



THE

Boston & Maine Railroad Historical Society

Incorporated

NEWSLETTER

"Every foot of track on the B&M, mainline or branch, rain or shine, was the scene of legitimate human endeavor."

– Robert W. Jones, "Boston and Maine: Three Colorful Decades of New England Railroading."

November-December 2022

Meeting/Membership Telephone Number (978) 454-3600

www.bmrrhs.org

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*North Station, Boston, MA, January 25, 1948. E7 3801 hauling the "Gull" into Boston after battling a snowstorm all night.
Official B&M Railroad photograph, MacMillan/Hutchinson Collection, B&MRRS Archives. Cat. No. 2021.4.1., negative 2495-1.*

TIMETABLE OF UPCOMING EVENTS

Saturday, November 12:

B&MRRHS Monthly Public Meeting

Rowley Police Auditorium, 477 Haverhill St, Rowley, MA.
3:00 p.m. start. Andrew Riedl will present his photos of exploring former B&M locations and rights of way

Saturday, December 10:

B&MRRHS Holiday Meeting

Roger's Hall, 196 Rogers St, Lowell, MA 01852
3:00 p.m. start. Join us for food, photos, stories, and more!

Saturday, January 28 & Sunday, Jan. 29, 2023:

2023 Amherst Railway Society Railroad Show

West Springfield, MA. We will have tables at the show with merchandise, clothing, models, books and more. Check the "upcoming events" section on our website and the Amherst Railway Society website for updates on the show.

BOSTON & MAINE RAILROAD HISTORICAL SOCIETY

is a non-profit, 501(c)(3) organization composed of people who want to share their knowledge, and learn more about, the history and operations of the Boston and Maine Railroad, its predecessors, and successors. Formed in 1971 by a group of interested B&M employees and railfans, the B&MRRHS now has nearly one thousand active members.

Our principal activities are publication of our journal, the *B&M Bulletin*, and our *Newsletter*, monthly speakers, archives and hardware preservation, preservation of the B&M 0-6-0 switcher No. 410 and coach-baggage combine No. 1244, participation in railroad shows, and maintaining two web sites: www.bmrrhs.org and www.flickr.com/photos/bmrrhs. If you would like to join the Society, you can join on-line or download an application at www.bmrrhs.org.

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About the Newsletter

The Boston & Maine Railroad Historical Society *Newsletter* is published six times a year. We welcome your articles, photographs, and news items about the Society, the Boston & Maine Railroad, and current railroad events in New England. It is best to query the editor before writing articles. Please address correspondence to the Newsletter Editor at:

Rick Kfoury, B&MRRHS Newsletter
B&MRRHS, P.O. Box 9116,
Lowell, MA 01853

or email rkfoury@bmrrhs.org.

Opinions expressed in the *Newsletter* do not necessarily represent the views of the Society, its officers, or members. Reference in the *Newsletter* to products or services is for the convenience of readers and does not constitute an endorsement by the Society. © 2022 B&MRRHS.

MEMBERSHIP AND DUES

Join us on-line or renew your membership on-line at bmrrhs.org. Credit cards may be used if you join or renew on-line (via PayPal). Dues are also payable by check, money order, postal money order, or cash (in person only). All payments in U.S. dollars. Please allow four to six weeks for processing.

Basic Individual - \$40	Basic & Spouse - \$43
Contributing - \$50	Sustaining - \$55
Supporting - \$80	*Canada & Overseas - \$75
Benefactor - \$100	Corporate - \$500

* *Canada & Overseas members please pay via PayPal*

MEMBERSHIP RENEWAL

Notices are sent monthly based on members' renewal dates. If we have an email on file for you, a renewal reminder will also be sent via email. Envelopes are clearly marked "RENEWAL NOTICE." Not responding will result in removal from the member list.

- When members renew, typically the month of renewal does not change. (A member with a 06/19 renewal date who pays in August would have a 06/20 update to renew.)
- The label on your *Newsletter* envelope shows your renewal date.
- Refer questions to the Membership Secretary Stephen DeFrancesco at bmrrhsmembership@gmail.com.

