

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.”

May – June 2019

Meeting/Membership Telephone Number (978) 454-3600

www.bmrrhs.org

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B&M GP18 #1850 leads a freight at Glendale, MA, April 2, 1982. Rick Kfoury collection.

TIMETABLE OF UPCOMING EVENTS

May 11, 2019: B&MRRHS May Meeting. Saturday, May 11. 1:00 PM start at the Plymouth Senior Center, 8 Depot Street, Plymouth, NH, 03264. Author Robert Willoughby Jones presents the color slides of Leon Onofri. Please join us!

June 1, 2019: Saturday, June 1, Rick Kfoury, Newsletter Editor and author of “Queen City Rails”, will present on Manchester’s railroads in conjunction with the Manchester Historic Association at the Millyard Museum, 200 Bedford St., Manchester, NH, 03101. 11:00 AM start. \$8 General Public, \$6 Seniors, children 12 and under and MHA members free. Admission supports the Manchester Historic Association. Copies of the book will be available for purchase and signing.

Looking Ahead:

June – August: B&MRRHS Summer Hiatus, no meetings. Enjoy the summer!

July 27 - 28: Lowell Folk Festival: B&M locomotive #410, wooden combine coach #1244, and “The History of Railroads in Lowell” exhibit open 10:00AM to 5:00PM, both days. The B&MRRHS displays items from its hardware collection in the combine as well as a beautiful model railroad layout. There is no charge to view the exhibition. B&M merchandise will be available for purchase. The combine coach and locomotive 410 are located at the heart of the festival at the corner of Merrimac Street and Dutton Street. We hope to see you there!

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 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, 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

Membership dues will change on July 1, 2019. Please see the following page for details.

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

EDITOR'S NOTE

In the March-April edition of the *Newsletter* it was stated on Page 5 that RDC-1 #6112 is on display at the Bedford Depot Park in Bedford, MA, when it is in fact ex-B&M RDC-2 #6211. Thank you to member Mark Shapp for catching this error!

* REGARDING MEMBERSHIP DUES *

Effective July 1, 2019, membership dues will be raised slightly. The new annual dues will be:

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

Please note that these prices only affect you if your membership renewal date falls on or after July 1, 2019. As a non-profit 501 (c) 3 organization the Boston & Maine Railroad Historical Society, Inc. relies on membership dues to cover the operating and storage costs associated with our goal to preserve and present material relating to the history of the Boston & Maine Railroad and its predecessor companies. We sincerely thank you for your membership!

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

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

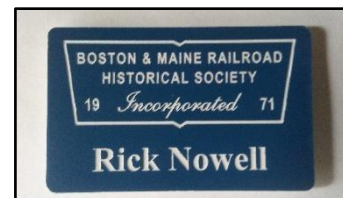
NEW MEMBERS

We would like to take the opportunity to welcome new members who have joined the Society recently:

Mark Shapp, Lenox, MA; Chris Bergemann, Marblehead, MA; Dale Doller, Lee, NH; Bryan Miller, Braintree, MA; Richard P. Nathhorst, Leverett, MA; Stephen Pettitt, Aylesbury Bucks, UK; James P. Wiggins, Boscawen, NH; Paul G. Yorkis, Medway, MA; Robert W. Davis, Tyngsboro, MA; David O'Brien, Plant City, FL; Jeff Aumand, Greenfield, MA; Carl Balduf, Plainville, MA; Alan Gaines, Fort Wayne, IN; Raymond D. Hayes, Milford, NH; Howard Hein, Monongahela, PA; Mark Klobucher, Nashua, NH; Thomas Nofle, Tewksbury, MA; Brent Stocker, Sunapee, NH; Jeremy Waller, Fern Park, FL.

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.





SOCIETY NEWS AND REPORTS

ARCHIVES NEWS

Archives Chairman, Rick Nowell

We held work sessions at North Chelmsford on January 19 (attendance 10) and on February 19 (attendance 14). Both sessions were very productive. Our volunteers scanned large format documents, most bridge plans; continued to organize the Donald Valentine collection of Fitchburg Division documents alphabetically by location; moved equipment retirement cards from first floor to second floor and employee record cards from the second floor to the first floor; sorted New Haven time tables from the Samuel Vaughan collection; and sorted boxes of B&M documents by department.

