

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."

**January – February 2020**

Meeting/Membership Telephone Number (978) 454-3600

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

Copyright 2020



*East Deerfield, MA, February 16, 1985. B&M GP9s 1730, 1718 on train BOSP working the west end of Deerfield Yard.  
Image from a color slide by Charles A. Petlick, B&MRRHS Archives.*

## TIMETABLE OF UPCOMING EVENTS

### Saturday, January 11:

B&MRRHS January meeting at Rogers Hall in Lowell, MA. 3:00 PM start. B&MRRHS member Dave Saums will present on Snow Trains on the Boston & Maine. We hope you join us!

### Saturday, February 8:

B&MRRHS January meeting at Rogers Hall in Lowell, MA. 3:00 PM start. Newsletter Editor Rick Kfoury will present on the final years of B&M freight service on the Portsmouth Branch section between Manchester and Rockingham Junction.

**WEATHER ALERTS:** Call the society at 978-454-3600 after 11:00 AM on meeting day or go to the society's website, [bmrrhs.org](http://bmrrhs.org), to learn if a meeting has been cancelled.

### January 25 - 26:

Amherst Railway Society Railroad Hobby Show at the Eastern States Exposition Fairgrounds, 1305 Memorial Ave, West Springfield, MA 01089. This massive two-day railroad show and exposition features real life railroads and scale model railroads, historical societies, travel agencies, art shows, flea market dealers, importers, manufacturers and photographers. It is one of the true highlights of the year for the hobby! The B&MRRHS will be present at its usual location, Section 42 of the Better Living Center. We will be on hand with NEW merchandise including clothing, hats, books, DVDs, past and current issues of the *B&M Bulletin*, models, and much more. For more information visit [www.railroadhobbyshow.com](http://www.railroadhobbyshow.com).

**BOSTON & MAINE RAILROAD HISTORICAL SOCIETY**

is a not-for-profit, 501(c)(3) organization composed of people who want to share their knowledge, and learn more about, the history and operations of the Boston and Maine Railroad, its predecessors, and successors. Formed in 1971 by a group of interested B&M employees and railfans, the B&MRRHS now has nearly one thousand active members.

Our principal activities are publication of our journal, the *B&M Bulletin*, and our *Newsletter*, monthly speakers, archives and hardware preservation, preservation of the B&M 0-6-0 switcher No. 410 and coach-baggage combine No. 1244, participation in railroad shows, and maintaining two web sites: [www.bmrrhs.org](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).

**OFFICERS**

President	Daniel W. Hyde
Vice President	Jim Nigzus
Treasurer	Paul T. Kosciolok
Secretary	William Marnik
Clerk	Michael E. Basile, Jr.

**BOARD OF DIRECTORS**

Paul T. Kosciolok, Chairman

Scott Batson	Stephen J. DeFrancesco
Rick Kfoury	Russell F. Munroe
James P. Nigzus	Carl R. Byron
Mal Sockol	David Hampton

**ALTERNATE DIRECTORS**

Kathy LaValley

**STAFF**

Archives Chairman	Rick Nowell
Bulletin Editor	Andrew M. Wilson
Bulletin Distribution	Dan Hyde
410 Chairman	Jim Nigzus
Hardware Chairman	Dan Hyde
Hardware Curator	Richard Nichols
Historian	Russ Munroe
Membership Secretary	Kathy LaValley
Modelers Notes Editor	Wayne Slaughter
Newsletter Editor	Rick Kfoury
Program Coordinators	Mal Sockol & Jim Nigzus
Show Coordinator	Jim Nigzus
Webmaster	James P. Nigzus

**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](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, B&MRRHS, P.O. Box 9116, Lowell, MA 01853.

♪

**DIRECTIONS TO SOCIETY MEETINGS**

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

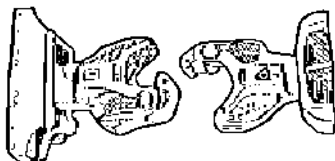
- From I-495 take exit 38 and go north on Mass. Route 38; this is Rogers Street. Approximately 1.3 miles from I-495, Rogers St. forks to the left at a stop light, so bear to the left here. Rogers Hall (white pillars) is about 3/10 of a mile farther on your right. Directly across the street is Rogers 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**

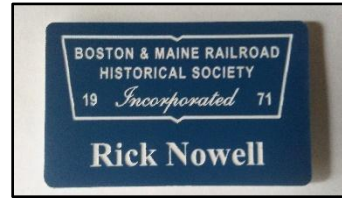
We would like to take the opportunity to our welcome new members who have joined the Society since the last *Newsletter* and through early December:

- John Arico, Manchester, NH
- Richard Jardine, New Boston, NH
- William C. Morris, Rutland, MA
- David Patterson, Boxborough, MA
- David Snow, Otis, ME
- Winston Stone, Middleboro, MA
- Theodore Whitney, Fitchburg, MA
- Lenny R. Laakso, Fitchburg, MA
- Jane Laberee, Dover, NH
- Chris Geyster, Haymarket, VA

It's great to have you all on board with us!



