

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

NEWSLETTER

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

May - June - July 2020

Meeting/Membership Telephone Number (978) 454-3600

www.bmrrhs.org

Copyright 2020



New Hampshire Northcoast's operations on the former Boston & Maine Railroad's Conway Branch is the very picture of professional shortline railroading, with sharp locomotives operating on meticulously maintained track. The pride and joy of their fleet, EMD GP18 #1801 (Originally Chicago, Rock Island & Pacific and later New England Southern) leads a shuttle from Ossipee Aggregates to the Tri-City plant at Rochester, NH, flying traditional "extra" white flags. Though the COVID-19 situation has affected the construction business and has limited gravel runs to Boston, the shuttle service to Rochester along with propane and steel traffic has kept them busy. B&MRRHS member Connor Maher photo, April 16, 2020.

TIMETABLE OF UPCOMING EVENTS

All upcoming meetings are tentatively suspended on account of the COVID-19 situation. Updates on meetings and gatherings can be found on our website, 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 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.

OFFICERS

| | |
|----------------|------------------------|
| President | Jim Nigzus |
| Vice President | James P. Nigzus |
| Treasurer | Paul T. Kosciolk |
| Secretary | William Marnik |
| Clerk | Michael E. Basile, Jr. |

BOARD OF DIRECTORS

Paul T. Kosciolk, 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, Daniel W. Hyde

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
22 Country Club Dr. Apt. 33
Manchester, NH, 03102

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. © 2020 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 06/19 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. 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 mid-March:

Bernie Kennedy, North Chelmsford, MA
Norman Bliss, Springfield, MA
John G Allen, Chicago, IL
Robert Presby, Sanbornton, NH
David Barnett, Providence, RI
Karl Henderson, Hebron, CT
Michael Nolan, Lunenburg, MA
Eric Michelin, Westford, MA
David Kamerman, Londonderry, NH
John Sheridan, New Bedford, MA
Christopher Yens, Newton, MA
Allan Autino, Ayer, MA
John Hirtle, Lexington, MA
Mark Mahoney, Manchester, NH

Welcome Aboard!

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.

EDITOR'S NOTE

At the risk of sounding repetitive, things are strange right now. You have probably taken note of altered Society activities; temporary changes with the health and wellbeing of our members, volunteers, and the railroad community at large in mind. When landmark events such as these take place, history becomes all the more important; there is the possibility it can become lost, missed, or forgotten in the day-to-day. The Society's work is just as important now than ever, and we have continued! The Archives Committee continues their individual work. Our Online Committee is also hard at work, releasing virtual presentations and videos. My own personal project at the moment is scanning, cleaning and organizing the enormous Dana D. Goodwin color slide collection in the Society's archives. I hope you enjoy this edition of the *Newsletter*, and until we can meet in person once again, please be safe and well!

– Rick Kfoury, Newsletter Editor

We Want Your Letters!

Have questions for the Newsletter, the Society, or other members in general? Want to share a new B&M discovery, update, or project? We want to hear from you! We would love to start a Letters to the Newsletter column and need your help! Please email the Newsletter editor at rickkfoury51@gmail.com, or bmrhs@gmail.com and we will publish your note along with a response.



FROM THE ARCHIVES

B&MRRHS Archives Report
Rick Nowell, Archives Chairman

April 11, 2020

The University of Massachusetts Lowell's library system closed the Center for Lowell History on March 16, in response to the Covid-19 pandemic. Unfortunately, those research inquiries whose answers depend on access to the Archives at Lowell are on hold and of course we can't offer researchers access during the crisis. However, I have been able to work (in solitude) at North Chelmsford where I have been scanning large documents and catching up on cataloging and other chores.

Employee Records. Two of our at-home volunteers, Mark Fecteau and Marguerite Gropp, have begun to abstract employee records from the collection. Their first efforts were to gather information from Haverhill station employees time records dating from about 1929 and from a group of records concerning employees hired on the Fitchburg division in 1949. The volunteers enter name, occupation, location, and date information on a spreadsheet. These spreadsheets are then merged into our Consolidated Employee Data base (over 18,000 entries to date).

