

NEWSLETTER

November – December 2018

- FORM 1 -

October 27 & 28, 2018. South Shore Model Railway Club & Museum Model Railroad Show & Open House. Sat. 9:00 AM – 4 PM, Sun. 10:00 AM – 4 PM. 52 Bare Cove Park Dr., Hingham, Mass. www.ssmrc.org

October 28, 2018. 10:00 AM. Mass. Bay RRE Excursion on Connecticut's Valley Railroad. Departs from Essex, Conn. www.massbayrre.org/Trips/ValleySteamExtra.html

November 3, 2018. 10:00 AM to 3:00 PM. *Great Northern New England Chapter TCA Train Show.* Dover Lodge of Elks, 282 Durham Rd., Dover, N.H. For information contact Ed Martin 603-362-4300, efminter@aol.com. The Society will have a booth at this show. www.netca.org

November 10, 2018. 3:00 PM. B&MRRHS Membership Meeting. Rogers Hall, 196 Rogers Street, Lowell, Mass.

HENRY MARREC'S RAILROAD TRAVELS

November 15, 2018. Mass. Bay RRE Third Thursday Meeting. www.massbayrre.org/meetings.htm

November 21, 2018. 470 Railroad Club Membership Meeting. www.470rrclub.org/index.php3

December 8, 2018. ♦ 3:00 PM. B&MRRHS Membership Meeting. Rogers Hall, 196 Rogers Street, Lowell, Mass.

HOLIDAY PARTY AND MEMBER PRESENTATIONS

December 19, 2018. 470 Railroad Club Membership Meeting. www.470rrclub.org/index.php3

December 20, 2018. Mass. Bay RRE Third Thursday Meeting. www.massbayrre.org/meetings.htm

January 12, 2019. ♦ 3:00 PM. B&MRRHS Membership Meeting. Rogers Hall, 196 Rogers Street, Lowell, Mass.

RESTORATION OF B&M RDC No. 6211

♦ **WEATHER CANCELLATION:** During the winter months, call the Society's answering machine at 978-454-3600 after 11 a.m. on the day of the meeting, or watch the Society's website bmrhs.org, to see if the meeting has been cancelled due to weather.



B&MRRHS 410 Committee holds Saturday work sessions to preserve B&M 0-6-0 Class G-10 switcher No. 410 and combination coach-baggage car No. 1244. Email Jim Nigzus, 410 Chairman, for details at jamesnigzus@comcast.net

B&MRRHS Hardware Committee generally holds its work sessions on Thursdays to preserve our collection of railroad equipment. Email Richard Nichols, Hardware Curator, for details at railroad.nichols@gmail.com

BOSTON & MAINE RAILROAD HISTORICAL SOCIETY

is a not-for-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

OFFICERS

President	Daniel W. Hyde
Vice President	James Nigzus
Treasurer	Paul T. Kosciolk
Secretary	William Marnik
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Show Coordinator	Jim Nigzus
Webmaster	Jimmy Nigzus



NEWSLETTER

The Boston & Maine Railroad Historical Society *Newsletter* is published six times a year. We welcome articles, photographs, and news items about the Society, the Boston and Maine Railroad, and current railroad events in New England. It is best to query the editor before writing articles. Write Editor, B&MRRHS *Newsletter*, P.O. Box 9116, Lowell, MA 01853 or email bmrrhs@gmail.com.

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. © 2018 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	\$35	Sustaining	\$50
Basic & Spouse	\$38	Supporting	\$75
Contributing	\$40	Benefactor	\$100
Canada & Overseas	\$55	Corporate	\$500

