

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

# NEWSLETTER

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

**September - October 2020**

Meeting/Membership Telephone Number (978) 454-3600

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

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***Hillsboro Branch local freight N-1 with SW-1 #1129 crossing Main Street, Nashua, NH; October 24, 1975.  
Winford T. Nowell slide, Rick Kfoury Collection***

## **TIMETABLE OF UPCOMING EVENTS**

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

**BOSTON & MAINE RAILROAD HISTORICAL SOCIETY**

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

Our principal activities are publication of our journal, the *B&M Bulletin*, and our *Newsletter*, monthly speakers, archives and hardware preservation, preservation of the B&M 0-6-0 switcher No. 410 and coach-baggage combine No. 1244, participation in railroad shows, and maintaining two web sites: [www.bmrrhs.org](http://www.bmrrhs.org) and [www.flickr.com/photos/bmrrhs](http://www.flickr.com/photos/bmrrhs). If you would like to join the Society, you can join on-line or download an application at [www.bmrrhs.org](http://www.bmrrhs.org).

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**About the Newsletter**

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

*Rick Kfoury, B&MRRHS Newsletter*  
*22 Country Club Dr. Apt. 33*  
*Manchester, NH, 03102*

or email [rickkfoury51@gmail.com](mailto:rickkfoury51@gmail.com).

Opinions expressed in the *Newsletter* do not necessarily represent the views of the Society, its officers, or members. Reference in the *Newsletter* to products or services is for the convenience of readers and does not constitute an endorsement by the Society. © 2020 B&MRRHS.

**MEMBERSHIP AND DUES**

Join us on-line or renew your membership on-line at [bmrrhs.org](http://bmrrhs.org). Credit cards may be used if you join or renew on-line (via PayPal). Dues are also payable by check, money order, postal money order, or cash (in person only). All payments in U.S. dollars. Please allow four to six weeks for processing.

Basic Individual - \$40	Basic & Spouse - \$43
Contributing - \$50	Sustaining - \$55
Supporting - \$80	Canada & Overseas - \$75
Benefactor - \$100	Corporate - \$500

**MEMBERSHIP RENEWAL**

Notices are sent monthly based on members' renewal dates. Envelopes are clearly marked "RENEWAL NOTICE." If a member does not pay within the renewal month, he or she may receive two reminder letters. Not responding may result in removal from the member list.

- When members renew, typically the month of renewal does not change. (A member with a 06/19 renewal date who pays in August would have a 06/20 update to renew.)
- Please review your label for the renewal date. Refer questions to the Membership Secretary.
- Renew by credit card at [bmrrhs.org](http://bmrrhs.org). Renew by mail using check or money order. You may pay by cash at a membership meeting or trains show at which the Society is present.

**CHANGE OF ADDRESS**

Please advise the Membership Secretary of your new address before you move. Returned and forwarded mail costs the Society money. Write Kathy LaValley, Membership Secretary, PO Box 469, Derry, NH, 03038.

yb

**DIRECTIONS TO SOCIETY MEETINGS**

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

- From I-495 take exit 38 and go north on Mass. Route 38; this is Rogers Street. Approximately 1.3 miles from I-495, Rogers St. forks to the left at a stop light, so bear to the left here. Rogers Hall (white pillars) is about 3/10 of a mile farther on your right. Directly across the street is Rogers Park where parking is available.
- From Mass. Route 133 (which is Andover St., Lowell, coming west from Tewksbury): Follow Route 133 west. After going straight through the intersection of Route 38 take your third left on to High Street. Take a left on to Rogers St. Rogers Hall will be on your left. Directly across the street is Rogers Park where parking is available.
- From Mass. Route 38 or Mass. Route 113 in Dracut: Get off at the overhead traffic circle as if going to Saints Hospital. Follow this to the intersection of Routes 38 and 133, take a right on to Andover St., and take your third left on to High Street. Take a left on to Rogers St, Rogers Hall will be on your left. Directly across the street is Rogers Park where parking is available.
- By MBTA commuter rail from Lowell: If you come to Lowell by train, take the LRTA Route 2 "Belvidere" bus from Gallagher Transportation Center. This bus stops at Rogers Hall.