Scanning and Back Up. As a result of the significant progress we have made in our scanning project, the digital files that we have created (especially photo scans and large format document scans) now exceed the storage capacity of the Society Archives' laptop computer (cap. 1TB).

To provide sufficient storage capacity going forward, I plan to save new scans of large format documents to an external hard drive (cap. 5TB); I will continue to use the laptop drive for Archives photos and documents. A list of the large format scans is on the Society's website and those interested may order copies from that list.

Up to now, I have backed up all Archives files monthly to an external drive which I keep in the trunk of my car. To provide backup going forward I have subscribed to a cloud storage service known as Backblaze to provide cloud backup to all the Archives files. Monthly plan \$6, or \$60 annual. After a few months of trial and testing, if all goes well, I will convert the monthly plan to annual.

Bulletin on Disk. New disks containing the complete run of the *B&M Bulletin* from Volume I (1971) through Volume XXXI (2019) have been produced since last month's report. I prepared the master disk from scans previously made by David Ashenden. *Bulletin* Editor Andrew M. Wilson provided digital copies of the latest issues. The disk includes an updated index prepared by Jack Dziadul.

I have not set a date for our next work session and hope there will be some relief from the COVID-19 restrictions soon.

Respectfully submitted,

Rick Nowell
Archives Chairman

HARDWARE COMMITTEE REPORT

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

The Hardware Committee of Fred Brown, Daniel Hyde, Mal Sockol, and Richard Nichols, had a work session on Thursday February 20, 2020 and February 27, 2020.

The following donations have been received:

HO-scale Model Street Car #1910

Donation by; Scott Batson

HO-scale B&MRR Gas Electric “Doodle-Bug” #1180

HO-scale B&MRR 4-4-0 American Steam Locomotive #1011

HO-scale Kit: Two / B&MRR Pullman-Standard Coach - Green

HO-scale Kit: One / B&MRR Pullman-Standard Coach – Tuscan Red

Donation by; Paul C. McCutcheon

HO-scale B&MRR GP-9 Diesel Locomotive #1714

HO-scale B&MRR 50’ ACF Exterior Post Box Cars #3274 and 3241

Donation by; Anonymous Donor

B&MRR Pad-lock w/ Brass Key – Eastern Railroad lantern “frame”.

B&MRR Conductor Cap, from Morse Co. Boston, MA.

Donation by; Dennis J. Snook

2265 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 society’s new Online Committee is continuing to upload pre-recorded presentations for our Facebook followers to view. These videos are also published on our YouTube channel. We streamed live on Facebook with an outstanding presentation by BMRRHS Newsletter editor Rick Kfoury. Live from Studio Two, “*Beyond Queen City Rails*” saw 100 active users tuning in to watch live, with some as far away as Illinois and even Germany. The video has now been viewed over 4,000 times. My team and I can see the untapped potential in live presentation, as the society has members all over the world and many cannot attend our usual monthly meetings. Our goal is to continue to explore the possibilities of streaming. If you would be interested in watching our normal monthly meetings live online, please drop us a message. Follow us on Facebook and YouTube by typing in Boston & Maine Railroad Historical Society. Stay Safe.

James P. Nizus
Webmaster
Vice President
BMRRHS@gmail.com

“WHILE WE WERE OUT...”

- PAST MEETINGS AND EVENTS –

In accordance with advice from state and health officials regarding the COVID-19 situation, the B&MRRHS did not meet as planned in March, April or May. The health and safety of our members is of utmost importance. The Board of Directors has been communicating regarding Society business and upcoming meetings. Updates on future meetings and gatherings can be found on our website, www.bmrrhs.org, on our Facebook page, and by calling the Society phone number, (978) 454-3600.

In the meantime, while being safe and mindful the Society has been busy in its mission to provide you, our members, and the railroad community at large with B&M history. We have been continually updating the Online Archives with documents scanned from the Archives, as well as reference materials compiled by volunteers and members. Our new Online Committee has been busy keeping our Facebook page up to date with daily posts, and by creating digital presentations and videos to make up for the interrupted program season. To view this content, simply visit our Facebook and YouTube pages or log onto our website! We hope to see you in person at a program soon! ☘

VERMONT RAIL SYSTEM ACQUIRES

NEW ENGLAND SOUTHERN

EDITED FROM TRAINS.COM

Vermont Rail System will acquire “certain assets and operating rights” from New England Southern Railroad of Canterbury, N.H., to expand its operations, the company, which operates four short lines in Vermont and one in New York, announced on its Facebook page. New England Southern, a 39-year-old, 22-mile short line, serves one regular customer, 3M, in Tilton on the former Boston & Maine White Mountain Branch but maintains freight rights all the way from Concord north to Lincoln.