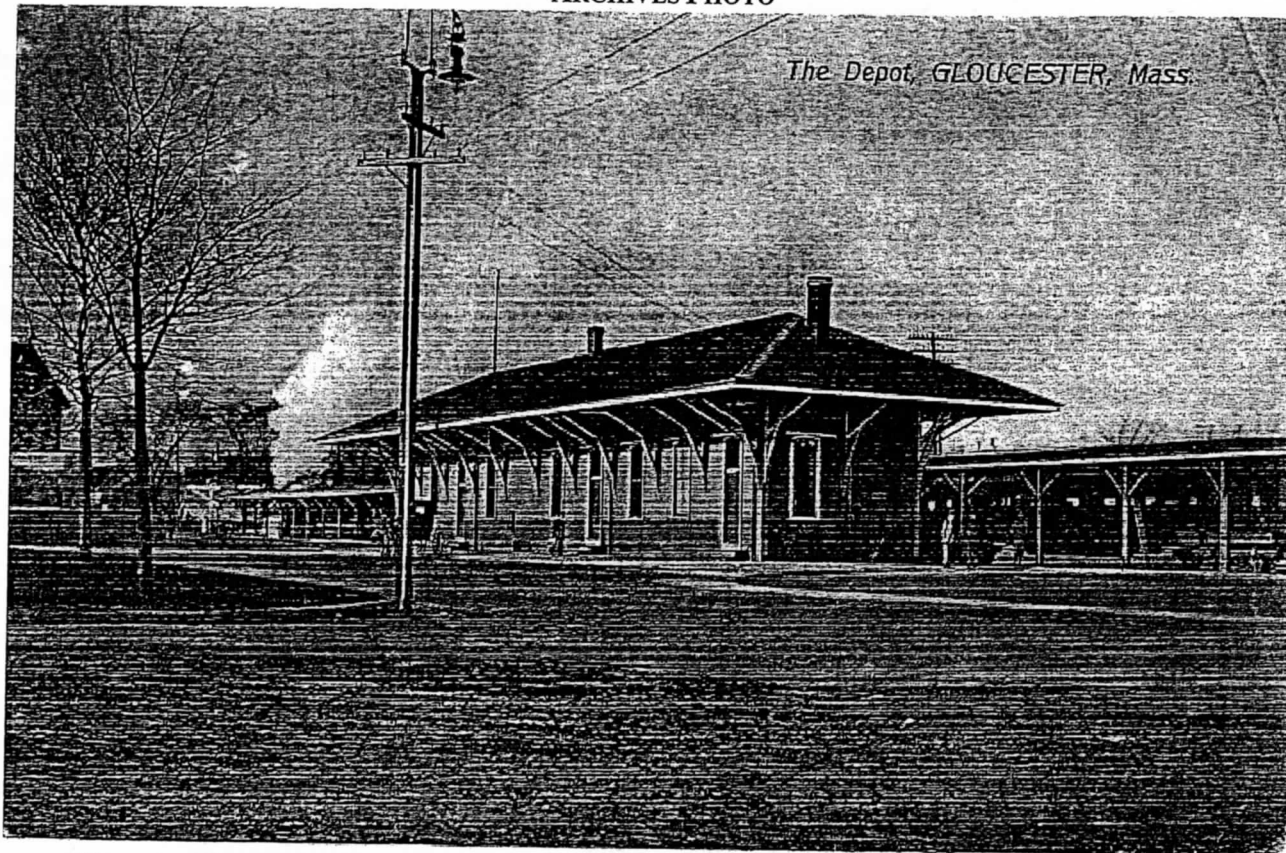
MEMBERSHIP RENEWAL

- Notices are sent monthly based on members' renewal dates. Envelopes are clearly marked "RENEWAL NOTICE."
- If a member does not pay within the renewal month, he or she may receive two reminder letters. Not responding may result in removal from the member list.
- When members renew, typically the month of renewal does not change. (A member with a 06/16 renewal date who pays in August would have a 06/17 update to renew.)
- Please review your label for the renewal date. Refer questions to the Membership Secretary
- Renew by credit card at bmrrhs.org. Renew by mail using check or money order. You may pay by cash at a membership meeting or trains show at which the Society is present.

CHANGE OF ADDRESS

Please advise the Membership Secretary of your new address before you move. Returned and forwarded mail costs the Society money. Write Kathy Winiarz, Membership Secretary, B&MRRHS, P.O. Box 9116, Lowell, MA 01853

ARCHIVES PHOTO



Gloucester, Mass. station, 1908. From postcard. Sydney F. Towle Collection, B&MRRHS Archives. Gift of James Teed

NEW MEETING START TIME (LOWELL MEETINGS)

To get our members home earlier from Saturday meetings at Rogers Hall, the Board has approved a new meeting start time of 3 o'clock. Our officers will make every effort to start at 3 PM.

NOVEMBER PROGRAM: HENRY MARREC'S RAILROAD TRAVELS

Our meeting on November 10 at 3:00 PM will feature the digital photography of Henry W. Marrec, one of the original members of the Society and a generous donor to our Archives collection. Henry is one of those "road warrior" railfans who never hesitate to travel far and wide in search of interesting railroads to photograph. Henry presents 21st Century scenes at notable eastern locations: Harpers Ferry, Strasburg, Horseshoe Curve, and Seashore Trolley Museum. He concludes with trains from the American West: BNSF and Amtrak in Montana, including Glacier National Park, ending with brief cab rides in ex-ATSF EMD and GE diesels. His DVDs are in color with sound.

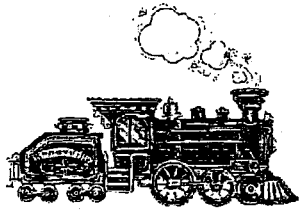


B&M logo hats, shirts and outer wear will be on sale along with rail oriented books and DVDs. Always free parking across the street. The location is Rogers Hall, 196 Rogers St. in Lowell, Mass. Free parking across the street.

