

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.”

September – October 2019

Meeting/Membership Telephone Number (978) 454-3600

www.bmrrhs.org

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The northbound “Alouette” behind Canadian Pacific power meets freight OC-2 waiting in the clear at Plymouth, NH. June 1953, Dwight A. Smith photo and collection.

TIMETABLE OF UPCOMING EVENTS

September 14:

B&MRRHS September meeting at Rogers Hall in Lowell, MA. 3:00 PM start. Craig Della Penna, who led the development of abandoned rail roadbeds (mostly B&M and New Haven), into excellent recreational trails, will discuss and show how it was accomplished. Please join us!

Ashland Depot 150th Anniversary Celebration, 11:00AM start 69 Depot Street, Ashland, NH, 03217. Live music, food trucks, historical exhibits. Also, there will be the “Ashland Special” train to Plymouth. For train tickets please call the Hobo Railroad at (603) 745-2135 and ask for Paul, 9am-4pm.

October 12: B&MRRHS October Meeting at Plymouth Senior Center, 8 Depot Street, Plymouth, NH, 03264. Alan MacMillan Jr. presents on his B&M photos and memories.

12:00PM – 3:00 PM. All are invited to attend!

October 19: Friends of Bedford Depot Park Annual Meeting, Bedford Depot Park, 120 South Road, Bedford, MA.

12:00 PM Noon Start. All B&MRRHS members and general public are invited!

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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About the Newsletter

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

Rick Kfoury, B&MRRHS Newsletter, 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 Individual - \$40	Basic & Spouse - \$43
Contributing - \$50	Sustaining - \$55
Supporting - \$80	Canada & Overseas - \$75
Benefactor - \$100	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.

Yb

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.

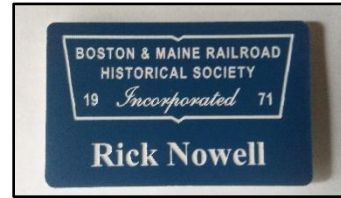
NOMINATIONS

Nominations for Officers and Directors of Boston and Maine Railroad Historical Society, Inc. are due at the Society's post office box no later than September 15, 2018. If you nominate someone other than yourself, be sure to get an OK from that individual before submitting his or her name. Submit nominations to: B&MRRHS - Nominations, PO Box 9116, Lowell, MA. 0185

NEW MEMBERS

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

James E. Bronson, Bennington, NH; Ryan M. Davison, Ashburnham, MA; Eugene Deimling, El Dorado Hills, CA; Richard Hawes, Billerica, MA; Wayne Johnson, Wilmington, MA; Joshua Linebroker, Hyde Park, NY; Ray Marshall, Hamlet, NC; Gavin O'Brien, Jamaica Plain, MA; and Neil Rousseau, New Ipswich, MA. Thank you and welcome!

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.

WEBMASTER'S REPORT

In the summer months of June and July we had 2,266 unique visits, with the top three most visited pages being the Online Archives, History of the B & M Railroad and, in third, News and Announcements. We continue to grow our presence on Facebook with 2,505 likes. Our daily "Minuteman Moments" bring pictures from the archives and well-known collections directly to our members and followers. We have also worked closely the past few months with other railroad preservation groups such as project 3713. I hope to continue to bring the railroad communities together online for one common goal: preserving railroad history. ☘

– James P. Nizus, Webmaster

EDITOR'S NOTE

It was a great summer, and with the weather cooling off we are looking forward to heading into another busy season of meetings and events. I hope you all enjoyed your summer months! One of my favorite parts was getting the chance to finally meet Conway Scenic Railroad founder, former B&M employee and longtime Society member Dwight Smith during



Conway Scenic's steam excursion to Hazens. You may recall Phil Franklin's story on Dwight's life and work that we featured in the last edition of the *Newsletter*. Despite the summer hiatus we kept busy, and I think we have a great *Newsletter* for you this time. Thank you, I hope you enjoy, and we hope to see you soon at a meeting! ☘

– Rick Kfoury, Newsletter Editor

ARCHIVES REPORT

Archives Chairman, Rick Nowell

Since our June report we have conducted two work sessions at the Archives in Lowell. On June 13, thirteen volunteers and guests were present and on July 20, we had eight in attendance. Volunteers filed magazines and documents, inventoried the contents of metal file boxes, inventoried the contents of tube files, answered research requests, applied labels to and filed photos from the Edward A. Ozog and Sydney F. Towle photo collections, checked new acquisitions for duplicates, and mounted station photographs. We welcomed a new volunteer, Bryan Miller, who went right to work in the photo department. Another new volunteer, Marguerite Gropp, will help us with transcription work.

