

# Boston & Maine Railroad Historical Society

19 *Incorporated* 71

# NEWSLETTER

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

Meeting/Membership Telephone Number (978) 454-3600

September-October 2002

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## — B&MRRHS CALENDAR —

- 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 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."

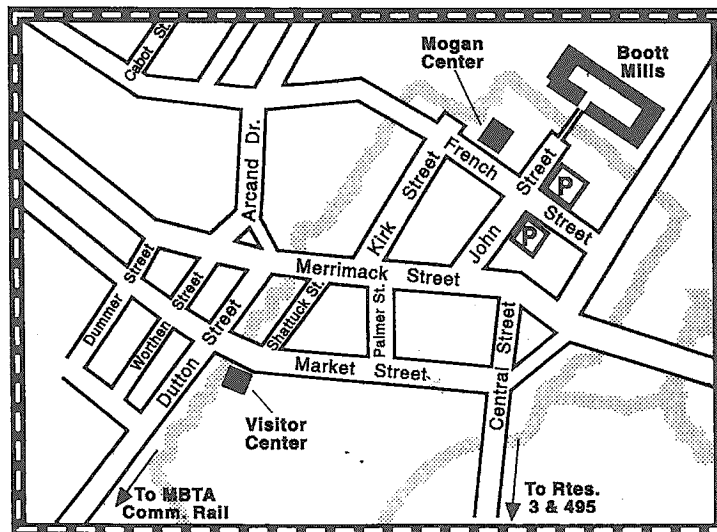
We urge all members in good standing to consider running for office in the Society. This is *YOUR* organization and needs your input.

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](mailto:bmrrhs@ix.netcom.com)

Business Address:  
B&MRRHS  
P.O. Box 469  
Derry, NH 03038  
E-mail: [CPC835@JUNO.com](mailto: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.

MEMBERSHIP Renewals are sent out every month with a return envelope with all your membership data on it..PLEASE return in the renewal envelope. If you need to change something on the label PLEASE insert on a piece of paper as it makes it easier to correct. You have 90 days to renew, your renewal month and the next two months after. If after the third month you have not renewed I have to remove you from the Membership List, it is the Society's policy. Thank you.

### E MAIL

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

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

## SOCIETY OFFICERS, DIRECTORS AND STAFF

President	Paul T. Kosciolik
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

## 2003 B&MRRHS CALENDARS

By now everyone should have their 2003 B&MRRHS Calendar. A few mistakes were pointed out to me...

- The locomotive in January is #1464 not #1564.
- August was a math problem...built in 1910 and scrapped in 1947 after 47 years service..should be 37 years.
- November's picture is of an RDC3 not a RDC9.

Also, due to a merger of printers, the word "calendar" on the back cover is misspelled...that was the printer's mistake and they apologized. It was also pointed out to me that several of the photos were published in early issues of the Bulletin and the photographer's name was printed. After a few hours random search through the Harry Frye collection, I choose 40 photos and selected 13 for use on the calendar from several albums and about 8 drawers of photos. What were the odds of me picking 3 or 4 already published !!! Many of the photos do not have the photographer's name, just from the Frye collection on them. (BW)

## FROM THE EDITOR...

If all things go right, this Newsletter will be back on schedule. The past two Newsletters have been delayed due to ill health on the part of your editor and even worse communication on his part with other B&M staff. I would like to apologize to all of our membership for the delays, especially all of the contributors to the Modelers Notes whose publication has been delayed due to my problems.

While I cannot guarantee that I will not run into problems again, I have learned some important lessons about how to keep things together under adversity and I thank all of you for your continuing patience.

On a happier note, I recently had the opportunity to share a ride on the Conway Scenic line with my two young nephews, followed by a weekend working the rail car at the Lowell Folk Festival. I was reminded how much kids love trains, and how lucky many of us who are no longer kids to maintain that love many years (or decades) later. I would like to challenge all of us to find ways to show youngsters how much fun our hobby is, and maybe give a young person a new way of appreciating the truly heroic ways that many men and women built this great country.

## B&MRRHS Board of Directors Minutes (Excerpts)

**May 11, 2002**

In Attendance: Paul Kosciolk, Dan Hyde, Ellis Walker, Allen Klatsky, Russell Monroe, Jr., Sandy Shepherd, John Goodwin, Jonathan Miner.

### Reports

There were no reports from president, vice-president, newsletter editor membership secretary, archives committee, 410 committee, models committee shows committee, program committee.

Treasurer's report: Klatsky reported that as of May 1, 2002 the following amounts are as follows: savings account-\$56,525.70, certificate of deposit transfers-\$15,140.16, checking account-\$6,330.23 Dain/Raucher account-opened at 3426.71 and closed at 2929.33 for a loss

of \$513.30. Motion by Hyde 2nd by Shepherd to accept treasurer's report. Motion carried.

Clerk: Ellis Walker reported that new list of officers and directors is now on file with the secretary of states office.

Bulletin editor: John Goodwin reported that the society has 21 dealers with a total of \$1,394.50 value out on consignment, \$47.24 was incurred for shipping costs.

Hardware committee: crossing gates and a lantern were recently received from anonymous donor.

### Old business items:

Webmaster services: Jonathan Miner explained that he has expanded the modeler's notes web-site link. So as to protect the content, as a membership benefit,

Miner had requested that access could be made by a member supplying his own name and member number. No personal data such as an address or telephone number would be used. The board has granted this request that a member's name and membership number could be supplied to Jonathan Miner as the society's webmaster. Jonathan also reported that there will be no costs being charged to the society at this point in time for the website usage.

Historian vacancy: Kosciolk reported that Russell Monroe, Jr. has graciously accepted the position of historian for the society.

New business items: there was no new business brought up at the meeting.

Next meeting date: next meeting will be held on June 8, 2002 @ 1:00 p.m.

**June 8, 2002**

In Attendance: Paul Kosciolk, Wayne Gagnon, Andrew Wilson, Dan Hyde, Ellis Walker, Jim Nigzus, Joe Shaw, Michael Basile, Rick Nowell.

### Reports

There were no reports from president, vice-president, treasurer, newsletter editor.

Clerk: Ellis Walker provided a list of his current files as of June 4, 2002.

Bulletin editor: Andy Wilson reported that upcoming bulletin will be at the printer end of July. Article by Alden Dreyer about Greenfield, Mass. will be in the latest Bulletin.

Archives committee: Nowell reported that he had given a talk at the Old Wheels, a B&M retired employees club on 5-17-

2002 in Lynnfield, mass. The Frank Ellis collection is catalogued. Cheeseborough collection is not finished. Frye collection is being worked on.

Hardware committee: Joe Shaw presented the board with a 60lb rail piece from the Frank Jones Brewery railroad. It was the largest brewery in the world containing 150 buildings the period of existence was around 1889-1893 located off the Eastern Railroad. It was donated by King Realty of Old Orchard Beach, Maine.

410 committee: Jim Nigzus reported that there were work sessions held on 3-16-2002, 4-27-2002, 5-4-2002, 5-18-2002, 6-1-2002. There has been welding on the locomotive, the canal side of the combine car has been completely re-sided on the canal side and one coat of paint has been applied.

Next work session will be on 6-15-2002.

Shows committee: Nigzus reported that at the Bolton show receipts were \$827.00, the Brunswick Maine show receipts were \$250.00. Next shows will be Concord, NH, Pepperell, Mass. & Hub Division.

Program committee: all programs are set through December of 2002.

Nominations committee: Kosciolk reported that Wayne Gagnon has submitted name for vice-president, Buddy Winiarz has submitted his name for director.

Lowell Folk Festival: Nigzus reported that the festival will be held on July 26, 27 & 28, 2002. Looking for staff positions.

