

ATD/1

Boston & Maine Railroad Historical Society
Incorporated

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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January - February 2004

Patrick Abegg, Editor - P.O.Box 418 - Gloucester, MA 0 1930 - Email:bmrrhsgix.netcom.com

Visit the B&MRRHS on the web at: <http://www.trainweb.org/bmrrhs/>

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When attending a Membership meeting please enter through the weave room entrance, there will be a sign. Walk through the weave room to the elevator and onto the second floor. This is a National Park security rule and the Society has to abide by it. — Buddy Winiarz, President

B&MRRHS CALENDAR

Meetings commence at 3:30 pm on the second Saturday at Boott Mill unless otherwise idnicated.

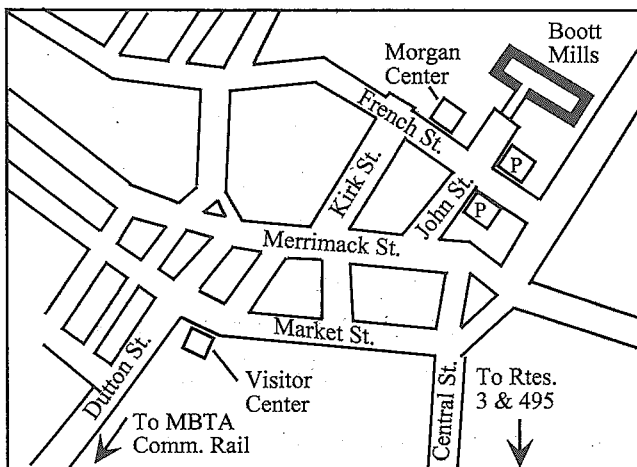
- JANUARY 10** Buddy Winiarz projecting some Don Robinson slides.
- FEBRUARY 14** Justin Winiarz, "Railroading in the "Summer of 2003" of New England, Ohio, ILL. and NY.
- MARCH 13** Gary Webster doing more B&M and New England railroading
- APRIL 10** Fred D. Fraini, Jr. Hazardous Materials Specialist; Federal Railroad Administration
OVERVIEW - History of the Agency, it's mission, and, how we enforce safety regulations in the railroad industry.

Inclement weather cancellation... please call the Society phone, (978) 454-3600, after 11 AM if you are not sure. — Jim Nizus, Program Co-Chairman

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 *March/April* Newsletter is due by *February 7th*. 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 INFORMATION

Newsletter

Correspondence concerning the Newsletter can be sent to either
The address on page I
or emailed to:
Bmrrhs@ix.netcom.com

All Other Correspondence goes to the following address
(or by email) including catalog orders, correspondence with the Board
of Directors, Archives, Historian, or Bulletin.

B&MRRHS, P.O. 469, Derry, NH 03038 or
BMRR316@aol.com

In all instances involving money DO NOT send cash as the society will
not be held responsible for if lost.

Make checks, etc. payable to **B&MRRHS**

Address Change: if you change your address please let the Society
know by mail or email. When you do not let us know, it costs extra for
postage: first mailing, returned postage and second mailing, i.e., three
mailing costs to one person.

Society Officers, Directors and Staff

President	Buddy Winistz
Vice President	Russ Monroe
Treasurer	Allan Klatsky
Secretary	Buddy Winiarz
Clerk	Ellis Walker

Board of Directors

Pat Abegg	Carl Byron	Wayne Gagnon
John Goodwin	Dan Hyde	Allen Klatsky
Paul Kosciolk	Jim Nigzus	Sandy Shephard

Alternate Directors

Mike Basile Jonathan Miner

Staff

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Hardware Archives Chair.	Vacant
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Modelers Notes	Bruce Bowden Bob Warren
Model Projects Coordinator	Vacant
Newsletter Editor	Patrick Abegg
Program Chairman	JimNigzus Buddy Winiarz
Show Coordinator	James Nigzus
Webmaster	Jonathan Miner

MEMBERSHIP

- Please renew your membership within the ninety-day renewal period or you will be deleted from the membership list.
- All renewing members are provided a preaddressed renewal envelope, containing your membership data on the flap.

Please **DO NOT** over tape the flap.
- Write any address changes on an additional piece of paper and include within the renewal envelope
- Payment is by check or money order **ONLY...** please do not send cash. You may pay by cash if you attend a Membership meeting or train show at which the society has a presence.
- If you do not get society publications after renewing contact the society at the address below.
- Prior to moving, please notify the society to insure continued receipt of society publications, etc. Failure to do so requires additional expenditures to have returned mail forwarded to you if your new address becomes known.
- A RED DOT on your address label indicates that this is the last item you will receive from the Society, as you have not renewed within the allotted timeframe.
- All questions regarding your membership should be addressed to:

Membership
c/o B&MRRHS, PO Box 469
Derry, N.H. 03038

Buddy Winiarz, Membership Sec.

Presidents Message

At this time I would like to thank all the members who voted for the Officers and Directors in the past election. Thank you for your participation and support.

Your Society has a train show coming up the first weekend of February 2004 in West Springfield, Ma. We are looking for some help manning the tables. You will not be alone and there are several veteran show workers there to help you. This is a two-day show but if you can give us one day or even a few hours to help relieve those working it would be gratefully appreciated.

I am looking into a tour of the new Boston Engine Terminal for the Society, hopefully in September on either a Saturday or a Sunday, in lieu of the regular membership meeting. And would like to see a banquet in 2005 to kick off our 35th anniversary.

Remember that our monthly meetings are the second Saturday of the month in the Boott Mills in Lowell at 3:30. Our Board of Directors meeting is at 1:00 p.m. and is open to the membership. Come on down and make your voices be heard, give us a hand on projects and be active in the Society.

In closing I hope to see some new member come on down and get active in the Society, make some new friends and enjoy the programs put on at our monthly meetings.

Respectfully,
Buddy Winiarz,
President—B&MRRHS

Board Of Directors Meeting Minutes

September 13, 2003

Boott Mills Conference Room, Lowell, Mass.

In attendance: Paul Kosciolik, Rick Nowell, Jim Nigzus, Dan Hyde, Allen Klatsky Pat Abegg, Ross Munroe, John Goodwin, Wayne Gagnon.

Meeting called to order at 1:26 p.m.

There were no reports from president, bulletin editor.

Chairman Kosciolik stated that two newsletters and the 2004 calendars have been sent to the membership

Vice-president Gagnon reported that Bellows Falls VT. would be hosting Glory Days. Gagnon also reported that the Nashua Historical Society has duplicate prints of the Red Wing wreck which appeared in the Nashua Telegraph newspaper. Wayne will seek permission to get any prints for the archive collections.

Treasurer: Klatsky reported savings account balance-\$54,497.22, checking account balance-\$546.09, RBC Dain Rauscher-\$2,285.60. April, May and June 2003 treasurer's reports were also reviewed.

Clerk's report was read and accreted by the directors.

Membership secretary: Kosciolik reported that the count is 1,133
Archives committee: Nowell reported a meeting was held on 8-2-2003. Ninety-four requests have been received and answered. Dick Lynch is working on inventory data and an acquisitions list. Boyd collection 200 groups of drawings, Troy N.Y, Ayer depot-294 drawings done so far.

Nowell also did a show & tell show for the Cambridge Rotary Club. Harry Frye material now in the archives.

Newsletter editor: Abegg reported Bob Warren has been a great help.

Board of directors has instructed the newsletter editor that ads will have to be removed from the newsletter except for non-profit organizations. Future ads for non-profit organizations will be reviewed by the board of directors for submittal to the newsletter on a case by case basis.

Hardware committee: Dan Hyde accepted to be chairman.

Models committee: Bollinger is now working on the artwork for the Laconia flat car.

Show committee: Nigzus reported that we made \$700.00 at the Concord N.H. show. Pepperell-Townsend show will be held in Hollis, N.H.

Old business items:

Lowell folk festival exhibit had 2,608 guests pass through our exhibit.

New business items:

Director's resignation: Buddy Winiarz formally resigned his post as a board of director whose term will expire in 2005. Please note that as Buddy Winiarz has elected to run for the office of President, this would have created a conflict with the by-laws if he had not resigned.

Mass Bay trip: Kosciolik reported that Mass. Bay Rail Enthusiasts are organizing a trip to be held on 11-1-2003 on the Pompy line starting at White River Junction running to Wells River, Vt. Last trip was made in 1982.

J.W. Auctions: next auction will be held on 9-20-2003.

Additions: Nigzus reported that we had spent \$1,500.00 for materials for new combine layout. Motion that the Boston and Maine Railroad Historical Society make a \$400.00 donation to the Concord Model Railroad Club for their efforts in constructing the layout. Motion carried.

Next meeting date will be October 11, 2003 in the Boott Mills conference room at 1:00 p.m.

Adjournment: meeting was adjourned at 3:15 p.m.

Respectively submitted,

/s/ Paul T. Kosciolik, secretary pro-temp

Internet reports have the Massachusetts Bay Transportation Authority using a portion of North Billerica, MA's Iron Horse Park (Guilford Rail's HQ) as a storage site for retired buses awaiting disposition. There were as many as 40 buses there last spring, a number which has declined as they have been sold to various salvage companies. The NOTA owns much of the real estate at Iron Horse Park.

Atlantic Northwest Rails via "The 470" Newsletter Of The 470 Railroad Club

2004 CALENDAR errata

By now everyone should have their 2004 Society calendar. I must apologize for the errors and thank the several members who pointed them out.

FEBRUARY: Is a "P-4-b" not P-A-b.