In six years the Society's commitment to digitizing archives materials has grown from a sidelight to a major activity.

- The flickr.com/photos/bmrrhs site went live in 2013. We now have over 1800 historic B&M photographs, captioned, credited, and organized into subject "albums," available to view. Your chairman and volunteer Gareth Thomas have done the bulk of the scanning. Carl Byron has assisted with image restoration. An average of 3000 images are viewed every day.
- We put our improved bmrrhs.org web-site online in 2014. It enabled us to establish links to archival materials in our files. This includes our catalogue, rosters, indexes, and documents – time tables, articles, the B&M *Corporate History*, equipment diagrams, and the MEC employees magazines. We receive over 1200 unique visits to site every month and the On-Line Archives page gets over 500 views per month.
- In 2018 we acquired a large format scanner. This machine enables us to digitize large documents such as equipment drawings, engineering drawings, and right of way maps. The images are large, as measured in bytes, but the Internet Archive is able to handle them and we have begun to upload them there. Volunteer Peter Violette has scanned, and is currently editing, our collection of Maine Central right-of-way maps.

- In 2018, with the scanning assistance of David Ashenden, we prepared a DVD for sale as a fundraiser that contains a complete run of the B&M Bulletin.

We have barely scratched the surface of materials that can be digitized and made available to the public online. Volunteers are needed to help with scanning and uploading images. B&M employee magazines, right of way maps, steam locomotive components, and oversize photos are examples of where we will be going next. We also seek donations to offset the cost of the large format scanner. ☞

The B&MRRHS Archives are located at 40 French Street, Lowell, Mass. Work sessions are held monthly. Visitors and volunteers are welcome. 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 of Daniel Hyde, Fred Brown, Richard Faucher, Richard Nichols, had a work sessions in North Chelmsford on Thursday, July 25, 2019.

July Donations**Great Brook Farm State Park, Carlisle, MA:**

Mannequin with B&MRR Uniform (On display inside combine coach #1244 in Lowell, MA)

Douglas Peters:

Builders Plate (American Locomotive Works Co. #56539 Brooks Works December 1916 Boston & Maine 0-6-0 Switcher #451), two Handlan Marker Lamps, two Adlake Marker Lamps, two Adlake Switch Stand Lamps, two Arlington Dressel Switch Stand Lamps, one Gray Boston Switch Stand Lamp, nine Railroad Lanterns, one Battery Operated Railroad Lantern, one Insulated Kerosene Safety Lantern

The Hardware Committee of members, Richard Nichols and Mal Sockol have also been working on making improvements to the HO-scale layout inside combine coach #1244, adding buildings and foliage, along with new Peco Switches in 2018 and 2019. 2,207 items have been registered to the Hardware Department since July 2013. We thank you for your generous donations to preservation! ☞

“WHILE WE WERE OUT....” **- PAST MEETINGS AND EVENTS -**

LOWELL FOLK FESTIVAL

The B&MRRHS enjoyed a successful presence at the Lowell Folk Festival on July 27th and 28th. Despite the stifling heat, this year’s festival was well attended and saw a total of 1,150 visitors of all ages pass through the exhibit inside combine coach #1244, which was open 10 – 5 both days. Photos with the new conductor mannequin were extremely popular, and gave a chance to view the attire and equipment of the B&M conductor.