**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 December we finally passed 3,000 likes on Facebook, with a current total of 3,028! We have also started a new video series called "Minuteman Tales". These short videos cover the history and stories behind various sites and points of interest on the old B&M system including historic museums and buildings, the locations of famous events, and even locations which are still active today. "Minuteman Tales" is released generally on Saturdays and can be viewed on the Society's Facebook page. They can also be viewed on a section of our website titled "Minuteman Tales" as well. ☘

– James P. Nizgus, Webmaster

**EDITOR'S NOTE**

2020 is the Society's 49<sup>th</sup> year of existence; only one more year to go until we mark 50 years of preserving the history of the Boston & Maine! We'll be starting off this year with some great Society meetings and exciting events. If you're looking for a New Year's resolution, perhaps consider joining one of our committees and apply your specific talents to one of the *many* activities available with your membership; whether your skills are organizational, mechanical, clerical, electronic, creative or historical, we can use them all. I hope you are able to attend one of our upcoming meetings, and please be sure to stop by the Society tables at the Amherst Railway Society Hobby Show in West Springfield and say hello! ☘

– Rick Kfoury, Newsletter Editor





## HARDWARE COMMITTEE REPORT

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

The Hardware Committee of Daniel Hyde, Mal Sockol, Richard Nichols, had a work session on Thursday, October 24, 2019. Fred Brown, Daniel Hyde, Mal Sockol, Richard Faucher, and Richard Nichols, had a work session on Thursday November 21, 2019. Below are the accepted donations to the Hardware Collection for October and November.

### Donations:

#### Vincent R. Terrill

- Framed Poster: B&MRR New Hampshire Division.
- Framed Notice: B&MRR General Manager Office Order 979.

#### Ann Gagnon

- Key Chain w/ Brotherhood of Engineer's 125 Anniversary 1 ¼" Metal.

#### Purchased by; B. & M.R.R.H.S.

- HO-scale Diner Kit \$35.00.
- Built as "Club Diner" for the Society layout by Richard Nichols

#### Reuven L. Grehan

- B&MRR EMD SW9 #1228 Diesel Locomotive Cab Heater, 18.5" x 23.5" x 6.5"

#### Craig Weed, Jr.

- B&MRR 31" x 27.5" Wooden Framed, Group of Photographs of Billerica Shops.

#### Mrs. Melissa Amadon

- 5 set of Keys for office at Kennebunk, Maine.
  - 2 Keys for Wells Beach Station, Maine.
- 3 set of Keys for Old Orchard Beach Station, Maine.
- 2 Keys for Baggage Room at Old Orchard Beach, Maine.
- 1 Key for Waiting Room at Old Orchard Beach, Maine.

2,245 items have been registered in the Hardware Collection since July 2013.  
 We thank you for your generous donations to preservation! ☘





## **FROM THE ARCHIVES**

B&MRRHS Archives Report

---

By Rick Nowell, Archives Chairman

December 14, 2019

Since our last report we conducted work sessions on Aug. 17 (Lowell), Oct. 30 (North Chelmsford), and Nov. 16 (Lowell), with attendance of 9, 10, and 8 respectively. At our October session, we welcomed a new volunteer, Wayne Slaughter. In addition, groups of volunteers have met several times at North Chelmsford to sort and organize boxes of donated material.

Volunteers Mark Fecteau and Marguerite Gropp continued their valuable long-distance service by doing much needed transcription. David Ashenden continued to scan Maine Central Railroad employee magazines.

Your chairman continued his regular work of logging in new donations, cataloging, answering information requests, scanning bridge plans and valplans with our large format scanner, assisting researchers at the Archives, updating the On-Line Archives [www.bmrrhs.org](http://www.bmrrhs.org), and scanning photos, writing captions, and updating the photo archive site [www.flickr.com/photos/bmrrhs](http://www.flickr.com/photos/bmrrhs).

Our next work session will be held at North Chelmsford on December 21, 2019.

*Rick Nowell*

Archives Chairman

∩

*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](mailto:fnowell3@yahoo.com)*



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

### NOVEMBER MEETING

Our meeting on Nov 9, 2019 featured a slide presentation by longtime B&MRRHS member Stephen Dembroske showing views of the Conn River mainline, freight activity in the Lawrence area, and various other New England rail scenes including fan trips. There was ample time remaining after his program for a lively discussion related to his pictures as well as regional railroading. Most of those present participated in the ensuing discussion and enjoyed listening to his talk about trains in general and the B&M RR in particular. ☿

*Mal Sockol*

### DECEMBER MEETING

The B&MRRHS gathered at Rogers Hall in Lowell on Saturday, December 14 for another festive holiday meeting and party. This yearly gathering is highly anticipated as a time for members and the public to take time aside from the busy season to socialize and discuss the railroad and view fascinating presentations put on by their peers.

