

Our 50th Year

Boston & Maine Railroad Historical Society

Incorporated

NEWSLETTER

B&MRRHS 50TH ANNIVERSARY EDITION

Meeting/Membership Telephone Number (978) 454-3600

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January – February 2021



Lowell, MA, 1993. B&MRRHS volunteers and members pose on the rear of combine coach No. 1244 shortly after its public debut. Jim Nigus photo and 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, on our Facebook page, and by calling the Society phone number, (978) 454-3600.

BOSTON & MAINE RAILROAD HISTORICAL SOCIETY

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

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

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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: bmrrhs@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. © 2021 B&MRRHS.

MEMBERSHIP AND DUES

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

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

MEMBERSHIP RENEWAL

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

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

CHANGE OF ADDRESS

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



DIRECTIONS TO SOCIETY MEETINGS

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

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

NEW MEMBERS

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

- Michael Tosto, Smithtown, NY
- Thomas Barrett, Salem, MA
- Scott Watson, Fort Madison, IA
- John Gleason, Lowell, MA
- Allen Humrichauser, Ashland, OH
- Edward Urmston, Port Hadlock, WA
- Michael Long, Marian, OH
- Thomas Robinson, Green Cove Springs, FL

Welcome Aboard!



EDITOR'S NOTE

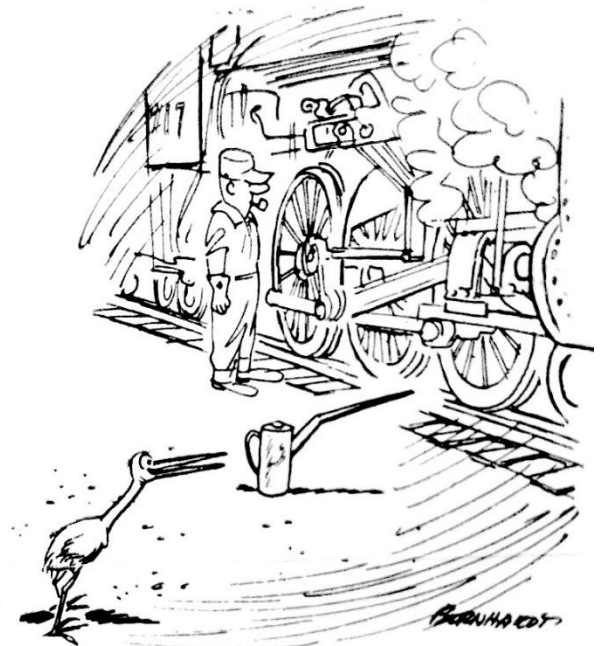
Welcome back to another edition of the B&MRRHS Newsletter! This year we celebrate the very special 50th anniversary of the B&MRRHS (July 1971). In this edition we are looking back at our own history with a recap piece, photo spread, Newsletter items throughout the years, and much more. Andrew Riedl is back with another great excursion, focusing this time on Easthampton, MA. Thank you all for supporting the society and its efforts to preserve the history of the Boston & Maine Railroad and its connections. It is your contributions that have made the last half century possible and will ensure that future generations will be able to enjoy what we do today!

– Rick Kfoury, Newsletter Editor

WEBMASTER'S REPORT

We have reached 3,426 likes on Facebook. On the website, the Online Archives and Freight Car Data pages continue to be the highest viewed. We recently released two new episodes of "Minuteman Tales", shot at the stations in Union, NH and Laconia, NH. These are visible on the website, Facebook, and YouTube pages. We also purchased a new Rode microphone which has drastically improved the sound quality and ability of our video offerings. We are looking forward to continuing to offer new videos and online content, so stay tuned! Be sure to like us on Facebook to stay up to date. ☘

– James P. Nizgus, Webmaster



"Father!"



FROM THE ARCHIVES

B&MRRHS Archives Report
 Rick Nowell, Archives Chairman

November 23, 2020

We are still holding small group work sessions at Lowell and North Chelmsford. Since our last report we held work sessions on October 21 (NC), October 28 (NC), November 11 (Lowell) and Nov. 21 (Lowell). Attendance is limited to facilitate social distancing and masks are worn.

At our sessions in North Chelmsford we have been cataloging donated lots of material and using our large format scanner. Cataloging consists of recording the description and details of an item, classifying it according to our classification system, and marking the item with the correct classification number, catalog number, and identifying B&MRRHS Archives stamp. Cataloged items are then designated for filing at Lowell or North Chelmsford. The Catalog is available on-line at bmrhrs.org in the On-Line Archives section and is searchable.

The large format scanning process starts with the repair and cleaning of the map, drawing, or photograph to be scanned. Then a file name is created in a standard format to make it easy to locate the item later. For example, a bridge drawing might be labeled as follows: V36.1, Bridge No. 12.16, Stony Brook, Mass., Tie Plan, 1927.11.10. V36.1 is the valuation section, in this case the Fitchburg Division Main Line. 1927.11.10 is the date of the item, November 10, 1927. Next, the item is fed through the scanner at our standard resolution of 400 dpi and in TIF format. The scanned image is then straightened and cropped before moving on to the next item. The original paper item is either sold, discarded, or retained according to our scanning protocol.

This month we continue our series describing the main sections of our Archives and what they contain. Last month we looked at the Vertical Files. Now let's discuss PHOTO FILES.

