

Boston & Maine Railroad Historical Society  
19 Incorporated 71

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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September — October 2003

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## B&MRRHS CALENDAR

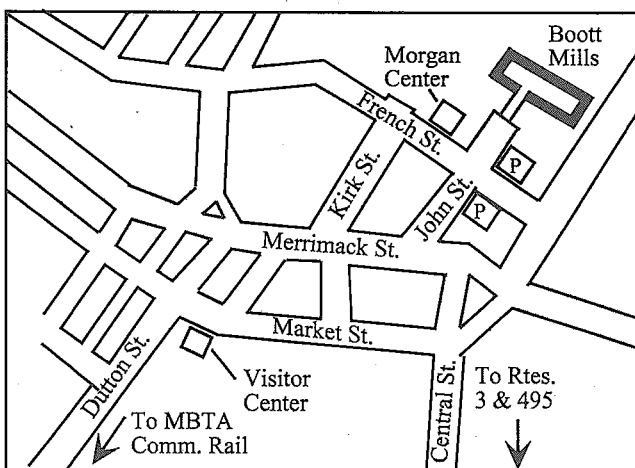
Meetings commence at 3:30 pm on the second Saturday at Bott Mill unless otherwise indicated

- SEPTEMBER 13**      B&M Engineer **Alan McMillan** will be taking us along the old Boston & Maine. Alans' shows are always well received. Please be sure to join us for this presentation!
- OCTOBER 11**        **Richard Sanborn** will treat us to moe of his fabulous Boston & Maine material.
- NOVEMBER 8**        Join B&MRRHS Historian **Russ Monroe** as he takes us on a photographic tour of the B&M.
- DECEMBER 9**        Member's night. Bring slides, video.

### 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.**



### NEXT ISSUE

The deadline for the November/December Newsletter is October 4, 2003 (sorry for the error last month – the deadline should have been August, not September). 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.

**MEMBERSHIP INFO****Membership**

Dues payment only should be sent to:

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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, i.e., three mailing payments to one person.

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**Falling Flags**

Members Robert Chaffin and Steve Cook have passed on to the great freight yard. Chaffin is the contributor of B&M Memories #1.

**FROM THE EDITOR**

I've been behind the times with recent issues, compounded by the problem we had on the production end two issues ago. I hope that things will improve, starting with this issue. As part of this process, the production end of the Newsletter has been shifted from John Alan Roderick to Bob Warren. You already know Bob as one half (with Bruce Bowden) of the team that puts together the amazing Modelers Notes. I thank Bob for volunteering to take this on, and he's already done a good job of keeping me on my toes. I thank John Alan for all of his work on the Newsletter since I took it over, and for long before that. He continues to perform his layout magic on the Bulletin.

And speaking of the Bulletin, the latest issue contained some heart-felt tributes to the late Joe Shaw. Joe was amazing in what he brought to the Society, especially in recent years when family illness often meant that we didn't see him very often. I learned about selfless dedication from Joe, and we'll all miss him as a person very much. Other Fallen Flags in recent years have left behind a legacy in pictures or research or materials; Joe's legacy will be the Society itself.

*Patrick*

**A Hearty Thank You**

Dear Volunteer,

I would like to thank everyone who helped this year at the Lowell Folk Festival society exhibit. Attendance in the exhibit was 2608. A total sale of society merchandise was \$300.00.

Our exhibit continues to attract many visitors with very positive comments. This year, thanks to the Concord Model Railroad Club, we had our own HO operating layout capable of running three trains at a time. Our new layout was a definite success with the visitors. The B&M #410 Steam Engine along with the newly painted and lettered combine received many positive comments this year thanks to all the volunteers' hard work. The exhibit in the combine along with the restored locomotive is a difficult task to accomplish. We should be proud of the professional image we project.

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

Sincerely,

/s/ Jim Nigzus

## Contributors to this issue of the Newsletter

Bruce Bowden, John Griffin, Roderick Hall, Ron LeBlond, Michael Lennon, Dennis Lyons, Peter Victory, , Bob Warren, Buddy Winiarz

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## From the Membership

### Study Boosts Boston-Montreal Rail Service

By Warren Hastings Concord Bureau,

CONCORD - The results of a study on the feasibility of Boston to Montreal high-speed rail service show it may be feasible, a New Hampshire rail task force was told yesterday by Charlie Miller, rail program manager for the Vermont Agency of Transportation.

A draft final statement of the first phase of the study presented by Miller indicates that a significant ridership would use a competitively priced high-speed rail service.

The preliminary study forecasts a maximum ridership of 683,667 passengers a year from a mid-speed service with the lowest fare rate.

"Therefore the results indicate that a competitively priced (high speed) service would have the best ridership and the highest operating revenue," the draft report states.

Miller briefed the New Hampshire task force on re-establishing the Lawrence, Mass., to Manchester and Concord and Concord to Lebanon rail service on results of the study, which is about to shift to phase two.

