

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."



November-December 2021

Meeting/Membership Telephone Number (978) 454-3600

www.bmrrhs.org

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*Santa Claus waves from the rear of Boston & Maine caboose C-23 at Yard-8 Mystic Jct. Somerville, MA on December 19, 1957. MacMillan/Hutchinson Collection, Boston & Maine Railroad Historical Society Archives. Cat. No. 2021.4.1. Gift of David S. Hutchinson*

## TIMETABLE OF UPCOMING EVENTS

### December 4-5, 2021

New England Model Train Expo  
Best Western Royal Plaza Hotel/Trade Center, Marlborough, MA.  
Saturday 10am-5pm, Sunday 10am-4pm. At present the B&MRRHS plans to have tables at the show with merchandise, clothing, models, books and more. Check the "upcoming events" section on our website for updates on the show.

### December 11, 2021 3:00 – 5:00 PM

Tentative B&MRRHS holiday meeting at Rogers Hall, Lowell, MA. **Masks will be required**, and the event is subject to change or cancellation. Please refer to the website, Facebook page, or call our number above for updates.

### January 29-30, 2022

Amherst Railway Society Railroad Show  
West Springfield, MA. At present the B&MRRHS plans to have tables at the show with merchandise, clothing, models, books and more. Check the "upcoming events" section on our website and the Amherst RS website for updates on the show.

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

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

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**MEMBERSHIP AND DUES**

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

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

**MEMBERSHIP RENEWAL**

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

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

**CHANGE OF ADDRESS**

Please advise the Membership Secretary of your new address before you move. Returned and forwarded mail costs the Society money. Write Kathy LaValley, Membership Secretary, B&MRRHS, P.O. Box 9116, Lowell, MA 01853.



**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 September:

- Tom Barnes, West Lebanon, NH
- Brian Hebert, Center Conway, NH
- Brad Jabel, Bow, NH
- William H. Muller, Jr., Stormville, NY
- Jeffrey Nahkala, Leicester, MA
- Brian Parkinson, Dorchester, MA
- John Smith, Port Jefferson Station, NY
- Daniel Barnett, Providence, RI
- Joe DeSantis, Revere, MA
- Tara Nelson, Fort Pierce, FL

*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.

**B&MRRHS SEEKING MEMBERSHIP SECRETARY**

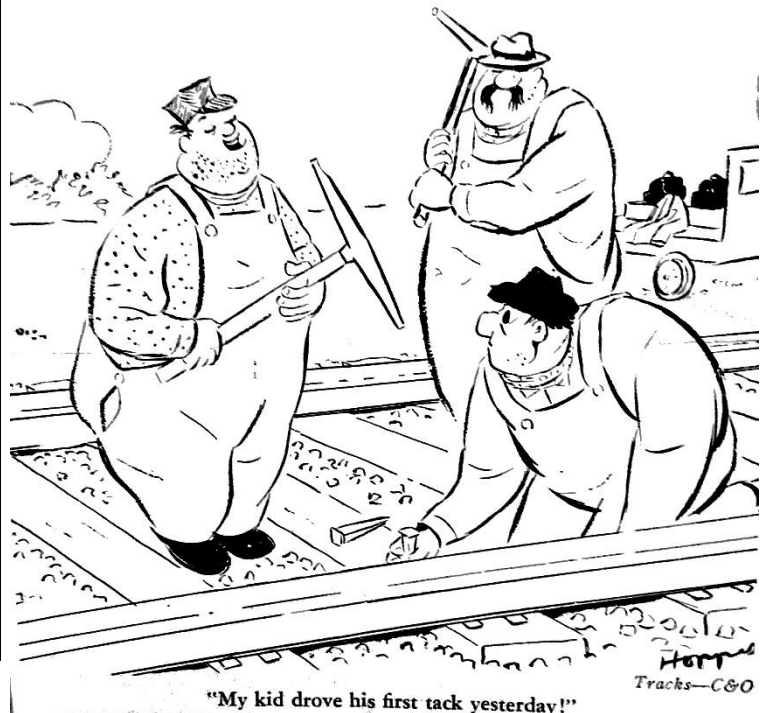
After years of service, of which the B&MRRHS is extremely grateful, our membership secretary Kathy LaValley has decided to retire from the role. We are actively seeking a new membership secretary. This is a vital role to the Society and does require some time commitment. If you are interested in learning more about the role, please email us at [bmrrhs@gmail.com](mailto:bmrrhs@gmail.com)!