There were several interesting and educational offerings from members and friends of the B&MRRHS. Meanwhile, the Society merchandise table was busy with those looking for the perfect gift for others, or perhaps even themselves. We would like to thank all who attended, and we hope to see you at the next meeting! If you weren't able to attend, a video of the meeting and presentations is available for viewing on our Facebook page and the B&MRRHS website. ☿



## LIGHTS, CAMERA, ACTION! NEW BMRRHS VIDEO SERIES

We have recently launched a new video series titled “Minuteman Tales”. This series will be made up of short segments focusing on various sites of interest on the old B&M system. In each episode one can expect historical images, voiceover narration, and a video tour of these fascinating spots. The first series of episodes that we have shot documents various points of interest on the Boston & Maine’s former White Mountain Branch in the Plymouth area. The series debut chronicled the railroad station museum at Ashland, NH.

Using the camera equipment, we will now also be able to offer high quality video and recordings of our meeting presentations, and will also broadcast from the Amherst Railway Society show at West Springfield. Videos can be found on our Facebook page and on our website as well. We are excited about returning to the video medium for these new offerings to our members and the railroad enthusiast community. We hope you will tune in and follow along as we visit and broadcast from some of the B&M’s best known (and hidden gem) locations! ☿

### *“Home for the Holidays”*



410 Committee Chairman Jim Nigus sent in this photo of Boston & Maine G-11 class 0-6-0 #410 looking splendid and festive in the newly-fallen snow along Dutton Street in Lowell. If you would like to join Jim on the 410 Committee and help work to keep the locomotive maintained and looking great, please email Jim at [knigus@comcast.net](mailto:knigus@comcast.net)! ☿

## CANADIAN PACIFIC RAILWAY ACQUIRES CENTRAL MAINE & QUEBEC

CALGARY - Canadian Pacific announced in November they have entered into an agreement to acquire the Central Maine & Quebec Railway ("CMQ").

CMQ owns 481 miles of rail lines primarily in Quebec, northern Vermont and northern Maine. That system includes parts of the former Bangor & Aroostook Railroad and, ironically, much of what was once the Canadian Pacific's International of Maine Division until CP sold its New England operations in 1995. CMQ took over operations in 2014 from Montreal, Maine & Atlantic following their disastrous bankruptcy in the wake of the Lac-Megantic tragedy.

Central Maine and Quebec Railway's parent company will keep Katahdin Railcar Services, a 110-acre railcar repair and cleaning facility in Milo (Derby Shops).

According to CP, "the end-to-end transaction will provide CP customers with seamless, safe and efficient access to ports at Searsport, Maine and to Saint John, New Brunswick, via Eastern Maine Railway Company (EMRY) and New Brunswick Southern Railway (NBSR), thereby preserving and enhancing competition.

This strategic acquisition gives CP a true coast-to-coast network across Canada and an increased presence in the eastern U.S.," said CP President and CEO Keith Creel. "With additional port access, more dots on the map, and our proven precision scheduled railroading operating model we are confident this transaction will bring benefits to all stakeholders moving forward." ☞  
[www.cpr.ca](http://www.cpr.ca)

## CENTRAL MASS TRAIL FACES CONSTRUCTION OBSTACLES

CLINTON, MA - In an ideal world, the Clinton Greenway Conservation Trust would be able to get the Clinton portion of the Mass Central Rail Trail open on schedule. But as with the trains that once ran on the rails across the Nashua River and through the tunnel to Berlin (and beyond), there are some obstacles to overcome.

Organizers say the ideal route would continue the rail trail across the top of the dam, across Route 70 and through the tunnel to connect into Berlin. Crossing the dam is problematic and the rest requires buying 11 acres owned by railroad Company Pan Am.

But there are plans to overcome obstacles and keep things on track. For instance, from the tunnel to the road there is a drop-off. That was not an issue when the train crossed from the tunnel onto elevated tracks (via a

steel viaduct). A ramp could allow walkers to safely move along the trail, although the tunnel may initially be closed until the fix is in place.

First, however, the trust has to get to the purchase part. It would require an estimated \$150,000; \$110,000 of that would be for the purchase cost, with the rest needed for studies and closing costs. ☞

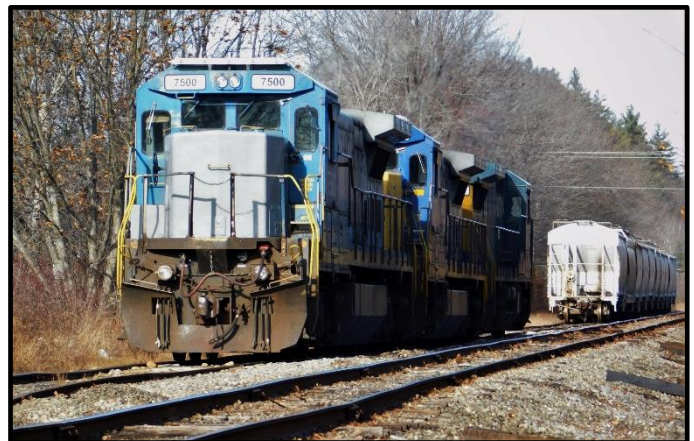
*Worcester Telegram, 11/15/19 via Brad Blodget*

## NEW BUSINESS FOR PAN AM IN LAWRENCE

LAWRENCE, MA - A new siding has been constructed off of Pan Am's Lawrence, MA yard near the Andover Street crossing. The siding will serve J.S.B Industries, doing business as Muffin Town.