MARCH: A Russ Munroe photo taken in March 1974. The B&M went as far as Topsfield, Ma.

APRIL: Easter April 18th should be April 11th. The correct word just before the twin turrets is "its" not it's.

MAY: Photo by Francis Donahue. The semaphore signals were controlled by tower 'JK or DK' and were replaced by color light signals in the first part of 1943.

JUNE: Francis Donahue photo taken July 25, 1940.

JULY: Mogul #1371 is not a 2-6-0, a Class K Consolidation.

SEPTEMBER: B&M #76 an 0-4-0 not a 0-6-0.

OCTOBER: Suncook Valley #1 is a 2-6-0 not a 2-4-0.

If the photographer was known, credit was given. All the photos are from the Society's Archives.

Buddy Winiarz,
Calendar Editor

Welcome aboard to our new members

September to November 30, 2003.

William Allaire	Kennebunk, Me.
Richard E. Anderson	York, Pa.
Robert Boothe	Tarrytown, N.Y.
Micheal B. Cormier	Hubbardston, Ma.
Dan Damour	Auburn, Me.
Eugene E. Deimling	Los Gatos, Ca.
Greg T. Finenco, Sr.	St. Cloud Fl.
Wilfred & Grace Pinkham	Concord, N.H.
Peter J. Gross	N. Fort Myers, Fl.
Joshua Hirsch	Newton Highlands, Ma.
Phil Hunt	Great Chesterford Saffron Walden England
Edson Keith	Rochester, N.H.
Ed Klekowski	Leverett, Ma.
Richard & Carol Lefavour	Goffstown, N.H.
Scott E. Lukas	Boxboro, Ma.
William E. Merrow	Penacook, N.H.
Ronald Newhall	Lynn, Ma.
Dan O'Neill	Arlington, Ma.
Joe Perry	Garden Grove, Ca.
Henry H. Peterson	Littleton, N.H.

Paul J. Racki	Danvers, Ma.
Charles L. Rapport	Holliston, Ma.
Thomas J. Robichaud, Jr.	Fitchburg, Ma.
Bradford C. Sherman	Newbury, N.H.
Paul J. Shrewsbury	Quincy, Ma.
George E. Slye	Naples, Fl.
Donald H. Smith	N. Reading, Ma.
Charles Spence	Lowell, Ma.
James C. Stone	Centerville, Ma.
Ray Wilson	Waltham, Ma.

Information Needed**The Fletcher Quarry**

I have been following closely the reconstruction, and resurrection of the Fletcher Quarry Line, going from the Stony Brook Line into the quarry in Westford Ma. I have been photographing every step that they did.

Here is what I need! Over the years, they have used six engines. The first one was a wood-burner that probably came from the Boston to the Lowell line. Does anyone know the B&L number for this engine? The second engine was number 103. Does anyone have a photo of it?

Sandy Shepherd

Please contact the Newsletter Editor if you have any of this information, and I'll forward it on to Sandy.

Now Available!**"The Films of John M. Boardman Volume 2"**

Equipped with his 16 mm. motion picture camera, FBDP member John M. Boardman chronicled a wide range of local railroading as it was during the 1950s, '60s and '70s. John loaned ten reels of his historic footage to FBDP to be produced as three VHS programs. (All but a few scenes are in color.) These are being sold to raise funds to advance our historic preservation work.

Volumes 2 is on sale at the Freight House and by mail order. The price for VHS is \$24.95. The DVD is \$29.95. Add \$2.85 for shipping by First Class Mail or \$1.42 for Media Mail. Massachusetts residents should include 5% Sales Tax.

Please send your order to:

FBDP; Bedford Freight House
120 South Road; Bedford, MA 01730-2344

Credit card mail orders may be phoned to treasurer George Dalrymple at 781-275-8558. Also, a mail order form may be downloaded from our web site: www.BedfordDepot.org

Guilford Rail System All EMD

Guilford's motive power roster has again become all GM/EMD as the two remaining General Electric UI 8Bs were delivered in interchange at Danville Jct. to the St. Lawrence and Atlantic on October 10 with RTEXX (Rail Trust Equipment, Jacksonville, FL) reporting marks. Units are still in the yellow and green paint applied for their lease to the short-lived Niagara and Western New York tourist operation last year. The units were last reported to be in the Montreal area at Canada Allied Diesel.

*Atlantic Northwest Rails via "The 470" Newsletter Of The 470
Railroad Club*

Wenham Museum

The following is an announcement of our upcoming model railroad and railfan meet (hobby show). This is our 14th show. Over 100 dealer tables are again expected.

DATE: Saturday, January 9, 2004

SNOW DATE: Sunday, January 10, 2004

LOCATION: Buker School, School St., off Route 1A, Wenham, MA (1/4 mile from Museum) Handicapped accessible.

TIME: 10 a.m. to 4 p.m.

FEE: Adults \$4.00, Children (6-14) \$1.00, Family \$9.00 (under 6 free) (Good for half-price, same-day admission to Wenham Museum)

FOR FURTHER INFORMATION, CONTACT:

Ben Merry Train Curator, Wenham Museum

132 Main Street, Wenham, MA 01984

(978) 468-2377

info@wenhammuseum.org • www.wenhammuseum.org

Bike trips on the B&M?

One of the more interesting B&M related web sites is the Nashua City Station site run by Matt Cosgro, a conductor on the Wilton Scenic. His web site is www.nashuacitystation.com, or by e-mail at stationmaster@nashuacitystation.com

He organized a bike trip last April on the Nashua River Rail Trail last April and is planning another one for this April.

"There will be another bike trip this coming spring. I know it's hard to image spring with all the freshly fallen snow this weekend. There are four possibilities for the 2004 Spring Bike Trip, and they are as follows:

"Rockingham Recreational Trail: Portsmouth Branch (only approx. 10 of 25 miles) -Rockingham Recreational Trail: Fremont Branch (12 miles) -Nashua River Rail Trail (11 miles) -Hillsborough Recreational Trail (8 miles)

"The date for the bike trip has not been set, but will most likely be in April."

Matt Cosgro

Stationmaster of Nashua City Station

Trail Possibilities:

Nashua River Rail Trail (trail length: 11 miles)

The Nashua River Rail Trail runs from the state line to Ayer, Massachusetts on the old Worcester & Nashua Railroad. The trail is paved and a great ride for anyone. Along the line is Pepperell, Mass. which is a little more than halfway from Ayer. This is a great stop for lunch on the return trip back to Ayer. If this trail is chosen, the starting location would be Ayer.

Hillsboro Recreational Trail (trail length: 8 miles)

This trail runs from Bennington to Hillsborough, New Hampshire on the old Hillsboro Branch. It is unknown at the current time where access points are from the road. Any information about the Hillsborough trailhead, please contact the SNHRC or the Nashua City Stationmaster via the links on this page.

Rockingham Recreational Trail, Portsmouth Branch (trail length: 25 miles)

The Portsmouth Branch Rail Trail starts east of Manchester and ends at Rockingham Junction. Because of the length of this trail, only a portion of this trail would be biked. If we were to do this trail, it would be approximately 10 miles of the trail. The 10 mile

portion would be based around Raymond.

Rockingham Recreational Trail, Fremont Branch (trail length: 12 miles)

The Fremont Branch runs from Windham Junction to Fremont and Epping, where there is a connection with the Portsmouth Branch of the Rockingham Recreational Trail. If this trail was chosen, it would be started at Windham Junction/Route 28 Derry town line and only go as far as Fremont.

The engine house in East Fitchburg, once used to house steam locos to push freight trains uphill to Gardner, was recently torn down. The site is used by Mass. Bay Commuter Rail for laying over commuter trains.

479 Railroad Club via Steel Wheels, Boston Chap. NRHS

Flying Yankee Update

From their web site <http://www.flyingyankee.com>

Flying Yankee is nearing completion. Two of her three cars have been structurally restored. One has her full interior installed other only awaits interior paint, carpet and seating. All of the trains exterior doors have been reinforced and restored. Mechanical support systems are, for the most part, entirely new and their installation is in process. The main generator and traction motors have been rebuilt and the only known locomotive equipped with an operating Winton 201A diesel engine in the world is being reassembled with new fuel injectors, cylinder liners and pistons.

Structural restoration of the third and final car has begun and we anticipate its completion near winters end. The final assembly, detailing, and testing are planned for the fall 2003/winter 2004. Standing in the way of this date are the funds necessary to complete this historic restoration.

Would you please consider making a donation to the Flying Yankee Restoration Group (FYRG)? Without your support we will not be able to complete the restoration of the Flying Yankee. All donations will be applied exclusively to restoration of the train. The FYRG is a 501 C (3) non-profit organization and your donation is tax deductible. Make your donations payable to the Flying Yankee Restoration Group, PO Box 6000, Glen, NH 03838. If you have questions e-mail Bill Trueheart our Chairman of the Restoration Committee at GSRRHO@AOL.COM or call him at (603) 472-3137.

Turntable Move

A 55-foot Armstrong turntable was moved from Beecher Falls to the Passumpsic Railroad's quarters in Barnet on August 19

479 Railroad Club via Steel Wheels, Boston Chap. NRHS

GP 9 #1728

Former Boston & Maine GP9 No. 1728 has gone from the Mass. Central RR to the Raritan Central Railroad, which serves the industries of Raritan Center, formerly Raritan Arsenal, in New Jersey, with growing freight traffic.