New logo shirts with B&M McGinnis emblem will be sold for \$25.00 each

New Heald book will be coming out entitled Boston & Maine Locomotives.

## LOWELL FOLK FESTIVAL

I would like to thank everyone who helped this year at the Lowell Folk Festival society exhibit. Attendance in the exhibit was 2100. A total sale of society merchandise was \$473.76, and \$72.75 in the donation milk can for the #410!

Our exhibit continues to attract many visitors with very positive comments. Back by popular demand was the Concord Model Railroad club's layout in the exhibit. Many people enjoyed seeing the model trains going back and forth. The B&M #410 Steam Engine looks in great form this year due to all the volunteers' hard work. The exhibit in the combine along with the restored locomotive is a difficult task to accomplish. We should be proud of the professional image we project.

Once again, thank you for helping this year and let us continue the effort, our society put forward an impressive display for the public.

*Sincerely,  
Jim Nigzus*

## MEMBER CORRESPONDENCE

Sandy Shepherd forwarded a list of items that Bill Frederickson and the crew working on the B&M 3713 are looking to "buy or borrow" for the restoration of the Pacific locomotive down at Steamtown in Scranton, PA.

Please contact Bill at 1-570-340-5226 (phone) or 1-570-340-5265 (fax) if you know of any possibilities for the following items:

Boiler taps  
Stud taps  
Washout taps  
Flex sleeve dies  
Rivet sets  
Air calking tools  
Rolls (2", 2", 4", 4", 5")  
Beading tools

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## RESTORATION IS VILLAGE'S WAY OF RAILING AGAINST TIME

### CONCORD MONITOR

Weds., June 19, 2002 By JENNIFER SKALKA

Monitor staff

**CONTOOCCOOK** - The historic Contoocook Depot and covered bridge will begin a trip back in time this summer with an extensive renovation to restore them to their 1910 glory."

When you came to Contoocook, you came on the rail," said Chip Chesley, president of the Contoocook Riverway Association, the nonprofit organization handling the project. "This was the village's front door, and it just seemed natural that it should be restored for the public to enjoy."

The Riverway Association bought the depot from the town for a silver dollar in 1999. The covered bridge, which is on the National Register of Historic Places, belongs to the state.

The \$400,000 project - funded mostly by federal grants administered through the state Department of Transportation, and also by donations from the community - has been three years in the planning. It will take about a year to bring the building and bridge back to their looks of nearly a century ago.

The roof of the depot will be renovated first. It will be stripped and replaced with wooden shingles resembling those that adorned it until 1930. The train signal, or semaphore, that has poked through the roof since the 1880s will be sandblasted and painted. The exterior will benefit from new siding and paint as well.

The depot's surviving details include one of two ticket windows and most of the original walls and ceilings, which are still covered with the tongue-and-groove wooden paneling common in late 19th-century buildings.

The bridge's foundation will be restored. In the 1930s, floods pushed it off its abutments, according to Chesley, and the structure even floated downstream a bit. In addition, the building will be fireproofed, a sprinkler system will be added, and the barn will be painted red.

Built in 1850, the Contoocook Depot was the first country

station on what became the Concord to Claremont Railroad. That railroad line was absorbed by the Boston and Maine Railroad in the 1870s, according to Richard Langworth, secretary for the Riverway Association. Passenger service ended in 1955 and freight service terminated in 1962.

The local line fell victim to the growing use of trucks and cars - "the same thing that killed the railroads nationwide," Langworth said.

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## FLETCHER QUARRY RAIL LINE WORK UPDATE

*(Editor's Note: The following was sent to abutters of the Fletcher Quarry's rail line in Westford, MA, which branches off of the B&M Stony Brook line. The reconstruction is continuing. In our modern age of litigation, this may be a legally required notice, but even if it is, it's nice to see a company telling its neighbors what it's doing.)*

July 10, 2002

Work on reestablishing our Rail Line from our production facility to the main line is coming along well. The hay bales and silt fencing has been installed and we have almost completed laying ties from our production facility on Groton Road down to the bridge near Nabnasset Country Club. Once this section of track is tied, we plan to retie the section of rail from the bridge near the country club working our way toward Brookside Road. We will then retie from Brookside Road to the main line.

*Very Truly Yours,*

*Dave Psaledas, Plant Engineer Fletcher Granite Company*

# COMMUTER RAIL FROM LOWELL, MA TO NASHUA, NH

*(Editor's note: I found this on the web site for this project, along with much more than is printed here. See the site [www.nashuarpc.org](http://www.nashuarpc.org))*

New Hampshire Department of Transportation (DOT), Nashua Regional Planning Commission, and the city of Nashua are currently exploring alternatives concerning the extension of commuter rail service. Currently commuter rail service, provided by the Massachusetts Bay Transit Authority (MBTA), terminates in Lowell, MA, 15 miles from Nashua.

The NHDOT was awarded a \$1.4 million CMAQ grant for the development of a park-and-ride lot that could be converted to a rail station. The NHDOT has evaluated all possible sites from south of Exit 2 to the Massachusetts State Line and is currently pursuing a ten-acre portion of the Hampshire Chemical site located at the very end of Spit Brook Road (behind the forthcoming "Old Navy" store). Parsons-Brinckerhoff is examining station locations in the downtown area of Nashua, however, it appears at this point that a downtown Nashua station would occur as a subsequent phase of this process.

As a longer term goal, other train stations have been conceptually identified at major transportation nodes in the region that will provide the greatest multi-modal benefit. These include a location near the terminus of the forthcoming Circumferential Highway in south Merrimack, at the proposed Manchester Airport Access Road in Bedford, and in downtown Manchester. Service is proposed to extend from Lowell to downtown Manchester, either as one project or in phases depending upon funding availability.

MBTA and NRPC have conducted several ridership studies during the past decade. NRPC studies have traditionally been conservative in their estimates, so as not to overestimate the impact of passenger service.

A recent survey (December 1998) conducted by NRPC indicated that ridership by New Hampshire residents (416) at MBTA stations in Massachusetts has increased by 80% since 1987. The number of Nashua residents taking the train (242) has increased by 133%.

When the previous comprehensive passenger rail market analysis was conducted in 1988, there were 1,622 weekday southbound boardings, 1,014 at Lowell and 608 at North Billerica. The most recent passenger counts taken by the MBTA in September 1998 produced a total of 1,996 boardings, an increase of 23.0%. The bulk of these trips, 63% occurs on four runs from 6:20AM to 7:50AM. The implication is that an effective passenger rail extension to New Hampshire can be accomplished with as few as four daily southbound trips during commuter hours, which should significantly reduce the costs for the service.

Ridership projections based upon the NRPC 1998 survey results and journey-to-work data reveal an estimated 1,010 riders per day from NH at start-up of an expanded service to Nashua and Merrimack. For a Nashua station alone, the ridership estimate is 925. This is a significant increase over the 650 estimated riders that were projected when NRPC conducted the same study in 1988. The consulting firm VHB for SNHPC estimated approximately 250 riders per day from the Manchester area. Over the course of time there figures are expected to increase dramatically.

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## GIRL STRUCK, INJURED BY HIGH-SPEED TRAIN

By Associated Press, 8/13/2002 10:56

DURHAM, N.H. (AP) A 17-year-old girl struck by the Amtrak Downeaster train at a popular swimming spot escaped with relatively minor injuries, authorities said.

Samantha Leclair, of Seabrook, was jumping off a trestle over the Lamprey River on Monday afternoon when the southbound train came through. The engineer told police he thought the train clipped the girl, who was hospitalized in Dover with back and neck injuries and was in fair condition Tuesday morning.

