

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.”

www.bmrrhs.org

March – April 2019

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B&M Alco S3 #1176 works Commercial Street in Portland, ME, April 1971. Michael C. Bump collection.

TIMETABLE OF UPCOMING EVENTS

March 9, 2019 B&MRRHS March Meeting. Timothy Lewis presents the “Jitney Years” of the Mt. Washington Cog Railway. Everyone is welcome! Sat. 3:30 PM start. Rogers Hall, 196 Rogers St., Lowell, MA 01852.

March 9 and 10, 2019 South Shore Model Railway Club Model Railroad Show. Saturday and Sunday, 9:00 AM - 4:00 PM. 52 Bare Cove Park Drive, Hingham, MA, 02043. For more info call (781) 740-2000.

April 6, 2019. Great Northern New England Chapter TCA Train Show. Sat. 10:00 AM to 3:00 PM. Dover Lodge of Elks, 282 Durham Rd., Dover, N.H 03820. For more info contact: Ed Martin 603-362-4300, efminter@aol.com. www.netca.org The Society will have a table at the show.

April 28, 2019. Hooksett, NH Lions Club 24th Model Train & Modeling Show. Sunday. 10:00 AM – 3 PM, Hooksett Cawley Middle School, Route 27 (89 Whitehall Road), Hooksett, NH 03106. The Society will have a table at the show.

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

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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 & 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, 136 Harvard Avenue, Auburn, NH, 03032 or email rickkfoury51@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. © 2019 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



SOCIETY NEWS AND REPORTS

ARCHIVES NEWS

Archives Chairman, Rick Nowell

Lowell, January 12, 2019 – The Lowell Archives are closed due to the U.S. Government shutdown. The Center for Lowell History where we are housed is operated by UMass Lowell which is a tenant of the National Park Service.

On January 16, we will conduct an instructional cataloging session for volunteers at North Chelmsford. It will be a “how to” session focusing on listing, classifying, and marking items so they can be added to the Archives at Lowell. Six volunteers have signed up for this session. Volunteers will be able to take work home to catalog. Having more qualified catalogers will enable us to make more items available to researchers at the Archives.

Our next work session will be held in North Chelmsford on January 19. At that time, we intend to continue scanning with the large format scanner and labeling, sorting, and re-arranging storage boxes, particularly from the Donald B. Valentine donation.

The recent upgrade of our Flickr site ([flickr.com/photos/bmrrhs](https://www.flickr.com/photos/bmrrhs)) allows us to obtain statistical information that we have not had in the past. Our peak day so far was January 6, when viewers accessed just over 25,000 images. We have also qualified for free service as a non-profit and our fee for the upgrade will be refunded.

In our last report we mentioned revival of a cooperative arrangement with the UMass Lowell library system to add scans of bridge plans and other large format materials to their website. During the past month we submitted a list of the drawings scanned to date so the coordinators can review our proposed file labeling system. Volunteer Peter Violette has scanned Maine Central valplans on a scanner available to him. The valplans were donated several years ago by Matt Rines.

During the year we receive many donations of money and materials for support of the Archives. We should mention a particularly generous donation of \$1,000 by David Ashenden we received recently toward the cost of the large format scanner. David, you will recall, was responsible for scanning the entire run of B&M Bulletins that are now available for purchase on disk. The B&MRRHS Archives are located at 40 French Street, Lowell, Mass. Visitors and volunteers are welcome to attend our monthly work sessions. For more

information email Rick Nowell, Chairman, fnowell3@yahoo.com.

HARDWARE COMMITTEE REPORT

Hardware Committee Chairman, Daniel Hyde
Hardware Committee Curator, Richard Nichols

The Hardware Committee is pleased to submit the following report for the calendar year, ended December 31, 2018. Our Hardware Collection is housed and maintained in an annex in North Chelmsford, MA, occupying an area about 1,000 square feet for storage, work and research. We collect material related to the Boston & Maine Railroad, its predecessors and successors, and other New England Railroads.

The Collection is owned by the Society and managed by the Hardware Committee, made up of volunteers who are interested in railroad history and the preservation of historical materials. The Hardware Committee members are Frederick Brown, Daniel Hyde, Mal Sockol, James Nigus, Richard Faucher and Richard Nichols.