479 Railroad Club via Steel Wheels, Boston Chap. NRHS

Grafton Man Working on History of Northern Railroad

By Dan Billin Staff Writer

Grafton - Longtime Grafton resident Ken Cushing has a passion for history, for asking questions and for telling stories - all of which served him well in putting together a history of his town, which he published in 1992. He ended up with a lot of material left over on the now-defunct Northern Railroad, however, so he eventually decided to expand his research with an eye toward writing a book about the history of the line, which ran from Concord to Lebanon.

The Valley News sat down with Cushing last week to talk about some of the railroad stories and the many historical photographs he's collected.

What follows is an edited transcript of that interview.

Valley News: Describe the Northern Railroad for me. It ran from where to where, how many miles of track, and from when to when did it operate?

Ken Cushing: It was successfully chartered on Dec. 27 of 1844. It took them two years to build the railroad. The first train arrived in Lebanon on Nov. 17 of 1847. There were 18 cars on the train, pulled by two locomotives. It began in Boston - a lot of the investors came from Boston, that's where the real money was at.

This line was built with Irish labor. A lot of the Irish were emigrating from Ireland because of the potato famine - everything was going bust over there. And they were very welcome here, because they were good workers, they put a lot of sweat and brawn into the thing. And they did that all with pick and shovel - that and black powder. How hard is it? Well, one of the most arduous cuts was the so-called rock cut at Orange Summit. That took them two years to make a cut through there, about, oh, 1,200 feet long.

VN: About 30 feet deep at its deepest, isn't it?

KC: Forty-five feet deep, or thereabouts. All the holes were drilled by hand. They had the drills and they just pounded right on them. And of course, they had a whole bevy of blacksmiths who did nothing all day long but continually, re-sharpen the points on those drills. You can grasp what a chore it was to do that.

So at any rate, to get back to this train, the special train. It stopped at South Franklin to take on Daniel Webster, the principal orator at that thing. They carried about 2,000 passengers on that train. When they got to Danbury, they had their first accident. What it was, they had another train come right behind. Well, with 18 cars and only two locomotives hauling the thing, it was pretty darn slow. The train that was coming up behind it didn't have half as many cars, and coming around a curve, it plowed right into the back of the thing. It destroyed two of the cars. They set them off and they still continued on the way for the festivities in Lebanon.

The following spring, in 1848, the bridge across the Connecticut River was finished and through-service was established on the Northern Railroad. That covered about 69 miles, from Concord to White River Junction. The trains traveled at maximum speed of 23 miles per hour. At today's standards, boy, that's pretty pokey, you know. Back then - you were on a rocket. From Lebanon, it took them about six days by horse and carriage to get to Boston. On a train: one day. That was absolutely remarkable.

VN: How many depots were there between Grafton and Lebanon?

KC: Grafton had two depots. Lebanon had three depots. Canaan had two. Enfield had only one.

In Canaan, originally the depot had a tenement in it ... because you had to provide housing for your employees. A lot of times those depots were built out in the woods initially. It wasn't until sometime later that the businesses and residences developed around those depots, so they had tenements for their employees. Well about 1923, the fire destroyed everything: the depot and the freight house. The last word that the station agent sent to Concord: "It's getting hot in here." He left, and the whole place was boom - that was it. It was gone.

VN: Tell me what kind of things people would ship on the line.

KC: Pulpwood was a big commodity. A lot of it went to Brown Paper Mill in Berlin. You're talking about 100, 200 cars a year in some cases. A lot of wood products. Timber ... wood shavings for packing. There was an excelsior mill up in Lebanon, and a lot of the farmers really relished this because the wood shavings were from poplar, and at that time poplar was a worthless wood - garbage. What do you do with it? I should say also when the Northern Railroad was operating their own locomotives and whatnot, they were burning a thousand cord of wood a month. It took seven cords of wood to move a locomotive and train from Concord to White River Junction. When you see those rare photographs - the engine crews in front of the engine - you will never see an obese fireman.

It gave the farmers and the mill owners an outlet to outside markets. At this time the cities were now becoming very populated and there was a great demand for footstock, dairy products. Every morning, you drove your wagon down to the depot and you exchanged 40-quart milk cans. Put on the full ones; take off the empty ones. And that ritual went on every single day. In Grafton, mica and feldspar were the big shipments. Enfield was a good textile (producer) — the Baltic mills, for example.

Have you been up by Mascoma Lake? You probably don't know where East Lebanon station was. They called it Mascoma. Ice House Road - if you're driving down Route 4 you see Ice House Road, a private road. There was a big ice house down there, and they supplied a lot of ice to the Boston market.

VN: Shipping Mascoma Lake water to Boston?

KC: Exactly. Yessiree. That's what it was, and boy, they shipped a lot of ice out, too, I understand. The later years, talking about the '50s, people started burning coal in their homes. Coal was a big factor, and they shipped a lot of coal into Enfield. The Baltic mills, their boilers ran on coal, and it wasn't uncommon for them to have 10 cars in the siding. The LaSalette Seminary - they depended upon coal. You go down to Canaan, they had a couple schools in Canaan that also depended upon coal.

Tourist business was a big thing boosting the traffic, and the Boston & Maine encouraged that, the snow trains. See, you had snow trains coming to Canaan of all places. You know, you don't normally think of Canaan as being a ski resort, but back in the '30s, they did have several snow trains visit Canaan, and people would get out and they'd go ski.

VN: You showed me a picture of the wreck in Canaan that killed 26 people. Tell me the story of that incident.

KC: That had all the elements of a good Monday night movie on

Northern Story continued

TV. It had drama. It had pathos, tragedy, near escapes. What it was, it was the Quebec express ran head on into the northboard freight.

VN: What year?

KC: In 1907. September 1907. It happened at 4 o'clock in the morning on Webster Meadows, which is between Canaan and West Canaan. You know where Enfield Granite is?

VN: Yup.

KC: Right about in that vicinity, I understand. It resulted from a misreading of train orders. It was all foggy, you couldn't see very well. Visibility was lousy. For all practical purposes, you were driving blind down the tracks and you were trusting in fate that there was nothing in your way. This time there was.

The engineer and the fireman ... they bailed out after they set the brakes on the locomotives and did what they could. You can't stop that momentum. The freight was going about 30 miles an hour. Quebec express is going about 50 miles an hour. It's like hitting a brick wall at 80 miles an hour.

There was a coach - a wooden coach, and that's where all of the fatalities occurred. These were mostly French Canadians returning to their homes in mill towns: Manchester and Lowell. They had just attended a fair up there in Sherbrooke that day. Behind the coach was a steelbodied Pullman and another car. They didn't stand a chance. They had a situation that they call "telescoping"...

VN: One car runs up inside the one in front of it.

KC: Precisely. It was like a hand into a glove. It was absolute carnage. The occupants of the Pullman? They didn't even know there was an accident, because they just didn't feel a thing. The coach had absorbed all of the impact. They were unhurt. They weren't even shook up.

The papers got a hold of this, and this sold a lot of newspapers. Boston Globe ... well, they had one of their star reporters on board the Pullman at the time. Talk about having a scoop, huh? He was right there.

When they sent the work train down from Lebanon to assist in clearing the wreckage, one of the crewmembers of that train, when he was going through all that rubble, he found his mother in the wreckage. You want to talk about guilt you'll carry the rest of your life? He had pleaded with her to take that train, rather than an earlier train she wanted to take to go home, because he wanted to stay a little bit longer with her. You can't image what kind of grief that must have inspired in the poor devil....

The star reporter of the Boston Globe had a conversation with an aviator on the way down from Quebec, and he was a celebrity of his time. Aviation was still in its infancy back then. And the aviator said, "I feel just as comfortable flying an airplane as I do riding on the train." He got off at White River Junction, by the way.

There was a Frank Webster - his family still lives in Canaan - he was in a window seat of the coach, and the baggage car up front came through the coach. It missed him by scant inches. It dazed him for a little bit; he knocked out the window and got out. The passenger sitting next to him was not as fortunate: he was killed outright. (Webster) got out of the train, walked across this meadow, and he went home. His house was right across the meadow from the train.

Another one, get this: The engineer was John Callahan of the Quebec express, (who) escaped injury. After that frightful accident, he took a less risky position switching cars up in White River Junction. He did that for about two years, then an assignment came up to be an engineer on the Quebec express again. He took that. Two years ... right to the day, almost, within a mile, he ran into a doggone freight train - again - and it killed him.

VN: On the same stretch?

KC: Same stretch. 1909. Can you imagine that?

Valley News

Accident Strands Train Enthusiasts On Fairlee Track

By Eric Francis Correspondent

Fairlee — Railfans, as they're called, will talk about this one for years to come.

A big group of railroad enthusiasts comes to Vermont specifically to ride an old rail line in vintage cars, and the train somehow derailed in the middle of the trip. The passengers have to get back to the station in buses.

That's the stuff of a real "remember when?"

The special excursion train — with 266 people on board — somehow slipped off the tracks at noon Saturday, leaving five antique passenger cars leaning at angles between a sheer cliff and the Connecticut River.

"I heard a thump and then it was jarring back and forth, gravel was flying, and the wheels were screeching," recalled passenger Chris McKinley of White River Junction. "There was a lot of dust outside and I yelled, 'Everybody stay in your seats!'"

No one was injured, but the train came to a halt beneath the steep rock face of Mount Sawyer on a straight length of track that squeezes tightly between Route 5 and the river. Because of the awkward site, the train crew and Fairlee firefighters, plus Fairlee FAST squad members and Upper Valley Ambulance personnel, decided it would be safer to leave the passengers on the train until buses could arrive to take them from the scene.

