



# NEWSLETTER

*"Every foot of track on the B&M, mainline or branch, rain or shine, was the scene of legitimate human endeavor."*  
Robert W. Jones, "Boston and Maine: Three Colorful Decades of New England Railroading."

**November - December 2020**

Meeting/Membership Telephone Number (978) 454-3600

[www.bmrrhs.org](http://www.bmrrhs.org)

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***Boston and Maine 3700's Series P-4 Class 4-6-2 leading train #302 southbound on the New Hampshire Route Main Line approaching West Medford Station at Medford, MA - February 15, 1940 - This photo was taken following a blizzard.  
Albert G. Hale Photo - Walker Transportation Collection - Beverly Historical Society Collection***

## TIMETABLE OF UPCOMING EVENTS

All upcoming Society meetings and events are tentatively suspended on account of the COVID-19 situation. Updates can be found on our website, [www.bmrrhs.org](http://www.bmrrhs.org), on our Facebook page, and by calling the Society phone number, (978) 454-3600.



**BOSTON & MAINE RAILROAD HISTORICAL SOCIETY**

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

Our principal activities are publication of our journal, the *B&M Bulletin*, and our *Newsletter*, monthly speakers, archives and hardware preservation, preservation of the B&M 0-6-0 switcher No. 410 and coach-baggage combine No. 1244, participation in railroad shows, and maintaining two web sites: [www.bmrrhs.org](http://www.bmrrhs.org) and [www.flickr.com/photos/bmrrhs](http://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](http://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*  
*22 Country Club Dr. Apt. 33*  
*Manchester, NH, 03102*

or email [rickkfoury51@gmail.com](mailto: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. © 2020 B&MRRHS.

**MEMBERSHIP AND DUES**

Join us on-line or renew your membership on-line at [bmrrhs.org](http://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 06/19 renewal date who pays in August would have a 06/20 update to renew.)
- Please review your label for the renewal date. Refer questions to the Membership Secretary.
- Renew by credit card at [bmrrhs.org](http://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 LaValley, Membership Secretary, PO Box 469, Derry, NH, 03038.

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.

**NEW MEMBERS**

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

- John Wathne; Salem, MA
- Paul Apollo; Seabrook, NH
- John Smith Books; Eastport, ME
- Alton Hitchcock; Derry, NH
- John Lockwood; Indianapolis, IN
- Leo Martin; Haverhill, MA
- Anthony Person; Woonsocket, RI
- Edward Urmstron, Sr; Port Hadlock, WA

*Welcome Aboard!*

**CORRECTION**

Photos on Page 6 of the last *Newsletter* erroneously credited to Hayden Logan and were actually taken by Austin Logan.

**LETTERS TO THE NEWSLETTER**

To the Editor:

"At the age of 9 nine, I was given a Lionel Train set for Christmas. That year was in 1952. I can still remember the price on the box it came - \$39.99. So began a lifelong love affair with trains.

As I grew up in New Haven RR country, I was unaware of the B&MRRHS until a client of mine enrolled me for one year a number of years ago. Since then it has been my pleasure to renew my membership every year for, to me at least, a train is a train, no matter what line it operates under.

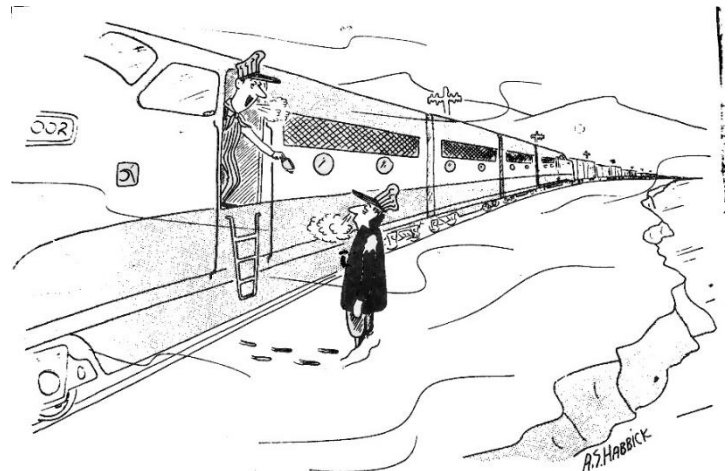
Perhaps that's why I find the society's publications such interesting and enjoyable reads. And speaking of enjoyable reads, Andrew Riedl's piece on the North Reading branch is a great example. I found myself feeling as if I was on the trail seeing the sights in person. Very, very enjoyable! Keep up your fine literary pursuits" - John Leonard, Quincy, Mass.