According to their website, "J.S.B. Industries provides bakery products for every type for retail and foodservice provider, from c-stores, supermarkets, club stores, and entertainment venues to schools, healthcare facilities, caterers and the travel industry." An additional new building was constructed next to the spur.

The business will reportedly receive 7-8 carloads per month of cake flour, whole wheat, flour, and sugar. ☞



*Eric Emery photo*

A trio of Pan Am Railways General Electric C39-7s (ex-CSX) in Bow, NH, November 29, 2019. This was the first unit coal train to Merrimack Station in Bow in three years. The train arrived via the CSX Boston Line to Worcester, then over the CSX branch (formerly Pan Am) between Worcester and Ayer. At Ayer, Pan Am power took over for the trip to Bow. Merrimack Station was sold by Eversource in late 2017 to Granite Shore Power. The purchase agreement stated that the plant must be kept in service for at least 18 months. ☞

## BOOK REVIEW: “IRON ROADS OF THE MONADNOCK REGION”



*Troy, NH, January 4, 1969. Extra 4265 east with tanks for the new Budweiser Plant in Merrimack. D.S. Robinson, Walker Collection.*

“The train was decorated its entire length with flags and evergreens. As it came around the curve from Water Street crossing and into the depot, cannons roared, and bells rang amid the cheers of over 5,000 people. The train brought Mayor Quincy of Boston and other prominent men to the celebration. The Boston Suffolk Brass Band volunteered for the occasion and led the procession of stockholders from the depot to the Town Hall for a business meeting, after which the band led the stockholders back to the depot.”

A century after that first train into Keene in 1848, famed Boston & Maine Railroad employee and photographer Marium E. Foster recounted the event that brought the railroad era to southwestern New Hampshire. So monumental was the occasion that one older gentleman reportedly looked up to the heavens and proclaimed, “Now O Lord, I am ready to go.”

136 years later, in 1984, a train held up Main Street in Keene for one final time; this time not for reverent and joyful spectators, but annoyed and unknowing motorists. Boston & Maine EMD GP9 #1714 crawled slowly over Keene’s famous Main Street, flagged by city police, heading for the decrepit Ashuelot Branch to return to Brattleboro after attempting to remove gondolas of rail that had been lifted from the railroad yard. Thus ended the age of the train in the Monadnock Region.

136 long years of legend and toil, of steam and diesel, of legends, stories, and history. Surely, to document such a defining era would be a task surmountable only by the premier railroad historians of our era. After seven long years, it is finally finished.

*Iron Roads of the Monadnock Region*, the latest written offering by historians Bradford G. Blodget and Richard R. Richards, Jr. published through the Historical Society of Cheshire County, chronicles the railroad history of this vast geographic area stretching south to Athol, MA, east to Brattleboro, VT, north to Charlestown, NH, and east towards Elmwood Jct. and Bennington. This masterful two-volume tome delves into the region’s rich railroad era, from the first sounds of steam whistles over a decade before the American Civil War to the last diesel horns and squealing flanges that rang off of the rocky ledges of Mount Monadnock in the 1970s and 1980s.

The authors’ coverage is wholesale; no stone was left unturned in their long years of research. Highlights included directly within the Monadnock Region are the entire Cheshire Branch (including “wrecks and misadventures” as well as the final freight and high-and-wide moves), the Ashuelot Railroad, the folly that was the Manchester & Keene Railroad, the Connecticut River Railroad extension (B&M northbound mainline between East Northfield, MA and Brattleboro, VT), and the Sullivan County Railroad.

Impressively and admirably, the authors paid just as much attention to the accompanying lines on the fringe of the Monadnock Region. The Vermont & Massachusetts Railroad from Westminster to Athol is covered, as is the Worcester & Contoocook line. The Boston, Barre & Gardner, Monadnock, and Peterborough & Hillsborough Railroads all get their time in the sun, as does the Boston & Albany’s Ware River Railroad. Particularly interesting are chapters on quarry railroads and electric operations. Researchers and explorers will find the “Index to Railroad Stations and Localities” extremely resourceful.

Accompanying the text are countless images from some of New England’s best-known photographers and railroad enthusiasts, names such as Donald S. Robinson. Many of these incredible images have never been seen by the general public, the fruitful result of the authors’ digging over nearly a decade.