CHANGE OF ADDRESS

Please advise Membership Secretary of new address before you move. Returned and forwarded mail costs the Society money. Write *Stephen DeFrancesco, Membership Secretary, B&MRRHS, P.O. Box 1438, Tewksbury, MA 01876.*

NEW MEMBERS

We would like to take the opportunity to our welcome new members who have joined the Society since the last *Newsletter* and through early August:

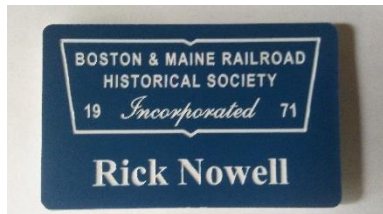
- Christopher Crangle, Freeport, ME
- Bradford C. Howard, Charlton, MA
- Edward A. Ransom, Shaftsbury, VT
- Paul Allen, Mendon, UT
- Howard Harris, Merrimack, NH
- Michael W. Lebednik, Lynn, MA
- Scott Sterowski, Kingston, PA

Welcome Aboard!



MEMBERSHIP BADGES AVAILABLE

B&MRRHS members are entitled to wear the official membership badge at all society events. The badge is an attractive shade of blue with white lettering, 3 inches wide by 2 inches tall. The badge has a secure magnetic attachment system that eliminates pinholes from shirts and sweater. The Society sells and mails badges at cost. Please make checks for \$12 payable to B&MRRHS and send to: Name Badge, B&MRRHS, P.O. Box 9116, Lowell, MA, 01853. Please specify name for the badge. NOTE: Magnets are known to be harmful to those who utilize Pacemakers.



NEW MAILING ADDRESS FOR MEMBERSHIPS

Please be advised that we have moved our P.O. Box for new and renewed memberships, and we are **no longer using** the Derry, NH P.O. Box address. Our current P.O. Box address is:

Membership Secretary, B&MRRHS
P.O. Box 1438,
Tewksbury, MA 01876

WEBMASTER'S REPORT

We continue to work on the rollout of the Society website. We currently have 4,095 people that like our Facebook page, and 955 subscribers on YouTube. Online Committee member Gabe Wathne will be producing several new episodes of our podcast *High Green*, and we are planning on traveling to Massachusetts in November to shoot new episodes of our web series, *Minuteman Tales*. As always, we appreciate any ideas and feedback!

– James P. Nizzus, Webmaster

EDITOR'S NOTE

We're at the close of another year when things begin to shift from the silence of the end of fall to the busy winter holiday season. I always like to pause here and reflect on the year that was. For the Society, all in all, it was a pretty great year! We saw the return of the Springfield railroad show and the Lowell Folk Festival; we had great train show appearances in Hooksett, Dover, Concord, and Boxboro; undertook a major website overhaul; and continued to release online content. A new book by George Corey proved to be very popular, we tried out a new alternative meeting location in Rowley, and our various committees got a lot of great work done. We hope you can join us at our holiday party in December, or perhaps we'll see you at the Springfield Show in January. To all of our members near and far, have a happy, healthy, and safe holiday season — and thank you for all that you do! Here's to 2023. ☘

– Rick Kfoury, Newsletter Editor



“Middle Diesel broke down. THAT'S the only relief in th' yards!”



FROM THE ARCHIVES

B&MRRHS Archives Report
Rick Nowell, Archives Chairman

September 10, 2022

We did not hold a work session in August. Our next work session will be held at North Chelmsford on Wednesday, September 28, from 10 a.m. to 1 p.m.

In connection with the new B&MRRHS website, we experimented with the Omeka web publishing platform, and determined that it was suitable for use with our on-line archives. Omeka is a computer program that generates an attractive, professional looking on-line display of archival items.

The next steps are to populate a spreadsheet with information about items to go on-line, and to open an Amazon web services account, so we can transmit the information to Omeka. We hope to go live with the new site in September; in the meantime, access is still available to the old on-line archives site.

