

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

May-June 2003

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— B&MRRHS CALENDAR —

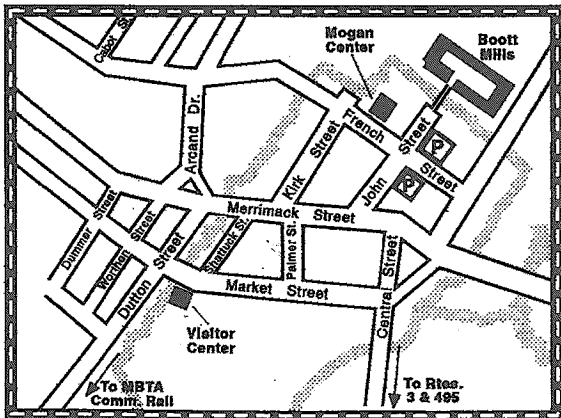
- JUNE 20, 2003** We will be having an "Open House" at the #410 and railcar from 2:00-4:30 PM. Come and see firsthand what your society has been doing. Also on display will be a selection of items from our hardware collection. Parking is free and plentiful in the National Park Visitor's Center lot off Dutton Street. PLEASE NOTE THE DATE WHICH IS ONE WEEK LATER THAN OUR REGULAR MEETING DAY IN LOWELL.
- JULY 25-27, 2003** Lowell Folk Festival. We will be hosting *There will be no membership meeting in July or August.*
- SEPTEMBER 13, 2003** B&M Engineer Alan McMillan will be taking us along the old Boston & Maine. Alan's shows are always well-received. Please be sure to join us for this presentation!
- OCTOBER 11, 2003** Richard Sanborn will treat us to more of his fabulous Boston & Maine material.
- NOVEMBER 8, 2003** Join B&MRRHS Historian Russ Monroe as he takes us on a photographic tour of the B&M.

**NOMINATIONS ARE OPEN FOR
ELECTIVE OFFICE IN THE B&MRRHS**

All members in good standing interested in running for office in the Society should submit their names to the Lowell P.O. Box or contact any officer or director no later than August 1, 2003. THIS IS YOUR SOCIETY... GET INVOLVED!

DIRECTIONS TO THE LOWELL MEETING PLACE- at the traffic light near the Mogan Center, take a right or left depending on which way you come down French St., go past the little guard shack (Parking lot is on right-Boarding House Park is to the left), Walk over the trolley tracks and bridge. Into the courtyard, bear to the right and go to the end. The doorway will be lighted. Also look for signs.

VISITORS MUST PARK IN THE LOT ON FRENCH STREET-NO PARKING IS ALLOWED IN THE COURTYARD.



MEMBERSHIP INFO

Membership:

Dues payment only should be sent to:
B&MRRHS - Dept. M
P.O. Box 9116
Lowell, MA 01852

Newsletter:

B&MRRHS
P.O. Box 418
Gloucester, MA 01930
E-mail: bmrrhs@ix.netcom.com

Business Address:

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

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

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

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

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

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.

SOCIETY OFFICERS, DIRECTORS AND STAFF

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THANKS

Contributors to this issue of the Newsletter are: Dwight Smith, Jerry Kelley, Alden Dreyer, Michael Lennon, Roderick Hall, Peter Victory, Wayne Gagnon, Ron LeBlond, David Ashenden, Preston Johnson, Michael Lennon

NEXT ISSUE

The deadline for the July/August Newsletter is June 8, 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

I have been a member of the Society for some time now and I have always considered it's publications to be top notch. I had the chance today to start to read your B&MRRHS Newsletter and was quite surprised to see the notice on Mr. Wilbur Freys death. The words sounded very familiar to me, in fact so familiar that it sounded like something that I had written on Dec. 19, 2002 to the NERAIL and NMRO Lists! I can see now that my postings were copied word for word with absolutely no credit given to NERAIL, NMRO, or the author, namely me!

I do not mind that my posts were used to spread the word on this occasion but you must give credit to the author! I am willing to let this go but I must insist on three things...

Jerry Kelley

EDITOR'S NOTE: I have apologized to Mr. Kelley by e-mail for my failure to correctly attribute this item. I did not do this intentionally, so I'm just going to have to be more careful in the future.

The Shelburne Falls Trolley Museum, located in the former B&M Shelburne Falls freight yard in Buckland MA will open on 03 May 3003 and will be open weekends and holidays 1100-1700 thru 02 November. Also open Mondays July thru October 1300-1700 and many other weekdays by chance whenever an operator is available. Because the Yard is offered for sale, and eviction on 60 days notice is a real possibility, potential visitors are advised to come earlier rather than later in the season. The Visitor's Center is free and trolley and pump car rides are \$2.00 for all day with children under 6 being free. Guilford runs about 8 trains a day, on average, past the Museum.

Alden Dreyer

I have a couple of comments and observations: Under "Fallen Flags", Wilbur Frey was a long time employee of the Grand Trunk Ry and not the Maine Central. He was first based in Island Pond, VT and in later years at Portland, ME as general foreman (exact title unknown to me) of the mechanical department. Wilbur continued building locomotives in his retirement years at Sierra Vista, AZ. And by the way, it is the Conway Scenic Railroad and not the North Conway Scenic Railroad.

In "From the Editor" you mention a B&M presence by some of the exhibitors at the West Springfield Show this past February. You left out The 470 Railroad Club's presence at the show. That club owns not one but two B&M F7 A cab units, the 4266 in operation and the 4268 on static display. And the Conway Scenic Railroad had a lively display, were they the only operating entity at the show that actually utilizes former B&M trackage?

Dwight Smith

ARCHIVES NEWS

On January 25, a dedicated group that included eight members of the Archives Committee moved the Society's hardware collection and uncataloged Archives material from the Cotton Storage Building in Lowell to our new location in North Chelmsford. This new location is much more accessible and comfortable than the old one. It will enable us better to organize our materials in storage and to expedite cataloging of items so they can be moved to the Archives at 40 French Street, Lowell.

Your chairman has had an opportunity to examine some of the drawings that came to us last summer from the generosity of Mr. Lawrence B. Boyd, formerly Chief Design Engineer, B&M Corp. If a sampling is any indication, Mr. Boyd's collection is sure to become one of our most valuable holdings.

The drawings are generally ink on linen, but there are also blueprints and pencil sketches on paper. The subject matter is wide ranging. Structure plans predominate, but in the first three rolls I also observed a schedule of bridges on the WN&P Division, a plan of the Lancaster Railroad, and an elaborate B&M organization chart dated 1927. The time period covered is approximately 1880 to 1970.

So far, I have cataloged and placed in the Archives drawings of:

- American Express Building at Lynn, Mass. (1913)
 - Stairway at Medford Street, Malden, Mass. (1903)
 - Office building for the Portsmouth & Dover Railroad (1899)
 - Floor plan for Bleachery, Mass., station (1900)
 - West Medford, Mass., station (B&L RR, c1880)
 - Double doors, waiting room, Wedgemere, Mass., station (1899)
 - Station at Hastings, Mass. (1905 revised 1958).
 - Antrim, N.H., station (1902). This station served as a model for Grafton Centre, N.H. (later known as Cardigan) and there are blue prints for Grafton Centre dated 1906.
 - Machine shop, boiler house, and engine house Keene, N.H. (1894-5).
 - Coal shed, Winchendon, Mass. (1894). Floor plan, no elevations.
 - Floor plan, Rindge, N.H., station with proposed additions (1900).
- In many cases there is more than one plan, such as separate elevation and framing plans.
- Photocopies are available upon request.
- The Archives Committee meets monthly to sort and process our growing collection of material about the B&M and other New England railroads. Volunteers and visitors are always welcome. To receive notice of upcoming meetings, please write Rick Nowell, Chairman, Archives Committee, B&MRRHS, P.O. Box 469, Derry, NH 03038.

Rick Nowell

NASHUA, MANCHESTER TEAM UP TO PRESSURE EXEC. COUNCIL ON PROJECT

NASHUA, N.H. (AP) — Political leaders from the state's two largest cities are urging the Executive Council to get a stalled commuter rail project moving.

The \$36 million rail project would extend commuter service to Nashua from Lowell, Mass. That total doesn't include reviving service between Nashua and Manchester, but extending the system between the two cities is part of the state's long-term transportation goals.

Nashua Mayor Bernie Streeter and Daniel O'Neil, chairman of Manchester's Board of Aldermen, said Friday the two cities will work together to convince the council about the project's importance to their communities.

"The public is ready for this. I have people asking about this. There is a real need for this," O'Neil said.

Their target will be Executive Councilor Raymond Wieczorek of Manchester, one of two councilors who voted against a \$79,000 state contract to complete the environmental study for a rail station in Nashua. Without the study, the project cannot receive building permits.

"It's resting on one person," Streeter said. "If there's one to change, he's the one to do it."

The council voted against the contract after truckers objected to having the Department of Transportation spend money on the project. In a lawsuit filed later, the New Hampshire Motor Transport Association

argues that using money collected from gasoline taxes violates the state constitution, which prohibits using gasoline taxes for anything other than highway construction and maintenance.

Wieczorek's son, Robert, sits on the board of directors of the New Hampshire Motor Transport Association. However, Wieczorek said that did not factor into his vote.

"My son doesn't get that involved in that end of the transportation business," he told *The Telegraph* in November.

Councilors Ruth Griffin and Peter Spaulding joined Wieczorek in voting against the contract. Councilors David Wheeler, who represents most of Greater Nashua, and Raymond Burton voted in favor.