The railroad era of the Monadnock Region may have all but ended, but in these pages of history offered by Blodget and Richards, it will live on as long as this passion we hold so dearly endures in our minds. ☘

- Rick Kfoury

---

*Iron Roads of the Monadnock Region* is available to purchase online at [hscnh.org](http://hscnh.org), in person in Keene, or through the mail order form on their website. Retail price is \$29.95 / volume, or the two-volume set for \$49.95.



### LOCATION OF RAILROAD TRACK SCALES

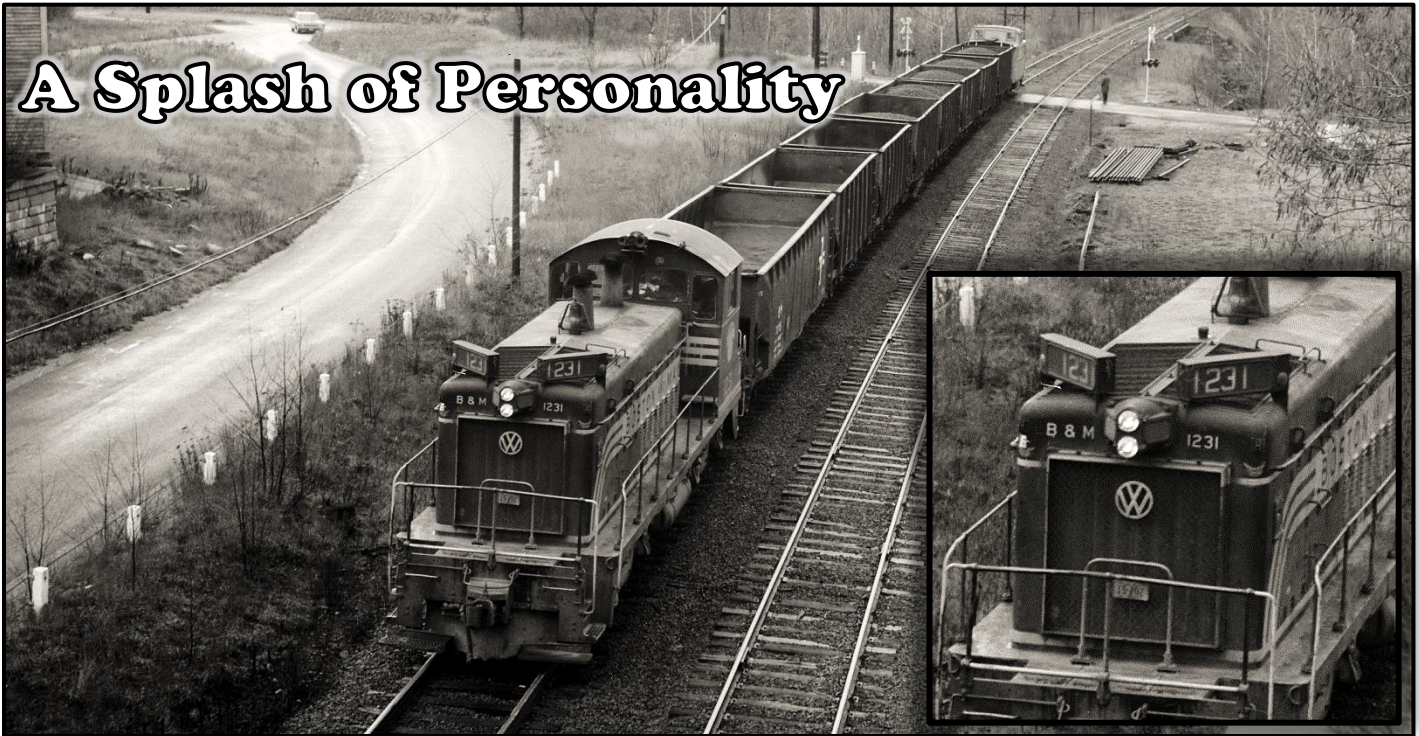
Location	Length Feet	Capacity Tons	Location	Length Feet	Capacity Tons
<b>TERMINAL DIVISION</b>			<b>NEW HAMPSHIRE DIVISION</b>		
Boston, Yard 19	39	100	Nashua	47	150
Yard 13	46	150	Nashua Tie Treating Plant	50	100
Yard 8	59	125	Lowell	50	150
Mystic Wharf No. 2, Yard 29	52	150	Manchester	47	125
No. 3, Yard 29	42	100	Concord, North Yard	50	150
No. 4, Yard 29	40	125	Concord Shops	40	100
Watertown	42	100	Woodsville	39	100
Salem	47	150			
Billerica Shops	47	150	<b>FITCHBURG DIVISION</b>		
			Fitchburg (East Yard)	42	150
			Gardner	47	150
			East Deerfield	47	150
			Springfield	42	100
			Holyoke	42	100
			Northampton	42	100
			North Adams	40	100
			Troy, N. Y.	39	100
			McVile Hump	50	125
			Bellows Falls	39	100
			Keene	42	100
			White River Jet.	50	125
<b>PORTLAND DIVISION</b>					
Rochester	42	100			
Dover	39	100			
Biddeford	47	125			
Portsmouth	50	100			
Haverhill	50	125			
Lawrence	50	167			
Worcester (Joint)	50	150			