Kris Spinney has volunteered to transcribe employee record information. He is currently working on an employee record book from the 1910 era.

Volunteer Peter Violette is scanning B&M steam locomotive drawings for use by New England Steam Foundation's 470 restoration.

We have acquired some former Maine Central Railroad records that include ICC survey books, car records, employee records, and roadway completion reports.

Volunteers are needed for the following special projects:

- Negative scanning and postproduction. Contact Brad Kippen, fbk3amtk@aol.com
- Transcription of catalog information and employee service records to database files. Contact Rick Nowell, fnowell3@gmail.com.

The Center for Lowell History, where our main Archives collection is located is open by appointment, Monday through Thursday, 9 to 5, and the third Saturday of each month from 9 to 3.

If you have questions about the Archives or would like to volunteer or be placed on our email list, please contact me at fnowell3@gmail.com. View our on-line archives at www.bmrrhs.org and our photo archive at www.flickr.com/photos/bmrrhs

Respectfully submitted,

Rick Nowell
Chairman

VOLUNTEERS NEEDED!

We are always seeking new volunteers to assist in all aspects of the day-to-day and committee business of the Society. Volunteering is part of your membership privileges and is a great way to get involved with the Society, meet new faces, and discover the history of the B&M. Volunteering can be in-person with the Archives, Hardware, or 410 Committees, or you can join us to work behind the table at one of our many train show appearances. Not local? No problem! Our Online Committee and Archives Committee have need for remote workers as well. If you are interested, please contact bmrrhs@gmail.com.

Our membership secretary Steve DeFrancesco is also looking for assistance in mailing duties. This is a vital part of Society operations; if you'd like to lend a hand, please reach out to him at bmrrhsmembership@gmail.com. ☼

We had a fantastic number of people pass through our exhibit inside B&M combine #1244 during the Lowell Folk Festival in July. A couple, Kim Srey and Mo Neak, chatted with B&MRRHS member Carl Byron. Apparently, their wedding ceremony was held in front of 0-6-0 #410 on August 17, 2013, and the location has since brought them good luck! Kim sent us this photo of the newlyweds posed in front of the tender. It is always wonderful to see the locomotive and combine appear in so many wonderful photos taken by the community. ☼



**NEW EFFORT TO PRESERVE B&M
 STREAMLINER #6000**

NASHUA, NH – Supporters of the original 1935 Flying Yankee streamlined train (B&M 6000) have announced the resurrection of the inactive Flying Yankee Restoration Group (FYRG), renamed as the Flying Yankee Association (FYA). The Flying Yankee is a complete passenger train built in February of 1935 for the Boston & Maine Railroad. After entering service in April 1935, the Flying Yankee served for 22 years on various routes throughout Massachusetts, New Hampshire, and Maine before its retirement on May 7, 1957. After 40 years of private ownership, the train was acquired by the State of New Hampshire in 1997, with ongoing fundraising and promotion being managed by the nonprofit FYRG.

Starting in the spring of 2021, volunteers updated and filed all required state and federal documents to bring FYRG back into good standing and establish the new FYA name. Along with the new name came an all-new Board of Directors, including several members with significant business and management experience and a number that are active in preservation at other New England non-profits. The past sixteen months have been spent researching the restoration status of the Flying Yankee trainset and the history of the FYRG.

The Flying Yankee is currently in a partially restored state and is still owned by the State of New Hampshire. FYA's goal is to reunite the train and its components at a location within New Hampshire where both previous and future restoration work is protected. FYA has identified several state-owned properties within the Mt. Washington Valley that may be suitable as restoration sites, and the organization is currently seeking to utilize one of these properties. In addition to the \$19,000 on hand from the previous board's fundraising efforts, FYA has obtained substantial pledges of \$470,000 (with another \$265,000 available in matching funds) the relocation of the trainset and the construction of a building to house the Flying Yankee. FYA hopes to break ground for the new building in 2023.