Our photo files at Lowell are extensive and reflect many generous donations to the Society over the last fifty years. Separate files are maintained as follows:

- General Collection with several parts:
 - steam locomotives filed by wheel arrangement and engine number
 - diesel locomotives filed by model number
 - rolling stock filed by car type
 - stations and locations filed alphabetically
 - MEC and other New England roads filed alphabetically
 - oversize photos filed in flat-lying boxes
 - negatives and slides filed in specialized cabinets
 - miscellaneous -- biographical, snow trains, special trains, wrecks, etc.
- Dana D. Goodwin Collection (mostly steam era), photos individually cataloged
- Harry A. Frye Collection (steam, diesel, rolling stock, stations)
- Albums of photos and slides.

Photos are not generally cataloged individually, so the best way to find them is to physically search the files. In most cases photos are identified on the back with donor and/or photographer name and catalog number.

Respectfully submitted,

Rick Nowell
 Archives Chairman

HARDWARE COMMITTEE REPORT

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

The following donations have been received:

Donation by; Paul T. Kosciolk

R.E.A. Tags & 4 B&M Uniform Buttons – Copper Spittoon Union Pacific R.R. 10”x 10”
Two Black “Your B&M Agent Now Serving You” Signs & Black “B.E. Gray” Sign. 8”x 2 1/2”
Framingham & Lowell R.R. Stock Certificate - Nashua, Lowell R.R. Stock Certificate
Boston & Maine Central St, Station Lowell, MA w/ Steam Locomotive 14”x 11”
Boston & Maine R.R. White Mountain Flyer advertisement 9 1/2”x 12 1/2”
Two B&MRR Caboose at Deerfield, MA (Painting) 12”x 9”
Boston & Maine R.R. 4-6-2 Pacific #3667 “Front view of Locomotive” 13”x 9”
Boston & Maine R.R. 4-6-2 Pacific #3667” “Line of the Minuteman” 13”x 9”
Boston & Maine R.R. 4-6-2 Pacific #3684 13”x 9”
B&MRR Minuteman Service (Painting) 12”x 10”
Boston & Maine Minuteman Herald 15”x 11”
Boston & Albany R.R. 4-6-0 #402 Tank Locomotive 13”x 9”
Boston & Lowell R.R. 4-4-0 #25 “Boston” 12”x 9”
Boston & Lowell R.R. 4-4-0 “Cloud” 12”x 9”
Boston & Lowell R.R. 4-4-0 #180 “Despatch” 12”x 9”
Boston & Lowell R.R. 0-4-0 “Tiger” 12”x 9”
Boston & Lowell R.R. 4-4-0 “Aeolus” 12”x 9”
Boston & Lowell R.R. 4-4-0 “Aeolus” at the Tyngsboro Curve 1887 12”x 9”
Boston & Lowell R.R. 4-4-0 “Chelmsford” 12”x 9”
Boston & Lowell R.R. 4-4-0 #53 “Express” 12”x 9” –
Boston & Lowell R.R. 4-4-0 “Chelmsford” 12”x 9”
Boston & Lowell R.R. 4-4-0 “Daniel Abbott” 12”x 9”
Boston & Lowell R.R. 4-4-0 “Pegasus” 12”x 9”
Boston & Lowell R.R. 4-4-0 #59 “Wilton” 12”x 9”
Boston & Lowell R.R. 4-6-0 #188 “Captain” 12”x 9”
Boston & Lowell R.R. Old Lowell Depot 12 1/2”x 10 1/2”
Boston & Lowell R.R. 4-4-0 Caboose #49

Donation by: Friends of the Bedford Depot Park Inc.

Two Red Signal Flags, Small 22”x 12” & Large 36”x 12 1/2”

Donation by; Dennis J. Snook

Embroidered B & M Patch

Donation by; Ms. Marguerite Gropp

Assortment of B&M Uniform Buttons, Pins, Badges, Cap Stars, Patches, B&M Ticket Wallet,
New & used Uniform Hat Cords, Three small Buckles, B&M Water Cooler Paper Cup,
B&M Silver Rotary Key Chain Calendar from 1956/1983.

31 B&MRR framed, Art-Prints have been placed on Loan.Special Collection on Loan by; Paul T. Kosciolk
Two Walthers, “Cornerstone” HO-scale Background Buildings purchased by the B&MRRHS Hardware Committee
2,345 items have been registered in the Hardware Collection since July 2013.