Moni Sharma, the executive director of the Southern New Hampshire Planning Commission, said Wieczorek believes the courts must decide the dispute, since the trucking lobby filed the lawsuit.

However, Streeter and others said they are concerned about the delay.

A federal transportation law is being reauthorized in Congress. Local backers said the state's congressional delegation has to see the state government support the project before they will fight for additional taxpayer dollars to pay for the rail project.

Associated Press
Sunday, March 2, 2003

BLUE LINE PLANS NARROWED TO TWO

Two of five alternatives under study by the MBTA would bring the Blue Line to Lynn, but both depend on federal funding.

"We're doing a draft environmental impact statement," said Assistant General Manager for Planning and Real Estate at the MBTA Dennis DiZoglio. To obtain federal funding, which the project will need to be completed, the Massachusetts Bay Transportation Authority must show it has looked at alternative plans, he explained.

The first alternative is to look at the result of doing nothing, to illustrate what would happen if the Blue Line were not extended; the second is a low-cost alternative that would include things like adding more buses instead of extending the rail line.

Alternative three is a plan to connect the existing Wonderland Blue Line stop to a commuter rail stop to be located behind the Wonderland Dog Track.

The final two alternatives would be direct routes to Lynn. One is by way of the Point of Pines neighborhood with what MBTA officials call the Narrow Gauge corridor; the other is referred to as the eastern branch and runs along the existing commuter rail line.

Lynn Mayor Edward "Chip" Clancy was unavailable for comment but Jamie Marsh, the mayor's chief of staff, said Clancy feels "any which way they can get it here, just get it here."

Marsh said he is aware both the direct routes have hurdles, one environmental and one with Point of Pines residents, but said, "Clancy is ready to jump those hurdles to get us there."

DiZoglio noted the Point of Pines area has seen a lot of recent development and neighbors are not happy with the idea of the Blue Line being extended.

He agreed the eastern branch would propose certain environmental obstacles because it runs through the marsh, but said engineers are looking at building trestles for the train rather than filling in the area.

Clancy is a strong advocate for bringing the Blue Line to the North Shore for three reasons: to allow state services to open satellite offices in the city; to allow residents cheaper and faster access to Boston; and to give businesses the ability to come into the city and still have access to a broad spectrum of customers and workers.

Marsh said Lynn has had no problem attracting business such as dot com companies because they are not dependent on foot traffic, but he would love to see Lynn become home to outlet stores or other

retail-based industries.

Marsh said extending the Blue Line to Lynn also provides a cheaper form of transportation to people who work in Boston.

"You're talking \$20 a day to drive versus a buck on rapid transit," he said.

Marsh said Clancy also supports the expansion effort because it would allow state services, such as the Department of Health and Human Services, to open satellite offices in Lynn.

"Under the existing law, state services can't relocate to Lynn because they have to have access to rapid transit," Marsh explained. "We are out of that concentric circle if you will."

"It's an absolute ripple effect of bringing people in, and bringing people out," Marsh said. "We're isolated without it."

Unlike Clancy's any which way you can attitude, Revere Mayor Thomas Ambrosino is opposed to extending the Blue Line as a straight shot through to Lynn.

"A straight shot would have too much of an impact on our neighborhoods. Our preference is to locate behind Wonderland (Dog Track)," he said.

Ambrosino has been a vocal proponent of bringing the commuter rail to Revere, but said he could in no way support the Narrow Gauge alternative and feels locating a stop behind the dog track has an added bonus.

"There is room to put a commuter rail stop there as well," he said.

DiZoglio said once the alternatives are filed with the federal government and each have been analyzed, the MBTA will choose the preferred alternative.

"We should know by springtime," DiZoglio said. "We're close to having the information to make a decision soon and once we have the decision we can take that to Congress and ask for funding."

Congress may approve a new transportation bill in October and "we hope to have our alternative plan included."

By Chris Stevens
Lynn Daily Item
Tuesday, February 25, 2003

COG SOON TO EMIT LESS SMOG

MOUNT WASHINGTON - The Cog Railway locomotives chugging up to the summit of the Northeast's highest peak will be powered by heating oil instead of coal starting next year.

The trains still will run on steam, but without using the coal that causes wear and tear on the trains, the environment and on some passengers' patience. Visitors who book a ride on the three-hour trip frequently are showered by hard, burning cinders.

"I think people are enthused about the fact that it's coal, but once they're exposed to coal, some of that mystique goes away," said the railroad's owner, Wayne Presby.

The first of the railroad's seven trains refitted to burn heating oil will begin running next year, with more to follow if the initial changeover goes well, he said.

The railway has attracted visitors from around New Hampshire and beyond since 1869. The trains, invented by a meat-packing mogul who got lost in a storm hiking to the summit, originally burned firewood to build up steam that drove the engines. But its owners soon switched to coal and stayed there.

After Presby and his business partner, Joel Bedor - who also own the Mount Washington Hotel and Resort - bought the railway in 1983, they started thinking about making a switch. Difficulties with burning oil in engines built for coal, however, delayed the transition until more advanced technology made refitting the engines feasible.

For now, the railway uses about 1,500 tons of low-sulfur coal each season, which lasts from early May to early November.

Coal used by power plants, which is ground into a fine dust

before being burned, tends to hang in the air after combustion and contribute to air pollution, Presby said. But the coal used by the locomotives emits large particles and cinders, which produce thick black smoke, but don't linger in the air as long.

"It's a dirty fuel, and I don't mean in terms of what goes into the air, necessarily, but what drops to the ground," he said. The cinders and coal dust extend as far as a half-mile in either direction of the cog railway, and over the years, have accumulated to depths of as much as three feet beside some sections of the track, Presby said.

Presby said he and Bedor want to switch to heating oil to cut down on maintenance problems caused by the cinders, which scour the trains and foul other equipment, contributing to the company's \$1 million annual maintenance costs.

They also want to create a cleaner railway for their workers and passengers, and to clean up the smoke they produce, Presby said.

Environmental groups and researchers say the switch is a good first step, but a few said natural gas or other clean fuels would make better choices.

"This cog railway is in an incredibly pristine environment," said researcher Kevin Gardner, of the Environmental Research Group at the University of New Hampshire. "I think heating oil will be a big improvement over the coal they've been burning - which is not ideal - but it's certainly not as far as they can go."

*Associated Press
Portsmouth, NH
Monday, February 24, 2003*

SCENIC RAILROAD PLANS AIRED

WILTON - The second of two hearings by the state Department of Transportation on Selectman Stuart Draper's petition to form the Wilton Scenic Railroad will be held Friday at 10:30 a.m. at the department's main building on Hazen Drive in Concord.

The hearing will address concerns or questions raised since the first hearing in February. The first hearing drew interested people from Greenfield, including a selectman.

The plan for the first year is to run the train at least as far as Greenfield State Park.

DOT Commissioner Carol Murray must rule that the plan is in the public interest before the railroad can operate. This hearing will be the last step in the permitting process, although the railroad will have to undergo crossing inspections later in the spring.

"Hopefully this is it," Draper said Tuesday. "You have to have a hearing before they give you the right to operate," he said, adding that he had acquired his license last fall.

The two Budd Liner cars that will become the Wilton Scenic Railroad are parked behind the post office on Main Street waiting for warm weather. Preliminary private excursions were canceled by snow, which is still piled high along the tracks. Those trips are now scheduled for late April, with the first public trip on May 3.

"For five or six years, I talked to people about getting the scenic railroad, but nothing happened," Draper told members of the Main Street Association at a meeting last month. "Then Peter (Leishman) said there were some cars available in Vancouver, so we went out and looked at them."

Draper is in a partnership with Leishman, a Milford resident who holds a lease from the state on tracks from Wilton to Bennington. They successfully bid for two cars from British Columbia Rail, which was discontinuing service in the Prince Rupert area of the province. Draper traveled with the cars as far as Toronto.

The cars were then checked out and made their way to Nashua and then to Wilton by a circuitous route.

Draper said the self-contained, self-propelled, diesel-powered

cars were built in 1955 and 1956 and refurbished in the 1980s, and he said they are in excellent condition. Together, they can carry 110 passengers - one car seats 68 people, the other 42. One car contains a full kitchen, the other a half-kitchen, Draper said.

The Scenic Railroad's new logo was designed by Tracy Lord and depicts a Budd Liner crossing a steel-framed trestle of the kind over the Souhegan River behind Main Street.

Draper plans to offer four trips during the Arts and Film Festival in town on May 17 and hopes to operate on weekends until the middle of June, offering three trips daily at 11 a.m., 2 p.m. and 5 p.m. In the summer, the train would run more often.

"I see us as a destination point," Draper said. "There are maybe five million people within a day's drive and there is nothing else like this is the area."

He intends to work closely with the Main Street Association and the Wilton Business Association, he said. "We need to promote the whole area, places like Frye's Measure Mill and Greenville Wildlife Park."

He noted the number of special events held in Greenfield at Oak Park, such as the annual Celtic Festival, which attracts several thousand people.

Draper said he would like to use the former freight house as a depot, but it is currently owned by Guilford Transportation.

"Hindsight is better than foresight," he said. "I should have kept it."

Draper is working on a property swap to get it back, he said, and will fix it up for other uses, such as a museum or store, if not as a place to buy tickets.

"The old scale is still there," he said, "and the old freight master's office."

The freight station is about 500 feet from the end of Guilford's track, and Draper said the amount of liability insurance Guilford wanted for use of those few feet was prohibitive.