Steering committees from Vermont, New Hampshire and Massachusetts along with Canadian government officials have been working on a feasibility study of a 329-mile high-speed rail service corridor between Boston and Montreal.

Vermont already has several active rail lines and is strongly committed to Amtrak and freight line service, Miller said.

The Green Mountain state has committed \$3.5 million this year for Amtrak services for both the Ethan Allen Express Service out of Rutland to Penn Station in New York as well as the St. Albans to Washington service, the Vermonter, which serves Claremont and several other communities along the Connecticut River Valley, Miller said.

Phase one of the study covers the development of ridership projections, existing freight and passenger operations, station selection issues as well as infrastructure questions. Phase two will shift into refinements of phase one issues and focus on a more specific operating plan, Miller said.

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### Newburyport-Kittery Passenger Rail Plan Discussed

By Jody Record Sunday News Correspondent

PORTSMOUTH - Restoration of passenger train service from Newburyport, Mass., to Kittery, Maine, could be 50 years away and cost more than \$80 million, a transportation planner told members of a state legislative committee last week.

The Seacoast Commuter Rail Task Force met Thursday at Portsmouth City Hall - their first meeting since June 2002 - to get an update on the viability of reestablishing passenger service along the coast.

Scott Bogle of the Rockingham County Planning Commission gave an overview of a feasibility study done in 1999 that was put on hold last year on because of federal changes in how travel demand is assessed.

Bogle told the committee it would cost up to \$100,000 to bring the state model in line with the revised federal regulations. An alternative low-cost analysis would entail surveying communities along the corridor to see if rail expansion along the Hampton branch is the best alternative.

"If the answer is yes, then we'd do the alternative analysis according to the federal requirements," Bogle said.

That study would evaluate implementing the Eastern Rail service against other possibilities including expanded bus service, shuttles, and expanding the Downeaster, an Amtrak train that runs between Portland, Maine, and Boston.

"We'd evaluate rail service against the best achieved alternative not requiring a major capital investment," Bogle said. "The major hurdle is the funding."

Competition for federal funding is the biggest obstacle, one that could keep the project on hold for up to 50 years, not unlike the decades-long history associated with other transportation projects, such as the Interstate 93 upgrade. Bogle said there are 200plus projects nationally in line for "new starts" funding.

Sen. Burt Cohen, D-New Castle, questioned the practicability of the alternative analysis, given the expense.

"I wonder if it's worth pursuing," Cohen said.

Bogle said the study was needed to make that decision.

Saying the goal was to have a well balanced transportation system, Peter Griffin, president of the New Hampshire Railroad Revitalization Association, said rail service was not something to give up on just because it might take 20, 30 or 40 years.

"It's a wonderful opportunity for the (communities along the) corridors to rethink development; to rethink their master plans," Griffin said.

Bogle said, "We have to allow the region to decide if this is the best way to meet their needs. If it is, we need to do the alternative analysis."

*New Hampshire Sunday News 6/15/2003*

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### Reviving Rail From Salem To Danvers 'A Dream'

By Paul Leighton Staff writer

DANVERS — In a time when cities and towns are worried about the cost of filling their next pothole, the MBTA held a public meeting at the library last night to talk about a project that might cost \$70 million and wouldn't happen for 10 years, if ever.

MBTA officials laid out preliminary plans for building a new 4½-mile commuter rail line from Salem through Peabody to Danvers. The tracks would be constructed along an existing but deteriorated and out-of-service rail line.

The train service would start at the current commuter rail station in Salem, run through Peabody Square, and end up in Danvers, most likely somewhere near Route 128.

The goal, of the new service would be to improve public transportation in Danvers and Peabody, two cities that don't have

*Salem continued on pg. 4*

*Salem continued*

direct access to commuter rail. Some Salem residents at the meeting liked the idea because it would cut down on the number of people who drive into their traffic-clogged city to catch the train.

But nobody thought it would happen soon. State Rep. Ted Speliotis of Danvers, speaking in front of the gathering of about 50 people, called the plan "a dream," but also said it's worth considering because "planning takes so darn long."

The MBTA is studying the idea as part of a larger look at transportation improvements for the North Shore. The agency has spent \$2.7 million on the overall study, called the North Shore Transit Improvement Project, said Stephen Woelfel, the MBTA's manager of long-range planning. Much of that money is being spent on an environmental study for the proposed Blue Line rapid transit extension from Revere to Lynn and possibly Salem.

The study is also looking at improving parking at train stations in Salem, Beverly, Gloucester and Rockport, as well as increasing the frequency of train trips to and from Boston.

The Salem-to-Danvers line had been used by freight trains up until 1985, said Jan Okolowicz, a consultant for the MBTA. Some freight trains still occasionally use a 10-mile stretch from Salem to Peabody, he said. But the tracks would have to be completely rebuilt to start passenger service, he said.