**WEBMASTER'S REPORT**

As of early October, we currently have 3,673 people following us on Facebook, and 480 subscribers on YouTube. Society members have continued to update the website, including the Online Archives. In October, we released two new episodes of our podcast *High Green*, a fantastic talk on the Suncook Valley Railroad from 1974 by the late Norton D. "Skip" Clark, and a series of memories by B&M employee Loyd McNair. Be sure to check these out, and find us online for new updates and interesting digital content regarding the Boston & Maine! – *James P. Nizgus, Webmaster*

**EDITOR'S NOTE**

I am always surprised how quickly it becomes time to send another edition of the *Newsletter* to print! Another surprise is the realization that it is fast approaching three years since I have assumed the duties of the *Newsletter*. I hope that you have been enjoying the final products just as much as I have enjoyed assembling them. Time has really flown, specifically in the past year and a half — yet, in reflection, I find that so much has taken place despite the feelings of time passing rapidly. We may have had different things to look forward to than usual, but the emergence of new projects, generous donations and cooperation has brought about a strong feeling of connection and synchronicity. Happy Holidays from all of us, and all the best in the New Year! ☘ – *Rick Kfoury, Newsletter Editor*





## FROM THE ARCHIVES

B&MRRHS Archives Report  
Rick Nowell, Archives Chairman

September 15, 2021

We held a work session at our “annex” in North Chelmsford on July 21 with an attendance of 7. Our volunteers organized the Sandown Historical Society lot, identified large format documents to be scanned, scanned bridge plans and other documents, and sorted negatives from the Hill-MacMillan-Hutchinson Collection into numerical order. Carl Byron, working at home, has completed the scanning of George Hill’s indexes to this collection.

We held another work session at North Chelmsford on August 21, with an attendance of 4, continuing the work on the Hill-Macmillan-Hutchinson Collection and scanning documents with the large format scanner. We have now made 2539 large format scans.

Rick Hurst’s Group met on July 28, and continued work on the Donald B. Valentine donation of Fitchburg Division records.

Brad Kippen’s Group has now scanned over 2,200 negatives from the photo collection of Robert E. Chaffin.

I completed and sent to Andy Wilson for consideration an edited roster of pre-1911 locomotives by Robert E. Chaffin. This is a detailed record of 1834 locomotives acquired by B&M between 1836 and the general renumbering of 1911.

Our Flickr photo archive site now contains 2469 historic B&M images.

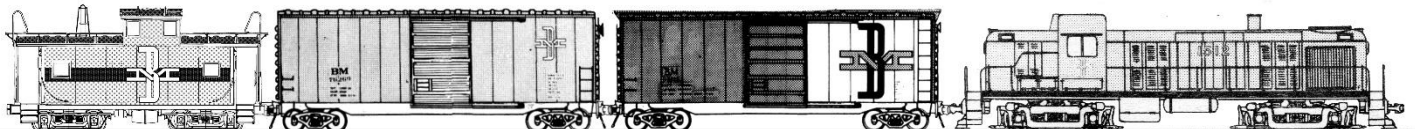
We will hold our next work session on Tuesday, September 21, at Chelmsford.

The Center for Lowell History, where our main Archives collection is located, is open by appointment only, Monday through Friday, 9 to 5, and the third Saturday of each month from 9 to 3. Work sessions are held monthly. Visitors and volunteers are welcome. For more information email Rick Nowell, [fnowell3@gmail.com](mailto:fnowell3@gmail.com).

View our On-Line Archives at [www.bmrrhs.org](http://www.bmrrhs.org) and our photo archive at [www.flickr.com/photos/bmrrhs](http://www.flickr.com/photos/bmrrhs).

Respectfully submitted,

*Rick Nowell*  
Chairman



## PRESIDENT'S REPORT

October 8, 2021

I hope this finds all our members doing fine during these continued difficult times. Your society continues to try to the best of our abilities to keep the society running smoothly. We have continued with Archives and Hardware work along with “the B&M Bulletin”. “Newsletter”, and “Modeler’s Notes”. Our website, along with “Minuteman Tales” and the *High Green* podcasts, continue to generate good publicity.