FYA has also been in discussion with the Conway Scenic Railroad of North Conway, New Hampshire, whose partnership and expertise will be beneficial during the restoration of the Flying Yankee. Operation of the restored Flying Yankee at Conway Scenic has been discussed. *From flyingyankee.org*

MORE OF OLD B&M CENTRAL MASS BRANCH TO BE CONVERTED TO TRAIL

WALTHAM, MA – The Massachusetts Department of Conservation and Recreation (DCR) has begun designing a short but crucial missing link in the Massachusetts Central Rail Trail (MCRT) to connect existing and under-construction segments of the trail in Weston and Waltham by bridging Interstate 95.

DCR officials and consultants presented their conceptual plans for the project in an online hearing last week. At its western end, the project would begin where the 5-mile segment of the MCRT through Wayland and Weston currently ends, where the line once crossed the Fitchburg Division tracks.

The project would rehabilitate the abandoned railroad bridge over the MBTA's tracks then continue along the abandoned railway to Interstate 95. There, the new trail would cross the freeway over another railroad bridge to connect to Stow St. near Main Street.

The project's consultants say that both railroad bridges are in good condition, but the trail project would remove their rails and replace them with new concrete decks to support the proposed trail. In Waltham, an unrelated roadway project associated with nearby office park developments is planning to widen Route 117, reconfigure the I-95 interchange, and close the end of Stow Street to motorized traffic from Main Street. The MCRT would run around the edge of a new Stow Street cul-de-sac to meet Main Street at a new trail entry plaza, then continue along a shared use side path on the north side of the widened Main Street to meet an existing segment of Waltham's trail at Hillside Road.

The proposed trail is less than a mile long, but it would connect two much longer MCRT segments. The existing 5-mile segment in Weston and Waltham is poised to be extended 9 miles further west to meet the Assabet River Rail Trail in Hudson as part of an Eversource power line project that's expected to go under construction in the next year. And to the east, Waltham is currently building its segment of the MCRT from Main Street to Beaver Street, about 2.7 miles.

DCR officials expect that the design process that's currently underway will produce shovel-ready plans and permits for this segment by the end of 2023.

By Christian MilNeil; adapted from streetsblogmass.com

NEW CUSTOMER IN HAVERHILL, MA

HAVERHILL, MA – Austin Logan reports that a new customer in Haverhill, Windfield Recycling Center located on Hale Street, is now receiving rail service. Two empty scrap cars were dropped there for the first time on August 25, by Springfield Terminal's local LA-1. Over the past few years, Haverhill has gained several new freight customers including Broco Oil, which is located on the same spur off the Western Route Mainline. ☘





James A. Shea

November 6, 1958 – September 10, 2022

James A. Shea, 63, a lifelong resident of Bedford, MA, died suddenly, on September 10, 2022. He was the son of the late Harry F. and Winifred (Douthwright) Shea. Jim attended Bedford High School and graduated in 1977. It was there that his passion for electronics and media began. He was heavily involved in the media and audiovisual departments and was integral in installing the sound system in the auditorium. While maintaining honors, he would go into Boston at night to work at Channel 2.

After graduating, he went to Syracuse University for a year but felt he had all the skills and knowledge necessary to work in the field. He began working at WBZ-TV and went on to work for many news networks around Massachusetts over the years as a video editor. He specialized in magazine-style stories; broadcast on-air promotion; documentaries; marketing videos for the financial industry; long-form safety and educational programs for utility companies; DVD authoring; and media transcoding. In Jim's own words, "Editing is not merely a job—it is a calling and a profession. A profession brings with it a commitment. Editing is where the 'rubber meets the road.' It is the critical final step in a creative process before content is presented to the audience".

Jim brought that same passion to his volunteer work at the Bedford Depot Park and to Bedford's Cable TV Committee, as recalled by his close friend and admirer Joe Piantedosi: The project began when he and John Filios came before the Select Board requesting a \$500 matching grant to erect a Special Places sign illustrating Bedford's unique railroad history. That sign, which still stands along the bike path adjacent to the Bedford Depot building, points out how Bedford was the site of the first two-foot narrow gauge railroad in the US (the Billerica & Bedford Railroad).

