

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

January-February 2003

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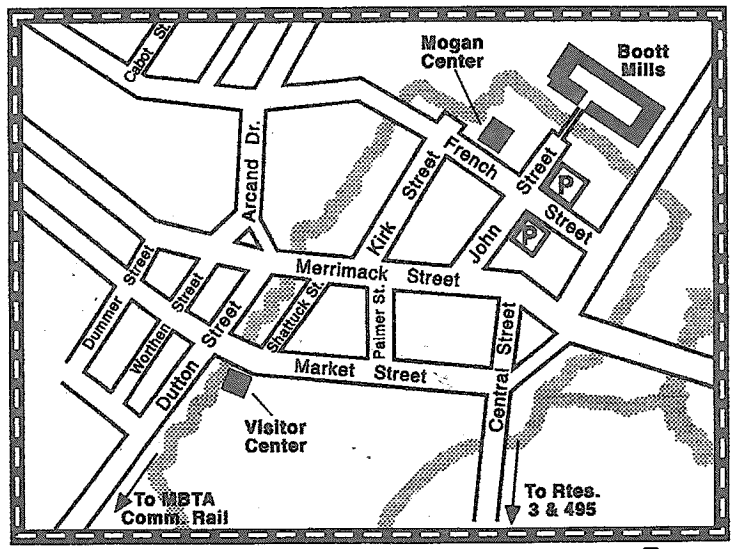
— B&MRRHS CALENDAR —

- JANUARY 11, 2003** Bill Patten will be giving a presentation on various B&M subjects.
- FEBRUARY 8, 2003** Buddy & Justin Winiarz will show a variety of railroading around New England and beyond.
- MARCH 8, 2003** We will again be hosting Gary Webster who will share with us some more of his vintage Boston and Maine material.
- APRIL 17, 2003** Our Annual Joint meeting with the Mass. Bay Railroad Enthusiasts will be at 7:00 p.m. at the Newton Highlands Congregational Church. Program to be announced. *Please note the change of date, time and meeting location; there will be no membership meeting in Lowell during April. Directions to the meeting place will be in the March-April Newsletter.*
- MAY 10, 2003** We will be meeting at the depot in Ashland, New Hampshire. Program has not been set at this time. No meeting in Lowell for May.
- JUNE 14, 2003** We are tentatively planning a tour of Fletcher Granite Quarry in Westford, Mass. Details will be announced as soon as they are available.

Meetings at 3:30 Saturday unless otherwise indicated

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.

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

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.

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THANKS

Contributors to this issue of the Newsletter are: E. Churchill, Stephen Cook, Michael Lennon, Roderick Hall, Peter Victory, Roger Robar, Arthur Aldritch, John Luczynski, Wayne Gagnon, Joe Shaw, Dohn Cluff, Ted Anderson, Alden Dreyer.

NEXT ISSUE

The deadline for the March/April Newsletter is February 5, 2003. 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.

MEMBER CORRESPONDENCE

The mention in the Sept./Oct newsletter of Old Orchard Beach invoked a memory of mine of an incident in the early 1930's, perhaps 1934/5/6, no later than 1936 for my father died in December of that year.

At the time he was supervisor of track maintenance once known as Roadmaster, on the Portland Division and his office was in the Dover depot.

The time of this incident he had a track crew working at Old Orchard Beach and one day he made plans with my mother to bring me to the Beach and they would meet at a particular time at the Depot and catch a train back to Dover. Some days he would stay overnight with the crew in the boarding cars and others he would catch a ride back to Dover. There were plenty of trains running at that time.

After a day at the beach and the amusements my mother and I met my father and he had a surprise for me. After over 40 years on the system he knew practically everyone and every one seemed to know him, so when the train pulled in he put my mother into a coach and we walked toward the loco and speaking to the driver and the fireman I was invited to climb up and that was how I traveled to Dover that evening. I can remember the wind against my face coming through the fireman's window, and the heat from the firebox as the fireman shoveled coal into it. The heat was intense.

You can be sure that when we pulled into Dover and I climbed down onto the platform I was a pretty proud kid.

Some Rule or other must have been broken that afternoon but no one seemed worried. I was about 9 or 10 years old at the time.

*Sincerely,
Dohn Cluff*

Once again traffic will cross the tracks at grade in downtown North Adams. The Hadley overpass is scheduled to be replaced and traffic will be detoured during the project's 13-15 months. The Hadley overpass was built so traffic could pass over the tracks. The remains of the old cobblestone road that was replaced by the overpass can still be seen under the current overpass. Will they remain after the new construction?

The Shelburne Falls Trolley Museum is a nice little operation. The trolley runs in the B&M yard on electric power. For \$2.00 you can ride all day. Just this year they acquired a Central Vermont hand car and if you are willing to provide the power (your arms) you can ride for free.

They are hoping to buy the old B&M yard and refurbish the old freight building as their new museum. At \$2.00 a ticket it will be a long time before they get \$200,000. Donations are appreciated. The museum is run by volunteers, some are former B&M employees. There is an old GT or CV wooden caboose they are refurbishing and an old combine they hope to do later.

The caboose is usually open and they welcome you to sit in the cupola. Unfortunately they will be closing for the season on Nov. 3rd. It is a fun place to visit and I recommend it to anyone who happens to be out this way looking for some entertainment. Shelburne Falls is also home to the Bridge of Flowers which would also give the wives a reason for going along. There are also numerous places to eat and craft shops located throughout the town.

John F. Luczynski

INTERCHANGE...

