

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.”

March – April 2021

Meeting/Membership Telephone Number (978) 454-3600

www.bmrrhs.org

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Rockingham Junction, NH, June 2, 1983. BM GP9 #1741 as the Portsmouth switcher works Rockingham Jct. The 470 Railroad Club recently announced that it has purchased this locomotive for preservation at the Conway Scenic Railroad. Find the story on Page 7. Charles A. Petlick photo, from a slide in the B&MRRHS Archives.

TIMETABLE OF UPCOMING EVENTS

All upcoming Society meetings and events are tentatively suspended on account of the COVID-19 pandemic. 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:

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

or email rickkfoury51@gmail.com.

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

- 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 January:

- Alden Burns, Orono, ME
- Fenway Joe the Store, Quincy, MA
- Myles Gadon, West Rutland, VT
- Edward C. Joy, South Windham, ME
- LIRR Customs, Farmingdale, NY
- Joseph Mulligan, Marshfield, MA
- Jason Palin, Orange, VT
- Michael Redden, North Myrtle Beach, SC
- Helle Sabella, NES0YA 1937, Norway
- Alan Small, Cumberland, ME
- Jason Soukup, Manchester, NH
- Robert Springer, Brockton, MA
- Jeffrey Thompson, Intercourse, PA
- Thomas Lynch, Milford, NH
- Mark Marino, Seekonk, MA
- Timothy Ring, Appleton, WI
- Orlando Rosell, Fairfield, CT
- James Smedite, North Andover, MA
- George & Deborah Stokinger, Hampstead, NH
- William Stone, Jr., Peppereil, MA

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

Normally, I tend to hold the March-April *Newsletter* back in order to have a report prepared on our activities at the Amherst Railway Society Springfield Show, where many new and old friends come together in the name of everything railroading. Sadly that is not the case this year with the show's cancellation – though I must say that decision will no doubt help keep the community from suffering unnecessary anguish and loss. On the bright side, the *Newsletter* is on time! Things have been good for the Society in the last few weeks; we have launched our official podcast (more on that later) and have been keeping busy in all the usual ways. I hope you enjoy this issue, and as New England thaws, be sure to find some time to devote to your favorite pursuits involving the Boston & Maine!

– Rick Kfoury, Newsletter Editor





FROM THE ARCHIVES

B&MRRHS Archives Report
Rick Nowell, Archives Chairman

TO THE BOARD OF DIRECTORS AND MEMBERS OF THE BOSTON & MAINE RAILROAD HISTORICAL SOCIETY:
The Archives Committee is pleased to submit the following report for the year ended December 31, 2020.

GENERAL INFORMATION The Committee acquires, preserves, and organizes photographs, documents, drawings, and other paper materials related to the history of the Boston and Maine Railroad, its predecessors and successors, and other New England railroads. We furnish archival information to many different patrons including researchers, writers, preservationists, surveyors, engineers, lawyers, modelers, and genealogists.

The Archives are located in the Patrick J. Mogan Cultural Center at 40 French Street in Lowell, Massachusetts. This building is owned by the National Park Service and is part of the Lowell National Historical Park. Our Archives are housed within the Center for Lowell History, one of the UMass Lowell libraries, which occupies a large part of the Mogan Center. The collection is owned by the Society and managed by the Archives Committee. We occupy an area of about 1,000 square feet where we have shelving, cabinet storage, and workspace for researchers. Our cooperative agreement with the University gives our collection a secure, climate-controlled environment and an accessibility that is unmatched by most other railroad historical societies.

At Lowell the visitor will find photographs, slides, negatives, right of way and track maps, valuation surveys, timetables, books, periodicals, mechanical drawings of structures and equipment, and a wealth of data organized alphabetically by subject—Abandonments, Accidents, Baggage, etc. Researchers may browse the collection on their own or meet with the Archives chairman for assistance. The current hours are Monday through Friday, 9:00 AM to 5:00 PM. The Archives are also open on the third Saturday of the month from 9:00 AM to 3:00 PM. Since the Center for Lowell History observes the University's calendar, intending visitors should call ahead to confirm hours, 978-934-4997.

