on the progress of the study relating to the high speed rail project connecting Boston & Montreal. He will also comment on the difference between light and heavy rail and give an overview of the existing rail funding mechanism available in NH.

Cliff Sinnott - Director of the Rockingham Planning Commission. Mr. Sinnott will discuss the progress and benefits of the proposal to extend rail service beyond Newburyport to Kittery, Me. and the proposal to extend commuter service from Haverhill to Plaistow, NH. He will comment on the need for long range transportation planning.

Andrew Singelakis - Director, Greater Nashua Regional Planning Commission. Mr. Singelakis will review the progress and benefits of the proposal to extend commuter service from Lowell to Nashua. He will also address some of the obstacles of the project.

The legislative task was created to evaluate the relevance of the Manchester and Lawrence rail line as part of a long-range intermodal transportation plan. The corridor roughly parallels Routes 93 and 28. It begins in Manchester and passes through the communities of Londonderry, Derry, Windham, Salem, Methuen and ends in Lawrence Communities that comprise a population base of over 200,000 people. It is also one of the most important and complex economic corridors in NH. The businesses along this corridor include two

LEGISLATIVE TASK FORCE TO HOST RAIL FORUM (Continued)

of the major regional malls – The Mall at Rockingham Park and the Mall of NH. Rockingham Park, Salem Ice Center, which is also an entertainment venue. Additionally there is Cisco Systems, Canobie Lake Park, the Verizon Center and Manchester Airport. Londonderry has also announced plans for a major new industrial park adjacent to the airport. Which warrants an evaluation for freight opportunities as well as passenger service. Derry has recently participated in a "Main Streets" program. How can a balanced transportation system enhance their efforts? Across the border in Massachusetts, Methuen is grappling with downtown redevelopment and long-range transportation issues. Also, there is a remnant of a historic intact rail corridor beginning in Windham that could facilitate the establishment of rail service between the communities at the southern end of the corridor and Portsmouth.

The evaluation of this corridor cannot be conducted from the perspective of just serving the commuting population but as a means of eco-

nomics maintenance and development for existing and future businesses.

The decision to focus on this corridor was also reinforced by the announcement of NH Hampshire DOT that this will be the last time Route 93 will be widened and that they will collaborate with Massachusetts on a study of the rail options, which they have identified.

Considering the average time for the planning of a rail corridor from conception to completion averages a decade it is the expectation that the communities along this corridor will begin to address their long range transportation needs beyond the completion of Route 93.

The Legislative task force is comprised of individuals representing the areas of regional planning, law, conservation, real estate, business, transportation and government. Among the members are Rep John Flanders of Kingston, Chairman. Peter J. Griffin of Windham vice – chair and Rep George Katsakiores, Derry.

LAWRENCE ACCIDENT, FROM 2 POINTS OF VIEW

DOWNEASTER ACCIDENT

Woman, 21, killed by train

By Ethan Paquin
Eagle-Tribune Writer

LAWRENCE - A woman was struck and killed by a train last night after she crossed the tracks to take a cigarette from a man standing on the other side, police said.

Nicole Froton, 21, of Wilmington was struck by the Downeaster, Amtrak's new Boston to Portland train as it made its way south through the city around 4:20 p.m. Amtrak spokesman Karen Dunn said.

The accident occurred near the commuter rail station at Merrimack and Parker streets, police said.

Jose Maldonado of Lawrence was one of several people standing on the station platform when Froton was struck. He said she crossed the tracks to ask him for a cigarette, then got nervous when she heard the train coming in the distance.

"She thought she was going to miss the train, so she went back across the tracks," said Maldonado, 28. "[The conductor] beeped the horn, but she kept walking across, then, 'boom.'"

He said the train was traveling "very fast" when it struck the woman.

Froton was partially pinned beneath the first car. Lawrence firefighters and paramedics tried to extract her by using a tow truck to lift the front of the train, said Lawrence police Officer Ryan Shafer, but were unable to do so.

"As soon as we arrived, we knew she had expired," Officer Shafer said.

Several passengers were visibly shaken an hour after the incident, at which time they got off the train and boarded shuttle buses provided by the train company.

The train's engineer told investigators she saw someone step onto the track and she blew the horn a number of times to no avail, Dunn said.