The train line ends at the old Danvers Junction on Cherry Street. But Okolowicz said it's more likely that a station would be built at a new location in Danvers near Route 128, for easier access from the highway.

Some people who attended the meeting asked if the line could connect to the malls in Peabody and Danvers. Salem resident Sally Wilson said it would be good if they tracks could reach all the way to Route 1 and Interstate 95.

Woelfel would not say how much the whole project might cost. Daniel Lauzon, a locomotive engineer from Rockport who is involved in the North Shore transportation study, gave an "educated guess" of \$70 million.

Woelfel said the Salem-to-Danvers line recently made the MBTA's list, of about 100 projects to include in its 25-year plan. But that could change.

"But we could be out here in six months and say it's not a project," he said.

*Salem News 3/13/2003*

## **Salem-To-Concord Bike Path Plan Needs Support**

By Peter Hartzel Staff Writer

The state Department of Transportation's recommended option for a Salem-to-Concord network of bike paths, including a combination of converted rail, new trail and existing roads, will require strong regional support in order to move from the abstract to the concrete, officials say.

The state agency's plan, containing elements of various options presented at a series of recent public forums, calls for conversion of 24 miles of an abandoned railroad right-of-way from Salem to Manchester, with the remaining portion of the 40-mile route running along public roads before linking up with a new trail leading to Concord.

The project's estimated \$8.4 million cost - a figure that doesn't include costs for engineering and land acquisition - would be paid with state and federal funds.

The southern portion of the proposed 12-foot-wide, paved trail is drawn directly from an option that called for rail-to-trail reuse of part of an abandoned line running from Lawrence, Mass., to Manchester, and would accommodate the widest possible range of users because of its lack of steep grades, officials said.

While parts of an option connecting existing roads was incorporated into the northern portion of the chosen route, another alternative proposing a path parallel to Interstate 93 was dropped after officials deemed it the least desirable from a number of standpoints, including accessibility to community centers.

A citizens advisory committee will meet April 15 to weigh in on the state's recommendation, with a report due to Department of Transportation Commissioner Carol Murray in early May. Support and coordination among the 11 cities and towns along the proposed corridor will be crucial to moving the project forward, said Ram Maddali, the DOT official overseeing the project.

"Once you know how much public support you've got, then all the future steps could be laid out," Maddali said.

The project, aimed at providing a new recreational resource for Southern New Hampshire that could also serve as an alternative travel route for cyclists and pedestrians who want to avoid often-clogged I-93, has generated excitement among many local residents and businesses.

*Lawrence Eagle-Tribune 4/3/2003*

## **Trains To Kittery A Decade Away**

By Jesse J. DeConto

PORTSMOUTH - An Executive Council decision last fall was an obstacle to commuter rail service in the Seacoast, but advocates remain undeterred.

The State Legislative Committee to Promote the Commuter Rail between Newburyport, Mass., and Kittery, Maine, will convene at Portsmouth City Hall on Thursday at 7 p.m.

The Seacoast extension of the Massachusetts Bay Transportation Agency's train service is still waiting in line behind an \$80 million project to build a rail station in Nashua and connect it with the MBTA in Lowell, Mass. The state Executive Council did not approve \$15,200 in matching funds to pay for an environmental study of the Nashua station site, and Seacoast Councilor Ruth Griffin said she voted against the grant because of a lawsuit in which the New Hampshire Motor Transport Association is calling into question whether the state can use gasoline tax revenues to support anything but highway construction and maintenance.

State Rep. William Mosher, R-Nashua, said a House Task Force on Developing Alternative Funding for Transportation is seeking potential private donors to support the environmental study at the Nashua site.

"Fifteen-thousand and two-hundred dollars is not difficult to raise that way," Mosher said.

If the committee cannot secure these funds, "Some of the money that we already have from the federal government may have to be given back," Mosher said.

*Kittery continued on pg. 5*

*Kittery train continued*

Eighty-percent of the \$80 million for the Nashua project will be federal funds, and once that's complete, the task force will turn its eyes toward the Seacoast.

"We have to get the Nashua line up and running," said Mosher. Officials estimate the Kittery-to-Newburyport service is a decade away.

A major hurdle is the actual transfer of the train tracks that span the 20-mile stretch. Mosher said Guilford Railway Co., which owns the tracks, is exploring either abandoning the tracks to cut costs or selling the tracks so the state can operate the commuter service.

"There's now an opportunity to buy that and turn it into a valuable operation," said Portsmouth City Councilor John Hynes. "They're willing to sell from Newburyport to Kittery."

Guilford vice president David Fink did not return phone calls seeking comment on his company's interest in selling the rails. A spokesperson for the federal Surface Transportation Board said Guilford has not yet filed a request to abandon the line.

Mosher said he hopes the STB would delay any abandonment until the state can negotiate a purchase. "In the worst case scenario, they would pull up the tracks," said Mosher.