Owing to the pandemic, the Center for Lowell History, including the B&MRRHS Archives, are currently open only by appointment. Janine Whitcomb, Archivist at the Center for Lowell History, retired at the end of June. Visitors to the Archives always gained a positive first impression from Janine's cheerful personality and her willingness to help. Archivist Tony Sampas has taken over for Janine and has been most accommodating to visitors during the pandemic.

The Society rents additional space for the Archives (and our Hardware collection and Sales Department) in a warehouse building in North Chelmsford. The Archives Committee uses this space to receive and catalog donations and to store primary source material, principally railroad records and drawings.

OUR VOLUNTEERS Active committee members are Ken Akerboom, David Ashenden, Len Bachelder, Brad Blodget, Paul Burke, Steve Butterworth, Carl Byron, Rick Conard, Eric DiVirgilio, Jack Dziadul, Bob Farrenkopf, Mark Fecteau, Marguerite Gropp, Rick Hurst, Larry Kemp, Brad Kippen, Rick Kfoury, Alan LePain, Jack Madden, Dick Miller, Rick Nowell, Keith Scarlett, Wayne Slaughter, Jimi Smith, Mal Sockol, Leo Sullivan, Henry Taves, Al Taylor, Jim Teed, Gareth Thomas, and Dave West.

We held 14 work sessions in 2020, as compared to 11 in 2019 and 11 in 2018. The increase was due to a change in approach made necessary by the COVID-19 pandemic. After the March 7, work session there was a 4-month hiatus as cases of the pandemic surged in Massachusetts. The Center for Lowell History closed down on March 16. At the end of July, we instituted small group work sessions at North Chelmsford. These sessions, which were held on a sign-up basis, were limited to three or four volunteers, but were held more often than our regular monthly get-togethers. Masks were worn and social distancing practiced. After the Center for Lowell history reopened in late August, we alternated sessions at Lowell and North Chelmsford. Owing to a second surge, we held no work sessions in December. The average attendance for the small group sessions was 4 as compared to 9 in 2019 and 7 in 2018. Committee members were active in the following areas:

Large format scanning: Jimi Smith and Paul Burke. *Inventorying roll file contents:* Rick Conard. *Cataloging:* Len Bachelder, Paul Burke, Steve Butterworth, and Mal Sockol. *Inventorying metal file box contents:* Rick Hurst. *Photo identification and labeling:* Bob Farrenkopf and Gareth Thomas. *Organizing Chaffin negative collection:* Wayne Slaughter. *Research Requests:* Rick Conard. *Organizing and inventorying Bill Gove Logging Railroad Collection:* Mal Sockol and Eric DiVirgilio

Rick Hurst continued to hold impromptu work sessions at North Chelmsford with the help of Dick Miller and Larry Kemp; those sessions concentrated on processing the Donald B. Valentine Fitchburg Division collection. This group also worked to organize the Hinsdale, N.H. freight records and engine crew run books.

Many of our volunteers made important contributions by performing work at home. Ken Akerboom created a freight car data base for the Society's website. David Ashenden completed the scanning of Maine Central Railroad employee magazines. David, along with Carl Byron, Len Bachelder, Steve Butterworth, Rick Conard, Roger Hinman, Paul Kosciolk, Alan LePain, Jack Madden, Richard

Nichols, and Tom E. Thompson answered a variety of historical inquiries. Jack Dziadul updated his *B&M Bulletin* and *Modelers Notes* indexes. Rick Kfoury and Brad Kippen embarked on a project to scan and catalogue Robert E. Chaffin's collection of negatives. Rick also scanned and captioned slides from our collection. Mark Fecteau and Marguerite Gropp continued abstracted employee records. Rick Hurst found good homes for duplicate and off-topic materials. Keith Scarlett processed photographs. Mal Sockol took charge of the Archives calendar on the web site. Gareth Thomas continued to scan steam locomotive photos. Eric DiVirgilio prepared and mailed letters to Society members whose membership had lapsed, encouraging them to re-activate. Len Bachelder, Steve Butterworth, and Paul Burke did catalog work. Gareth Thomas scanned and captioned steam locomotive images.