As a not-for-profit retirement hobby, former B&M RTC Alden Dreyer buys, sells and trades historic Boston and Maine RR paper. Currently in rapidly-diminishing stock: many out-of-print B&M BULLETINS, about half of the 284 B&M Employees' Magazines and about 42 different ETT's and 24 PTT's, plus numerous out-of-print books with all or mostly B&M content. Also, nearly complete files of TRAINS, RAILROAD, L&RP, NESL, SHORELINER, etc. FREE LIST via USPS or email. Contact Alden Dreyer, 91 Reynolds Road, Shelburne MA 01370, alden.javanet@rcn.com, eBay: alden, 413-625-6384

Wanted: Buying collections of B&M, MEC, BAR, New Haven, NYC and other rail historical society publications, employee magazines, annual reports, railfan periodicals and books. Paul Gibson, 161 Gilmore Rd., Wrentham, MA 02093. Railpub@webstruct.com

BEDFORD DEPOT FILM UPDATE

Your readers might be interested to know that the program is now available in DVD-R, too. The DVD format provides a significantly higher image quality over VHS. The price is \$29.95 plus shipping (\$1.42 for Media Mail or \$2.85 for First Class Mail). Massachusetts residents should include 5% sales tax. The Boardman program will continue to be available on VHS tape, too, for \$24.95 plus shipping.

I expect that Volume Two of The Films of John M. Boardman will be introduced in the spring, and that Volume Three will be available next fall.

B&MRRHS 2003 Calendars

\$10.00 per copy postage paid.

Quantities Limited

May be ordered from the Lowell P.O. Box.

VISIT THE HISTORIC RAILROAD STATION MUSEUMS OF NEW HAMPSHIRE

(Editor's note: We received this brochure on five stations in New Hampshire, and thought it was worth re-printing in full. The Raymond folks are selling bricks for their station site as a fundraiser).

THE SANDOWN HISTORICAL SOCIETY AND MUSEUM

Time was when steam locomotives, pulling 75-car freight trains, huffed and puffed in and out of Sandown. Built in 1873, the Sandown Station on the W.N.& P. (Worcester, Nashua and Portland) line served the busiest single-track line in the country. As many as 18 regular freights and six passenger car trains passed through town every day.

The Sandown Historical Society was established in 1978 to restore the depot to its former glory.

In the "Men's Waiting Room" are an old pot-bellied stove and a waiting bench. You can try "Morse Code" on the telegraph key or ring the old crank telephone.

Display cases contain many railroad artifacts, as well as tools and other items that were once part of Sandown's everyday life.

The Society's proudest possessions are two flanger cars, a velocipede, and a motorcar (putt-putt) on the tracks.

Located in Sandown center on Rte 121-A, the museum is open Saturdays and Sundays 1-5 pm from May-October. A gift shop offers souvenir maps, cookbooks, postcards, train whistles and T-shirts.

THE GORHAM HISTORICAL SOCIETY AND MUSEUM

In 1973, the existing railroad station, built in 1907, was saved from destruction by the Gorham Historical Society and now serves as the headquarters of that organization. The building, which is architecturally unique, contains displays on area history and is open to the public. Another addition to the museum is a 1911 Baldwin 0-6-0 Steam Locomotive, which was rescued from the scrap pile in 1986.

Other equipment on display includes: a 1949 F-7 B&M Diesel Locomotive, two 1929 Boxcars, a 1951 Russell Snow Plow, a 1924 Boxcar, a 1942 Caboose and the former North Stratford Boxcar.

Come visit our model Railroad Boxcar and also the Boxcar with the Quinn-Crocket railroadians collection by Grand Trunk-Canadian National Historian John Davis.

The Grand Trunk Railroad opened the area to tourist trade. The line later became known as the Canadian National and still later the St. Lawrence & Atlantic Railroad. Most recently it has been acquired by the Tennessee and Wyoming Railroad. At first, Gorham, midway between Montreal and the Atlantic, was a major yarding and repair center, but, gradually, the significance of Gorham to the railroad diminished as did the significance of the railroads to the country.

The station is at 25 Railroad Street in Gorham across the street from the Town Hall. Railroad Street runs parallel to Main Street (U.S. Routes 2 & 16 W & N).

We try to be open daily for admission by donation.

RAYMOND HISTORICAL SOCIETY AND RAILROAD DEPOT

The current Raymond Railroad Depot was constructed after a fire in 1892 destroyed most of downtown Raymond, including the train station; it is the third to be built on this site. The Depot is the home of the Raymond Historical Society and it was entered in the National Register of Historic Places in 1979. It houses a collection of Raymond artifacts and memorabilia. Rolling stock on the grounds includes a 1929 little engine, a boxcar, and a caboose built in Concord in 1932. In 1974, an old B&M Sectionhouse was moved to the site where it currently houses a collection of early tools.

The railroad was important to the local economy where it served as a shipping center for apples, vegetables, leather goods, and hats. It also brought guests to a number of area hotels and boarding houses, especially those around the nearby Onway Lake, which had its own flag stop.

The Gile School, one of Raymond's original one-room school houses, was moved alongside the Depot in 1980. It has been restored to its original condition, complete with vintage desks, oil lamps, wood burning stove, and piano.

The Raymond Railroad Depot is just a short distance from Rte. 101. Take Exit 4, Old Manchester Road, north into the center of Raymond. Turn right onto Main Street and the Depot is about a half mile down on the left. The Depot is open on Sundays from 2 to 4 PM, from late May thru mid-October.

SIGN UP TODAY

Become a part of Raymond's history. Buy a brick in the Raymond Historical Society Commemorative Walkway; have it engraved with your family's name or that of a friend. Commemorate an anniversary or other special event; remember a loved one, make a lasting 'thank you' or a commendation for a job well done.

In the process, you are helping to support the Raymond Historical Society, a non-profit organization. The Raymond Historical Society is based in the old Raymond train depot. The Society will be using the funds to landscape and improve the appearance of the Depot and maintain it for future generations.

Questions? Call the Raymond Historical Society at 603-895-2866 and leave a message. A member will get back to you. Or, call Marion Buffington at 603-895-6619.

The bricks are \$50 each and can be engraved with three lines of up to 14 characters on each line.

Raymond Historical Society, P.O.Box 94, Raymond NH 03077.