**NEW MEMBERS**

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

- Timothy Berry, Mount Vernon, NH
- Benjamin Carlson, Jamaica Plain, MA
- Edward Crowley, Reading, MA
- Lawrence Roger Donna, St. Johnsbury, VT
- Marc Hall, Edgewater, MD
- Michael Joseph Leavey, Ashland, MA
- William H. Lee, Knoxville, TN
- Raymond E. Mitchell, Wakefield, MA
- Tim Moore, Center Harbor, NH
- Robert Perlman, Chestnut Hill, MA
- Kimberly Whitworth, Andover, MA

*Welcome Aboard!*



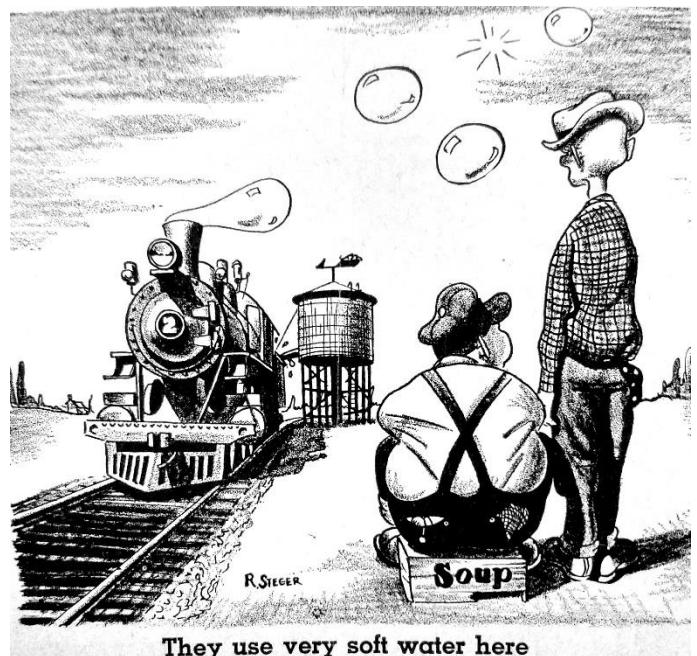
**MEMBERSHIP BADGES AVAILABLE**

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 have all stayed safe and are thoroughly enjoying the final days of "warm-ish" weather before the chill of fall arrives. I am happy to report that all of our committees are now meeting again, albeit in a limited and safe fashion. It is fantastic that we are able to access facilities and continue the work which must be done. We've got a great edition of the *Newsletter* here, with some interesting news items from the New England railroad community as well as our own committee chairmen. We're also continuing our theme of B&M-related newspaper stories, and member Andrew Riedl will take us exploring remnants in North Reading, MA. As always, thank you for your membership, support, and interest in the Society and the Boston & Maine Railroad!

– Rick Kfoury, Newsletter Editor





## FROM THE ARCHIVES

B&MRRHS Archives Report  
Rick Nowell, Archives Chairman

August 29, 2020

The Center for Lowell History, where our Archives are housed, is now open to the public by appointment only. Due to COVID-19, the CLH has limited its hours. Hours and Contact information is available on the CLH website. <https://libguides.uml.edu/archives>.

I am happy to report that the B&MRRHS collection survived the closure in good fashion. There is plenty of filing of new materials to be done, as well as the continuous process of organizing, a backlog of research requests, etc. I am planning to organize a small group work session at Lowell in September and make a couple of weekly visits there myself.

We are pleased to announce the acquisition of the Bill Gove Collection of books, maps, photos, clippings, and other material related to logging railroads in New England. Mr. Gove was the author of the well-known *J.E. Henry's Logging Railroads*. The collection, which fills a four-drawer file cabinet in Chelmsford, was the gift of Mr. Gove's estate.

Response to Ken Akerboom's Freight Car Data page on our website, [www.bmmrrhs.org](http://www.bmmrrhs.org), has been excellent. The page was consulted 621 times in July. Ken's historical and technical guide to B&M freight cars contains *Official Equipment Register* detail, photos, and drawings. Committee volunteer Gareth Thomas scanned a 1940s era B&M Mechanical Department Freight Car Classification book. Ken will be adding blueprint illustrations of the cars made from these scans to his data pages as work continues on his project.