Respectfully Submitted,
Richard Nichols, Curator, Hardware Committee

BOSTON & MAINE RAILROAD HISTORICAL SOCIETY, INC
LIST OF DEDICATED PRESERVATIONISTS TO THE HARDWARE COLLECTION

- | | | |
|---------------------------|-----------------------------|------------------------------|
| Mr. Dennis Adams | Mr. Kevin T. Farrell | Mr. John Lawlor |
| Mr. Gerard Alexander | Mr. Edward Felton | Mr. Thomas P. LeCompte, Sr. |
| Mrs. Melissa Amadon | Mr. Gordon Finney | Mr. Mel Livingston |
| Mr. Jay Ballard | Fogg Collection | Mr. Michael Lee |
| Mr. Scott Batson | Mrs. Nancy Fritch | Mr. Michael C. Lennon |
| Mrs. Tina Bellomy | Ms. Ann Gagnon | Mr. Kenneth Lurvey |
| Mrs. Ann Booth | Mr. Roland Garland | Mr. Brad LaRose |
| Mr. Henry S. Bowen | Mr. R.F. Garner | Mr. James G. MacGowin |
| Mr. Frederick Brown | Mr. Francis Giacoma | Mr. John Mackey |
| Mr. Frederick Burt | Mr. Leonard Gilmore | Maine Historical Society, ME |
| Mr. Steven Butterworth | Mr. Ray Goguen | Mr. Sid Mann |
| Mr. Carl R. Byron | Mr. Dana D. Goodwin | Mr. Richard Marion |
| Mr. John F. Carroll | Mr. John A. Goodwin | Mr. Henry W. Marrec |
| Mr. Richard Carnevale | Mr. Reuven L. Grehan | Mr. Geri Marjerison |
| Mr. Paul Castiglione | Mrs. Nancy Hobitz | Massachusetts Bay |
| Mr. Robert Chaffin | Mr. Donald F. Hodge | Transportation Authority |
| Ms. Belinda Champeau | Mr. Robert Grodzicki | Mr. Forrest Mack |
| Mr. Christopher Childs | Guilford Transportation | Mr. John Mackey |
| Center for Lowell History | Great Brook State Park | Mr. Alan E. MacMillan Jr. |
| Mr. William Coffey | Mrs. Ann P. Hosmer | Mr. David McMillian |
| Mr. R. Richard Conard | Mr. Cyr Hosmer | Mr. Henry W. Marrec |
| Mr. Jerry Cook | Mr. Donald F. Hodge | Mr. Paul C. McCutcheon |
| Mr. Alfred P. Covelle | Mr. Richard K. Hurst | Mr. Gregory McFarland |
| Mr. R. Cowan | Mr. Richard Hussey | Mrs. Maryellen McGrath |
| Mr. Benjamin Crouch | Mr. John Hutchins | Mr. Russell F. Monroe |
| Mr. Norman Cyr | Mr. Leroy C. Hutchinson Jr. | Mrs. Virginia A. Moulton |
| Mr. Roger E. Davis | Mr. Daniel Hyde | Mr. Arthur A. Murray |
| Mr. Mark C. Day | Mr. Andrew A. Jennings | National Park Service Lowell |
| Mr. Robert H. Decelle Jr. | Mr. Janatas | Mr. Richard Nichols |
| Mr. Wilhelm DeGroot | Mr. Preston S. Johnson | Mr. James Nigzus Jr. |
| Mr. James P. Denny | Mr. Robert W. Jones | Mr. Frederick Nowell |
| Mr. Mitchell Dick | Mr. Jack Keene | Mr. Richard Oedel |
| Mr. George Dimond | Mr. Jerry Kelly | Mr. Ron Palmquist |
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| Mr. David Donovan | Mr. Paul T. Kosciolk | Mr. Allan Patterson |
| Dracut Historical Society | Mr. Douglas F. Kydd | Mr. Harry B. Parker |
| Mr. William Drury | Mr. Frank Kyper | Mr. John Parkhurst |
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| Mr. Alan G. Dustin | Mr. Raymond Lagace | Mr. Douglas Peters |
| Mr. Jack Dziadul | Mr. Charles Lamie | Mr. Thomas Pearson |
| Mr. Robert Farrenkopf | Mr. David Lamson | Mr. Bruce Penttinen |

Mr. Robert Poore	Mr. Gary Slade	Mr. Robert Warren
Mr. David C. Paquette	Mr. Charles Smith	Mrs. Carol O. Webber
Mr. Paul Prendergast	Mr. and Mrs. Ted Smith	Mr. Craig Weed Jr.
Mr. Stephen Pronovost	Mr. Dennis J. Snook	Mrs. Linda Weeks
Mr. Robert Quagan	Mr. Mal Sockol	Wenham Museum
Mrs. Joanne Reynolds	Mr. Lester H. Stephenson Jr.	Mr. Newton Wesley
Mr. Daniel Riley	Mr. Richard W. Symmes	Mr. David West
Mr. Roger Robar	Mr. Henry Taves	Westford Historical Society
Mr. Donald S. Robinson	Mr. James P. Teed	Mr. Buddy Winarz
Mr. Maurice Robinson	Mr. Clifford Temple	Mr. H. Arnold Wilder
Mr. Ronald Santurjian	Mr. Vincent R. Terrill	Mr. Scott J. Whitney
Mr. Joseph Shaw	Mr. Michael Tokarz	Mr. Stanley Whitney
Mr. James Shea	Mr. Leroy Twombly	Mr. John Whitworth
Mr. Larry Shelby	Mr. Allan P. Vaughan	Mr. Andrew Wilson
Mr. Sandy Shepherd	Mr. Samuel Vaughan Jr.	Mr. Robert O. Wilson
Mrs. Betty Shugrue	Vermont Railway System	Mr. M. Wynne
Mr. James Shugrue	Mr. Donald B. Valentine	Mr. Ray Young
Mr. Leonard M. Singer	Mr. Peter Victory	Mr. William Young

MASSDOT AWARDS GRANTS FOR RAIL INDUSTRIAL PROJECTS

From Progressive Railroading, November 20, 2020

The Massachusetts Department of Transportation (MassDOT) this week awarded six grants totaling \$2.42 million from the Industrial Rail Access Program (IRAP) to enhance rail and freight access, economic opportunity and job growth.