ELECTION OF OFFICERS

The annual election of officers and directors will take place at the December 8, meeting. If you will be unable to attend, please complete and return the ballot that is enclosed. Ballots are due at our post office box in Lowell on December 7, 2018.

DECEMBER PROGRAM: HOLIDAY PARTY



Our traditional December meeting was snowed out last year, but we're counting on the weather gods to favor us on December 8, at 3:00 PM when we'll gather at Rogers Hall, 196 Rogers Street, Lowell, Mass. for refreshments and member presentations. Entertainment is provided by members who display slides, (digital or film), videos, and DVDs, of railway subjects including B&M, New England, national or international. If you have questions about equipment, etc., email Program Chairman Mal Sockol malsockol@aol.com. Many B&M marked clothing items will be displayed at the sales tables along with railroad themed books and DVDs. With complimentary refreshments, this meeting will cap a year of good fellowship for all who appreciate the history of our Boston and Maine Railroad. Free parking across the street.

ON THE WEB

Visit our web sites: www.bmrrhs.org and www.flickr.com/photos/bmrrhs

DEADLINE

The *Newsletter* will be sent to the printer on the first day of every even-numbered month.

MEMBERSHIP BADGES NOW AVAILABLE

B&MRRHS members are entitled to wear the official membership badge at all Society events. The badge is a nice shade of blue with white letters, 3 inches wide by 2 inches tall. It has a magnetic attachment system that eliminates pin-holes from shirts and sweaters. We sell and mail membership badges at cost. Make check for \$12 payable to B&MRRHS and send to: Name Badge, B&MRRHS, P.O. Box 9116, Lowell, MA 01853. Please specify name for badge. Get yours now.

Note: Magnets are known to be harmful to people who wear pacemakers and we will order a badge with the standard pin clip if you prefer.

ARCHIVES NEWS

We held work sessions at the Archives on June 16 at Lowell, July 25 at North Chelmsford, and September 15, at Lowell. Five volunteers were present in May, three in July, and seven in September. At the June session we worked on magazine, document, and photo filing; organizing and conserving the Edward J. Ozog photo collection; making an inventory of the contents of yet another box in our B&M metal file box collection; continuing an inventory of the Syd Towle photo albums; and researching requests for information. We dedicated the July session to organizing the Valentine Collection of Fitchburg Division records and scanning bridge plans. In September members mounted photos and began reorganizing our collection of steam locomotive photographs.

The on-line photo archives site (flickr.com/photos/bmrrhs) continues to attract attention with many photos having over 1,000 views. There are now over 1600 images on the site.

We continue the planning of a CD or DVD version of the entire run of B&M Bulletins since 1971 and a version that would be downloadable from our web site.

David Ashenden has also completed a project to scan and make available on-line back issues of the *Newsletter* which began in 1974. The scanning work is complete, and as of this writing *Newsletters* from 1974 to 2016 have been uploaded to the web site.

Over several years volunteer Bob Fuller painstakingly researched our collection of Authority for Expenditure records from which he compiled a selected list of capital projects on the B&M running from 1910 through 1920. Volunteer Mark Fecteau put the AFE records into searchable Excel format, now available at our On-Line Archives page at bmrrhs.org

Work sessions are tentatively scheduled for October 20, and November 17, 2018 to be held in Lowell. Visitors and volunteers are welcome. Contact Rick Nowell fnowell3@yahoo.com for details.

HELP WANTED

Volunteers to help maintain and upgrade B&M 0-6-0 steam switcher No. 410 and coach-baggage combine No. 1244 Dutton Street, Lowell, Mass. No experience required. Contact Jim Nizus, 410 Chairman, 978-866-8504.

B&M BULLETIN ON DISK

Plans are in the works to have the entire run of *B&M Bulletins* from Volume 1, No. 1 in 1974 through Volume 30, No. 4 available for sale on disk with an index at our November meeting.

SEPTEMBER MEETING REPORT



Carl Byron, B&MRRHS Past President, waits for crowd to assemble before beginning his talk on Ayer, Mass., as a railroad center. Some 40 to 45 people were present to hear his presentation. Richard Nichols photo

Carl Byron gave a fascinating presentation on the B&M at Groton Junction (aka Ayer, MA) before a full house at the society's meeting on September 8th. Using a number of venerable images which he has gathered, Carl gave us a front-row seat to the many changes in the railroad scene here over the years. As the name implies, this location was part of the Town of Groton before being sectioned off as the new Town of Ayer. He covered the early days of the Fitchburg, the Worcester, Nashua & Portland, and the Stony Brook, the Boston & Lowell's connection to Groton Junction. We were treated to images of locomotives, rolling stock, station buildings, and track and bridge changes, steam through to diesels, peppered with interesting insights from the presenter's knowledge of this area.