It is the second time a sale of the railroad has been announced in little more than a year; a purchase in February 2019 by United Rail Inc. was announced but never completed. The acquisition is subject to approval by the Surface Transportation Board and the New Hampshire

Department of Transportation. Freight traffic levels are expected to remain the same initially, with new opportunities already being pursued. ☘

NEW CUSTOMERS FOR PAN AM

BOSTON, MA - Two industrial firms are helping boost freight rail service in the Merrimack Valley region with support from the state.

JSB Industries, a baked goods manufacturer, last month completed construction of a rail spur that allows the company to bring raw materials from the Midwest to its Lawrence factory in freight rail cars. Broco Oil is building a new rail spur to expand the volume of fuels delivered to its biodiesel plant in Haverhill from an Iowa supplier.

The firms were among nine recipients of \$2.7 million awarded by the state Department of Transportation through a grant program that supports projects to increase industrial rail access with the aim of helping the economy and — by reducing truck volume — easing traffic congestion and enhancing the environment.

JSB Industries, which also has a plant in Chelsea, where it is based, will receive \$270,000, and Haverhill-based Broco Oil, \$500,000. The program requires a minimum 40 percent match by recipients.

“We are very excited,” said Brian Anderson, vice president for purchasing at JSB Industries, noting that due to the firm’s overall \$2.5 million project, all the sugar and flour used in its Lawrence baking operations can now arrive by freight rail.

Completed in February, the new 150-foot spur runs from the rear of the Andover Street plant to a Pan Am Railways’ yard, where it will connect with the freight operator’s mainline. JSB anticipates up to 150 freight cars — the equivalent of 750 trucks — will travel annually to and from the plant.

Broco Oil (in Haverhill) began full operations last year after a major upgrade to the property that included reactivating an idle rail spur connecting its yard to a Pan Am Railways connection point, and installing three 30,000-gallon storage tanks for blending plant-based and diesel oils into biodiesel fuel.

The new project, which began in January and is set for completion June 30, involves constructing a second, 541-foot spur that will connect to the existing spur, allowing

for two rail cars to unload at the same time. The overall \$883,000 project also calls for installing a new temperature-controlled railcar off-loading system. ☿

Excerpts from the Boston Globe, 3/15/2020.

**A STRANGE CHAPTER IN THE LIFE OF
A MAINE CENTRAL GP38**

PORT OF LOS ANGELES - A former Maine Central locomotive was involved in one of the strangest news items in recent memory...and that's saying a lot!

On Wednesday, April 1, Eduardo Moreno, an engineer for the Pacific Harbor Line Railroad, intentionally operated his locomotive at high speed through an end-of-track barrier and through two parking lots. Moreno, who acted alone, was targeting the USNS *Mercy*, a hospital ship temporarily docked at the Port and used to aid with patients suffering from ailments not associated with COVID 19 to relieve hospital congestion. He had been suspicious of the ship's purpose in Los Angeles and spoke of wild conspiracy. No damage to the ship was done, which was still located over 800 feet away and at a different trajectory.

No one was injured in the incident and the engineer, who fled the scene following the crash, was soon apprehended by authorities; if convicted he faces a 20 year prison sentence. The locomotive involved was MP20GP #21, which reportedly had originally been built as Maine Central EMD GP38 #254. The unit's hulk was sold by Guilford in the early 2000s and was used by MotivePower of Boise, ID in their 2,000 horsepower MP20GP program. It is not known at this time what will become of the wrecked locomotive. ☿

MASS BAY RRE EVENTS POSTPONED

The 'Lochmere Limited' excursion originally scheduled for Saturday, May 16, has been CANCELLED and RESCHEDULED to Saturday, October 31, 2020.

We hope to see you then. Ticket sales for Oct. 31 will begin in early August. All fares paid for the May 16 trip have been refunded.