Thank you, John, for your support to the B&MRRHS and letter!

**EDITOR'S NOTE**

It's hard to believe another calendar year of the *Newsletter* is drawing to a close. I'd like to take these few words to thank everyone who has supported the B&MRRHS this year, be it through day-to-day operations, membership and donations, merchandise purchases, volunteer hours, emails and correspondence, and any other contribution, large or small. It has been a unique year for us, but this community has shown it can weather the storm and continue to preserve the history that we all hold so dear; history that continues to be made, and discovered, with every passing day. If you'd like to get the most out of your B&MRRHS membership, please inquire how to become more involved with one of our committees. Here's to the New Year, and a landmark year for the B&MRRHS: 2021 - our fiftieth anniversary!

- Rick Kfoury, Newsletter Editor



*Tracks—C&O*

"Hey, Charlie, be a good sport. Run back to the caboose and get me a cup of hot coffee."



## FROM THE ARCHIVES

B&MRRHS Archives Report  
 Rick Nowell, Archives Chairman

October 17, 2020

The Center for Lowell History, where our Archives are housed, is now open by appointment. Hours and contact information are available on the CLH website <https://libguides.uml.edu/archives>. Tony Sampas, the Archivist at CLH, has been most accommodating to requests for appointments including appointments for non-affiliated researchers. He does insist, however, that masks be worn as visitors enter the building (Mogan Center, 40 French St., Lowell) and use our collection.

Small group work sessions have become the centerpiece of our volunteer effort. Every month we email our volunteers with a list of upcoming work sessions.

Since our last report we held work sessions as follows: Sept. 2 at N.C. (Len Bachelder, Steve Butterworth, Rick Hurst, Rick Nowell); Sept. 9. at N.C. (Bob Farrenkopf, Rick Nowell, Mal Sockol); Sept. 19 at Lowell (Rick Nowell, Keith Scarlett, and 1 Guest); Sept. 30 at N.C. (Len Bachelder, Paul Burke, Rick Nowell, Jimi Smith); Oct. 7 at N.C. (Steve Butterworth, Paul Burke, Rick Nowell, Mal Sockol). While we are working with reduced numbers, the fellowship at these meetings has been excellent with the usual spirited exchange of railroad information that we enjoyed at our old monthly meetings.

Volunteers may sign up for one or more three-hour sessions. Last month we resumed work sessions at Lowell, and we are now more or less alternating between Lowell and North Chelmsford. Masks are worn at all sessions and we keep out of each other's way to observe social distancing.

The response to our On-Line Archives pages on [bmrhs.org](http://bmrhs.org) has been very gratifying. In September there were 1,238 page views. Some of our Internet visitors are under the impression that our Archives are limited to the materials available on-line, and we wish to remind everyone that our on-line offerings are only scratching the surface of what is available to visitors to the Archives at Lowell.

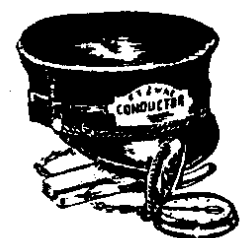
This month we begin a series of descriptive sections that will describe some of the main sections of our Archives and what they contain. Here is the first:

The **VERTICAL FILES** are seven legal size filing cabinets that contain railroad information. The vertical collection is organized by classification number from A1441 Abandonments to Y6514 York Harbor & Beach Railroad. Materials are grouped into folders labeled with the classification number, and sometimes the contents are so numerous that additional folders are designated for MEC, NH and other roads. The list of *classifications*, subjects really, is available online, so a research plan can be made up in advance of a visit to the Archives. The *catalog* is a searchable list of individual items in the collection, organized by classification number, also available on line. In the catalog each item has a file location associated with it, and items in the Vertical File are, not surprisingly, labeled "Vertical." Some of the more frequently consulted folders in the Vertical Files are the various Locomotives and Car classifications, Rosters, Accidents, Stations, Timetables, and Track Profiles. Annual reports are assigned to the Management classification.