Of the many high points, the images of the giant steel "gantry" signal bridge stand out. This towering square structure supported signal masts which governed moves over the multiple diamonds east and west on the Fitchburg as well as north and south on the WN&P at Ayer station. The tower operator had to carefully climb a long stairway up to his perch in a small tower building on the northwest corner. This pre-dated the brick signal tower which replaced this gantry structure and still stands today. The gantry used to stand very close to the Boston end of the tower. Thanks, Carl, for your time and effort for our enjoyment! (Rick Hurst)

HELP WANTED

Volunteers to organize, catalogue, and preserve photographs and other paper materials at our Archives at 40 French St., Lowell, Mass. Also, we need data entry assistance that can be done anywhere. No experience required. Contact Rick Nowell, Archives Chairman, fnowell3@yahoo.com, 508-265-0299.

HELP WANTED

Volunteers to assist with set up, staffing, and breakdown of Society's sales booth at railroad shows. Contact Jim Nigus, Show Coordinator, 978-866-8504.

BOARD OF DIRECTORS

We are already thinking about next year's election. If you would like to be considered for a director position please speak with one of the officers. Directors are expected to attend all board meetings (usually Saturdays before membership meetings) and to be active on, and preferably chair, one or more of the committees.

HELP WANTED: B&MRRHS NEWSLETTER EDITOR

The Boston & Maine Railroad Historical Society *Newsletter* is an important part of the Society's educational and member outreach program. The Board seeks to appoint an interested person as our permanent *Newsletter* Editor. If you would like to be considered for the position of Newsletter Editor, please contact B&MRRHS President Dan Hyde at hydesierrahd@aol.com

HARDWARE COMMITTEE REPORT

The Hardware Committee of Daniel Hyde, Fred Brown, Richard Faucher and Richard Nichols held a work session on Thursday, August 23, 2018. The following donations have been received:

- Anonymous Donors: MECRR Train Order Board. HO-scale B&MRR 40' Blue Box Car.
- Alan Patterson: HO-scale Track & accessories, 4 HO-scale freight cars, four belt buckles, 12 HO-scale vehicles, 5 decks of railroad playing Cards, 14 railroad signal test cards.
- Robert O. Wilson: Boston and Maine Railroad station sign "Penacook" 11" high and 55" long.
- Andrew Wilson: Boston and Maine Railroad station sign "Riverhill" 11" high and 61" long.

The Hardware Committee moved 30 boxes of engineering plans from the Hardware Department to the new storage facility of the Archives Department on the second floor at North Chelmsford, MA

2035 items have been registered in the Hardware Collection since July 2013. The next Hardware Committee work session is scheduled on September 27, 2018 (Richard Nichols, Hardware Curator)