We will decide on a month-by-month basis whether to proceed with our scheduled Third Thursday program meetings. A decision on each month's program will be announced not later than the end of the preceding month.

However, the Coronavirus is a fast-developing situation, and circumstances could change significantly in the coming days and weeks. Please check this page for updates as they are announced.

We are mindful that people who attend our events tend

to be older, and therefore potentially at greater risk from Corona virus than the general population as a whole.

Please contact us at trips@massbayrre.org or call us at 978-470-2066 if you have further questions or concerns.

From Mass Bay RRE's website.

THE NORTHERN GOES DARK

MANCHESTER – At 1200 hours on February 18th, 2020, the plug was pulled on the CTC signaling from CPN 9 in Nashua to CPN 9 28 in Manchester. The signals went dark for good and were cur down by February 26. Operations from CPN 9 to Manchester will be handled with train orders as dark territory, as it has been from Manchester to Concord for years.

On September 19, 2018, Pan Am had applied for the retirement of the CTC signaling on the 19.7 mile stretch of their Northern Mainline, which was approved in December 2019. The retirement stands as a testament to the modern-day status of a line which once stretched all the way to White River Junction, VT.

Current traffic levels, consisting of one or two local freights a week to Concord and an occasional unit move to Bow, are certainly not significant enough to warrant upkeep of signal infrastructure. Some of the signals date to the B&M's 1950 installation of CTC on the Northern; certainly, seventy year-old signals are not necessary for one local train. The signals from Bow Junction to Amoskeag were previously retired in 1987. ☿



Above: Signal heads on the northbound signal at CPN 28 turned to face away from the mainline. February 19, 2020.

Below: Signals cut down and awaiting removal in Manchester Yard. February 26, 2020, Rick Kfoury photos.



“Rolling Stock Moves On”

Michael Gery, *Greenfield Recorder*, 1978; transcribed from a copy in the B&MRRHS Archives by Rick Kfoury



Two hours after it left the East Deerfield railroad yard, the Boston & Maine freight train NE-1 was barreling through Petersburg Junction, N.Y. All five guys on the train were looking for deer.

"Herds of them go through here. Herds of them," said George N. Cefferillo, the conductor in the lead locomotive. "We hit 'em all the time. You can't help it."

No deer were mowed down on this trip. No deer were there at all in Petersburg, and Cefferillo guessed it was because it was the middle of a sunny afternoon.

So things got monotonous again after Petersburg until the radio box in the cab of the locomotive began to carry some live music. It was Gary Palmer singing back in the caboose, coming across the radio sounding like a trombone, "Sweet Georgia Brown."

The engineer, Edward Cushing, and Cefferillo kept rocking with the train, looking ahead and grinning while the music played on there in the Hoosic River valley on the Boston & Maine tracks.

...

There was more action before the train left the East Deerfield yard. NE-1 had left Fitchburg at dawn, with the same crew of five, and it got to East Deerfield with 127 cars at about 12:30.

John Vasquez, the tower man at East Deerfield, was talking on the radios, "playing train," telling drivers which tracks to use and when to use them. The wrecker train with crane and dining car pulled out toward Rotterdam Junction, N.Y., to handle a derailment. Vasquez said NE-1 was finally coming in, and he watched for the red, white, and blue-painted diesel engine because he had designed the American flag paint job on that engine two years ago.

With Cushing in the driver's seat of NE-1, working the levers in front of him, leaning out the window looking back, the train let go of a hundred cars and one locomotive. Then it pulled up slowly to the Hope Street signal and backed into the yard to pick up 41 new cars. Those maneuvers took about an hour. Then Cushing got the go-ahead from the yard tower and yanked the cars forward going west toward Mechanicville, N. Y., another large Boston, & Maine freight yard.

This was heavy machinery bound for Mechanicville by rail. The train carried more than 3,000 tons in 67 cars. Three 2,000 horsepower diesel engines, 4 years old, generated thousands of volts of electricity to run 12 electric motors to drive the cranks for the wheels of the locomotives

Riding up front in a locomotive means jostling back and forth on jumpseats, bouncing up and down sometimes, a constant steady clatter of heavy steel and looking out the windows. It's an incessant rhythmic basstone, enough to make animals and people look up and keep looking when the train goes by, shaking the earth. Out there along the Deerfield River bank there is plenty of room for the train because the trees are mowed down for 20 feet on either side of the tracks. They say the "brushcutter" has been there.