Thanks to all who support our Archives.

Respectfully submitted,

*Rick Nowell*  
 Archives Chairman



## HARDWARE COMMITTEE REPORT

The Hardware Committee of Daniel Hyde, Mal Sockol and Richard Nichols, had work sessions on Thursday August 20, 2020 and Wednesday, September 23, 2020.

The following donations have been received:

**Donation by; Bruce Penttinen**

Time & Date Rubber Stamp Owl Stamp & Supply Co. Lowell, MA.  
Rubber Stamp 90 Boston MYS. WHF. MA

**Donation by; Richard Nichols**

Pencil Drawing: B&M Flying Yankee 6000 at Beverly MA 12 ½"x 10"  
Pencil Drawing: B&M 4-6-2 Pacific #3713 at Haverhill MA 14"x 10"  
Pencil Drawing: B&M 4-6-2 #3620 & E7 Unit #3803 at North Station 14"x 9 ½"  
Pencil Drawing: B&M RDC1 #6141 at Beverly Depot 15"x 12"  
Pencil Drawing: B&M 4-4-0 #1008 at North Beverly Depot 14"x 10"  
Pencil Drawing: B&M 4-6-2 #3666 Accident Sept 10, 1939 15"x 12"  
Pencil Drawing: B&M Work Train Digging Peat from Wenham Swamp 14 ¼"x 11 ½"  
Pencil Drawing: B&M 4-4-0 #37 at Topsfield Depot 14"x 8"  
The Pencil Drawings are by Richard W. Symmes

**Donation by; Anonymous Donor**

B&MRR Boston To Portland Steam Safari Flyer April 22, 1956 - 19 ¼"x 6 ¼"

**Donation by; Paul T. Kosciolk**

Wooden Cigar box w/ Boston & Maine Railroad Label 9 ½"x 6"  
Destination Scroll North Station to Lowell 40"x 25"

**Donation by; Ron Palmquist**

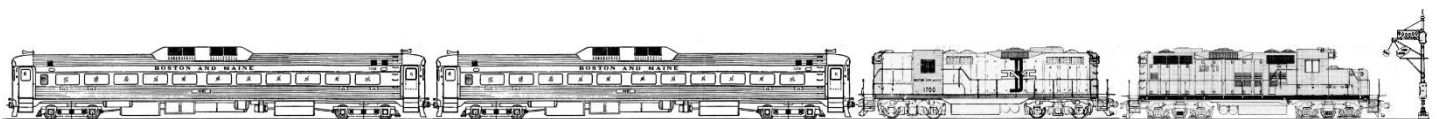
HO-scale B&M R.P.O. Brass Car Kit w/ documents.

HO-scale B&M Combine Layout:

Members Mal Sockol & Richard Nichols on September 1st and 15th, 2020 worked on installing lighting to both floors of the Street Car Museum, placing a HO-scale Club Dinner across from the Street Car Museum, installing two Peco Switches and adding two additional tracks to the railroad yard. Installed three painted backdrops.

2,306 items have been registered in the Hardware Collection since July 2013.

Respectfully Submitted,  
Richard Nichols  
Curator, Hardware Committee  
Boston & Maine Railroad Historical Society



## ONLINE COMMITTEE REPORT

The Online Committee has stayed busy these past months monitoring our online presence on our website, Facebook page, and YouTube channel. We currently have 3,374 people following our Facebook page, and have again started posts after a brief summer hiatus. Our YouTube page has 168 subscribers. On the website, we saw 2,053 unique visitors over the past month, with the Online Archives and Freight Car Data pages being especially popular. Additionally, our Online Committee has been discussing ideas for new content, including the possibility of an audio podcast for interviews and discussions. Stay tuned!