DIGITAL SERVICES In 2013 we began to digitize Archives materials to enable us to pursue the Society's educational objectives on a wider scale. Here is a re-cap of our progress through the end of 2020.

- We maintain On-Line Archives at www.bmrrhs.org that includes, among many other things:
 - A 14,300-entry searchable catalog of Archives materials.
 - Indexes to *B&M Bulletin*, *B&MRR Employees Magazine*, *B&MRRHS Newsletter*, and *Maine Central RR Employees Magazine*
 - *B&MRRHS Newsletters*
 - Authority for Expenditure records
 - Passenger and freight car rosters
 - Passenger Chronology
 - Time tables, public and employee
 - Diesel locomotive diagrams
 - Freight car data
 - Maine Central RR employee magazines
 - Maine Central RR right of way and track maps. Valuation Sections 1, 2, and 3 (part of).
- Over 2200 historical photographs can be viewed on our Flickr site (www.flickr.com/photos/bmrrhs). Archives photos also appear on the Society's Facebook page, courtesy of Rick Kfoury and James P. Nigzus.
- In April we released an updated DVD containing a complete run of the *B&M Bulletin* from Vol I, No. 1 (1971) to Vol. XXXI, No. 4 (2019). The master disk was prepared from scans previously made by David Ashenden. Bulletin Editor Andrew M. Wilson provided digital copies of the latest issues. The disk includes an updated index prepared by Jack Dziadul. The disk is available through our on-line Sales Department.
- Nearly 1400 large format documents have been scanned since 2018. These include valuation plans, dispatcher sheets, bridge plans, station plans, and locomotive and car plans. We hope to post them eventually to the Internet Archive (archive.org) and establish links to them from our own website.
- Our consolidated employee database currently has over 19,600 entries. While we do not hold comprehensive employee records, we can gather names, locations, 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 and other researchers.

As we make an ever-increasing commitment to digitization and providing on-line resources, our exposure to loss or expense from destruction of electronic records grows too. During 2020 we re-evaluated our backup precautions and adopted a cloud-based backup system to supplement our existing procedures.

OUR DONORS We logged in a total of 59 donations in 2020, as compared to 66 in 2019 and 52 in 2018. Donors in 2020 included Scott Batson, Bradford G. Blodget, Alden Dreyer, Karl Johnson, David B. Giminiani, B&MRRHS Sales Department, George A. Ellis, Dennis J. Snook, Mrs. John M. Boardman c/o Bill Ewen, Jr., Marguerite Gropp, Dan Houde, Peter Wisniewski, Mason B. Flagg, Terry Simpson, Stephen McClure c/o David Follansbee, Ron Palmquist, Thornton H. Waite, Robert R. Quagan, Roberta R. Douglas, Rick Nowell, Mary E. Pennino, Kevin T. Farrell, Baltimore & Ohio Railroad Historical Society, David D. Ashenden, Mike Lennon, Estate of Bill Gove, Bill Kenny, Gary Stengle, Sheila Charles, Friends of Bedford Depot Park, Erich Whitney, Paul T. Kosciolk, John Hylas Smith, Anthracite Railroads Historical Society, Dick Hamilton, Diane Morlock, Philip E. Johnson, Adam Michalski, Ken Akerboom, Richard Carnevale, Russ Munroe, TomE Thompson, Peter Espy, Richard Chase, Rick Nelson, Richard K. Hurst, Thanks for all these donations, large and small.

Our committee welcomes new members. We need researchers, catalogers, and organizers. No experience required—just an interest in railroad history. Get started by attending one of our work sessions or by contacting your Chairman. I am, as always, impressed and inspired by how much can be accomplished by volunteers.