We held cataloging classes at North Chelmsford on January 16 and February 2 to give instruction on how to record and label items to be placed into the Archives at Lowell. "Students" Len Bachelder, Eric DiVirgilio, Rick Hurst, Brad Blodget, and Steve Butterworth joined those who are qualified to catalog items. Members brought small lots home to practice cataloging. We plan to have another cataloging session soon.

Committee volunteer David Ashenden, a Maine resident, has scanned MEC employee magazines for the On-Line Archives section of bmrrhs.org and I hope to have them posted soon. Committee volunteer Mark Fecteau, who resides in Washington State, continues to offer us long-distance support by entering cataloging data into our Excel data base. His recent work has been uploaded to bmrrhs.org.

We are partnering with UMass Lowell to upload large digital files for access by researchers. In a few words, we plan to establish a web page on the UML library site. Thumbnail images of drawings on this page will be linked to another site where they can be viewed. We hope to work out the mechanics in the next few weeks and start uploading as soon as possible. As a matter of interest, we are now (or soon will be) digitally presenting our Archives materials to the public in four ways:

- Documents and reference material on the On-Line Archives page (bmrrhs.org)
- Photos on the Photo Archive page (flickr.com/photos/bmrrhs)
- Photos and documents on our Facebook page (facebook.com/bmrrhs)
- Large format documents indexed on a UML Library page (libguides.uml.edu) linked to the Internet

Archive (archive.org) where they the images will reside.

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 Nigzus, 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.

DAVID E. LAMSON
1940 - 2019



David E. Lamson, 79 of Raymond died Saturday, March 16, 2019 at his home surrounded by his family.

He was born February 29, 1940 in Portsmouth, NH the son of the late Theodore and Della (Demeritt) Lamson. He was raised in Portsmouth and was a graduate of Portsmouth High School. He lived in East Kingston for 30 years and Raymond for the past 14 years. He worked for many years as a railroad signal maintainer for the Boston and Maine Railroad.

He loved the railroad and along with his wife he owned a flanger at the North Conway Scenic Railroad, where he worked for the railroad. He along with five other men spent many hours building their own layouts in their basements, every week they would meet at a different house to help each other with their buildings and layouts.

He and his wife Dodi were always together in everything that they did. They, along with Joseph Shaw and Denis Adams were in charge of the first society train show at the Minuteman School in Lexington Mass.

Family members include his wife of 58 years, Dodi L. Lamson, his daughter, Jeannette L Pinard and her husband, Normand, his sister, Martha Butterfield, niece, Lori Wescome and nephew, noted railroad artist Cameron Sargent. *(Adapted from Stockbridge Funeral Home LLC website obituary)*

SYDNEY B. CULLIFORD
1932 - 2019

Mr. Sydney B. Culliford, a longtime executive for the Boston & Maine, Guilford Rail System and Pan Am Railways, passed away on February 13, 2019 at age 86 in his home with his family present.

Sydney was born in Medford, Massachusetts and attended Haverhill High School while living in West Newbury. Upon graduation from high school, Sydney served in the U.S. Army, receiving an honorable discharge at the rank of Corporal. After the Army, Sydney attended and graduated from Northeastern University with a degree in Mechanical Engineering. It was during his time at Northeastern that Sydney was first introduced to railroading by interning at the Boston and Maine Railroad in the Engineering Department. Following college graduation, Sydney began a career with the railroad that would span over 50 years, eventually becoming Vice President of Transportation and serving as a member of the Board of Directors for Pan Am Railways until his retirement in 2014.

He loved the outdoors and could often be seen canoeing on the Merrimack River with his cherished dog Toasty or while out on his nightly bicycle ride through Groveland and Riverside. On his more adventurous days, he would also take longer rides, sometimes as far as Boston. Sydney attended St. Patrick's Parish and Sacred Heart Parish for many years and was a member of Merrimack Lodge F. & A.M. in Haverhill for over fifty years.