The state-funded public-private partnership program provides financial assistance to applicants to invest in industry-based rail infrastructure access improvement projects. Applicants must match public funds with private funds, with private funds paying at least 40 percent of a project's total cost, MassDOT officials said in the agency's latest blog.

Several of this year's awardees will match more than the required minimum, they said.

The 2020 recipients and their grant amounts include the following:

- Lynch Materials, \$500,000, for the construction of a rail-car unloading facility near Lowell Junction to improve the sand and gravel supply chain to eastern Massachusetts.
- Old Boston Road Recycling and United Material Management, \$500,000 each, for the installation of baling systems at municipal waste transfer facilities that will allow for waste to be baled into bags and loaded on rail cars for shipment out of state.
- City of Lawrence, \$356,670, for the rehabilitation of the Lowell Hill Industrial Track, which runs from the rail yard in the city to the Lawrence Industrial Park.
- Leominster Packaging and Warehousing, \$348,798, for the installation of a new siding track and equipment to unload plastic pellets.
- Broco Oil Inc., \$218,738, for the addition of a new siding and rail-car mover to the company's transload facility in Haverhill. The project is designed to increase the amount of bio-diesel fuel oil received and distributed by rail.

Applications for the grants were received from freight-rail supported businesses across Massachusetts. Projects were approved based on program requirements and the level of public benefits they offer, such as system preservation, mobility, economic development and safety.

"The IRAP program has been extremely valuable in supporting the needs of rail and freight while creating jobs and enhancing economic growth," said Massachusetts Transportation Secretary and Chief Executive Officer Stephanie Pollack.



THE B&MRRHS AT 50:



CELEBRATING A HALF CENTURY OF PRESERVATION, 1971 - 2021

It was 1971. The Beatles had been broken up for little more than a year. Man had only recently first set foot on the moon. U.S. military personnel in South Vietnam still totaled 334,600. The Boston & Maine Railroad Corporation, historically a juggernaut of railroad service in northern New England and one of the first large corporations in the region, was bankrupt; a result of a changing industrial landscape and competition from highways and air transportation.

Though its future was in question, a group of devoted enthusiasts and employees, both past and present, gathered to form the Boston & Maine Railroad Historical Society. When the charter was signed on July 10 at the kitchen table of founding member Leroy Hutchinson, none could imagine what would become of the railroad they loved or the group they had just formed to share their passion for it.

Engines have been scrapped, lines were abandoned, and the Minuteman symbol has faded from the physical landscape of New England railroading. For reference, the Boston & Maine Railroad has ceased to be an independent organization for 38 years, well over half of our lifetime as a Society. Yet, unlike so many historical societies, we were blessed with a foundation laid when the history of its subject was still being made every single day. Fifty years later the B&MRRHS continues to accomplish its mission.

The Boston & Maine Railroad was special; fitting, then, that the historical society devoted to preserve it is no less so. As we pass the half century mark we now have in our ranks over 1,000 active members; a number whose human element includes former B&M employees and their families, former customers, members of the public that fondly remember the railroad in their communities. Blazing the way into the next 50 years are a young generation of railroad enthusiasts hungry for knowledge about what came before them.

They face a difficult task - being passionate about a reality they will never truly know - yet that realization fuels a hunger to learn and share what they have learned. We are armed with new technological tools that those in 1971 could never have dreamed of; tools which help share and promote our history more effectively each and every day.

The B&MRRHS has not only preserved the history of the Boston & Maine but has cultivated a history of its own, rich with characters from all different walks of life, all sharing a common passion for an institution as New England as clam chowder and covered bridges. Many have played their part over the years, each as essential as the next, and our archives and hardware collection brim with generous donations from those who wish to see the B&M survive well into the future. Thank you for being a part, and this September 11, happy 50th birthday to us all!☘



THE NEWSLETTER: A TIME MACHINE

The B&MRRHS *Newsletter* has been a fixture of the society since 1974. It is fascinating to see what was new and different on the railroad throughout our history as a historical society - many things that have come and gone.

Find all back issues in the Online Archives on our website and take a step back in time with this great resource!

January 1974

The B&M's 12 new GP38-2 locomotives- have arrived in the area and are being put to good use by the power-hungry railroad. More and more of the handsome new 50-foot box cars can be spotted as they are added to the roster.

August 1975

The B&M now has one of the largest fleets of Bicentennial decorated locomotives in the country! Locomotives 1213, 1557, 1564, 1715, 1716, 1719, 1729, 1737, 1751, and 1754 have all been given the striping, and all but two of these (1213 and 1557) carry the "Minuteman" silhouette. Along with the 200, this makes eleven units, with more still to come.

February 1978

Will wonders ever cease! GP-40's in branch line service? Louis Beaudoin writes "at 1745 today I observed one of the new B&M GP40-2's working a local freight south at Derry, NH on the Manchester & Lawrence Branch. #313 departed Derry with B&M box car, gondola, and caboose.

March 1980

Dec. 24, 1979 saw a six car Goodwin Railroad local out of Lakeport with cars for Franconia Paper Co. in Lincoln; the train however did not make a trip down to Concord to deliver or pick up any interchange traffic, but only ran Lakeport/Lincoln and return. The track above Lakeport is in excellent shape, to say the least, as train speeds in excess of 45mph were accurately recorded in some places around the Ashland-Winona area! About 30 revenue cars were at the plant in Lincoln.