The committee logged a total of 646 hours for 2018. We scheduled once a month meetings in 2018. The average attendance at our meeting, inclusive of members, was 3 in 2013, 5 in 2014, 3 in 2015, 4 in 2016, 4 in 2017, 4 in 2018. The work at our meetings consists of registering railroad hardware, organizing our collection, processing and filing new acquisitions. Member Carl R. Byron proofreads the Hardware Collections website & inventory list.

We have now registered a total of 2,106 items. In 2018, 171 donations of artifacts have been received from the following: Anonymous Donors, Jay Ballard, Tina H. Bellomy, Carl R. Byron, Richard Carnevale, Paul Castiglione, Richard Faucher, Robert Grodzicki, Daniel Hyde, Richard K. Hurst, Andrew Jennings, Preston S. Johnson, Douglas F. Kydd, Raymond Lagace, Brad LaRose, Kenneth Lurvey, Allan Patterson, Joanne Reynolds, Clifford Temple, Vicky Thomas, Wenham Museum, Westford Historical Society, H. Arnold Wilder, Andrew Wilson, Robert O. Wilson. B&MRRHS Archives items were also transferred to the Hardware Collection,

During the year we uploaded a variety of photographs of the Hardware Collection to the Society’s web site, www.bmrrhs.org. This involved preparing a copy of photographs from each file with the help of Rick Nowell, who shares responsibility for updating the site with Hardware Curator Richard Nichols.

DIRECTIONS TO SOCIETY MEETINGS

Meetings in Lowell are usually held at Rogers Hall, 196 Rogers St., Lowell, MA 01852.

- From I-495 take exit 38 and go north on Mass. Route 38; this is Rogers Street. Approximately 1.3 miles from I-495, Rogers St. forks to the left at a stop light, so bear to the left here. Rogers Hall (white pillars) is about 3/10 of a mile farther on your right. Directly across the street is Rogers Park where parking is available.
- From Mass. Route 133 (which is Andover St., Lowell, coming west from Tewksbury): Follow Route 133 west. After going straight through the intersection of Route 38 take your third left on to High Street. Take a left on to Rogers St. Rogers Hall will be on your left. Directly across the street is Rogers Park where parking is available.
- From Mass. Route 38 or Mass. Route 113 in Dracut: Get off at the overhead traffic circle as if going to Saints Hospital. Follow this to the intersection of Routes 38 and 133, take a right on to Andover St., and take your third left on to High Street. Take a left on to Rogers St, Rogers Hall will be on your left. Directly across the street is Rogers Park where parking is available.
- By MBTA commuter rail from Lowell: If you come to Lowell by train, take the LRTA Route 2 "Belvidere" bus from Gallagher Transportation Center. This bus stops at Rogers Hall.

HELP WANTED

The B&MRRHS relies on volunteers to keep the history of the railroad we know and love alive. Want to get involved? Here are some areas in need of your help!

➤ 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.

➤ Hardware Committee welcomes new members. We need researchers, catalogers, and organizers. No experience required-just an interest in railroad history. Please contact the Hardware Committee for more details on how to get involved. railroad.nichols@gmail.com

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

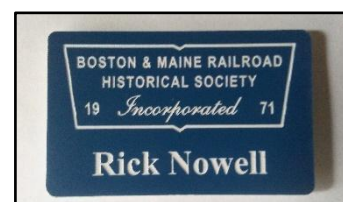
➤ Volunteers to help maintain and upgrade B&M 0-6-0 steam switcher No. 410 and coach-baggage combine No. 1244 Dutton Street, Lowell, Mass. No experience required. Contact Jim Nigzus, 410 Chairman, 978-866-8504.

NEW MEMBERS

We would like to take the opportunity to welcome new members who have joined the Society since October: Paul Burke, Tewksbury, MA; Dale Doller, Lee, NH; Dennis Downs, Lancaster, NH; Larry R. Forkum, Rochester, NH; Geoffrey P. Harris, Spofford, NH; Stic Harris, Herndon, VA; Erik Hyjek, Woodbury, MN; Peter Loescher, Providence, RI; Cullen Maher, Wolfeboro, NH; William Moll, Jacksonville, FL; Fred Mullins, Bedford, VA; Daniel K. Murley, Dedham, ME; Net Model Trains, Greenland, NH; Peter Nolette, E. Waterboro, ME; Stephen Richardson, Buzzards Bay, MA; Wilfred E. Rivard, Jr., Fitchburg, MA; Andrew Ryan, Reading, MA; Edward Sterling, Bolton, MA; David Stevenson, Hudson, NH; Kevin Wildman, Saugus, MA; Stefan Wuensch, Lynn, MA.