In late July we instituted a series of small group work sessions at North Chelmsford. Sessions were held on July 30 (Rick Hurst and Jimi Smith), August 5 (Paul Burke), and Aug. 26 (Steve Butterworth and Mal Sockol). Our volunteers engaged in

- scanning and cataloging large format valplans, bridge drawings, and other documents
- cataloging a variety of material donated by Dave West
- organizing Fitchburg Division records donated by Donald Valentine
- labeling photographs from the Syd Towle Collection donated by James Teed

Masks were worn and social distancing procedures were followed. We are planning additional sessions in the month of September.

Long distance volunteers Mark Fecteau and Marguerite Gropp continued abstracting employee records at their homes. Our consolidated employee database currently has over 19,600 entries. While we do not hold comprehensive employee records, we can gather names and occupations of employees from items in our collection. This is painstaking work but we are rewarded by being able to provide information to descendants of B&M employees.

Respectfully submitted,

*Rick Nowell*

Archives Chairman

## HARDWARE COMMITTEE REPORT

The Hardware Committee of Fred Brown and Richard Nichols, had a work session on Wednesday July 15, 2020. The following donations have been received:

**Donation by Paul T. Kosciolk**

Builders Plates: B&M GP40-2 #309 Date 12/1977 – B&M GP-9 #1733 Date 6/1957  
Builders Plate: B&M GP38-2 #210 Date 12/1973  
Copper Spittoon Union Pacific R.R. – Railroad Crossing Inventory Tag B&M 52 902X  
Maine Central Railfan Trip Flyer to Waterville Maine Shops 6/8/1952  
Brass B&M Uniform Buttons 6 small & 2 large – B&M Brass Baggage Tag 21475

**Donation by Michael C. Lennon**

Clear Glass Ash Tray marked “North Station Engineers Room” 6”x 6”

**Donation by Gregory McFarland**

Wooden Bulletin Board from Dover, New Hampshire 36”x 48”

**Donation by Dennis J. Snook**

Glass Souvenir Pitcher, Union Station, Bangor, Maine 4”x 2.5”  
Two uniform Buttons - 1 MTA Token - B&M Brass Switch Key - Brass Baggage Tag 2676

**Donation by David West**

Metal Sign: Get First Aid Treatment at Power House, 14.5”x 8”

2,292 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

In the past month we’ve resumed filming *Minuteman Tales*. The new episodes, recorded at spots along the former Boston & Maine Conway Branch, are in the editing stages now and will be ready soon. They will be released as usual on our Facebook page, YouTube channel, and on the website. Our website team has been busy adding new content to all areas of the site. With still no train shows in sight, you can still help support the society by visiting our online store on our website!

James P. Nigus  
*Webmaster*  
*Vice President*

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## 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](http://www.bmrrhs.org), on our Facebook page, and by calling the Society phone number, (978) 454-3600.



### ONE GOES OUT, ONE COMES IN

CONCORD, NH. — The attention of southern New Hampshire railfans was recently cast upon New England Southern EMD SW1500 #2555, which departed the area via Pan Am’s NA-1/2 local. The locomotive is headed to Burlington, VT for servicing at the Vermont Rail System shops. VTR purchased the New Hampshire shortline earlier this year. #2555 will return following the work; in the meantime, a unit from Vermont Rail System will be sent to New Hampshire to cover for the switcher.

In related news, former New Orleans Public Belt SW1000 #1001 is inbound, purchased by the Plymouth & Lincoln Railroad, and is slated to become P&L #105. The P&L owns and operates the Hobo & Winnepesaukee Scenic Railroads. The locomotive will arrive at Concord via Pan Am and be forwarded north via New England Southern and P&L to the shops in Lincoln for testing. ☘



Pan Am Railways GP40-2LW #518 leads New England Southern SW1500 #2555 south on local NA-1 through Hooksett Village, August 21, 2020.  
 Rick Kfoury photo.