"She's extremely fortunate to walk away with the minor injuries that she has," Deputy Police Chief Rene Kelley said Tuesday. "It could have been a fatality very easily."

Authorities said trains slow to 40 mph as they approach the trestle because of the area's popularity as a swimming spot. Six young people at the swimming hole were charged Monday with trespassing, and Leclair also will be charged. The spot has been trouble for years despite patrols by Kelly's department and railroad police.

"People need to use some common sense. You don't go on a train bridge and put yourself in harm's way," he said.

John Law, safety director for track owner Guilford Rail,

commended the engineer. "As soon as he came around the bend and saw them on the bridge, he sounded the whistle," Law said also the engineer also dropped sand on the tracks, an emergency procedure to give him more traction to stop. "If he had been going 60, we would have a fatality down there," Law said.

Police Chief David Kurz said the engineer reported that most of the group jumped from the trestle when they heard the whistle, but Leclair did not. The engineer thought she was trying to outrun the train.

Law said the train's crew found the girl lying on the side of the railbed. Amtrak engineers are ordered to slow down near the trestle on hot summer days in case swimmers are using the bridge. Amtrak said Guilford Rail also requires trains to travel at 40 mph instead of 60 mph when temperatures are higher than 90 degrees. The temperature was well into the 90s on Monday.

Kurz said the new Portland-to-Boston passenger trains are very quiet compared to the rumbling freight trains that have used the route for years.

"You can't hear them until they're by you" because of the new, seamless rails installed for the high-speed service, Kurz said.

The accident delayed the train by 2 hours and 12 minutes.

# PRESERVING THE RAILROAD SYSTEM: AN OVERVIEW OF NEW HAMPSHIRE'S ACTIVITIES 1975-1998

*(Editor's note: This came from the New Hampshire State authorities, and has been edited down to only B&M-related lines. This version of the document came from the website of the New Hampshire Rail Revitalization Association, www.trainweb.org/nhrra).*

Background: In 1974, the New Hampshire General Court passed RSA 372-A, which enabled the Public Utilities Commission to respond to the Federal Regional Rail Reorganization Act of 1973, through which States received assistance for the acquisition and management of endangered rail lines. The following is an overview of New Hampshire's activities and efforts to preserve its railroad system.

\*\*\* 1975 \*\*\*

THE NEW HAMPSHIRE PUBLIC UTILITIES COMMISSION acquired the 72 mile CONCORD TO LINCOLN LINE by eminent domain taking from the Boston and Maine Railroad for the purpose of preserving rail service to a struggling paper mill in Lincoln.

CONCORD TO LINCOLN LINE: The WOLFEBORO RAILROAD entered into a one year unsubsidized Operating Agreement with the New Hampshire Public Utilities Commission to provide rail freight service to the paper mill in Lincoln.

\*\*\* 1976 \*\*\*

CONCORD TO LINCOLN LINE: The GOODWIN RAILROAD entered into a five year Operating Agreement with the New Hampshire Public Utilities Commission to provide subsidized rail freight service on the line.

\*\*\* 1977 \*\*\*

The upper portion of the CONCORD TO LINCOLN LINE, from Meredith north, was reestablished and restored to service following a series of washouts that occurred during the flood of July 3, 1973.

\*\*\* 1980 \*\*\*

The N.H. RAIL PASSENGER DEMONSTRATION PROJECT was established by the N.H. Transportation Authority to run passenger trains between Concord, NH and Lowell, MA, where it connected with the Massachusetts Bay Transportation Authority and continued to Boston, MA. This project lasted about one year. It was terminated due to scheduling and revenue problems.

\*\*\* 1981 \*\*\*

The NEW HAMPSHIRE GENERAL COURT authorized \$1,000,000 for rehabilitation of the CHESHIRE and ASHUELOT BRANCH LINES, and \$1,000,000 for rehabilitation of Boston and Maine Railroad's CONWAY BRANCH LINE. The Boston and Maine Railroad abandoned the CHESHIRE and ASHUELOT BRANCH LINES before the rehabilitation took place.

CONWAY BRANCH LINE: Phase I, Sanbornville to Ossipee; rehabilitation coordinated with Boston and Maine, including ditching, installing ties, rail, surfacing, crossings, vegetation control and culvert cleaning. Financed with \$427,000 in State funds, \$3,000 Boston and Maine Railroad and \$103,000 from Ossipee Aggregates, the principal shipper.

CONWAY BRANCH LINE: A benefit/cost analysis was conducted and submitted to the Federal Railroad Administration to be eligible for Federal funds for the proposed Phases II and III rehabili-

tation projects. These were approved and the Federal funding was available for remaining work.

CONCORD TO LINCOLN LINE: The NORTH COUNTRY COUNCIL and the LAKES REGION PLANNING COMMISSION, in a joint venture, performed a marketing study on the railroad line.

The NEW HAMPSHIRE GENERAL COURT passed legislation prohibiting uses of railroad rights-of-way that would unreasonably limit the ability to restore rail service in the future.

CONCORD TO LINCOLN LINE: The NORTH STRATFORD RAILROAD agreed to provide subsidized emergency rail freight service on the line. The Operating Agreement was extended to December 31, 1981.

\*\*\* 1982 \*\*\*

HILLSBORO BRANCH: The Railroad Division coordinated design and construction of the LYNDEBOROUGH TRESTLE on the Boston and Maine Corporation's HILLSBORO BRANCH, with funding through the Economic Development Administration. Cianbro Corporation submitted the lowest of seven bids at \$638,221 for the construction of the three span welded girder bridge designed for modern loads. The new bridge replaced a sub-standard structure built in 1881. This project was funded with 50% Economic Development Administration funds and 50% State funds. The State share included a 20% private sector contribution.

CONWAY BRANCH: Phase II, Milton to Sanbornville; rehabilitation coordinated with Boston and Maine, including ditching, installing ties and rail, surfacing, crossing, vegetation control and culvert cleaning. Funding for this project was from the Federal Railroad Administration for \$250,000, \$243,603 of State funds and \$70,000 from Boston & Maine Corporation and Ossipee Aggregates (total \$563,603).

CONCORD TO LINCOLN LINE: The NORTH STRATFORD RAILROAD's Operating Agreement was extended to September 1, 1982.

CONCORD TO LINCOLN LINE: The RAILROAD DIVISION selected NEW ENGLAND SOUTHERN RAILROAD for a five year Operating Agreement to provide service on the line, with subsidy contributions made by the State to cover deficits of the operation over a five year period. Financing will be from State funds with a projected first year cost of \$96,000.

HILLSBORO BRANCH: Coordinated force account work done by the Boston and Maine Corporation for the rehabilitation of five bridges to increase the capacities to 263,000 lbs. in the towns of Wilton, Lyndeborough and Bennington, thus improving weight carrying capacity of the entire Hillsboro Branch between Wilton and Bennington. Financed 80% from State funds and 20% from private funds for a total of \$35,000.

CONCORD TO LINCOLN LINE: New England Railroad Construction Co. contracted for rehabilitation work, including ditching, installing ties, surfacing and ballast, crossings and drainage installations. Financed with State and Federal Railroad Administration funds totaling \$281,000.

\*\*\* 1984 \*\*\*

CONWAY BRANCH: Phase III, Rochester to Milton, with the Boston and Maine Corporation; rehabilitation work including ditch-

ing, installing ties and rail, surfacing, crossings, vegetation control and culvert cleaning. Funding from the Federal Railroad Administration, State, Boston and Maine Corporation and Ossipee Aggregates. Total cost \$514,000.

