

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."

July - August 2020

Meeting/Membership Telephone Number (978) 454-3600

www.bmrrhs.org

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*American Freedom train at Plaistow, N.H., April 19, 1975.
Taken by and submitted to B&MRRHS Archives by John Clemons.*

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, on our Facebook page, and by calling the Society phone number, (978) 454-3600.

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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.

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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.

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.

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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 late June:

- William Butman, Chicopee, MA
- Matthew Ellsworth, Danvers, MA
- Robert Ey, Hopewell, NJ
- Stephan Greppi, Lexington, MA
- Carl Kersting, Beverly, MA
- Jesse Mazzie, Medford, MA
- Michael Prior, Hathorne, NJ
- Patrick Rueb, Blue Point, NY
- Diane Stutsrim, Wilton, NH
- John Vincent, Waterbury, CT
- Gabriel Wathne, Salem, MA
- Lawrence Weston, Danville, 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

I hope you are all enjoying the warmer weather and the summer months while staying safe and healthy! It is a disappointment that we were unable to attend the Lowell Folk Festival this summer due to its cancellation; however I am finding the summer months, what is our usual summer hiatus, easier to get used to during this extended period without Society meetings. Speaking to several other Society members, it seems that throwing ourselves into projects both helps turn a negative into a positive, and helps take advantage of idle time. I hope to see you at a meeting soon; and please send us a letter if you have general news, a project in mind, or would like to tell us what is keeping you busy during this time.

– Rick Kfoury, Newsletter Editor



Trucks—C&O
"I've got three kings and ten years' seniority to beat your four aces!"



FROM THE ARCHIVES

B&MRRHS Archives Report
Rick Nowell, Archives Chairman

July 11, 2020

The University of Massachusetts Lowell's Center for Lowell History, where our Archives are housed, which closed on March 16, in response to the Covid-19 pandemic, remains closed at this time without any indication of when it will reopen.

Long-time archivist at the CLH, Janine Whitcomb, accepted an early retirement offer from the University and retired on June 30. Ever friendly and helpful, Janine always made a great impression on our visitors. We will miss her. Tony Sampas, who has worked as an archivist in the Lowell Library system for several years, will be taking over for Janine.

Working from home, I have been able to offer assistance with questions about the B&M, MEC, and their predecessors. Some recent examples:

- Provided copy of MECRR right of way map, Lewiston, Me., for a surveyor.
- Provided information about two old stations in Somerville (Elm Street and Willow Avenue) on the Lexington & Arlington RR, for a researcher.
- Question about resources for Gardner, Mass. signal tower for a researcher.
- Question about standpipes along the ex-Northern RR right of way, with help from Archives Committee members, for a preservationist
- Proofread draft of 2021 B&MRRHS calendar, for Carl Byron
- Provided information on Fred Ledyard Johnson, 1886-1950, for descendent.
- Replied to inquiry about Ansel Davis Annable, possible employee, for a genealogist.
- Suggested resources for a study of New Hampshire tourist hotels in the Nineteenth Century, for a researcher.
- Deferred inquiry for Central Mass bridge pictures in vicinity of Wheelright, Mass. until reopening. Chicopee Watershed.
- Question about occupation of B&M employee Perry Bigelow Thacher, Genealogist

Visitors to the On-Line Archives at www.bmrrhs.org will notice a new section "Freight Car Data." Archives Committee member Ken Akerboom has created a very useful historical and technical guide to B&M freight cars, containing *Official Equipment Register* detail, photos, and drawings. This will be of great benefit to modelers and photo identifiers, and very entertaining for casual visitors to our website. Many thanks to Ken for sharing his years of research with us, and we urge everyone to browse through this impressive body of research.