This is heavy, driving, powerful machinery moving steel on steel on rock.

The train gets a different view of Greenfield than we do. It sees the backside of the church steeples and downtown. It rises on a trestle to the ridge west of the Green River and above the interstate highway. The train rocks on, curling along the back of the Deerfield River until crossing it above Bardwell's Ferry. It passes what the trainmen call the "weeping rocks" this side of Shelburne Falls. Thick, bulbous white ice formations on the side of the ledge at a point where two years ago the bank caved in and down toward the river.

"I love this valley. It's really a pretty place," said conductor Cefferillo.

The trainmen ride, watching for signals, watching for problems and watching the towns, the hills, and the rivers. They remember what's happened along the route back through the years – the derailment at Bardwell's Ferry; an explosion of a gas tanker in Shelburne Falls; the ski slope in Charlemont; the upper dam at the Bear Swamp hydroelectric plant; slamming into a car a few weeks ago in Petersburg, just missing the driver and dragging the car for a few hundred yards.

After Charlemont, the train leaves the river and winds up into the mountain.

Then there is the Hoosac Tunnel. A completely different place. Four miles of dusty darkness.

Entering the tunnel is like entering a cave on the wings of a bat. Frozen white lime stalactite icicles 20 feet long hang from the ceiling. The train sends a headlight beam onto the track, and it moves through the tunnel at about 25 miles per hour. The rumbling is loud. Roaring. In the cab no one talks. Only the rumbling carries through the dark tunnel because all else is suspended, waiting for the white spot.

You can't tell where that spot is going to be. It's suddenly there against the dusty black wall, and it wobbles up and down, from side to side, and it grows from the center. It's a hole in the mountain. In the train you just head toward it. You go through a shaft that's been patched up and shored up against whatever can drip into a rock tunnel toward that bright spot. It grows quickly into a wide hole. The train busts through it with no winding down relief. The relief is only in the history books.

The train, NE-1, is bound for Mechanicville and has passed the west portal of the tunnel and it just keeps rolling, pulling cars out of the hole.

The men on NE-1 are railroad men. The brakeman, fireman and flagmen are the younger guys; the engineer and conductor are the older guys. They're all sons of railroad men. George Cefferillo's father was with the railroad for 50 years. His grandfather worked for the Delaware & Hudson for 51 years. They know their work. They know when the signals will come into view - red light to wait for another train to pass onto one of the double irons, yellow light to go slow. They flip through the sheets that tell the story of the cars on this train - who owns them, where they came from, where they're going, what they carry, what they weigh and whether there are dangerous cargos or "pigs" (piggy-backs are the cars which carry truck trailers). They know the dams on the rivers and what to look for at crossings. They wave to Boston & Maine executives walking the tracks in coats and ties next to the Boston & Maine railriding passenger van. They don't believe the teen-agers walking the tracks flipping stones. They rumble through North Adams, watching the downtown redevelopment.

They wail the horn before crossings in remote parts of east Rensselaer County, N.Y. They watch to see who waves.

They all say they like their work, but they don't know why.

"What's the great fascination with the trains?" asked flagman Jerry Maratto. "You always see guys hanging around the tracks with cameras and all that. What's that all about?"

The colors of a train? The power of a train? The history of a train? The places a train has traveled? The romantic life of a train and trainmen?

"Little do they know," Jerry Maratto said. "Little do they know."

NE-1 arrived in Mechanicville at 4:30 PM. The crew lived in Mechanicville or nearby towns. They were glad to be home for supper. The next day they were due at the yard at 5 in the morning to find out where they'd be going. ☘

TOWER A CHANGES

The new tower
the Char

the B&M on
Johnson.



Clockwise from top: Old and new side by side; the control room in the new tower, featuring the same drawbridge controls from the old tower; the newly completed structure; and the old brick tower, which entered service November 13, 1931 and operated as an interlocking tower until 1993, when operations were consolidated to a new dispatch center at Cobble Hill in Somerville, MA. Until recently, only the drawbridges were operated from the old structure which awaits demolition.