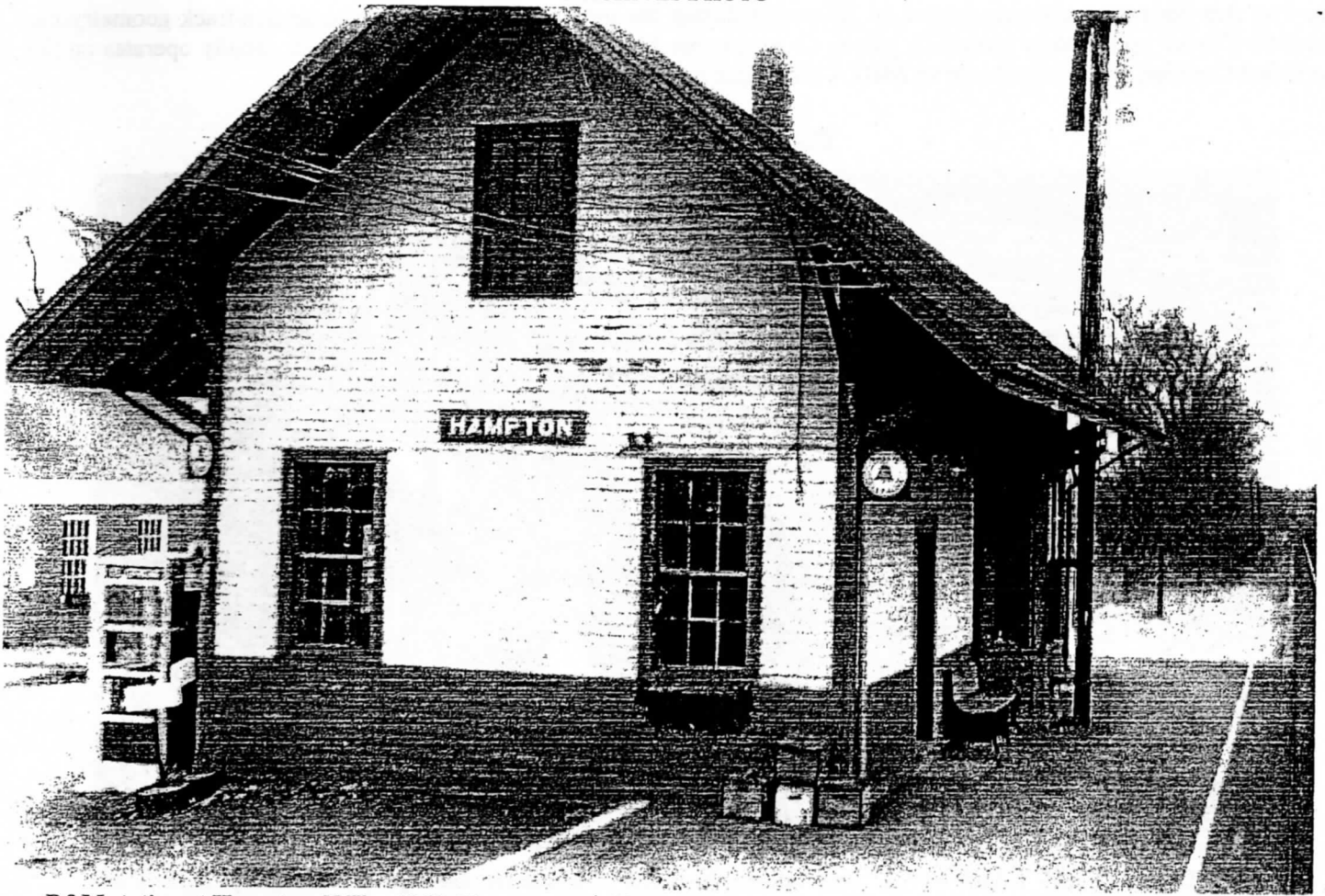
ONE HUNDRED YEARS AGO

November 26, 1918. "Agreement for the Consolidation of the Seven Leased Lines with the Boston and Maine Railroad dated November 26, 1918" is signed. Common shareholders of Boston and Lowell, Lowell and Andover, Concord and Montreal, Connecticut River, Manchester & Lawrence, Kennebunk & Kennebunkport, and preferred shareholders of Fitchburg Railroad exchanged their stock for "first preferred" stock of B&M in one of seven classes each of which paid a cumulative dividend equal to the dividend guaranteed by the former lease (by the old preferred stock in the case of FRR). Each first preferred share had one vote. By transferring fixed lease obligations into the less onerous obligation to pay preferred dividends if funds were available, B&M was able to avoid a financial meltdown.

BUDD RESTORATION IN JANUARY

Tom O'Brian and Jim Shea, of the Friends of Bedford Depot Park, Bedford, Mass., will present a program on the restoration of B&M RDC No. 6211. This car was acquired and restored by the Friends and is displayed at 120 South Rd. in Bedford, Mass.

ARCHIVES PHOTO



B&M station at Hampton, N.H., c1960. Hampton was 46.52 miles from Boston on the Portland Division Eastern Route Main Line. Scott Whitney Collection, B&MRRHS Archives

POLAND SPRING WATER

It is reported that shipments of Poland Spring water in the now familiar Eimskip containers are now being routed to Worcester and beyond, possibly as far as New Jersey. Pan Am Railways handles these shipments from Waterville and Portland to Worcester via Lowell Junction and Ayer.

DOWNEASTER CORRIDOR

Pan Am is replacing approximately 15,000 ties between Dover, N.H. and Brunswick, Me. Crews will also replace five highway crossing panels in Falmouth and Cumberland, Me. Work continues on construction of a 21,000 foot siding in the vicinity of Royal Junction in Yarmouth, Me. This project includes underground conduit and cable work for signals and turnouts at each end of the siding. The siding will run within the Pan Am right of way adjacent to the freight main line. When completed the siding will enable freight and passenger trains between Portland and Brunswick to pass each other. The next project will be to build a second passenger platform at Wells. Riders anticipate that upon completion of the siding and platform Amtrak and Northern New England Passenger Rail Authority will increase the number of trains running through to Brunswick and consider adding commuter service from Southern Maine into Portland. (NNEPRA, Portland Press Herald, 470 Club Newsletter).

SIGHTINGS

The Pan Am business train was spotted in Worcester during the month of July. Amtrak inspection/track geometry car *Corridor Clipper* appeared in Haverhill, Mass., on September 11. The Amfleet I type car, which usually operates on the Northeast Corridor, was inserted into an MBTA commuter trainset that operated as a special train.

PLATFORM TESTIMONIAL



A COMMUTERS' FAREWELL was given Retiring Conductor George N. Moriarty Friday by friends who have ridden the B&M rails with him over the years. Left to right, an unidentified commuter, Atty. Robert Zollner, Conductor Moriarty, Edward Leveroni and William A. Toye of Lawrence. (Caffrey)

Commuters Praise B&M Conductor

A crusty B&M conductor dropped his familiar pose Friday and gave way to an emotional tug, brought on by a gesture of affection from commuters who congregated at the Andover station to honor the retiring railroader.