The Society also had for sale a selection of books, models, magazines and clothing, which were very popular among visitors. Many thanks to all who came to tour the exhibit and support the Society, and to members Carl Byron, Rick Conard, Dave Hampton, Steve DeFrancisco, Dan Hyde, Rick Kfoury, Paul Kosciolk, Dennis Lyons, Russell Monroe, Richard Nichols, James Nigzus Sr., James Nigzus Jr., Rick Nowell, and Peter Victory who spent the weekend manning the combine and volunteering! If you didn’t get a chance to take a tour and would like to, the combine will be open Saturdays until August 31, from 1:00PM to 4:00 PM at the corner of Dutton and Merrimack Streets, Lowell, MA. ☞



Above: The new conductor mannequin display.

Below: Members Carl Byron (left) and Dave Hampton (right) man the combine on Saturday.



FEDS, PAN AM TO PAY FOR 75 MILES OF RAILROAD UPGRADES IN MAINE

A nearly \$36 million railway upgrade is planned to improve performance of a critical line in Maine and serve the state’s resurgent pulp and paper industry.

The Federal Railway Administration will cover about half of the \$35.5 million being spent to replace aging rails, renovate road crossings, improve safety and fix bridges on a 75-mile stretch of line between North Yarmouth and Waterville owned by Pan Am Railways. The company, based in Billerica, Massachusetts, will match federal funds with its own investment. The Maine Department of Transportation will contribute about \$568,000 to the project, which is expected to get underway next year.

“We’ve been talking about this for a long time,” said Nate Moulton, director of freight and business services at the Maine Department of Transportation. “When this opportunity, these funds became available, it was a good fit for the project.” Republican Sen. Susan Collins of Maine chairs the Transportation Appropriations Subcommittee that awarded the \$17.5 million federal grant last month. She and independent Sen. Angus King had sent a letter in September 2018 supporting the transportation department’s application.

“Enhancing the rail connection between manufacturers and the forest products industry and their markets can create a competitive advantage for Maine, helping to create jobs in rural parts of our state,” Collins said in a news release when the funding was announced.

The improvements are equal parts safety and economic development. The pavement on at-grade railroad crossings is in poor shape and signals to warn drivers a train is coming are functional, but out of date. Most of the funding is directed to improve the line to serve expected freight increases as paper mills ramp up production. Pan Am will install 37 miles of continuously welded line, upgrade mainline switches and track signals, and extend a rail siding in New Gloucester so larger trains can pass one another.

“This is a rail line that is the north-south trunk line, if you have traffic coming down the Eastern Seaboard, it is on this line,” Moulton said. “It is a lot of traffic going really long distances.”

If it doesn’t become more reliable and efficient, companies might choose to ship freight by tractor-trailer instead, increasing congestion and road damage in parts of rural western and central Maine, Pan Am spokeswoman Cynthia Scarano said. ☞

Peter McGuire, Portland Press Herald, July 10, 2019.

PORTSMOUTH SEES INCREASE IN SERVICE

New Hampshire's only port city has recently seen a welcome increase in service as one of the largest customers in the area, Sea-3 on the Newington Industrial Track, saw a large upgrade to the plant and its four track propane facility completed in February.

Sea-3, which receives propane for local use and export by ship, went from a six tanker capacity to now being able to handle 16 cars at a time. Pan Am local DO-1, now based out of Portsmouth, runs mostly to and from Rockingham Junction to interchange where the Portsmouth Branch meets the Western Route Mainline. Track improvements will likely be carried out on the branch as fresh ties were recently delivered to Portsmouth. The CSX safety train visited the Port City in July, part of a safety initiative with the increase in propane traffic.

Historically, Portsmouth was busy enough to house a dedicated switcher into the 1990s. In recent years DO-1, formerly based out of Rigby Yard in South Portland, served Portsmouth and the now-abandoned Hampton Branch. ☘

ROCKINGHAM STATION RECEIVES AUTHENTIC B&M MAKEOVER

The former Boston & Maine station at Rockingham in Newfields, NH, has undergone a fantastic transformation. The station, which has changed hands several times over the years, has been acquired by new owners who hope to re-establish the structure as a café and bicycle shop. Fittingly, the station sits at the eastern end of the Rockingham Rail Trail, a 28 mile trail which once made up the majority of the Boston & Maine's Portsmouth Branch.