**CONCORD TO LINCOLN LINE:** The WINNIPESAUKEE RAILROAD entered into a five year Passenger Excursion Agreement with the Railroad Division to operate a 16 mile round trip tourist excursion service along the Lake Winnepesaukee shoreline.

\*\*\* 1985 \*\*\*

**CLAREMONT AND CONCORD LINE:** A \$220,000 rehabilitation project on the CLAREMONT AND CONCORD LINE in Claremont was completed and dedicated October 3, 1985.

**CONCORD TO LINCOLN LINE:** During the fall and winter of 1984-85, a \$217,000 repair project at MP 8.20 in Canterbury relocated 1200 feet of track and stabilized the outlet end of a washed out stone box culvert under the railroad, which was directly connected to a concrete structure under I-93.

The NEW HAMPSHIRE GENERAL COURT appropriated \$1.5 million to purchase and preserve abandoned railroad rights-of-way that have strong potential for future transportation needs or other public uses. This fund initiated the New Hampshire Department of Public Works and Highways' "Abandoned Railroad Corridor Preservation Program."

\*\*\* 1986 \*\*\*

The ABANDONED RAILROAD CORRIDOR PRESERVATION PROGRAM purchased the 12 mile WOLFEBORO LINE in its first attempt to preserve abandoned railroad rights-of-way.

**CONWAY BRANCH:** With the purchase of a portion of the Conway Branch from Rochester to Ossipee by New Hampshire Northcoast Corporation, an 18 mile rehabilitation project began, that consisted of replacing the existing rail with 112 # RE relay rail, new tie plates, joint bars, bolts, lock washers, spikes and anchors. Funding for the project consisted of \$1,023,054 in State funds and \$177,922 in New Hampshire Northcoast funds. New Hampshire Northcoast was responsible for the installation of the materials. Phase I was completed in December 1987.

\*\*\* 1987 \*\*\*

**CONCORD TO LINCOLN LINE:** The PLYMOUTH AND LINCOLN RAILROAD (d/b/a HOBO RAILROAD) entered into a five year Passenger Excursion Agreement with the Bureau of Railroads to operate a 14 mile round trip tourist excursion service along the Pemigewasset River in the Lincoln-Woodstock area.

**CONCORD TO LINCOLN LINE:** The NEW ENGLAND SOUTHERN RAILROAD entered into a new Operating Agreement to continue to provide state subsidized rail freight service primarily between Concord and Bridgewater.

\*\*\* 1988 \*\*\*

**CONCORD TO LINCOLN LINE:** The WINNIPESAUKEE RAILROAD's Passenger Excursion Agreement was amended to change some of the rights and obligations as described under the original Agreement.

**CONCORD TO LINCOLN LINE:** The NEW ENGLAND SOUTHERN RAILROAD entered into a new Operating Agreement with the Bureau of Railroads that provided for unsubsidized rail freight service primarily between Concord and Meredith.

**CONCORD TO LINCOLN LINE:** With the new Operating Agreement entered into by the NEW ENGLAND SOUTHERN RAILROAD, the 100 ton ALCO diesel-electric locomotive, original-

ly purchased for use on this line, was no longer needed. LINCOLN RAILROAD ENTERPRISES presented a proposal to the Bureau of Railroads to refurbish the locomotive for use on the line, and a five year Lease was approved.

**CONWAY BRANCH:** This 11.75 mile rehabilitation project consisted of replacing the existing rail with 112 # RE relay rail, new joint bars, tie plates, anchors, bolts, lock washers and spikes. Funding for the project consisted of \$777,202 in State funds and \$143,816 in New Hampshire Northcoast funds. New Hampshire Northcoast was responsible for the installation of the materials. Phase II rehabilitation project was to be completed in 1990.

The NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION purchased from the Boston and Maine Corporation approximately 65 miles of abandoned railroad rights-of-way: the Hillsboro Branch from Wilton to Hillsborough, the Portsmouth Branch from East Manchester to Newfields, the Fremont Branch in Epping and Fremont and the Manchester & Lawrence Branch in Londonderry, Windham and Salem.

**CONCORD TO LINCOLN LINE:** The NEW ENGLAND SOUTHERN RAILROAD entered into a one year extension of its Operating Agreement to provide unsubsidized rail freight service primarily between Concord and Meredith.

The State-owned portion of the HILLSBORO BRANCH LINE: The MILFORD-BENNINGTON RAILROAD entered into a five year Operating Agreement that will reestablish rail freight service on the State-owned portion from Wilton to Bennington. This portion of the line was abandoned in 1986 by the Boston and Maine Corporation and acquired by the State of New Hampshire in 1988 as part of the Department of Transportation's Abandoned Railroad Corridor Preservation Program.

\*\*\* 1989 \*\*\*

**CONCORD TO LINCOLN LINE:** Andrews and Clark, a consultant engineering firm, was selected for the Railroad Bridge Inspection Program for 45 railroad bridges. The consultant compiled bridge inspection and sufficiency reports for each structure, completing the project in September 1990.

The PLYMOUTH AND LINCOLN RAILROAD submitted the only proposal and executed a five year Lease Agreement. The equipment will be used to complement the railroad's current operation located in Lincoln.

\*\*\* 1990 \*\*\*

**CONCORD TO LINCOLN LINE:** The WINNIPESAUKEE RAILROAD's original Passenger Excursion Agreement and its amendment were extended for an additional five year period.

**CONCORD TO LINCOLN LINE:** The NEW ENGLAND SOUTHERN RAILROAD entered into a new one year extension of its Operating Agreement to provide unsubsidized rail freight service primarily between Concord and Meredith.

**CONWAY BRANCH:** The rehabilitation project agreement with New Hampshire Northcoast was extended until August 1992 to complete the project.

The State-owned portion of the HILLSBORO BRANCH: The MILFORD-BENNINGTON RAILROAD'S Operating Agreement was amended to change some of the rights and obligations as described under the original Agreement.

\*\*\* 1991 \*\*\*

**CONCORD TO LINCOLN LINE:** The WINNIPESAUKEE RAILROAD had its Passenger Excursion Agreement terminated as a

## PRESERVING THE RAIL SYSTEM (Cont.)

result of non-compliance. The NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION solicited proposals to provide passenger excursion service on the Lakeport-Meredith portion of the line. Three proposals were submitted and the PLYMOUTH AND LINCOLN RAILROAD (d/b/a WINNIPESAUKEE AND PEMIGEWASSET VALLEY RAILROAD) was selected and entered into a five year Passenger Excursion Agreement with the Bureau of Railroads to operate an 18 mile round trip along the shore of Lake Winnepesaukee in the Meredith-Laconia area.

**CONCORD TO LINCOLN LINE:** The NEW ENGLAND SOUTHERN RAILROAD entered into a new one year extension of its Operating Agreement to provide unsubsidized rail freight service primarily between Concord and Lochmere.

**CONCORD TO LINCOLN LINE:** As a result of the Bridge Inspection Program, Bridge No. 18.30 at the Northfield/Tilton town line and Bridge Nos. 18.61 and 18.67, both in Tilton, have been reconstructed or repaired to correct major structural problems.

The State-owned portion of HILLSBORO BRANCH LINE: The MILFORD-BENNINGTON RAILROAD'S Operating Agreement was amended to allow for a limited passenger excursion service.

\*\*\* 1992 \*\*\*

**CONCORD TO LINCOLN LINE:** The NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION solicited proposals to prospective railroad operators to provide rail freight service on the line beginning July 1, 1992. Three proposals were submitted and the NEW ENGLAND SOUTHERN RAILROAD was selected and entered into a five year Operating Agreement with the Bureau of Railroads and Public Transportation to provide rail freight service from Concord to Lochmere on the line.