Railroad crew told state police troopers on the scene that the rails, which had been inspected on Wednesday and again on Friday, appeared simply to have spread slightly apart as the train passed over them at about 10 mph.

The train, called The Dartmouth, was a special charter by the Massachusetts Bay Railroad Enthusiasts out of Boston. The engineer took it out of White River Junction at 10:30 a.m. with the intention of going as far as Wells River on the old Pompanoosuc Line before turning around and coming back.

The two locomotives and the five refurbished 1930s-era passenger cars had been chartered from the Green Mountain Railroad in Chester and were being operated by a GMRR five-member crew. It was the first public passenger train to use the "Pompy" rail line since 1982, when a similar train chartered by the same group of rail fans used the scenic stretch of track on a longer trip that went from Boston to Berlin, N.H.

"We were about two hours into our trip when it happened," said MBRE trip director Dave Brown of Andover, Mass. "We were going around a slight curve when we felt a couple of bumps. When we came to a stop we found that one of the locomotive's axles and the

Derailed continued next page

Derailment continued

wheels on one side of all five cars had slipped off the rail."

Passengers had high praise for the Green Mountain Railroad crew that handled the situation. "I looked at my watch and it was exactly at noon. Boom! We knew right off that we were derailed," said Paul Shannon, director of the New England Transportation Museum in White River Junction.

"The Green Mountain engineer who was running the train, Scott Whitney, did exactly the right thing," Shannon said. "He did a controlled smooth stop that stretched the cars out. It seemed like we were still moving for a long time after it happened, but if he had slammed on the emergency brakes there would have been cars in the Connecticut River, I'm convinced of that. We were on a steep 40-foot embankment when we stopped and the river is right there at the bottom."

Fairlee Deputy Fire Chief Barry Larson said none of the cars was tilted beyond a 15-degree angle, but he said it still managed to look precipitous considering where it was perched. "It was stable, there was no danger of the cars tipping over any further, but they were leaning toward the Connecticut River, which made it look worse than it was," Larson said.

"The 261 passengers were very good natured and were content to sit things out," Larson said. After about 90 minutes firefighters ended up getting four school buses to ferry the passengers to the Fairlee Fire Station where they took turns riding three Vermont Transit buses back to the station in White River Junction.

Saturday's trip, and a similar trip with 180 people that had been scheduled for today and which had to be canceled, were important ones for the rail club's members. They try to cover as much of the nation's railway system as possible, said Doug Scott of Eastham, Mass., staff photographer for the Railroad Enthusiasts' newsletter.

"This is rare mileage that is almost never ridden on by passenger trains, but that's what the Massachusetts Bay Railroad Enthusiasts is all about," Scott said. "We ride where passenger trains usually cannot. There's a lot of people who ride our trains just for the mileage and they need this section of track, so we'll be back."

"Most of the people were from Boston and quite a few from the local area in Vermont, but there were also people up from New Jersey and one guy flew in from California to take this trip," Brown said.

"These people were all railroad riders and they paid attention," Scott said. "The crew explained everything that was going on as it was going on. There were no hysterics. It was just one of those things. It could have happened to anybody, it just happened that it happened to us."

The passengers who rode the line Saturday were from all over the country, and club officials said it was the first time in the club's 20-year history that one of its charter trains had derailed.

Rutland Herald

Laurel Lines

A publication of the Lackawanna and Wyoming Valley Railway
Historical Society, Inc.

Summer Edition 2003

3713 Special Edition

Restoration Work On 3713 Continues

The work of restoring the Boston & Maine No. 3713 to operating condition continued throughout 2002 and into 2003. The project has been underway since employees at the Steamtown National Historic Site removed and cataloged the external parts of the locomotive such as a bell, domes and lights. The next step was the removal of asbestos from the boiler walls in 1997. With this work completed a final evaluation of the condition of the boiler took place. In June, 1999 the Lackawanna & Wyoming Valley Railway Historical Society hired a contractor to begin performing the work on the removal on the parts from the inside the boiler, including superheater tubes and flues. Work continued to evaluate the condition of rigid and flexible staybolts, sleeves, and studs. Most of the work performed in 2001 involved removal and replacement of rigid staybolts, caps and sleeves. In 2002 we received a \$10,000 grant from Lackawanna Heritage Valley Authority we purchased K-nuts, some flexible staybolts, some crown staybolts, sleeves, and material to make the caps for the firebox. We also purchased fabricated studs for the boiler, firebox, and smokebox. This year was for purchasing parts to start to put the firebox back together. This year we also received a Grant for \$200,000 from the Federal Transportation Enhancement Program. This is a matching grant for which we need to raise \$50,000. We have some of the money to start the project. Congress has not passed a budget, so we can't start to use this money yet. This grant is for completing the work on the boiler, firebox, and smokebox and purchasing parts for this phase 1. The contractor hired by the Society has preformed over **3810 hours** of labor to date. Total funds expended to date are over **\$247,636**. All the funds have been the result of donations from supporters of the project and from the proceeds of sales of refreshments and souvenirs at the Moscow Railroad Station during the Steamtown Excursion Season. Funds have also been received at a donation box at the Steamtown site located adjacent to the B&M 3713 in the Locomotive Shops. The B&M 3713 can be seen in the Steamtown Locomotive Shops in Scranton, Pennsylvania during one of the regularly scheduled shop tours. If you have contributed to the restoration project, you can see what your donation has helped to make possible. This year's goal is to purchase all the parts and complete the work on phase 1 for the boiler, firebox, and smokebox. We are working on phase 2 funding for the drive and associate parts. We have received blue prints for the locomotive from B&M Railroad Historical Society. Many Thanks to all that helped us with our project. We are in need of set of classification lights and the original whistle for the B&M locomotive 3713. Any help in acquiring these items would be appreciated. Also pictures or movies or slides of this locomotive in action would also help. Please contact Carl Packer, RR#2 Box 362 Dalton, Pa. 18414 or 570-378-2420.

Society Receives Transportation Enhancement Grant

The Lackawanna & Wyoming Valley Railway Historical Society received word earlier this year that we had qualified to receive a Transportation Enhancement Grant of \$200,000.00 from the Pennsylvania Department of Transportation to help restore Boston and Maine No. 3713. The money is actually part of a matching funds program. In order to draw down the entire \$200,000, we must spend \$50,000 of our own funds. We have some of the money needed to provide our share, but we will need additional

3713 continued on next page

3713 continued

funds to complete this phase of the project. We intend to use the money to complete the restoration of the locomotive boiler. This will include purchase and installation of remaining staybolts, as well as the flues and tubes for the boiler. Once this portion of the work is completed, we will begin work on the driving gear and brakes and the tender. We have made significant progress on the locomotive, so much so that the National Park Service has sought funds to continue the restoration project until we can raise the remainder needed. This NPS money is tentative, and given the budget situation in Washington, it could be a few years before it is actually available for use.

Memorial Plaques To Support 3713 Restoration

The Lackawanna & Wyoming Valley Railway Historical Society announces a special way to support the restoration of Boston & Maine 3713 and to recognize members of your family or close friends who have an interest in railroading. You can make a donation of \$ 150.00 to the restoration and have a special plaque erected on the wall of the Visitors Center at the Steamtown National Historic Site in Scranton, Pennsylvania. This plaque can honor the memory of a deceased relative who worked for a railroad anywhere in the United States, or possibly a living relative who has retired from active railroading. Visitors from across the United States and from around the world will be able to see this plaque with the name of someone you wish to honor for service to railroading. Plaques are also available for railroad enthusiasts, or for others who would like this special recognition for making a donation to restore 3713. For more information about memorial plaques, contact the Society at: Memorial Plaques, P.O. 3453, Scranton, PA 18505-0452. You can also contact us at our website: www.laurellines.org.

There's renewed interest in rail line to the North

By Cathy Allyn Staff Writer

Carroll County — A fascination with trains is not limited to children. With an economic component to railroads becoming increasingly evident, trains are a focus of burgeoning government and private industry interest.

Four hundred fifty-nine miles of railroad tracks crisscross the state, and this area, too, has its own working freight line — the New Hampshire Northcoast, that runs the 42-mile southern section of the Conway Branch between Rollinsford and Ossipee. Interchanging with the Guilford Rail in Rollinsford, it makes a daily run to Boston, supplying sand and gravel for the Big Dig, and often makes an additional run for its customer Eastern Propane. In 2002, NHN handled 13,800 railcars.

A map of working railroad lines, looking like a network of spider veins spreading across the state, reveals a conspicuous gap within the system. That gap is a 22.8 mile stretch of line linking Ossipee to North Conway, and from there on to Canada and hundreds of other connections.

The area of line, subject of intense scrutiny by the state legislature, has been in disuse for more than 30 years. But its rehabilitation could spell a leap in economic development.

That possibility was the theme of a recent tour by lawmakers and planners in a refurbished caboose owned by NHN. Rumbling past waterways, farms, woods, residential areas and industrial acres,

the caboose carried the passengers not only to its railroad car shop in southern Ossipee, but into the history of the railroad.

The tourist industry is the state's strongest suite, and for years those tourists came by train from the Boston area to the resorts of North Conway. Going the opposite direction, products were hauled to cities by railroad car.

"At one time, no place in New Hampshire was more than an hour from a railway station," says State Representative William Mosher, chairperson of the Seacoast Commuter Rail Task Force. "A community develops around a transportation hub. Cars promote sprawl."

State Senator Joseph Kenney of District 3, who chairs the Transportation Committee, adds, "A lot of those old buildings are still there. They remind us of our history and economy. Trains played a vital role in the local communities, and those communities now have a vested interest in bringing in the railroad."