Rockingham was an important railroad junction, the spot where the Portsmouth Branch between Manchester and Portsmouth crossed the Western Route Mainline. In its glory days the station boasted passenger canopies and a restaurant. After the end of passenger service on the Portsmouth Branch in 1954 and later on the Western Route, the station began to languish. The Portsmouth Branch from Rockingham Junction west to Manchester was abandoned in 1982 and the accompanying freight house on the eastern side of the mainline was demolished in 2007.

The station has been partially repainted into the well-known maroon and colonial yellow scheme that most B&M stations began sporting in fall 1942. A partial addition is planned as well to be done in the style of the building. Eric Reuter, an area railroad enthusiast, has been working directly with the owners as a historical liaison. ☘



Rockingham station, repainted into the B&M's colonial yellow with maroon trim station paint scheme. AJ St. Hilaire photo.

“PAINTING THE TOWN”: AN ARTISTIC RECOGNITION OF KEENE’S RAILROAD PAST

Keene, New Hampshire was once a busy railroad center with no less than three railroad lines serving its thriving industrial economy. The decline of New England industry and railroad dominance hit Keene especially hard, and the region's main artery, the B&M's Cheshire Branch, was abandoned in 1972. The last rail access to the city, the Ashuelot Branch, was abandoned in 1984 after a brief lease to the Green Mountain Railroad. Today almost no physical trace of the railroad exists in the city.

So when it was announced that The Walldogs, an organization of skilled muralists and sign painters, had selected Keene as the site for their yearly festival to “paint the town” with murals paying homage to the city's culture and heritage, it was a welcome surprise that the railroad would be one of their many town-wide subjects.



Painted onto the side of Margaritas Restaurant in downtown Keene next to the old Cheshire Branch right-of-way, Walldogs' tribute to Keene's railroads features illustrated examples of locomotives that once ran through the city, the original Keene railroad station, the Boston & Maine Railroad “Minuteman” logo, and a brief blurb on the life of Mirium Foster, well-known Keene resident and photographer who worked for the B&M most of her life. If you're in the area, make sure to stop and check out this beautiful representation of a piece of Keene's identity long vanished from sight, but not from our hearts and minds. ☘

**FRIENDS OF BEDFORD DEPOT PARK
ANNUAL MEETING TO BE HELD IN RDC
#6211 ON OCTOBER 19**



Members of the B&MRRHS are welcome to attend the annual meeting of Friends of Bedford Depot Park on Saturday, October 19, at noon inside the restored Boston & Maine RDC #6211 at Depot Park in Bedford, Massachusetts. The organization will be delving into its photo bank to showcase some rare historic images of the Lexington and Reformatory Branches. The adjacent renovated Freight House will be open for visitors to browse its railroad history offerings. A complimentary lunch will be provided. To help with food planning, please e-mail Bill Deen at VP@BedfordDepot.org if you plan to attend.

The organization is working on a book about the Lexington and Reformatory Branches. Bill Deen will appreciate hearing from anyone who has photos, documents or memories about these former B&M lines. Please contact him at the above e-mail address.

Bedford Depot Park is located at the terminus of the Minuteman Bikeway at 120 South Road. Its Freight House welcome center is open on weekends through October between 10:00 and 6:00. More information is available at www.BedfordDepot.org. ☞

**NEW AUTHOR / EDITOR SOUGHT FOR
MODELER'S NOTES**

Do you or someone you know love model railroading? The B&MRRHS is seeking an individual to fulfill the role of editor of the *Modeler's Notes*, our popular supplemental publication featuring articles and photos covering the world of B&M scale modeling. Duties would include writing / gathering articles, information and photos, compiling the *Modeler's Notes* and coordinating with the Newsletter Editor for publication alongside the *Newsletter*. If you have some experience with word processing software and wish to help the Society with this important role, please email us at bmrrhs@gmail.com for more information! ☞

**ASHLAND DEPOT'S 150TH BIRTHDAY TO BE
CELEBRATED WITH EVENT, TRAIN TRIP**

On September 14th, 2019 from 11am to 4pm, the Ashland Historical Society will celebrate the 150th Anniversary of the completely restored Ashland Railroad Station and the public is invited to attend. The day will be filled with live music from a band known as The Hardtacks, displays of railroad memorabilia, vintage photos of the Ashland Railroad Station and working displays of a crank telephone and a telegraph machine. There will also be several food trucks on-site as well as a dedication of a restored Watchman's Shanty at 1pm and a special Toast to the Ashland Railroad Station at 3pm.