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.

JANUARY MEETING



BEDFORD DEPOT PARK (FRIENDS OF BEDFORD DEPOT PARK PHOTO)

On January 12, the B&MRRHS held its January Board of Directors meeting at Roger's Hall in Lowell. Following the meeting, Society members and the general public gathered to witness an enlightening and well put together presentation on the Bedford Depot Park and most importantly its star exhibition, Boston & Maine RDC-1 6112.

Jim Shea and Daniel O'Brien, both of whom were heavily involved in the acquisition of the RDC from the MBTA and its subsequent restoration efforts which spanned a decade between 1999 and 2009, gave an engaging presentation aided by a great many historical photos. They described Bedford's importance as a junction point between the Boston & Maine's Lexington Branch (and its continuation, the Reformatory Branch) and the Billerica & Bedford Branch which had originally been constructed as a two-foot narrow gauge line.

An enormous amount of restoration work went into preserving 6112 into what she is today, a shining example of the Boston & Maine's final passenger fleet and an instantly-recognizable symbol of the railroad's presence in northern New England. Jim and Daniel talked of the acquisition process from the MBTA and how the RDC was trucked to Bedford and stored in the old Bedford Yard until it was moved to where it sits today. A decade of hard work followed; weekends filled with painting, sanding, and endless cleaning. Matching interior paint was applied, original appliances and accessories were installed, and local contractors applied the railroad's famous logos - Minuteman on one end, McGinnis on the other - representing two eras of Budd RDC operations.

Attendance was excellent and questions abounded from the gallery. One individual described his experience working for the B&M which included time spent on the Lexington Branch. Many contributed accompanying technical information and were quick to answer any questions asked by the presenters.

The Bedford Depot Park is maintained and operated by the **Friends of Bedford Depot Park**, a non-profit 501(c)3 corporation, their mission is to honor and preserve the railroad history in Bedford, Massachusetts, and surrounding communities. All are encouraged to visit them at 120 South Road, Bedford, MA, 01730. For hours and information visit <https://www.bedforddepot.org>.

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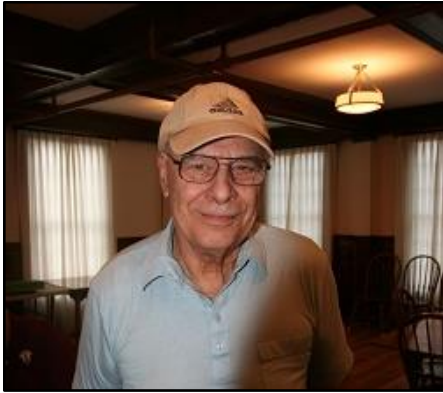
Our meetings are held every month. The next scheduled meeting will be held March 9, 2019 at 3:30 PM at Roger's Hall in Lowell. Discussion topic will be the Jitney Years of the Mt. Washington Cog Railway (1950 - 1967). Please join us; we hope to see you there!

A Look Ahead

Our May meeting and presentation in Plymouth, NH will be held on May 11, 2019 and will feature B&M author and historian Robert Willoughby Jones. More details will follow in a flyer accompanying the next edition of *The Newsletter*.



HENRY W. MARREC
1938 - 2019



NEW BMRRHS BOOK COMING SOON!



RICHARD E. ANDERSON PHOTO. NOVEMBER 5, 1982.

We are saddened to report that long-time Society member, railroad modeler, and photographer Henry W. Marrec, of Woburn, passed away unexpectedly on January 2, 2019 at the Lahey Hospital and Medical Center in Burlington following a period of declining health. He was 81.

Born in Somerville he was the cherished son of the late Francois and Palma (Grasso) Marrec. Henry was raised in Arlington and was a 1955 graduate of Arlington High School. He worked for many years as a talented draftsman and electrical mechanical engineer working for several different corporations over the years. He retired from the Commonwealth of MA where he worked as a Civil Engineer for many years. Henry also contracted and built several summer homes and cottages.