*Undated, B&MRRHS Archives*



**“Line of the Minute Man”**





# A Splash of Personality

**Above:** German engineering or EMD reliability? It seems someone with a good sense of humor, and perhaps an affinity for Volkswagen, has mounted a VW logo and a license plate onto the front of Boston & Maine EMD SW9 #1231, seen here on a work extra at Wendell, MA on November 16, 1970. *H. Bentley Crouch image, Walker Transportation Collection, Historic Beverly.*

When viewing image after image of railroad rolling stock, it can be easy to get caught up in the big picture. Often, however, it is the small details that enrich an image with a splash of personality, leaving us chuckling or scratching our heads decades later. Here are a few interesting examples of some such details, “after-market modifications” if you will, added to B&M equipment in an unofficial manner in the name of style, humor, functionality, or otherwise. ☘



**Above Left:** In March 1976, Boston & Maine EMD SW8 #804 shoves propane tankers back along the Gonic Branch in Rochester, NH and, thanks to a bumper sticker, also serves as a rolling billboard for Ronald Reagan’s 1976 Presidential bid. *Unknown photographer.*

**Above Right:** An MBTA "Take the Train" sticker as well as one promoting the dubious outcome of striking it rich via the NH Sweepstakes seen on the cab of GP7 #1574 at East Deerfield, April 21, 1976. *Robert C. Baker, Sr. photo. Both photos, Rick Kfoury Collection.*





**Left:** Perhaps the most well-known unofficial “stylistic” modification to a B&M locomotive, more noticeable than simple bumper stickers, were the Budd RDC decals applied to both sides of the long hood of GP7 #1569 by someone at Boston Engine Terminal in the mid-1970s. #1569 never received another paint scheme nor were the decals removed; photos of it being scrapped in 1987 show the decals still in place.  
*G.R. Barker photo, Michael C. Bump Collection*



**Above:** Boston & Maine SW8 #800 is coming off the Elm Street spur in Manchester, NH, on December 31, 1981 and is also sporting a custom-made all-weather window. *C.A. Petlick photo, B&MRRHS Archives.*



**Left:** Boston & Maine Alco S2 #1265 was already a unique locomotive in that it was the only Alco switcher to receive the maroon and yellow paint. However, this March 1972 photo also shows it sporting an all-weather window, something not commonly seen on the B&M and was probably rigged up by a shop crew at East Deerfield for her cold weather switching duties. *Henry W. Marrec photo, B&MRRHS Archives*



**Above Right:** GP7 #1567 was leased to the Mannix Construction Company for a short period in the mid-1960s. The red shield with black diagonal stripe and a white “M” was their emblem and was applied to both sides of the locomotive’s short hood. This seems to have been the only B&M locomotive marked by a lessee with their emblem. Seen at Nashua, NH, in September 1977, #1567 was a good performer and the Mannix emblems were still visible until the engine finally received the blue dip at Boston Engine Terminal in 1979, for cosmetics purposes during the B&M power leases to the MBTA. *Dave Holway photo, B&MRRHS Archives.*



# “On the Mountain Division”

MAINE CENTRAL  
RAILROAD CO.



By Franklin Wright

Reprinted from *the Sunday Portland Press Herald*, Section D, Dec. 29, 1946

High up in the White Mountains of New Hampshire, Maine Central engine 462 gasped and panted like a tired old man as it wearily tugged its three cars into a narrow clearing in the woods. With an air of utter dejection, the locomotive sidled up to a lonely water tower and with a final, dispirited sigh came to a stop.

While 462 drank like a fugitive from Alcoholics Anonymous, four cinder-freckled figures dropped from their positions on the rear platform of the single coach. The flagman strolled back to carry out his rear guard action but the other three—the conductor, a track supervisor, and a reporter—stopped on a little trestle to toss matches into a little brook where trout jumped hungrily.

From his throne in the locomotive, the engineer drank in the majestic glory of the White Mountains. The 38 passengers in the coach leaned nearer the windows for a glimpse of the town. But there was no town, no station, no people. And the mystified passengers couldn't see a water tower bearing the name Carroll Tank.

“It's a helluva way to run a railroad,” more than one passenger quoted as he tried unsuccessfully to determine why a passenger train stopped in the middle of the wilderness while three men played in a brook. But this lonely stop was just one of the idiosyncrasies of one of the Maine Central Railroad's most unusual trains.