## OCS OUT AND ABOUT

AYER, MA – Pan Am Railway’s Office Car Special (OCS) ran in early August, traveling to Rigby Yard on the 17<sup>th</sup> and then to Ayer on the 18<sup>th</sup>. The train departed Ayer eastbound on the 19<sup>th</sup> and returned home to Waterville by August 20. As usual, there was rampant interest in the special train’s movement, and rumors abounded tying its outing with the railroad’s recent sale process although no formal connection was made. ☘

### TRACKMOBILE AT BROCO OIL

HAVERHILL, MA - Hayden Logan reports that Broco Oil in Haverhill now has a trackmobile to move cars around on their siding and runaround. A trackmobile is an industrial vehicle sporting both rail and conventional wheels, generally used to move freight cars around facilities. The relatively new customer in Haverhill has seen expanded service on their siding, provided by Pan Am Railways local LA-1. ☘



**Left:** Broco Oil on August 25<sup>th</sup>, 2020. Local LA-1 with GP40 #381 brought up 2 loads. Broco Oil, Haverhill Steel, and WBC Extrusion Products are the three freight customers in town.



**Left:** Local LA-1 dropping a gondola for Haverhill Steel on the Steven St siding, August 25<sup>th</sup> 2020.

*Hayden Logan photos.*

## THE FLYING YANKEE COMES TO TOWN, CIRCA 1930S

ANDOVER, NH – The Andover Historical Society of Andover, NH recently uploaded some amazing footage of B&M #6000, aka the *Flying Yankee*, arriving at the Potter Place station on the Boston & Maine’s Northern Mainline in the 1930s. To view the remarkable footage, simply type “Potter Place Andover Train Station” at Youtube.com and enjoy! ☘

## **MYSTERY ALCO MAY BE PART BOSTON & MAINE**

*ADAPTED FROM RAILFAN.COM*

NEW PRAGUE, MN. — The Gopher State Railway Museum has successfully trucked an Alco S4M to their grounds in New Prague, Minnesota. The locomotive was sold by the University of Minnesota to the group for \$1 this summer. GSRM is seeking donations to cover the \$30,000 transportation costs.

The locomotive was acquired in 1979-80 by the University of Minnesota / Foster-Wheeler Corp. Foster-Wheeler operates the power plant for the University of Minnesota, and the locomotive was used to switch its coal-fired energy facilities until 2009. The cab is certainly of Boston & Maine origin, as the “Minuteman” logo shows below the paint. However, it is not currently known which former B&M Alco switcher the cab came from, nor what else on the unit is original B&M. In the 1970s and 1980s the B&M sold many of its old Alcos to Naparano Scrap in NJ, and Scott Whitney notes that it was common for locomotive scrappers and dealers to cobble complete engines together from parts. “Without a doubt, the cab is of B&M origin. That is certain. Whether or not it is 1274, some other B&M S-4 or a kit-built unit salvaged from two or more railroads I cannot say for certain”. It is hoped that now that the engine is preserved, more examination can be done to crack the case.

“The one most important detail going against it being all B&M is the size of the number board. The B&M S-3 and S-4 units had large oversized number boards that extend to almost half the width of the radiator shutters and taller proportionally. With the likelihood that the forward body would never have been changed, that makes it very unlikely that the unit is wholly B&M. The cab is a different story. As an S-4, only B&M 1274 had the rounded rubber gasketed windows. However, all the B&M S-3's had the rounded corner windows (total of 16), as well as the Alco S-5's (6). I highly doubt the cab to be from an S-5 and some of the S-3's still exist. However, many were shipped out for scrap over the years and some of the scrap dealers were known to reclaim units that weren't really too bad off. Combining units was all too a reality.”

The locomotive was moved by truck roughly 50 miles from Minneapolis to New Prague on Monday, August 28. Though Gopher State's grounds are adjacent to Union Pacific's ex-M&StL Montgomery Subdivision,

they aren't connected. In order to prepare the locomotive for its trip out of the Twin Cities, GSRM volunteers removed the trucks, draft gear, battery boxes, and air tanks – virtually everything below the sill.

The locomotive has been well-cared for, spending its career in Minneapolis stored indoors, and has been started and allowed to idle on a regular basis in the decade since it was retired from coal switching. It received new wheels and was equipped with roller bearings in the late 1990s and is in good working order. It's expected to begin service in New Prague as soon as COVID-19 and reassembly by museum volunteers allow.