October 1980

British Railbus to be tried between Boston and Concord, NH. GP9 #1733 (the last GP9 in the old blue/black/white paint) was part of the power on BODO (Boston to Dover, N.H. gravel train). It took off for parts unknown later that week.

May 1982

There's talk of reconstructing a narrow-gauge railway between Wiscasset and Head Tide, a portion of what was once the Wiscasset, Waterville and Farmington railroad, and operated from 1894 to 1933.

August 1983

JUDGE AUTHORIZES SALE OF THE BOSTON & MAINE RAILROAD: Judge Patrick J. Murray issued a consummation order on June 20 authorizing sale of the bankrupt Boston & Maine Railroad to Guilford Transportation Industries for \$24.25 million, B&M railroad vice president William Rennie said. The sale takes effect June 30 and comes after thirteen years of bankruptcy. During those years, the railroad was under control of the board of trustees appointed by a federal court.

January 2000

NASHUA GETS \$1M TO STUDY COMMUTER LINE. The city has been awarded \$1 million to study a planned commuter rail line between Nashua and Lowell, Mass. The money is part of a \$15.9 million package city government is hoping it will get from the federal government to open a rail line between Nashua and Lowell. From there, commuters could take the train into Boston.

March 2006

Has Guilford Become "Pan Am"? First came the boxcars labeled "Pan Am Railways." Now, these sentences appear on the Northpoint website, which advertises the properties GTI and Spaulding & Style Colliers are jointly marketing in Somerville: "Pan Am Systems, Inc., headquartered in Portsmouth, NH, is the owner of New England's largest privately held group of freight railroad companies, the 1,500 mile Pan Am Rail System, as well as other transportation- related businesses including, Pan Am Clipper Connection, intermodal facilities, warehouses, and lumber products manufacturing."

May 2020

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

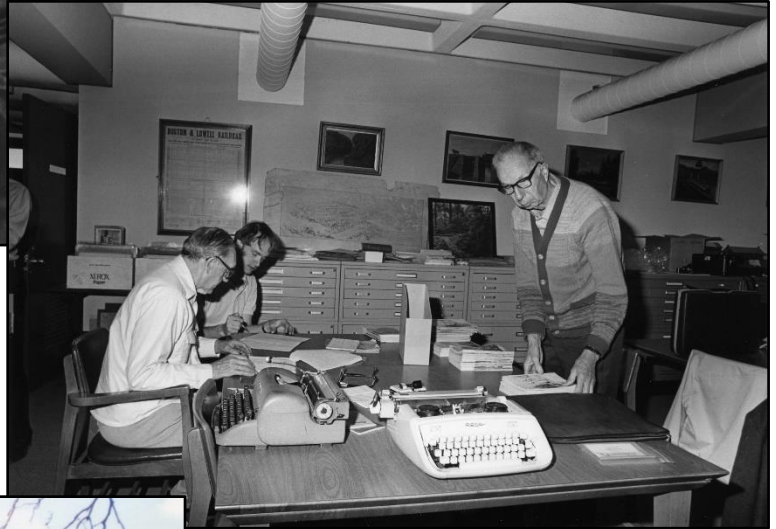
July 2020

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.

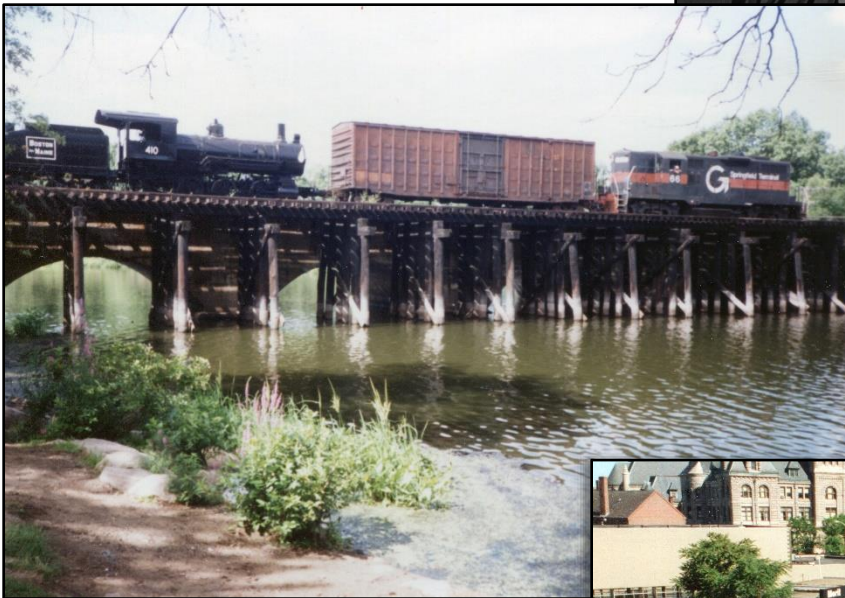
Remembering the Past...



Above: B&MRRHS president Donald S. Robinson (right) presents a copy of the Society's new book, "The Central Mass", to Boston & Maine Corporation president Alan G. Dustin (left) at Dustin's office. Society member John C. Hutchins looks on. Boston & Maine Railroad Historical Society Archives.



Above: Bob Cowan, Henry Taves, and John Barr process materials at an archives work session at University of Lowell Alumni-Lydon Library, May 1984. Nothing digital here! Photo by and gift of Dennis Adams. Digital image made from photograph in Boston & Maine Railroad Historical Society Archives.