In addition to upgrading the tracks, Draper said they would prob-

SCENIC RAILROAD PLANS AIRED (Cont.)

ably have to install siding behind the post office so the gravel train could get by. The state has committed to "3,500 new ties between here and Greenfield," he said. "We can go 15 miles per hour now, and with an upgrade could go 25."

The train would also be available for local organizations to rent for special occasions. Either car could be reserved on a regular run; it would cost \$1,100 to rent the whole train, or about \$10 a person. On regular runs, tickets will be \$12 for adults, \$8 for children ages 5 to 12 and \$2 for children younger than 5.

The train has already been booked for a trip on May 10 by the Massachusetts Bay Railroad Enthusiasts, Draper said.

"We have to pay a portion of our revenue to the state for rail rehabilitation," he said, noting the need for new ties and other work

between Greenfield and Bennington. "We have been cutting and chipping brush and have gotten about as far as Russell Station" in Greenfield.

Draper said snacks would be available on the train, and there will also be a gift shop.

"This has generated a lot of interest. About a hundred people showed up one Sunday to take pictures while we were working on the cars. I want it so families can go," he said. "Trains are for kids."

Jessie Salisbury can be reached at 654-9704.

Thursday, March 20, 2003

By JESSIE SALISBURY, Telegraph Correspondent
jessies@tellink.net

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 33 different ETT's and 6 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

STB STANDS FIRM ON DOWNEASTER DECISION

WASHINGTON, D.C. – The Surface Transportation Board has reiterated its earlier decision that Guilford Rail System must permit Amtrak's Downeaster to travel up to 79 mph between Portland, Maine, and Boston.

In its January decision, the STB said the 115-pound continuous welded rail on Guilford's main is sufficient to support 79 mph speeds. Guilford owns the portion between Portland and Haverhill, Mass. Massachusetts Bay Transportation Authority owns the remainder; MBTA was not contesting the speed limit.

The STB last week denied Guilford's petition for clarification of the decision, saying it agreed with Amtrak that the original decision was clear and needed no clarification.

"Amtrak should not be prevented from operating at speeds of up to 79 mph as long as the line is maintained in accordance with FRA Class 4 track safety standards," the STB said in its recent ruling. "Accordingly. . . we order Guilford to permit Amtrak to operate at FRA Class 4 speeds."

The Downeaster had been operating at 60 mph since service began in December 2001, but Amtrak argued that it should be able to run at faster speeds. Its faster schedule is anticipated to shave at least 15 minutes off the current two-hour, 45-minute run between Portland and Boston.

WILTON SCENIC RAILROAD 2003 OPERATING SCHEDULE

Advance ticket purchase on line or by phone is recommended

Call (603)654-RAIL (7245)

Saturday May 3, 2003 at 11, 2, and 5
Saturday May 10, 2003 at 2, and 5
Sunday May 4, 2003 at 11, 2, and 5
*Sunday May 11, 2003 Mothers Day at 11, 2, and 5
*Saturday May 17, 2003
Wilton Arts and Film Festival
10:00am, 1:00pm, 4:00pm and 7:00pm
Sunday May 18, 2003 at 11, 2, and 5
Friday May 23, 2003 at 11 and 2
Saturday May 24, 2003 at 11 and 2
Sunday May 25, 2003 at 11 and 2
Monday May 26, 2003 Memorial Day at 11 and 2
Saturday May 31, 2003 at 11 and 2
Sunday June 1, 2003 at 11 and 2
Saturday June 7, 2003 at 11 and 2
Sunday June 8, 2003 at 11 and 2
Saturday June 14, 2003 at 11 and 2
*Sunday June 15, 2003 Fathers Day at 11 and 2

Also Sunday through Saturday

June 16, 2003 through August 31, 2003 at 11 and 2

Monday September 1, 2003 Labor Day

10:00am, 1:00pm and 4:00pm

Saturdays & Sundays from September 6, 2003 through September 28, 2003

11:00am and 2:00pm

Wednesday October 1, 2003 through Sunday October 19, 2003

11:00am and 2:00pm

Saturdays & Sundays from October 25, 2003 through November 30, 2003

11:00am and 2:00pm

The WSRR reserves the right to cancel or change the schedule at any time without notice

info@wiltonscenicrr.com

RAILROAD BUFFS ARE WORKING TO BRING BACK A LEGEND

CLAREMONT, N.H. - The Edward G. Budd Manufacturing Co. built a diesel-powered engine just in time. It was 1934, and the Depression had hit the railroad industry hard. Fewer and fewer people were riding the old steam engines.

So when the Budd Company introduced its new diesel prototype, the Boston and Maine Railroad jumped at the chance to order one. On April 4, 1935, the Flying Yankee took over the route between Boston and Bangor, Maine. It was the second diesel-powered passenger engine in the nation, and the only one in the Northeast.

The riders loved it. Running time for the day's service, a round trip to Bangor bookended by shorter hops between Boston and Portland, was cut by more than an hour. The three cars benefited from air conditioning in the summer and steam heat in the winter. Stewards prepared food in an electric-powered galley. The rear car, known as the observation car or solarium, sported curving windows all around the train's posterior. The Art Deco design was lean and low, crafted from stainless steel.

The train could hit speeds of up to 125 miles per hour - just 25 miles short of what today's Amtrak Acela Express can clock. After a year, ticket sales shot up by nearly 50 percent.

The Flying Yankee retired from service in 1957, after nearly 3 million miles on the tracks. B&M donated it to the Edaville Railroad in Carver, Mass., where the train sat for nearly 40 years. The steel rusted. Mice took up residence in the walls. The blue-green paint in the passenger compartments chipped away.

In the mid-'90s, a group of railroad enthusiasts calling themselves The Flying Yankee Restoration Group purchased the three-car train and moved it by truck to New Hampshire. In 1997, the group contracted with the Claremont Concord Railroad to restore the Flying Yankee. Today, the second car has been completely restored; the cab has been rebuilt and the eight-cylinder engine restored. The group has spent \$2.5 million and restored three-quarters of the train. Finances have put the project temporarily on hold.

"When we started this project, you couldn't jackhammer that motor apart," says project manager Edwin Evans of Claremont Concord Railroad. "This was a prototype. The drawings we have from when it was built have only

made our job harder. None are consistent."

Not only are the drawings inconsistent; the train itself is. Every part was handmade. No two pieces are exactly the same. Parallel lighting tracks that run through B Car look as if they should be interchangeable, but they're not. So taking the train apart to clean or replace a part and then putting it all back together has been like working on a 5,000-piece jigsaw puzzle. Plus, since the group intends to put this train back on the tracks and use it for educational and fund-raising purposes, it has to meet today's standards: That means creating disability access and safety and health precautions that didn't exist when the Flying Yankee was first built.

"The rest rooms used to just dump on the track," Evans explains. "We have to put in several hundred gallons of capacity for black water and fresh water that weren't there before."

Evans is standing in the engine room, looking over the motor. "This is the Winton 201A, 660 horsepower, eight cylinder, two stroke, like a Chevy V8," he declares proudly. "We cast the cylinder liners. The ones in here were not salvageable. We made patterns and cast it brand new."

The B Car stands on the tracks outside the Claremont Concord Railroad building. Inside the car, the walls have been painted a pale teal, and the seats are upholstered in purple velour. Tiny racks over the seats look too small to be luggage racks.

"They're for fedoras. Men would wear hats," Evans says.

It's hard to know when the restoration will be complete. The Flying Yankee Restoration Group will hold open house events the first Saturdays in April, May, and June to show off their baby and perhaps raise some money.

"It's been a labor of love," Evans says. "A lot of people thought we were nuts." He looks fondly at the stainless steel trim and pats what might be his own handiwork, or that of engineers nearly 70 years ago. "It's neat that people can reach out and touch what was."

Cate McQuaid is a freelance writer who lives in Haverhill.

*By Cate McQuaid, Globe Correspondent
Boston Globe
3/30/2003*

RAILROAD PROJECT AWARDED \$3 MILLION

NASHUA - The disputed commuter rail project that would allow riders to travel by train from Nashua to downtown Boston got an injection of \$3 million in federal funds from a spending bill passed by Congress on Thursday night.

The \$397.4 billion bill, which President Bush is expected to sign, also includes more than \$1.6 million for other city projects.

The bill contains \$360,000 for restoring the historic gatehouse in Mine Falls Park and creating an educational resource center. It also provides \$1.3 million for two clean water projects - the city's separation of the combined sewer and storm water pipe systems, and an ongoing regional study of the Merrimack River watershed.

The consolidated federal budget includes money for a range of programs, from agriculture to the postal service and education. The bill increases funding for special education by \$1.4 billion, and will send \$37.5 million for it to New Hampshire, an increase of more than \$5 million over last year for the state.

This has been a good week for the commuter rail project, which would link Nashua to the Massachusetts Bay Transportation Authority line that now ends in Lowell, Mass., as Gov. Craig Benson included \$3.5 million in his budget proposal for the purchase of land needed for a station and parking lot.

The project has been stalled, however, by the Executive Council's refusal to approve an engineering contract for the rail station.

The pot of federal money is growing, but it will not be put to use unless the council reconsiders the rejected contract, said Andrew Singelakis, the executive director of the Nashua Regional Planning Commission.

"The state issue needs to be resolved," Singelakis said.

The New Hampshire Motor Transport Association sued the state in December, claiming it was unconstitutional for the state to use gasoline taxes to pay for the rail project.

U.S. Rep. Charles Bass, a rail advocate, has successfully lobbied for the transportation money in recent years. Some \$9 million in federal transportation aid has been earmarked for the rail project, including the recent appropriation.