The 150th Anniversary celebration will be capped off at 4pm with a special train ride from the Ashland Railroad Station to the Plymouth Railroad Station aboard the "Ashland Special". This round-trip train ride aboard the Winnepesaukee Scenic Railroad will take passengers from Ashland to Plymouth where they'll be treated to demonstrations of Civil War-era dances and music by The Hardtacks at the Plymouth Station. The "Ashland Special" will then depart Plymouth at 6:30pm and arrive back at Ashland Station at 7pm. Please see attached flier for train ticket information.

**WALKER TRANSPORTATION COLLECTION
OF BEVERLY CELEBRATES 50TH YEAR**

The Walker Transportation Collection, part of the Historic Beverly society of Beverly, MA, celebrated 50 years of existence in August. WTC was formed in 1969 by Russell F. Munroe, Richard Symmes and M. Dwight Winkley to house the extensive collection of Lawrence Breed Walker, a well-known transportation enthusiast from Beverly. Over the years, the collection has grown to include a wealth of information, artifacts and images pertaining to the history of transportation in New England, with a particular focus on railroads.

The Walker Collection, located within Historic Beverly's Cabot House at 117 Cabot Street in Beverly, is open Tuesday and Saturday from 9:30 AM to 4 PM, and Wednesdays from 1 PM to 9 PM. Admission is \$5 per person and is free for Historic Beverly members. National Railway Historical Society members are entitled to half-price admission. ☞



RE-WRITING “THE CONSTITUTION”

A BOSTON & MAINE LEGEND COMES BACK TOGETHER, PIECE BY PIECE

In June the Boston & Maine Railroad Historical Society sent Webmaster James P. Nizgus and Newsletter Editor Rick Kfoury to Steamtown National Historic Site in Scranton, PA to tour the progress of Boston & Maine P-4-a Pacific-type steam locomotive #3713, "The Constitution". As many are aware #3713 has undergone restoration for many years, through many different administration changes at Steamtown. Those carrying out the restoration are very confident that the project has turned a corner towards completion, and with good reason.



Upon arriving, James and Rick were greeted by Park Ranger Tim O'Malley. He explained that several major hurdles have been overcome and now the project is in the reassembly stage. Steamtown has been working closely with contractors and other notable railroad restoration establishments such as the world-class steam shop at Strasburg Railroad. Several important pieces have been rebuilt or replaced to new condition. Tim gave an extensive tour to James and Rick, detailing the impressive work accomplished over the past few years.

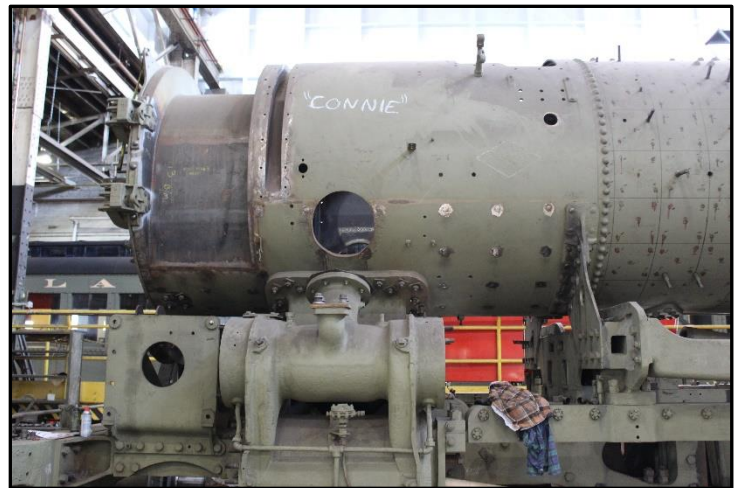
Drive and lead wheels were recently refurbished and a replacement cab has been delivered. 3713's boiler has been thoroughly inspected and approved, and work on the firebox has already begun. O'Malley explained that a new

firebox will be the last major component on the locomotive to be fabricated. The locomotive's tender tank has been replaced, with the new tank set to be delivered soon. Later on, James and Rick met restoration specialist Bruce Mowbray who took a moment from working with several other volunteers on the piston of Baldwin Locomotive Works 0-6-0 #26 to speak to the two about the 3713 project and the upcoming steps towards completion.