I have been spending one or two afternoons per week at North Chelmsford, cataloging new additions to the Archives, culling out off-topic materials, and scanning large format documents. I continue to write captions for and to post photos to our Flickr site, www.flickr/photos/bmrrhs. I post a few every week and we now have just over 2100 photos free for viewing by the public. I have also completed uploading right of way maps for the MEC Lower Road (Valuation Section 1) and have uploaded about half the maps of the Back Road (Valuation Section 2). This is a very time-consuming process, which requires creation of standardized data about each map. The maps are uploaded to the Internet Archive, and the upload time is very long. As a result, progress has been slower than desired.

Respectfully submitted,

Rick Nowell

Archives Chairman

HARDWARE COMMITTEE REPORT

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

The Hardware Committee has not met recently on account of the COVID-19 pandemic; however, they continue to field questions and inquiries about B&M artifacts and donations. Please reach out to Dan, hydesierrahd@aol.com, or Richard, railroad.nichols@gmail.com.

ONLINE COMMITTEE REPORT

We've continued to have online presentations on our Facebook page. These presentations then end up on YouTube afterwards. We've had overwhelming positive feedback with these live events. A lot of you have reached out to me expressing interest in having our normal meetings that occur on the second Saturday of the month live streamed online. I will definitely explore the possibilities of that. Unfortunately on our Facebook page we have stopped our daily picture posts, due to several cases of re-posting and modifying without credit to the Society or original photographer. The online committee is planning on starting filming back up for our Minuteman Tales videos soon! If anybody has any suggestions of ways we can grow our reach online, or things you might be interested in us doing, please send me an email!

James P. Nigus
Webmaster
Vice President

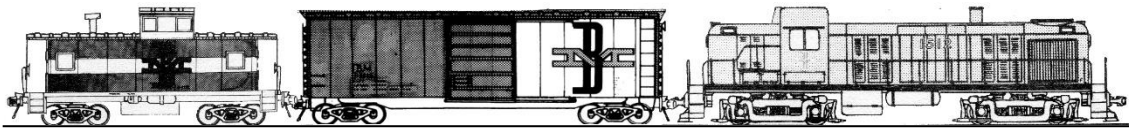
BMRRHS@gmail.com

BMRRHS ELECTION NOMINATIONS

Nominations for Officers and Directors of Boston and Maine Railroad Historical Society, Inc. are due at the Society's post office box no later than October 1, 2020. If you nominate someone other than yourself, be sure to get an OK from that individual before submitting his or her name.

Submit nominations to:

B&MRRHS - Nominations, PO Box 9116, Lowell, MA. 01853



“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 June or July. 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! ☘

PAN AM RAILWAYS FOR SALE

EDITED FROM TRAINS.COM

BILLERICA, MA. — New England regional Pan Am Railways is for sale. The privately held company, owned by 78-year-old Tim Mellon and other investors, has enlisted BMO Financial Group to assist with a potential sale transaction, according to multiple railroad industry sources. Pan Am officials did not respond to a request for comment.

Industry observers say there will be considerable competition to buy Pan Am, which operates on 1,700 route miles and is the largest regional railroad in North America. “I would expect that everyone is going to be interested in it,” says independent railroad analyst Anthony B. Hatch. Before the pandemic, interest in short line and regional railroads had been increasing as financial firms — including global infrastructure funds — joined traditional shortline holding companies in bidding for railroads that have gone on the block. And that has translated into higher valuations for railroads as investors

seek long-lasting infrastructure that can offer a combination of stability and growth.

Despite changing traffic patterns in New England, Pan Am has been profitable every year since it was founded in 1981 as Guilford Transportation Industries. The system stretches from the Albany, N.Y., area to Maine and includes trackage of the former Maine Central, Boston & Maine, Portland Terminal, and Springfield Terminal railroads. A haulage agreement with a trio of Irving short lines — Eastern Maine Railway, Northern Maine Railway, and New Brunswick Southern ± extends Pan Am’s reach into northern Maine and Saint John, New Brunswick.