ASHLAND RAILROAD STATION MUSEUM ASHLAND HISTORICAL SOCIETY

The museum is located on Route 132 (Depot St.) in Ashland village, about a half mile south of the junction of Routes 3 and 132. The museum is open free to the public from 1-4 p.m. on Saturdays in July and August.

The museum was originally built circa 1869 as a passenger station by the Boston, Concord & Montreal Railroad. That railroad merged with the Concord Railroad in 1890 to form the Concord & Montreal Railroad. In 1891 the new railroad moved the station onto a new foundation and remodeled it to its present appearance.

The Concord & Montreal Railroad came under the control of the Boston & Maine Railroad in 1895. Regular passenger service to Ashland continued until October of 1959. In 1960 the B&M RR sold the station to Joseph Curley. His widow, Vera Curley, donated the property to the Ashland Historical Society in 1980.

In 1997-1998, the building was restored and renovated for use as a railroad museum and a meeting place for the Society under ISTEA, a federal aid transportation program administered by the N.H. Department of Transportation. It was dedicated as a museum on June 26, 1999. The museum is one of the best preserved late 19th century railroad stations in New Hampshire, and houses a growing collection of railroad artifacts, pictures, and documents.

THE POTTER PLACE RAILROAD STATION AND MUSEUM

The Potter Place Railroad Station in Andover, NH was built in 1874 by the Northern Railroad on the line running from Boston to Montreal. In 1890 the line was taken over by the Boston & Maine Railroad. Today this Victorian building is listed on the National Registry of Historic Places

Passenger trains served Potter Place into 1962. Freight shipments continued into the late 60s. The station was subsequently sold by the B&M and in 1983 Mr. & Mrs. Charles Taylor of Wilmot donated the property to the Andover Historical Society. The station now serves as its museum. Today the museum contains a large collection of railroad artifacts, including an authentically furnished station master's office.

A 1904 Rutland caboose and 1912 general store located across the street are also owned by the society and open for visitors. The general store is furnished with many period artifacts. The home site and grave of famous 19th century black magician Richard Potter (for whom the village is named) are located nearby on society property.

The station is located on Depot St. at the west end of Andover, just off the intersection of Routes 4 & 11. The Museum is open Saturdays 10-3 pm and Sundays 1-3 pm. from late May to early October. Donations are appreciated.

GROUP SEEKS TO KEEP HISTORIC BUILDING IN TOWN

A week after the owner of the Lisbon railroad station was issued a cease and desist order by town officials, a group of private citizens is working on keeping the historic building in town.

The owner, Dr. Marvin Kendall of West Barnet is a train enthusiast who bought the property for \$37,000 from Jerome Barber. Kendall surprised townspeople last week when he sent a construction crew to start the process of stripping the building in an effort to eventually move it to his property in Vermont.

Because he did not have any permits to do this, and because town officials had plans of their own to turn the building into a welcome center or transportation museum, Kendall received a cease and desist order to stop the moving process.

Now that the building will remain temporarily in Lisbon, a private group is looking to engage Kendall in the possibility of buying the railroad station so that it can stay in town. So far there are two options this group is examining; however, there is no guarantee that Kendall is interested in selling the town the building.

The first is to try and speed up the process of receiving the \$170,000 the town received from a Transportation Enhancement grant from the New Hampshire Department of Transportation. That money was awarded to the town to undertake the restoration and, ultimately, the implementation of the welcome center plans. But that money will not be available until 2005.

If there is a chance to immediately receive that money, then the town could allocate some of it toward purchasing the railroad station.

"If the owner insists on selling it and transferring it in within the next seven days then that may be a problem when you're deal-

ing with state agencies," said Walter Johnson, a member of the Lisbon Main Street Inc., a group involved in these negotiations.

The second option of finding money for the purchase of the railroad station is, to hit up private investors. At an emergency meeting Tuesday, the group started the list of people who could be asked to invest money in this process. Because the group has yet to gauge Kendall's openness to selling the building and there is no set price, the group does not have a fixed figure of what it will need to raise.

"What the options might be if the doctor was interested in selling it at a price that would be acceptable to the purchase is still unclear," Johnson said of the possible short-term venture investment opportunity.

Whatever the questions are about the price of the building, or if in fact, Kendall is interested in selling it, one thing is clear. The group that is fighting for this process is determined to keep its options open.

They voted unanimously to try to negotiate with Kendall and would like nothing more than to keep the historic building in the community.

"This is one of the oldest buildings in town," said Roger Robar, a train enthusiast and member of the impromptu citizens group. "I'm just going to be very sad if it leaves town and I will personally feel that I've let the town down if that happens. It'll be an emotional impact on me but I do think there is a certain amount of hope that we can keep it here in town."

Caledonian-Record
November 1, 2002

CHILDREN HELPING CHILDREN IS STORY OF SANTA FUND TRAIN RIDE

LACONIA — Children were all smiles as they boarded the Winnepesaukee Scenic Railroad's Santa Fund Train at the historic passenger station in Veterans Square on Sunday.

The ticket for the half-hour ride to Lakeport and back was a new, unwrapped toy for The Citizen Santa Fund. Once the Laconia Christmas parade ended, parents and children crowded into the Greater Laconia Weirs Beach Chamber of Commerce office to exchange their toys for a ticket.

The first train, which left the station at 2 p.m., was full. Little faces, with noses pink from the cold, were pressed against the windows.

All the candy they had just collected from the Christmas parade was emptied onto the table to sort through and decide which treat to eat first.

Miss Lakes Region, Kate Lawler, made a special appearance in the parade and on the train. She was one of many handing out candy canes to the youngsters.

Some of the children, such as Isaac Temple, rode the train last year and were more interested in talking to Santa Claus than they were in watching the scenery.

"I like it," said Temple referring to the train ride. "It's fun."

Last year he said he got to go in the engine.

Brianna Therrien, who was one of five youngsters seated along a table in the caboose, said she too came last year.