James P. Nizus  
*Webmaster*  
*Vice President*

## PRESIDENT'S REPORT

October 10, 2020

This has been a very challenging year for everyone, including the Boston & Maine Railroad Historical Society. Not being able to hold our membership meetings or attend train show has definitely impacted how the society functions. Our volunteers are still working, be it the Bulletin staff, Newsletter editor, Modelers notes, Membership secretary, Archives committee, Hardware, Webmaster, Merchandise sales, B&M Restoration, and all others who help keep our society vibrant.

Merchandise sales and donations currently are very important to keeping the society active, as there are no scheduled train shows or functions happening at this time. We thank you for all your continued support. When it is safe and allowed, we will get back to our regular meetings, etc. Until that time you can follow us on the B&MRRHS Facebook page. Have a safe and joyous holiday season and I hope to see everyone soon.

Submitted by,  
Jim Nizus  
President, B&MRRHS

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### EAST DEERFIELD ROUNDHOUSE SEVERELY DAMAGED

Severe wind and storms swept across New England during the weekend of October 9-11. The former B&M roundhouse in East Deerfield Yard suffered significant damage to the roof structure and beams, and word is that the structure will likely be demolished as a result. This has been a tough two years for former B&M structures, having lost the Plymouth, NH freighthouse, the Gonic, NH freighthouse, the South Bennington, NH station, a good deal of what remains of the Concord, NH shops, and likely soon the remnants of the Portsmouth, NH roundhouse and the Mt. Whittier freighthouse. ☹



Photo Credit Steel Wheels Photography (Kevin Burkholder)





## *Vignettes from the Archives*



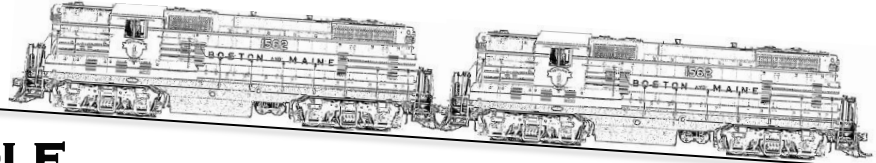
*Above: B&M RS3 1516 two EMD FB units, and RS3 1505 at Clinton, Mass., June 27, 1964. Digital image made from color slide in Boston & Maine Railroad Historical Society Archives. Cat. No.2018.25.2. Photo by and gift of David Hutchinson.*

*Below: The last surviving Boston & Maine Alco RS2, #1500, on a Fitchburg-based local working the yard at Winchendon, MA, in 1973. The Jackson Avenue Crossing can be seen in the background and the B&M Cheshire Branch is at left.*





# DOWN THE RABBIT HOLE AT ASHLAND, NH



Photos by Dane H.G. Malcolm and Kenneth J. MacDonald

One of the most talked-about subjects along the B&M's White Mountain Branch is the steep siding which left the branch just north of the Ashland depot and high bridge, and descended into a complex of buildings and sidings serving Ashland Paper Mills, Inc. On an autumn day in 1966, friends Dane H.G. Malcolm and Kenneth J. MacDonald rode local B&M C-13 as it was working the famously steep siding. Dane: "My photos show engineer Carl (Carlton) Boyce at the controls of his GP7 descending the grade. You can see his concentration, as it was a challenge." The Ashland mill closed in the early 1970s, and the buildings and track were left in place. Most of the structures are gone now, but a good deal of the siding is still in place. Of course, the White Mountain Branch lives on, owned by the State of New Hampshire and used by the Hobo & Winnepesaukee Scenic Railroads.