Pan Am and Norfolk Southern in 2008 formed a joint venture called Pan Am Southern that consists of 437 miles of rail lines and trackage-rights routes, including the B&M main line between Mechanicville, N.Y. and Ayer, Mass., that provides NS access to the Boston area via its so-called Patriot Corridor. Pan Am’s Springfield Terminal subsidiary operates the Pan Am Southern, which also includes the north-south route Pan Am uses between White River Junction, Vt., and its branches in Connecticut via Springfield, Mass.

In the event of a sale, it’s unclear whether a new owner could simply step into Pan Am’s shoes in the Pan Am Southern or if NS would buy Pan Am’s stake in the joint venture. An NS spokesman declined to comment. Pan Am connects with three other Class I railroads — CSX Transportation, Canadian National, and Canadian Pacific — and 14 short lines. Potential acquirers include shortline holding companies such as Genesee & Wyoming, OmniTRAX, and Watco. G&W already has a major presence in New England through its four railroads in the region, which include Pan Am connections New England Central, Providence & Worcester, Saint Lawrence & Atlantic, and Connecticut Southern.

Infrastructure funds could emerge as buyers, as well, Hatch says. Notable deals last year included Brookfield Infrastructure Partners taking G&W private, as well as First State Investments acquiring shortline holding company Patriot Rail & Ports. Also possible suitors: CN and CP, both of which have said they are interested in buying adjacent short line and regional railroads. CP just completed its acquisition of Central Maine & Quebec, which connects with Pan Am in Maine. “We know the Canadians are looking to grow by offline acquisitions,” Hatch says. But CN has reportedly passed on the opportunity to bid on Pan Am. ☘

VINCENT "VIN" TERRILL, SR.



After 94 active years, Vin Terrill, long-time Manchester (MA) resident, died peacefully in his home on June 24. Vin and his wife Alrie moved to Manchester in 1955 where they raised their three children, son Vinny and daughters Linda and Sarah.

Vin loved his 58-year career in railroading. He began his career with the Boston & Maine Railroad, 1952-1985. In 1985 he was hired as the president and CEO of Speno Rail Services. After five years, he became the Director of Pandrol Jackson, Inc. He formed his own consulting firm in 1990 and worked for another twenty years as President of Terrill Track Consultants.

During those 58 years, Vin was involved at the highest levels in the industry's professional organizations. He served on the Transportation Research Board; as Director of the New England Railroad Club; as President and Past President of the AREA, President and Past President of the Railroad Engineering Manufacturers Suppliers Association, Past Governor of the Railway Progress Institute, Past President of the New England Railroad Club and Town Designee to the Massachusetts Bay Transportation Authority. He was known throughout the industry as an entertaining speaker. He never used notes and spoke until they turned the lights off. He had a gift for remembering people's names and stories about them. Whatever event he attended, he was the emcee.

In recent years, Vin's service to his country has received attention. He served in the Army's 96th Infantry Division on Okinawa. He rarely talked with his family about the war, but in January, 2020 Vin was reunited with fellow WWII veteran PFC Harold Stryker, 95 who Vin

assumed was dead. The pair had served together in the 96th Division "Deadeyes" during the Battle of Okinawa in Japan. Every moment of their reunion in Manchester was filmed for the documentary series Honor Flight Heroes.

Vin is survived by daughter and son-in-law, Linda and Dale Chapman of Alton, IL; son and daughter-in-law Vinny and Maureen Terrill of Manchester; daughter and son-in-law Sarah and Lyons Davidson of Lynchburg, VA and beloved friend Susan Martineau. He has seven grandchildren Rachel and Isaac Chapman; Brenden and Sean Terrill; and Hannah, Libby and Jette Davidson. He was predeceased by his wife Alrie.

He was well known at Old Wheels up thru the beginning of 2019, and attended Society meetings last year where his presence added greatly to the discussion. There will be no public funeral, but the family is hoping at a later date (Covid-19 notwithstanding) to have both some form of church memorial service and a further gathering of former railroaders to share stories and memories.☘

Adapted from The Cricket and information from Alan MacMillan.