Her friend, Allison Guay said it was her first time and she couldn't wait to see Santa and Mrs. Claus.

"We're going, we're going," cried the girls in excitement as the train started up. And with that, the train slowly made its way toward Lakeport.

Shayne Wolford and Dylan Collins, who were watching out the window, thought for a minute they were falling off the track as the train wiggled back and forth.

It wasn't evident who was having more fun on the train, the children or the employees of the railroad who volunteered their time for the day.

"We donate some hours of awfully hard duty," joked Dick Perley. Frank Mello said the best part of the day is seeing the children so happy to see Santa Claus. "I used to work for the railroad, but now just at Christmas," he said.

Known to their friends as Andy and Rachel Nadeau, Santa's helpers talked about the special relationship that Santa and Anna Claus have with the children.

"There's nothing like walking into a room and seeing the kid's

trust and the love they have for Santa," said Andy Nadeau.

"He loves the whole spirit of Christmas and seeing the smiles on the kids," said his wife.

The children don't always ask for toys, said Andy Nadeau recalling the year a little girl asked him for her house back after it had just burned to the ground.

It's putting hope in their eyes that makes it all worth while.

The Nadeaus said they've been doing the Santa Fund Train for the last seven or eight years and enjoy every minute of it. They said they do just local charity events.

The late Eddie Clark, who started the Hobo Railroad in Lincoln in 1987, started the Winnepesaukee Scenic Railroad four years later.

The Santa Fund Train has been running since about 1993, guessed Yvette Bujeaud, manager of the Winnepesaukee Railroad.

She said she absolutely loves running the train for The Citizen Santa Fund.

"I love doing the train for the community. I wish we could do more, but this helps."

Sitting in the back, the crew recalled some of the past years and the things children asked Santa for Christmas.

The one year that stuck in everybody's mind was the time when a little girl begged Santa to make her friend well. Her friend was in the hospital with leukemia and all she wanted was for him to get better, they said.

It was so emotional, Bujeaud, said she radioed to a crew member on land who went out and bought an angel. They had Santa give it to her to give to her friend, she said.

"I like to see the kids with Santa. Their eyes just light right up," said Bujeaud. "And I do enjoy the fact that we are helping out kids who won't have presents for Christmas."

"The kids are beautiful," said Mello who's working on the train as his retirement job.

One of the engineers, David Gregoire said he's been working on the railroad for the last eight years and loves it. It's great to see the youngsters excited especially when they see Santa.

While the children were enjoying the train ride and telling Santa everything they want for Christmas, they also helped a child less fortunate than they who might not otherwise get a toy for Christmas making Sunday a special day.

Monday, December 02 Fosters Daily Democrat

By MELANIE NELSON, Staff Writer

THE PAST IS ALWAYS PRESENT IN LAKEPORT

Laconia- History is a bigger topic than hair these days at Wanda's Beauty Shop. Cracked, yellowed photos of Lakeport Square circa 1920 hang above the dryer domes. History books rest on top of women's magazines. Wanda Tibbetts, who owns the place, has a stack of commemorative Lakeport calendars for sale alongside bottles of Redken shampoo.

This combination salon and historical society is a temporary situation, said Tibbetts. She and the other members of the Lakeport Community Association plan to put their growing collection of neighborhood artifacts on display in an old train depot down the street.

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The museum, they hope, will preserve their brand of community pride, which far transcends the usual potluck suppers and yard cleanups.

"We are Lakeport," Tibbetts said.

"A lot of us have items of Lakeport . . . in boxes," said Bob Fortier, another association member. "We don't want that stuff to just disappear."

The 113-year-old freight depot the group plans to use as a shrine to their neighborhood's unique history is an artifact itself, the last piece of Lakeport's railroad industry. The state had plans last year to level it as part of the expansion of the nearby Elm

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PAST IS ALWAYS PRESENT (Cont.)

Street Bridge, but the Division of Historic Resources protected the building.

The state won't allow it to be moved or destroyed, and the Lakeport Community Association refuses to allow it to stand empty. To fill it, they've been slowly accumulating tidbits of history scoured from basements, attics and barns.

The collection, said Tibbetts, will eventually chronicle Lakeport's history, something she says is often overlooked. Laconia is known for its mills; the Weirs for its tourists. Most people these days, she said, don't even know where Lakeport is, much less what it was.

Lakeport, which sits on the eastern edge of Lake Opechee and Paugus Bay, was settled in the mid-18th century. Since then it's had five names and belonged to four towns: Gilmanton, Meredith, Gilford and, finally, Laconia.

The residents, Tibbetts said, ignored most of this municipal shuffling. They repaired train cars, forged cast-iron stoves, made sewing machines and spent a good part of 1903 rebuilding the area after a fire took down about 150 buildings.

"We love Lakeport," Tibbetts said. "We're very cliquey."

But Tibbetts fears it's a clique that's dwindling and a neighborhood in danger of losing its identity. Tibbetts, almost 60, is the youngest person in the community association. Many of the oldest buildings have been torn down or trucked off in pieces. The newer residents, she said, look at Lakeport's streets as places to live, not places impregnated with a unique history.

"Hopefully when we get the museum set up and people see what we have, they'll get involved," Tibbetts said. "Be proud of what it was, proud of what it's become and what we're going to make it become."

A permanent record of Lakeport's history, she said, might also make the community a little more noticeable between the glitter of Weirs Beach and Laconia's downtown. A lot of people drive through the area's major intersection without even knowing

they're in Lakeport.

"In the middle, that's where we are," Tibbetts said. "People just stop at our traffic light and keep on going."

It will probably be a long time before the museum is ready to beckon passers-by into Lakeport's past.

"It's going to take us a while," Fortier said. "We're a small crew."

The depot is boarded up, asbestos-ridden and freezing cold this time of year. The association ran a water main to the building this summer, but the group is waiting for the state to sign the property over to Laconia later this year before it invests any more money, said Fortier.