The DEPARTMENT OF TRANSPORTATION published legal notices relative to the State's ownership of the Northern Railroad Line, Hillsboro Branch Line, Manchester to Lawrence Branch Line and St. Lawrence and Atlantic Railroad Line. The ATTORNEY GENERAL'S OFFICE is preparing to defend the State's claim to fee simple ownership of the Northern Railroad, Hillsboro Branch Line and Manchester to Lawrence Branch Line against the Boston and Maine Corporation.

**CONCORD TO LINCOLN LINE:** As a result of the Bridge Inspection Program, Bridge No. P 17.52 in Woodstock has been repaired to correct major structural problems.

The State-owned portion of the HILLSBORO BRANCH LINE: As a result of damages sustained by Hurricane Bob, Bridge No. 18.30 in Wilton was repaired using Federal Emergency Management Agency funds. The Milford-Bennington Railroad began providing rail freight service on the line in July, moving 20 to 30 carloads per day from Granite State Concrete's quarry in Wilton to its processing plant in Milford. Marketing efforts are continuing with the hopes of increasing daily carload counts.

**HILLSBORO BRANCH LINE:** The DEPARTMENT OF TRANSPORTATION received \$63,378 from the Federal Railroad Administration to reimburse the Milford-Bennington Railroad and Granite State Concrete for the Federal share for the construction of two industrial rail spurs in Milford and Wilton.

**BERLIN AND GROVETON BRANCH LINES:** The DEPARTMENT OF TRANSPORTATION received \$733,388 from the Federal Railroad Administration to can reimburse the New Hampshire and Vermont Railroad for the Federal share for the reha-

bilitation of portions of these branch lines in northern New Hampshire.

\*\*\* 1993 \*\*\*

**BERLIN AND GROVETON BRANCH LINES:** The DEPARTMENT OF TRANSPORTATION received \$164,500 from the Federal Railroad Administration to reimburse the New Hampshire and Vermont Railroad for the Federal share for the continued rehabilitation of portions of the branch lines in northern New Hampshire.

**GREEN MOUNTAIN RAILROAD:** The DEPARTMENT OF TRANSPORTATION received \$182,791 from the Federal Railroad Administration to reimburse the Green Mountain Railroad for the Federal share for the rehabilitation of their railroad line in North Walpole.

**CONCORD TO LINCOLN LINE:** The NEW ENGLAND SOUTHERN RAILROAD d/b/a GRANITE STATE RAILROAD entered into a four year Passenger Excursion Agreement with the Bureau of Railroads and Public Transportation to operate between Concord and Northfield.

**CONCORD TO LINCOLN LINE:** As a result of the Bridge Inspection Program, six bridges located in Concord, Tilton, Thomton and Woodstock have been repaired to correct major structural problems.

**CONCORD TO LINCOLN LINE:** The current lease with LINCOLN RAILROAD ENTERPRISES for the 100 ton ALCO diesel-electric locomotive was extended for an additional five year period.

\*\*\* 1994 \*\*\*

**NEW HAMPSHIRE NORTHCOAST RAILROAD:** The DEPARTMENT OF TRANSPORTATION received \$264,250 from the Federal Railroad Administration to reimburse the New Hampshire Northcoast Corporation for the Federal share for the rehabilitation of a portion of the railroad line in Rochester.

The ATTORNEY GENERAL'S OFFICE, BOSTON AND MAINE CORPORATION and MAINE CENTRAL RAILROAD settled their claims regarding various railroads within the State. The DEPARTMENT OF TRANSPORTATION acquired the following railroad lines:

- MOUNTAIN DIVISION: From the ME state line to Whitefield.

- FORT HILL BRANCH: Entirely within the Town of Hinsdale.

- GONIC BRANCH: Entirely within the City of Rochester.

- LAKEPORT BRANCH: Entirely within the City of Rochester.

\*\*\* 1995 \*\*\*

**NEW HAMPSHIRE NORTHCOAST RAILROAD:** The DEPARTMENT OF TRANSPORTATION received \$351,540 from the Federal Railroad Administration to reimburse the New Hampshire Northcoast Corporation for the Federal share for the continued rehabilitation of a portion of the railroad line in Somersworth.

As a result of the settlement between the STATE and GUILFORD TRANSPORTATION INDUSTRIES, the DEPARTMENT OF TRANSPORTATION acquired the following railroad lines:

- NORTHERN RAILROAD: From Boscawen to Lebanon.

- ASHUELOT BRANCH: From the VT/NH state line to Keene.

- CHESHIRE BRANCH: From the MA/NH state line to Walpole.

The State-owned portion of the HILLSBORO BRANCH LINE: The Governor and Council approved the rehabilitation of 18.61 miles of the branch line from Wilton to Bennington using \$500,000 in State funds and \$125,000 in private funds.



# TRAIN GIVES BUS LINE A BOOST

Monday, July 15, 2002

By TOM BELL, Portland Press Herald Writer

Proponents of the Downeaster had predicted that the new train service would lure its passengers from automobiles rather than buses. As it turns out, that counterintuitive idea has proven to be true, at least for Concord Trailways.

Concord Trailways officials say bus ridership between Boston and Portland is up about 5 percent this year. The bus company, which shares a new terminal with Amtrak, has benefited from the infrastructure at the new Portland Transportation Center on Sewall Street and also the new attention the train service has brought to the area, company officials say. Concord and Amtrak are also sharing customers, as some people are taking a bus one way and are returning by train.

The train has brought such pizzazz to the area that it has brought more awareness to our company," said Ken Hunter, vice president of transportation for Concord Trailways.

Officials at Concord Trailways and the Northern New England Passenger Rail Authority have the common goal of getting people to take public transportation, said Dana Knapp, the Maine division manager for Concord Trailways.

"That's what we are fighting against - the automobile," he said.

Officials with the bus company and the rail authority this summer are discussing proposals that would link the two transportation modes even closer. One proposal would allow riders to buy a single ticket that would allow them to take one leg of their trip on a bus and another on a train.

That kind of cooperation would be bad news for Vermont Transit, which also offers bus service between Boston and Portland. The bus company has seen ridership fall by 5 to 10 percent, company officials say.

"It has taken a big hit on us," said Richard Afuma, assistant to the manager at Vermont Transit's Portland terminal. "Ridership has dropped quite a bit since the train started."

Vermont Transit, located at the junction of Congress and St. John streets, has only a handful of parking spaces, while Concord Trailways has a large new parking lot it shares with the Downeaster. The state has also built a new exit off Interstate 295 that leads straight to the Portland Transportation Center.

Concord built a \$1.5 million addition to the terminal, expanded the waiting area and ticketing area, and added office space for people operating the train. The rail authority pays enough rent to offset the construction debt payments, Hunter said.

The bus trip between Boston and Portland is cheaper and usually more than 45 minutes faster than the train. A same-day round trip by train costs \$35. On Concord Trailways, a same-day round trip costs \$26. Vermont Transit's same-day round trip, on a weekday, costs \$18.75.

Friday evening, most of the Boston-bound bus riders at the Portland Transportation Center said they prefer the bus because it is cheaper and quicker. Some said they like the video that is played on every trip. Many of the riders interviewed were in their 20s.

Jeff Barnum, a Westbrook resident who has taken both the train and the bus to Boston, said the train offers better scenery and a more comfortable ride. "It takes longer and it's more expensive," he said. "The train is a nice ride, but you have to pay for it."

Concord also offers direct service to Logan International Airport, while Vermont Transit and the Downeaster do not.

But the Downeaster offers many more destinations, with stops in Old Orchard Beach, Saco, Wells, Dover, N.H., Durham, N.H., Exeter, N.H., Haverhill, Mass., and Woburn, Mass.

