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This Railroad Means Business

By PETER HARRIGAN
Sunday News Staff

MEREDITH, Oct. 22—It's 8 a.m. on a grey, chilly weekday, and Jim Moore and Brian "Woody" Woodward have a run to make from Meredith to Campton.

But before they get started, they have to fix a crossing switch just above Prescott Lumber, where the train is waiting. And then they must readjust the engine's controls, which they made unworkable the night before.

There's no way to lock the cab and nothing attracts kids like an idle train," Moore says as he finally cranks up the 1,600-h.p. ARCO diesel locomotive.

With several blasts of the whistle, the Goodwin Railroad is on its way with a boxcar of grain for Merrimack Farmers Exchange in Plymouth and four hopper cars to be filled with crushed rock in Campton.

The trip is a slow one, at 15 to 25 m.p.h. over old or untamped new trackbed. It is a journey past long-abandoned stations and mills, past track switches infested with hornets or ghoulishly bedecked with a broken doll someone left near the rails.

The Goodwin Railroad has operated the Concord-to-Lincoln line since February. It is the second company to lease the line from the state, which bought the 72 miles of track after they were abandoned by the Boston and Maine in 1975.

While there are many more improvements to be made and their jobs are a trip of sorts through the past, Moore and Woodward believe the line has a good future, although it may take a few years to catch on.

Head of the railroad company is Herb Goodwin of Weaver Brothers Construction of Bow. He is responsible for the train and track maintenance, and the state provides the federal and matching funds for rebuilding bad sections of the line.

So far 20 to 25 miles have been repaired and work is underway on another 15, Goodwin said. There are close to 30 customers

on the line, and it has shown a profit for the last three months, he said.

From its Lakeport maintenance sheds, the train usually makes one trip north and four south per week, three of them as far as Concord.

The biggest customer is Prescott Lumber in Meredith, a central shipping point for its distributors. Besides lumber the railroad carries grain, malleable iron, chemicals, pipe and furniture.

Most demand for rail service is along the southern portion of the line. The state bought the route to help the struggling New England Pulp and Paper Company in Lincoln, which was expected to require over 1,000 cars a year. But the mill ceased in 1976 and went on the auction block this fall.

Goodwin has never had the paper company as a customer and so hasn't depended on it, but still hopes to see the mill reopen. His total volume now averages 60 to 70 cars per month.

Two factors are involved in the line's future growth, Goodwin said. "It's hard to solicit business when sewer contracts are all over the track," he said. The Winnepesaukee River Basin Project will continue for another year, and the railroad gives contractors permission whenever possible to cross the tracks, Goodwin said.

Secondly, the best way to attract business is to continue track restoration, he said. "People don't give us reasons not to use the railroad, but rather reasons TO use it when they see improvements being made," Goodwin said.

The railroad had a peak repair crew of 22 men this summer, but during most of the year there are three on maintenance and three full-time on the train—Jim Morse, Woody Woodward and Dick Nauser.

Although much of the line has new ties and rock, speed can't be increased to the 40 to 45 m.p.h. limit of years ago until the bed has been tamped down, Morse said as he headed north onto a newly repaired stretch at mile post 44 at Ashland Summit

Moore and Woodward are both veterans of the construction business who began working with trains with the Wolfeboro Railroad. Woodward's grandfather, Ralph Woodward, was an itinerant station master years ago on the Concord-Lincoln line.

Some of the many crossings along the route are still used, and some not, but for all—and then some—Moore gives several blasts of the whistle.

"Should we wake the old farmer up this morning," he asks as they head past the old Ashland paper and woodchip mills and over the river into Bridgewater. "Sure, let her rip," says Woodward.

"It seems this fellow's grandfather was killed at a crossing, and he gets madder than hell if we don't let him know we're not obligated, but we

RAILROAD

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REPLACING ties and adding new bedrock is a crucial factor in attracting the Lakeport maintenance sheds are Dale Whitman, left, and Daryl Lavigne. new business for the Concord-Lincoln rail line. Swinging sledgehammers near



BOSSMAN of the Goodwin Railroad is Herb Goodwin of Weaver Brothers Construction Company of Bow. Since taking over the state-owned line last February, he has seen business increase steadily, showing a profit for the last three months.

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Manchester (N.H.) — Sunday, October 23, 1977