We also have produced our 2022 Calendar along with continued merchandise sales. On a positive note, we have been able to attend the Concord Model Railroad Club and the Nashua Valley Model Railroad shows, which were well attended and we had very good sales. These tasks have been a challenge with the constraints of the virus. We thank you all for your continued support. Once again, we are enclosing a General Fund appeal which has been greatly received, and we thank you for this.

We are going to try to hold a general in person membership meeting on December 11, 2021 at Rogers Hall in Lowell, following covid precautions (masks, social distancing). Please check the website and/or society phone for updates as this is subject to change (978-454-3600), bmrhs.org.

We are always looking for new volunteers, so please consider helping us. Have a Merry Christmas, Happy Holidays, and a happy and healthy New Year.

Respectfully submitted,

*Jim Nigzus*

President

## JOSE D. NEVAREZ, 1965–2021



Jose Nevarez Jr., 56, of Delmar, NY passed away unexpectedly July 28, 2021. Jose was born in Manhattan, NY on June 21, 1965, to Jose and Vilma Nevarez and was a graduate of Manchester (NH) Central High School. The B&M in Manchester was a huge influence on Jose, and he graciously provided his

memories of railfanning the area for the Society’s book *Queen City Rails: Manchester’s Railroads 1965–1990*. He remembered with fond emotion the piggyback yard operations and riding local freights to Goffstown, Derry, Penacook, and Epping. He recalled B&M men such as Arthur Lynch, Winnie Taylor, Rouland Plourde, Steve Larkin, and Roland Goulet. Jose held several different jobs over the years, but eventually found his true calling with the railroad. He began his twenty-year career in dispatch and moved up through the ranks across different rail companies until most recently serving as a Conductor with Canadian Pacific.



*Manchester, NH, 1983. Jose D. Nevarez photo.*

Jose found happiness in so many things. He was a railroader who enjoyed photography, mountain biking, following Formula 1 racing, and making regular surprise visits to family and friends. Jose is survived by his sisters, Milly Mercado and husband, Ricardo, and Vilma McCready and husband, Sean, all of Concord; his beloved nephews and nieces, Ricky and Stefanie Mercado and Sean, Summer, and Sawyer McCready; and many aunts, uncles, great nephews, great nieces, and countless treasured friends. He was predeceased by his parents, Jose and Vilma. *Adapted from Legacy.com.*

## “WHILE WE WERE OUT...”

### - PAST MEETINGS AND EVENTS – CONCORD MODEL RAILROAD CLUB SHOW



A big thank you to everyone who came out to support the B&MRRHS at the 35th annual Concord Model Railroad Show on August 15, with President Jim Nizgus, Newsletter Editor Rick Kfoury, and member John Schnabel manning the table. It was great to see so many old and new friends in this first train show in many months! ☘

### NEW B&MRRHS BOOK IN THE WORKS ON PHOTOG. GEORGE COREY

B&MRRHS Publication Committee members Andrew Wilson and Carl Byron have been coordinating with well-known railroad photographer George Corey on an exciting new photographic book, to be published and released via the B&MRRHS. Mr. Corey photographed the Boston & Maine and other railroads in stunning detail starting as a teenager in the 1930s. Corey is penning stunning personal accounts which will accompany his photos in the book. More on this exciting project will be announced as it progresses. Stay tuned! ☘



## MORE THAN JUST THE MINUTEMAN!



File this under the “Did You Know?” department!

From David S. Hutchinson:

“Not many people know that the iconic emblem for the New England Patriots, the so-called “Grimacing

Patriot”, was actually designed by amateur artist and Boston & Maine Conductor Walter Pingree. Walter drew the logo sometime in the early 1960’s for the then Boston Patriots, for which he received season tickets.”

Think Tom might wear a Minuteman sweatshirt? ☘

## WESTBORO DEMOLISHED

**WEST LEBANON, NH** – Demolition of the old B&M Westboro engine facility took place in October after a long wait by the city of Lebanon to begin the work.