Whether or not the unit is entirely B&M, it is fantastic to know that at least the cab off one of the old Alcos, long believed to be scrapped, survives into the 21st Century. ☘

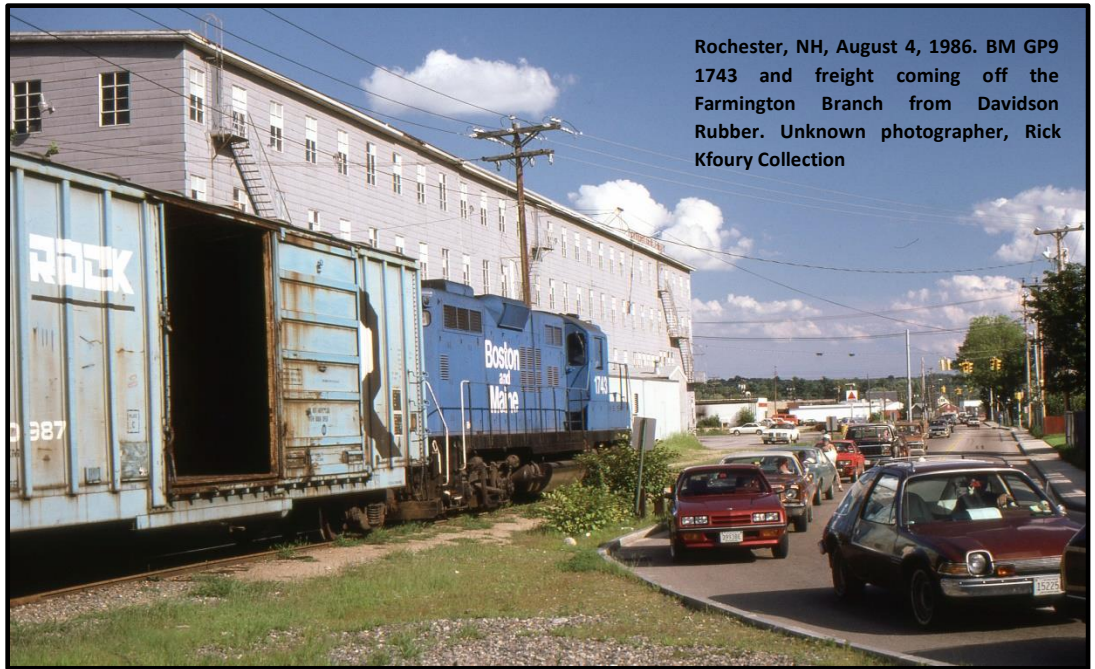


**The Alco S4M on its way to a new home on Monday. Photo by Nick Benson.**



**Former Boston & Maine 1274 at its new home on the Gopher State Railway Museum. From their Facebook.**

# THE RHYTHM OF THE RAILS



Rochester, NH, August 4, 1986. BM GP9 1743 and freight coming off the Farmington Branch from Davidson Rubber. Unknown photographer, Rick Kfoury Collection

By DICK CASSELBERRY, Sunday News Correspondent, NH Sunday News, April 14, 1985

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

ROCHESTER, April 13 - A century ago railroads dominated the landscape and way of life. Nearly every hamlet worthy of the name had at least one railroad track leading through its center. Towns battled one another to get the shiny steel rails, and cities owed their existence to the Iron Horse.

This city was no different. Once 20 trains a day could be seen arriving from or departing for parts unknown. Engineers, seated in their high seats, wearing their striped hats, waved to young children who could only stand and watch as the trains pulled out of the station. Each day, the Wyandotte Mills, Spaulding Fibre Co., and Champlin Box Mill shipped out manufactured goods from Rochester. Railroad tracks also lead to the nearby Gonic Manufacturing Co. and to the Cocheco Woolen Mills in East Rochester to deliver raw materials or transport finished goods. Local farmers and businessmen also made use of the railroads.

It was the traveler who most appreciated the trains. Boarding a train at Rochester Station opened the world trade centers of Massachusetts, Rhode Island and New York to the well-traveled or the occasional tourist. Those fortunate enough to catch an overnight ride on one of the "sleepers" were treated to the utmost in luxury. Trains contained parlor and baggage cars, smokers, buffet and dining cars, each catered by crews of attendants. Many cars were equipped with heaters and gas lights. There were velvet carpets, silk draperies and silk curtains in some cars. Before automobiles it was not only "the" way to travel, it was "the only" way, except by horse, to travel.