"This commuter rail line will be extremely helpful in reducing congestion for the thousands of commuters who travel back and forth from New Hampshire to Massachusetts on a daily basis," the Republican congressman said in a written statement.

Consultants estimate about 950 riders would use the rail service in Nashua on the first day, and its popularity would grow from there.

"This is a great day for Nashua relative to Congress," said Mayor Bernie Streeter.

Saturday, February 15, 2003

Nashua Telegraph

By ANDREW NELSON, Telegraph Staff

RESCUE CREWS PRACTICE FOR PASSENGER TRAIN EMERGENCY

SACO - The Downeaster had never looked like this. The passenger train was stopped in Saco, its power was out, and several windows were removed from cars.

Rescue workers were climbing into the train, some via ladder, and hauling out people on stretchers through an early-April storm that brought down hail, sleet and snow.

The rescue workers were part of a railroad accident training session for fire and emergency medical response units that operate along Amtrak's York County route.

The training session would help rescue workers familiarize themselves with the train, and how to reach crucial access points. The operations also included hazardous materials drills.

In a darkened passenger rail car, Steve Harding, York County EMA information officer, stood among firefighters that were combing through the train. Harding said the train could carry about 100 potential victims in an accident.

"A hundred things could go wrong with one of these," Harding said.

Harding said Saturday's snow may have slowed things a little, but it also added a sense of realism.

"It would be nice to do this in July, but emergencies don't always happen in July. You know Murphy's law," he said.

Kennebunk Fire Chief Stephen Nichols was on hand at the session

"It's good for the team to practice before an accident occurs," he said. "The weather conditions could be the real deal. Training makes perfect."

Wells Fire Chief Daniel Moore said Wells assisted in taking patients out through the windows, and also hunted inside the cars for patients.

"Amtrak comes through Wells," said Moore. "Its history has been safe and good, but as an emergency service, we have to be prepared. The name of the game is teamwork."

Units from Saco, Biddeford, Old Orchard Beach, Wells, Kennebunk

attended. Other agencies that participated included Kennebunkport, Ogunquit, Portsmouth Naval Shipyard, York County EMA, Southern Maine Medical Center, York County Search and Rescue, York County Emergency Management, the Salvation Army, Guilford Rail Line, Amtrak, and the Federal Railway Administration.

Harding said York County EMA had been working for months to put the session together.

"It takes an awful lot of time to put it together," he said. "We hope an emergency never happens, but if it does, we'll know what to do."

As part of the training, volunteer employees from Southern Maine Medical Center played the part of victims. Some were supposedly incapacitated, and needed to be carried out on sleds, others could be seen escorted on foot.

Among the "victims" was Elaine Marcoux of Biddeford. She has worked for Southern Maine Medical Center for 25 years in patient accounting. She said this is not the first time she has played the role of accident victim.

"Anything to help our firemen," she said.

In the drill, Marcoux said she was in a bathroom, behind a closed door.

"They had to find me," she said.

Marcoux behaved as if she had neck and back pain. Once fire fighters discovered Marcoux, she was carried on a flat stretcher through an open window.

"Four guys had to do it," she said. "They worked well. They did excellent. I felt I was in very good hands."

John Swinconeck can be reached at jswinconeck@seacoastonline.com

Thursday, April 10, 2003

York County Coast Star

By John Swinconeck, York County Coast Star Staff writer

RAIL STATION LAND BUY SIDETRACKED

CONCORD - A \$3.5 million proposal for the state to buy land in south Nashua may be the latest casualty of the bruising legal fight over how to finance the extension of commuter rail to Nashua.

The House of Representatives today is expected to give initial approval to a two-year public works budget that does not include the land purchase for a future rail station and parking garage.

Gov. Craig Benson and Transportation Commissioner Carol Murray both supported the land purchase.

But Rep. Bill Leber, R-Andover, said the House Public Works and Highways Committee took it out due to an ongoing lawsuit from the trucking lobby that challenges the use of gasoline tax and motor vehicle fee money for rail.

The \$3.5 million would be financed with state highway fund bonds.

"This was a highway fund issue," Leber said. "It's prudent at this time to take it out."

Murray said last week that she still hoped to revive the project.

"This land is not only to be used for rail, but it's going to be a major portal for buses," she said.

An aide to Nashua Mayor Bernie Streeter said city officials are working with a consultant to demonstrate that parking fees from a garage on the parcel could supply the state with revenue needed to pay off the bonds.

Sen. Jane O'Hearn, R-Nashua, said finding some money to help buy the land on East Spit Brook Road in Nashua is critical.

"All the Senate Republicans I talk to are supportive of the concept, but they want to see it be self-supporting. The fact of the matter is every rail project needs a subsidy to survive," O'Hearn said.

Wednesday, March 26, 2003

By KEVIN LANDRIGAN, Telegraph Staff
landrigank@telegraph-nh.com

AMTRAK'S DOWNEASTER HITS A DIP

PORTLAND, Maine - After a successful inaugural year, Amtrak's Downeaster experienced a sharp drop in ridership in the first two months of 2003, prompting renewed emphasis on a plan to boost the train's speed.

Uncertainty about the economy, bad weather, terrorism alerts, and prospects of war all contributed to a 22 percent drop in ridership in January and a 32 percent drop in February, officials said.

The rail authority, which operates the Portland-to-Boston service, had anticipated a decline after the first-year luster faded.

"It's the service maturing. We're steadying out," said John Englert, executive director of the Northern New England Passenger Rail Authority.

The rail authority has launched a promotion allowing children to travel free and seniors half price this spring, a slow time for travel. After Memorial Day, passenger traffic is expected to grow. The drop in ridership demonstrates the importance of boosting the speed from 60 miles per hour to 79 miles per hour, said Amtrak spokesman Dan Stessel.

The rail authority continues to be mired in a dispute with the owner

of the track between Portland and Plaistow, N.H., over whether it's safe for the Downeaster to operate at the higher speed.

Amtrak's experience in other markets shows that higher speeds would boost the Downeaster's ridership, Stessel said.

"The objective of the service is to offer an attractive option to driving or taking a bus. Seventy-nine miles per hour would allow us to do that. Sixty is just a little too slow," he said from Washington.

The US Surface Transportation Board ruled in favor of the higher speed on Jan. 31, but the track's owner, Guilford Rail System, has asked the panel to reconsider. That means the speed won't be increased any time soon.

David Fink, Guilford's vice president, declined to comment. In documents, Guilford repeated its assertion that the 115-pound track used in a \$48 million upgrade was insufficient to support Amtrak trains traveling at 79 m.p.h.

Amtrak, the Federal Railway Administration, and the rail authority say Amtrak trains operate safely on 115-pound rail across the country.

Englert, from the rail authority, said the factors that hurt the Downeaster have affected all carriers, including airlines and buses. He

said that the Downeaster is doing better than the industry average.

"It's a real tough time out there right now, and everyone's feeling the squeeze," he said.

For now, Englert said he's not too concerned because the Downeaster already is seeing an improvement this month, and the spring promotions should further help boost ridership before the busy summer season.

"The train is here to stay," Englert said. "And these issues of the economy, the weather, and terrorism are all business problems that we'll work through."

The Downeaster went into operation on Dec. 15, 2001, with four daily trips in each direction between Portland and Boston's North Station.

Stops include Saco and Wells in Maine; Dover, Durham, and Exeter in New Hampshire; and Haverhill and Woburn in Massachusetts. Seasonal stops in Old Orchard Beach, Maine, will begin on May 1.

By Associated Press
3/24/2003

MANCHESTER AIRPORT TO ADD NEW FLIGHTS

Starting next month, Pan Am affiliate Boston-Maine Airways will begin regularly scheduled air service between Manchester Airport and Bangor, Maine; Martha's Vineyard and Nantucket; Saint John, New Brunswick, and Halifax, Nova Scotia.

Nonstop flights will be offered to all points except Halifax.

When the new service begins March 20, Boston-Maine President Dave Fink said, he'll be close to a decision on service to Hyannis, Mass., and Groton, Conn.

Introductory one-way fares from Manchester will be \$49.50 to Bangor, \$89.50 to Halifax, \$89.50 to Saint John, and \$99 to Martha's Vineyard and Nantucket. The Portsmouth-based airline will be using its twin turboprop planes, which carry 19 passengers.

Airport Director Kevin Dillon said the Boston-Maine Airways flights to and from Canada will provide an important link for Canadians who are interested in connecting with the Southwest Airlines system at Manchester.

Fink said when Manchester Airport's runway extension opens in June, he is looking at jet service from Manchester to Florida and the Caribbean, including the Dominican Republic, Puerto Rico and Costa Rica.

He said the expanded service at Manchester Airport won't affect Pan Am jet service to Florida from Pease Airport, which resumed earlier this month after a one-month hiatus.

At a news conference at the airport yesterday, Fink said he wanted to offer service at Manchester because "no other airport has that growth. I want to be part of it."

RAILROAD TIES

Fink also wants to be part of a renewal of rail service, initially from Lowell, Mass., to Manchester, with the possibility of extension to Concord.

He said he's been in talks with Manchester Mayor Robert Baines and Nashua Mayor Bernie Streeter, as well as state trans-

portation department officials.

One of the owners of the Guilford Rail System, Fink said rail service connecting with Lowell, and by extension, all of the Boston area, would benefit not only the general New Hampshire economy, but also the airport. Fink envisions a station to serve the airport as well as one to serve downtown Manchester.

"We have the railroad. We have the tracks," he said.