Above: July 17, 1993 - A Guilford Rail System extra from the Billerica Shops to Lowell crosses the Concord River with #410 in tow for delivery to the Lowell NPS. Jim Nizus photo and collection.

Right: Lowell, MA, July 18, 1993. 410 being moved onto the display track. Ed Felten photo, Jim Nizus collection.



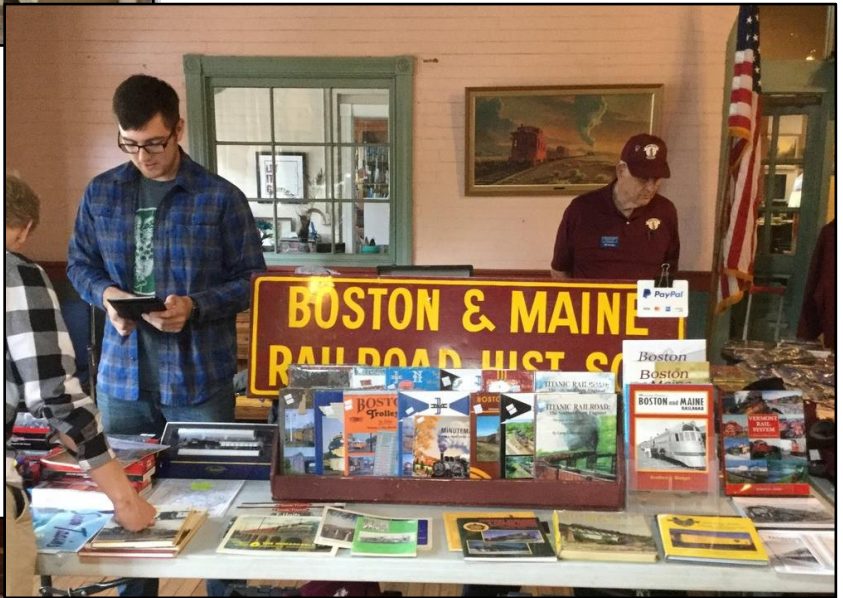
Looking to the Future!



Above: Jim Nigzus applies paint to #410 back in 2013. JoAnn Marcos photo, B&MRRHS Archives. Hardware chairman Richard Nichols poses with HO layout housed in B&M combine #1244, August 27, 2016. Photo taken and submitted by Mal Sockol. The 410 and combine are great public examples of the society's mission for preservation!



Above: New shelving for expanded storage, B&MRRHS Archives "Annex," North Chelmsford, Mass., Mar. 20, 2018. This new space has allowed for greater storage and organization for the collection. Jim Nigzus, pictured here, and his helpers have built many shelves for B&M archival material. Picture taken and submitted by Dan Hyde.



Below: Members of the Archives Committee meet in 2018. The acquisition of a new large-format document scanner has allowed the committee to begin scanning the society's large collection of blueprints, maps, and diagrams. Staff photo.



Above: Webmaster James P. Nigzus uses the B&MRRHS iPad to make a merchandise sale at one of our presentations at the Plymouth, NH senior center. James and the Online Committee have been instrumental in upgrading the technological capacity of the society including improving sales options with PayPal, upgrading the website, starting a YouTube channel, and acquiring and utilizing camera equipment for the *Minuteman Tales* series, meetings, and virtual presentations. Staff photo.

— The Railroad in Boxford, MA —

This recollection of railroad activity in Boxford, Massachusetts, was written by Oliver Howe in 1939. It was part of a donation of material to the Society from the collection of B&M conductor Robert Howe. Oliver Howe was Robert's uncle and was also a trainman. Our thanks to Marguerite Gropp, Robert Howe's daughter, for this donation.

About the year 1848 when my father was a small boy, the railroad was being constructed through Boxford. It was through the influence of General Lowe, who lived near the present site of the railroad station, * that the railroad was located a mile from the village. A location much nearer the village was first considered, but General Lowe agreed to loan the railroad company enough money to build its first passenger coach, about \$2,500, if they would locate the railway within a short distance of his residence.

I have heard my father relate what a thrill he had upon seeing his first railway train. My grandfather, Mr. Appleton Howe, had started with his family to drive to Ipswich beach, and just before arriving at the crossing at the railroad station they heard a work train approaching. The horse, unused to railway trains, took fright and nearly upset the carryall, but my father, bent on seeing that train, jumped from the carryall and ran for the track. He saw the train, then came back to see what damage had been done to the carriage. Enough damage had happened so that the trip to Ipswich beach was put off for that day.

About the year 1875 a quite serious accident occurred at the station. The freight train from Boston ran into an open switch, derailing many cars and tipping the engine over on its side. Fortunately, nobody was seriously injured.

Both Mr. William Atherton and Reverend R. R. Kendall had narrow escapes from being struck by trains on the station crossing. The Reverend Mr. Kendall misjudged the speed of the night freight train which did not intend to stop at Boxford. However, this was in the days when no flagman protected the crossing.

In 1862 when the plains near the station were used as a training ground for a few thousand soldiers, it meant added traffic for the railroad. The small amount of freight shipped today is in sharp contrast with the railroad's business of years passed. At the time Byam and Carlton were active in Boxford, regular shipments of matches were made. Also much lumber was shipped to the Archibald Wheel Company of Lawrence and to the general shipbuilding trade. A ship being built in Newburyport required all the oak that could be produced from the so-called "Lowes Grove" on the shores of Lowes Pond.