The past, it turns out, is now the future. A confessed train aficionado, Kenney has introduced an amendment to look seriously at revamping the disused piece of Conway Branch to reutilize it. "We're trying to reduce transportation on the heavily traveled Route 16 corridor and provide a superior environment by expanding the rail service," he says.

"Costs go up when you bring in trucks," Mosher says. "Plus you have ground pollution and wear and tear on the roads."

Trains could certainly reduce the number of trucks on New Hampshire's highways. According to NHN's Operations Manager Steve Arnold, using the basic formula that one train car equals almost four trucks in carrying capacity, "This train takes 60,000 trucks off the road." The diesel electric train also beats trucks hands down when it comes to fuel prices and pollution. "There's no comparison," Arnold declares. Plus, it's ultimately cheaper to construct railroad lines than highways.

Twenty years ago the cost of building railroads and highways was the same; today roads can be four times as expensive as comparable railroad lines. They also have the added cost of repaving. Rails last well over 100 years.

"American consumers are willing to pay the extra price when everything is done by truck, because they want things right away," Arnold says. "Trucks are quicker and more convenient, but some commodities don't warrant them."

"The infrastructure needs to be in place," Brian Lombard of the Department of Transportation says. "If gas prices shoot up, people are going to look for alternatives." He advocates "putting money into developing these things" and adds, "Don't let it sit on the back burner."

DRED is interested in the expansion of businesses and the transportation system that can meet those needs, which is why Henry Goode of DRED took the tour. "This could benefit the region."

Part of Arnold's job addresses that issue. "We're trying to bring in industry along the line," he explains. Industrial acreage and development is most active in the southern reaches now, especially along the 46-acre industrial park/rail distribution facility in Rochester. NHN expects rapid growth in that area due to the proximity to Interstate 95, Route 4, and Route 16. An established highway system with easy rail access lends itself to a transportation hub for future business development.

Development in the Ossipee area includes the line's state-of-

Conway continued on next page

Conway continued

the-art locomotive repair shop, rail car repair shop, and prospects for lumber distribution, intermodal storage and transfer station for petroleum products, and storage and transfer station for propane gas. Centralized distribution points might be a solution to the rapid sprawl threatening the state.

If the rail corridor between Ossipee and North Conway is rehabilitated, creating a full north-south route in the state, development in northern New Hampshire is sure to be enhanced, and businesses now located on the defunct portion could be serviced. Another part of NHN's overall plan is to provide commuter access to the high speed passenger rail corridor between Boston and Portland.

'Economy is developed off the line,' Kenney says. 'And commuters and visitors would rather be in a passenger train than fighting traffic.'

The state's rail plan lists goals of providing an efficient railroad network to help stabilize New Hampshire's economic health and expand employment, and assisting in the re-establishment of commuter and inter-city rail passenger services, as well as tourist operations.

The "missing link" of the Conway Branch would fit nicely into that strategy. But what is needed to make those 22.8 miles viable? Not as much as one might think, looking at the weeds covering rusting rails. "It's in surprisingly good shape," says Gary Hogg, president of Manchester Sand and Gravel, owned by Boston Sand and Gravel, which in turn owns NHN. In fact, the rail could handle a train traveling at 10 mph in the condition it's in now.

Built by the Boston and Maine Railroad, the line's drainage system is excellent, and the roadbed is intact. Rehabilitation would involve weed removal, 50 percent tie renewal (3,250 ties per mile), 30 percent rail renewal, and 100 percent surfacing, or smoothing of the track.

Upgrading public crossings at six locations would entail appreciable expense, as the signal systems would have to be completely replaced. Some property owners may feel the impact of the line starting up again, if they've built structures in the right-of-way.

High-speed passenger trains, that could connect Boston to the North Country in about an hour, would require new rail.

"The railroad is here," Hogg says. "Whether it's used or not is the decision."

Kenney says the DOT's Bureau of Rail and Transit is studying the costs involved to bring the section up to standard and will report back to the legislature in June 2004.

It's an expensive proposition that Mosher says requires "forward thinking people." He cites that New Hampshire is the fastest growing state in New England. "Our highways are maxed out."

Erik Taylor, director of public affairs at Gallagher, Callahan & Gartrell and a representative of NHN, conjectures that ultimately a private partnership will realize the continuation of the Conway Branch, but "commercial activity needs to come first."

The tour included visitation by automobile of areas of the disused section and a discussion of a proposed intermodal transportation center in West Ossipee.

Mosher brought up plans that Kittery, Maine, has to develop a new downtown area based on a transportation facility with trains, taxis, and shuttles. Rental cars, buses, and shuttles are envisioned

meeting trains depositing passengers in North Conway.

"We need a state vision when it comes to transportation," Kenney states. "If we focus on the North Country, we need to start off with a transportation infrastructure."

Arnold says the future of the railroads is assured. "I tore up rails that are being re-laid today. The economy will dictate — trains will be back."

Granite State News © 2003

"Dartmouth" Future Plans And Refund Policy

"Wait 'till next spring!"

No, that's not a war cry from frustrated Boston Red Sox fans. It's the message from the Trip Committee of Massachusetts Bay Railroad Enthusiasts, Inc. Mass. Bay RRE is planning a spring-time White River Junction-Wells River, VT excursion to finish the journey of THE DARTMOUTH excursion train, which was cut short by a Nov. 1 derailment. The special train, chartered by Mass. Bay RRE and operated by Vermont Rail System, left the track two miles north of Fairlee, VT, ending the ride for nearly 275 railfans from all over the United States. No one was injured, and all the passengers went back to White River Junction by bus. Sunday's scheduled excursion was cancelled.

We began discussions with Vermont Rail System about another trip only days after the derailment, after the track had reopened and the train had been returned to Bellows Falls. All parties are looking forward to making this trip work in the spring. At this time it appears that a date in early May is most likely. Given the demand for the November trips, we are hopeful of scheduling the trip to run on both a Saturday and a Sunday. We expect to announce dates for the rescheduled Wells River trains early in 2004.

From www.massbayrre.org

Bedford

Skaters, cyclists now find welcome oasis at trail's end

By Denise Dube Correspondent

David A. Levin began riding the Minuteman Bikeway when his bicycle still sported training wheels six years ago. The 11-year-old Lexingtonian remembers when the end of the bike path at Bedford Depot Park brought him to a large patch of dirt, a few worn benches, a decrepit parking lot, and a neglected building with paint curls hanging from the shingles.

"It had one table and dirt everywhere," David said.

In years past, people would ride on what once served as the Boston & Maine tracks, and when they reached the Bedford terminus, they found nothing to keep them there.

"I was here two years ago," Ken Krutt of Winchester said of the park. "I turned around and went back to Arlington."

These days, however, with the help of town officials and federal and state grants totaling about \$1.3 million, Bedford Depot Park is becoming a haven for weary cyclists and inline skaters. Last Sunday afternoon, the park was inundated with waves of travelers relaxing and talking with one another before heading home.

Inline skaters Ruth Chaisson and Meredith Roman of Charlestown had never taken the bikeway as far as Bedford until

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Bedford continued

last Sunday, but said they liked the benches and the atmosphere. "It's a nice resting spot," Roman said, and both said they will come again.

The dramatic change began last spring, eight years after the first grants were approved.

The once-dilapidated parking lot is redesigned, repaved, and encased in granite. What was once a sea of dust and dirt has been landscaped into islands of mulch and flowers.

A brick-paved plaza, encompassed by black wrought iron benches, sits on the other side of the old white building that now serves as headquarters for the Friends of Depot Park. Granite posts and a curved stone sidewalk direct cyclists into the park and stop them from accidentally riding past the unmarked path and directly onto South Street, a busy roadway that intersects with Loomis Street.

When the job is completed in the next few months, the former freight house built in 1877 will be turned into a museum tracing the town's rich railway history, according to Department of Public Works Director Richard Warrington, Friends of the Depot Park President Jim Shea, and Selectman Joe Piantedosi.

Last week, the three men sat on one of the new benches and talked about the transformation that began with a request for a sign in 1995.

"The project started with a \$500 grant to put a sign on the bikeway commemorating Bedford's railroad history," Piantedosi said of the money that was matched by the town.

The following year, Shea approached the selectmen to seek support for the railroad park and the land behind the depot, which at the time was privately owned.

They found out about a federal highway grant program for Intermodal Transportation Enhancement, Piantedosi said. They formed an ad hoc committee of Piantedosi, Shea, Warrington, and Town Administrator Richard Reed and put together a grant application. The request was shipped off in 1996. Months later they learned they were approved for \$988,000 to buy the land and reconstruct Depot Park.

Getting the money was easy; getting the land wasn't.

It took two years of negotiation to finally acquire the land that, with Town Meeting approval in 1997, is now owned by the town.

Two years ago, with part of the \$988,000 grant, the Friends acquired a silver Budd Liner rail car from the MBTA and had it transported to the park. It now sits near the freight building and will eventually be renovated as part of the museum. I

While the four-member committee and the friends worked on renovating Depot Park, the town began efforts to rework the South Road and Loomis Street intersection.

Piantedosi said that intersection eventually will have lights and designated lanes, making it safer for cars and those on bicycles or inline skates.

A parking lot, once an overgrown field across the street from the bikeway, holds up to 88 cars and fulfills one of the 10 accepted uses for the federal grant.

Bedford's Community Preservation Act Committee has a \$125,000 article coming up at the next special Town Meeting to cover additional costs, Shea said.