Those We've Lost This Year

Theodore Urbanski, former brakeman, passed April 18, 2020, at age 89.

Arthur Fiset, former Signal Maintainer, passed May 14, 2020 at age 92.

Ron Helmer, former Supervisor MBTA RR Operations, passed May 28, 2020 age 74

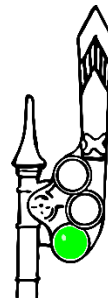
Wayne Slayton, former Laborer at BET, passed May 31, 2020 at age 78.

John O'Keefe, former General Counsel, passed June 5, 2020 at age 88

Randy Deming, Locomotive Engineer, passed June 10, 2020 at age 63

Charles Artz, former Conductor, passed June 19, 2020 at age 94.

Vincent Terrill, former VP Engineering, passed June 24, 2020 at age 93.



High Green, Gentlemen!

The Goodwin Line, 'A Decent Little Railroad in New Hampshire'.



By CHRISTOPHER LINDSAY Associated Press Writer, 1978

Transcribed from a copy in the B&MRRHS Archives by Rick Kfoury

It's the kind of railroad whose two-man crew pulls up to a grade crossing at lunchtime, sets the brakes, locks the cab and ambles through the snow to the diner. The two-year old Goodwin Railroad links a paper mill in Lincoln with the-outside world, via the Boston & Maine railroad yard in Concord - a distance of about 70 miles.

Seven people run the entire non-union line, each doing a bit of everything. The railroad owns one locomotive, a 1,600 horsepower Alco built in 1953. The track more or less belongs to the state, which is taking it over from the B&M through condemnation, although it technically is the Northern Railroad, once part of the Concord & Montreal. B&M filed to abandon it several years ago.

Now, where passenger trains once high-balled along the shores of Lake Winnepesaukee, Goodwin's engine pulls out of Lakeport daily, coupled to a half-dozen freight cars rumbles southbound to Concord on day, north to the papermill the next. Above Northfield Hill, the engine idles while Brian "Woody" Woodward and Dick Mauser down cheeseburgers at Jimmy's Drive-In, a quick walk away.

On a recent snowy day they entertained some visitors in the wood-floored locomotive cab. "Come in here, I can't see where I'm going," complains Woody as a photographer clammers outside on the running board. "Never bothered you before" counters Mauser. The train wobbles along the old roadbed, most of which has been repaired at a cost of more than \$2 million, largely in federal money. On a recent morning the train squealed out of Lakeport for Concord to pick up a string of cars and have the two crewmen attend a lecture on hazardous cargoes. Woodward sums it up with scorn. "Not only do we haul flammable fumes, we'll have to haul flammable government paperwork."

As the train rocked along, motorists waved. "There's something instinctive about it," says Mauser. "They see a train and the arm starts to flap." Some of the route parallels Interstate 93 and truckers toot their horns, Woody

blasts back with the whistle. "Summah's ovah," he yells in a thick New Hampshire accent out the cab window to laborers working under a bridge being rebuilt near the track.

THE TRAIN LURCHES forward, teetering along curves banked to accommodate high-speed passenger trains but which seem to threaten the slow-moving little freight. The worst speed is around 15 mph, Woodward explains, when a harmonic oscillation occurs as the weight of the locomotive resonates with the rails and the train vibrates mercilessly. "Your knuckles turn white," says Mauser. "You ought to see them at night - they glow in the dark," says Woodward.

Herbert Goodwin runs the railroad that bears his name. The quiet owner of a Hooksett construction company, he says that if more federal dollars are approved for track rehabilitation, the railroad could turn a profit later this year. The state funnels "a little in excess to \$100,000 a year" to make up the railroad's deficits, says Charles Chandler, executive director of the New Hampshire Transportation Authority. "There are a lot of pluses right now on the line," says Chandler, whose agency reviews the line's operations monthly. New England Pulp and Paper Co. in Lincoln takes in pulp from Canada and ships out paper. Along the line are about 30 other customers that receive grain, lumber, propane, scrap metal and other commodities.