Mainly unused after 1973, Westboro sat dormant for decades and was used as a salt shed for a time. The New Hampshire Department of Transportation, which owns the property, informed city officials in February that it would unfreeze money dedicated to site cleanup and asbestos removal. DOT estimated the cost could be more than \$500,000.

The bunkhouse, roundhouse, sandhouse and chimney, found to be too far gone to preserve, were removed. The roundhouse was constructed in 1890 and was used to service locomotives along the B&M’s Northern Mainline. After demolition and cleanup, Lebanon hopes to redevelop the property as a riverside park. Part of the railyard will still be in use by the New England Central Railroad for salt transload. Propane was, and may still be, unloaded there by Rymes.

Focus on Westboro’s history seemed to be somewhat lost in the excitement of local officials and its importance received only brief mention in articles. Gov. Chris Sununu expressed his bewilderment at Westboro’s long-standing survival before briefly operating an excavator to begin the sandhouse demolition. ☘

# TO BOLDLY GO... WHERE NO RAILROAD HAS GONE BEFORE ?

To any "Trekkie", or die-hard fan of the classic science-fiction franchise *Star Trek*, the name Majel Barrett should ring a bell. Often called the "First Lady of Star Trek", Barrett is perhaps best known for her role as Nurse Chapel on the original series (1966-1969) the animated series (1973-1974), and two of the feature films. Barrett later produced and directed episodes, appeared in small roles in many of the subsequent *Star Trek* incarnations, and was a regular at conventions and gatherings. She married *Star Trek* creator Gene Roddenberry in 1969; Roddenberry, a decorated World War II bomber pilot, once worked as a pilot for the original Pan Am Airways.



Barrett in her first role as an unnamed officer in *Star Trek's* 1964 pilot. Courtesy photo.

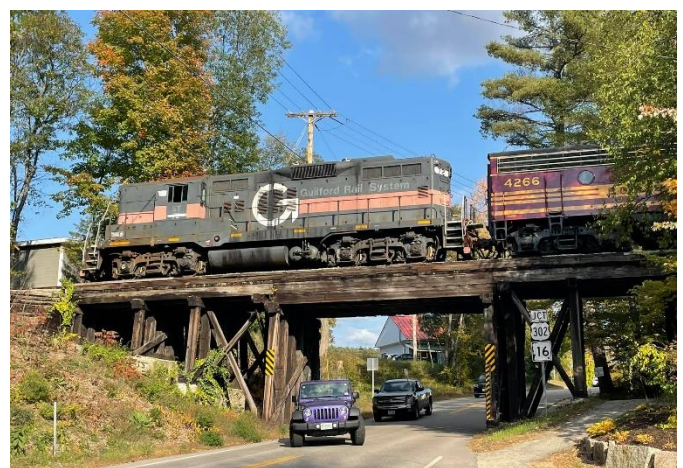
It recently came to our attention that Barrett's fame might not be exclusive to the science fiction community but *may* also dip into the railroad community as well. Barrett voiced the *Enterprise's* computer system on *Star Trek*, and many other computerized voices in the series' long life. It was once believed by many that Barrett provided the voice for the Southern Pacific Railroad's defect detectors, a trackside device which identifies defects (or a lack thereof) on a passing train and announces the information to the train crew over the radio. However, it has been confirmed by former SP sources that Barrett *did not* provide the voice for Southern Pacific detectors; rather, it was one Katharine Reynolds, a voiceover actress and NBC announcer. Other claims attribute Barrett's voice to Union Pacific Railroad detectors; this seems to be less disputed than the SP claims, but we have not been able to find official confirmation.

Additionally, it is *rumored* that Guilford Rail System, successor to the Boston & Maine, commissioned Barrett to record "Guilford Rail System" and that her voice was subsequently used in its defect detectors. Similar claims state that prior to her death from Leukemia in 2008, Barrett was commissioned one final time to record "Pan Am Railways" for defect detectors on the newly re-branded Guilford Rail System. According to these claims, eight defect detectors still used Barrett's voice as of October 2020 — Readfield, ME; Lewiston, ME; Gray, ME; North Berwick, ME; Gardner, MA; Wendell, MA; Zoar, MA; and Hoosick, NY. As to whether Guilford/ Pan Am would commission Barrett over simply using an in-house recording or local talent, we cannot say.