As a young boy, Henry was very active with the Boy Scouts of America and was a proud Eagle Scout. He also served later in life as a Troop Leader of the St. James Church Troop 313 of Arlington. Henry was a member of the St. James Church Chi-Rho Club, played the accordion, and loved photography, filming, watching movies and traveling, always by car or train. His greatest passion, however, was his love for locomotives, building model railroads and train collecting.

Henry was a very active member, donating his time in the past to presenting his stories and photos at our monthly meetings, most recently in November of last year. He was also a generous donor to the Society's Archives and Hardware Collections. It was his wish that much of his model railroad collection be acquired by the Society along with his extensive photo collection which will be preserved in the archives. High Green, Henry!

(Adapted from McLaughlin - Dello Russo Family Funeral Homes website)

A new book titled *Queen City Rails: Manchester's Railroads 1965 - 1990* by Rick Kfoury is now in the editing stages. The book will feature 132 pages packed with over 340 rare images covering Manchester, New Hampshire and its branchlines during the last 25 years of heavy railroad operations in northern New England's most populous city.

Manchester, once home to scores of freight customers, has been described during this period as one of the busiest railroad cities on the Boston & Maine and perhaps in all of northern New England. In the second half of the twentieth century, the city began to slowly transform from a gritty industrial hotspot to the city it is today - and it became clear the railroad would not follow in that transformation. In the spirit of Rick Hurst's fantastic and popular Manchester articles in the *B&M Bulletin* (Volumes 27-28), *Queen City Rails* will serve to tell the photographic story of one of the most dramatic industrial shifts in recent history and will celebrate the important role the railroad played, even as it began to disappear from day-to-day life in Manchester.

Featuring scores of rare photographs from some of New England's most prolific railroad enthusiasts and premier collections, coverage will include Manchester Yard, switchers, passenger service (including the 1980 MBTA trials), special steam excursions, local and mainline freight jobs, the Portsmouth Branch (to Epping), the Manchester & Lawrence Branch (to Derry), the entirety of the Goffstown Branch, West Side Industrial trackage, South Manchester's freight customers, and much more. Upon publication the book will be available for purchase from the BMRRHS online, through our catalog and in person at our train show appearances.



BOSTON & MAINE **PRESERVATION NEWS**

RESTORATION OF B&M P4 PACIFIC #3713

Project3713, a formal partnership between the National Park Service and the Lackawanna & Wyoming Valley Railway Historical Society, reported that 2018 was a very productive year as they continue to restore Boston & Maine P4 Pacific #3713, the “Constitution”, to operation at the Steamtown National Historic Site in Scranton, PA. Per an agreement signed in 2016, Project3713 is charged with raising \$750,000 towards the \$1.4 million cost of restoration. To date, \$400K has been raised and over \$645K of the NPS dollars have been released. In 2018 donations and NPS funding accomplished:

- Built a new cab, now at Steamtown (Hopkins Manufacturing Company & Technology in Factoryville, PA).
- Started building a new firebox (at the Strasburg Rail Road).
- Built a new tender cistern and coal bunker (at Oaks Welding & Line Boring in Ashland, PA.).
- Tender frame and trucks disassembled for inspection, repair and rebuilding - with updating to roller bearings generously donated by Brenco and Timken (in the Steamtown shop).
- Renewed the driving wheels, including a new axle (at the Strasburg Rail Road).
- Started full rebuilding of the booster engine (in the Steamtown shop).
- Finished all three new safety valves (at the Strasburg Rail Road).
- Purchased new pilot wheels and bearings. Axles have been machined, bearings pressed, and test fitted. Will return to Scranton soon (from ORX in Tipton, PA).
- Completed a new stoker rack (at the Steamtown shop).
- Continued restoration of the Coffin feedwater pump (at Coffin Turbo Pump in Englewood, NJ).
- Allowed the continued restoration of numerous small but key components (in the Steamtown shop).

Visit www.project3713.com to keep up on the latest news of this restoration and see how you can help!