Rochester thrived with the railroad. Many of the city's landmarks remain because they were associated with the railroads. Signal and Railroad streets are two still remaining. The city sported three hotels that catered to the railroad traveler. Today most of the rails are rusted and weed-choked from disuse. An occasional freight train passes through, much to the chagrin of impatient motorists. The once-mighty steam locomotive has given way to the diesel. Still, engineers and brakemen on the occasional freight train pass a young child or an old man standing along the tracks, dreaming of far off places and distant times. A smile and wave can still thrill both. Rochester has many who remember the express trains steaming through town at top speed, snatching the evening mail from the stanchion or hearing the eerie sound of the 12:02 late at night and knowing that all is well.⌘



40

Nashua Telegraph, Thursday, June 30, 1977

*Brought in by Tom Dillaby,  
reporter. Pls return to G. Stone*



### Tie Job Nears End

Wielding a spike hammer while another worker applies pressure with a bar, a Boston and Maine Railroad tie crew worker drives a spike home as a tie-replacement job at the Hillsborough Branch nears completion. More

than 10,000 crossies were replaced by the crew along the line between Wilton and Nashua. They were also to replace another 400 ties in the Nashua Freight Yard at the end of Crown Street.

(Telegraphphoto — Dillaby)



### Mostly by Machine

The Boston and Maine Railroad just completed this tie replacement job along the Hillsborough Branch of the railroad between Wilton and Nashua. Most of the work was done using this mechanized equipment. Costs of the labor

for the project were borne by the New England Regional Commission as part of a railroad track upgrading program. Materials were supplied by the railroad.

(Telegraphphoto — Dillaby)

***This 1977 article found in the B&MRRHS Archives PR Files relates to recent news that Pan Am Railways is replacing every fifth tie on the modern-day Hillsboro Branch. The line has in recent times been notorious for derailments.***

14 A THE BOSTON SUNDAY HERALD, APRIL 17, 1960 Section III



# Yes, there are commuters who love a railroad

**BOSTON AND MAINE ADDS 50 COMMUTER TRAINS!**

On Monday, April 25, the Boston and Maine Railroad will add some 50 new commuter trains in and out of Boston. These extra trains are put on as an added service to our commuting customers . . . but *only on an experimental basis* during Daylight Saving Time.

We believe you'll like these expanded, faster schedules . . . just as you have enjoyed riding in new air-conditioned Budd cars. Remember, too, the B & M has kept fares unchanged since 1956 . . . to make traveling by train the fastest, safest, most economical and pleasantest way to commute to Boston. The B & M *junctions* during the commuter rush hours . . . highways don't. Stay with us and we'll stay with you!



### Examples of our new improved commuter service

Winchester	12 new trains
Woburn	9 new trains
Hamilton, Ipswich, Newburyport	4 new trains
Lynn, Swampscott, Salem, Beverly	10 new trains
Reading	5 new trains
Concord, Nashua, Manchester	4 new trains

*Pick up a complete schedule at North Station or your local ticket office*

**BOSTON AND MAINE RAILROAD . . . the railroad that loves commuters**

*This interesting announcement was published in the Boston Sunday Herald on April 17, 1960, just over 60 years ago. At that time there was much public concern over the future of B&M passenger rail, specifically commuter service. By 1960, the floor was falling out of the commuter service and by 1964, the B&M was trying to discontinue all Commuter Rail. This surprisingly optimistic 1960 announcement was just a year after the 1959 discontinuations of several lines.*

## ANDREW'S EXCURSIONS #4

### NORTH READING REMAINS

B&MRRHS MEMBER ANDREW RIEDL



*The remains of a small wooden trestle over the Ipswich River in North Reading. This bridge was used up until 1939 when service on the old Salem & Lowell was abandoned west of South Middleton. These remains can be accessed from the road by a short hike down the old roadbed. Andrew Riedl Photo April 6th, 2019*

As someone who loves the history of the Boston and Maine Railroad, there is nothing more satisfying than going searching for railroad remains in the woods and finding lost artifacts and infrastructure. I have been on countless walks and hikes for this purpose, and a walk into the woods of North Reading, MA in the Spring of 2019 was no exception. North Reading is not a town that generally comes to one's mind when they think of trains, but this leafy green suburb did in fact have B&M service at one point in time.