Can anyone out there confirm that *Star Trek's* Majel Barrett-Roddenberry provided her voice talent on a portion of the former B&M? Or is this rumor just too out of this world? Let us know! ☹

## EX-B&M GP9 #1741 ARRIVES AT NORTH CONWAY

On October 8, Springfield Terminal GP9 #72 (ex-Boston & Maine #1741) was towed from Whitefield through Crawford Notch to North Conway, where it will undergo mechanical work and B&M cosmetic restoration for operation. #1741 is owned by the 470 Club, who purchased it from Heber Valley Railroad of Utah (via Pan Am) late last year. ☹



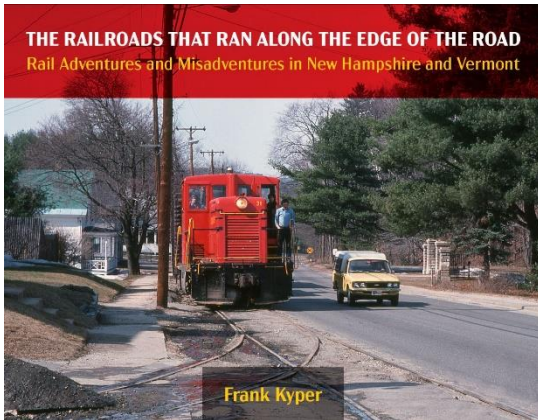
Connor K. Welch photos, 10/8/2021

## BOOK REVIEW

### *The Railroads that ran along the Edge of the Road* by Frank Kyper

**Garbely Publishing, Dingmans Ferry, PA. June 2021 (Softcover, \$60.00)**

*Written and submitted to the Newsletter by Carl R. Byron*



First, in full disclosure, I have known Frank Kyper since circa 1966 as well as having enjoyed many more than one of the excursions—RRE or otherwise—he recalls.

There is nothing more quintessential Boston and Maine than the spiderweb of rural B&M branch lines operated across North-Central New England in general, and New Hampshire in particular. The Claremont, the Cheshire, the Hillsborough, the Conway, and numerous other branches and subsidiary lines all arose as local lines to serve their rural communities need to connect with the wider world for both social, political, and economic reasons. And they declined when those needs were met by other means, largely the truck and private automobile.

Frank Kyper met and followed those branches and other facets of New England railroad and railfandom from a pre-schooler during WWII years though RRE Trip Committee Chairman in the '70's, and into the '80's as both a fan and employee in the construction field—which occasionally includes his continued following of rail operations into current day.

This book is his memoirs, and a number of chapters are rewrites of articles done in years past for RRE trip brochures, *Call Boy* newsletters, or other fan publications. All the roads and topics covered are those which Frank had a relationship of one kind or another with; this is not a regional railroad or corporate history.

And some of those relationships were interesting indeed! The saga of how an ABBA set of F7's almost led the final—and 3rd—RRE's "Last Snow Train" to North Conway in 1972 is just one of many fascinating tales recalled by Frank.

From the various branches, Mt. Washington Cog; Pinsky operations, Steamtown's travails, to the Rutland Railway's last days and today's successful Conway Scenic; Frank delves deep into their respective histories and easily mells his personal story with each. The addition of sidebars including Dwight Smith recalling his years as Springfield Terminal's manager; or the entire 1936 Snow Train brochure introduction add a wonderful touch.

He also lays out a brief but intensive overview of the "B&M's Branchline Blues."

The book is a blend of vintage black and white photos with most post 1960's shots being color. Overall, a very nice mix of Frank's own work with other photographers, private collections, and sources—including the B&MRRHS archives.

*The Railroads that ran along the Edge of the Road* is an excellent and enjoyable read about one man's take on the changes and challenges of mostly Boston & Maine railroading in rural central New England from the end of WW-2 through the 1980's and occasionally into 2020.

The price tag is a little hefty for a soft cover, but it is printed in America—and that should count for something as well these days.

In a nutshell, I recommend it. And you won't be disappointed.