RESTORATION OF B&M EMD SW1 #1113

The Berkshire Scenic Railway Museum has continued to work on their restoration of former B&M EMD SW1 #1113, acquired from the Mt. Tom coal plant in 2016. The group has recently replaced several missing or damaged parts on the unit including an air brake gauge and one of the single-chime horns. The locomotive’s batteries have been brought back to operation, a vital part of operational restoration. East Coast Refinishing & Surface Stripping Inc. in Pittsfield has applied a polyurethane coat on the polished brass and nickel fixtures on the locomotive including its bell. The engine shut-off handle and bell yoke have also been recently polished. Additionally, the remote-control unit which had allowed the engine to be remotely operated at the Mt. Tom plant was also removed last year. This will allow the brakeman’s seat to be re-installed. The group has pledged in 2019 to fully restore the bell, horn and headlights, restore the cab, and finish mechanical work on the locomotive’s 567 engine to allow it to be started.

RESTORATION OF B&M EMD F7A #4268



The donor prime mover from CSRX 1757 prior to being installed in 4268.

Work is progressing on the restoration of B&M EMD F7A #4268, owned by the 470 Railroad Club. The facilities of the Conway Scenic Railroad (where the locomotive has been on display for the past 30+ years) have been utilized to re-paint the locomotive and install an EMD 567 prime mover taken from a donor unit, Conway Scenic Railroad EMD GP9 #1757. The locomotive is on track for a full restoration and once finished will join sister F7 #4266 in excursion service on the Conway Scenic. *(Photo and information courtesy Alan Small)*



"This Budd's For You!" - Dick Symmes artwork"

MASS BAY RRE ANNOUNCES PRESERVATION FUND WINNERS

Massachusetts Bay Railroad Enthusiasts President David Brown announced the recipients of the 2019 Mass Bay RRE Railroad Preservation Fund grants on Saturday, January 26, 2019, during the Amherst Railway Society's "Railroad Hobby Show" in West Springfield, Mass. This year, the organization, founded in 1934 and known nationally for its rail excursions, is making Preservation Grants totaling \$22,500 to ten worthy organizations. Mass Bay RRE established the Mass Bay RRE Railroad Preservation Fund in 2016 to further support worthy projects to preserve historically significant railroad equipment, structures, information or artifacts in New England. Grants, generally not exceeding \$5000, are awarded annually, funded by the Club's available funds and donations to the fund from members.

- The 470 Railroad Club of Cumberland, Maine, will receive \$5,000 toward the restoration to operating condition of Boston & Maine F7A locomotive No. 4268.
- Greenville Junction Depot Friends of Greenville, Maine, will receive \$5,000 toward the restoration of

the roof of the 1889 Canadian Pacific Railway Depot in Greenville Junction, Maine.

The other recipients of 2019 Mass Bay RRE Railroad Preservation Fund grants are: Ipswich Museum of Ipswich, MA, \$3,000.00 for restoration of Rowley Boston & Maine RR crossing tender shanty; Bartlett Roundhouse Preservation Society of Nashua, NH, \$2,000.00 to replace siding & restore door on historic Bartlett roundhouse; Connecticut Eastern Chapter NRHS of Willimantic, CT, \$2,000.00 for permanent identification placards on Museum buildings & rolling stock; The New Sandy River & Rangeley Lakes RR of Phillips, ME, \$2,000.00 for the overhaul of 1883 boxcar/tool car no. 562; Boston Street Railway Association of Boston, MA, \$1,000.00 for labor & materials for canvas roof restoration on Boston Elevated Railway Type 5 Streetcar #5706; Seashore Trolley Museum of Kennebunkport, ME, \$1,000.00 to complete restoration of Boston Car #4175; Shelburne Falls Trolley Museum of Shelburne Falls, MA, \$1,000.00 for the car barn extension project; Lackawanna & Wyoming Valley RRHS of Scranton, \$500.00 for

Digitizing Valuation Maps

By Peter Violette

Background

I have always been fascinated by maps. They take an incredible amount of work to create, and can convey an immense amount of information. Naturally, due to my interest in railroads, valuation maps are dear to my heart.

In the summer of 2018, I was getting ready to leave my position as project engineer at Pan Am. One of my favorite aspects of the job was the open access to all the plans in the office. I had seen the active valuation maps that had been updated throughout the years, but was unaware that unaltered copies existed. It wasn't until I met fellow member Bob Fuller that I learned more about them. Through conversation, I eventually learned that the Boston and Maine Historical Society has a near complete set of unaltered linen Maine Central valuation maps, showing the railroad as it existed June 30, 1916

I reached out to Archive Chairmen Rick Nowell who allowed me temporary custody of the maps. I am fortunate to have access to a professional large format scanner, and made quick work of the digitization. The entire process took approximately 35 hours, consisting of two, 14 hour sessions, and two 3.5 hour sessions.