The final destination can make a difference for some riders. Concord Trailways and Vermont Transit stop at South Station in Boston. Hunter said some riders are taking the bus to South Station and then boarding the high-speed Acela Express train to New York City.

The Downeaster stops at Boston's North Station, next to the Fleet Center.

Concord offers 11 round trips daily, while the Downeaster offers only four. As a result, Hunter said, some people are riding the train for one portion of the trip and riding the bus for another portion.

Hunter said Downeaster passengers tend to be older and more affluent than bus passengers.

Some of the people riding the train never would have taken the bus anyway. "The train passengers are very, very upscale."

For some train passengers, the Downeaster is a destination in itself. Riding the train Friday, for example, was the Parsons family from Newfoundland. Vacationing in southern Maine this summer, they decided to take the train to Boston because they had never ridden a train before. Passenger trains in Newfoundland disappeared decades ago.

"We wanted to see what it feels like to go on a train," Lorraine Parsons said.

The ridership for the Downeaster is meeting expectations, and revenues are exceeding projections, said Nate Moulton, the rail authority's deputy director.

He said there are more riders than expected traveling the entire trip between Boston and Portland, and the average ticket price, projected to be \$10, has turned out to be \$15. The Downeaster has also added a business class, which costs \$8 more and has proven popular.

Moulton said revenues this year, projected at \$3.3 million, are on pace to reach or exceed \$4.5 million.

The Downeaster's busiest month so far was April, when it carried 29,628 passengers. Passenger volumes dipped somewhat in May, traditionally a slow month in the transportation industry, and climbed again in June. So far in July, about 900 passengers are riding the Downeaster daily, similar to the volume seen in April, a school vacation month.

Vermont Transit, a subsidiary of Greyhound, carries about 11,000 passengers between Boston and Portland each month. Concord Trailways declined to say how many passengers it carries. Afuma, of Vermont Transit, said Concord Trailways has more passengers than Vermont but fewer than Amtrak.

# A RAILROAD REMINDER: AMTRAK'S 'SAFETY BLITZ' SEEKS TO KEEP PEOPLE OFF THE TRACKS

From Journal Tribune: 6/26/2002

By KATE BUCKLIN / Journal Tribune Staff Writer

OLD ORCHARD BEACH - Amtrak officials emphasized a clear message Tuesday during their visit to this busy summer community: Walking on the railroad tracks is neither safe nor legal.

The message is part of the "safety blitz" Amtrak Police are putting on this week in conjunction with the Boston and Maine Railroad Police, local police and other railroad safety organizations.

Police vehicles ranging from ATVs to Amtrak's Mobile Communication Center to a red caboos gathered in the town square Tuesday afternoon, enticing beachgoers to stop by and have a look. Pictures of train wrecks were on display, and a number of railroad police stationed themselves at five rail crossings in town, handing out safety pamphlets.

Capt. Bob Smith of the Amtrak Police New England Division said Railroad Safety Week was being put on as a result of the recent return of passenger rail service to Maine.

"It's been 30 years since passenger rail service here," he said. "We want to educate the public as much as possible."

Smith said the summer months are a good time to get the word out in Old Orchard Beach because of the high number of visitors who may be unaware of the fact that trains run through town. While the Mobile Communication Center, a command center on wheels, drew visitors, the helicopter flying circles over town had many heads craned upwards.

"We brought it to be visible," Smith said, adding that the helicopter is used to patrol the rail and is equipped with video cameras to catch trespassers.

"It helps us patrol areas police cars don't have access to," Smith said. "There is a lot of rural area here."

The B&M Police, Smith said, are the primary patrol units on the tracks in Maine.

"We're here to help Boston and Maine get the message out throughout the community," he said.

Capt. Joseph Miller of the B&M Police said that with the arrival of the Downeaster, activity on the tracks has increased, but the issues are the same as when just freight trains ran through

town. He said with the town's increased population during the summer months and the proximity of the tracks to downtown buildings, trespassing is more likely.

B&M Officer Tracy Frost, stationed out of Portland, said one of the differences between the freight trains and the Downeaster is noise.

"The freight trains are louder," he said. "Amtrak you don't hear until it's right on top of you."

Frost said while the last three or four years B&M has concentrated on prevention, this year they are stepping up enforcement. A trespassing charge can yield a fine of up to \$1,000, he noted.

"We're going to be hitting it hard," Frost said.

Operation Lifesaver was also on hand Tuesday afternoon, passing out railroad safety pamphlets in both English and French. The organization provides railroad safety education for schools and for school bus and hazardous material truck operators. J. Emmons Lancaster, Maine's coordinator for the program, said his group's goal is to keep people from getting hurt.

"We've done every school within three miles of the line," said Tom Reinauer, transportation director for Operation Lifesaver. "We've been asked back to several."

Sharon Hampton and her children Callie, 9, and Alex, 8, stopped by the Railroad Safety Expo on their way to the beach Tuesday morning. Hampton said the kids were drawn in by all the police vehicles.

"We decided to stop by and see what was going on," said Hampton, on vacation from Belmont, N.H.

Hampton said she was happy they stopped by because her home is right across the street from a railroad.

"There is a seasonal train that travels it," she explained. "This reminds the kids they shouldn't bike or walk on the tracks."

Callie and Alex both said they enjoyed visiting the safety expo. Callie enjoyed the Mobile Communication Center while Alex, wearing a cardboard conductor's hat and carrying a bag full of goodies from the Amtrak display, liked the free helium balloons.

Railroad Safety Week continues today at the Wells Transportation Center. On Thursday, the expo will travel south to Dover and Exeter, N.H.

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## ILLEGAL USE OF ATVS POSES THREAT TO TRAINS

Tuesday, July 16, 2002

CONWAY, N.H. (AP) — Irresponsible ATV riders have been blamed for damaging wetlands, digging up shorelines and causing erosion. Now they are being criticized for causing conditions that could lead to train derailments.

Stephen Arnold, operations manager of New Hampshire Northcoast Railroad in Ossipee, which transports sand to Massachusetts, said stone shoulders that run beside the railroad tracks and stabilize them have been eroded by four-wheelers.

People riding all-terrain vehicles straddle the tracks. The tires cause stones from the railbed to fall off, weakening the

entire system, he said.

"It could cause derailment," he said. Northcoast Railroad paid \$50,000 recently to fix damage caused by ATVs, he said.

Also, if a locomotive engineer sees an ATV operator on the track, he has to decide whether to brake normally, which takes about a mile, or use the emergency brake, which decreases stability and increases the possibility of derailment, he said.

Warden Mark Hensel of the state Fish and Game Department said other ATV problems are at a record high.

He said too many ATV operators ride through private property, disturbing the quiet and damaging land, ride along the right-of-ways of highways, or ride on roads.

## ILLEGAL USE OF ATVS POSES THREAT TO TRAINS (Cont.)

Hensel said the vehicles are getting more popular and at the same time are becoming more powerful and destructive.

While the law requires ATV drivers to get permission to ride anywhere but on state-designated trails, the rules are difficult to enforce, Hensel said. "It's mostly just luck" to catch a violator, he said. He said signs placed at popular riding locations, such as railroad tracks, often are destroyed or stolen."

They usually last about two days," he said. The penalty for violations is a fine.

ATV riders often complain there is no place to ride. For

example, Strafford County and Carroll County, where the Northcoast Railroad is located, have no state trails. But Hensel said Rockingham County has a number of state trails, yet is experiencing the same problems.

Hensel said the best hope for curbing illegal ATV use is clubs. Snowmobile clubs, for example, go around asking permission of property owners to use their land for riding.

ATV riders also take a safety course that teaches the law."