## ANDREW'S EXCURSIONS #10

### THE QUINCY QUEST

B&MRRHS MEMBER ANDREW RIEDL



The former front step of the Quincy flag stop shelter in Rumney, NH still rests on the ground feet away from the abandoned B&M White Mountains Division main line. The right of way can be seen in the background living on as a recreational trail and clearly defined by the power lines occupying it. This line was abandoned in 1954 and created a gap in this through route between Concord and Wells River. Andrew Riedl Photo, October 25, 2019

*Not much more than a 'here we are, there we were' station and stand back if it isn't stopping" - R.W. Nimke referring to Quincy flag stop on the B&M.*

Of all the miles of former Boston and Maine railroad lines that can be explored in northern New England, some of my favorite are the 37 between Plymouth and Blackmount (North Haverhill) on the former White Mountains Division main line that was abandoned back in 1954. There are multiple reasons that I have been intrigued by this long-abandoned segment of railroad over the years, and I have spent much time exploring what remains along the former route in this sleepy section of the Granite State. While some portions of the roadbed have been eliminated due to highway improvements on NH Route 25, much of it still remains, and it can be a worthwhile day of exploring if you know what to look for.

Quincy is a testament to the fact that sometimes treasures can be in plain sight, even though you often don't notice them until you've visited a location multiple times. Located in the town of Rumney, Quincy was never much more than a (very) rural flag stop where the railroad crossed Quincy Road along a six-mile tangent track through the Baker River Valley. It was surveyed by John McDuffie, a canal builder, which explains the extended straightaway typical of a canal.

Quincy was one of three stops located within Rumney, which was impressive given Rumney's small population. The location gets its name from Josiah Quincy who was the president of the Boston, Concord & Montreal Railroad, the predecessor of the B&M. His home was located near the stop, and it is not too big of a surprise that this was really the only reason a stop was ever placed here to begin with. (Who wouldn't want their own train stop though?) Quincy was the first stop heading north out of Plymouth after the line made a sharp left into the Baker River Valley and the Pemigewasset Valley Branch diverged heading towards Lincoln.

I have visited the site of the former Quincy Station on a few occasions, in the hopes of finding some evidence of the former main line and depot. The right of way is well worn as it is used as an unofficial recreational trail, and the perspective you get looking down the perfectly straight trail is almost as neat as it must have been back in the old days watching a locomotive's headlight approach in the darkness from miles away. My first few visits yielded nothing in the way of physical artifacts, but back in October of 2019, I finally discovered something, even though I wasn't aware of it until I had gotten home and was examining the photos on my computer. (It is worth noting the actual Quincy depot structure does indeed still stand and has been moved up to East Barnet, VT where it sits alongside U.S. Route 5 with a fresh coat of gold and maroon B&M paint. If anyone happens to know the story of this building being moved from Quincy to this location, I'd be most interested to hear it!)

What I had passed over as being an unremarkable railroad-related slab of stone on previous occasions, I gave a long hard look that night after having photographed it earlier in the day. I then pulled up an old photo of Quincy from the days of the railroad, and low and behold, the front step of the depot had been found and still sits on location! The foliage has grown up around it over the years, but it's still easy to find in the weeds. It sits a few feet back from the actual right of way, and the large clearing that the station sat in still exists as well. As far as the roadbed itself, the high-tension power lines that run alongside make it easy to identify, even if the foliage hides it from broader view.

While upon quick glance it may not seem like there is much at Quincy worth seeing, I do encourage you to check it out the next time you're in the area, as you can easily make a day of exploring this abandoned line all the way to Woodsville. There are plenty of other railroad remains to explore, and we'll visit all of them in time. For now, when you stop at Quincy and gaze down the long-abandoned roadbed, you may just see the headlight of Josiah Quincy's train coming down the tangent one more time. Happy Explorations! - AR



## Vignettes from the Archives

Plymouth, NH, December 3, 1945. Engineering Department shot of Plymouth, NH station looking north.



Springvale, ME, November 25, 1952. The Sanford & Eastern Railroad was formed in 1949 to take over a portion of the former B&M Worcester, Nashua & Portland line between Rochester, NH and Westbrook, ME (as well as former interurban freight trackage between Springvale and Sanford's mills). Rochester-Springvale was abandoned in 1952, and the remainder in 1961.