ANDREW'S EXCURSIONS #2

DUNSTABLE, MA ON THE OLD NA&B



The first of two keystone arch bridges in Dunstable, MA on the former Nashua, Acton and Boston line which was abandoned way back in 1925. This bridge spans across the Joint Grass Brook about half a mile north of Main Street and is in excellent shape. This photo was one of two shots that I didn't lose due to a memory card failure on my first visit in 2012. Andrew Riedl photo, November 25th, 2012.

I've always been a fan of a nice stone arch bridge, particularly one relating to railroad operations. They have so much character, engineering marvel, and they also just look really cool as well. Many B&M enthusiasts are familiar with the massive stone arch bridge in Westford, MA that was located along the former Nashua, Acton and Boston (NA&B) Line and it is one of my favorites as well to hike to and photograph.

However, there are two other stone arch bridges along this line that still survive to this day, as well as another interesting artifact nearby one of them. The NA&B itself was an early victim of lack of business in that it was abandoned way back in 1925. The line passed through a fairly rural area that generated low levels of passenger and freight traffic even before the automobile and truck were competing with the railroad.

The small town of Dunstable, MA, located just south of Nashua, NH is not a location that often comes to mind when you're thinking about the B&M, and sometimes one has to be reminded that it's not located on Cape Cod! However, a fine hike through the woods on the former NA&B right of way is possible in Dunstable, and for the careful observer there are treasures to be found.

Years ago I explored the Dunstable part of the old right of way, but unfortunately due to a camera

memory card malfunction, I lost all of my pictures except for one of each of the two stone arch bridges. I have to admit though, I was not too disappointed by this development as it gave me a good excuse to return to this abandoned right of way this past November for more pictures and exploring, this time with my family's yellow lab in tow as well. This would be a most enjoyable hike for him as well!

The section of right of way the bridges can be viewed on is between Main Street and the New Hampshire boarder. A small opening on the north side of the street where the tracks once crossed a long time ago can be used a small parking area, although the surface is fairly rough so all-wheel drive is recommended. To the south side of Main Street is presumably where Dunstable Depot was once located, though no trace of it remains today. You quickly enter the woods with a few homes on the right side and a horse farm on the left.

Soon after the farm you get to a section where you can tell it is a fill over some wetlands. This is where the first of the two bridges is, which spans across Joint Grass Brook and can be accessed by walking down the embankments to the water level. This bridge is no more than half a mile from Main Street. You then continue to walk through the woods on the right of way which is a long tangent with towering trees on either side. You feel like you're not making progress due to the unchanging vantage point, but eventually after passing what looks like it could have been a sand pit many years ago, you reach the next bridge which crosses the Salmon River and even has a small "beach" next to it.

Like the first bridge, you can walk down the embankment next to it to get the water level views. This also marks roughly where the right of way ends due to development as the trail crosses the state line from Dunstable to Nashua, and a really neat old granite boundary marker can be viewed here with the date "1894" etched into it. (This marker is about 500 feet further north of the second bridge on the right hand side just before the right of way is chopped up by a housing development.)

Both of these bridges are fairly modest looking, and it's hard to imagine them holding up massive freight trains and then surviving a century later, but it is a testament as to how well these bridges were constructed, and how the keystone arch concept has been so successful over the centuries. I very highly recommend this hike for bridge enthusiasts. It's also great for trail runners and dog walkers as well. Happy exploration! ☘

BOSTON AND MAINE



ABOVE: Snow Trains returned to the Mount Washington Valley in the early months of 2020. These wildly popular excursions operated between North Conway and Attitash were frequented by skiers, vacationers, railfans and the general public alike. *Conway Scenic Railroad photo.* ☿

ABOVE: Wayne Johnson sent us this picture of the old East Milford, NH station preserved on the property of Ciardelli Fuel in Milford, NH, mere feet from its former position along the modern-day Hillsboro Branch. ☿