"They are open to selling it, and I think the state is interested in buying it," said Mosher. "If they sell the line, that would be in everybody's best interest."

Mosher estimated the value of the tracks at \$200 per foot, or more than \$21 million. Mosher said that figure will likely double to account for the cost of rehabilitating the railroad up to Grade 4, which allows trains to travel no more than 60 miles per hour.

"It's comparable to what you'd be doing on the turnpike, but its without the stress of driving and wear and tear on your car," he said.

The Amtrak Downeaster, which connects Boston to Portland and stops in Exeter, Dover and Durham, runs on a Grade 5 track that can support speeds up to 80 miles per hour.

Mosher said he visited the MBTA station in Newburyport and calculated that 30 percent of the vehicles in the parking lot had New Hampshire license plates, indicating that many residents are commuting on the Massachusetts train system.

Mosher said New Hampshire can fight suburban sprawl by locating commercial and housing development around the train stations that would serve communities such as Seabrook, Hampton and Portsmouth.

"We have to get rid of the mentality of pave New Hampshire," said Mosher. "You can't just pave over everything."

*Seacoast Online 6/11/2003*

### **GRS Sheds Terminal Trackage to New Shortline Operator**

A section of trackage previously eyed for abandonment by Guilford Rail System is now in the hands of new owner, New England Transrail, LLC. On June 19, New England Transrail filed notice with the Surface Transportation Board to acquire and operate a segment of former Boston & Maine Railroad trackage in Massachusetts, as the Wilmington & Woburn Terminal Railroad Company.

WWTR will acquire trackage and running rights over the Massachusetts Bay Transportation Authority's Boston-Concord main line at milepost 13.25, in Woburn, to a junction with GRS

(B&M) Wilmington-West Medford Branch at milepost 14.0 in Wilmington. The deal includes a portion of the branch that will see the reinstallation of trackage to several industries and allow the company rights to sidings on a parcel of property acquired from Olin Corporation.

WWTR will serve the New England Resins and Pigment Company in Woburn after the reinstallation of trackage. The WWTR is also eyed as a rationalization of GRS freight service north of Earnes Street in Wilmington, allowing GRS to make a single drop for all customers being serviced by WWTR.

Transrail also plans on constructing transloading facilities on the land purchased from Olin Corporation to facilitate rail access for interested area industries that are currently precluded from direct service by the limited window that GRS is allowed to operate on the MBTA line.

On June 25, 2003, New England Transrail requested that the deal will not become effective until July 11, 2003. New England Transrail states that it has been engaged in meetings with the community and with the staff of Congressmen Edward Markey and John Tierney, and, as a courtesy to them, it is requesting a delay in the effective date.

From [Trainorders.com](http://Trainorders.com)

### **Rail Station Eyed For Neighborhood**

by Andrew Nelson Telegraph Staff

NASHUA – A commuter railroad station could be the engine to spark new homes and shops in a working-class neighborhood on the eastern edge of the city.

Preliminary plans drawn by consultants put the station in three different areas of the neighborhood along the tracks, with various spin-off developments.

However, there could be neighborhood resistance to the idea if residents believe the train would create only headaches for them to the benefit of commuters.

A second public meeting to put together an East Hollis Street Master Plan, a document to guide future development in the neighborhood, is scheduled for Wednesday.

The plan looks at the neighborhood on Nashua's east side, the gateway to the city from Hudson. The neighborhood under review is between Spruce Street to the west and Bowers Street to the south, the Merrimack River to the east, and the Nashua River to the north.

It is no surprise that people at the first meeting pinpointed traffic congestion as the area's top problem, with the busy Canal and East Hollis streets cutting through the area.

Karen Berchtold of the Community Development Division said it is clear a railroad station remains years away, but it is better to have a plan in place now that can also address short-term goals.

Urban planners have come up with other ideas, including improving safety, better traffic management and erecting buffers, to improve the neighborhood.

Other less costly ideas include introducing streetscape features such as shade trees, benches and better sidewalks, to make walking more pleasant. People in the neighborhood should also be able to bike and walk along the banks of the Merrimack River.

The plans put the small-scale commuter rail station in one of three locations. Consultants would hope to see development that

*Rail Station continued*

features closely built houses, such as townhouses, neighborhood shops and job opportunities.

One idea is reusing the Triangle Pacific building south of East Hollis Street as the station.

Experts believe the plan would bring modest redevelopment since the area already has existing residential and industrial development. Other projects would be needed to redevelop the area north of any station.

Another idea is to extend Temple Street as an attractive boulevard to a station located between East Hollis and Bridge streets, parallel to Belknap Street. The station would be close enough for existing residences around Crown Street, with good access to developable parcels near the former Johns-Manville property.

The most expensive option is putting a station along the Nashua River and building a bypass from Bridge Street over the railroad tracks to the station.