"This project," Piantedosi said, standing up from the bench, "was [initiated] to improve the front door to Bedford for people who

come here from many towns."

Shea agreed. "It was a very poor first impression of a town that has a lot to offer," he said.

Work on the exterior of the house will begin soon and on the interior a little bit later, Piantedosi said. Restrooms are also being added. But even when the park is done, the town won't be finished restoring the area.

The Friends of Depot Park, Shea said, will then take \$10,000 from the H. Albert Webb Award and \$1,000 from the Amherst Railway Society and re-create the narrow-gauge railway that ran from North Billerica to South Road in Bedford.

Shea said the replica, of the 2-foot-gauge track will be built close to Depot Park. "It's something that should receive exposure to a lot of people and enhance the experience of those who utilize the Minuteman Bikeway by reliving that piece of our history," he said.

Boston Globe

Getting The Trains On Board

By Alan Lupo, Correspondent

Two couples, one from Winthrop and the other from Durham, N.H., were dining recently in an Ipswich restaurant, when, suddenly, one looked up from her dish and said loudly with both surprise and joy, "It's a train." Indeed, a passenger train was hurtling past on tracks bordering the eatery.

The unexpected appearance of the MBTA commuter train from Newburyport to Boston inspired some table conversation about how all four diners preferred train travel to auto commuting and, yeah, wouldn't it be nice if more of that were available.

Coincidentally, three days later, in Portsmouth, N.H., Vicky Dompka Markham, who runs the Center for Environment and Population, said regretfully that she and her husband, both environmentalists, would rather not drive to Boston for a visit if there were an alternative. They had tried the train. It meant driving first a half-hour to Newburyport, parking, then taking the train for an hour and 10 minutes. Driving is more convenient, she said, but, "If we could take a train from near our house to Boston, we'd prefer that."

Their house is in North Hampton, and that just might be one of the stops on the kind of railroad service that Peter Griffin would like to see.

Peter Griffin's car is essentially a file cabinet on wheels. Both the back seat and front passenger seats are loaded with materials, including reports and maps on what he regards as a potentially great alternative to his and other cars — railroads.

"I am not a train buff," said the Windham, N.H., resident, not one of those guys, he said, who's had model trains since he was 12. For him, railroads are not a hobby or plaything, but, rather, a cause in what he regards as the vital need to provide a balanced transportation system.

So serious is he about this that he takes time on a Saturday morning to drive down to Newburyport to be interviewed on why commuter rail service should be extended from Newburyport up the New Hampshire seacoast to Kittery, Maine.

Griffin, a research analyst for Fidelity Investments, is also president of the New Hampshire Railroad Revitalization Association, which wants to revive passenger and freight rail wherever possible, and that includes the seacoast extension, which might make

Trains on board continued

stops in Salisbury, Seabrook, Hampton, North Hampton, Portsmouth, and Kittery. Exact station locations are up in the air, Griffin said, but what's moving along is both the Rockingham Planning Commission and a legislative task force are studying whether, how, and where to get this line on track. Griffin is working with both groups.

"Look at rail as part of a balanced transportation system," Griffin urges. "Roads and airplanes don't supply everything. Transportation is the only part of your life where you have no choice. When you invest in retirement, do you invest in only one stock? When your kids think about college, do they apply to only one?"

"It's not just moving commuters," Griffin argues. "You're talking about access to six beaches, to nice shops in Portsmouth and Newburyport. You're talking about urban renewal opportunities. Salisbury and Hampton Beach are reinventing themselves, as is Seabrook. Kittery wants to construct a downtown around a possible rail terminal.

"Transportation is a euphemism for economic development," he contends. "It's not only about moving people to work. It's also about moving goods by freight. It's about tourists. It's an opportunity for real estate development."

The arguments seem logical, especially when voiced in the environmentally conscious precincts north of Newburyport, but how does the state view such proposals?

Griffin contends there has been a sea change, or, if you prefer, a choo-choo change in the state's mind-set. "The reputation of the New Hampshire Department of Transportation was one of building highways," he said. "Now, they want to develop an intermodal transportation system."

Not everyone is as sanguine. Tom Irwin, a staff attorney for the Conservation Law Foundation, is an ally in the fight to revive rail. Indeed, the foundation would like to see the state tap into its highway fund for other forms of transportation. In an interview recently in his Concord office, Irwin contended, "The current transportation policy continues to be weighted heavily toward cars and to cater to single-occupancy vehicles. New Hampshire has some catching up to do."

Griffin, though, remains optimistic that there are New Hampshire officials who have come around to the conclusion that expensive highway projects lead mainly to more auto congestion and suburban sprawl. It's ironic, he says. New Hampshire once had a balanced transportation system, in the 1930s, what with trains, trolleys, and roads. "By those standards," he says, "we are regressive today."

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Mass Bay RRE Special Derails in Vermont

Mass Bay RRE's special train, The Dartmouth, derailed about 12:15 p.m. Saturday, Nov. 1 in Fairlee, VT, 23 miles north of White River Junction. Five coaches and one of two Vermont Rail System locomotives went off the track after the rails apparently spread under the second unit. There were no reported injuries among the 275 passengers, Mass Bay RRE staff and VRS crew on board; all were safely assisted from the train.

The northbound Dartmouth left the Amtrak station in White River Junction at 10:31 AM with a sellout crowd aboard for a round trip to Wells River, VT. Its consist (Washington County RR GP38 202,

Green Mountain RR GP40 302, and GMRC coaches 1317, 1301, 1312, 1319 and 1323) had deadheaded north earlier in the day from Bellows Falls, home base for VRS' Green Mountain Flyer tourist runs. The riders included a number of "mileage collectors" who had traveled from all over the country to ride this train. Just before the derailment, Mass Bay's RRE's on-board crew was cleaning up the box lunches and preparing for the first photo stop, about ten minutes away.

The special was moving about 10 mph through a right-hand curve south of the Malarly Road crossing in Fairlee, approaching the Bradford town line, when the east (engineer's side) rail apparently moved out of place. Both axles on the rear truck of the 302, and at least one axle of each coach, came off the rails, damaging several hundred crossties before the engine crew brought the train to a "controlled stop", with the coaches tilted at about a 10-degree angle toward the Connecticut River.

The VRS crew immediately called for emergency aid from local police and fire departments. The Fairlee Fire Department, the Upper Valley Rescue Squad and Mass Bay RRE's on-board staff helped passengers off the rear car and over to US Route 5, which closely follows the track in this area. Vermont State Police temporarily blocked northbound traffic along Route 5, detouring all cars across the Connecticut to New Hampshire Route 10.

Mass Bay RRE member (and Callboy photographer) Doug Scott, who was aboard the special, said there was no panic among passengers after the derailment. He complimented Mass Bay RRE's staff and the VRS crew for their effort to keep passengers informed of the situation as it developed. He also said the passengers stayed calmly in their seats while the staff, crew and emergency personnel planned how to get them off the train. (Mass Bay RRE's safety crew aboard The Dartmouth included Trip Director David Brown, Steve Butterworth, Vic Campbell, Don Foley, Kent and Pam Larson and Karl McKinney. Passengers Ralph Hawkins, Steve & Anne Zuppa and Bill & Sue Sample also helped the safety crew after the derailment.)

Vermont Transit in White River Junction provided three motorcoaches to return Dartmouth passengers to White River Junction station; Mass Bay RRE's Yankee Tours connecting bus that earlier ran from Boston to White River Junction was also pressed into service. After the first group left Fairlee, school buses took others to the Fairlee fire station, where they waited for the second motorcoach trip. By 2:45 PM, all passengers and Mass Bay RRE staff were on their way to White River Junction. Trip Director Brown spent much of Saturday evening telephoning passengers who had planned to ride the 'second section' of The Dartmouth Nov. 2, then waited at the Amtrak station for several hours Sunday morning to catch any stray riders that he had not been able to reach. Brown told the Callboy Editor John Reading that Mass Bay RRE still wants to run The Dartmouth all the way to Wells River, and that he would soon be talking with VRS about a trip next year.

By midday Sunday, VRS had rerailed the 302 and the coaches and moved them north to Bradford and a track crew was repairing the damaged track at the derailment site. The excursion consist was moved back to White River Junction later Sunday afternoon, in time to make its scheduled "slot" back to Bellows Falls following the arrival of Amtrak's northbound Vermonter.

Press and personal reports said that VRS had inspected the track

Derail continued on pg. 13

Derail continued

between White River Junction and Wells River the previous Wednesday and Friday. VRS usually runs a daily freight over this line between White River Junction and Newport, VT, its connection with the Montreal, Maine & Atlantic. A Federal Railroad Administration inspection in late August found the track safe for passenger train operations at 10-25 mph speeds.

The White River Jct.-Wells River track, originally built by the Connecticut & Passumpsic Rivers and later part of the Boston & Maine, now belongs to the State of Vermont; VRS leases it from the state. Known locally as the "Pompey Line," this route once carried through passenger trains between New York and the White Mountains, as well as Boston-Montreal freight traffic moving via the B&M and the Canadian Pacific. Mass Bay RRE's special was the first passenger train open to the public to operate over the length of this line since our Day White Mountains Express in 1982 from Boston to Berlin, NH and return.