Respectfully submitted,
Rick Nowell
 Frederick N. Nowell, III

HARDWARE COMMITTEE REPORTS

Report of Hardware Committee for The Year Ended December 31, 2020

To the Board of Directors and Members of the Boston & Maine Railroad Historical Society:

The Hardware Committee is pleased to submit the following report to the calendar year ended December 31, 2020. Our Hardware Collection is housed and maintained in an annex in North Chelmsford, MA occupying an area about 1,000 square feet for storage, work, and research. We collect material related to the Boston & Maine Railroad, its predecessors and successors, and other New England railroads. The Collection is owned by the Society and managed by the Hardware Committee, made up of volunteers who are interested in railroad history and the preservation of historical materials.

The Hardware Committee members - Frederick Brown, Richard Faucher, Daniel Hyde, William Marnik, Richard Nichols, James Nigzus, and Mal Sockol - **logged in 230 hours for 2020**. Member Carl R. Byron proofreads the Hardware Collections website & inventory list. We scheduled meetings to be held once a month. The average attendance at our meetings, inclusive of members, was 4 for 2020. The work at our meetings consists of registering railroad hardware, organizing our collection, processing, and filing new acquisitions.

In 2020, a total of 111 donations of artifacts have been received from the following: B&MRRHS Archives items transferred to Hardware Collection, Anonymous Donors, Scott Batson, Christopher Childs, Rosalie Dunbar, Daniel Hyde, Marguerite Gropp, Paul T. Kosciolk, Thomas P. LeCompte Sr, Michael C. Lennon, Paul C. McCutcheon, Gregg McFarland, Richard Nichols, Richard Oedel, Ron Palmquist, Bruce Pettinen, Dennis J. Snook, Vincent & Maureen Terrill, Jr., David West.

During the year, we uploaded a variety of photographs of the Hardware Collection to the Society's web site, bmrrhs.org. This involved preparing a copy of photographs from each file with the help of Frederick N. Nowell, who shares responsibility for updating the site with Richard Nichols (Hardware).

Our Committee welcomes new members. We need researchers, catalogers, and organizers. No experience required - just an interest in railroad history. Contact the Hardware Committee for details. E-Mail: railroad.nichols@gmail.com

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

Hardware Committee Report, December 2020

The Hardware Committee of Daniel Hyde, Mal Sockol, William Marnik and Richard Nichols, had a work session on Thursday, January 21, 2021.

The following donations have been received:

Donation by; Richard Nichols

Walthers "Cornerstone" HO-scale Background Building

Donation by; Ms. Jenny Champeau

Two American Railway Express Wax Sealers & Conservation Tool Kit.

From the collection of Stanley E. Champeau B&M Conductor.

Donation by; Mrs. Christine Kfoury

Canon Pixma Pro-10 Printer Unit w/ Instructions w/ USB and Power Cords.

Disc of Printer setup software, Photo Paper 13"x 9" and 8.5"x 11", 10 Ink Cartridges.

Members Mal Sockol & Richard Nichols cleaned & repaired the two models of B&M locomotives built by Wilbur Frey and on loan from Paul T. Kosciolk: Boston & Maine 2-6-0 Mogul #1451 and 4-6-2 Pacific Locomotive #3669.

B&MRRHS Web-Site Hardware Collection:

Recent addition has been added to the B&MRRHS website: New Addition - B&MRRHS Display Case Collection 2021

Report for Year Ended December 31, 2020; Updated the Inventory to 2,358; Updated Tickets & Related Station Equipment.

2,361 items have been registered in the Hardware Collection since July 2013.

Respectfully submitted, Richard Nichols, Curator, Hardware Committee

ONLINE COMMITTEE REPORT

The B&MRRHS online committee has been busy, and in the last few months we continue to edit new episodes of *Minuteman Tales* for release. We have been supporting the creation and release of our new podcast, *High Green*. Our Facebook currently has 3,537 likes. Our YouTube channel is at 305 subscribers. On our website, the Online Archives, Freight Car Data, and the podcast are the three highest-viewed pages. We are constantly looking for new ideas for online content – please send us an email if you have any new ideas! - **James P. Nizgus, Chairman, Online Committee**