However, the idea of a train station might not be met with acclaim.

Some residents are wary of the neighborhood changes a train station could bring, such as gentrifying the mainly blue-collar neighborhood, according to a memo from the first meeting.

A train might help Boston-bound commuters, but not neighbors who would be left with a bad traffic situation made worse.

City officials say fears of a railroad station are premature. The ideas are only conceptual at this point and the station is several years away, Berchtold said.

She said the station would be built only after the service to connect Nashua with Boston via rail starts.

And that prospect has become mired in a political fight in the Executive Council over the use of gas-tax money in Concord despite broad support for the idea.

The initial station would be built on East Spit Brook Road in south Nashua.

A downtown station would be smaller, drawing more local residents with less of a need for parking, Berchtold said.

*Nashua Telegraph July 21, 2003*

## **Rail Property Cleanup Urged**

By Betsy Calvert Staff writer

DEERFIELD - Guilford Railways has been dragging its feet on evaluating the extent of chemical spills in the town's historic east rail yard, a residents' committee told selectmen last week as it asked for more money to stay on top of the issue.

Selectmen, responding at a resident-initiated meeting Friday, told committee members the board is still waiting to hear what kind of development the residents of East Deerfield ultimately want to see at the site.

"Without the Board of Selectmen knowing what you recommend as the end use, it's a bit difficult for the selectmen to support you," said Town Administrator David Nixon. "Do you envision an industrial park? Do you need more time to decide this?"

"A piece of what we're asking for is more money to evaluate so we can answer some of these questions," said Lynn Rose, committee member and East Deerfield resident.

For two years, the residents' committee has used a \$10,000 state grant to work with an engineering consultant, but that grant has

run out and the program has been terminated due to budget cuts. State Rep. Stephen Kulik, D-Worthington, said at the meeting that he would seek other options.

The committee concluded, after two years of research, that no one has adequately identified all the likely environmental contamination at the more than 100-acre site, used by the railroad and other industries for more than 100 years. Committee members blamed the state's regulatory system, which operates spill by spill, Rose said. Historic contamination may be more of an issue, residents believe.

Visual decay is also a problem, the committee concluded. A variety of railroad-related industries have come and gone, leaving hulking dilapidated structures on the residential landscape.

Officials from Guilford were not invited to Friday's meeting. Reached by phone yesterday, Guilford executive David Fink said the state Department of Environmental Protection has approved the company's cleanup plan. Fink also said the railroad is there to stay in East Deerfield, despite the fear of some residents that it will close operations. In fact, he said, business has increased in recent years since Conrail was split up. Guilford does not object to the idea of an industrial park including rail-dependent industries, he said.

Since the 1980s, the state's Executive Office of Transportation and Communication has owned the heart of the property. Officials from that office were present at the meeting Friday. They had to ask for more time to answer questions about the relationship between Guilford and their office.

"You're saying the state may have responsibility for cleanup?" Rose asked the executive office staff.

"Not may. Does," said state environmental engineer Alan Weinberg.

Weinberg did not dispute Rose's assessment of regulatory style, but said it was not as dire as she described. He noted that state engineers know how to evaluate the seriousness of environmental problems depending on which contaminant is found.

For example, he said, some chemicals such as petroleum will migrate through underground water, and some, such as creosote in railroad ties, will not. Other chemicals such as chlorine from solvents are effectively diluted in rivers. All these contaminants are found in the rail yard, and all can cause serious health problems, including cancer, in high enough doses.

Of the East Deerfield rail yard, Weinberg said, "This is a nasty, dirty site, but it doesn't rise to the level of some of our (federal) Superfund sites that we have full-time project managers for."

Weinberg also said that because no one uses the area for their drinking water, the railroad's cleanup obligations are fewer.

*Springfield Republican 06/17/2003*

## **UNH Renovate Durham Station**

UNH has submitted a Transportation Enhancements application for renovation of several historic elements of the Durham station (the station was moved here from Lynn, Ma).

We are looking to repair and rehab the semaphore/signal system, repair two existing luggage carts, and install educational displays on the history of the rail line, rail service to Durham, etc

*See Renovate on Pg. 7*

*Renovate continued*

My current need is for photos of the signal/semaphore as well as potential accessory structures that may have existed at the station - probably 20s-40s era.

Although I have submitted the application, I will need better photos for the state committee that selects projects. Keep in mind, that if selected, funding would not be available until 2006-2007

If any of your members have photos, which clearly show the signal system on the roof of the building, I would be interested in getting digital copies with permission to use in the application process this fall-winter.

I can be reached at 603-862-4207

spesci@unh.edu

Thanks for your help

Stephen Pesci, Special Projects Manager

Campus Planning and Transportation Services

University of New Hampshire

Durham NH 03824

### **MBTA Station To Receive Major Upgrade**

Boston, Mass. – A \$3 million construction project for the North Leominster Commuter Rail Station has been approved by the board of directors for the Massachusetts Bay Transportation Authority (MBTA).