After the installation of that sign, Jim wanted to create a small park/picnic area in the adjacent area. At that time, the land and buildings at Depot Park were privately owned and it was suggested that the Town of Bedford purchase the property. With his historical knowledge and research of Bedford's railroad history, he authored the federal transportation enhancement grant through the Metropolitan Area Planning Council (MAPC). His amazing publishing skills and historical documentation resulted in an award of \$1.6 million to acquire and renovate the Depot Park area. Following the grant approval, Jim established the Friends of Depot Park, a private non-profit organization dedicated to preserving Bedford's railroad history and support to Depot Park.

Jim's numerous accomplishments over the years also included: establishing the Bedford Freight House Welcome Center and Museum, documenting Bedford's railroad history (including thousands of historic photos, documents, recorded interviews with people who served on the railroad in Bedford), acquiring historic railroad artifacts that are on display in the Freight House and rail car, applying for private grants that added amenities to Depot Park and the installation of an exact replica of the original narrow gauge railroad off Loomis Street. In addition, Jim was the editor of the monthly/quarterly newsletter of the Friends of Depot Park which included numerous articles about our railroad history.

Another one of Jim's major accomplishments included the acquisition of Rail Diesel Car 6211 (on display at Depot Park) by the Friends of Depot Park group. This rail car was in very poor condition when it was acquired and transported from North Billerica to Bedford over the roadways. Jim, along with other volunteers, put in countless hours to help restore this rail car to its present state. However, Jim went above and beyond by spending long days in sweltering summer heat and in the freezing cold each weekend over several years to complete the restoration of the rail car. Jim also served on the Depot Park Advisory Committee as a charter member over a 20+ year period. Over the years he received a lot of praise and recognition for all his work. His work establishing Depot Park and numerous accomplishments as the founder of the Tele-Media close circuit television system at Bedford High School earned him Bedford Citizen of the year in 2001. He was the youngest Citizen of the Year ever appointed at that time and the write-up mentioned how the Tele-Media television system he created (along with its programming) became a model for similar programs across the country.

He is survived by his brother, Robert Shea and his wife Barbara of MT; sister, Lisa Peters and her husband Jim of Deering, NH; sister-in-law, Connie Shea of Hampton, NH; nephew, Brian Peters and his wife Samantha of FL; and nieces, Colleen Lawton and her husband William, and Carrie Siefer. Grand nieces and nephews Steven Lawton and Brooke Lawton of Newburyport, MA, and Cole and Carly Siefer of Conway, NH. He was predeceased by his brother, Steven Shea.

Jim will be deeply missed by many throughout the Town of Bedford. The B&MRRHS is grateful for his many contributions, membership, and cooperation throughout the years. *Adapted from <https://www.bedfordfuneralhome.com/>*



Vignettes from the Archives



Above: B&M EMD FT 4214 leads westbound train PM-3 at Shawsheen, Andover, MA, March 1952. Preston S. Johnson slide from the Preston S. Johnson Collection, B&MRRHS Archives. Catalog number 2011.21.8

Below: A light snow and gentle overcast skies cast a peaceful and still winter atmosphere over the yard at Nashua, New Hampshire in 1985. The old B&M yard office at right is still in use today by CSX's Springfield Terminal employees and is the home office for the Nashua-based local freight, NA-1. The large building at left was removed several years ago and is now a parking lot. In the distance, the three-light home signal and crossing tower can be seen; both gone today. Wayne M. Gagnon slide from the Wayne M. Gagnon Collection, B&MRRHS Archives.



ANDREW'S EXCURSIONS #16

OSSIPEE – ONE OF MANY

B&MRRHS MEMBER ANDREW RIEDL



While a train has not run by Ossipee Depot in many years, the building retains some unique features that many of the depots on the Conway Branch once had. In recent years, the building has been sold several times, and while some efforts to preserve the depot appear to be underway, other parts of it may be beyond repair at this point. Andrew Riedl, 10/12/2021

One of the things I enjoy the most about the Boston and Maine is not just that the system features many branch lines touching some of the most remote parts of northern New England, but that all of these branches are so individually unique. Each branch hosts its own fascinating stories and history that makes exploring them today so interesting. From branches serving quaint coastal towns to branches ending in remote logging communities, whatever region and industry may pique your interest, at one point the B&M most likely accessed it on a branch line.