Right now the place looks more like a flea market than a would-be museum. The main room is full of tables strewn with chipped china, old clothes, Tonka trucks and other items donated for the association's various yard sales. (The sales raised about \$3,000 this year to help pay for renovations, Fortier said.)

But there are treasures buried in the clutter. Three knitting machines made at the old Scott and William's factory down the street are tucked in a corner. Beams salvaged from an old train station are stacked against the wall. There's a sign the association bought at auction from a long-gone goldsmith's shop, Fortier said. The original railroad safe is still in the depot office. A cast-iron stove made across the street in 1847 sits behind the desk.

Tibbetts has some of the more delicate items, like a generations-old wedding dress and fragile photos. About once a week someone calls the beauty shop to tell her about a historic gem he or she has unearthed and wants to put in the museum. Tibbetts takes a break from cutting hair, calls Fortier and tells him to pick up the latest piece of the museum collection.

"We have to get those things," she said.

Concord Monitor
Monday, October 28, 2002
By MEG HECKMAN
Monitor staff

POLICE CAPTURE TRAIN-TOP RIDER

MANCHESTER - Police arrested a Gloucester man who rode to Manchester Sunday morning on top of a train from Boston.

Samuel L. Parsons, 25, of 15 Willow St., laid on his stomach during the 48-minute trip, said Police Chief Ronald Ramos.

"It most certainly would have been a tragedy had he fallen off," Ramos said.

When police ordered him off the train at the Manchester stop at 12:25 a.m. Sunday, the chief said Parsons ran along the top of the train and jumped off near the Sea Street crossing.

Officers chased Parsons but lost him in the thick brush near Sea Street. Police used a night vision scope that detects heat to locate Parsons in the foliage.

Sergeant Neil Andrews and Patrolman Todd Fitzgerald made the arrest. They were assisted by the Essex Police Department.

Parsons was charged with disorderly conduct and resisting arrest.

He was released on \$140 bail and arraigned in Salem District Court yesterday morning.

Parsons could receive up to 2 1/2 years in prison if found
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guilty of resisting arrest. The maximum penalty for the disorderly conduct charge is six months in prison.

Parsons told police he entered the train with other passengers and then climbed onto the roof from the vestibule between train cars. He boarded the train with another person at North Station. Parsons' companion stayed inside a train car for the entire trip.

"With the speed the train gets going on those straightaways, it's amazing he held on," Ramos said.

An off-duty police officer in Beverly saw Parsons atop the speeding locomotive and reported the incident to the Massachusetts Bay Transportation Authority, said MBTA spokeswoman Lydia Rivera. The MBTA notified the Manchester Police Department.

"As the train pulled into the station," Ramos said, "lo and behold, the report was true."

Salem Evening News
October 9, 2002
By JENNI GLENN
Staff writer

CABOOSE STOPS IN ITS TRACKS TO PROMOTE RAILROAD SAFETY

ROCHESTER - A caboose owned by the Ossipee-based New Hampshire North Coast Railroad made its way into town recently to raise public awareness about railroad safety.

A crowd of about 50 people stopped by the train tracks adjacent to Blue Seal Feeds and Needs on Portland Street to see and hop aboard the specialized caboose.

The railroad company sponsored the half-hour event in conjunction with Operation Lifesaver, which is a nonprofit education and information program dedicated to reducing collisions, injuries and fatalities at railroad crossings. Its theme is "Look, listen and live."

"The basic reason we're here is public awareness about safety around railroad tracks and crossings," said Steve Arnold, operations manager for NH North Coast Railroad. Pamphlets containing detailed railroad safety tips, plus book-

marks and coloring books for children, were distributed.

Railroad officials urge people never to walk or ride around highway-rail crossing gates as a train can appear on any track at any time.

Other track facts include:

- You cannot judge the distance and speed of an oncoming train.
- Railroad tracks, trestles, bridges and railroad yards are private property.
- Climbing between railcars is a deadly game.
- Items thrown at a train or placed on the tracks can injure people.

For more information on statistics and state laws relating to railroads, call Operation Lifesaver at 1-800537-6224.

The Rochester Times

October 31, 2002

By Chris Parker

CONDUCTOR INJURED IN TRACKSIDE CRASH

BEVERLY - An MBTA train conductor who lives in Ipswich was seriously injured in a freak, late-night accident on Elliott Street Tuesday.

Conductor Richard Nunziato, 52, of 8 Juniper Road, was taken to Beverly Hospital for treatment after he was hit by a car at Elliott Street and

McPherson Drive, police said.

Nunziato was listed in stable condition at Beverly Hospital last night

The woman whose car struck Nunziato as he stood at the intersection, a commuter train waiting nearby, was Linda M. Thomson, no age given, of 116 Northridge Road, Beverly, according to a police report

Thomson was issued a summons for unsafe operation, speeding and driving without a license after the 10:30 p.m. accident

It was the second accident at the same location police

investigated late Tuesday night

At 10:10 p.m., police were called to the area when a car driven by Tong Russo, no age given, of Lynn was stuck on the railroad tracks with front-end damage. Russo made a wrong turn and ended up stuck on the tracks, police explained.

While officers were investigating this accident, the commuter rail train was making its way down the tracks from Beverly Depot. The train stopped and Nunziato got off. Dressed in black clothing, Nunziato "walked into the road" and Thomson, who was driving by, "hit him," Police Lt. Timothy Hegarty said last night

Police issued Russo a summons for negligent operation.

Salem Evening News

10/24/2002

By JILL HARMACINSKI

Staff writer

RAILROAD PROJECT HITS SNAG

NASHUA - A vote at last Wednesday's Executive Council meeting has thrown the Nashua commuter rail project into jeopardy, according to Mayor Bernie Streeter and state Transportation Commissioner Carol Murray.

Councilors Ruth Griffin, Peter Spaulding and Ray Wiczorek cast deciding votes in a 3-2 decision to deny a state Department of Transportation request to extend a \$79,000 consulting contract for the project.