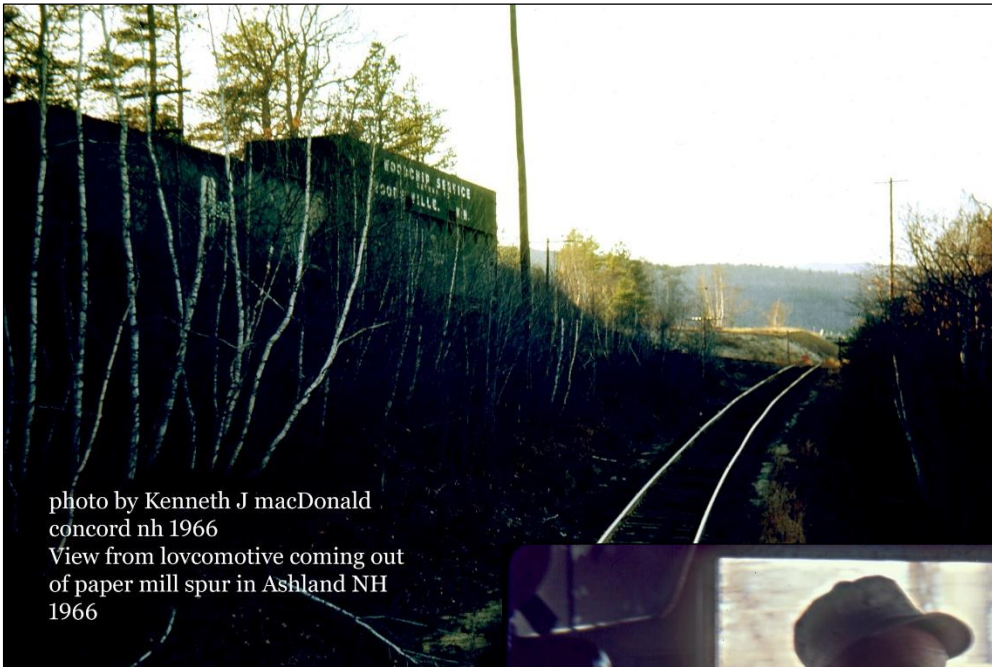


photo by Kenneth J macDonald  
concord nh 1966  
View from locomotive coming out  
of paper mill spur in Ashland NH  
1966

Left: Looking up the spur back towards the mainline shows just how steep and dramatic the grade was. The cars up above sit on the White Mountain Branch. Today, the spur can still be seen riding the Winnepesaukee Scenic Railroad to Plymouth in the fall.

Kenneth J. MacDonald photo, Dane H.G. Malcolm Collection.

Right: Engineer Carl Boyce of Concord, NH was a fixture on the White Mountain Branch. It was said "he knows every tie on that line by name". Here, he guides the locomotives down the steep grade to the paper mill. His brother, Harold Boyce of Woodsville, also worked for the railroad.

Dane H.G. Malcolm Photo.