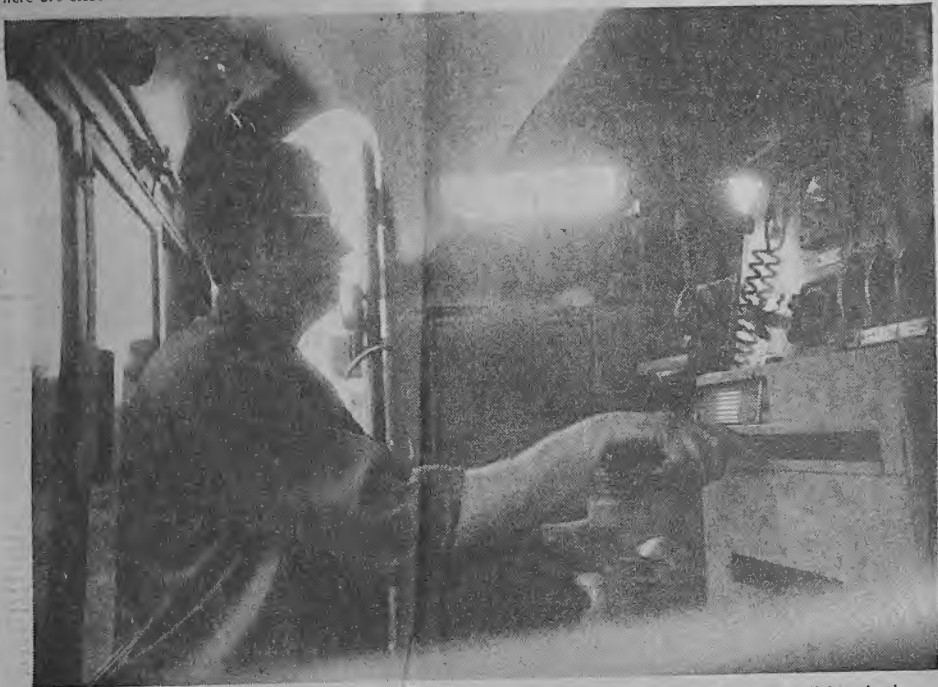
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IN THE engineer's seat, Moore mans the controls of the Goodwin Railroad's 1,600-h.p. diesel locomotive. The

company also has a smaller engine for lighter loads. (Staff Photos by P. Harrigan)



A TRIP up the line is one through the past. Jim Moore views from the cab the rapids above the old

generating station at Livermore Falls.



THE CREW for the day on a run from Meredith to Campton was Brian "Woody" Woodward, left, and Jim Moore. Both veterans of the construction industry, they

say the railroad will make it as a business, not a tourist attraction.



END OF the line for this run is in Campton where four hopper cars are loaded with crushed rock, to be spread along the railbed farther south. About half the line's 72 miles have been repaired.

Peek At The Week

Today

"The Wheelmen" from 12 northeast states windup their annual two day meeting today at Strawberry Banke in Portsmouth. The public is invited to an antique bicycle display and demonstration at 1 p.m.

Mission Sunday observance for New Hampshire Catholics who in special church services will show support both prayerfully and financially for 78 Granite State natives who are serving in foreign missions abroad.

Citizens Band and Van Show for the benefit of the United Cerebral Palsy Association winds up today at the State Armory in Manchester.

Fall Fly-In at the Concord Municipal Airport and The State Military Reservation from 10 a.m. to 4 p.m., sponsored by the Greater Concord Chamber of Commerce and the N.H. National Guard.

Notre Dame College in Manchester will hold all day open house for guidance counselors, teachers, parents, and prospective students from throughout the Northeast.

A Lupus Awareness Program will be held at 2:30 p.m. at the Alton Community Church. Dr. Michael Miniter of the N.E. Medical Center in Boston will speak. The public is invited.

Dedication of the new Nashua Airport Control Tower Building at the Capt. Nicholas N. Tamposi Aerospace Center at 3 p.m.

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do it anyway just to keep him happy," Moore said. Heading south between Campton and Livermore Falls with four cars of crushed rock, Moore slows the train to a crawl. "If you're going to derail, this is where it will happen," he says.

Old railroad men will tell you the stretch's sharp curves and steep grade along the Pemigewasset River make it one of the toughest to travel in the state. Rumor has it that it's the second sharpest railroad curve in the nation.

At one point the train almost stops, but after a quick check of the electrical system, the men open the throttle and it again surges ahead. "Must have been leaves on the track. That's all it takes on a grade like this when you have a heavy load," they say.

If the Concord-Lincoln line becomes a success story, its operators say, it will be as a business and not as a tourist attraction.

"We'll make it because we're all from the construction industry. This is not a railroad fan club, but people don't understand that," Moore said.

Adds Goodwin, "to think the railroad can compete with the automobile for passenger service is unrealistic. But that doesn't rule out special excursions in the future."

Wheelabrator-Frye Awarded Contract

HAMPTON — Wheelabrator-Frye Inc. has announced that its Rust Engineering Company division had been awarded a contract for engineering and field services related to Union Camp Corporation's \$250-million expansion of its Montgomery, Ala., mill.

The expansion will add 1,000 tons per day of linerboard capacity to the mill, which presently produces about 1,100 tons per day of linerboard.

proved the fishing by eliminating the raids on our fishing crop by the Russians and Japanese.

However, nowhere did I find in Alaska better evidence than at the Tesoro Refinery at the Port of Nikiski on Cooke's Inlet, that it was possible to have a productive development of our oil and natural gas resources without destroying the environment or effecting commercial fishing. It is a scene of spectacular beauty.

It is also the site of a working oil refinery in a port where tankers have been loading and unloading for ten years. It is living proof that vital energy can be produced without impairing beautiful environment.