It was the custom in the eighties to give a locomotive a name that would excite interest. Those often seen in Boxford were the NORTH STAR, HERCULES, ATLANTIC, PACIFIC, GENERAL SHERIDAN, and ESSEX. After many years of simply having numbers, the Boston & Maine Railroad is again naming some of its locomotives.

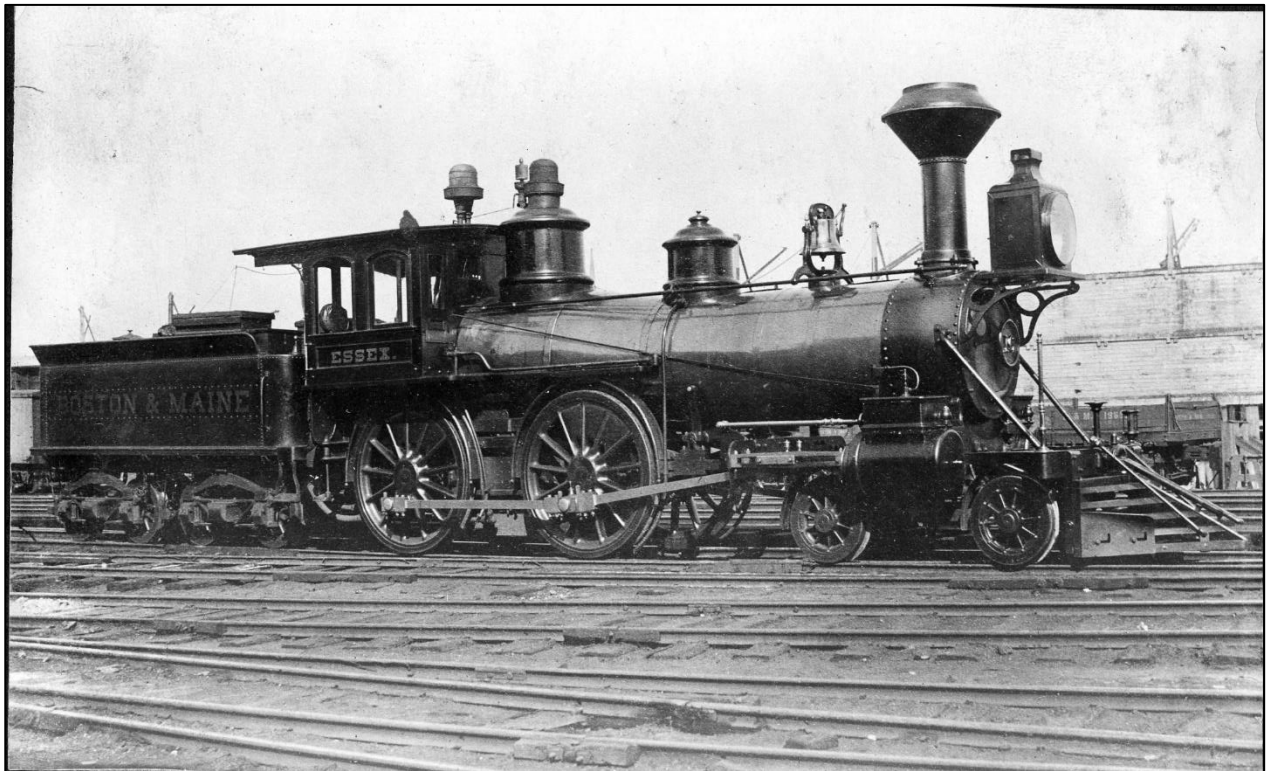
The conductors of those days were personally known to a host of regular patrons. Those well remembered were Ralph Beatley, William Hogue, John Webster, Benjamin Wharton, George Lunt and Henry Bixby, the last named a native of Boxford. They were all gentlemen who merited respect.

Boxford has been fortunate in having a long line of most accommodating station agents such as Mr. Badger, Mr. Hurlbutt, and Mr. Peabody. They were also useful citizens.

Even though methods of transportation have greatly changed, and rumblings of abandoning branch lines have been heard, it is our hope that we may still retain our railroad connection. **

* Boxford, Massachusetts station was on the Portland Division Newburyport Branch, 17.79 mi. from Wakefield Jct. and 27.17 mi. from Boston.

**The Newburyport Branch from Topsfield through Boxford to Newburyport was abandoned soon after in 1941.



Above: B&M (second) No. 16, Essex (2nd) c1880, a regular visitor to Boxford station according to Mr. Howe. 4-4-0, Class A. Built 7-15-1880 by Manchester (cons. no. 805). Cylinders 15x22. Scrapped 2-20-1905 at Concord, N.H. B&MRRHS Archives. Cat. No. 2015.39. Photo 1222. Gift of Carol Pearson.