ABOVE: A solid lash-up of EMD GP38s is a sight likely not seen since the days of the Boston & Maine in the 1970s and 1980s, but history repeated itself - in a way - in late February and early March. Dan Giaginis captured this image of five Norfolk Southern EMD GP38-3s building train 28W-02 in Gardner, MA on March 2, 2020. The occasion? Continued repairs to the Hoosac Tunnel since its partial collapse in January have resulted in the detouring of many Fitchburg Mainline trains over the Vermont Railway, where weight restrictions require the use of four-axle locomotives. Norfolk Southern assembled the consist of veteran locomotives which took autorack train 27W to Gardner for interchange with the Providence & Worcester, then returned as train 28W-02. Following their brief weeks of detour appearances, these units were promptly returned to Altoona, PA and are reportedly now up for sale. ☿

1909 Station Changes on the B&M

Provided by Bob Warren

In 1909, the annual report of the Railroad Commissioners of the State of New Hampshire reported that the station names had been changed due to a head-on collision at Haverhill, Massachusetts, on March 20, 1908, following a mixup in train orders due to a confusion with station names. "East" had inadvertently been dropped in train orders for a meet at East Haverhill. The commissioners preferred a station with a single word, not two words. Station names changed were:

| <u>Old Name</u> | <u>New Name</u> |
|------------------------|-----------------|
| Andover Plains | Alpine |
| Centre Ossipee | Mountainview |
| East Lebanon | Mascoma |
| East Tilton | Lochmere |
| East Haverhill | Oliverian |
| East Westmoreland | Gilboa |
| East Andover | Halcyon |
| East Wakefield | Burleyville |
| Grafton Centre | Cardigan |
| Mount Sunapee | Edgemont |
| Marlboro | Webb |
| Marlboro Village | Marlboro |
| North Concord | Boyce |
| North Haverhill | Blackmount |
| North Lisbon | Barrett |
| North Boscawen | Gerrish |
| North Wakefield | Mathews |
| Ossipee Valley | Lakewood |
| South Lancaster | Mountorne |
| South Danbury | Converse |
| State Line (East Div.) | Atlantic |
| South Keene | Joslin |
| West Rumney | Montview |
| West Concord | Garrison |
| West Henniker | Emerson |
| West Ossipee | Mount Whittier |
| West Andover | Gale |

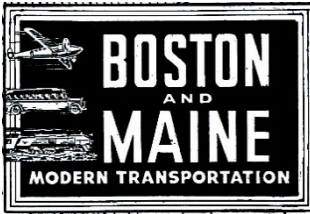


West Canaan

Pattee

West Windham

Anderson



Vignettes from the Archives



ABOVE: Rockingham, NH, June 8, 1952. Boston & Maine 4-6-2 #3712 at North Station on an RRE Special to Waterville, ME making a water stop at Rockingham Junction. The spout would not shut off, leading to a track washout and a freight derailment! Dana D. Goodwin slide and collection, B&MRRHS



THI

ABOVE: B&A / NYC #4032 on the "New England States Limited" detouring over the B&M at West Fitchburg, MA. 1952. Dana D. Goodwin slide and collection, B&MRRHS Archives

1930 - 2020



Salem, MA, September 1, 1981. Ted Urbanski (Left) and Sam Whitmore (Right). Courtesy Larry Urbanski.

SALEM, MA - Theodore (Ted) Urbanski, 89, passed away peacefully on April 18th, 2020 after a brief illness. He was the loving husband of the late Mary (Rizzotti) Urbanski, with whom he shared 65 years of marriage with.

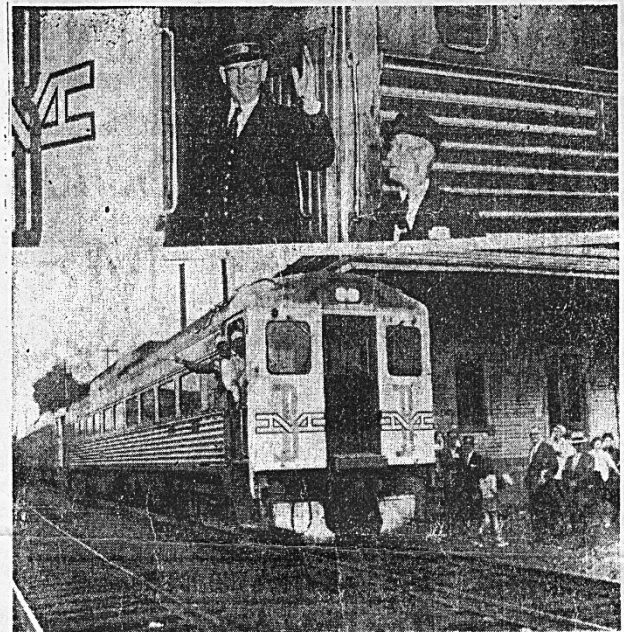
A lifelong resident of Salem, Ted was the son of the late Francis and Anastasia (Dobyniecki) Urbanski. He graduated from Salem High School in 1949 and went on to serve in the Marine Corp. during the Korean War. After his time in the service he returned home and in 1954 he married his high school sweetheart Mary, who he raised 6 children with.