The Goodwin line is a "decent little railroad providing a service to rail-dependent customers," says Chandler. Some of them could be served by trucks without the public money involved in the rail subsidies, he says.

"I don't know if it's really a matter of life or death, but they'd be in a really diminished financial position if the customers didn't have it (the railroad)," he says. "The loads that a train can carry compared to what a truck can carry are so different that the differential in cost between train and truck on these larger, bulkier, heavier commodities (is such) that there is an economy to it that without it, I'm sure the companies would be hurting," Chandler says.

Aboard Goodwin locomotive No. 1, Woodward and Mauser tell of encountering deer and livestock along the track. "A cow isn't very intelligent, we figure," Woody says. "We keep gaining on them and they finally figure out that's not the place to be," he adds, The Goodwin has had its share of minor derailments. But as Woody says: "Getting the train back on the tracks is twice as easy as filling out all the federal forms."

As the air-powered windshield wipers click back and forth, he and Mauser speak of plowing through deep snows of winter. The locomotive has steel plows bolted to both ends and in snow a rubber extension is attached that clears the top of the rails. But it didn't help one wintry day when Woody slammed the train into a snowdrift and got dead stuck in the middle of the track. "It was embarrassing," he said, to have to hire a contractor to drag out the engine with a front-end loader.

But railroading is in both men's blood and they'll probably keep at it. Mauser is a University of New Hampshire engineering graduate. Woodward, who lives in a parked caboose in Meredith, went to college for a semester, but traded the pursuit of entomology for keeping the bugs out of his locomotive cab. "He's the Billy Carter of the Woodward family," says his brother Ellis, New England public relations spokesman for President Carter's re-election committee. ☘

BOSTON AND MAINE RAILROAD
ENGINEERING DEPARTMENT

OFFICE OF SUPERVISOR WORK EQUIPMENT

STATEMENT SHOWING SHOP EXPENSE INVOLVING MAJOR REPAIRS
TO LOCOMOTIVE GRANS AT CONCORD SHOP, N.H., YEAR 1947

CRANE NO.	MAKE	IN SHOP	OUT SHOP	LABOR	LABOR		MATERIAL	MATERIAL		TOTAL
					5%	OVERHEAD		10%	OVERHEAD	
W-3350	American	1/1/4/46	1/4/47	\$1930.85	\$1061.97		\$1226.89	\$122.69		\$4342.40
W-3318	Link Belt	1/4/47	1/8/47	480.14	264.08		85.96	8.60		838.78
W-3320	Link Belt	1/2/47	1/22/47	1920.63	1056.34		779.19	77.92		3834.08
W-3347	Ind. Brownhoist	2/5/47	2/17/47	294.94	162.22		113.50	11.35		582.01
W-3351	American	1/31/47	2/3/47	176.17	96.89		13.93	1.39		288.38
W-3340	Link Belt	2/5/47	2/26/47	1247.69	686.23		662.59	68.26		2684.77
W-3340	Link Belt	2/28/47	3/11/47	606.24	333.43		112.47	11.25		1063.39
W-3341	Link Belt	3/24/47	3/27/47	164.61	90.54		78.65	7.87		341.67
W-3342	Link Belt	3/12/47	3/31/47	2159.03	1187.47		1173.71	117.37		4637.58
1562	Phew-Lorrain	12/19/46	3/24/47	3735.86	2054.72		1346.99	134.70		7272.27
W-3318	Link Belt	3/28/47	4/21/47	2102.29	1156.26		1330.79	133.08		4722.42
W-3380	Browning	4/1/47	4/15/47	304.47	167.46		98.96	9.90		580.79
W-3320	Link Belt	6/3/47	6/14/47	320.81	176.44		662.43	66.24		1225.92
W-3347	Ind. Brownhoist	6/9/47	6/12/47	171.65	94.40		15.97	1.60		283.62
W-3318	Link Belt	6/19/47	6/30/47	543.25	298.79		249.25	24.93		1116.22
W-3347	Link Belt	6/19/47	6/23/47	102.13	56.17		81.02	8.10		247.42
W-3318	Ind. Brownhoist	3/28/47	4/21/47	102.13	56.17		81.02	8.10		247.42
W-3346	Link Belt	8/8/47	9/16/47	1335.30	734.42		720.84	72.08		396.99
W-3301	American	8/15/47	9/18/47	527.29	290.01		94.05	9.41		2862.64
W-3349	Link Belt	8/22/47	9/6/47	814.60	448.03		1271.30	127.13		920.76
W-3341	Link Belt	10/4/47	10/7/47	185.24	101.88		7.68	.77		2661.06
W-3302	American	9/30/47	10/11/47	605.20	332.86		34.61	3.46		295.57
W-3345	Ind. Brownhoist	1/30/47	10/25/47	3753.28	2064.30		2621.27	262.13		8700.98
W-3319	Link Belt	10/25/47	11/10/47	1351.12	743.12		1009.96	101.00		3205.20
W-3350	American	11/7/47	11/18/47	604.73	332.60		2091.70	209.17		3238.20
W-3317	Link Belt	11/18/47	12/11/47	2401.99	1321.09		2628.80	262.58		6611.46
W-3380	Browning	11/25/47	12/6/47	434.50	238.99		94.85	9.49		777.83
1563	Northwestern	12/13/47	1/7/48	409.73	225.35		80.36	8.04		723.50
				\$28,683.74	\$15,776.06		\$19,101.73	\$1872.66		\$65,432.04