The project includes approximately 150 parking spaces on Nashua Street and two, 45-foot long, elevated commuter rail platforms that comply with the Americans with Disabilities Act. Workers will also construct a railroad crossing for pedestrians and erect new canopies on each side of the tracks.

Located on the MBTA's Fitchburg Commuter Rail Line, North Leominster Station is served by 22 trains each weekday.

#### *Trains Newswire*

### **Businessman: Railroad Row Costs Money**

By Jessie Salisbury Telegraph Correspondent

MILFORD – It's bad enough that trains from Granite State Concrete can use tracks from 4 a.m.-1 p.m. only, says the operator of a local railroad.

Adding insult to injury, the trains can travel only 5 miles per hour between Wilton and Milford because of the tracks' decrepit condition, says Peter Leishman, who runs the Wilton-Bennington Railroad over tracks owned by Guilford Rail System.

Although Guilford has relaxed the use of track between Milford and Wilton a little, allowing Granite State Concrete to make two trips a day, Leishman says the increase is "still not sufficient."

Guilford recently changed the time allowed Granite State to 4 a.m.-1 p.m. "We are trying to do two trains a day, but historically we have run three or four," Leishman said.

So far, "Granite State has lost about a half million dollars in business," he said.

Last week Guilford restricted Granite State to midnight-8 a.m., forcing the company to run one 10-car gravel train a day. The Granite State operation in Wilton, off Route 31 north, is restricted to daylight hours, 6 a.m.-6 p.m.

Both Leishman and Granite State have filed complaints with the federal Transportation Board protesting the restrictions.

"So far we haven't heard anything," Leishman said on Friday. "We expect a ruling within the next day or two, and then Guilford gets five days to challenge the ruling.

"Guilford said they would consider dropping the restriction," he added, "if we'd drop our complaint, but it's too late for that."

David Fink, speaking for Guilford, said the company had no comment at this time.

"It is an issue of safety and has been from the beginning," he said.

"We'll let the folks in Washington decide this."

Leishman also noted that the speed he can travel between Milford and Wilton has been set at 5 mph because of the condition of the tracks.

"That is below the federal minimum rating of 10 miles per hour," he said.

The Wilton-Bennington Railroad is rated at 25 mph as far as Pike Industries, which is next to Granite State Concrete off Route 31 in Wilton, he said.

*Nashua Telegraph, July 20, 2003*

### **Cog To Get New Switching System**

MOUNT WASHINGTON - Work is under way at The Mount Washington Cog Railway Waumbek switch, to install another new automatic switching system.

The first automatic switch was installed at the Marshfield Base Station in 2002.

Al LaPrade of Jefferson, the designer of the switching system at the Marshfield Base, has designed the new switch and is overseeing the construction of the new switch at Waumbek, according to Doug Waites, sales and marketing manager for the Cog.

The new automatic hydraulic Waumbek switch will replace a manually operated nine-piece system. The nine piece switching system was installed in 1941 as a means to allow trains to pass each other, Waites said.

LaPrade, a mechanical engineer for the last 37 years, was inspired by an 1890 Swiss design, Waites said.

The new Cog Railway switching system will not only ensure greater safety at the switches but cut travel time to the summit, according to Waites. Construction of the new switch started as soon as weather conditions and the melting of the snow and ice on Mount Washington allowed. In mid-April, the first of the poured concrete was shuttled up the track just two yards at a time to the footings at Waumbek. The train had to make 14 trips to the work site shuttling concrete.

Steel for the structural base, rail and components to construct the switch are being moved and installed at the present time. A total of 35 tons of steel have been moved to the Waumbek site, Waites said.

Phase two, a passing loop, is scheduled for 2005. The passing loop will be 1,800 feet long and will cut down on the travel time to the summit.

LaPrade said, "We're applying the same innovative thinking that Sylvester Marsh used when he built the Cog Railway in 1869. I



*Cog continued*

think Marsh would embrace the enhancements to the operation these new switches will afford."

Completed in 1869, the Mount Washington Cog Railway was the world's first of its kind. After a harrowing hike to the summit of Mount Washington, Marsh, a native of Campton, said he realized that travel to the Northeast's highest peak could be extremely dangerous on foot.

An inventor renowned for patents he held in the grain and meat-packing industries, Marsh promptly started work on a plan to allow visitors easier access by way of a mountain-climbing railway.

Manchester Union Leader 5/15/2003

## Railroad Thrills: These Folks On The Right Tracks

By Lorna Colquhoun Union Leader Correspondent

LINCOLN - Progress had sent these compact little railroad cars down the tracks and into the sunset some years ago, but some have been saved to ride the rails another day and that's what they did this weekend.