Below: B&M's depot at Boxford, Mass. about 1900. The station was later named East Boxford, confounding the B&M's drive to eliminate East, West, etc. from station names to prevent dispatching errors. Harry A. Frye Collection, B&MRRHS Archives



ANDREW’S EXCURSIONS #5

EASTHAMPTON, MA – A TALE OF TWO RAILROADS

B&MRRHS MEMBER ANDREW RIEDL



Above: The junction on the rail trail which was where the former B&M branch to Mount Tom headed off to the right, and the New Haven Railroad continued straight to Northampton. Karr’s *The Rail Lines of Southern New England* refers to this location as “Hampton Mills” which certainly came from the massive mill complexes adjacent to the right of way. Andrew Riedl photo May 16, 2019

While my railroad of primary interest is the Boston & Maine, I enjoy learning about all other New England lines as well, especially the abandoned ones that can be explored. There are many places throughout New England that feature “dual lines”, and one of my favorites is Easthampton, MA. Located in the beautiful Pioneer Valley, Easthampton hasn’t seen trains in several decades now, but there is plenty to see in town for a B&M or New Haven Railroad enthusiast.

Easthampton was once served by two rail lines, one of them running north through Connecticut to Northampton, tracing the route of the Farmington Canal which had been constructed in the early 1800’s. This line was operated predominantly by the New Haven Railroad, but in it’s later days, the Pioneer Valley Railroad took over operations on sections that weren’t already abandoned. This line made a connection to the Connecticut River line at Northampton.

The B&M line serving Easthampton also linked up to the Connecticut River line, branching off south of Northampton at Mount Tom Junction, (named for the nearby peak that towers over Easthampton). This short three-mile route ran to Easthampton where it connected to the New Haven line just north of the station downtown,

(which still stands to this day as a popular bagel shop). This short but viable line gave the B&M it’s foothold in the town.

Like so many smaller branch line railroads, both of these lines became less useful over the years, and by the 1980’s freight service was dwindling. Passenger service to Easthampton had disappeared decades earlier. With the branch from Mount Tom and the New Haven line from the south both being abandoned to Easthampton in 1998, trains quietly disappeared from the scene in town.

Today, however, the Manhan Rail Trail offers a fantastic look at Easthampton’s entire former rail network. The paved trail runs from the Southampton boarder, north, past the historic brick Easthampton Depot (built in 1914). It then passes between several business that were at one time rail customers. Looking on either side of the trail, you see piles of discarded ties, rails, flat pieces of land that not too long ago featured sidings, and even an old section of siding complete with a bunter! As far as interesting artifacts to find, this trail is excellent, and it’s easy to see Easthampton’s importance to both of the railroads in the years past.

Continuing further northeast, you’ll pass through some scenic wetlands on the right side, and a massive former mill complex on the left. These mills are mostly renovated into other businesses at this time, and I highly recommend grabbing a beer at one of the local breweries after your excursion. The trail crosses over Ferry Street and passes a derelict mill complex on the right which was not as fortunate as the other complex you previously saw. You then come to the former junction of the two lines with the former B&M line to Mount Tom branching off to the right. This short branch runs through the woods then farmland before dead-ending at U.S. Route 5. (The switch to the Connecticut River line and the road crossing I presume were removed years ago around abandonment). Back at the junction in Easthampton, If you take the branch to the left, the paved trail continues all the way to downtown Northampton about five miles away.

The Manhan Rail Trail is an excellent example of a rail trail begin created to benefit the whole community, while at the same time, leaving plenty of artifacts to please rail fans and history buffs. This is one of my favorite rail trails in the Pioneer Valley, and I also highly recommend exploring the town of Easthampton while you’re at it. Happy Explorations! - AR

TWILIGHT TIME IN THE NORTH COUNTRY



Ian MacMillan photo

On November 14, 2020, members of the Cotton Valley Rail Trail Club ran the final inspection run on a state-owned remnant of the former Boston & Maine's Berlin Mainline between Whitefield, NH and Littleton, NH. This section, which last saw freight service in fall 1993 by the New Hampshire-Vermont Railroad, has laid dormant yet was retained by the state in the event that industrial opportunities might arise in Littleton. It was announced recently that in spring 2021 the state will begin to remove the rails from Littleton to Wing Road to extend the Ammonoosuc Rail Trail, which currently ends at Industrial Park Road in Littleton. Woodsville to Littleton, and Waumbek Junction (Whitefield) to Berlin, the majority of the line, was removed in the late 1990s. A few miles in between is still used occasionally by the New Hampshire Central Railroad between Whitefield and Waumbek Junction, then north on the former Groveton Branch to a connection with the St. Lawrence & Atlantic mainline in Groveton. The soon-to-be-lost section was occasionally patrolled by the CVRTC who performed maintenance and brush cutting. The final inspection run proceeded as far as Milepost 117. Hayden Lamoreaux, left, and Jonathan Miner, right, commemorated the event with a banner. ☘

RAYMOND BUGGY GETS THE BLUES

Between November 10 and 11, the Raymond Historical Society and EnviroVantage put the finishing touches on their exterior restoration of Boston & Maine N5 caboose C-32 (432). The RHS acquired the caboose from the Boston & Maine (Guilford) in 1990. The interior will be started this winter and finished in time for a ceremony in May. Decals were provided and installed by Jim Abbott and Chris Rotman of Highball Graphics. ☘



Your Newsletter Through the Years

BOSTON AND MAINE RAILROAD
HISTORICAL SOCIETY, INC.
P.O. BOX 302, READING, MASS. 01867

1974



1974



1979

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1986

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1988

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19 *Incorporated* 71
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1994

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2003

Boston & Maine Railroad Historical Society
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2018

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."

2019

Boston & Maine Railroad Historical Society
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