Callboy sources could not recall any derailment of an excursion train sponsored by Mass Bay RRE or its predecessor, the New England Division of the Railroad Enthusiasts, in many years. Derailments of other trains, though, have affected our excursions, most memorably the 'midnight reroute' along the out-of-service B&M Cheshire Branch in October 1971 after a B&M wreck blocked the Connecticut River Line south of Bellows Falls, VT. However, a history of the early days of the National RRE, compiled by Mass Bay RRE member Frank Kyper, includes this from H. Arnold Wilder, one of Mass Bay RRE's oldest members:

"This first group chose the name of "National Association of Railroad Enthusiasts," and through their efforts the first railfan trip was arranged with the cooperation of the Boston & Maine Railroad and the Hooşac Tunnel & Wilmington Railroad to Wilmington, Vermont. ... August 26, 1934, would go down in history as the first organized railfan trip in the country. A second trip to Wilmington, Vermont, was run on October 7, 1934, with less than satisfactory results; the coach and caboose derailed on the trestle at Mountain Mills above Readsboro, and arrival back in Boston was about in time for breakfast!"

(The above story was posted, with minor revisions, from the November, 2003 issue of MBRRE's monthly newsletter, the Call-boy) From www.massbayrre.org

The following summary was done from the MBTA's Draft Capital Improvement Program, available in full on the web site www.mbtta.com. I don't know who did this summary as I received it anonymously - ed.

Funded Projects: FY04 – FY09

All three of the funded commuter rail track projects listed below will have a positive impact on the operating budget as a result of more efficient operation.

Commuter Rail Track Systemwide Replacement

This effort will fund the replacement of rail on an as-needed basis throughout the commuter rail system to maintain service reliability and safety. The goal of this program is to replace approximately 5 miles of track per year in conjunction with the MBTA's commuter rail management contractor.

Commuter Rail Curve Track Replacement

This project will involve the replacement of worn curve rail. Many of the existing system curves have worn down and are close

to or have exceeded their useful life. Replacing this rail will insure customer safety and continued service reliability.

Fort Point Channel Bridge – Fourth Track

This construction effort will provide a fourth track over the Fort Point Channel Bridge. Work will include the installation of 100 feet of additional track, the relocation and installation of an existing double slip switch and the installation of additional signals associated with the revised construction plan. This will assist commuter rail personnel in managing increased traffic to South Station.

Anticipated Future Needs

The condition of commuter rail tracks throughout the system vary. Four lines are in fair to acceptable condition, four are in good condition, and three are new and in excellent condition. Systemwide, there are maintenance issues which apply to several or all of the rail lines. Performing periodic renewal and replacement programs in a timely manner reduces daily operating costs, reduces life cycle costs, and increases reliability and safety. The MBTA has identified the following projects as future needs for commuter rail track.

Lowell Junction/Frey Double Track

This project would add double track the Haverhill Line between Lowell Junction and Frey to reduce delays and improve the flexibility of scheduling both passenger and freight trains.

Winchester-Mishawum Rail Replacement

This effort would replace 5.6 miles of 112-pound and 115-pound type rail on track between Winchester and Mishawum, a track segment used by both the Lowell and Haverhill Lines.

Fitchburg Main Line Rail Replacement

This project involves the replacement of 18.4 miles of 112-pound type, non-control-cooled rail on the Fitchburg Main Line between Willows and Fitchburg.

Rail Inventory Purchase

This project would include the purchase of 10,000 feet of head-hardened 132-pound rail to replenish inventory and replace worn out railings.

Elimination of Bleachery Interlocking

This project encompasses numerous tasks: the relocation of Guilford's train operations from Lowell to Lawrence, the removal of crossovers between the MBTA's New Hampshire Main Line operations and Guilford's Lowell Branch, the relocation of one crossover, and the removal of four other crossovers.

South Acton Station Double Track

This project would extend the double tracked portion of the Fitchburg Line west through the station at South Acton. The extension of the double track would allow trains turning at South Acton to be held clear of passing trains, and subsequently reduce delays.

Reading Station Double Track

This project would extend the Haverhill Line double track north through Reading Station. The extension would allow trains turning at Reading to be held clear of passing trains, thus reducing delays and freight conflicts.

Beverly Drawbridge Upgrade Mechanical Devices

This project involves removing and replacing all outdated and worn gears and parts, redesigning the push/pull rod system and wedge mechanisms for greater reliability and durability, and updating bearings and ancillary equipment.

Projects continued on pg. 14

*Projects continued***Stations Upgrade Approach (Salem, Manchester, Gloucester)**

This project involves the installation of approach tie pads at the expansion joints at Saugus, Manchester, and Gloucester drawbridges.

Systemwide Commuter Rail Fencing

The installation and maintenance of fencing along right of ways is important to safely operate trains, protect railroad property, and to prevent trespassing and illegal dumping of trash and contaminated materials on railroad property.

Montvale Yard Rehabilitation

This project would provide for the rehabilitation of the entire Montvale facility on the Lowell Line.

Future Systemwide Tie Replacement/Renewal Program

A systemwide replacement and renewal program for defective ties will enable continued reliable commuter rail usage.

Systemwide Grade Crossing Renewal

This project would provide funds for the renewal of grade crossings on the commuter rail system.

Life on a B&M branchline, 2003

Derailed freight car still blocking tracks

By Sean Corcoran Staff writer

Peabody A freight car that went off the track sometime on Wednesday was still sitting at the intersection of First Avenue and Second Street yesterday, still packed with its undelivered goods and blocking the track.

The freight car, which is operated by Guilford Rail System in North Billerica, was bound for Liberty Carton Corp., formerly known as Bicknell Fuller Corrugated Container Corp., at 4 First Ave. But about 200 yards away from its destination, it went off the track.

Yesterday, half of the cars' wheels remained on the inside of the track touching the ground. Workers at the site said they were waiting for machinery to put the car back on track, and said the derailment probably was caused by the tracks being old.

Calls to Guilford Rail System for information were not returned yesterday, and officials at City Hall and in the fire and health departments said they were unaware of the derailment.

George Lobie, a planner at Liberty Carton, said the derailment occurred sometime Wednesday evening while a train was attempting to deliver material the company uses to make containers. The company receives 90 percent of its box-making material via rail car, while the other 10 percent arrives on trucks, he said.

As the car has waited on the tracks, the company did not receive deliveries scheduled for last Wednesday, Friday or yesterday. But the company has not been set back at all, Lobie said, because workers are installing some new equipment at the factory.

"The timing couldn't be any better for us," he said.

And then a few days later, a follow-up.

Osborne aims to fix 'deplorable' RR tracks

By Sean Corcoran Staff writer

Peabody Ward 1 Councilor Barry Osborne has concerns about the condition of some of the city's railroad tracks, and says he will address the issue with federal regulators and the freight line that operates the tracks.

Last week, a freight car bound for Liberty Carton Co. at 4 First

Ave. in the industrial park derailed just short of its destination. Packed with box-making material, the car sat on the track for nearly a week before workers from Guilford Rail System in North Billerica got it back on track.

On Tuesday, an executive with Guilford Rail would not say what caused the boxcar to go off the track, nor would he provide information regarding other derailments at or near that location. Asked about the condition of the track, David Fink would only say that the company follows federal regulations.

Guilford executives did not contact city or public; safety officials to notify them of the derailment last week, and Fink said the company would not do so in the future unless the cargo is hazardous material. Fink also said last week's derailment was not a reportable incident to the Federal Railroad Administration.

Warren Flatau, a spokesman for the Federal Railroad Administration, said it was entirely possible the derailment was not a reportable incident. However, the FRA is willing to investigate the derailment and inspect the track if there is a public concern.

Osborne is concerned. The Ward 1 councilor presently works for the MBTA and previously worked for Guilford, and he said the tracks in the area of the derailment "are in deplorable condition."

"The track conditions are just terrible," he said. "I am not an expert on track, but I have seen a lot of track in my career."

Osborne said he intended to contact the FRA to tell regulators that this particular area of track has been having derailments. And unless Guilford is willing to invest some money

to improve the tracks, Osborne expects derailments to continue.

"Are these derailments going to happen? Yes," he said. "The way the track is, there is no doubt about that"

Frank Branciforte, the city's emergency response coordinator, said he was surprised the city was not told of the derailment, and he also will investigate the matter.

Yesterday, workers from Guilford were seen doing what appeared to be repair work on the tracks, neighbor Russ Donovan said. It was unclear yesterday whether the company was required to contact the city's Conservation Commission prior to doing that work, since a running stream is just a few yards away from the rail lines.

The Salem News

Plaistow Wants Own Amtrak Station

By Adam Leech

Plaistow - At Monday's meeting, selectmen agreed they'd like to see a Downeaster train station in Plaistow, and even a passing train tooted its vote of approval.

The Downeaster is an Amtrak passenger train that travels from Portland, Maine, to Boston, and makes seven stops along the way in Haverhill, Mass., Exeter, Dover and Durham, as well as Wells, Saco and Old Orchard Beach, all in Maine.

Planning Board Chairman Tim Moore said the addition of a commuter rail to Boston alone would benefit Plaistow and its neighboring towns greatly; the problem is deciding who is going to pay for it.

"If anyone would like to raise their hand and own it they're welcome to," said Moore.

The terminal alone would cost about \$100,000, and while maintenance costs are relatively low, insurance would be about \$36,000 a year, according to Town Manager John Scruton.

Plaistow continued on pg. 15

Plastow continued

Selectman Larry Gil said the state should take part in covering some of the cost. Moore said the state Department of Transportation is "terribly narrow-minded" and it is unlikely they would fund it.

"They'd build 12 lanes straight to Montreal before they put a quarter into a train station," he said.

Gil said bringing the project to fruition in the limited timeframe would take a lot of lobbying, and he thinks congressional leadership could play a major role.