The train was delayed for more than two hours while the incident was investigated.

Amtrak Unusual Occurrence Summary Report Occurred Date
Sunday 02/03/2002
6:35 PM Lawrence

ITEM #01 - WESTERN ROUTE MAINLINE/ FREIGHT MAINLINE - TRESPASSER FATALITY

402PM - Guilford T.O.M. District #2 advises that Amtrak No.684 has struck a trespasser at Lawrence Station. MBTA Train No.2216 holding at Bradford Station FN. Amtrak CETC ACTD O'Malley notified & MBTA Central Control/High Street. Lawrence EMS/FD/PD responding. Trespasser was a 22 year old white female and a possible suicide.

Mini-Vans and taxis ordered for 20 guests on MBTA No2216 at Bradford. MBTA busses ordered for possible passenger shuttle for Amtrak No.684 plus others. Passenger Extra run to Reading and turned as a late No2216 to Boston. Mini-van to cover 2216 between Lawrence and N. Wilmington, Mini-Vans and taxis to handle 40 passengers off No.684 at Lawrence.

No.684 released 615PM from incident site and heads to Boston w/MBTA No.2216 behind on short time, Both run via Wildcat Branch/NHRML. No.2217 holds CPW-WJ for these trains. Amtrak No.686 holds CPF-AS for No.2217. No.685 holds at CPW-WJ for No.2220,

Alternate Transportation: Diamond Taxi used one large van & two smaller vans. Andover Cab Co. used three vans and four taxis.

CAUSE: Trespasser Fatality

DELAYS: No.2216... 12 Mins;

'Guests between Haverhill and Reading cabbed to destinations. PX covered remainder of run. 20 Guests from Bradford. Unknown number of guests between there and Reading. No.2217... 05 Mins

Amtrak No.684... Terminated on time at Lawrence. Guests (40) cabbed to destinations. Amtrak No.686... 24 Mins (CPF-AS for MBTA No.2217)

Amtrak No.685... 60 Mins late from Boston (Equipment from 684).

BOSTON-MONTREAL RAIL LINE ON A ROLL AT LOWELL

By DENNIS SHAUGHNESSEY

Correspondent LOWELL -- If you build it they will come -- just not any time soon.

A high-speed rail line from Boston to Montreal is in the initial planning stages, with service an estimated five or 10 years away. But a group of regional planners, engineers and transportation officials at a seminar hosted by the Lowell Regional Transit Authority last night were enthusiastic about the possibility.

Ronald O'Brien, senior project manager from Parsons, Brinckerhoff, Quade & Douglas, provided an overview of the ongoing feasibility study sponsored, in part, by the states of Massachusetts, New Hampshire and Vermont and the Federal Railroad Administration.

O'Brien said the study is focusing on developing preliminary service projections, identifying institutional and policy issues, such as the border crossing in Quebec, and compiling information on existing railways.

In late 2000, the Boston-to-Montreal corridor was designated by the FRA as one of the nation's three new high-speed rail corridors.

"Our primary objective in the first phase of the project is to identify the ridership," O'Brien said. "Will there be enough people to ride it to justify moving into the second phase?"

Leaving from Boston, the 325-mile trip would make its way through Lowell and proceed over the Granite State border on the Guilford Rail System through Nashua, Manchester and Concord. It would then turn to the northwest, following the former Boston & Maine Railroad Northern Line from Concord to White River Junction, Vt., and crossing the Connecticut River. From there it would travel through Vermont, past Montpelier and up to Burlington, linking with the Canadian National Railroad in Alburg, Vt., to Central Station in Montreal.

Robert Kennedy, administrator of the Lowell Regional Transit Authority, was excited by the prospect of Lowell becoming a pivotal stop.

"This would be a great economic generator," Kennedy said. "Combining a high-speed rail with intermodal transportation will bring tremendous benefits to the region.

There are many opportunities before us and I hope Lowell will be at the center."

A potential snag lies in the fact that the New Hampshire rail line between Concord and Lebanon is no longer operational, but O'Brien said working out those details are way down the road.

"We are not getting into details at this point," he said. "We are simply trying to get an expanded vision of what could happen."