Of these many branch lines, one of the most interesting and one of my favorites to explore over the years has been the Conway Branch. Stretching roughly 70 miles from New Hampshire's seacoast region north along the Maine border to its final destination of Intervale, this branch is arguably one of the most iconic on the entire system. It features multiple places that to this day are well worth visiting for any B&M enthusiast.

The town of Ossipee is one of these locations, which at one time was home to five separate stops along the line. The town's boundaries and the railroad's trajectory caused it to run through Ossipee for many miles and hit almost all incorporated areas within the town with a few exceptions. Because of this, Ossipee had strong connections to the railroad, and it helped cultivate the development of the region.

The railroad came through Ossipee in 1871 as part of the Portsmouth, Great Falls and Conway Railroad,

and one year later it reached North Conway. (The B&M took control of this line in 1884). This line was known for its elaborate station buildings with gingerbread trim and roof spires. These stations were unmistakable, and added a strong element of elegance for the towns they were located in.

Ossipee Depot was one such depot. Located 41 miles north of Salmon Falls which was the junction with the Eastern main line (in later years, Rollinsford became the junction point with the Western main line after the Somersworth-South Berwick connection was abandoned in 1941). 111 miles north of North Station, it was the second depot within the town heading north on the line and the only depot in town to have the simple name of "Ossipee". (The other depots in town were renamed to prevent any confusion for train orders being issued, so this one was able to retain the "Ossipee" name). Over the years many famous trains passed through this location ranging from local freights to the famous ski trains, to even the *Mountaineer*.

Like many lines serving tourism-centric regions, the automobile cut into business significantly after WWII, and passenger service continued to drop throughout the 1950's. By the time passenger service was ended on the line in December of 1961, service was provided by a single Budd car. The special ski trains continued to run through Ossipee until the early 1970's, but these were utilized more so by rail fans wanting to ride the rare mileage of the line as opposed to actual skiers. Freight service dwindled on as well, with a few local businesses being served. On October 31, 1972, the final freight train to run as far as North Conway passed by Ossipee depot heading south. A century after it opened, the line was abandoned between Mount Whittier (West Ossipee) and Conway. The section between Mathews (Ossipee Pit) and Mount Whittier, including the Ossipee depot, was not immediately abandoned and freights ran to Frankson Furniture at Mount Whittier until the mid-to-late 1970s. It then sat dormant until it was finally abandoned in 1998. By this time, crossing protection had been removed and a few crossings had been paved over. The line to the south from the pit at Mathews to Rollinsford continues to be used this day by the New Hampshire Northcoast (NHN) and continues the legacy of freight service in Ossipee.

Ossipee Depot sits just off Old NH Route 28, far enough away from the main Route 28 that it was quickly forgotten about, and soon it began to suffer because of this neglect. The once proud and intricate depot fell into disrepair, and it seemed to be all but invisible to anyone driving by. In recent years it has been sold several times with each new owner possibly realizing that they took on

more than they could manage after signing the papers and confirming what poor shape the structure is in.

I first visited the structure back in 2004 on a summer drive to North Conway. At the time, I wasn't aware that it was still standing, but when I did find out I wanted to go and check it out. On my initial approach to the building, I remember thinking what a forlorn (if not downright spooky) place it was. The asphalt driveway leading up to the station was barely recognizable, and the structure loomed in front of me, sad and dilapidated. The roof spire had been removed by this time as well (likely decades earlier, but if anyone happens to know when this occurred, I'd be very interested to know). However, despite the rough shape the building was in, I found it architecturally fascinating as some of the gingerbread trim still hung, the awning braces still were intact, and even parts of the wooden platform remained. The depot still retained the elegance that its original builders had envisioned. Like almost all forgotten railroad stations I have explored over the years, this station hadn't been built with the intention of being left to wither away in the woods. I could only imagine the delight of the residents and the pride of the railroad officials when this building opened its doors in 1871.