Sydney is survived by his wife of 62 years, Mary Frances Culliford, his daughter Nancy of Groveland, son Robert and grandson Dagim of Hampton, New Hampshire and his cat Katie. Sydney is also survived by his sister Nell Whiting of Brooklin, Maine and brother Roger and his wife Maureen of Atkinson, New Hampshire; and several nieces and nephews. *(Adapted from Driscoll Funeral Home website obituary)*



"High Green", Gentlemen!

“WHILE WE WERE OUT....”

- PAST MEETINGS -

FEBRUARY



RICK HURST WITH SOME OF HIS MEMORABILIA

In February, members of the B&MRRHS and the public gathered at Roger’s Hall in Lowell as member Rick Hurst delivered a dynamic presentation on his lifelong path as a railroad employee and enthusiast.

Growing up in Walpole, MA in New York, New Haven & Hartford Railroad territory, Rick spent countless hours trackside with New Haven veterans who took to him and taught him the tools of the trade, from flagging down trains to hooping up orders. After a stint in the U.S. Navy stationed in the midwest (leading to a fascination with heartland railroads), Rick returned to New England and began his career working out of South Station as a ticket agent. He later served with the B&M and Amtrak before finishing his career with the MBTA and MBCR. Rick had on hand artifacts from his collection. His re-telling of the Blizzard of ‘78 and its effect on passenger operations was vivid and insightful.

Questions and related stories abounded from several former colleagues as Rick delighted all with his stories “from the inside”. We congratulate Rick on his long service both to the railroad and the B&MRRHS and thank him for an entertaining presentation!

MARCH

Professor Timothy Lewis held a group of thirty-five Society members and guests in rapt attention as he told the story of the Mt. Washington Cog Railway in the “Jitney Years,” 1930 to 1970. Weaving a tale of financial and operational ups and downs as seen from the eyes of the employees, Tim’s illustrated talk was focused on the people who worked for the railroad, the details of their jobs, and how they occupied themselves in the off-hours.

Tim is the son of Cog engineer Norman “Jitney” Lewis and recently published a two-volume book that he and his father began as a project looking into the history of the railway. Originally conceived as the completion of an operating manual that Jitney was tasked to write, the book became Tim’s memorial to his father and to all those who have worked for the Cog since the 1870s.

The talk offered a new perspective on a New England institution with which we are all familiar, but which we will now think of from another point of view.

APRIL



On April 13, Pan Am Railways locomotive engineer Jonathan Wells presented an illustrated talk on the B&M’s Worcester, Nashua & Portland Division at the Society’s meeting at Rogers Hall. Jonathan explained that the division was the outcome of a plan by the Portland and Rochester Railroad to outflank the Boston & Maine and the Maine Central Railroads.

Jonathan’s talk combined antique views of the WN&P Division in its active days with modern day shots of the former right of way. The latter abounds with physical remnants of the B&M, predecessors Portland and Rochester and Worcester, Nashua & Rochester, and successor Sanford and Eastern. At its high point there were over 158 train movements a day over the WN&P.

Mr. Wells, who resides in Ocean Park, ME., has seen service in Portsmouth, on the Billerica switcher, on the old Newburyport Branch, and PO-3 and LA-1 locals out of Portland and Lawrence respectively. He is involved with the group that purchased and restored the former Sandown, N.H. depot. This country station is now a museum that commemorates the entire WN&P Division. More information can be found at www.sandownnhdepot.org

**Upcoming Books from the Historical Society of
Cheshire County (HSCC)**

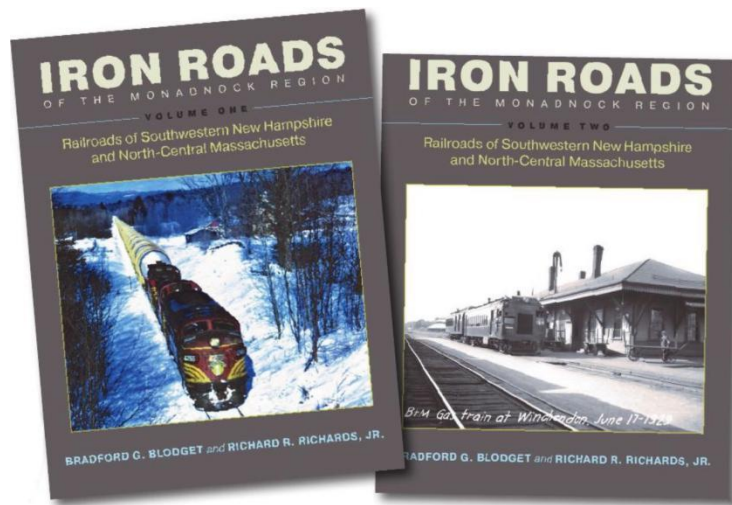
In October 2019, the long-awaited two-volume set “Iron Roads of the Monadnock Region” will be available for purchase. Pre-Publication sales began on March 28, 2019. Today, steam whistles and the sounds of trains are no longer heard among the mountains and valleys in most of Cheshire County, New Hampshire.