ANDREW'S EXCURSIONS #3

CLIPPER CITY RAIL TRAIL

B&MRRHS MEMBER ANDREW RIEDL



The massive iron swing bridge over the Merrimack River at the end of the Clipper City Rail Trail in Newburyport. Left in this open position since 1965, the open center swing span can be seen in the distance on the right, this cut the Eastern Route from a mainline between Boston and Portsmouth into two branch lines. The embankment leading up to the bridge has been demolished for trail construction.

This past winter I had the joy of becoming a father to a beautiful baby boy. During the month of May, I was off work on paternity leave. While the recent COVID-19 outbreak limited many of the activities that my son and I could do together, two of my favorite pastimes, exploring rail trails on the former B&M system and active train watching were still safe and easy to accomplish while spending quality time together.

One of my favorite trails that we explored together was the Clipper City Rail Trail in Newburyport, MA which utilizes roughly one mile of the former Eastern Route main line between the current Newburyport Commuter Rail station to the long abandoned iron swing bridge over the Merrimack River. Commuter Rail was restored to Newburyport by the MBTA in 1998 after a 22 year abandonment, but terminated at a new park and ride facility south of the downtown, as opposed to the B&M service which used the station at Washington Street until it burned down in 1968. While short in length, this trail is a must for any B&M fan, as there are plenty of historic railroad artifacts along the way that will not disappoint, and Newburyport itself is one really great town to explore as well.

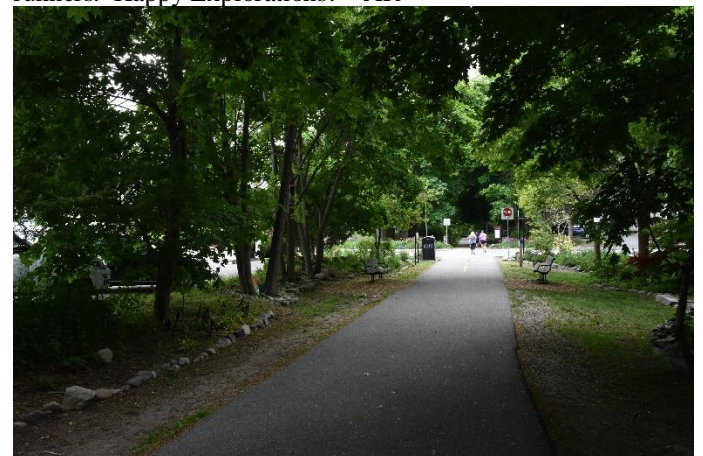
We parked at the Newburyport Commuter Rail station which had an all but empty parking lot on this warm, muggy Friday morning due to COVID limiting people traveling by train. During better times, one could park downtown and do the trail in reverse order as to how I'm presenting it here. With my Nikon DSLR ready to document, and my son snug in the stroller, we set off towards the downtown. The first artifact that we came across was an old mile post which was next to the trail and right behind the Riverwalk Brewery. What I found most