O'Brien could not specify the number of stops that will be proposed, but said the fewer the better.

"Minimizing the number of stations is one of the things that makes a high-speed rail a high-speed rail," he said.

No specific railroad has been designated to run the service, although a number of rail carriers would be directly affected by infrastructure improvements to the corridor, including the Massachusetts Bay Transportation Authority, Amtrak, Springfield Terminal in Guilford, the Northern Vermont Railroad, New England Central and Canadian National.

"It's not assumed that Amtrak or any other carrier would run the service," O'Brien said.

Donald Leblanc, public affairs director for the Quebec government, was also excited by the venture.

"Montreal has a population of about 3 million, much like Boston.

Both cities have a large amount of high-tech jobs and a high number of students. Both cities can be considered the hub of activity. It's exciting to think 10 years ahead," Leblanc said.

Peter Roudebush, a land-use planner and transportation consultant from Cambridge, said he would prefer a rail system that allows for a more leisurely trip through the countryside.

"I go to Vermont to go slower," he said. "The trip from Boston to Montreal should be a delightful experience, although I know that the Federal Railroad Administration is looking at going faster."

O'Brien said Boston-to-Montreal rail service would help alleviate congestion along the interstate highways, and could provide closer connecting points to the four major airports along the corridor -- Logan, Manchester International, Burlington International and Dorval in Montreal.

"Other train routes along the way would all help support each other," he said.

O'Brien hesitated putting a time line on the project, but said the process is extensive. He estimated the completion of the first phase sometime in September.

Scott Bascom, a planning coordinator for the Vermont Agency of Transportation, said the project will closely follow the guidelines set forth by the FRA.

"They are quite detailed in what they ask for," Bascom said. "The second phase would more fully address the issues of how many stations and specific locations. It's more of a hard science."

RAIL WORLD AFFILIATE SIGNS PURCHASE AGREEMENT FOR BANGOR & AROOSTOOK

Rail World, Inc.'s affiliate Montreal, Maine and Atlantic+ Railway signed an asset purchase agreement with James Howard, trustee of the Bangor & Aroostock Railroad Co. The agreement provides for MM&A to purchase approximately 745 miles of rail line in Maine, Quebec and New Brunswick from B&A and its affiliates. Howard intends to file the agreement with the bankruptcy court as soon as the affiliate parties have signed and to request the court's approval to complete the sale. He indicated that it would take several months for the bankruptcy court to review the sale agreement and to consider comments of the creditors and other parties of interest. B&A is currently under Chapter 11 of the U.S. bankruptcy statutes, and its Canadian affiliate, Quebec Southern Railway, is under court-supervised administrative proceedings. The other B&A affiliates involved in the sale are Canadian American Railroad, Northern Vermont Railroad, Newport & Richford Railroad and Van Buren Bridge Co., all of which have filed under Chapter 11. Rail World is a Chicago-based rail management and investment company with Edward A. Burkhardt as president. Investing with Rail World are Larry R. Parsons, president of Wheeling & Lake Erie; Jerry R. Davis, retired president of Union Pacific; and Frank Turner, retiring president of the American Short Line and Regional Railroad Association. (Joe Calisi - posted 5/24)

RAILING ABOUT A STUDY

Let's get one thing straight.

This column is about a study. This is only a study. This is a study of the possibility of high-speed rail from Boston to Montreal. If this meant rail service started tomorrow, you would be directed to Platform 93/4 immediately, where you would wait for further instructions.

In all seriousness, what Ron O'Blenis and his group are studying is the possibility that high-speed rail will be feasible.

O'Blenis, a senior project manager at Parsons, Brinckerhoff, Quade & Douglas, and his group were hired last year by Maine, New Hampshire and Vermont to study the possible ridership between Boston and Montreal.

"We're asking why before how," O'Blenis said at a meeting Monday night in Lowell, Mass.

"It's not a given that we are saying high-speed rail is going to come to Boston and Montreal," O'Blenis said. "If ridership is low and expenditures are high, one of the outcomes easily could be maybe we shouldn't do it."

The couching of terms aside, the project is being studied and is already generating a fair amount of interest, as more than 30 people, including representatives of various organizations, consultants, environmentalists and general rail fans, attended the meeting, held at the Lowell Regional Transit Authority's Gallagher Intermodal Terminal on Hale Street.