“Iron Roads of the Monadnock Region” brings to life the story of now largely forgotten railroads that once operated in the region, shining new light on the roads’ stories from their beginnings to the present. Authors Bradford G. Blodget and Richard R. Richards, Jr. detail how and why the roads were built in the first place, where

they went and what they did, their roles in the economy of the Monadnock Region, and what became of them.

Seven years in the making, the authors have produced a compendium of little-known history of the roads, tracing the high and low points in the roads’ lives, their first and last trains, glory days, times of struggles, disasters, and wrecks. It’s all here, an essential reference—enriched by over 750 images, maps, and tables—for the serious railfan interested in the history of railroads in the Monadnock Region and for the armchair historian with an interest in the time when all of America traveled by rail. Both authors are long time members of the B&MRRHS.

Pre-orders at a discounted price can be ordered online at www.hsccnh.org, or through a flyer found there as well.



THE B&MRRHS IS ON FACEBOOK!

The Society’s Facebook page - “Boston & Maine Railroad Historical Society” - has been enjoying a renaissance of sorts lately. Have you “liked” it yet?

In today’s world social media is one of the most useful tools for connecting like-minded individuals. It can bring positive discussion out of the woodwork and create (or re-ignite) connections long since forgotten. Facebook is already home to many railroad pages and discussion groups for just about any aspect of the hobby you can imagine - from modeling to discussions of intricate signal systems and railroad branchlines.

The B&MRRHS has recently increased its presence on Facebook with daily posts. We have been

posting a historical image - a moment in time from the history of our beloved B&M, if you will - every weekday at noon in a new phenomenon known as the “Minuteman Moment” which has proven wildly popular. The stunning Dana D. Goodwin collection, one of our best-known photograph collections, has been the subject of the “Minuteman Moment” recently.

Meeting reminders, upcoming events, links to our online archives, new merchandise announcements and even seasonal deals in our online store can be found there as well. We hope to see you in the discussion!



TRAIN DERAILED AT EXETER

17 Cars Jump Track, Propane Tanker Rips; Several Miss Death

EXETER — Seventeen cars of a mile-long Boston & Maine Railroad freight train were derailed off Lincoln Street shortly before 6 o'clock last night. The screeching cars destroyed a Railway Express Agency building and two REA trucks.

No one was injured. The train carried five crewmen.

One of the cars that overturned contained 10,000 gallons of volatile propane gas, creating danger of possible explosion and fire. Police roped off the area while firemen sprayed foam on the car.

"If there was an explosion," Fire Chief Vincent Toland exclaimed, "it would blow a quarter of a mile of Exeter right off the map."

The incident occurred about half a mile from the main business district of town.

Cause Not Pinpointed

Cause of the derailment was not determined last night.

The 146-car freight train was bound for Portland, Me., from Mechanicville, N.Y.

It was approaching the old B&M railroad station when the derailment occurred, and it nearly sideswiped that solid stone structure now housing a restaurant and store owned by Richard Forcier. There were several occupants in this structure at the time.

A Railway Express agent, Joseph Mantegana, narrowly missed death, having left the building only a short while before the cars came hurtling into the wooden REA structure.

Moments after townspeople in the area heard the screeching sound of metal, a fire department ambulance raced to the scene along with other fire apparatus.

Rope Off Area

Police roped off the area after hundreds of people converged on the scene. Under the direction of Chief Richard Irvine, police also directed and rerouted traffic.