Carl Boyce of Concord NH  
Boston&Maine RR engineer  
Ashland NH Nov 1966



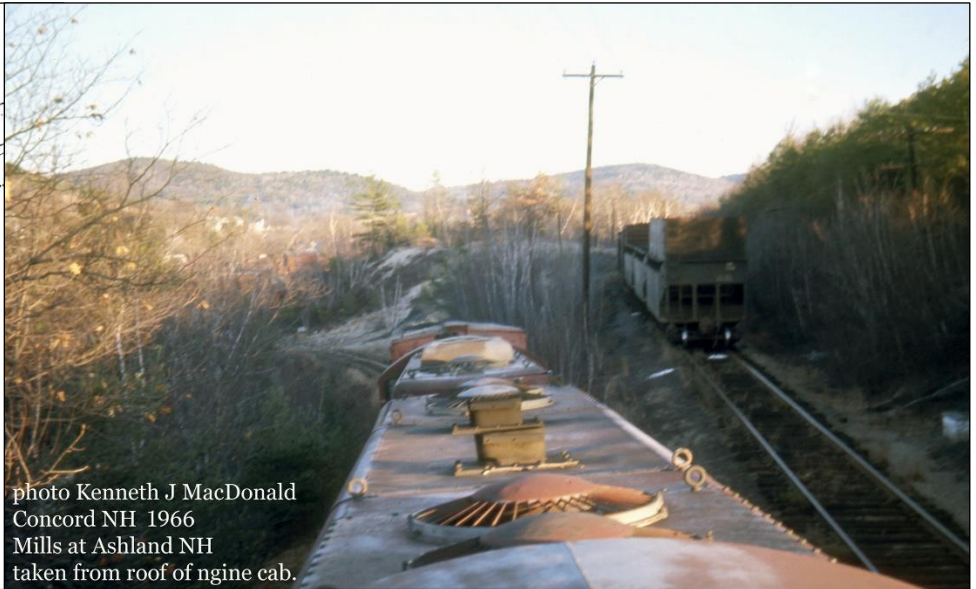
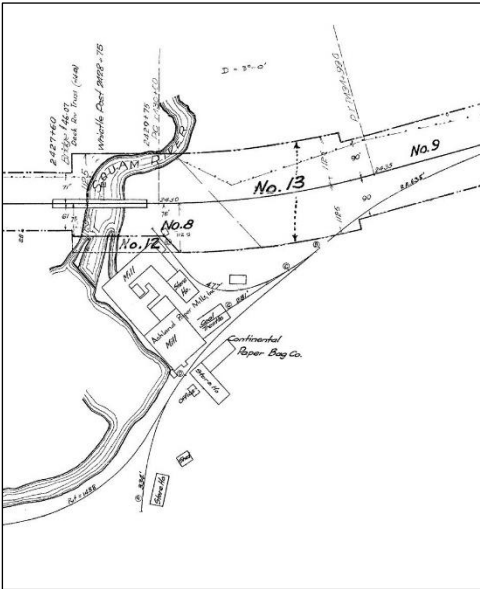


photo Kenneth J MacDonald  
Concord NH 1966  
Mills at Ashland NH  
taken from roof of engine cab.

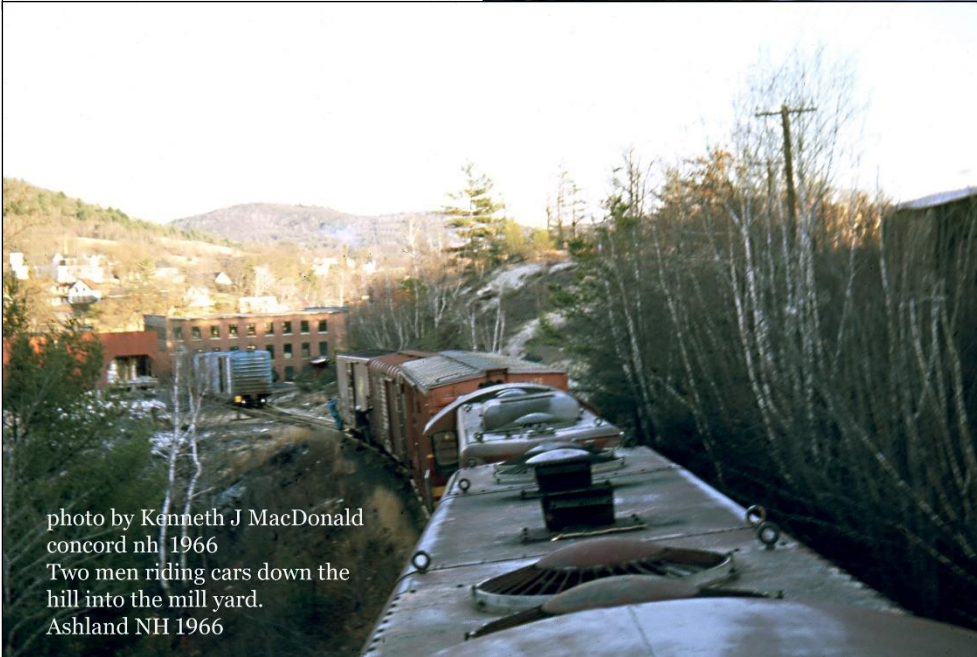


photo by Kenneth J MacDonald  
concord nh 1966  
Two men riding cars down the  
hill into the mill yard.  
Ashland NH 1966

Top Left: A B&M track plan showing the paper mill spur and sidings just past the high bridge over the Squam River. In earlier times, the spur continued beyond the paper mill and crossed Winter Street to serve Mill 3.