Tomorrow, a look at growth versus environmental concerns in a small Alaskan town.



THROWING a track switch involves considerable running around for a crew of two, and the hazard of insect versus iron horse. Several of the switches have been appropriated by hornets.

(Staff Photo by P. Harrigan)

Cobleigh on Alaska: Balance Is Possible

NOTE: Marshall Cobleigh, administrative assistant to Gov. Meldrim Thomson Jr. and a former NH House Speaker, recently journeyed to Alaska as a staff representative to the National Governor's Conference Committee on Resources and Economic Development.

Cobleigh's account of that trip and his impressions of the biggest state are being published in a five-part series beginning today in the Sunday News and continuing during the week in the Manchester Union Leader.—Ed.)

By MARSHALL COBLEIGH

"Suppose Russia were to reclaim Alaska as the Panamanians are trying to do with the Panama Canal — that

would be a pretty kettle of salmon." I thought as we studied Alaska's energy potential.

I was visiting Alaska as a member of the Staff Advisory Committee of the National Governors' Association's Committee on Natural Resources and Environmental Management. Governor Thomson is one of the nine members of the Governors' Conference Committee.

We were in Alaska because one of the other committee members is Governor Jay Hammond of Alaska who felt that we were constantly voting on issues concerning development of Alaska's energy resources without ever having seen the situation first hand.

In addition to seeing this beautiful country and learning

of its problems, we were successful in getting Governor Thomson's resolutions on nuclear development, the outer Continental Shelf, and energy facility siting passed by the committee so it was a rewarding trip from a business standpoint as well as an opportunity to evaluate the problems of our largest state.

It is 5,000 miles from Concord, New Hampshire to Anchorage. Alaska contains 586,400 square miles. It is one-fifth as large as the rest of the United States and its 33,900 miles of coastline is larger than the coastline of the United States. Alaska is farther north and west than any other state. Like the United States it stretches across four time zones. The greatest range of temperature under the American flag occurred in Alaska from 78 degrees below zero to 100 degrees above zero. The population is slightly over 330,000. It is the smallest of the states in population.

Alaska's incredibly beautiful mountain ranges include Mt. McKinley, the highest peak in the North American Continent, 20,320 feet.

Its Kodiak bear is the world's largest meat eating animal. Its annual catches in

salmon, halibut and King Crab are the largest in the nation. Alaska's official sport is sled dog racing, and believe it or not, there are no snakes in Alaska.

On our trip, I saw thousands of salmon literally jumping into fishermen's nets. We saw American Eagles soaring over the land of splendor. We saw moose, sea lions, seals, whales, spectacular birds in their native habitats; yet, for all its size and splendor, for all its bountiful beauty, it is a troubled state as it attempts to cope with growth.

THE BIG QUESTION

The overriding question facing Alaska since the discovery of crude oil and natural gas is can balance be achieved? Alaska is much more than an energy socket for the lower 48 states to plug into. There are those who feel

Washington, D.C. will be speaker. There will be a reception and social hour at 6 p.m., dinner at 7 p.m. and meeting at 8 p.m.

Manchester Mayorality Candidates , Incumbent Democrat Charles R. Stanton and Republican Richard M. Jacobs, will speak at the Joliet Club at 8 p.m.

Colby-Sawyer College In New London invites the public to a Mime Show and Rock Band program at 8 p.m. in Sawyer Hall as part of its Oktoberfest Weekend.

Chateau Restaurant in Manchester with 6:30 p.m. reception and social hour, followed at 7:30 by dinner. Guest speaker will be Rear Adm. Sumner Shapiro,

Thursday

Retirement party for Manchester Assistant Super intendent of Schools James Nocas at The Chateau Restaurant. Reception and social hour at 6:30 p.m. with dinner at 7 p.m.

Colby-Sawyer College Oktoberfest Weekend opens tonight on the college campus in New London and continues through Sunday.

English Weaver Peter Collingwood will speak and show slides of his work at 7:30 p.m. in Hyde Hall at Plymouth State College.

Friday

New Hampshire Sweepstakes Commission weekly drawing starting at 10 a.m. at the National Guard Armory off Loudon Road in Concord. Since there were no five-digit winners on Sept. 16, there will be a

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The music department at Phillips Exeter Academy will present a free to the public faculty recital at 3 p.m. in the Addison Gallery.

Tri-State Collectors' Exhibition, an open competition for the Gov. Meldrim Thomson Trophy, winds up today at the Concord Community Center, 30 Green St.

Monday

Community Improvement Project Workshop for City of Manchester, the public invited to come and offer ideas, will be held at the Beech Street Community School starting at 7 p.m. It will deal with recreation, the arts and community management.

Under Secretary of State for Political Affairs Philip Habib will deliver a public lecture at 7:30 p.m. at the Cardinal Cushing Center at St. Anselm College in Manchester.

Manchester Personnel Committee meeting at 7:30 p.m. at

Sears Save \$3. New