George N. Moriarty, 15 Richmond St., Dover, N. H., was confronted at 7:45 a.m. by a five-piece band and 50 or so riders. John F. Sullivan presented the 65-year-old conductor with a scroll with more than 75 signatures, a box of cigars and an envelope of cash collected from passengers.

He told Moriarty: "All of your passenger friends wanted to give you this token of our appreciation for your long and meritorious service."

A student musical group broke into "Auld Lang Syne" and passengers, including John Harriman of North Andover, Theodore Nowell, Edward Leveroni and Atty. Robert Zollner, crowded around to offer best wishes.

Before he realized that a celebration was in the offing, Conductor Moriarty tried to hustle the group onto the train. All business,

he shouted, "What's all this about? Come on fellows, break it up. We have to get this train out on time for Boston." The train in question is the last a.m. commuter run remaining on the local B&M schedule.

Moriarty said later, "Gee this is wonderful. In all my years of working for the railroad, I have never seen anything like this before."

The conductor, born in 1900, started with the B&M at 22 as a brakeman. He has been a conductor since 1941.

Andover (Mass.) *Townsmen*, November 4, 1965

WINTER WONDERLAND



A snow-dusted GRS (B&M) GP40 photographed at Wells Industrial Park, Wells, Me., on December 31, 1998 is evocative of the holiday season. Wikipedia, "Boston and Maine Corporation"

BOSTON, HOOSAC TUNNEL & WESTERN

On January 1, 1879 Boston, Hoosac Tunnel and Western Railway began operations from the Massachusetts-Vermont line through Vermont 6.47 miles to the Vermont-New York line and 32.37 miles further on to Mechanicville in the Town of Half Moon. The BHT&W was two roads: Boston, Hoosac Tunnel & Western Railway Company (chartered in New York on February 16, 1877) and The Boston, Hoosac Tunnel and Western Railway Company (chartered in Vermont on April 17, 1878). The New York company operated its own property and the Vermont property until the two roads were consolidated on April 19, 1880 as The Boston, Hoosac Tunnel and Western Railway Company. The consolidated company opened, in 1895, an extension from Mechanicville to the Erie Canal at Rotterdam Jct. It operated its own property from April 19, 1880 to October 1, 1892 when it merged with Fitchburg Railroad Company.

NEW MEMBERS

We would like to take the opportunity to welcome new members who have joined the Society since the last issue: William M. Baird, Yucaipa, CA; David Curran, Concord, MA; Claude A French, III, Boxborough; MA; Robert Guthrie, Concord, MA; Lonnie Janzen, Foxboro, MA; David Lamson Raymond, NH; Norm Larkin, Methuen, MA; Gregory Lewis, Candia, NH; Raymond E. Mitchell, Wakefield, MA; Jacob G Ramsey, Berlin, NH; Richard Taylor, Darlington, UK



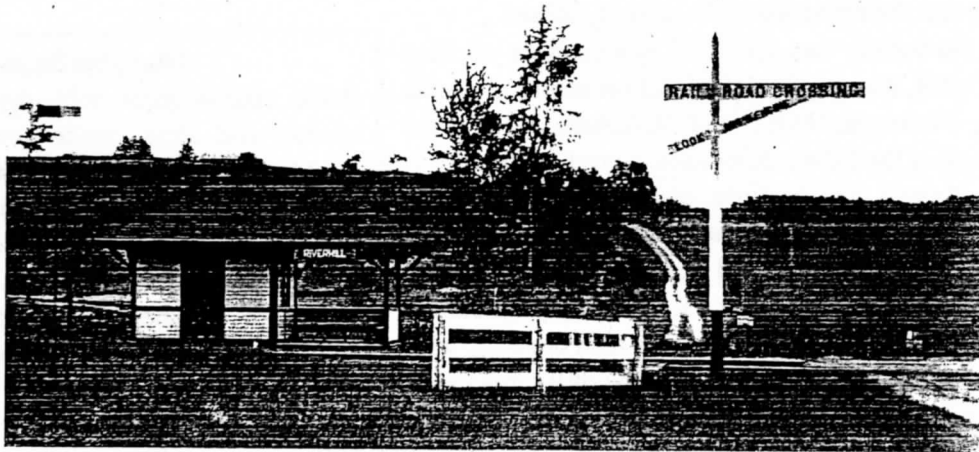
"Line of the Minute Man"