Passengers could go across the platform in Lowell and catch a train to Boston, he said. Eventually, he sees service extended to Milford and Wilton to accommodate development in the southern part of the state.

Fink estimated the cost of a two-year test of rail service at \$40 million to the railroad for a single-track operation. He said the primary obstacle to rail service is the lack of a cap on liability. He said Massachusetts, Maine and Vermont have capped liability. In the absence of a legislative ban, one option would be for the state to pick up the railroad's insurance premium.

U.S. Sen. John Sununu, R-N.H., who was at the airport for a flight, weighed in on governmental support for rail travel. Sununu said he'd like to see an end to large subsidies for transcontinental travel, with a focus instead on the Northeast corridor, which he said could be a money-making operation.

Dillon said a rail connection between Manchester and Lowell could play an important role in increasing the airport passenger base. The airport now draws 20 percent of its passengers from Massachusetts; that percentage is projected to double by 2010.

Baines said Manchester is in the midst of a renaissance and rail service would be an asset, especially in connection with the airport, the Verizon Wireless Arena and a proposed minor league baseball stadium.

February 20, 2003
Manchester Union Leader

SALVAGING PIECES OF B&O HISTORY

(Editor's note: I know this isn't Boston & Maine, but it may be the most important story in railroad preservation in 2003)

Gently arranged in a section of the B&O roundhouse between an enormous Civil War-era locomotive and an 1862 iron boxcar was a place setting found aboard a railroad dining car a half century ago — complete with chinaware, silver utensils, a check stub and an unused tea bag.

It was precious history to the folks at the B&O Railroad Museum

in Baltimore and feared lost in the twisted rubble of wrought iron beams, wood planks and slate shingles in the collapse of the roundhouse Feb. 17 during a record snowfall.

Within weeks of the collapse, broken pieces of china, a water-logged waiter's jacket and unscathed knives and forks were found. But not the tiny tea bag that, by then, was likely lying in a tea-colored pool of melted snow.

"I told the iron workers, 'A case of beer to whoever finds that tea bag,'" said Edward Williams, B&O deputy director and chief curator.

A worker found the tea bag within a few days and Williams gladly fulfilled his promise.

For the past month, B&O officials have been busy trying to catalog their 15,000 small pieces of railroading artifacts and store them in boxes until the museum can reopen. They're also assessing damage to about a dozen of the 200 rail vehicles.

While officials are confident insurance will cover rebuilding the roundhouse, they're also sure it won't pay enough to restore what will go in it: at least 12 damaged or destroyed railcars and thousands of smaller artifacts and pieces.

Establishing values for insurance purposes promises to be tedious for the museum and its insurer, Atlantic Mutual, because there is no market for many of the pieces, such as a 1950s tea bag 'B&O' stamped on its tag.

"That tea bag was the only one we know of still left of its kind," said B&O curator Shawn Herne. "It demonstrates the diversity that we have here, from a 3- or 4-ounce tea bag to 400-ton locomotives. It was important for us to find it."

The museum is planning a fund-raiser for collection restoration.

"I mean, we're talking such a wide scope of things, from locomotives to porcelain teacups," Williams said. "The insurance company can appraise it and we can challenge it, if we want, but ultimately we just have to wait to see what they tell us."

Atlantic Mutual had two appraisers complete an analysis of the collection recently, with the objective of issuing a report of damage estimates this month.

The museum is preparing a package that shows the before and after pictures and what the museum thinks each artifact or railcar is worth. The B&O is getting outside help in its analysis of the damaged locomotives and railcars.

Experts from railroad museums in California, Pennsylvania and North Carolina began visiting the B&O last week to further assess the railcars and help bolster the museum's case for reimbursement.

"Each of these people coming has a different specialty and can point out things about specific locomotives that maybe we overlooked," Herne said.

B&O officials believe they won't have the money to restore everything at once and might have to put off saving some pieces for several

years.

Some of the more significant pieces damaged or destroyed included a World War II-era diesel locomotive, the only known example of a railroad fire engine, a rare 19th-century wooden passenger railcar and a baggage railcar.

Also lost or damaged were rare rail station benches and signs, scale-model railcars with movable parts, and sheet music and ticket stubs from the 1927 Fair of the Iron Horse held in Halethorpe.

The roof collapse forced the B&O to cancel its Fair of the Iron Horse, which was supposed to start in late June and be the largest railroading pageant and exhibit ever in the United States. At least 350,000 people were expected to attend the fair celebrating the 175th anniversary of the founding of the Baltimore and Ohio Railroad. The Baltimore museum is not affiliated with then B&O Railroad Station Museum in Ellicott City, which is also planning an anniversary event.

Construction workers have cleared debris from the roundhouse and have established piles of rubble outside the building. The force of the collapse is most evident in the once-straight wrought-iron trusses that are now kinked and bow-shaped from the weight of snow that conquered the roof.

The museum is keeping the iron trusses for now because iron is considered a valuable commodity, and the B&O may try to use the metal in some other fashion in the rebuilding, Williams said. But the new trusses will be made of steel and will not be riveted together, as the old ones were. They will probably be welded.

The museum cannot easily get rid of the roof's wood planks and piping because they are laden with lead-based paint, as were the iron trusses. That debris will be sent to a Michigan company that can properly destroy the materials.

The 45,000-square-foot roundhouse was built in 1884 and is considered one of the jewels of railroad museums in the United States. The B&O is noted worldwide for its rare 19th-century collection of railcars and artifacts.

Though they hope the roundhouse will be rebuilt by Christmas, officials have said the museum will not reopen this year.

April 6, 2003
Baltimore Sun

CARS LEFT ON TRACKS NOT UNCOMMON

NEWMARKET - Whoever left a stolen car on the railroad tracks here nine days ago did not have a unique idea.

People frequently leave vehicles of various types along Guilford Rail System's 1,500 miles of track, according to a company executive.

"We ran over a snowmobile two weeks ago in Maine," David Fink, executive vice president of Guilford Rail Systems, which owns the tracks, said Friday.

The owner had been riding on the tracks when the sled's skis became wedged, and he watched as the train crashed into it just outside Waterville.

The train was undamaged, but the impact, said Fink, condensed the machine to "the size of a suitcase" and shortened 4-foot skis to half their size.

The Jan. 18 incident in Newmarket wasn't even the first car on the tracks - not even for that town, said Fink. People sometimes leave their cars on the tracks while they head to fishing spots on the Lamprey River, he said.

"There's several areas right there where people will drive their cars right in," he said.

The company's own police patrol the tracks on all-terrain vehicles and snowmobiles looking for such obstacles because, although there's a chance the only damage would be to whatever is in the train's path, vehicles and other objects of substantial size have the potential to derail the train and cause serious human injury, said Fink - an even greater concern

with Amtrak's popular Downeaster passenger train using the company's tracks on its four-times-daily runs between Portland and Boston. "We don't like people driving on the tracks in any way, shape or form," he said.

Police are still looking for the culprits responsible for last week's incident, in which the stolen black 1997 Honda with Massachusetts license plates was reported on the tracks near Cedar and Elm streets just before 6 a.m. Saturday, Jan. 18. If found, according to Chief Rodney Collins, they could face charges of possession of stolen property as well as trespass for traveling on the tracks, which are private property.

Police notified the railroad and had the vehicle towed within a few minutes.

The railroad's practice in such situations, said Fink, is to radio ahead to the trains and send out its police.

He said there were no trains in the vicinity of last weekend's incident and no collision was "imminent," but pointed out that trains are running on the tracks every hour, even on weekends.

"There's never a day when there's not," he said.

By PEG WARNER
Union Leader Correspondent
Manchester Union-Leader
January 27, 2003

TRUCK ON TRACKS CAUSES TERRORISM SCARE

PORTSMOUTH, N.H. — Portsmouth police officers, firefighters, state police and the Manchester bomb squad were called in Tuesday morning after a black Ford truck carrying three 55-gallon barrels was found parked on railroad tracks in the city.

The large black barrels were later found to contain driveway sealant, but with the nation's newly heightened terror alert, and the president's 48-hour deadline for possible military action against Iraq, the stalled truck on the tracks placed thoughts of terrorism into the minds of some local law enforcement officials.

"The way we dealt with this matter was a little different with everything going on," said Portsmouth Police Sgt. D.J. Ferland, who explained that in other circumstances thoughts of calling in the state police and the bomb squads and the possible evacuation of neighboring houses may not have been considered.

The concern was further heightened when police realized that it wasn't just one vehicle that had been abandoned, but rather two were found parked on the tracks and one stuck in a mud pile near the tracks. The flatbed Ford F250 along with a blue Ford Escort and a Toyota Camry station wagon were all reported stolen around 8 p.m. on Monday from Foreign Autoworks on Government Street in Kittery, Maine, according to Kittery Police Detective William Hackett.

All three cars were found parked either on or alongside the railroad tracks near Partnership Road. The tracks run parallel to Islington Street.

Hackett said Kittery and Portsmouth police are now working on a joint investigation; no suspects have yet been identified.

A resident living in the area called police around 8 a.m. on Tuesday to report a suspicious truck on the railroad tracks near his home, Ferland said.

Police responded in minutes, according to Ferland, and a call was quickly placed to Guilford Rail System, which owns the tracks, for fear that a train was scheduled to pass the tracks shortly.

Guilford's executive vice president, David Fink, said the train was being routed on a different track, but this wasn't known to Ferland, who said he could hear the train's whistle during the investigation and thought it was headed toward the blocked tracks.

"We quickly established a command post, and prepared the (nearby) houses to evacuate," said Ferland, adding that once the Fire Department was called in, and a brief inspection of the truck was complete, Islington Street was reopened and residents were informed that the barrels most likely contained driveway sealant.