At least three of the overturned cars contained propane gas, but only one ruptured.

Fred Estey, B&M division superintendent, said two box cars — one carrying rock salt, the other coal — demolished the Railway Express office.

John Adams, B&M station agent, said the derailed cars were sprawled along the double-track right of way, some of them crushed together. Both main line tracks were ripped up for several hundred feet.

Railroad officials summoned another locomotive from Lawrence, Mass., to haul the rear end of the train back to Lawrence. A crane also was being sent from Boston to upright the cars.

The train crewmen, all of Portland, were listed as Chet Taylor, engineer; Carol Eldridge, conductor; Weldon MacDonald, fireman; Gerald Black, brakeman; and James O'Brien, flagman.

Blame Jet Plane

Some nearby residents, on hearing the sound of the derailment, believed it to be a jet plane crashing the sound barrier.

This was quickly dispelled, however, by the prolonged screeching of metal tearing up track.

The derailment halted traffic on the B&M Railroad's main line between Boston and Portland. Officials of the railroad said they hoped a makeshift track could be installed in time to restore normal service this morning.

The 17 cars that jumped track were near the middle of the train. Most of them overturned.

The REA office that was leveled was 10 feet from the tracks, and the structure collapsed onto the REA trucks parked next to the building.

Most of the cars that left the rails contained coal and salt, authorities said.

The locomotive and the first 49 cars on the long train continued on for half a mile after the derailment.

Engineer Taylor assessed the situation and took the front part of the train on into Portland.

Workers at the nearby Exeter Handkerchief factory were told to leave the area as soon as the incident occurred, as fire officials feared explosion and fire.

One resident of the area recalled a similar pileup — in Newfield in 1952 — with result ing 25-car derailment.

(FOSTER'S DAILY DEMOCRAT, JANUARY 12, 1966. RICK KFOURY COLLECTION)

WRECK AT EXETER, NH

(Photos and information from the Rick Kfoury Collection)



In the dead of winter on January 11, 1966, a tremendous derailment on the B&M's Western Route rocked Exeter, NH, nearly claiming several lives and causing extensive damage to the right-of-way.

Bitter cold weather was on the docket at the time of the wreck, 5:50 PM on a Tuesday evening. As diners ate in the restaurant within the station a mere hundred yards away, seventeen cars on a 146-car eastbound freight bound for Rigby Yard in South Portland left the rails. The seventeen cars, which contained five cars of rock salt, three cars of soy meal, one car of propane gas, seven cars of coal and one empty car, piled up and pulverized the Railway Express Agency office.

R.E.A agent Joseph Mantegana had left his soon-to-be demolished office only minutes before the resounding crash to see his ill wife at the hospital. The noise of the crash had many in town believing that an overhead plane had broken the sound barrier. Diners at the station restaurant also narrowly escaped death or injury. The forward 49 cars were separated and moved on to Portland, while the rear cars that had not derailed were run back to Lawrence.

A broken wheel was later determined to be the cause of the wreck and it took nearly a month to get the roadbed back in shape. Dawn on January 12 brought to

light the grim reality of the wreck. The poor clean-up crews really had to take it. Modern equipment did, however, help to speed things up. Big railroad "brass" were everywhere collecting evidence. Sight-seers came from miles around for a free show!



To get trains around the damage the westbound main track was moved over as shown, and was connected with a side track. With "slow orders", 150 car freights got by without difficulty. For over a week, the depot area was an interesting place to visit. A good many extra cups of coffee were served at Gerry's Restaurant to warm the cold stomachs of sight-seers and crews alike.

When warm weather came in April, the wreck area was re-ballasted with fresh rock and otherwise cleaned up. Freights now passed through without restrictions. The R.E.A office took up new quarters on Vine Street, out of harm's way! ☘



THE CAR THAT BOXED THE OFFICE — One of the boxcars in the 17-car B&M derailment in Exeter last night plowed square into the center of the Railway Express office. A company employee

had left only minutes earlier. The truck at left supports the only wall of the building left standing. Part of the box-car is at right.