#3713's restoration is a tremendous undertaking. Steam restoration is a very precarious and costly endeavor, and outside of unusual cases such as Union Pacific's amazing recent restoration of "Big Boy" #4014 (where manpower and resources were not as much a concern per se), most projects can take decades. This is not to mention that Steamtown works with the funds of a National Park and must report all work and plans to Washington. The work is ultimately carried out by volunteers and contractors whose obligations include other more pressing projects and day-to-day maintenance and operations of the museum and its exhibitions. Additionally, changing safety standards have resulted in some work on the locomotive needing to be undone and repeated over the lifespan of the restoration.



The men and women at Steamtown are doing an exemplary job making an essential piece of our Boston & Maine Railroad operational for all, new and old, to marvel at. The work being carried out in Scranton is encouraging and exciting, and as the restoration teams work towards completion, the B&MRRHS is looking forward to what will be the greatest operational testament to the Boston & Maine's legacy and influence on the industrial, social and economic fabric of New England. To provide support to Project 3713, visit <http://www.project3713.com/online-donation/>. Check out their Facebook page as well at Project 3713! ☘



ABOVE: Webmaster James P. Nigzus and Park Ranger Tim O'Malley pose in front of the firebox of #3713.

RIGHT, TOP: The tender frame, awaiting the soon-to-be-delivered tender tank for installation.

RIGHT, MIDDLE: The nickname "Connie" has been inscribed onto the front of #3713's boiler!

RIGHT, BOTTOM: A label seen on one of the recently delivered lead trucks of #3713.



"Line of the Minute Man"

Union Switch and Signal's Style-B

Boston & Maine Railroad - Signal 102

By Alan LePain

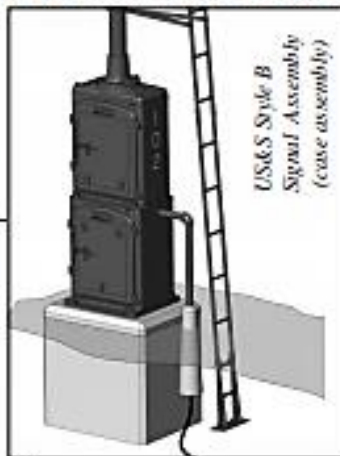
The Boston & Maine Railroad was a very early user of the Style-B signal with their first installation being in the late 1890's. During the period 1898 to 1925 over 2500 semaphore signals were installed throughout the B&M's system. In 1929 the first wholesale displacement of Style-B's were made by the color-light and searchlight signal types with the last of these signals finally being retired in 1973.

Having often seen the wrecked cases of a signal in Oakdale, MA. Curiosity about them and a little research determined them to be #102, the Inward Signal on the WN&P Division (to Worcester, MA), a US&S Style-B having home and distant semaphores.

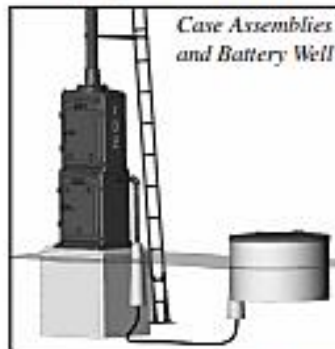
The illustrations show this signal in its likely "as built" condition when installed sometime around 1903 as part of the reconstruction at Oakdale due to the building of the Wachusett Reservoir. Some of the notable points of interest are as follows.

Cases appear to be an early design with the most distinguishing missing feature seen on all later cases being the cast "arched weather-lip" located above each door and there were no vents anywhere on the case except for the doors.