"I don't see the town of Plaistow being able to make this go by itself," he said.

There is some confusion surrounding the availability of a Congestion Mitigation and Air Quality grant from the state, but Scruton said he thinks the grant will not be accessible by the end of next year, which would mean the plans for the station would have to start very soon.

Moore said he thinks the best option would be for the county to pay for it, since it will service the surrounding towns as well as Plaistow.

He suggested the selectmen discuss the possibility of the train station at the next regional selectmen's meeting and perhaps get towns to agree to help fund the cost of the terminal.

"If I was one of those towns, I don't know why I'd commit to it," said Selectman John Sherman. "Either way, if someone else builds it, I can still use it."

There is no question, however, that the station would be placed in the Park and Ride area behind the Staples at 58 Plaistow Road, which was built near the railroad tracks to accommodate a future train station.

rockinghamnews@seacoastonline.com

B&M Perspective, The Station & The Dawg Wagon

By Alden Dreyer

It has been nearly 40 years since the Boston and Maine Railroad disappeared (4/30/64) and over 20 years since Guilford Transportation Industries, Inc. purchased the Boston and Maine Corporation, Inc. (6/30/83). Things have changed since we had a Railroad-with-no-ampersand-please, but lets think a bit of what has not.

You can still board the cars in Washington and Philadelphia and New York City for Brattleboro, Bellows Falls and W R Jct. and beyond. And likewise boarding in North Station will get you to Exeter, Dover and Wells. Folks in fancy dress still ride each morning from Fitchburg, Lowell and Rockport and the freights still whistle along the Stony Brook and through the valleys of the Millers, Deerfield and Hoosick Rivers.

Men who worked under Alan Dustin still switch the cars at East Deerfield and answer the telephones and change out the rails and chase the trespassers. Not to say there hasn't been natural attrition and new hires, but at least in Western Massachusetts, it's pretty much the same old crew. But all that will change in the next five years or so.

Perhaps the most constant item is a gentleman by the name of S.B. Culliford, who is listed in GRS ETT No.3 as Vice-President Transportation. When Whit Haynes retired as General Manager circa 1968, SBC took over that position and 35 years later, in his 70's now; he still holds that function. A rather amazing record con-

sidering the turmoil of the past half century.

Turning now to what has changed that you probably know nothing about: D.A. Biskerski retired recently as a GRS Train Operation Manager and was well known to everyone in operations and anyone who used a scanner. I trained David to become a DS in the early 1970's in Greenfield and was always proud of this particular student. What is noteworthy from a historical standpoint is that DAB was the last TOM to have worked in a former B&M office as a DS that was not in North Billerica. There is a lot to be said for the training you receive by personal contact with the employees that dispatchers were subjected to in Dover, Concord, Boston, Gardner and Greenfield but was, and is, noticeably lacking in North Billerica.

The Station, at the foot of Miles Street in Greenfield, Massachusetts, is simply the world's finest train viewing pavilion. It is accessible for the mobility handicapped, well lit and fenced and in the middle of a lovely park with normally adequate parking on premises. The site is that of the former T&G, FRR then B&M RR Station and is really in downtown Greenfield. There is a caboose museum to explore lots to read and study and a wooden train for children of all ages to play on. Adjacent is the former B&M Fitchburg Division administration building that was opened on 01 March 1914 and locked for the very first time ever by this writer at 1930 hours on Thursday, 13 April 1972, after personnel and equipment had been disbursed. The building has not changed much since then and visitors are welcome to walk through during normal week-day business hours.

The Station was built with private funds and volunteer labor and, of course, serves many functions besides train viewing. The only negative here is the lack of trains during daylight hours when the park is open. The park is located in the wedge between the former Connecticut River Division and Fitchburg Division main lines. The Conn. River is all but dormant with no more than a train a day. The Fitchburg Division route will see 7-10 movements on a normal day. But since the railroad from Greenfield to Rotterdam Jct. is a single-track mountain railroad, trackwork takes priority during daylight hours especially on weekdays during the warmer months. So you may see 5 trains at The Station, or none on any particular day.

Now if you visit The Station on a weekday, try to arrive hungry around the midday hours and look up Jim Breton at his Dawg Wagon on Main Street near the intersection with Routes 5&10. Jim is a personable young man who worked many years as a B&M trainman, then engineman, and then as a Conrail and CSX engineman. Why would a talented young man give up running through the beautiful Berkshire Hills, with an exciting, lucrative and secure career, and take up operating a hotdog cart in the dying industrial city of Greenfield? Catch Jim when he's not too busy and he may give you a hint. Tell him Alden Dreyer sent you. And talk to Jim before you give up that day desk job for the glory of running through those Hills on CSX or GRS.

With thanks to the following contributors to this issue
of the Newsletter

**Robert Terhune, Ron LeBlond,
M. Nelsondionne, Roderick Hall**

Through The Ethernet

B&O/C&O units on the B&M or CV trackage

Dave Poor

I have to eat a little crow here. I checked my list on the B&O-C&O units and found this. They operated between Montreal (St. Luc) and East Deerfield (Springfield?) on CP/B&M Trains 904/8904 and 8917/917. My list includes:

C&O GP-30's:	C&O GP-35's:
3000 blue with yellow nose	3521 blue
3015 blue	3523 Chessie
3024 blue	3526 Chessie
3033	3562 blue sunburst
3025 Chessie	3539 blue
3038 blue with yellow nose	
3046 blue with yellow nose	
B&O GP-35's:	
3504 blue	
3516 chessie	
3544 blue	
3551 chessie	

I had the pleasure of operating the C&O 3521 and B&O 3516 while here with Archie Prevost. The Canadian Pacific ran these units on the Conn River line into 5/81 and the lease ended 10/81. Hope this info helps out.

Rockingham Junction

by Ian MacMillan

- Preserving the history of the Boston and Maine -

Rockingham Junction, Built by the Boston and Maine Railroad, served as a major interchange for two of their lines in New Hampshire, the east-west Portsmouth Branch, and the north-south Portland Main Line.

The station at Rockingham Junction is located on the Newfields / Newmarket, with the town line running right through the center of the building. At one point Rockingham Junction was a busy location. The station itself had a platform that served both the Portland Main Line and the Portsmouth branch. At times even a large restaurant served the location.

The Rockingham Revitalization Group plans to begin restoration of this station and to return it to its former glory as a major station serving the Seacoast area. Paint, woodwork, and other hard work are a focus of the group and its members. Please feel free to join in and aid in the restoration of this historical station.

From *NE-RAIL*.

<http://wisconsinsub.railfan.net/rockingham/>

Modelers Notes on CD

Looking for copies of the early Modelers Notes? The BMRRHS will introduce two sets of the Modelers Notes on CD's: Vol. 1, #1 - 25 and Vol. 2, #26 - 50 at Springfield. The CD's search engine will permit search by article and/or issue and will be compatible with all popular PC and Mac versions. The CD's will be available at the BMRRHS booth for \$15 each to current BMRRHS members and \$20 each to non-members. If ordering by mail postage for one or both CD's is \$4. Please do not order until February. Our gracious thanks to Sean McInerney for developing and producing the CD's for the Society, which he has offered, at cost.

Providence & Worcester & Mt. Tom Coal

The P&W will continue to haul coal for the indefinite future, out of the Port of Providence, to the Mt. Tom Power Plant in Holyoke, MA. It will continue, as long as the railroads and foreign coal are more economical than domestic coal. The P&W has been the successful bidder on a six-month contract to haul coal, beginning this past April. In each of the next four months, some 40,000 tons of coal will arrive at the Port of Providence by barge, and be moved by rail via the P&W to the interchange with Guilford Rail System at Gardner, MA, and then to the Mt. Tom Power Plant, for a total of 4,000 carloads.

Atlantic Northwest Rails via "The 470" Newsletter Of The 470 Railroad Club

Guilford Rail System — Guilford's motive power roster has again become all GM/EMD as the two remaining General Electric U1 8Bs were delivered in interchange at Danville Jct. to the St. Lawrence and Atlantic on October 10 with RTEK (Rail Trust Equipment, Jacksonville, FL) reporting marks. Units are still in the yellow and green paint applied for their lease to the short-lived Niagara and Western New York tourist operation last year. The units were last reported to be in the Montreal area at Canada Allied Diesel.

Atlantic Northwest Rails via "The 470" Newsletter Of The 470 Railroad Club

Guilford Roster Reductions

The following units have been scrapped by Guilford in 2001-02: Alco C424m's 453, 455 (former D&H units); GP38 260 (former MEC); GP40 304, 311, 325, 329, 331, 338 (former Conrail); GP35's 213, 251, 261, 262; SD26 620 (former AT&SF); U18B 402, 406 (2nd) (former MEC); SD39 693 (former N&W); and MT4 road slug 100 (built on the frame of a Union Pacific GP9).

470 Club Newsletter via Bridge Line Historical Society's BULLETIN

B&M RR Station To Be Saved

from Roger Robar

The B&M RR Station in Lisbon, NH has been purchased and saved from being cut into sections and moved to Dr. Marvin Kendall's museum and railroad collection in Barnet, Vt. Initial plans call for securing the 1853 structure from further deterioration with full restoration to follow in the spring.

Lisbon has several options for it's use but at this time non has been finalized. This station was built by the Boston, Concord & Montreal RR in 1853. The Lisbon station is noted for it's unusual architectural design. The steep curved roof with its six dormers is the only B&M station of it's kind.

A photo of this station may be found in the book, "B&M, Forest, River and Mountain" by Robert W. Jones, page 82.