They gathered in Lincoln at the Hobo Railroad Friday night, these little vehicles called track cars, which were once used by inspectors to check tracks and telegraph lines and other things along the rail line, for the 15th annual Track Car Meet.

"This is the longest consecutive track car meet in the U.S.," said Paul Yorkis of Medway, Mass., who has been organizing the event for 15 years. "We have people come in from all of the New England states, Delaware, Ohio and New York - we have 43 cars this year."

Their owners are most enthusiastic.

Dirk Ras of North Branford, Conn., was oiling his track car Friday night in preparation for Saturday's trip from Lincoln down the line 55 miles to Weirs Beach.

"When it's at full throttle and it's running right, it sounds like a Harley Davidson," he said.

Dennis LeBeau and his family traveled up from East Brookfield, Mass. It's been a family activity for years - his sons used to ride in the front of the track cars in their car seats.

"It's a blast," he said. "We have a great time doing this. You have to have a love for the railroad and history, and you have to like being out in the woods."

He rescued his track car from a junkyard, where it would have met its demise from the Central Vermont Railroad.

"I grew up by the railroad and since I can't buy one of these," he said, pointing to a locomotive, "this is a great sport."

His son, Tom, 9, knows about track cars.

"This was built in 1946 and was used before there were high railers," he said. "They were used to do maintenance on the tracks."

The little cars were usurped by these high railers, which are pickup trucks fitted with devices that allow them ride right on the rails, as well as on the highway. It became a more efficient way of getting to points on the tracks.

Al Bernard and his son, Peter, 11, are newer members at the track meet. They traveled from Rockport, Mass., for the meet. Al Bernard fell in love with the sport after a ride on the Hobo Railroad two years ago.

"We were vacationing up here and took a ride on the train," he recalled. "I was talking to a woman in the station and asked her about the track car weekend, and she said that they had one for sale. The rest, as they say, is history."

He wears a big grin when talking about his experiences.

"It's the funniest thing," he said. "It's like riding a roller coaster - it feels like you're getting away with something."

Yorkis said the meet emphasizes safety and the fact that the participants are guests of the state of New Hampshire, which owns the rail line. Top speed on the tracks is 15 miles per hour.

"You get to see a part of America most people never see," he said. "We see the (Pemigewasset) River from places people never see it. We see moose, bear and even deer."

Manchester Union Leader, 6/2/2003

## All aboard: Riding the rails in New Hampshire

New Hampshire's lakes, notches, and mountain vistas are enjoyed from all types of perspectives. But perhaps nothing can equal the view from a vintage rail car being pulled by a steam locomotive.

At a time when passenger rail service is slipping away, the fabled train lines and cars of New Hampshire can carry the passenger to new and nostalgic perspectives of the Granite State. Today a number of sightseeing and tourist railroads offer a wide mix of services from foliage tours, to dinner tours, to summer sightseeing.

There is no greater cluster of tourist trains in one area - in terms of diversity and number - than in the White Mountains of New Hampshire. The oldest tourist train in the world is based here in the heart of the White Mountain National Forest. The coal-fired Mount Washington Cog Railway, which goes back to 1869 when Peppersass - now on display as part of the museum at the base of the tracks that climb Mount Washington - completed the first ascent of a mountain by a train ... anywhere.

In addition to the Cog and its daily three-hour roundtrips to the top of Mount Washington, the highest peak in the Northeast (elev. 6,288 feet) there are:

- The Conway Scenic Railroad operating daily out of a double-bubble train station in North Conway that looks like something left over from the set of Dr. Zhivago. The Conway Scenic Railroad has three different routes: The Valley Train rides between North Conway and Conway to the south, and between North Conway and Bartlett to the northwest. The railroad's Notch Train runs beyond Bartlett, through splendiferous Crawford Notch before stopping at another newly renovated old-time train station.
- The diesel-powered Hobo Railroad runs south daily from North Woodstock, along the Pemigewasset River. It's about a 15-mile trip, down and back.
- The wood-fired White Mountains Central, featuring a onetime logging locomotive from the peak of the timber industry in the region earlier in this century, runs several times each day from the depot at Clark's Trading Post in North Woodstock. The hour-long roundtrip includes a running feud with Wolfman, an irate local character.
- Dining trains: the Hobo Railroad has its Cafe Lafayette dining car nightly while the Conway Scenic Railroad runs its dining car, Chocorua. Reservations are almost a must to ensure a seat at dinner.

*All Aboard continued on pg. 9*



*All Aboard continued*

It all got started with the Cog Railway more than 140 years ago. The notion of a mountain climbing train was considered so ridiculous when it was proposed in the 1850s to the New Hampshire Legislature for approval that the legislators gave the investors the rights to "build a railroad to the moon!" They never tried to reach the moon, but, once they got started, the original investors laid down a three-mile set of tracks to the top of Mount Washington, the highest (6,288 feet) peak in the Northeast.