The point is not to ban ATVs," Hensel said "I love riding mine, but there is no tolerance for riding on roads, railroad tracks or private property. People need to become aware of what is happening."

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## NOISY, SMOKY TOURIST RAILROAD HAS GOLFERS TEED OFF

By Stephen Frothingham, Associated Press, 8/2/2002 15:28  
CONWAY, N.H. (AP) The first hole at the North Conway Country Club has an unusual hazard: a 1,500-horsepower diesel train engine that crosses feet from the tee box several times a day.

Some say the sightseeing train is part of the ambiance of this tourism-dependent town in the shadow of Mount Washington.

But teed-off golfers say the train delays their shots, engulfs them in smoke and disrupts their concentration.

"It's the noisiest golf course in the country," golfer James Anderson said this week.

"When you get on the 15th green, on the backswing of your putt, it (the whistle) can affect you."

But Anderson's golf partner, Kurt Grabher of Conway, said the train adds to the scenery.

"Where else can you go and have a steam engine blow its whistle, and then you tee off?" Grabher asked.

Railroad officials said their two engines are up to par: they meet all the relevant pollution regulations, and the whistles are required by federal regulations.

They note golfers and the trains have been a twosome since the club was founded in 1895; the railroad even sold land to the club for several tee areas, retaining rights of way for the tracks.

But Selectman Dick O'Brien, a gravelly voiced 68-year-old who shoots in the low 80s, is steaming.

He said years ago, the club was small and trains passed by

only twice a day, carrying logs and passengers.

Now a train leaves the North Conway station five times a day in summer, carrying sightseers across the Mount Washington Valley.

"They consider themselves a railroad; I don't," said O'Brien, a retired restaurant owner who has been a member of the country club.

"They are just another tourist attraction in town that makes a lot of noise."

In a letter to selectmen requested by O'Brien, club pro Larry Gallagher said the engines' soot ruins the finish on members' and employees' cars, golf carts and furniture.

"The furniture on the deck at the country club has had to be replaced more times than I can count," he wrote.

He said a young boy in golfing competition last year was devastated when his new outfit was ruined by train smoke.

O'Brien's complaints were triggered by his opposition to the state's plan to widen Route 16, which is dotted with outlet stores through town.

He is the lone member of the five selectmen opposed to the widening.

The scenic railway plans to run a shuttle to the outlets, and residents also will have to put up with the noise and smoke.

He figures the train whistle will blow 48 times at road crossings each round trip as required by federal regulations.

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## TOWN CLOSER TO REFURBISHING OLD RAILROAD STATION

BY ALEXANDER MacINNES, Staff Writer

Monday May 20, 2002

LISBON NH - Lisbon town officials have already received two out of three grants that will help them move closer to buying the town's old railroad station.

The property has been trumpeted as a potential boon to the town's Main Street, but also tagged as "environmentally questionable."

The third grant is the biggest and would essentially give the selectmen the green light to buy the property that has been used as a truck garage for at least 30 years.

If the money comes through, the town will buy the now-abandoned building and convert it to a number of uses. So far, some ideas include a welcome center for buses and trail users, a

transportation museum, and a home for the town's historical society and art council.

Selectmen are hoping to secure up to \$180,000 from different state programs that will allow them to buy, clean and renovate the building and its surrounding property. Because of its former use as a garage for dump trucks, the effort to clean the area could be substantial - and some people in town are not convinced it is worth the money.

So far, the town has received \$40,000 between grants from the Bureau of Trails and Department of Resources and Economic Development. In June the board will find out whether it will receive \$136,000 from an enhancement grant from the state.

Proponents of the refurbishing plans believe that with this

*Next page...*

## TOWN CLOSER TO REFURBISHING OLD RAILROAD STATION (Cont.)

money, the town can restore a once-proud town building that will complement what many hope to be a resurgence in the Main Street area.

"I think it fits with what we're trying to do in downtown," said Selectman Jerry Hite. "I believe it could be a draw to the town and it's in our best interest to clean this up."

Before the town can open the doors of the station, however, a major effort will have to be made to clean up the site. Not only is the actual building in need of structural and aesthetic touch-ups, but many believe the environment around it could be contaminated with oils and other materials found in a truck garage.

Steve Colby, Lisbon resident and former Fleet Bank vice president, was involved with the transactions between his bank and the owners. At one point, Fleet Bank held the mortgage on the property but did not foreclose because of questions regarding environmental hazards.

"We did an environmental audit and we determined we did not want to own it," Colby said. "To the best of my knowledge there has been no environmental clean up. It's kind of interesting the town is willing to spend money for an environmentally questionable property."

Although Colby could not divulge confidential financial bank information about the property, he did say the former

owner, Lyle McBurney, did not pay his taxes on the property and that the amount that was owed in taxes was worth more than the building.

Today, the property is owned by Jerome Barber from whom the town would buy the property for \$37,000, according to town administrator Walter Johnson. In addition to the initial cost of buying and restoring the building, Johnson believes the long-term expense in maintaining the building would be minimal to the town's taxpayers.

"At this point I don't see any need to ask the taxpayers to participate anymore except in terms of long-term maintenance," Johnson said. "We see this as a historical investment to the town, to help attract people to downtown and to preserve part of historic Lisbon. So there is some other value there that is being considered with this whole package."

If the money from the enhancement grant does not come through, the town will kick into fund-raising mode to try and secure the building through other means. Although there may be little asked of taxpayers, not everyone believes this is the right way to spend money.

"I don't agree with it but I voted for it," said Selectman Wallie Berry. "People think they'll jump-start the town with the railroad station. First thing they need to do is get people shopping in town. I think we need to concentrate on everything we have before we branch off."

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## MAGIC WORDS IN OLD ORCHARD: "ALL ABOARD"

Friday, July 12, 2002

By JEN FISH, Portland Press Herald Writer

OLD ORCHARD BEACH — When Dan Blaney teaches people about the town's history, he always mentions the two events that he believes made the town the tourist community it is today. The first event, he said, was 15,000 years ago, when glaciers carved out the pristine, seven-mile beach. The second was in 1873, when the first passenger train rolled into town, bringing people from out of state to Old Orchard.

"The train made this town," he said Thursday. "That's what created tourism here."

It's been decades since a train has stopped in Old Orchard, and Blaney is one of many local people who are hoping magic will strike again when Amtrak's Downeaster passenger train makes its first official stop here today at 12:08 p.m.

To celebrate the train's arrival, the Chamber of Commerce will host a welcoming ceremony at 11:30 a.m. at its building on First Street. Lots of local politicians, community leaders and residents are expected to turn out to greet the train.

"I'm ecstatic," said Darryl Chandler, a town councilor. "It's exciting to open the doors of Old Orchard Beach to the rest of the world."

There is a lot to celebrate. Construction of the town's train platform was plagued by numerous delays, and for one dark week in April, it seemed the train was not going to stop in the town at all. A snow-removal dispute between the Northern New England Passenger Rail Authority and the track's owner, Guilford Rail Systems, threatened to derail Old Orchard's stop altogether.

A solution was quickly found, and it was hoped that the train would be arriving by July 4, the start of Old Orchard's summer

tourist season. But another delay involving the town's contractor, Construction Divers Inc. of Scarborough, and Guilford held up the project even further.

James Harmon, executive director of the Chamber of Commerce, said the delays were frustrating, but having the train this summer is worth it.

"It would have been nice to have it in the last weekend in June, but we're certainly very pleased it's happening now," he said.

Passengers getting off Train 681 from Boston at Old Orchard today will step onto a partially completed concrete platform. When it is finished, the platform will be 200 feet long, with a canopy to shelter passengers and heated coils to melt snow and ice. The project is expected to be completed within a month.

