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November 1, 1974

Mr. Robert J. Steiner
Co-Chairman
American Revolution Bicentennial Committee
27 Market Street
Manchester, N.H. 03101

Dear Mr. Steiner:

Thank you for your letter of October 8th regarding the locating of the Freedom Train in Manchester, New Hampshire, in connection with your Bicentennial Celebration.

I am forwarding a copy of your letter to Mr. A. L. Wing, our Trainmaster at Nashua, N.H., who will be in touch with you and work out the necessary details with you and your committee.

Very truly yours,

S. B. CULLIFORD
V.P. & Gen. Mgr. Transportation

cc: Mr. A. L. Wing - Pleasehandle with Mr. Steiner

cc: Mr. W. V. Furey *WV*



**Manchester, N.H. American Revolution
BICENTENNIAL COMMITTEE**



669-7009 * 27 MARKET ST. * MANCHESTER, N.H. 03101

Honorary Chairman - Mayor Sylvio L. Dupuis
Chairman - Leonard R. Armstrong
Executive Director - Dr. Gordon O. Thayer

October 8, 1974

*Acknowledged
Tell Mr. Wink
will be in touch
with him and
work with him
and his committee
3/17/75
Wink
Thayer
cc Wuf*

Mr. Sidney Culliford, Vice-President
Transportation
Boston and Maine Railroad
Billerica, Mass. 01821

Dear Mr. Culliford:

It was good chatting with you today and as I indicated to you, I would follow my phone conversation with a letter concerning the locating of the Freedom Train in Manchester, New Hampshire.

The train is scheduled to be viewed in Manchester on Friday, April 18 and Saturday, April 19, 1975 from 7a.m. until 10:00 p.m. It will depart from Portland, Maine on Thursday, April 17, 1975, time of departure is unknown and will leave Manchester Sunday, April 20 for Burlington, Vermont.

Pulled by an oil-fired steam locomotive from the Southern Pacific Railroad, the locomotive will also have a diesel B unit behind the tender for auxiliary power. The makeup of the train consists of twenty-four cars which will remain coupled as one entire unit and from locomotive to the observation car, the length of the train has been reported to me as 1,947 feet. This means that the train will fit on B & M tracks adjacent to Canal Street, between Dow and Stark Street crossing without impeding the crossing traffic because the length between these two areas has been estimated at more than 2,000 feet. The locomotive will be parked facing north near the Dow Street crossing.

We have selected this site over our tentative choice at Grenier Field for a number of reasons:

1. Richard Gurall, an engineer with the public service company of New Hampshire estimates that there may be only two inches clearance between the smoke stack on the Southern Pacific locomotive and the roof of the tunnel under Elm Street where the train would have to go if we were to use the siding track at Grenier Field. This would cause problems.
2. The train would have to be backed all the way to Grenier Field.

3. Viewing at Grenier Field is impeded by buildings and wire fences.
4. Viewing at Canal Street is excellent. (The Mayor intends to close the street to vehicular traffic those two days and use it as a pedestrian walkway.)
5. Parking is fairly good in this part of Manchester although not as good as the airport taxi strip at Grenier Field.
6. Shuttle buses can be put into service.
7. This track is fairly accessible to visitors coming from out of town from Interstate 93 and the Everett turnpike via the Amoskeag Bridge.
8. Manchester is a bicentennial city and the train would be located in downtown Manchester.
9. The track is in excellent shape.
10. The train would be in an area to utilize necessary utilities required such as city water from nearby hydrants and standby electric power.

There are however some questions we have which the B & M Railroad has the answers:


1. From a safety standpoint, can all freight service be halted, re-routed or scheduled between midnight and 6 a.m. on the days the Freedom Train is parked on Canal Street.
2. Will there be two tracks still in existence in April, 1975? (I am aware that the track is being relocated to the Canal which has been filled in to allow for the eventual widening of Canal Street to four lanes.)
3. Who will be the person we maintain liaison with for the B & M Railroad when we begin constructing ramp walkways along the right of way (these may be needed to board certain cars.)
4. What arrangements will be made by the American Freedom Train Foundation with the B & M Railroad for the Manchester Site.

The City of Manchester will be taking care of crowd control and traffic safety through Lt. Gilbert Vaal head of our Traffic Division of the Manchester Police Dept. The Freedom Train is providing its own Security Guard Force.

Mr. Bernard Reen, Superintendent of the Manchester Highway Department and myself are co-chairmen of the Physical Site Committee for the Freedom Train visit to Manchester and must report back to Dr. Gordon O. Thayer, Executive Director of the Manchester Bicentennial Committee and his honor, Mayor Sylvio L. Dupuis.

Your assistance in obtaining for us the necessary answers concerning the B & M Railroads part in this historic event, as soon as possible will certainly be appreciated. Thank you for your cooperation.

Very truly yours,



Robert J. Steiner
Co-Chairman
Physical Site Committee

CC: Mayor Sylvio L. Dupuis
Dr. Gordon O. Thayer
Lt. Gilbert Vaal
Mr. Bernard Reen
Mr. Richard Gurall