It was not an accident that this water tower was stuck out in the wilderness halfway between Twin Mountain station and Quebec Junction. Only some ten miles back the train had passed Crawford Notch station where it completed 15 miles during which it had climbed 116 feet every mile. Here, some 1,891 feet above sea level, it was no small wonder that 462 needed water.

## An Unusual Train

But now, happy with a full tank of water and down grade coasting ahead, 462 spun its drivers in a frivolous kick-of-the-heels caper and chugged off in the general direction of St. Johnsbury. Yes, this was train 162, the only passenger train between Portland and that Vermont city known to railroad men as St. J.

Out of Portland at 8 a.m. every day except Sunday, 162 climbs the rugged, tortuous, beautiful 131 miles to Vermont. Turned about, it becomes train 163 and rumbles under the highway bridge at St. J. at 2.10 p.m. daily on its mountainous way back to Portland.



There are many unusual things about this little train. For instance, how many passenger trains ever back in and out of Union Station in Portland? The St. J. train does—backs all the way to Tower 3 where it swings on to the Mountain Division. Passengers would find themselves walking across the bridge over the Fore River if the train failed to repeat the operation in reverse order when it returns at night.

And then there is the crew. Frank A. Pitman, 30 Union St., South Portland, spoke wisely when he said, “It takes plenty of whiskers to rate a job on this train.”

Pitman, baggageman on the run, did not speak literally of course, but only the men with ranking seniority work regularly on the St. J. run. Individual members of the crew expressed it differently, but all agreed, “It is the best doggone run on the Maine Central.”

### **214 Years of Railroading**

That in itself is unusual, for the train rates as the best because it requires some twelve working hours a day. But by working those 12 hours the crew rolls up enough time in three days to collect a full week’s pay and still loaf four days.

That’s why it takes whiskers to hold down a steady job on 162. The hirsute service records of the six men who comprise the crew combined to represent 214 years of railroading in Maine.

Monte R. Hurd, 10 Walker Street, Portland, the conductor, has rounded out more than 45 years of service. Pitman could recall 36 years with the Maine Central and Charles Boutwell, 45 Aspen Avenue, Thornton Heights, the flagman, remembered some 34 years. The firemen were the babies of the crew. Joseph E. Pellerin, St. Johnsbury, fireman on the trip out of Portland, and G.H. Conners, 12 Forest Street, Portland, who shoveled coal on the return run, have been railroading only 24 years each.

But dean of them all was the engineer, Irving E. Currier, 40 Deering Street, Portland. Currier made no effort to conceal his pride in 51 years of service. More than half a century with one employer in which time he has held just about every job in the locomotive department. He has throttled locomotives ever since June 15, 1901, and has been on this run for the last 16 years.

A trainful of veterans if ever there was one! But there’s another veteran too and this train would be sadly incomplete without her though she is on it hardly more than 10 minutes a day.

Yes, a woman has a hand in the operation of this unique train. Mrs. Grace Ryan, well along in years, climbs aboard the coach at Bartlett, N.H., as the train stops on its two daily visits. Right smack in the middle of the meat shortage she had sliced ham and roast beef sandwiches and good fresh milk for the passengers.

### **Lunches On Order**

Until last summer the train was even more unusual. After the death of her husband, a railroad employee, Mrs. Ryan sold box lunches on the train. But only on order. Before the train reached Fryeburg the flagman became

waiter and took orders for box lunches. He sent the orders ahead and Mrs. Ryan boarded the train to deliver the specified lunches at Bartlett. But this year she felt that the project entailed too much work and revamped her menus to provide only sandwiches.

As we steamed out of Union Station one crisp morning, Conductor Hurd enthused about the job after he'd guided the backward departure and picked up his tickets out of Portland.

"Railroading is the first and only job I ever had. I carried water to workmen when they were building this line up through the mountains. Later I ran on a train up there, practically on duty 24 hours a day, seven days a week, for \$1.65 a day. Now I work three days, collect my \$58, and have the remainder of the week to myself."

As the others in his crew, Hurd was proud of his train.

"Oh, we stop at everyone's back door and it's a long ride round trip. But people come from all over the country and make the trip just to see the scenery," he said.

### **Met By Milkman**

We skirted sparkling Sebago Lake, huffed and puffed quickly in and out of stations at Steep Falls, East Baldwin, Cornish, West Baldwin, and Hiram. Ice Pond crinkled under the steel and the train eased into Fryeburg for passengers, mail, water for the engine, and two pints of milk for Conductor Hurd.

The milkman is always waiting by the station platform, and the two pints of milk go into the ice in the water cooler to await the conductor's lunch hour.

The train moves into New Hampshire and Hurd is on the back platform to point out places of interest. Past the quarries at Redstone and on to North Conway as Cranmore Mountain and its ski run appears to the passengers, all of whom have moved to the right side of the coach.

At Bartlett, A.S. Dodge, track supervisor, climbs aboard the rear platforms and unravels tiny ends of an inexhaustible supply of lore as he keeps a careful eye on the unreeling track behind. This is his weekly inspection trip to St. J. and return; and section crews will soon be repairing any flaws his practiced eye detects.