Ed Radley, owner of Radley's Market, a popular store on Cascade Road, said he believes the Downeaster will help improve the town's image and benefit his store.

His wife, Jessica, said she is excited about the train because it will enable her 91-year-old grandfather, who is unable to drive, to visit Maine.

"It's perfect," she said. "Now he can come up here and we don't have to worry about driving down there."

To show his support for the train, Blaney said he will be on the 6:05 a.m. train from Portland. He had hoped to be among the first passengers to stop and depart from Old Orchard, but since that train won't actually stop in town, he'll have to wait another day.

Either way, he said, he is still excited to be able to travel to Boston without the hassles of traffic and parking.

"I think it's going to be great," he said. "This is going to be an excellent economic impact on the town. Old Orchard Beach is going to be the hottest stop north of Boston."

# LOWELL RAIL-CAR ACID LEAK SPARKS CALL FOR FEDERAL REVIEW

Thursday, June 06, 2002 - 9:29:19 AM MST

By CHRISTOPHER SCOTT, Sun Staff

LOWELL U.S. Rep. Martin Meehan has asked for a federal review of last week's hydrochloric acid spill into the Concord River that left a potentially dangerous gaseous cloud hovering over a South Lowell neighborhood.

The toxic chemical leaked from a railroad tanker that was parked on a trestle bridge spanning the Concord River near Lawrence Street overnight Thursday. The tanker, which carried about 29,000 gallons of the chemical, was on a train of tankers and bulk carriers apparently being stored at the site.

The federal Office of Homeland Security briefed President Bush immediately following the discovery of the leak, which authorities at first believed might have been caused by a bullet hole. The Concord River feeds into the Merrimack River, which is a drinking water source for many area communities.

An FBI team was called to the scene to determine what caused the leak.

"We're now 99.9 percent sure it was a something with the tanker (and not a bullet)," Police Superintendent Edward Davis III said yesterday.

Meehan plans to visit the site tomorrow with representatives from the Federal Railroad Administration to determine if the spot where the tankers were stored is secure, given the nation's higher state of alert following the Sept. 11 terrorist attacks.

In the Sacred Heart neighborhood where the leak occurred, neighborhood leaders will meet Monday night at the Sacred Heart School to learn more about the leak and plan a response.

"I am irate, I am fuming," said Carol McCarthy, co-chairman

of the Sacred Heart Neighborhood Improvement Group. She said residents weren't aware that the tankers were being stored in the area. "We're all pretty afraid."

Two city councilors, Eileen Donoghue and Rodney Elliott, have filed motions to require rail haulers to notify local authorities whenever toxic chemicals are hauled through or stored in the city.

"The real problem we have up there is we don't know what they transport and when they're transporting it," said Donoghue. "It's a scary thing."

David Fink, executive vice president of Guilford Rail Systems, which owns the tracks, said it would be hard to provide the notice Donoghue and Elliot are seeking.

"Whatever moves on the road moves on the rail," said Fink. "It would be difficult to do that."

A Lynn manufacturer had refused to accept the tanker-car load of chemicals for unknown reasons. The tanker was temporarily stored in Lowell awaiting an Ohio-bound train to return it to its manufacturer.

Fink said federal regulations state that a rail car in transit, as this one was, can sit idle in one location for up to 48 hours.

"It was there much less than that," Fink said.

The 30,000-gallon tanker is owned by General Electric. Fink said it has double-steel walls with a rubber bladder inside.

"We've been doing business in Lowell for 150 years and if Lowell folks need to speak with us, they know how to contact me," said Fink. "I have no problem chatting with them."

Public safety personnel arriving on the scene about 5:50 Friday morning found a cloud of hydrochloric acid gas hovering over the intersection of Moore and Lawrence streets.

Fire Chief William Desrosiers said in the early going it was a "serious situation." Hydrochloric acid can cause respiratory problems and worse if inhaled for a prolonged period.

"But it gives off a pretty pungent smell," Desrosiers said. "So anyone who gets even close enough to smell it is going to back off pretty quickly."

No one was injured in the incident, which forced the evacuation of a nearby business.

The acid was transferred to another tanker late Friday evening. Both tankers remained in a Lowell repair yard yesterday afternoon pending federal approval to move them.

"Because they were involved in the incident we have special instructions," said Fink. "But rest assured, the tanker now carrying the chemical is safe and we're working within the letter of the law."

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## THANKS

Michael Lennon, Bob Warren, Sandy Shepherd

## NEXT ISSUE

The deadline for the September/October Newsletter is October 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.

# COG RAILWAY'S SWITCH IS ON

The Manchester Union Leader

4/25/2002

By LORNA COLQUHOUN Union Leader Correspondent

**CRAWFORD'S PURCHASE** - The backs of brakemen on the Cog Railway will be getting a break in the 21st century.

After spending the winter designing an automatic switching system for the 133-year-old railroad that chugs to the summit of Mount Washington, Cog Railway workers are finishing up the installation at the base station, hopefully, said general manager Charlie Kenison, by Sunday.

"It's going to be an automatic switch," he said. "It's going to be push button and will replace nine hand-operated parts."

It will be the first of three switching devices - the other two will be at the Waumbek and Skyline switches - along the three-mile climb to the summit, which allow trains to pass each other on ascents and descents. The thousands of visitors who ride the rails each year won't notice the change; Cog workers will.

"Throwing the switch is back-breaking work," he said. "We have some brakemen who are 60 years old and it's getting hard for them to deal with something like that."

A couple of years ago, the owners of the Cog flirted with replacing the funny looking steam engines that belch coal all the way to the summit with something cleaner and more efficient. But after taking a survey of visitors, the resounding response was to keep the engines the way they are.

Demand, however, continues to grow for the summer attraction, which will open for the season this year on May 4, and Kenison said the automatic switches will "speed things up."

Presently, a round-trip to the top of Mount Washington and back to the Marshfield Station takes about three hours, leaving only 20 minutes at the top. By improving the speed and efficiency of changing tracks with the push of a button, the trip will be reduced to two hours.

"It will be good for those Americans who don't have three hours," Kenison said with a laugh, noting that only Americans grumble about the length of the trip, while Europeans are content to enjoy the ride no matter how long it takes.

Sylvester Marsh, ridiculed by a long-ago Legislature who thought he "might as well build a railway to the moon," had

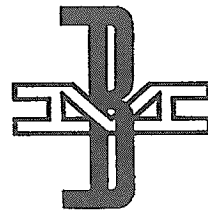
intended to install automatic switches, but, Kenison said, "He never got to it." The technology is actually adapted from the automatic switches used by the world's other mountain-climbing Cog Railway on Mount Rigi in Switzerland.

"It's very similar to that (and) they installed that in 1895," Kenison said.

Still, with some technological advances in the past century, the Cog's new switching system is modern, but passengers will never notice it.

"We've built it to look antique. It's not hard - we're used to it," Kenison said with a laugh. "Nobody is going to see the electrical part of it."

Kenison hopes to have most of the installation done by Sunday so work trains can start going to the summit, making any repairs along the way. There is little snow to be removed from the tracks this year.



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## ITEMS OF INTEREST

- 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!
- October 26, 2002 25th Anniversary Model Railroad Show. Ammonoosuc Valley Railway Association. Littleton Armory, Littleton, NH. Exit 42, I-93/Rte 302 West. Adults \$2, students \$1 (family max \$5), under 6 free.
- November 10, 2002 The Great Train Show, Hub Division NER/NMRA, Marlborough High School Fieldhouse, Marlborough, MA. Rte. 85 (Bolton Rd) Exit 25A, I-495/290. 10am-4pm. Adults \$4, children 5-12 \$1.