One of the attendees was Peter Griffin of Windham, president of the New Hampshire Railroad Revitalization Association, who was very impressed and pleased with the prospect.

"There are so many business opportunities along the corridor, and it would support the universal business of the region - tourism," Griffin said.

Donald Leblanc, the public affairs director for the Quebec Ministry of International Relations in Boston, said so far the province has only been asked for information. There is no "position," he said, but added that it was interesting to see ideas for inter-country projects coming up from America, instead of the other way around.

The idea joining has been hanging around for years - practically since the rail connection was last broken in December 1994, when Amtrak discontinued the Montrealer.

The idea became more solid at a meeting of the Coalition of Northeastern Governors (CONEG) in 2000. Afterwards, the governors of Vermont, New Hampshire and Massachusetts put in an application with the Federal Railroad Administration to have the route considered a high-speed corridor, making federal funds available for studies and some safety work.

The federal government approved the application in October 2000 and granted \$200,000 for the study now under way, which was matched by \$200,000 from the three states involved.

The federal money is no guarantee the trains will be run by Amtrak, the federally run transportation program, which has been struggling to break even for years. O'Blenis said Amtrak will not be a direct partner in the study, and couldn't say at this point whether or not Amtrak would run any trains on the route, theorizing that Canadian transportation authorities could get involved.

At this point in the study, O'Blenis pointed out repeatedly, everything is up for study.

So what should high-speed rail be, anyway?

Various guesses from people at the meeting included: travel-

ing more than 120 mph; electrified; anything faster than the posted speed limit; clean and comfortable; able to enhance the economy of the region and create new activities.

That last was the focus of a number of comments, as people urged any railroad be able to help the tourism industry, such as having cars meant for skis, snowboards and bicycles.

The route being looked at so far could change as a result of recreational needs. It was selected because several stretches of track, including from Lowell to Manchester, are expected to be in good shape with the start of commuter rail.

However, from just outside of Concord to near White River Junction, there are no tracks - the state owns the right-of-way, but the trail is used mainly by hikers, snow machines and all-terrain vehicles.

Another concern is the border crossing - how will increased security affect time?

All these and more questions are still out there. If you have more questions, you can go see the show tonight at the New Hampshire Department of Transportation building on Hazen Drive in Concord or go to the Pavilion Auditorium on Wednesday night in Montpelier, Vt. Both meetings start at 6 p.m.

For more information, visit www.bostonmontrealhsr.org.

Tuesday, February 12, 2002

By JOSH TRUDELL, Telegraph Staff

LIMITED EDITION DOWNEASTER PRINT OFFER

Purchase 18" x 24" Giclee Print copy of Maine's "The Downeaster" issued to celebrate the Inaugural run - December 14, 2001.

Purchase a copy of this beautiful Limited Edition print and help TrainRiders/ Northeast at the same time. A limited number of these commemorative posters were printed to celebrate the inaugural run of "The Downeaster". These genuine Giclee prints were produced using the finest UV resistant pigment inks and Hahnemuhle watercolor paper. The 150 gsm. mould made artist paper is manufactured from 100% cellulose or rag, and is acid free with a neutral pH. These prints are rated to last 90+ years under museum conditions.

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Call 207-885-9573 to order by phone and charge to your credit card or send your check to Wide,Image Printing, 222 Saint John St., #248, Portland, ME 04102. Cost: \$44.95 includes heavy duty mailing tube - UPS: Please add \$7.50 for shipping and handling.

DOWNEASTER REVENUE SPEEDING AHEAD

4/18/2002 Portsmouth Press

By David Sharp, Associated Press

PORTLAND, Maine — Amtrak petitioned a federal panel to allow the Downeaster to travel at 79 mph as the rail authority reported another strong month for ridership and revenues in March.

The Downeaster had 25,119 riders generating \$399,000 in revenues in March, pushing total revenues to \$1.33 million since mid-December, said Michael Murray, executive director of the Northern New England Passenger Rail Authority.

Within 3 months, the Downeaster has already achieved 40 percent of revenue projections for the first year, Murray said.