Councilors Raymond Burton and Dave Wheeler voted to approve the contract.

The contract was for the environmental study on the East Spit Brook Road property where the \$6 million, 17,000-square-foot Nashua rail station would be located. Without the study, the project cannot receive building permits.

According to Murray, the vote leaves the project in limbo. It has been ongoing for several years and gaining speed recently.

Asked if the decision threw a monkey wrench into the project, she said, "A big one. If we can't proceed with the environmental study, it throws the whole project into jeopardy."

The commuter rail is scheduled to start running in 2005. More than \$30 million in federal funding has been set aside for the project.

The crux of the issue behind the councilors' vote appears to be the use of state gas tax money to match federal funds - an issue that has been raised by the New Hampshire Motor Transport Association, a trucking lobby.

The majority of the project - which is estimated at between \$60 million and \$75 million - is being paid for with federal funds. However, the federal transportation programs that would pay for the project are designed with a 20 percent match coming from the state.

The Department of Transportation was planning to use the gas tax funds for the match.

The NHMTA, however, has threatened a lawsuit, saying the state constitution specifically designates the gas tax for construction and maintenance work on public highways.

Both Griffin and Spaulding said they turned down the request because they couldn't justify spending highway funds on a rail project. Wiczorek could not be reached for comment.

PROJECT HITS SNAG (Cont.)

"I question the DOT for using specific highway funds for a rail project," Griffin said.

"I am waiting for the DOT to explain; I want to know what the rationale is."

Murray said the department's rationale is that the rail project is considered mitigation for the large highway projects currently in development, such as the Interstate 93 widening and the Circumferential Highway.

If the NHMTA sues and wins, she said, the DOT would have to go back to the Legislature and request more funding.

Streeter said he thinks more is behind the vote.

"I think the NHMTA fingerprints are all over this because they are not pro-rail," he said.

Streeter pointed out Park and Rides in Nashua and Portsmouth as examples of consumer gas tax money that has been used for congestion-mitigation projects.

"I think the gas tax issue is really just a ruse. There is an election and the motor transport people are promoting trucks over rail . . . I think it is short-sighted of the council members to be taken in by lobbying groups, and I would hope that they would reconsider," Streeter said.

In addition to the study being stopped, other effects could involve having to pay back federal money, delaying the purchase of trains to run on the line and delaying bringing commuter rail to Merrimack and Manchester.

"If you can't get that first step, then all the others are in jeopardy," Murray said.

The decision could result in having to pay back more than \$1 million in federal funds that have already been spent and delaying

ordering the trains that would run on the line.

"Where would we get the money to pay that back?" she asked rhetorically.

According to Murray, the issue first surfaced at the Executive Council level three weeks ago at a meeting of the Governor's Advisory Commission on Intermodal Transportation. The commission is made up of the Executive Council and the state transportation commissioner.

Spaulding questioned the use of the gas tax at that meeting, and revived his concerns at the Executive Council meeting last week.

Spaulding said that besides reservations about using highway money to fund the project, he voted to deny the contract because he didn't think the plan had been discussed enough in a public venue.

"I think when we are talking about tens of millions of dollars from Lowell to Nashua, and upwards of \$200 million from Lowell to Concord, I just think there has not been a real public discussion on whether that is good public policy," Spaulding said.

"I think we need to really spend some time to see whether this is a viable project," he said.

Streeter said people in Nashua, and Lowell, Tyngsborough and Chelmsford, Mass., including "busloads" of people who travel from Concord to Massachusetts, are expecting commuter rail.

"This is not just a dream. In several years, it will be a reality, and several members of the council apparently don't understand the importance of commuter rail," he said.

At a recent informational session about the project, DOT officials estimated that the rail would serve close to 1,000 people a day traveling between Nashua and Lowell.

Thursday, October 31, 2002 Nashua Telegraph
By STEPHANIE HOOPER and JOSHUA TRUDELL
Telegraph Staff

FACELIFT FOR FRANKENSTEIN GOES JUST FINE

HART'S LOCATION - In the movies, Frankenstein was a scary monster, but in the White Mountains, the moniker is attached to a stretch of steep cliffs and a railroad trestle that runs underneath them in Crawford Notch.

The cliffs are a marvel of nature; the trestle, built in 1875, was considered an engineering marvel of its day. The name of both refers to Godfrey Frankenstein, a well-known artist of the day who painted pictures of the mountains and a friend to Samuel Bemis, who made his home at Notchland and for whom a ridge and a mountain are named in the notch.

The trestle is owned by the state and leased by the Conway Scenic Railway on its famed Notch train, which returned to service seven years ago. The last time the Frankenstein trestle had any significant repairs made was in the 1930s.

Until this year.

"In 1998, during a bridge inspection, it was determined that there was a problem with the concrete and the question was how deep the deterioration was," said Brian Lombard, railroad operations engineer for the state Bureau of Rail and Transit. "It was not detrimental, but it did need to be addressed."

The trestle, which is only visible from the floor of the notch when the leaves are off the trees, stretches more than 500 feet across a chasm about 80 feet below. The railroad tracks are supported by ironwork that stretch up from the bottom of the hillside. About seven miles of track at the northern end of the Notch are

actually cut into the mountainside.

A Department of Transportation history of the trestle notes that the original structure, which was constructed between 1870 and 1875, "remains the wildest section of operating railroad in New Hampshire," aside from the Cog Railway a few miles away. Frankenstein trestle was originally made of wood, but to handle increasingly heavier freight loads that crossed it, a new wrought iron framework was built in 1892.

"The interior bridge was used while they worked on the exterior bridge," said Doug Gosling, a senior engineer with the Bureau of Bridge Maintenance.

Work to bring the trestle into the 21st century began April 16 with a seven-man crew from the DOT. Timing was everything for this project, because the work had to be done before the Notch train began its summer run. Steve Canton, superintendent of the project, said the project was completed on July 15.