Above and Left: The local power, two GP7s, has left its train on the branch and is backing down the steep grade to the plant. Notice the empty woodchip cars on the main bound for loading at Lakes Region Chipping, just up the line near the bridge over the Pemigewasset.

Below: The train couples up to some boxcars at the mill. The switchstand is for a separate siding that curved off to the right back towards the high bridge, terminating just before passing under the bridge. The village of Ashland is up on the hill in the background. Kenneth J. MacDonald photos, DHGM Coll..



photo by Kenneth J MacDonald  
concord nh 1966  
Ashland NH paper mill 1966



**RAYMOND B&M**  
**CABOOSE RESTORATION**  
**BEGINS**

RAYMOND, NH. — The restoration of former Boston & Maine N5 caboose C-21, owned by the Raymond Historical Society, recently began in early October. EnviroVantage, a local abatement and remediation contracting firm, tented the caboose and began the sandblasting process to remove the old paint in preparation for cosmetic restoration. The caboose had been painted in a facsimile of the maroon paint, and when all is completed, C-21 will wear the late 1960s-1970s B&M blue scheme; the paint that this particular caboose would have worn when it may have passed through town on the rear of Portsmouth Branch local freights. Decals will be provided by Jim Abbott of Highball Graphics, who in addition to creating scale model decals has notably provided life-size replicas for equipment projects at the Conway Scenic Railroad. ☘



**B&M STEAM**  
**LOCOMOTIVE #410**  
**UPDATE**

LOWELL, MA - This has been a very challenging year, but we are still doing routing maintenance on the locomotive and railcar. Grinding off rust, priming, painting keeps the locomotive looking great, but is a never-ending project. Various piping and gauges are always being added back to the engine.

Boston & Maine combine #1244- This year we have installed green window shades in all the windows. These period-looking USA made shades give the car a proper look and protect the seats from sun damage. The HO scale layout is also being upgraded with new scenery, switches, and yard tracks. If you have any interest in helping with these worthwhile projects, please contact the society (care of Jim Nigus). ☘



Above: Richard Bond and Steve DeFrancesco work on #410. Below: A Stencil for the B&M logo (made by Sandy Shepard) and primed rust spots on tender . Photos by Jim Nigus.



EnviroVantage workers begin sandblasting in early October. Beneath the Raymond Historical Society's last paint scheme can be seen original patches of blue and the B&M "McGinnis" logo from its service life on the Boston & Maine Railroad!



## ANDREW'S EXCURSIONS #5

### HIDDEN SALEM, NH

B&MRRHS MEMBER ANDREW RIEDL



Passenger trains have not served the Salem, NH depot in close to 70 years, yet the building still stands proudly, and has received some attention in recent years. The former Manchester and Lawrence Branch that once ran by here was converted into a rail trail after it was officially abandoned in 2001.

Andrew Riedl Photo, July 2020

Over the years I have been to all corners of New England cataloging the Boston and Maine Railroad, be it active railroads operating on former B&M lines to long abandoned rights of ways deep in the woods. While so often the B&M is far removed and thoroughly hidden away, there are plenty of other instances where it is actually hidden in plain sight in well populated areas.

Driving down NH Route 28 in the town of Salem, it seems like there is literally one of every chain retail and dining establishment in the world. Everything from Market Basket to Dunkin' to Home Depot to Target line this four-lane highway, and the whole strip seems to be designed for solely the automobile. It would likely come as quite a surprise to most people that not only is Salem home to a former Boston and Maine depot and roadbed, but it's literally a stone's throw away from the congestion and commerce of Route 28.