As built, the electrical connection from the battery well was hard-piped into the top part of the lower



US&S Style B Signal Assembly (case assembly)



Case Assemblies and Battery Well

case. Later, during this signal's life and likely with most other signals, the case connection was moved to the bottom of the lower case and the upper hole was plugged. There was also a second hard-piped connection remaining above ground, but no connection into the cases. The signal square concrete base was poured on-site; later versions of which were pre-cast having a tapered profile

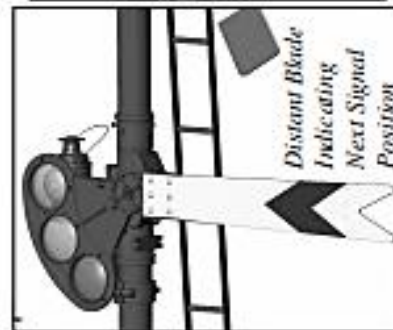
The spectacle design is the so-called lightweight cast iron version having a 17-shaft hub center to roundel center spacing 60 degrees of travel with eight 38"-diameter roundels. (Note: a roundel is a curved form. Ed.) It is not known if this signal and the other signals along this line originally had the heavyweight version. Both versions however were used by the B&M, but the history and usage of ether of these unclear

The spectacle design is the so-called lightweight cast iron version having a 17-shaft hub center to roundel center spacing 60 degrees of travel with eight 38"-diameter roundels. (Note: a roundel is a curved form. Ed.) It is not known if this signal and the other signals along this line originally had the heavyweight version. Both versions however were used by the B&M, but the history and usage of ether of these unclear

Wood semaphore blades at 48" long are used based on original B&M Signal Department drawings B52 (Home) and B53 (Distant). Originally, each were held in the spectacle by six carriage bolts which were reduced to only four on later installations. The painting of the blades has the backside painted white with a 10" wide black stripe on the home and distant blades. Starting around the 1916 time period these and all signal blades would have their back faces and surrounding edges



Home Blade Indicating Stop



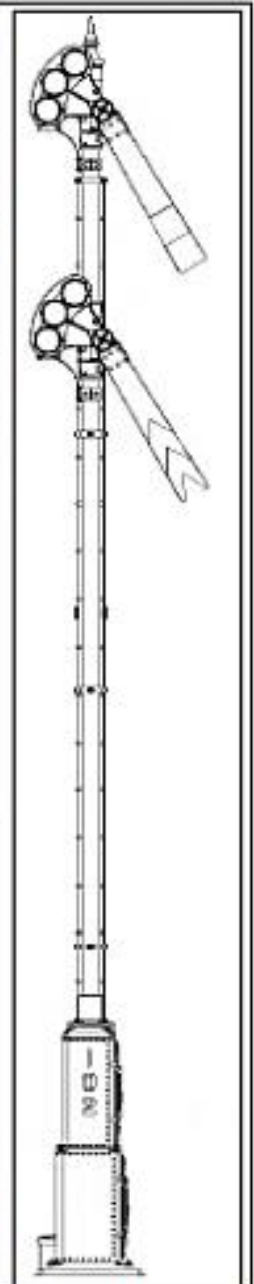
Distant Blade Indicating Next Signal Position

painted entirely black.

One feature perhaps found on wood blades are four 3/16" flat head rivets attached with a brass 5/8" wide stiffening strip. The strip helped keep the blade from curling and perhaps reduced the tendency to split due to long term exposure to the elements. Wood blades were gradually replaced in the 1920's by the 42" long steel enamel ones commonly found in signal collections today.

Another change with the home blade came with the introduction of the "Automatic Block System" and its full adoption on entire lines by the B&M in 1917. This introduced a pointed end home blade as a "permissive stop" and the square end blade designated as "absolute stop".

This line was converted to the ABS signal system with the



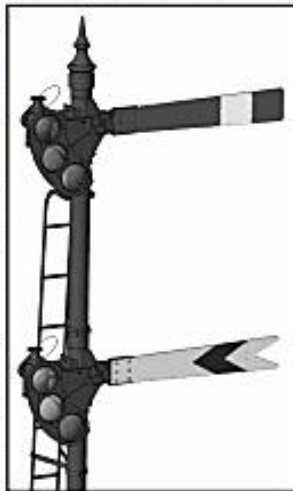
blades changed to the pointed end type where applicable.