curious about this milepost is that it was etched "N 1" on one side which presumably stands for Newburyport. I reached the conclusion that this may have been a mile post from the old Newburyport City Branch that may have gotten transplanted to this location, because the city branch broke off from the mainline well before this location to the south. (If anyone knows the story behind this interesting milepost, I'd love to hear it, by the way!)

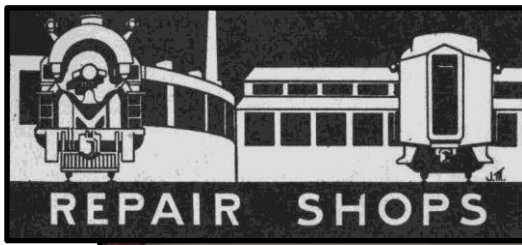
Continuing north we crossed over Low Street on a new bridge that replaced the former railroad bridge, and soon we were enjoying all sorts of art and sculptures that line the trail all throughout its length. Some of these sculptures were even made with old spikes from the former line! A plaque marks the approximate location where the roundhouse was once located, and close to that an old piece of switch rail still remains as a monument to what was lost. We crossed under Route 113 and then passed the former station site at Washington Street. Platform curbing which I had spotted there about 12 years ago has since been removed.

Arriving at the bridge over Merrimack Street, a granite bridge marker 37.37 sits adjacent to a plaque describing a train wreck at this site many decades ago. Soon after crossing this bridge you arrive at the end of the rail trail at the massive rusty swing bridge over the Merrimack River which has not moved since 1965. This is one of the biggest obstacles to one day restoring passenger service from Newburyport to Portsmouth, NH, and I have read that the cost of repairing or replacing this bridge is absolutely prohibitive. It is still an impressive sight to behold though, even in its current inoperable state. From this point you can connect to the Newburyport riverwalk which will take you into the downtown with plenty of shops and restaurants to explore.

While not the longest trail, the Clipper City Rail Trail offers a very interesting looks at the former Eastern main line in Newburyport. It's a smooth and easy walk with plenty to see for the railroad archeologist. It's also great for cyclists and runners. Happy Explorations! – AR



Looking south at the site of the former B&M Newburyport depot, the Washington Street crossing can be seen in the distance and the station was once on the left were a condo complex now sits The new MBTA Commuter Rail station is further south of here and as opposed to the old downtown station that brought passengers fairly close to the center of town, this new station is convenient for commuters from all over the general area to use. Both photos, Andrew Riedl, May 29, 2020



When the wooden train order boards at the Ashland, NH station broke over the winter, a request went out from Jane Sawyer of Ashland Historical Society's Railroad Station Committee for replacements. Coordinating with Jane and Newsletter Editor Rick Kfoury, B&MRRHS member Zach Knutsen of Swanzey, NH (above), an employee of EVS Metal in Keene, was able to fabricate a new powder-coated steel set from a blueprint provided by Jim Smith. The blades were delivered to the station on July 13 and will be installed on the working train order mast. The beautiful 1869 depot, last used by the B&M for passenger service in 1959, was donated to the town by Vera Curley in 1980. Trains still stop here during the Winnepesaukee Scenic Railroad fall foliage trips to Plymouth.