Ted worked as a brakeman for the Boston and Main Railroad for over 40 years until his retirement in 1992. He was a loving father, grandfather, and great-grandfather and enjoyed spending time with his children, grandchildren, and great-granddaughter. He loved listening to polka music, going to the casino, and getting his scratch tickets from the corner store.

Ted is survived by his children: Ted Urbanski of Peabody, Paula Donnelly and her husband Larry, of Lynn,

Lawrence Urbanski and his wife Janice, of Boxford, Stephen Urbanski and his wife Janice. of Beverly. Maria Bouchard LeBlanc and her husband Shawn, of Peabody. He is also survived by his grandchildren: Stephen Urbanski, Meghan and Tim Lever, Nichole Urbanski, Jenn and Paul Messina, Kristen Donnelly, Lauren Donnelly, Christopher Urbanski, Emily Bouchard, Sydnie LeBlanc, and Cody LeBlanc as well as his great-granddaughter Evelyn Lever. He is also survived by his sister Regina, his sister-in-law Pauline Tribou as well as many nieces, nephews, family, and friends. Ted was predeceased by his wife Mary, his parents, and brothers: John, Edward, Paul, and Thomas. His brother, John, was a trainmaster for the Boston & Maine for many years. ☘

Murphy Funeral Home Obituary



TRAIN SERVICE ENDS IN DANVERS

Once upon a time Danvers had nearly a dozen railroad stations. Down to one, the town now hasn't any use for that one. Friday night at 6.30 the last passenger train rolled to the station and rolled out of town—the whistle tooting the end of an era. Conductor John F. Welch of Salem (left in upper photo) and Brake-

man Herbert Baldwin alight from the train for the last time. In bottom picture, a few sentimentalists are on hand to see the last train pull out. Firemen George Osborn of Salem, and Engineer Charles Fish of Wilmington wave before rolling into the past. **JUNE 12 1959** (Staff Photos)

With the recent passing of "Neutron" Jack Welsh; GE's two decades long famous--or infamous--President, It should be noted that his father, John F. Welsh, was a career B&M man. J. F. Welsh hired out on July 11, 1919 and was promoted to conductor June 7, 1938 By the time of the photo of the last Danvers train he'd been on the roster for nearly 40 years!



“About a week ago, Eric Emery and I made a trip from Sandown to Greenland, NH, stopping at Rockingham Junction where a local freight was waiting for clearance to Portsmouth. It was obvious that the station at Rockingham was about to be moved to the west away from the main line. I realized I had a last chance to take a photograph with the station at the same location as it was in 1964. At that time I met agent/operator Harold Thompson who came out to the door and talked to me for a while. Probably in his 60's or 70's, he wore a straw hat that was common in the 1890's through the 30's at least. His appearance captured that of many an old time railroad worker. Back to the present in 2020, Eric snapped an image of me in the same place that I had taken Mr. Thompson's photograph c1964. Superimposing the two images produced a photograph covering 56 years of time at the same location. I was born in 1942, Mr. Thompson was born circa 1910. This produces a photo covering 110 years of lifespan, quite remarkable to think about. The day was a landmark to me and left me with a feeling of satisfaction and thankfulness for a long life. So for all of you who work hard to capture railroad history, every moment has an opportunity to tell a story. You just have to work a lot harder to find traces of the past, I wish you success.”

Dane H.G. Malcolm, March 8, 2020.

Boston & Maine Railroad Historical Society
Incorporated

P.O. BOX 9116 • LOWELL, MA 01853-9116

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