Built in 1850, the Salem and Lowell Railroad was a way to connect the seacoast port to the industrial center about 25 miles apart from one another. Like most of the rail lines north of Boston, it eventually fell under control of the B&M. Traffic in the center section of this line, which included North Reading, was never heavy; be it passenger or freight. After passenger service ended in 1932, the segment through North Reading was abandoned in 1939 and the right of way was left forgotten the woods next to the Ipswich River. (The remainder of the line to South Middleton hung on as a very lightly used branch line until 1980 and is now a very nice rail trail that we'll explore together soon!)

Fast forward to today, you can now look on Google satellite maps and trace the 80 year abandoned roadbed through the woods of North Reading, part of which was built over as a section of the popular Ipswich River Park. It is the segment to the west of this park that

one can hike part of the old roadbed through the woods, and find some fascinating bridge remains.

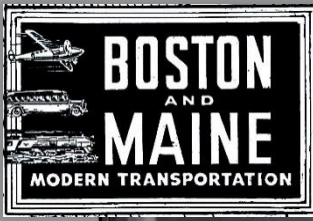
You can start at a small parking area along Central Street in North Reading right along the edge of the park, and on the opposite side of Central street, you can make out the right of way disappearing into the woods if you look carefully. Generally, a good time of year to explore this is late fall or early spring when the foliage is down. Walk west down the old right of way approximately 1/8 of a mile, and you will arrive the stone abutments and rotting wooden piers of a former trestle bridge crossing the Ipswich River. It's quite fascinating to stumble upon these ruins in the woods, and amazing to think that they have just been sitting here for the past 80 years! It is hard to imagine trains traveling on this corridor in its current state, but alas this is the case with so many former B&M lines. You can also carefully walk down the embankment to get some interesting side perspectives of this former trestle site as well. It's worth noting while this right of way wasn't too difficult to navigate, it's not obstruction free, and one must take care while walking due to branches, tree roots, mud, etc.

As an added bonus, after you explore the trestle and the roadbed in the woods, you can also still view the former North Reading passenger depot which is now part of an auto body shop. It is located along Haverhill Street just to the east of the Ipswich River Park and while it's hard to get a really clear shot of it due to the fact that it's a little ways back from the road and private property, you can still view it fairly well from the end of the shop's driveway. It is still located along the original right of way, and the street on the other side of Haverhill Street is even aptly named Railroad Avenue! Please respect the private property that this station is located on and enjoy the view from a distance if you decide to check it out.

Even towns that seem to have limited railroad history are worth exploring, because you never know what you might unearth and discover. North Reading was not on my "B&M radar" until quite recently, and ironically, it's now one of my favorite areas to explore close to home. I recommend this short excursion for anyone interested in old bridges, stations as well as railroad archeology in general. Happy Explorations! - AR

North Reading depot still stands despite not having served railroad passengers in almost 90 years! The simple structure is now part of an auto body shop; however, it still sits along what was the original right of way. Andrew Riedl Photo April 6th, 2019.

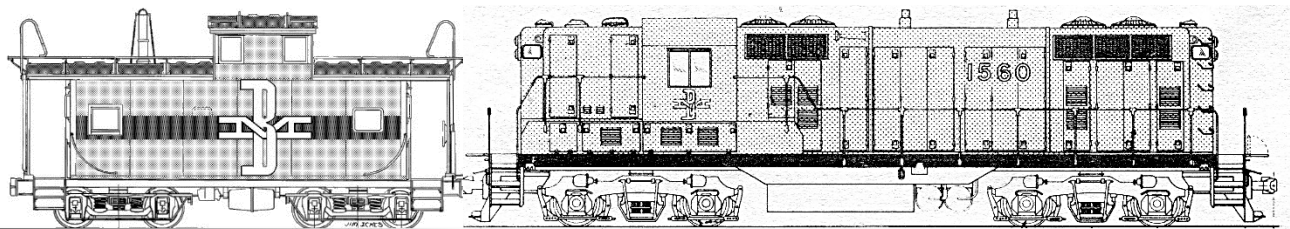




## *Vignettes from the Archives*



**Concord, NH, September 26, 1944. Conductor Fred J. Dirth on the rear of train BU-3. He had hired out on the B&M in 1904. B&M Railroad photo, courtesy Bruce M. Davison.**



**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!)*