"We worked eight- to 12-hour days, as needed, in all weather conditions - rain, sleet, hail, high winds, horizontal snow and 95-degree weather," he said.

There was even a day or two of lost time, while biologists determined whether nesting peregrine falcons would be disturbed by the movement of tools and equipment.

The first plan for repairing the trestle was to jack up one end of it in the spring to make the repairs and return this fall to jack up and repair the other end. But the work went so smoothly and

FACELIFT FOR FRANKENSTEIN (Cont.)

quick, the whole project was completed in 60 days.

In all, Canton said, the work crew, which included assistance from the Conway Scenic Railroad's locomotive to bring in supplies, installed over 8,000 feet of reinforcing steel and more than 85 yards of concrete. About 90 percent of the forms had to be custom built. The project cost about \$95,000.

Just after noon on Wednesday, as Seybold and DOT officials were inspecting the finished project, the Notch train came over Frankenstein trestle, on its way to Fabyan station in Bretton Woods. More than 300 people were on board, pointing cameras out the windows, taking shots of the ravine bathed in fall foliage over which they were passing and pictures of Mount Washington, visible on the journey north. "Some people have to close their eyes when they get to this," Seybold said.

The trestle was built by the Portland and Ogdensburg Railroad Company in 1875 and when the company went bankrupt in 1888, the line was leased by the Maine Central Railroad until it purchased the line in 1943. There was passenger service through Crawford Notch until the mid-1970s and the last freight was hauled through about 1983.

The track, which winds through some of the most historic and picturesque scenery in New Hampshire with a grade that rises 1,300 feet in just over 14 miles, was purchased by the state in 1994 and a year later, the Conway Scenic Railroad returned the legendary ride through Crawford Notch.

The Union Leader, Manchester, New Hampshire
Monday, October 14, 2002
By LORNA COLQUHOUN
Union Leader Correspondent

RIDERSHIP AND INTEREST GROW, AND NOW RAILROAD MUST TOO

Bill Hall has been on the job at the Maine Narrow Gauge Railroad Co. and Museum for just three weeks, but already he's a bit overwhelmed.

The first paid employee of the decade-old amusement on Portland's waterfront is spending a lot of time digging out from under piles of paper that have accumulated over the years.

"It's a little like doing an archeological exploration," Hall said, smiling. "I'm finding these letters that say, 'Your response is needed by April 1 . . . 2001.'"

The railroad organization hired an executive director to professionalize an operation that has relied on the time and energy of committed volunteers.

That worked for a while. But the nonprofit organization dedicated to preserving Maine narrow gauge rail cars and equipment wants to - and, in reality, needs to - grow up.

"We've fumbled along for 10 years and almost in spite of ourselves we've managed to create something down here," said Richard Mooney, a volunteer and the railroad's accountant and bookkeeper. "Instead of being just a toy train ride, we need to become part of the community."

The Maine Narrow Gauge Railroad Co. and Museum was created in 1993, after a group of local train fans brought back to Maine a collection of original two-foot railroad equipment, including box-cars, coaches and steam locomotives.

Much of the antique equipment was built in Maine, and at one time operated in the state as part of the Bridgton and Saco River Railroad, the Kennebec Central Railroad, or one of the other two-foot railroads that carried passengers and freight in rural Maine. Two-foot railroads use rails two feet apart, narrower than the standard gauge of 4 feet 8.5 inches.

Since 1946, the equipment had been at the now-defunct Edaville Railroad on Cape Cod, a tourist attraction that charmed 200,000 visitors a year.

The railroad and museum is housed at 58 Fore St., in the historic Portland Company complex where hundreds of steam locomotives - including Maine narrow gauge engines - were built a century ago.

Trains run daily between May and December, and on weekends year-round. Ridership has risen steadily over the past 10 years -

21,529 rode the narrow rails last year - and there are now 600 dues-paying members.

The railroad and museum makes money, though not a lot. Through September, it had income of about \$200,000, a figure that includes ticket sales, merchandise, grants, dues and contributions.

But it has considerable expenses, too, notably a \$500,000 loan on which it pays \$6,500 a month, insurance costs of about \$20,000 a year and never-ending bills related to the maintenance of the aging equipment. The railroad does not pay rent.

"That wasn't the plan, but that's the reality," said Phineas Sprague, who owns the former Portland Company property and was instrumental in bringing the collection of narrow gauge equipment back to Maine. "It's my fault, so I'm trying to make it work."

For that to happen, the railroad's board of directors have concluded that a professional is needed to help organize, manage and promote the place.

Selected from among 35 applicants for the \$30,000-a-year job, Hall is a retired Air Force colonel who once commanded a force of 3,000 people and now lives with his wife on Peaks Island.

With his management experience and interest in local history - he's volunteered at Greater Portland Landmarks and trained docents for the Maine Historical Society - Hall is viewed as the right person.

"He has the skills we need," said Glenn Robinson, a Portland lawyer who is chairman of the railroad's board of directors. "At some point, you can't have volunteers do it all, and we're at that point."

Hall hopes to raise the profile of the railroad and museum, especially among train enthusiasts around the region and the country, increase the number of volunteers and better organize the museum.

A long-term goal would be to run the train around the Portland peninsula to Hadlock Field, where the Portland Sea Dogs minor league baseball team plays.

"That's purely a dream," Hall said. "But you can always dream."

Monday, November 18, 2002
Portland Press Herald
By MARK SHANAHAN
Portland Press Herald Writer

B&M 6000 UPDATE



*At Long Last,
The Sunlight...*

photos by Ed Evans, Flying Yankee Restoration Group

Following extensive frame rebuilding and sheathing restoration, the "A" car of the B&M 6000 (above) is pulled out of the shop at Claremont Jct., N.H. by Claremont-Concord RR's Alco switcher in late December, 2002. The unit was put in position to have its original Winton 201A prime mover re-installed by crane (right).