GENERAL FUND DONATIONS

The Society would like to extend its heartfelt thanks to the following members who have donated to the General Fund as of mid-January. Your generous contributions have done much to help the Society through these difficult times:

- | | | |
|-------------------------|-------------------------|--------------------------|
| Mr. Brewster Ames, Jr | Mr. Jeffrey Godsey | Mr. Gary W. Moore |
| Mr. Michael E. Bamford | Mr. Robert S. Grodzicki | Mr. Donald F. Morrison |
| Mr. James Beranek | Mr. Jim Haines | Mr. Al Oneto |
| Mr. Henry P. Binney III | Mr. Wilfred Harrison | Mr. Walter G. Opanasets |
| Mr. Paul J. Burke | Mr. Richard K. Hurst | Mr. Stephen R. Parkhurst |
| Mr. Michael P. Clark | Mr. Daniel W. Hyde | Mr. Vincent Reh |
| Mr. Peter Conlon | Mr. Edward L. Johnson | Mr. Ron Salters |
| Mr. Stephen Demboske | Mr. Stephen Karlson | Mr. Mark Shapp |
| Mr. Edward E. Dooks | Mr. Raymond R. Lagace | Mr. Nicholas A. Skinner |
| Mr. Dennis Downs | Mr. Lee E. LaRoche | Mr. Dennis Snook |
| Mr. Louis R. W. Edmonds | Mr. Carl Leaman | Mr. Mal Sockol |
| Mr. Carl J. Faulkner | Mr. Richard Lefavour | Mr. David Swinford |
| Mr. Paul Garbarino | Mr. Paul Lessard | Mr. Chris Thompson |
| Mr. Bill Gaver | Mr. Gerard Lucente | Mr. Nicholas Wilson |

THE B&MRRHS GOES ON THE AIR!

In the past year, the ongoing pandemic has meant that in-person meetings, presentations and gatherings are not possible. Online presentations, Youtube videos and our popular web series *Minuteman Tales* have allowed us to continue to connect with our membership, offer content, and inform new members of what we do. The creation of an Online Committee and expansion of digital offerings has been essential.

Following the continued success of *Minuteman Tales*, the Society has released a new digital offering in the form of our first ever podcast, titled *High Green* as an homage to *High Green and the Bark Peelers*, R.M. Neal’s classic 1950 book of Boston & Maine stories. A podcast, which is in effect a radio talk show, allows the B&MRRHS to pursue interviews, personal stories and open-ended discussion not usually featured in *Minuteman Tales* or online slideshow presentations.



The podcast debuted on January 4 with an episode containing an interview with engineer Reuven Grehan of the Milford-Bennington Railroad and B&MRRHS member Zack Knutsen, who are spearheading an effort to restore the Milford-Bennington’s former B&M EMD SW9, #1228. Other episodes released so far include an interview with Mike Bump, an engineer for Pan Am Railways who grew up railfanning the Conn River Line in the 1970s and 1980s; a discussion among the Online Committee about the role of the younger generation in the Society and railroad preservation; and an interview with Charles Martin, author of *New Hampshire Rail Trails*, conducted by B&MRRHS member Andrew Riedl.

We are also planning on releasing Society oral history interviews from the 1970s and 1980s as episodes of the podcast, featuring names such as Dana Goodwin, H. Arnold Wilder, B&M fireman Bill Fletcher, engineman Loyd MacNair, and others. *High Green* can be enjoyed on our website, or on other podcast services such as Spotify, Stitcher, Google Podcasts, Apple Podcasts. You can listen at home, in the car, or anywhere! If you or someone you know would like to be featured or interviewed, please send us an email at bmrrhs@gmail.com and write “Podcast” in the subject line!

FORMER B&M GP9 ACQUIRED BY THE 470 RAILROAD CLUB



Concord, NH, August 1971. BM GP9 #1741. Henry W. Marrec photo, B&MRRHS Archives

At the close of 2020, the 470 Railroad Club of Portland, ME, announced the purchase of EMD GP9 72 (formerly Boston and Maine 1741) from the Heber Valley Railroad of Utah. The 72 is currently located at the Pan Am Railways Waterville Maine Shop. The 72 was originally part of a 50-unit order of GP9s from EMD (1700-1749) for the Boston and Maine. The 1741 (serial number 23239) was built in July of 1957 and served the Boston and Maine for many years in road, branch and yard service all over New England. After GTI (Guilford Transportation Industries) purchased the Boston and Maine in 1983, the 1741 was renumbered to the “72” which hasn’t changed to this day.