The street was blocked off for about 10 to 15 minutes.

Later, the state bomb squad responded and the vehicles were towed off the tracks.

Before the substance in the barrels was identified, however, the scene at the tracks seemed eerie and distressing.

The two rear tires of the black truck sat on the train tracks, and the barrels were in the back, immersed in morning fog. In the distance, the other two vehicles could be seen on or near the tracks.

Hackett, the Kittery police detective, said the three vehicles had three different owners, and all three will receive their cars once the investigation is completed.

Two pieces of evidence were taken from the vehicles, Hackett said, adding that no real leads have yet arisen.

The keys were still inside the vehicles, he said, and damage seemed to be limited to a few flat tires from driving into the mud and over the tracks.

According to Hackett, the three cars are valued at around \$5,000 each, making the theft a felony.

Anyone who has information regarding the theft is asked to contact either the Kittery Police Department at (207) 439-1638 or the Portsmouth Police Department at (603) 427-1500.

The Portsmouth Herald
March 20, 2003

RAILROAD LINE AND STATION RESTORED

The University of New Hampshire Dairy Bar, Durham New Hampshire once again hums and vibrates with the rumble of singing rails as one of Amtrak's recent success stories becomes a success story for the construction crews who made it possible.

The newly opened Amtrak "Downeaster" rail line from Boston to Maine has experienced higher ridership than anticipated. The project (encompassing 114 miles through three states included upgrading all public crossings with gates, lights and bells even through private, farmland crossings and extensive debates pertaining to safe speed limits for the proposed passenger line.

The extremes of life in the world of construction are amply illustrated by three stations along the new "Downeaster" route. R.S. Audley, Inc., General Contractor, David Birkland stated "The Durham Station is the only restoration (in the job.)"

There were three stations involved: Exeter, (very little work) the Dover station, (considerable new construction needed and the Durham Dairy Bar (restoration and reconstruction.)"

The Dairy Bar is no stranger to "change". The Richardsonsque building was originally built in 1896 in Lynn, MA where it served as an active B&M railroad station until 1911. The building was dismantled and transported to Durham in 1912 where it was completely reconstructed and used as a station for the University until the 1960's. Within the next decade the station was purchased for a dollar and transformed into a popular snack bar and ice cream stand.

"The original canopy over the ice cream 'window service' almost collapsed so we built a new one," said Birkland. "This is

very different for us. We usually do large infrastructure jobs (bridges, roads tunnels etc.) so we had a lot of fun on this job. It's such light construction compared to what we usually do that it's funny. We usually put up tons-not pounds! The project has been very involved," he continued. "It's been an ongoing process for 12 Years."

Rails ties railroad beds and granite curbs also needed to be restored as well as the stations. "Unusual tools used on this job included chainsaws a 16" beam saw and routers" said Dave. "They're not unusual for other people, but they are for us! We normally use cranes and H Piles on our jobs. Here we just had a little back hoe!"

Sections of the old canopy were repaired or replaced with authentic reproductions a post and beam style, with lumber milled to match old dimensions from the original 1896 structure). The building was extended 150' of low rail platform constructed with handicap access) and a mini high rail platform for passenger boarding was built beneath a highway overpass. A traditional slate roof was a unique part of the building's era which was restored.

"Trying to match the old traditional styles was a challenge," stated Birkland "the way it was designed with column plates all recessed behind the beams and a million structural details for such a small job. There are over 240 bolts in the mini platform alone. The design of old buildings like these is unbelievable, (such as) 22 bolts at each beam connection in the roof. Usually we do bridges that can have 200 bolts at each connection! One of the best parts of this job was the dairy bar itself. The people were very cooperative

RAILROAD LINE AND STATION RESTORED (Continued)

and we've cooperated with them" so the lunch room could remain open during construction.

"They had anything we wanted to eat for lunch. This job sure had its benefits!" Visitors crowded the platform and bride on opening day as the premier "Downeaster" passenger train pulled into Durham Station for the first time in years, carrying governors and dignitaries. The last time I rode a train through here was in 1952," said trackside visitor, Frank Graham. "I graduated from here in '52. This used to be a double track.) I wouldn't miss this."

The Downeaster is a success story for historical preservation-

ists and the construction crews hired to save a little piece of American history rather than destroy it. As visitors crowded the station and tourists purchased "First Day Covers" of "The Inaugural Run" the first of many trains blew a shrill whistle and headed out of the station. As the engineer waved goodbye to "the press" someone said the ice cream never tasted better.

by Susan B. Kominz
Hard Hat News
November 29, 2002

TRACKING A BIT OF RAIL HISTORY

BEDFORD It's a gravel bicycle path right now.

But in June, with a \$10,000 gift in hand, railroad fans will install a short stretch of track along the original route of the nation's first narrow-gauge railroad.

The Billerica & Bedford Railroad was a novelty in 1877. It was a real railroad despite the scant 2 feet between the rails. Most railroads then, and now, were of standard gauge 4 feet, 8 1/2 inches.

Proprietor George Mansfield touted the diminutive railroad as a way to save engineering and operating costs.

The 8.3-mile line ran from the old Boston & Lowell Railroad station in Bedford, which still survives, past Nuttings Lake in Billerica, across Route 3A, and ended at the old Boston & Lowell Railroad depot in North Billerica.

It was a financial flop, however, lasting only six months. After it folded, Mansfield packed up the track and two steam engines, and moved his cargo to Maine, which once boasted the most 2-foot trackage in the nation.

The Billerica & Bedford's original engine house became a freight house and still stands in Bedford, awaiting restoration.

"It's a wonderful thing," Bedford Selectman Joseph Piantedosi said. "This grant will allow us to recreate a piece of history in town and actually install a piece of railroad so people from all over the world can see it. There's strong interest in this."

He's also a board member of Friends of Bedford Depot Park, an 8-year-old nonprofit group with 331 members that has designed several rail-preservation projects in the station's South Road area.

Projects include:

Restoring the depot and freight house, which was a B&B engine house.

Opening a railroad museum.

Restoring Budd Rail Diesel Car #6211, a self-propelled, stainless-steel passenger car. The car, built in 1955, now sits on tracks at Depot Park.

All told, the projects will cost about \$1.3 million.

"The projects are designed at the local level, approved at the state level with funding from federal Highway Administration," said Jim Shea, president and founder of the Bedford Depot Park.

Shea, 44, became interested in the 1990s, when the Minuteman Bikeway was paved on the route of the Boston & Maine's old Lexington Branch, which stretched from Arlington to Bedford.

"I lamented the fact that the history of the railroad was being covered over. I also saw no proper facilities for users of the bike-way. It ends inauspiciously at busy South Road, and oftentimes people didn't know where they were. That was the start of the Depot Park project," he said.

The restoration of the Billerica & Bedford, to be performed by volunteers, is a separate project.

The \$10,000 was this year's annual H. Albert Webb Railroad Preservation Award and was presented to the town by Webb's son on behalf of his late father, a longtime member of the Massachusetts

Bay Railroad Enthusiasts.

The check was presented last month at Town Hall.

"At the celebration," said Piantedosi, "in a letter, the son (said) his father would pack a lunch and that's how he'd bond with his son. They'd go on railroad excursions and both cherished that.

"When the father got sick, the one thing he wanted to do was take one last railroad trip. (But) his father never made the trip."

The Board of Selectmen, which approved the narrow-gauge plan for the town-owned land last fall, must decide where along the three-mile right-of-way in Bedford the 1,200 feet of rail should be placed.

"It's a selectmen's decision, but we certainly will be open for public input," Piantedosi said.

The wooden ties will be flush with the stone gravel. Room to walk and ride bikes will be provided on the side of the tracks.

Luckily for preservationists, selectmen in the 1960s bought the trackbed for around \$9,000. The move prevented development encroaching the right-of-way.

Billerica didn't have the same foresight. There are some obstructions along its five-mile segment, the site of the Yankee Doodle Bike Trail.

Arthur Ellis, a Bedford model-train expert, plotted the actual route of the old B&B and discovered that a later, standard-gauge railroad line wasn't placed entirely where the narrow gauge had been.

"You can find it and walk the standard-gauge route today even though the track was ripped up, and I've walked exactly where the narrow gauge ran," said Ellis, who owns spikes that may have belonged to the old B&B.

For fun last September, and to commemorate the B&B's 125th anniversary, Depot Park borrowed a steam engine and passenger car from the Maine Narrow Gauge Railroad Museum in Portland.

Some 1,000 passengers lined up to ride back and forth on just 300 feet of temporarily placed track.

"It was very exciting to see," Ellis said.

Peter Ward's e-mail address is pward@lowellsun.com.

PETER WARD, Sun Staff
Lowell Sun
Tuesday, April 08, 2003

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CROSSING INTO DANGER

NORTH ANDOVER - Federal regulators knew the Sutton Street railroad crossing was dangerous well before two women were killed in a train-car collision there last month.

Using data through 2001, the Federal Railroad Administration ranked the crossing as the most likely place for a car and train to collide in Essex County and ninth overall in the state.

A range of factors keeps it from being completely safe. The crossing sees heavy traffic - 7,900 cars and 44 trains pass through every day. The diagonal at which the tracks cross the road makes visibility difficult and the intersection long. Cars routinely get stranded by the

tracks after the warning gates come down.

But despite the deaths of the two women Dec. 10 and four other accidents in 10 years, the Massachusetts Bay Transit Authority says the crossing meets all federal and state safety requirements.