As old 462 labors up the steep grade Hurd's pointing finger introduces the elusive figure of the Sleeping Indian. And there is Mount Webster towing some 4,000 feet into the air. Three miles long and running the entire length of Crawford Notch, a solid foundation for the Appalachian Trail along its crest, Webster packs all the wondrous elements of nature's agelessness.

### **Scenery Rewards Passengers**

Birches silver-streak its evergreen sideburns, and centuries of rain, snow, and ice have caused worry lines around the patches of ledgy baldness. Around a bend sunlight bathes the scars of man's highways and rail lines, and Webster is a throbbing glory of beauty.

Now we're really up in the mountains. Crawford Notch, Bretton Woods, Fabyan, Twin Mountain, and Frankenstein Trestle click by in an ever changing panorama of beauty. The weather man is cooperative, and the weather station and radio tower on Mount Washington, miles away, stand out vividly. We roll past a lonely house by the side of Willey Brook Bridge. Here live the trackwalkers, men who patrol the track before and after every train. Rocks have a way of tumbling down on the tracks, and monuments to these men exist in high, long mounds of stones they have thrown from the path of many an unsuspecting locomotive engineer.

A little brook, four feet wide and a few inches deep, runs along the edge of the track. That, believe it or not, is Saco River and a mile ahead is Saco Lake, point of origin for the stream which periodically rampages down through peaceful villages on its way to the Atlantic. This is the top of the mountain and a mile or so farther is another lake which is the headwaters of the Ammonoosuc River which flows down the other side of the mountain toward the Connecticut River.

Willey Mountain, with its legend of the entire family of nine killed in a landslide and Willard Mountain, a great cave gaping near its summit, flash by on the left of the train. Entering Whitefield, N.H., another of the train's oddities is revealed. The locomotive shudders to a halt while a switch is thrown, then stalks into a B&M station. Completing its business it backs to the switch and again moves off on MCRR tracks and past the coal pile that marks what was once the Maine Central station, long since eliminated in economy's sacred sake.

### **A Friendly Train**

Down the winding trail now, through Scott, across the Connecticut River into Lunenburg, first stop in Vermont. Then it's up steam again, passing Gilman's precise milltown houses, by Miles Pond and into St. J. In the next hour and ten minutes the train will be turned around, a baggage car added, and it will be off on the return trip which offers little variation except for a stop at Quebec Junction to pick up a milk car.

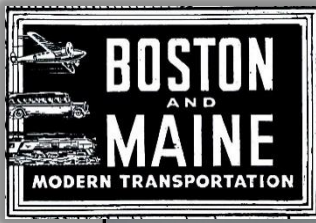
From Portland to St. J. townsfolk at tiny stations know the train crew by their first names. Passengers to and from shopping trips to the Vermont city chat in a friendly fashion with Hurd and Boutwell, and many ask for Jimmy O'Brien, flagman during Boutwell's days off.

It's an odd train, a friendly train, a sightseers train and an indispensable part of the lives of these people in the little towns that dot the route through three states, As Johnny Mercer might have said had he done his railroading on the MCRR instead of on the ATSF:

“Folks around these parts get the time of day from the train that runs from Portland up to old St. J.”

*This article with illustrations and some other clippings came to the B&MRRHS Archives recently from a donor who purchased it from the J.E. Lancaster Collection, ex the Robert W. Moore Collection.*

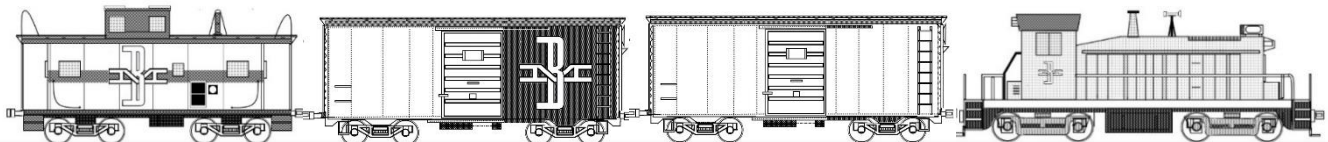
*Transcribed and submitted to the Newsletter by Archives Chairman Rick Nowell.*



# Vignettes from the Archives



Starting in the mid-1960s, Canada’s railroads leased power from several American roads, including the B&M; this was a measure to combat power shortages caused by the retirement of many of their first-generation units as well as general traffic increases. Alco S3 #1179 (foreground) was leased to Canadian National from 11/1/65 until 6/66, then to Canadian Pacific until 2/23/67. Alco S2 #1263 (behind) was leased to CN from 10/30/65 until 6/66, then to CPR until 2/23/1967. Notice that both units have received temporary all-weather window extensions, a modification not common on the B&M, but very common on Canadian railroads. *Wesley C. Brown image, B&MRRHS Archives.*



**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!)*