The 72 was last operated sometime in 2017. Its final run was on WA-1, the Waterville switcher. On its daily assignment, 72 was headed to Oakland, Maine to switch a scrap dealer when it encountered an electrical fire. The #3 traction motor leads started a fire behind the generator due to poor insulation and being soaked in oil. Oakland fire officials promptly extinguished the fire, however at the time Pan Am made the decision to retire the veteran locomotive rather than perform the repairs it needed to operate again. At this time, we are aware that for 72 to operate again, the #3 traction motor leads should be replaced, the main generator should have insulated paint reapplied to the AC windings, and we must replace the traction motors that Pan Am had removed prior to selling the locomotive to the Heber Valley Railroad.

The Heber Valley Railroad acquired the 52 (formerly B&M 1726) and 77 (formerly B&M 1738) from Pan Am along with the 72 back in 2017. The 52 and 77 were shipped out west and power tourist trains in Heber City, Utah, however the 72 remained in Waterville, allowing a sale to the 470 Club to be negotiated. The only other confirmed surviving B&M GP9 is the 1732 which resides at the Railroad Museum of New England in Connecticut and is undergoing planned restoration after a mechanical failure. One other former B&M GP9, 1728, was last known to be at Larry’s Truck and Electric (LTEX) in Ohio, though it may no longer exist.

This locomotive is powered by a 567C block engine with a D12 main Generator. Properly maintained, this locomotive is capable of producing 1750 HP. At some point in 72’s life, it was rewired to a GP18 standard, however, it was not renumbered into the 1800 series like many of the other GP9s were. The stacks have been properly covered and the motor is free of water and bars over.

With a little care at the North Conway shops there is no reason why we cannot see the 72 operational again in the future. This will be the only former Boston & Maine EMD GP9 in operation on the former B&M system and will be in good hands along with sister B&M diesels, EMD F7As 4266 and 4268. Since the announcement of the purchase, the 470 Club has received an influx of attention and is actively seeking donations to perform the maintenance needed to get the unit operational. With sufficient donations, they may be able to buy and install traction motors right in Waterville so it could operate when it arrives at the Conway Scenic in March. To donate, contact the 470 Club on Facebook, at (207) 415-0950 or at 470railroadclub@gmail.com.

Adapted from an article submitted to the 470 Club by Cory Fothergill



PROJECT FROM THE ARCHIVES: SCANNING THE ROBERT E. CHAFFIN NEGATIVE COLLECTION BY BRADFORD KIPPEN

January brings some of New England's coldest weather. On a frigid afternoon in early 1938, the glorious spectacle of steam, and smoke, and soot put on by Boston and Maine P-3-a 3705 made an expedition onto the frozen platforms of North Station well worthwhile for photographer Robert E. Chaffin. Time is 1:15 PM, and with 7 cars in tow, looks like train #123 is off to a good start, something they will need as they aim to cover the Western Route's 114.7 miles to Portland Union Station in just 155 minutes.

This excellent image by Robert E. Chaffin is just one out of thousands of negatives of New England railroads taken over a ~30 year period from the mid-1930's to early 1960's which were donated to the Boston and Maine Railroad Historical Society Archives in 1999. A resident of Lynn, Mr. Chaffin, worked as a ticket agent for the Boston and Maine Railroad for 45 years. His extensive collection covers transitional era steam and diesel operations on the Boston and Maine and provides extensive information on equipment roster and technical data as well as copious notes of locomotive sightings.

Last fall, an ambitious new project was launched at the B&MRRHS Archives, digitizing key pieces of Robert Chaffin's collection. Specifically, goals of the project are as follows:

- Create high-resolution digital scans of negatives available for use in future print and digital publications, and for research in the Online Archives.
- Move negatives to new archival quality storage envelopes.
- Create a full indexed database of all negatives.