The Downeaster has been operating at 60 mph but Amtrak and the rail authority believe it can run safely at 79 mph.

Guilford, which owns 77 miles of track between Portland and Plaistow, N.H., has contended all along that the rail authority should have used heavier rail when overhauling the track.

Amtrak, the rail authority and the Federal Railroad Administration all maintain that passenger trains across the country operate safely on the 115-pound rail used in the track overhaul.

Sandy Mayo, a lawyer for Amtrak in Washington, said independent tests ordered by the Surface Transportation Board demonstrate the Downeaster can operate safely at speeds higher than 60 mph.

"It's (the consultant's) conclusion that the track, with a couple of minor exceptions ... will support 79 mph operation. Guilford takes exception to that and we just think Guilford is wrong," he said.

David Fink, Guilford's executive vice president, did not immediately return a message at his office in Massachusetts.

Mayo expects the board to announce within a week whether it will intervene. If it does, then Guilford will have an opportunity to respond. A decision would not be expected until July at the earliest.

The higher speed would shave 15 minutes off the Portland-to-Boston trip and increase its prospects for success, supporters say.

Murray still plans to meet with the Massachusetts Bay Transit Authority to discuss, among other things, arrival and departure slots at Boston's North Station that are more convenient for Maine riders.

He also wants to discuss three-part tickets allowing riders to take the Downeaster to North Station and the T's Orange Line to South Station to get access to Amtrak's Northeast Corridor.

TRAIN FUMES CLOSE COURT IN VERMONT

WHITE RIVER JUNCTION, Vt. (AP) - Diesel exhaust billowing from two idling locomotives closed a courthouse and forced workers to evacuate the building Friday.

The closing forced court officials to cancel hearings and turn away people hoping to file cases.

"It was ugly," said Assistant Judge William Boardman. "Nobody was fainting and vomiting, but people were feeling nasty and headachy."

Boardman said he had planned to spend the afternoon doing uncontested divorces.

"So there's a whole bunch of people who won't get divorced today," he said as he left the courthouse.

Jim Richardson, the director of state facilities, said wind caught the gray smoke billowing from the engines "in just the wrong way." The exhaust floated over two parking lots and into the air exchange system for the building that houses Vermont District Court, Windsor County Family Court and the state's traffic ticket adjudication division.

Some workers complained that the fumes were causing headaches and nausea. Court employees said no one was hospitalized. Guilford Rail System of Billerica, Mass., which owns the locomotives, said it couldn't shut them down out of consideration for the court because diesel engines can't easily be shut down in cold temperatures and restarted.

And Guilford said moving the train before the early afternoon was impossible because its engineers were taking a federally mandated rest period at a nearby hotel.

The court was closed around 10:30 a.m.

At one time or another, exhaust fumes have been a problem for almost every workplace near the train station. The courthouse has been shut down because of diesel fumes before, said Susan Eastman, the court's clerk.

The company plans to look into the incident, said David Fink, a Guilford Rail System spokesman.

AP 2/27/2002

ITEMS OF INTEREST

September 7, 2002

TOWN of HARTFORD VERMONT PARKS & RECREATION DEPT, 10th ANNUAL GLORY DAYS of the RAILROAD FESTIVAL. Union Station, White River Junction VT. 10am - 5pm, rain or shine! Excursion train rides, kiddies live steam train rides, rail cars on display, railroad memorabilia, crafts, food, classic car show, photo contest, music & entertainment. This is a family-oriented, fun-filled, day-long celebration of railroading past, present and future!

September 8, 2002

Concord Model Railroad Show, Everett Arena, Loudon Road, Concord NH. Exit 14 off of I-93. 10am-4pm. Adults \$3, children 0-12 free.

September 28, 2002

18th Annual Train Fair, Vermont State Fair Grounds, US Rte 7 South, Rutland VT. 10am-4pm. Adults \$4, children 5-12 \$1.

October 19, 2002

North Shore Model Railroad Club, Highball To Wakefield" Train Show. American Civic Center, Main St. Wakefield MA 9:30am - 3:30pm. Adults \$3, children & seniors \$1, family max \$7. Club Layout running Oct 21 & 22nd at Princess St: see the Chesapeake System model railroad in action!