## UPDATE ON MYSTERY “B&M” ALCO



*In the September-October 2020 issue we reported on an ALCO S-4 recently acquired by the Gopher State Railway Museum in Minnesota that seems to have some B&M heritage. Member John Schnabel submits this recent update after a visit.*

“I was able to visit the Gopher State Railway Museum located in New Prague, MN, about 30 minutes south of the Twin Cities of Minneapolis and St. Paul this morning (September 4, 2021) to look over the S-4. Jeff Braun of the museum kindly allowed me full access to the locomotive. The unit was running prior to shipment last summer. However, many items had to be removed to transport the unit. There has been much progress on reassembly, but there remain the couplers, air tank, battery box and related connections to these items to reconnect. The unit currently sits on a temporary track just yards from their line. The end game is to get it put back together and connect the track to the museum line.

Looking over the unit, about the only trace of B&M ancestry is the outline of the old Minuteman herald on the fireman’s side of the cab. Photos in the past I have seen on the internet show it more clearly. Only when the sun is just right can it be seen. There is no trace of B&M maroon or ‘Bluebird’ blue paint outside or inside the engine compartment or cab. In actuality, there is more of a bright red paint that is seen. As we had discussed in August, the cab may be the only original B&M item. Jeff feels the length difference would rule out that much was used externally from the B&M loco to make this final product. The locomotive is accessible to the public when the museum is open. The museum is right along a UP branch (former M & St. L., Minneapolis and St. Louis Railway), but has not physical connection, but there is hope for one in the future.”

More information can be found at [www.gsrn.org](http://www.gsrn.org). If you are in the area, be sure to check out this great organization and this intriguing B&M mystery! ☘



## FORMER B&M SW9 GETS SOME TLC

**WILTON, NH** – Former Boston & Maine EMD SW9 #1228, owned by the Milford-Bennington Railroad of New Hampshire, received some restoration work this fall. Paint was scraped from the locomotive and protective coats of primer and weather-proof paint were applied to help preserve the locomotive and improve its cosmetic appearance. The cab interior also received a good deal of repair and refurbishment. The locomotive still wore its Guilford-era grey and orange paint. While scraping, the older B&M paint schemes became evident underneath.

#1228 was built for the Boston & Maine in 1953 and served until after the Guilford takeover, when it was renumbered Springfield Terminal #1423. It was sold to the Milford-Bennington in the 1990s and has been stored since. The group will continue to work on the exterior of the locomotive while funds are raised to begin work on internal components which will need replacement. To learn more about this project, visit our website ([www.bmrrhs.org](http://www.bmrrhs.org)) and listen to our “High Green” podcast episode which covers the effort. ☘

## WORK ON B&M F7A #4268

**NORTH CONWAY, NH** – Work continues on the 470 Railroad Club’s former Boston & Maine EMD F7A #4268 at Conway Scenic Railroad/ Wayne Allen worked on connecting the shutter air lines this weekend and connected the last water line to the air compressor as well as installed a vent pipe for water tank. Cory Fothergill connected the #2 cooling fan which has had a damaged plug. Cory also removed the axle alternator from the rear truck to move to the front truck for the speedometer, picked up piping supplies, and helped lay out the air brake equipment for install. Ryan Fothergill worked on mounting the containment tanks between the battery box and the fuel tank. Ditch light housings were sanded and repainted glass black. The side panels surrounding the port hole windows on 4268 were sanded and repainted maroon due to the work with the windows last fall, and the water pipes on the top of the block were connected. ☘



A dedicated crew set out on October 2 to provide some much-needed care to the old B&M station at Eagle Bridge, NY. Organized by Raven Rail LLC, NE Rail Preservation and the Batten Kill Railroad, volunteers consisting of many notable rail enthusiasts, photographers and industry personnel cleared brush, boarded up broken windows, evaluated structural needs and — perhaps best of all — gave most of the station a much-needed coat of maroon and yellow paint. Eagle Bridge is located at the junction of Pan Am’s Fitchburg Division Mainline and the Batten Kill Railroad (operating a portion of the former Delaware & Hudson Railway’s “Washington Branch”, which once ran to Castleton, VT). Thanks to Jennifer Al-Beik for supplying these photos. (October 2, 2021)