Progress to Date:

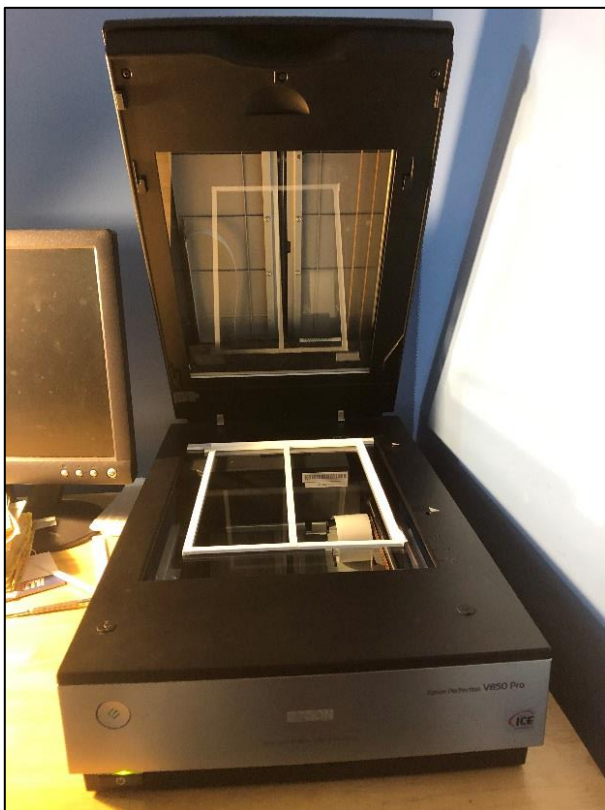
So far, just under 500 images have been scanned and digitally restored, many of which feature the P-1 and P-2 Pacifics and 1100's series diesel switchers. It has been a rewarding adventure of historical research. For example, one small envelope containing 21 negatives was identified by B&MRRHS Director Carl Byron as showing an early Railroad Enthusiats' (RRE)

fantrip over the Boston and Maine Fitchburg Division and Hoosac Tunnel and Wilmington Railroad on August 29, 1937. Together, the images provide a unique view of a day 84 years ago!



A project of this scope presents has many technical as well as historical frontiers. Negatives are being digitized using an Epson V850 Pro scanner at 59 Megapixel resolution. The overwhelming majority of Chaffin’s negatives are black and white Kodak 116 images. 116 was a common 2-¼” by 4-¼” roll film produced from 1899 to 1984, a high-resolution film very popular to railroad photographers from the 1930’s to 1950’s. Unfortunately, most scanners do not come equipped with templates for scanning 116 film. This was overcome by the development of a multi-piece custom template. The styrene frame elevates the film to a focal point 0.12” above the scanner glass. Cardstock templates hold the negatives flat and only expose the image blocking the scanner light from reaching the negative margins which would otherwise cause image distortion.

Special mention is necessary for another custom tool developed for this project. Local software developer Mario Mato from Peabody created an excellent custom program in the Python programming language which will be instrumental in creating a negative index database for the archive.



Volunteer Opportunity

Are you looking for a project which will let you preserve Boston and Maine history without leaving home? We are looking for volunteers to help digitally restore / touch up scans of historical images! While these negatives are in overall excellent condition, they contain small scratches and imperfections. Thankfully, these can be digitally removed from scans using free software, paint.net, allowing these images to be enjoyed at the highest quality possible.

- ✓ No prior experience is needed - We can show you how to restore the images via video conference.
- ✓ No travel or in-person interaction is required.
- ✓ No specialized equipment is necessary, just a basic computer with internet access.
- ✓ Set your own pace, choose hours, and devote time as able.

If you are interested in volunteering please contact Bradford Kippen at fbk3amtk@aol.com, cc directors Rick Kfoury at rickkfoury51@gmail.com and Rick Nowell at fnowell3@gmail.com. Your help would be very much appreciated and helpful to keep this great project moving.