"We don't consider it a dangerous crossing," said Lydia Rivera for the MBTA, which owns and operates the track.

The MBTA only agreed to reexamine the crossing after an Eagle-Tribune reporter witnessed a near miss between three cars and a commuter train Thursday.

The flashing red lights and loud blasts of a whistle startled a driver, who hit his brakes and stopped on the tracks. After a few seconds, the car moved on, but a car behind remained motionless a few feet from the tracks. The stopped car blocked a sports utility vehicle, and the gate came down on its roof.

There, the two cars sat, trapped between the gates, an arm's length away from where the train came rumbling through.

On Dec. 10, 2002, Juliette A. Condee, 83, of Methuen and Mary Siegel, 80, of Lawrence also were caught by the gates on their way to a bingo game at the North Andover Senior Center. After the gate hit the hood of Siegel's 1990 red Geo Prizm, she panicked and drove head-on into the commuter train, investigators said. Both were killed instantly.

The investigation into the fatal collision is expected this week. So far, the investigation has turned up no safety problems, said one investigator, Andover police Officer Robert J. Cronin.

But one woman who survived a train-car collision at the site and Siegel's brother are calling on the MBTA to take another hard look at Essex County's most dangerous train crossing.

Carmelyn B. Beal, 68, of Groveland lived through a close, close call.

Beal was driving a commuter bus in June 1997 that got caught between the warning gates when a commuter train suddenly appeared from a "blind spot" west of the tracks. The train whipped by and managed to just clip the bus's passenger side mirror.

That scene is replayed "all the time," said Maryanne Hoy-Marrama, whose home at 41 Ashland St. overlooks the Sutton Street crossing. Cars often get stuck on the tracks in traffic, but Hoy-Marrama said she's even seen near misses in the middle of the night.

"People don't realize that the tracks are right there," said Hoy-Marrama, 41, who suggests putting up more warning lights further up the road to alert drivers.

According to Rivera, the diagonal crossing is "not a concern" to the MBTA, explaining that the angle is "not unlike other crossings throughout the commonwealth."

While some may suggest tearing up the intersection and building a safer crossing, railway experts say the tracks are not the primary problem. It's motorists who are either risk-taking or clumsy.

"People need to treat these warnings like it's a stop sign or a red light," said Robert L. Gould, associate administrator with the Federal Railroad Administration (FRA). "You wouldn't blow through a red light and you shouldn't do it at a crossing."

What the FRA railroad crossing survey does not calculate is driver error, which is often the primary reason for a train crash, the federal agency says. Like people who run red lights, motorists do not always take warning signals seriously at a crossing and try to maneuver around the warning gates or beat the train through the intersection.

"People underestimate the speed a train is going," said Gould of the FRA. "It may look like it's lumbering at you, but then all of a sudden, it's, 'Oh my gosh.'"

Five hundred people die each year at railroad crossings in the United States, according to the agency.

Several local people suggested triggering the warning signals earlier - giving motorists more warning of an oncoming train. The federal standard is a 20-second warning, said Robert L. Finkelstein of the FRA. Extending the 40-second warning given at the Sutton Street tracks could actually be more dangerous, he said.

The greater the warning time, the more people believe they have a chance to cross before the train arrives, he said.

Victor Laviolette looked down with heavy eyes as he talked about the Sutton Street crossing. He now lives alone, after his sister and former housemate - Siegel - was killed in the December crash.

Laviolette said the intersection is clearly unsafe, and the MBTA must take steps to keep others from suffering the grief which suddenly struck his family with last month's crash. He noticed problems with the intersection just driving through the crossing in his regular travels. The warning whistle that alerts motorists to the oncoming train is not loud enough, particularly if a driver has the windows up and radio on, he said.

"Accidents happen, but if they fix this (railroad crossing), it would be a big relief for so many people," Laviolette said. "It's too late for her, but maybe someone else could benefit."

The Sutton Street crash investigation is being handled by police from the MBTA, which runs the commuter rail, along with North Andover police and the Northeastern Massachusetts Law Enforcement Council (NEMLEC).

Investigators are examining whether the gates and warning signals worked properly, said Cronin, a NEMLEC member.

The train's data recorder - like the "black box" on airplanes -- is being studied to determine the train's speed and how the conductor applied the horn, brakes and emergency brakes, he said. The emergency switch dumps a sandlike substance onto the tracks in front of the wheels to create more friction and help the train slow down.

"We haven't found any surprises yet," Cronin said.

But Beal believes there is something inherently wrong with the crossing. She lived through the 1997 bus-train accident, but was struck hard with horror by the deaths of Siegel and Condee.

"I felt terrible because it could have been me, and it could be anybody. But I could understand how it could happen," Beal said.

Cronin cautioned against taking the crossing's bad ranking as a sentence to certain doom. With a difference of only one or two crashes between the highest and lowest ranked crossings, he said, the FRA uses data on car traffic and the frequency of trains to predict where accidents will happen.

"They're basically trying to be soothsayers and saying, if we have that many trains and that many cars, something's going to happen," said Cronin. "It's kind of like an educated guess.... There's going to be more collisions on Route 28 than on a cul-de-sac in Andover, and I think that's all that this ranking is telling you."

The Federal Railroad Administration created a computer-generated model to predict which intersections are most likely to have collisions between trains and vehicles. The prediction program considers a number of variables - including train and vehicle traf-

CROSSING INTO DANGER (Cont.)

fic, train speed, number of tracks, types of warning devices and accident history - to reach its rating. Among the factors not considered are line of sight and the intersection's makeup.

A comparison of the two worst-ranked crossings - Sutton Street and the Central Street crossing in Peabody - shows speed is a major difference between the two. In four North Andover crashes between 1993 and 2000, the train was going 36 mph, 34 mph and twice at 30 mph. In four Peabody collisions during the same time span, the train was going between 1 and 2 mph.

The prediction model is "not perfect," said Finkelstein, the FRA staff director who heads up the program. There is a 9 percent chance a train will collide with a vehicle at Sutton Street each year - or one accident in 11, years, according to the railroad agency's prediction program. But in reality, the crossing is averaging an accident every other year since 1993.

Sutton Street's bad ranking was a surprise to Police Chief Richard M. Stanley, who recalls last month's crash as the only

fatalities he's seen at the railroad crossing in his 27 years, suicides not included.

"We have other intersections in town that I consider far more dangerous and that have higher accident rates," said Stanley, who considers the crossing relatively safe.

While the North Andover crossing is bad for Essex County, its accident risk is nothing compared to railroad crossings in Texas and Illinois, where the chance of -train crash is four to eight times higher, Finkelstein said. Long freight trains are far more common in other sections of the country, with more accidents caused by impatient motorists who try to outrun the train, rather than wait eight minutes for the train to pass, he said.

Lawrence Eagle-Tribune

January 12, 2003

By Jason B. Grosky and Grace Rubenstein
Staff Writers

MEMORABLE RAILROAD WRECK

Reprinted from The Meredith News
-December 1, 1931
by Judge F W. Fowler
Laconia, NH

I read with interest in the news not long since an article by Charles E. Caswell of numerous wrecks in the history of railroad-ing in New Hampshire and then, as vividly as though yesterday, came to my mind the harrowing details of another similar disaster, not included in this list, but one which was probably the most terrific head on collision ever to occur in the Granite State.

It was at 12:25A.M., on Saturday, September 15th, 1900, that regular freight No. 265, north bound, Conductor W.E. Marson and Engineer George Calkins, met head on, extra freight engine No. 460, W.C. Bradbury, conductor, and Edward Royce, engineer south bound, just above the Weirs.

There is no doubt that the reason why the details of this disaster have remained so clearly in my mind so many years is because I happened to be one of the three who rescued Engineer Royce of the extra, more dead than alive, from the wreck.

Engineer Royce lay buried deep under the wreck and ruin of more than forty freight cars, an appalling mass of splintered wood and twisted iron rods, with which intermingled freight from the wrecked cars, including bananas, potatoes, boxes of grapes, fish, lobsters, turkeys and chickens, and a great many other items of freight. The location where the engineer lay under the wreckage was in the ditch and in a deep pit between the two locomotives on one side, and the rock wall of the cliff on the other side.

That night I happened to be staying with my family at my summer cottage not far from the scene of the wreck. I was awakened by the fearful noise of the collision, followed by the long drawn out crashing as more than forty cars were catapulted over each other, ground into splinters and piled into an indescribable mass of wreckage near the locomotives of each train.

Both trains were drawn by big Mogul engines, and were running at top speed at the time they came together. This was before the installation of block signals on the White Mountain Division, and the collision occurred where the track curves sharply around a perpendicular wall of rock, and the warning to the engineers was so brief that there was no time to move a muscle.

It was a cool clear, moonless night, with no breeze and the terrific sound of the impact was heard at Center Harbor, 10 miles

away, by the night watchman of the Center House, who happened to be out of doors at the time.

A strange circumstance was that neither locomotive left the rails. They were so identical in height, and size, that the boiler head of one telescoped that of the other beyond the smoke stack driven by the terrible momentum of the trains behind the engines. Subsequently a wrecking crew were unable to separate them and were forced to haul them locked together to the repair shop at Concord.

Awakened by the crash, I heard while dressing, the conductor of the North bound freight awakening Everest L. Evans, station agent and telegraph operator at the Weirs station. I hurried out and up the track and close behind Alton E. Eldridge, a young man who was then night clerk at Hotel Weirs, and a student at Harvard University, who happened to be sitting up late chatting with Eldridge in the hotel office.