Process

The maps are in wonderful condition, but are susceptible to smudging as the ink never completely set on them. This made the digitization process tedious. The maps are stored rolled, resulting in ink residue from every sheet being deposited on the reverse of the sheet proceeding it, and due to the needed transparency of the medium (they were used to make blueprints), "ghosting" of nearly every subsequent map can be seen on the scans. The residue would also get deposited on the scanner, resulting in shadows and a "dirty" appearance on the scans. After every 40 sheet roll, I would have to open the scanner for cleaning. At my peak, I was able to scan 100-120 an hour, but was hindered by the cleaning process. **Figure 1** shows the raw scan (converted to black and white) of the yard in Bangor. You can see the "dirtiness" from the ink residue, but look significantly better in color. The area shown on that sheet, has now been reduced to a single track, and the northern end is used for outdoor concerts in the summer months.

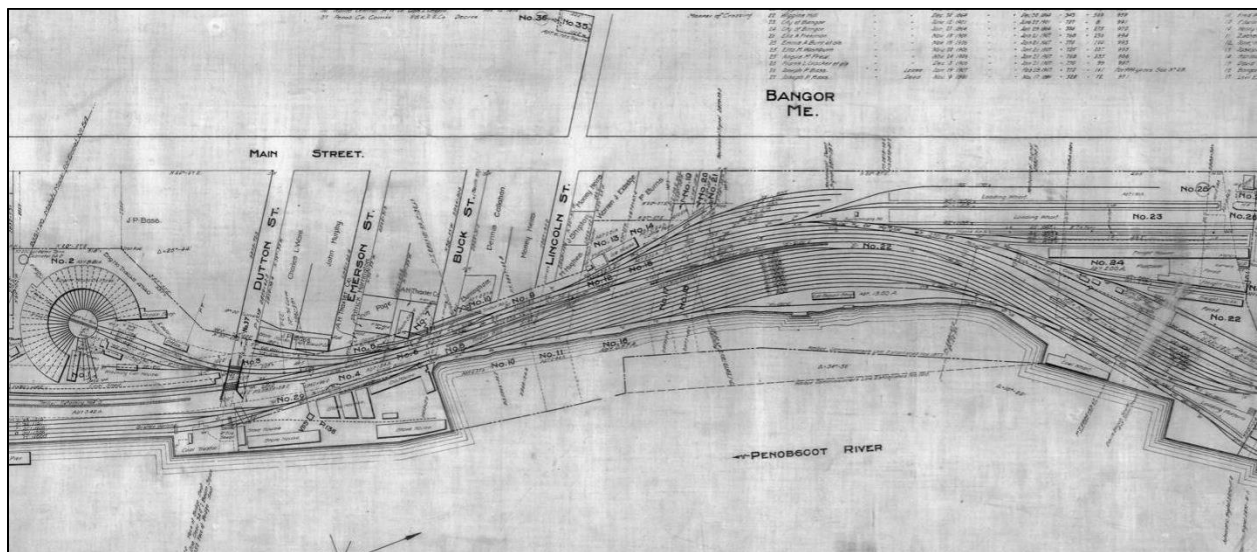


Figure 1. Bangor Maine, June 30, 1916 (Cropped)

The collection is nearly complete, missing only 12 sheets:

- Section 4C maps 3-6, Princeton Branch, St Stephens, NB.
- Section 5A, maps 1-5, Lewiston Branch, Crowley Junction-Lewiston.
- Section 7A, map 1, Dodlin Quarry Branch, Bangs-Dodlins.
- Section 7B, maps 1-2 Bingham Branch, Austin Jct.-Bingham.

When Maine Central drew their valuation maps in 1916, at least three linen copies were made from the master. One is at the University of Maine in Orono, a working set at Pan Am's office in Billerica, and the archives copy. The beautiful master copy still exists, and is in possession of Pan Am. When I saw it last in July 2018, it was still in good condition.