The former Manchester & Lawrence Railroad was built to connect the two booming mill towns in 1849 and passed through what was then rural towns in southern New Hampshire. This was long before Salem became a commercial hub and Interstate 93 plowed through the region. Despite its central location between several prominent mill towns, traffic was always fairly light, and passenger service only lasted until 1953. A few occasional passenger trains consisting of multiple Budd RDCs served Rockingham Park until 1961. Freight continued on, slowly dwindling into the 1970's and 80's

until the line was severed in the middle between Salem and Derry in 1983. The line continued to be served on both ends, until the Salem portion was officially abandoned in 2001. Since abandonment, almost the entire M&L has been repurposed into a paved multi-use trail, with most of Salem included. The former Salem depot sits close to the intersection of Route 28 and Route 97 (Main Street) and if you're not looking for it, you would drive by it every time.

The building is in good repair and has seen a fresh coat of paint in the recent years. It serves as the town's chamber of commerce and houses a small museum. It is rather remarkable that with all the commercial development that has dominated this area, this station survives and in recent years is probably looking as good as it ever has. It is hard to imagine the railroad running through this area due to the very close proximity of the right of way to Route 28 and the tight plot of the land the station sits on, but it wasn't too long ago that local freight trains were still serving Salem from Lawrence.

I have visited the Salem Depot for the specific purpose of photographing it, and I have also biked on the paved rail trail that now runs down the right of way north of the Depot. The section south of the Depot up to Massachusetts border in Methuen is definitely not the most scenic trail and is not fully developed as it has a few breaks in it due to driveways and encroachment from over the years, but it is still an interesting piece of former B&M history. North of the depot, however, it's a fine trail, that eventually takes you into Windham; a much more pleasant, rural area. My wife and I biked this segment several years back, and it was pretty enjoyable for the most part. I recommend parking at the large Windham trailhead if you're going to explore this section.

While Salem does not have the most scenic piece of right of way to explore, it is still definitely worth a visit to see the depot and well as an interesting former rail line that runs right alongside a major thoroughway. There are so many places in the Salem that the old roadbed is camouflaged right next to the road, and the line truly is hidden in plain sight. When combined with other trails in the area, this segment could be part of a great day of B&M archeology in the area. If you can find it... Happy Explorations! - AR

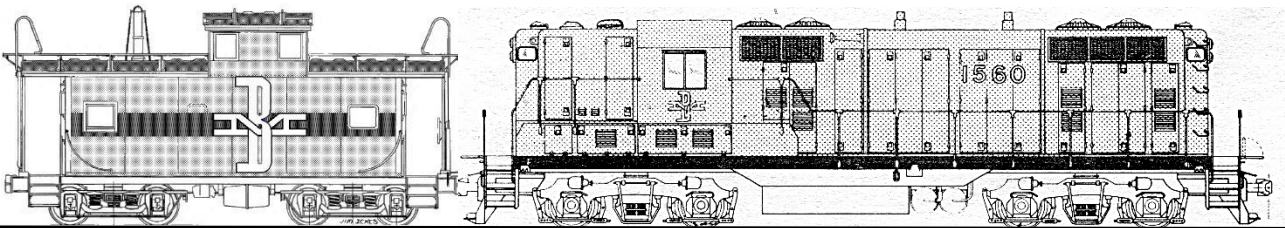
After trains stopped running between Derry and Salem in 1980 (abandoned 1983) and the service north of Rockingham Park ended in the late 1990s, this barrier marked the end of the line just over the MA-NH border. Andrew Riedl photo, 2002.







*Boston & Maine Portsmouth Branch local C-10 plows through a snowdrift at the Freetown Road crossing in Raymond, New Hampshire, February 20, 1972. B&M EMD GP7 #1566 in faded paint leads. Richard B. Sanborn slide, courtesy Rick Kfoury Collection.*



**Boston & Maine Railroad Historical Society**  
*Incorporated*

P.O. BOX 9116 • LOWELL, MA 01853-9116

*Visit us on the web at [www.bmrrhs.org](http://www.bmrrhs.org) and check out our Facebook page at [www.facebook.com/BMRRHS!](http://www.facebook.com/BMRRHS!)*