(Littlefield Photo)

The National Register of Historic Places – Railroad-Related Listings in New Hampshire

By Thornton Waite

The National Register of Historic Places is a government listing of historic sites, buildings, structures, and objects that are considered to be worthy of preservation. Tax incentives are available as an incentive available to help preserve the property but the listing does not provide any assurances of its preservation. The program established by the National Historic Preservation Act in 1966, is administered by the National Park Service, in the United States Department of the Interior. There are over one million properties listed on the National Register, either individually or as part of an historic district. The three categories are as an individual property, an historic district, or a Multiple Property Submission. They are designated under the auspices of the State Historic Preservation Office (SHPO). Each state has its own SHPO, and they are typically part of another state agency.

The listings can be prepared by an individual, a state agency, or a consultant. They follow a standard format, giving a detailed description, historical background, and justification for being placed on the National Register. Although the early nomination forms were fairly brief and concise, the more recent ones tend to be more detailed. Although errors occasionally can be found in them, they provide a valuable source of historical information, and they often provide additional references which are valuable resources for someone researching their history.

Although the listings are available from the NPS website, they are also available from the appropriate state agencies. They are listed by county in each state. The New Hampshire Division of Historical Resources administers the program for the state, and I have found it be very user-friendly. The historic places are listed by title, and there is typically a link to the nomination form, which can be down-loaded for further research. Although the railroad-related facilities are usually easy to find, it should be noted that railroad facilities are occasionally included in an historic district, so more detailed research is sometimes required. The railroad-related facilities on the National Register in New Hampshire as of December 2018 are listed below, along the year they were added to the National Register:

Town	Name	Address	Year Listed
Alton	Alton Bay Railroad Station	NH 11	1983
Andover	Potter Place Railroad Station	Depot Street	1989
Ashland	Ashland Railroad Station	39 Depot Street	1982
Bartlett	Bartlett Roundhouse	South of US Route 302	2015
Bennington	Bennington Historic District	Antrim Road, Main Street, School Street, Cross Street, Francestown Road, South Bennington Road, Acre Street, Old Stagecoach Road, Starrett Road	2010
Charlestown	North Charlestown Historic District	River Road	2005
Franklin	Franklin Falls Historic District	Roughly bounded by Bow, River, School, Aylers street and Winnepesaukee River	1982

Franklin	Sulphite Railroad Bridge	Off US 3 over Winnepesaukee River	1975
Goffstown	Goffstown Main Street Historic District	Selected buildings on Church Street, Depot Street, High Street, Main Street, and North Main Street	2007
Goffstown	Goffstown Covered Railroad Bridge	NH 114 (Main Street) over Piscataquog River	1975
Gorham	Crawford Depot	Off US 302	1982
Harrisville	Stationmaster's House	Jaquith Road	1988
Harrisville	Harrisville Historic District	Town of Harrisville and its environs	1971
Hillsborough	Hillsborough Railroad Bridge	Span Contoocook Rivers W of NH 149	1975
Hopkinton	Contoocook Railroad Depot	868 Main St.	2006
Hopkinton	Hopkinton Railroad Covered Bridge	Off NH 103 and NH 127	1980
Laconia	Laconia Passenger Station	Veterans Square	1982
Newington	Newington Railroad Depot	Bloody Point Road	2010
Newport	Newport Downtown Historic District	Main Street roughly bounded by Depot, Sunapee, Central and West streets	1985
Newport	Pier Bridge	3 miles West of Newport on Chandler Road over Sugar River	1975
North Conway	North Conway Depot and Railroad Yard	Norcross Circle	1979
Plaistow	Plaistow Carhouse	27 Elm Street	1980
Raymond	Raymond Boston and Maine Railroad Depot	Main Street	1979
Rollinsford	Salmon Falls Mill Historic District	Front Street	1980
Sandown	Sandown Depot, Boston and Maine Railroad	Depot Road	1986

I have found the best way to get a copy of the National Register listing is to type in the title of the listing and get the Wikipedia entry for the listing. A reference footnote in the listing will lead to the National Register of Historic Places nomination form, which can be downloaded for future reference.



Goffstown, NH Covered Bridge, 1945 (Russ Stearns photo, B&MRRHS Archives Collection)

Boston & Maine Railroad Historical Society
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