NAMED TRAINS ON THE MAINE CENTRAL RAILROAD SEPTEMBER 1926

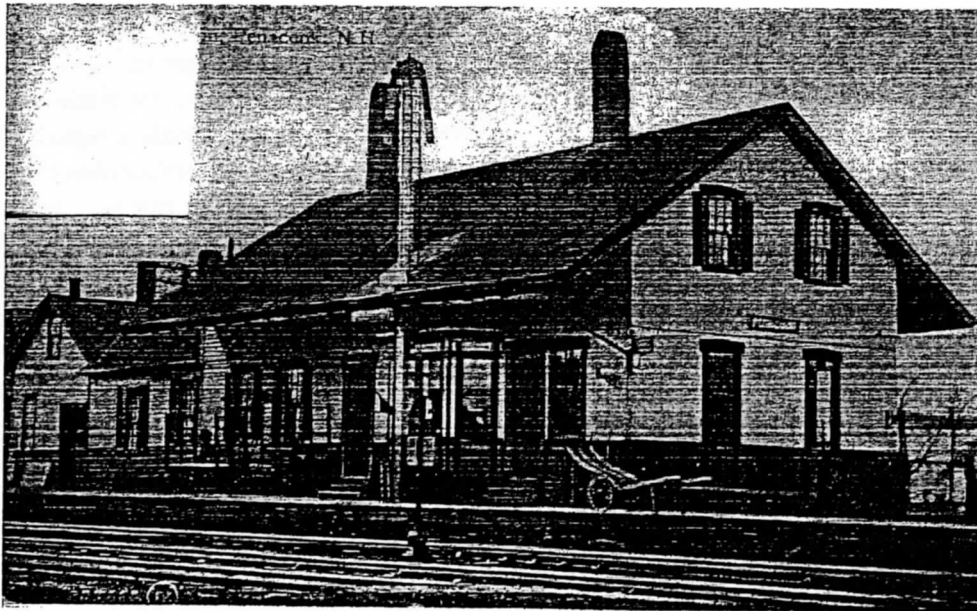
- 1 BANGOR LIMITED. Sleeping cars New York (GCT) to Mt. Desert Ferry Tuesdays and Fridays to Oct. 19 inclusive. Parlor car and coaches Portland to Bangor. (Via Augusta).
- 43 PINE TREE LIMITED. Parlor car and coaches Boston via Portsmouth to Bangor. Dining car Boston to Portland. Fridays only to September 10 inclusive, sleeping cars Boston to St. John and Halifax and coach Boston to St. John. (Via Augusta).
- 57 THE BREAKWATER. Buffet parlor car and coaches Boston via Dover to Rockland. Parlor car Boston to Bath.
- 64 PORTLAND LIMITED. Broiler buffet parlor car and coaches Bangor via Portsmouth to Boston. Dining car Portland to Boston. (Via Augusta).
- 76 THE BREAKWATER. Buffet parlor car and coaches Rockland via Dover to Boston.
- 153 BAR HARBOR EXPRESS. Sleeping cars daily except Sundays New York (GCT) to Waterville, Mt. Desert Ferry, and Kineo. North Anson, Fridays only. From Washington and Philadelphia to Mt. Desert Ferry, Mondays, Wednesdays, and Fridays to August 20 inclusive; daily except Sundays August 23 – September 24 inclusive. Buffet smoker Philadelphia to Portland. Dining cars Philadelphia to New Haven and Portland to Bangor. Pullman passengers only except coach Portland to Bangor. (Via Lewiston).
- 156 BAR HARBOR EXPRESS. Sleeping cars daily except Saturdays Waterville to New York (GCT), Mt. Desert Ferry to New York, Kineo to New York. Sleeping cars Mt. Desert Ferry to Philadelphia and Washington Tuesdays, Thursdays, and Sundays to August 22 inclusive; and daily except Saturdays August 24 to September 26 inclusive. Buffet smoker Portland to Philadelphia. Dining car Bangor to Portland and New Haven to New York and Philadelphia. Pullman passengers only except coach Bangor to Portland. (Via Lewiston).
- 203 THE RANGELEY. Sleeping cars daily except Mondays New York and Boston to Kennebago. Coaches Portland to Kennebago. (Via Lewiston).
- 204 THE RANGELEY. Sleeping cars daily except Saturdays Kennebago to Boston and New York. Coach Kennebago to Portland. (Via Lewiston).
- 254 THE MOOSEHEAD. Daily except Sundays broiler buffet parlor car Kineo via Dover to Boston. Sleeping car Saturdays only North Anson to New York. Coaches Kineo to Waterville (Via Lewiston).
- 255 THE MOOSEHEAD. Daily except Sundays broiler buffet parlor car Boston via Dover to Kineo. Coaches Waterville to Kineo. (Via Lewiston).
- A STATE OF MAINE EXPRESS. Sleeping cars and coaches Portland to New York (GCT). Sleeping cars New York to Mt. Desert Ferry Tuesday and Friday to Oct 19 inclusive. Sleeping car Mt. Desert Ferry to New York Monday and Thursday to Oct. 21 inclusive.
- B ROCKLAND EXPRESS—NEW YORK EXPRESS. Fridays (westbound) and Sundays (eastbound) only. Sleeping cars eastbound New York to Portland, Bath, and Rockland, westbound Portland to New York.