The train, which is 6 miles east of the Mountain Washington Hotel - but was built three decades before the hotel went up - chews through a ton of coal and about a thousand gallons of water on each three-hour roundtrip to the summit. The engine, with its picturesque, tilted boiler, pushes the passenger cars up the hill on a tooth-and-cog gears system. When everyone's had time to prowl the peak with its weather observatory, remains of the first hotel on the mountaintop, and other sites, the train slowly retreats down the tracks with the engine backing its way through terrain that reaches about 35 percent steepness,

After a successful demonstration, the state legislature approved the idea of the "train to the top" in 1858. The Civil War interrupted the project, but construction began in 1866 and on July 4, 1869, Peppersass completed the first ascent. The Cog shut down for a year during World War I and for three years during World War II. Otherwise, it runs from Memorial Day to mid-October every year.

In addition, just south of the White Mountains in New Hampshire's Lakes Region, visitors can ride the Winnepesaukee Scenic Railroad during summer months. It runs between Weirs Beach and Meredith daily.

As for new trains, the term "Downeast" was once used to describe the journey of the tall ships from Boston Harbor to Maine. Today, Amtrak offers a sleek and sophisticated Downeaster Passenger Rail Service connecting the New Hampshire seacoast to Boston, Mass., and Portland, Maine. And New Hampshire Downeaster stops have inter-modal facilities, so folks can easily travel on to the White Mountains and scores of other destinations.

For reservations or for more information on the Downeaster, the public may call Amtrak Information/Reservation Line at 1-800-USA-RAIL or access [www.thedowneaster.com](http://www.thedowneaster.com).

In 1935 American rail passenger traffic had fallen by more than one half. When the Boston and Maine Railroad ordered the Flying Yankee from the Budd Company, it was to order a machine that was revolutionary in design. The train was designed at MIT as a type of aircraft fuselage on rail wheels.

The Flying Yankee was the first long-distance train powered by diesel electric. It was the first train that was air-conditioned with fixed windows. And, it was the first train that was very cheap to operate. Between 1935 and 1957 the Flying Yankee ran 2.7 million miles, and always at a profit.

The Art Deco masterpiece is currently under restoration at a facility in Claremont. She is scheduled to return to the rails in a matter of years. Then, visitors will be able to re-create a true 1935 rail experience.

The first Saturday of each month the 1935 vintage Flying Yankee train will be open to visitors from 10:30 a.m. to 2 p.m. in Claremont to first-hand explore this historic icon and see the restoration of the train's three cars.

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that was very cheap to operate. Between 1935 and 1957 the Flying Yankee ran 2.7 million miles, and always at a profit.

The Art Deco masterpiece is currently under restoration at a facility in Claremont. She is scheduled to return to the rails in a matter of years. The train has been 75 percent restored as of Jan. 1.

Visit [www.flyingyankee.com](http://www.flyingyankee.com) for more information about the Flying Yankee.

*New Hampshire News 5/18/2003*

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## Fall Foliage Tour to Steamtown, USA

October 18-19

Organized by Southern New England Model Railroad Club.  
Deluxe motorcoach departs Worcester, MA, Springfield, MA, Hartford, CT, and Danbury, CT.

Includes 26-mile steam excursion, trolley museum and ride, overnight at historic Radisson Lackawanna Station Hotel in Scranton, PA and more.

For further information and fares contact:

Richard Godfrey  
508 829-4529  
[godfreys78@aol.com](mailto:godfreys78@aol.com)  
or Dennis Lyons 978 632-5693

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*The following is a reply that Bruce Bowden received in response to a letter regarding the 3713 at Steamtown.*

Bruce wrote to "Steamtown had indicated their desire to return to locomotive to its original configuration. I pointed out that that would involve fabricating the skyline casing among other modifications and suggested that since the locomotive spent the greater part of her active life decorated in the "speed lettering" scheme that this would better represent the locomotive. Also raised the question again as to the tenders lineage (from 3714?) and inquired as to where it picked up those friction bearing journal boxes. The following is most enlightening."

Dear Mr. Bowden:

Thank you for your recent letter in which you express interest in the restoration of the Boston and Maine Locomotive 3713. Our Facility Management Specialist has submitted the following information to your inquiry.

Steamtown National Historic Site is committed to the "speed lettering" paint scheme as it reflects the locomotive during the majority of its operating life. In the park's collection of 3713 information, pictures taken in early 1950 shows "speed lettering" on the tender and block type numerals on the cab. This could at the time when the tender was swapped out for one in better condition. The 3713 picture at Riverside, north of Bellows Falls Vermont, reflects the revision in the cab numerals painting in the speed style that was applied after the locomotive was brought to Steamtown in Vermont or after sale by the Boston & Maine.

To duplicate the skyline casing, apply smoke lifting "ears" on the smokebox sides, remove the second air pump; bracket and applicable piping would not reflect later operations of the

*Letter continued on pg. 10*