Subsequent visits to the location over the past decade have shown a few improvements to the structure, such as a new roof, new chimneys, and new doors. It seems that this building can never quite get a complete a

formal restoration secured, most likely due to the extent of the deterioration. The right of way adjacent to the building is well overgrown, however, north of the depot and into Center Ossipee (Mountainview), speeders have been run on the line, and it serves as a recreational trail with a path next to the tracks. There was talk a decade or so back that this section of track could be restored to service an industry in Madison as well as provide the Conway Scenic Railroad with a connection to the outside world from the south, but it seems as if this idea has been shelved for now. With the current New Hampshire Northcoast operations ending at Ossipee Pit just 6 miles south of Ossipee Depot, and rumblings about potential future business, it's not unfathomable that perhaps sometime during my lifetime, trains could rumble by the elegant depot once again.

Most recently, Ossipee Depot has been listed up for sale again, and we can only hope that a future buyer has the vision, skills, and financial means to restore this fascinating structure back to its glory. We have lost many pieces of B&M history in the recent years; let us hope that this fine building will not get added to the list. I also encourage you the next time you may be traveling on Route 16 to take the five-minute detour and take in the splendor of this depot for yourself.

Happy Explorations! - AR

** Please note that this building is privately owned at this time, and please be mindful of any signage on the property indicting no trespassing that may have been erected due to the changes in ownership.*



March 9, 1975 – B&M GP9s 1736 and 1747 GP-9's on train ID-2 southbound with a loaded hopper of coal. Apparently, the B&M was unable to deliver the car on the Conway Branch north of Ossipee due to snow conditions. The train symbol DI-1 / ID-2 was a carryover from before October 31, 1972, when the crew had limits to run to Intervale and take rest at North Conway. Now, they turned at either Ossipee or Mount Whittier and returned to Dover. Bruce S. Nelson photo, courtesy.

THE SCENERY'S FINE FROM A "BUDD!"

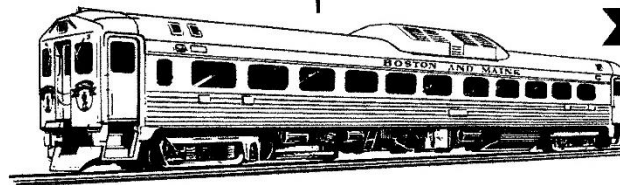


What nicer way of getting to your vacation destination than taking a new B and M Budd Highliner! You enjoy New Hampshire's glorious scenery from big picture windows right by your seat, while you relax in air-conditioned living room luxury. And, of course, you never waste a worry on weather conditions or highway hazards.

Why not write your friends to join you for a weekend? Tell them the best way to come is by

Budd . . . any of the more than 980 streamlined stainless-steel trains that weekly whisk thousands of New England "natives" to their destinations in ultra-modern comfort.

The growing Highliner fleet is all part of the March of Progress on the B and M. That's why now, more than ever, it pays to take it easy . . . take the comfortable, modern, dependable train.



BOSTON and MAINE *Railroad*



Above: Looking north at Crown Street in Nashua, NH on a winter's day in the late 1950s. The track at right is the New Hampshire Division Mainline which curves off to the right towards Nashua Union Station. The switch there is for the Hillsboro Branch, which heads off to the left of the image. Also visible are the crossing tower and gates for East Hollis Street, and a boxcar spotted at the LAW Warehouse. Nashua was a busy place then, with action not only in the yard and on the NH Division Mainline but also on the Hillsboro Branch. There were even numerous freight customers on stub-ended remnants of the Nashua, Acton & Boston and the Worcester, Nashua & Portland lines. Official B&M Railroad photograph, MacMillan/Hutchinson Collection, B&MRRS Archives.



P.O. BOX 9116 • LOWELL, MA 01853-9116