The vintage diesel was removed in February, 1998 and underwent complete overhaul, including the manufacture of NEW injectors, casting of new pistons (in El Paso, Texas!) and new cylinder liners.

This represents a major step forward for the project, which is drawing steadily closer to its goal of having the Flying Yankee operational.

The project is at a critical juncture, and its proponents are again asking for help in seeing the restoration through to completion. Financial help is needed. If interested, contact the Flying Yankee Restoration Group at www.flyingyankee.com.



MONTREAL, MAINE & ATLANTIC RR APPOINTS CEO

Robert C. Grindrod, the former assistant vice president-equipment management for Wisconsin Central Ltd., who also held senior car management positions with Canadian National Railway after CN purchased Wisconsin Central last year, has been appointed President and CEO of Montreal, Maine & Atlantic and its subsidiaries. MM&A purchased the Bangor & Aroostook Railroad and affiliated companies and will begin operations on Dec. 31.

Grindrod is a career railroader, having started with the Baltimore & Ohio, and working in operations and marketing positions with Chicago & North Western Transportation Company before joining Wisconsin Central at its startup in 1987 under Edward A. Burkhardt, President of Rail World, Inc., and chairman of MM&A Corp. Burkhardt said that announcement of the entire senior management at MMA would be made closer to startup date.

Burkhardt said that MM&A would close on the purchase of the B&A system on Dec. 31. "While this process is taking somewhat longer than we had hoped, we want to cover all bases in preparing for MM&A startup, now planned for Jan. 1, 2003," he said.

"There is considerable benefit in starting up at the beginning of an accounting period, which affects interline settlement of revenues between railroads and taxation issues."

Burkhardt said that acquisition of replacement car and locomotive fleets is practically complete, and that the hiring process is proceeding well. MM&A, he said, is giving preference to current B&A employees, and is sending applicants through pre-employment physical examinations.

"We continue to be impressed with the quality of B&A people applying for positions with MM&A," he said.

HUB-TO-MONTREAL RAIL INITIATIVE GETS ROLLING

Harking back to a bygone era when the Bruins would travel north by train to square off with the mighty Canadiens, New England officials will begin crafting their vision for high-speed rail between Boston and Montreal at a series of public meetings this week.

But proponents of the plan to connect the two key cities via rail say the push for service is anything but a step back in time.

"It has nothing to do with nostalgia," said Jim RePass, president and CEO of the National Corridors Initiative. "It's not about choo-choos, it's about a balanced transportation system (that would) help knit the region together. New England needs to be much better about regional thinking than it is and one of the keys to that is transportation."

This week, work will begin in earnest to see if restoring passenger rail and freight service between the two cities is viable.

Meetings will be held in New Hampshire tomorrow, in Lowell on Wednesday and in Vermont on Thursday as part of a three-year, \$400,000 feasibility study.

"In general, people are very supportive of it," said Ron O'Brien of Parsons Brinckerhoff, which is handling the study. "Obviously, the question that comes (next) is how much is it going to cost and who's going to pay for it? At this point, we don't have sufficient information to answer those questions."

Two years ago, Congress designated the Boston-to-Montreal route a high-speed rail corridor, along with the Boston-to-Portland route. Train service returned to the latter earlier this year after a decades-long hiatus.

In all, a dozen such corridors have been designated across the country.

The 325-mile Boston-to-Montreal corridor - about the same distance as Boston-to-Philadelphia - would need to be upgraded to handle trains that will average about 90 mph. That would mean trip times in the four-hour range.

The proposed route would mimic that of Interstate 89 in New Hampshire and Vermont, winding its way through Manchester and Concord and on to White River Junction, Montpelier and Burlington before heading north of the border to Montreal.

O'Brien said early ridership surveys indicate the train would slightly outperform the Downeaster, the Amtrak-run Boston-to-Portland service that has exceeding expectations since debuting earlier this year.

While no one knows what the service might cost, bringing it to fruition will require a huge investment by Congress, which will need to pass a major funding bill such as the \$12-billion High Speed Rail Investment Act.

"There's a whole lot of people calling for it from both sides of the aisle. . . it's going to happen," said RePass. "There's a realization that we're headed toward a transportation meltdown on the interstates right now. All you have to do is drive on one (to realize it)."

RePass said the biggest hurdle will be changing the public's perception about rail travel.

"It's still way on the back burner in the consciousness of most people," said RePass. "Because we're so out of practice in terms of rail, it's always looked on as some kind of nostalgic fantasy to do this kind of investment (but) rail is a viable alternative and highly competitive when it's funded properly, built properly and maintained properly."

by Doug Hanchett

Monday, November 11, 2002

GUILFORD RAIL SYSTEM RAILFAN TIMETABLE

Guilford Rail System Railfan Timetable #1 covers operations on all GRS-owned and operated lines, from Mattawamkeag, ME to Rotterdam Junction, NY, and from White River Junction, VT to Derby, CT. All routes run via trackage rights over Amtrak, CP, MBTA, MNCR, and NECR are also included, as are all sidings, industrial tracks, and local freight routes.

In over 150 pages of comprehensive information, the timetable includes detailed lists of all stations, bridges, crossings, and other points of interest, as well as complete and up-to-date schedules for both freight and passenger trains operating over the lines. Also included are summaries of both NORAC and GCOR operating rules, and a listing of over 75 railfanning locations in Guilford territory, showing train fre-

quency, radio channel, and defect detector information, along with maps and directions to get you there.

Visit the Oxford Junction Press web site at <http://www.oxfordjunction.8m.com/grs-ppc.html>

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ITEMS OF INTEREST

- February 1&2 West Springfield MA: Big 2003 Railroad Hobby Show, Eastern States Exposition, 1305 Memorial Ave. 9am - 5pm, Adults \$7, Children 5-12 \$1, Under 5 free
- March 9 Haverhill MA: The 11th Haverhill Train Show, Haverhill High School, Monument Street. 10am-4pm, Adults \$4, Children (5-12) \$1, Under 5 Free.