Source: Public time tables, June and September 1926

STATION SIGNS ACQUIRED – SEE ARTICLE ON NEXT PAGE



Riverhill station, Concord, N.H., c1915. This picturesque shelter on the Claremont Branch provided fair and foul weather accommodations for railroad patrons. It was located on the outskirts of Concord near the intersection of Broad Cove Drive and Carter Hill Rd., 6.45 miles from Concord station. The station served the nearby Riverhill village which likely furnished a few daily commuters to downtown businesses and government offices. Digital image made from photograph in Boston & Maine Railroad Historical Society Archives



Penacook, like Riverhill, is located within the bounds of New Hampshire's capital city. Once called "Fisherville, it is named for the Pennacook tribe that lived in the area. In 1923 Penacook station was on the Southern Division Main Line 79.91 miles from Boston and about 6.5 miles north of Concord. The route is that of the old Northern Railroad of New Hampshire that ran from Concord to White River Jct., Vt. making important freight and passenger connections to the west and north. Digital image made from postcard in Boston & Maine Railroad Historical Society Archives

SIGNS OF THE TIMES

By Andrew M. Wilson, Editor, *B&M Bulletin*, B&MRRHS

What can I say? Philanthropy runs in the family. When I learned that some traditional blue enamel B&M station signs were on the market, I thought that this could be a unique way to contribute to the Society's collections. What I didn't realize at the time, was that the effort would be a family affair!

This summer, the Society was contacted by a member who had some station signs on offer. Among the B&M station names available were Franklin, N.H., Penacook, N.H., and Riverhill, N.H. Huh? Riverhill? A quick check of the Edwin Robertson reprint of the July 1, 1923 B&M Officers, Agents and Stations placed Riverhill on the Claremont Branch, between the teeming metropolises of Garrison and Mast Yard, on the line between Concord and Contoocook. Rick Nowell quickly located a photo from the Archives, and it appears that the station was never more than a shelter and platform next to a road crossing, with service likely vacated well before WWII. In fact, Riverhill turns out to be the closest B&M station location to my parents' home in Hopkinton, N.H.!

My plan, then, was to buy "Riverhill" and donate it to the B&MRRHS in my father's name. My father, however, had different ideas. Robert Wilson, a retired surgeon, has long been involved in the preservation of N.H. history, including terms as President of the New Hampshire Historical Society board. A prodigious fund-raiser, he is also collector of N.H. furniture, clocks, maps, and artwork. Because of his interests, he has instilled in his family a deep appreciation for historic preservation, and that has carried down through our generation. My brother, following a career as a historic preservation contractor, is the New Hampshire state Director of Historical Resources, and the guardian of several railroad locations in the Granite State (such as the Gerrish depot and a former-B&M "box pony" wooden bridge). When I mentioned the availability of these signs, both my father and my brother were very interested. Through his contacts, my brother facilitated the donation of the Franklin sign to the Franklin Historical Society. And my father decided that if I was going to donate Riverhill to the Society, he was going to do the same with the Penacook sign!

Both signs are approximately 11" high, with Penacook being about 55" long, and Riverhill about 61" long, enamel on heavy tin.

So, a couple weeks ago, I delivered Riverhill and Penacook to Hardware Committee member Richard Nichols, and these two beautiful relics of the B&M in central New Hampshire are now held securely and for all to enjoy in the future. It's three-for-one when it becomes a family affair!

Our Blue Signs

B&M station signs, with their cobalt blue enamel and clean, white lettering, were a long-time symbol of the B&M. The product of one company, they were railroad standard for the B&M for a couple of decades on either side of the turn of the 20th century. The Baltimore Enamel & Novelty Co. (also known as "Balto Enameling") was one of only a couple of companies that mastered the manufacture of enamel metal signs in the late 19th century. They made an enormous amount of commercial signage (gas stations and other roadside businesses, utility company signage, railroad and other transit company signs, etc.), in addition to making state license plates, which was a large part of their business. Old enamel license plates (think the very earliest 1900's) are huge among collectors, and some plates from that era command incredible prices. To the best of my knowledge, all such cobalt-blue/white lettering B&M station signs came from Balto, though not all of them have the maker's mark on them (of our two new signs, the Riverhill sign is so marked, while the Penacook sign is not). Replica B&M station signs have been created for various reasons (most of them innocent, like replacing a lost sign on a restored depot building), but most are easily identifiable as the color and lettering rarely duplicates the original well. -- AMW