ANDREW'S EXCURSIONS #7

MELROSE / CEDAR PARK

B&MRRHS MEMBER ANDREW RIEDL



On a chilly Sunday afternoon in November, Amtrak *Downeaster* train 693 passes through Melrose/Cedar Park on its way north to Portland, ME via the old B&M Western main line. A granite "R" post, an old relic of the B&M days, sits to the right of the tracks and has been all but forgotten in the modern railroading era. Andrew Riedl Photo November 15th, 2020

This column will not only feature adventures on long abandoned Boston and Maine rights of way and visits to depots, but we will also visit plenty of active railroad locations on the system as well. For our next adventure, we're traveling a mere 6.74 miles north of North Station to the charming suburb of Melrose, which is also my hometown. I'm fortunate to be within walking distance of not only some great train watching, but also some excellent B&M history.

Melrose/Cedar Park is one of three stops in the city, falling between Wyoming Hill and Melrose Highlands. It's located on the original Boston and Maine route connecting Boston and Portland. Built between 1834-1845, the line would later become known as the Western Main Line, and to this day is heavily used by Amtrak, MBTA and Pan Am freights on various parts of it. Melrose was always a prominent location on this line and because of this, it was able to host three stations within the city limits. All three are active to this day, even though they are only 1.27 miles apart!

Because of this density, Melrose/Cedar Park has been targeted on a few occasions for elimination, but the city of Melrose has always rallied to ensure that it remains open. (Most recently late last year as Commuter Rail ridership has suffered greatly due COVID-19 keeping the Boston workforce largely at home). Melrose appreciates the convenience and service that all three of its stops offer, and they have done so for 176 years.

Focusing on the station itself, the station building is long gone, and upon quick glance it would be easy to dismiss this stop as a typical modern Commuter Rail stop, but let's



take a closer look and see what we can unearth. On the far end of the southbound platform, you can see a concrete post with the phrase "5 Cars" etched on it, which definitely dates back to the B&M era, and I assume was a marking point for where the train would position itself when arriving at the station based on its car length. Walking down the platform on either side, the curbing at the edge

clearly dates back to the B&M era with the platform itself being repaved when needed. The former station building stood where the parking lot is for the brick apartment complex on the northbound side.

Just north of the station on the other side of West Emerson Street, a concrete B&M post with "R" can be seen next to the tracks. This would notify the engineer to ring the bell in anticipation of the crossing and station. Across the tracks from this sign there was once a siding that served a lumber warehouse that is long gone, and the large white building that is now apartments was once also a building that had railroad significance as well, but you would never guess it today.

As far as train watching opportunities at Melrose/Cedar Park, there is not quite as much variety as there once was during the B&M days, however, there is still plenty of action to catch. MBTA Commuter Rail trains are main attraction during the middle of the week, but after dark, the New Hampshire Northcoast gravel train from Ossipee Pit has been making regular appearances Mondays thru Thursdays. Local freights BO-2 and LA-2 can sometimes be seen in Melrose at night as well. On the weekends, Amtrak's "Downeaster" detours down the Western Route through Melrose while the MBTA Green Line extension through Somerville is completed which is being built adjacent to the former B&M New Hampshire main line. (Ironically the "detour" for the Boston-Portland train follows what the original route was for trains traveling between these two cities).

Melrose/Cedar Park has been a location of importance on the B&M and its predecessors for almost two centuries now, and does retain some pieces of its B&M history if you know where to look. It is well worth checking out and seeing what you might be able to discover in plain sight. Happy Explorations! - AR



The self-propelled Budd RDC (Rail Diesel Car) made its debut on the B&M on April 27, 1952. The “Buddliners” were immediately successful and soon replaced most locomotive-hauled passenger trains. This photo of an RDC-1 proudly displaying the Minuteman logo was taken at Middlesex Street Station in Lowell by Mason B. Flagg, c.1953.

*Digital image made from color slide in Boston & Maine Railroad Historical Society Archives. Cat. No. 2020.16.1
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