Most fortunately, I took a lighted lantern which proved indispensable in the work which we later did. We met two trainmen coming away from the wreck and they told us that it was of no use to go there, as all men in the head ends of the train were dead.

Nevertheless we rushed on only to find that our progress was barred by a mass which blocked the entire width of the railroad's right of way from the wall of rock on one side to the lake on the other. The noise of the escaping steam from the wrecked engines had been in our ears all the time, but ceased about this time.

We found that the only way possible to reach the locomotives was up over jagged rocks, through barbed wire and thorn bushes, but we made it. At this point we were spurred on by groans which began to come from the wreck in the vicinity of the locomotives.

Down the farther side of the ledge we stumbled and slid until we stood on the edge of a deep pit walled on one side by the cliff and on the other by the wrecked locomotives.

It was an awesome pit of death and destruction, dark, sinister and silent save for the groans coming at intervals from beneath the wreckage.

Although we had nothing but our bare hands to work with, we went down into the depths of that terrible pit in response to that pitiful appeal. In frenzied haste we tore at the wreckage, dragging out splintered wood, twisted iron and miscellaneous freight, lifting and tugging at heavy pieces of timber and metal.

Frequently the groans would cease and we would lose the sense of direction. Then we would shout "Where are you?" and the engi-

neer would reply, "Under here." Thus we were guided from time to time as we worked with every muscle and nerve at highest tension.

The sides of the hopper shaped pit were so steep that potatoes and other lots of freight, and coal from the tenders had to be dammed back with boards as we went deeper.

And then the engineer said, "You will have to get me out of here soon - I can't stand this much longer." I replied, "Keep up your courage we will have you out soon." Shortly after this the groans ceased altogether, and we got no response thereafter to our calls.

We felt that death had claimed the sufferer, despite our efforts, but we posed what we thought might be a kept on. Not long after this we espied a man's head. This it proved to be, after a close inspection by the light of the lantern, altho it was almost unrecognizable from black grime and blood.

Shortly before this, groans began to issue from the wreck near the locomotive of the regular freight and then the voice of "Bill" Easter, section foreman, was heard from this point shouting for help to lift half of the side of a box car from beneath which the sounds came. Here Samuel Wallace, rear brakeman of the regular train, who was riding on the fireman's seat of the engine cab was taken from the wreck.

After reaching the head of Engineer Royce the hardest part of our rescue work was yet to come. The body extended into the wreckage towards the track, and when we reached the waist we found the body held as in a vise beneath a big timber sill from one of the freight cars. This timber across his body extended far into the wreckage and was absolutely immovable. It was then that we pleaded for tools to a gathering throng of people who stood on the top of the ledge. We yelled at the top of our voices, "Bring an axe - get us an axe."

An axe was finally thrown down to us, brought I think from the caboose towards Meredith. With a strength born of desperation the timber was attacked with the axe, in the short space between the body and the wreckage.

Every blow of the use, however, seemed to be taken up by the body of the unconscious man beneath the timber. I saw this would never do and called a halt. A lever under the free end of the timber was placed to make up the strain and when the timber had been cut two thirds off it was broken with the aid of this lever.

Working down towards the feet the body was at last freed and then we called for help to get the engineer up out of the pit on to the top of the cliff. Help was extended and Engineer Royce, more dead than alive, was taken up on to the rocky trees and covered up.

About this time Engineer Royce commenced to show signs of life, and to vomit blood. We pleaded for some stimulant and someone went to the Weirs and brought a bottle of whiskey. There was not even a teaspoon to administer it with. I pulled a banana from a bunch lying nearby, cut about an inch from one end, took the fruit out of the skin with my pocket knife making a tiny cup from which we managed to get a few drops of the whiskey between the lip of the unconscious man from time to time.

The location of the wreck was such that it was impossible to get the injured men out and to the hospital until daylight. There the men lay in their terrible mangled condition the rest of that night. In the morning a tunnel was dug under the wreckage to the lake, a motor boat brought up and the injured men taken to the boat and to the Weirs where a train was in waiting to take them to the Cottage Hospital at Laconic.

George Calkins, engineer of the regular freight, north bound, was hurled from the engineer's seat in the cab, through the window at his side, and he was catapulted clear over the jagged rocks, and struck in the lake several feet from the shore. He managed to reach shore and crawled on his hands and knees to the caboose of his train and dragged himself inside to find it deserted. He was badly shaken up but not seriously injured.

Later I found him lying on the cushions in the caboose, his clothing drenched, and someone had built a fire in the stove to dry him off. He asked for a smoke, but sat up and took only a few whiffs and felt faint and had to lay down again. Joseph Greenwood, head brakeman on the extra, was hurled from the engine on the jagged rocks and his lifeless body was found in the lake the next morning. Loren E. Lockwood, fireman of the regular freight, was in the act of shovelling coal into the firebox when the collision occurred.

The terrible momentum of the long train of cars behind crumpled up the tender against the boiler head as though it were but a pasteboard box and the fireman was crushed to a pulp between the two.

Samuel Wallace, head brakeman of the regular, sitting on the fireman's seat of the cab just saw the glint of the head light of the extra on the rail at the curve, instantly shouted "Hip" to the engineer, and almost simultaneously the crash came - thus brief was the warning.

Wallace was hurled through the window at his left and as he struck in the ditch one half of the side of a box car fell over him. This protected him from the terrible bombardment of wreckage which followed from both trains, and undoubtedly saved his life.

Engineer Royce survived after a long time in the hospital. He sustained fractured on both arms, both legs, and had fractures of other bones and several internal injuries, cuts and abrasions. Wallace and Calkins suffered internal injuries, bruises and abrasions but made good recovery. Fireman Gile of the extra miraculously escaped with similar injuries.

The question naturally arises as to the cause of this terrible collision. Briefly stated it was as follows: When the regular freight left Concord, and the extra left Plymouth, it was with orders to meet at Lakeport. When the regular arrived at Lakeport the extra, which had been falling behind on its schedule, was at Meredith. Both trains were held at these points on sidings while the north bound Montreal Express went through.

During this time the dispatcher at Woodsville gave new orders to each train to meet at the Weirs instead of Lakeport. Before either train left Lakeport and Meredith respectively, however, the dispatcher attempted to give a new order directing the trains to meet at Meredith. This order was properly received by the regular at Lakeport, and it left that point to run without stop to Meredith, expecting to meet the extra there.

In the attempt to give this same order to the extra at Meredith a fatal mistake was made. The conductor and engineer were first given the order to meet at the Weirs, cancelling the former order to meet at Lakeport. Then, while the conductor was still in the office at Meredith, the dispatcher annulled the order to meet at the Weirs. This left the train with out any orders, under the rules. The operator at Meredith, a young man named Ralph Howe, improperly wrote the word "annulled" across the face of the order and handed it back to the conductor.

The conductor then left the office with the order and took the position that the annulment of the Weirs order revived the order to meet at Lakeport and started his train. The rules of the railroad governing the operation of trains expressly provided, however, that an order once superseded or annulled could not be revived, but that a new order was necessary. If the conductor had any doubts the rules required that he ask the dispatcher for instructions. This he failed to do.

Immediately after this the dispatcher called Meredith and asked if the extra had left, and the operator looked and saw the red rear light on the caboose of the extra disappearing around the curve, and reported in the affirmative, and the dispatcher replied, "My God, they will come together."

At this time the telegraph key in the Weirs Station began to call that station furiously and this call continued until the trains met. The Weirs Station was the only one between Lakeport and

MEMORABLE RAILROAD WRECK (Cont.)

Meredith and as fate decreed, the night operator at the Weirs had been taken off for the season the night before.

There was little time to act as the trains were drawing together at the combined speed of both trains. After the Montreal went through, a man whose duty it was to take the mail bags caught from the mail car on this train into the station, performed this work and heard the furious clicking of the telegraph key, but not being able to read Morse Code it was all unintelligible to him. Before he left the station platform 265 roared by.

Brown, a brakeman on the extra, did not agree with Conductor Bradley in his interpretation of the situation following the annulment of the order to meet 264 at Weirs. He argued that the train was left without any running order, and this argument was still on when the trains came together.

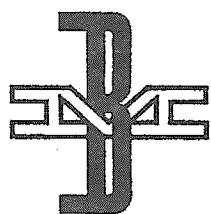
George Cole was the operator at Lakeport. Ashley was the dispatcher at Woodsville, and Wilner S. Davis, a brother of Professor Davis of Lakeport, was an operator in the dispatcher's office and gave some of the orders to these trains. An extremely sad happen-

ing was that Mr. Davis, although found to be in no way responsible for the accident, as a result suffered a nervous breakdown and died not long after, leaving a wife and two small children.

To clean up the wreck was a big job and it was several days before the line was opened. For some two weeks afterward the sky was illuminated at night from the fires of the wrecking crew burning the wreckage at the edge of the lake.

No attempt was made by the railroad to salvage the large amount of freight mixed up with the wreckage. Residents at the Weirs however loaded boats with potatoes, bunches of bananas, boxes of grapes and obtained many turkeys and lobsters.

I was at the time coroner for Belknap County and subsequently presided at the inquest held in the first Masonic Temple in Laconic which was destroyed by fire December, 1902. I was also then correspondent for the Boston Globe and wrote the story of the wreck for that paper. These facts served further to permanently fix the details in my mind.



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APOLOGIES

To our members...

Due to a post-editorial production faux pas with the camera-ready copy, this Newsletter was delayed considerably in production and distribution. We regret the delinquency and thank you for your patience.

B&MRRHS Newsletter Staff