Peter Gray & Sons was one manufacturer of oil lamps for illumination; other lamp manufacturers were likely also used. When signals were electrified, and as a cost saving measure, the old lamp body was reused and modified with a base and socket for the bulb, which replaced the oil burner and font. In some versions a new lens-bulb combination was used. The light bulb was a 10-volt with power supplied from primary batteries. Some signals used in later years had modern electric lamps replacing the earlier converted lamps.

For each signal, a back spectacle was included in the original design, which contained a flat blue roundel. Under night time conditions as the arms moved into the most restrictive position the blue light



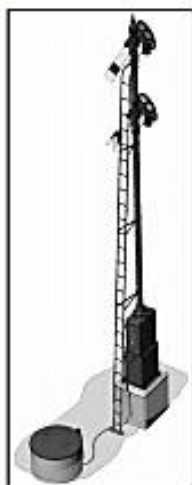
indicated to signal maintainers that the lamp was lit and the signal was properly operating when viewed from the signals rear side. Later in the signal life most of the back spectacles had their blue roundels broken-out. Others were removed, but many Style-B's retained them



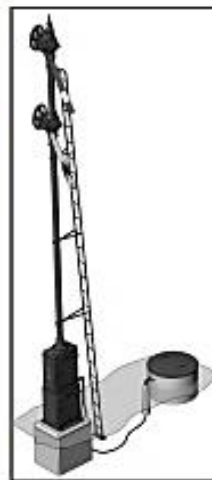
as well.

A cast iron ladder foundation is shown. However the B&M also used concrete ladder foundations some of which were poured on-site and while others used an assembled pre-cast concrete block with a cast iron frame.

The battery well shown is a standard concrete B&M 24-cell version, however



a wood version may have been originally installed for this signal and later replaced by the standard concrete well. It is not known if the (lower) battery case of this signal type was ever used to store batteries.



The signal is painted all black with white numerals "102" displayed on the sides of the upper case. Sometime during the late 1920's these signals had the prefix

"N" added thus becoming signal N102. After 1946 the B&M

repainted all signals silver with black lettering.

Automatic block signals were numbered by the decimal system - Odd numbers were used outward and even numbers for inward signals. The number indicates the miles and nearest tenth of a mile in the next mile for outward and the miles and even tenth of a mile in the next mile for inward signals, figured from the terminal or starting point of the numbering. The "N" stood for Nashua, NH with Worcester, MA as the starting point.

Example: Signal 102 is for inward trains, and is located about ten and two-tenths miles from Worcester, MA.

In a number of instances some of these signals had a rebirth. As a cost saving measure their mast height was reduced and color searchlights replaced the semaphores; their cases left in place. It is possible signal 102 was modified for this purpose, but this has yet to be determined. It is not known when this signal was removed from service.

The images depicted were created from 3D based solid models. Each part was created as an individual item and combined to create the final image. INSERT PHOTO 10 HERE

The interiors of the signal were omitted since they would be covered by the exterior details.

No drawings from Union Switch and Signal are known to exist with the exception of catalog pages. This project therefore could never have come to completion without the gracious help and contributions through numerous photos, measurements and a multitude questions and their respondent answers by the following individuals:

- Rick Conard Brian Dame Roy Frenberg
- Eric Schmelz Pete Mcfall Mike Spencer
- Scott J. Whitney

Additional References:

The Boston and Maine Railroad Historical Society Archives. Silent Sentinels by Brian Dame, C1991 Boston and Maine Railroad Historical Society, B&M Bulletin Vol. XVIII, No.2, pg.14-27.

Additional information from the following web sites:

- Zachary G. - ZCG Utility Scrap, Union, MO.
- Robert Schoenberg - Rob's Pennsy Home Page, PRR Signal Standard Plans

Many thanks to all of you for your help!

Please Note:

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For any comments, questions or suggestions, please contact me.

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*The B&M freight house at Keene, NH, September 1, 1979.
Jack Armstrong negative, B&MRRHS Archives*

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