Purpose and B&M Valuation Maps

Now that Maine Central is finished, I am focusing my efforts on locating and scanning all 2,000 of Boston and Maine's unaltered valuation maps to complete the Societies set, and have them all together again. Unlike Maine Central, I am not aware of any linen copies of the originals in existence, and the master drawings the linens were traced from are lost to history. The only complete set I am aware of is at the ICC archive in Washington.

If anyone reading this has a valuation map, or wants any railroad related maps/plans digitized at no cost, please contact me. I will eventually turn to the National Archive to fill the gaps, so any assistance could literally save thousands in digitization fees. Any donors will be acknowledged if desired.

There are a finite amount of plans left, and it's very important to preserve and share what we have left. It is a group effort to continue the legacy of the B&M and its predecessors. I am looking forward to compiling all the Boston and Maine maps to have them all in one place and accessible.

I'd like to thank Rick Nowell and the archives for allowing me to do digitize and preserve these, and Bob Fuller for enlightening me.

About Me

I grew up in Maine, am on the board of directors of New England Steam (the group restoring Maine Central 470 to operation) and now reside in the Boston area. I am an engineer in training and work on rail and transit systems.

Peter Violette
pviolette92@gmail.com
(207) 346-4043



Boston & Maine

Intermodal Services, Iron Horse Park, North Billerica, MA 01862 (617) 663-9300

September 1, 1982



The first "Rocket" arrives in B&M's New Haven Terminal.

The Rocket goes to New Haven

September 1st, "The Rocket" made its first overnight run between Montreal and New Haven, Connecticut

Similar to our dedicated "Rocket" TOFC service presently in operation between Boston and Montreal, the New Haven Rocket will operate five nights a week, and be available for early morning truck delivery to local markets.

Rocket service has been designed for thru-shot delivery in short-haul routes—to directly compete with trucks on service and rates.

Call Fred Covelle at (617) 663-6942 for more information on schedule and rates

Opening of New Terminal

Boston & Maine's expansion into Connecticut has provided an important intermodal opportunity for us in New Haven.

We opened our New Haven Intermodal Terminal September 1, utilizing the former Conrail trailvan terminal.

Location is the key

Our new Connecticut lines provide a strategic link between Northern New England and the South. The New Haven Terminal opens new intermodal markets for us in southern New England and New York.

The new terminal provides rapid highway access to all southern Connecticut points and is a little over an hour from downtown Manhattan.

The terminal has immediate access to 191 (the major interstate in New England) and is 5 minutes from I95 in New Haven (the major E/W artery in Connecticut).

We have arrangements at the new terminal with motor carriers to provide pick-up and delivery—including Boston & Maine Express, Penn Truck Lines, ITS and Nelson Freightways.

The Rocket MONTREAL/BOSTON/NEW HAVEN/PORTLAND	
	<p>Overnight Delivery Trailers are deramped in the early morning in New Haven, Connecticut and St. Albans, Vermont in time for early local truck delivery to Montreal and southern New England markets.</p> <p>5 Nights a Week Regardless of volume, the Rocket is operated on schedule 5 nights a week, both northbound and southbound.</p> <p>Less-Than-Truck-Rates The Rocket's rates are designed to compete with truck—taking advantage of rail's efficiency with single trailer rates and multi-trailer discounts.</p>

TELEGRAM

Boston, Mass.,
March 9, 1967

GFG/L

T. M. Bolt, Greenfield

TRANSPORTATION NOTICE NO. 67-4

FRIDAY, MARCH 10th

Extra Train - accommodation Deerfield Academy party of 160 to be operated as follows:-

Greenfield	- Lv.	8:00 A.M.
Deerfield	-	8:20 A.M.
Springfield		9:15 A.M.

Equipment:- 2 NHRR coaches will be available at Springfield prior to 6:00 A.M. Operate DH extra Springfield to Greenfield in time to cover schedule above. Deliver to NHRR at Springfield for thru movement to New York in NH #415-171.

Tickets:- Regular collections. Instruct conductor to complete form 1309 and to forward original to Supt.Pass. Transportation, copy to AAR-P.

G. F. GALLAGHER
10:20 A.M.

Copy:- CGWalker, NHRR

WHH WH GFG PCD JAH WEC AMT SJM JJC WPC HWS HB MM HFV ARF WHS PWC WCM
PMead LGM HCC GER WET TWA DJE BRK JMMcCourt

