

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

# NEWSLETTER

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

**July–August 2021**

Meeting/Membership Telephone Number (978) 454-3600

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

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*Dover, NH, May 1953. Conway Branch local freight engineer Albert C. Lord (left) and Conductor Walter H. Hart checking orders. Official B&MRR photo preserved by Alan E. MacMillan. Donated by David S. Hutchinson.*

## TIMETABLE OF UPCOMING EVENTS

### Sunday, August 15:

Concord Model Railroad Club Railroad Show. 10:00 a.m. start.  
Everett Arena, 15 Loudon Road, Concord, NH

At present the B&MRRHS plans to have tables at the show with merchandise, clothing, models, and our newest book, *Steam Trains of Yesteryear*. Check our website and the Concord Model Railroad Club 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 May:

- Lawrence P. Aiello; Andover, MA
- Brookside Mill Work; Salem, NH
- Marshall E. Carter III; Virginia Beach, VA
- Michael Dolan; Hanson, MA
- William Myers; Toms River, NJ
- Kristopher Spinney; Mason, NH
- Ethan Stone; Anamosa, IA
- William Butman; Chicopee, MA
- Matthew Ellsworth; Danvers, MA
- Stephan Greppi; Lexington, MA
- Michael Prior; Medford, MA
- Joseph W Barry, III; Syracuse, NY
- Donald Dickinson; St George, ME
- Jay Gadon; Concord, NH
- Timothy Steele; Cutchoque, NY
- Daria Brashear; Providence, RI
- Michael D'Amico; Middleton, MA
- Brian Frazer; Ayer, MA
- Brendan Hughes; Cambridge, MA
- Christopher Laflam; Jericho, VT
- Charles Adam Purinton, II; Salisbury, MA
- A. Craig Seufert; New Hampton, NH
- John Simon; Portsmouth, NH

*Welcome Aboard!*



**MEMBERSHIP BADGES AVAILABLE**

B&MRRHS members are entitled to wear the official membership badge at all society events. The badge is an attractive shade of blue with white lettering, 3 inches wide by 2 inches tall. The badge has a secure magnetic attachment system that eliminates pinholes from shirts and sweater. The Society sells and mails badges at cost. Please make checks for \$12 payable to B&MRRHS and send to: Name Badge, B&MRRHS, P.O. Box 9116, Lowell, MA, 01853. Please specify name for the badge. NOTE: Magnets are known to be harmful to those who utilize Pacemakers.

**WEBMASTER'S REPORT**

The B&MRRHS has been continuing to maintain a solid online presence. As of early June we currently have 3,645 people following us on Facebook, and 417 subscribers on YouTube. We released a new episode of *Minuteman Tales*, focusing on Whitefield, NH. We also released a new episode of our podcast, *High Green*, featuring a 1976 interview of former B&M employee Bill Fletcher, who worked for the B&M in the early 1900s. The interview was conducted by Dana D. Goodwin and H. Arnold Wilder. We continue to maintain the online store, and update the online archives with new materials as well. We are always looking for new ideas and suggestions for online content! ☘

– James P. Nizgus, Webmaster

**EDITOR'S NOTE**

With restrictions relaxing and folks getting vaccinated, we are excited to trend back to more in-person events and are looking with anticipation towards the Concord train show in August. So far this has been a big year for railroad news, with the potential takeover of Pan Am Railways by CSX dominating much of the wavelength. There's plenty of "news" surrounding the history of the B&M, too, in this 50<sup>th</sup> anniversary year for the B&MRRHS. It seems like everyday new discoveries, anecdotes, images and facts emerge into the limelight, expanding our understanding and appreciation for the B&M. I hope you enjoy this edition of the *Newsletter*, and your summer as well. Stay cool! ☘

– Rick Kfoury, Newsletter Editor



**"Oh, didn't I tell you, John? Our new neighbor is a retired railroad engineer."**



## **FROM THE ARCHIVES**

B&MRRHS Archives Report  
Rick Nowell, Archives Chairman

May 8, 2021

There were no work sessions in April. Our next work session will be held on Wednesday, May 12 at North Chelmsford. The group organized by Brad Kippen to scan and preserve the Robert E. Chaffin negatives continues working from the homes of the volunteers.

During the past 30 days my activities have included

- Scanning and furnishing drawings and floor plans of Maplewood, N.H. Station to a local preservation group
- Furnishing construction details regarding Waltham, Mass. station to a modeler.
- Providing a track diagram of a passing siding in Penacook, N.H.
- Providing genealogical information to two inquirers.
- Secured permission from the owner of images for use in a book about the Lexington Branch.
- Furnishing material to Jim Nigzus for display at Laconia station
- Scanning and emailing a 1950s-era track diagram of the Hillsboro N.H. station.
- Helped editing copy for Carl Byron's 2022 B&MRRHS calendar.
- Sending material to Ken Akerboom for use in augmenting his Freight Car Data Page on our website
- Corresponding with 2 potential donors of material
- Sending employee record cards to committee member Mark Fecteau for abstracting.
- Meeting twice with a researcher at Lowell.

I also had a telephone conference with Sean McInerny of the Cotton Valley Rail Trail Club of Wolfeboro. They are setting up a small archive and asked for our input regarding organization and processing photographs and other material.

Our Archives at Lowell are currently open by appointment only, Monday through Friday, 9 to 5, and the third Saturday of each month from 9 to 3.

Respectfully submitted,

*Rick Nowell*  
Chairman

## **PRESIDENT'S REPORT**

The virus is now trending in the right direction. As we go to press, more and more of the country is slowly opening. As these changes progress we will keep the membership up to date regarding our future plans for resuming in-person meetings. Already, some train shows are being scheduled: the Concord Model Railroad Club train show in New Hampshire will take place in August in Concord (see enclosed flyer for details). The Nashua Valley Model Railroad Club is planning their October show. Please check our website ([bmrhs.org](http://bmrhs.org)) and/or check the Society phone (978-454-3600) for future updates.

Respectfully submitted,

Jim Nigzus

June 7, 2021

## HARDWARE COMMITTEE REPORTS, APRIL–MAY 2021



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

**The following donations have been received:**

**Donation by Robert Grodzicki**

Wooden Rail Joiner & Five spoils of 22 Gauge Wire.

**Donation by Michael Pace**

Dwarf Signal – Three Lamp Signal from North side of Boston.  
Three Signal Shades & replacement Light Bulbs -Two Switch Stand Locks  
Crossing Shanty Bell from West Medford.  
B&M Milk Can – B&MRR Equipment Trust Plate, Cast Steel.  
Dietz Vista B&M Lantern w/ Red Globe – Adlake B&M Lantern w/ Red Globe.  
B&MRR RDC2 Budd Liner Number Board #6211.

**Donation from the family of Edward Joseph Sweeney**

Dietz-Vista Central Vermont Railway Lantern w/ Clear Globe.  
Five HO-scale B&M / MTC and MEC Freight Cars Kits.

**Donation by Lester H. Stephenson, Jr.**

B&MRR Linen, White Seat Backer used in B&M Business Cars.

**Donation by Rick Kfoury**

Joint Bar from North Londonderry on Manchester & Lawrence Branch

**Miscellaneous Donation:**

Walthers; HO-scale Wide Vision Boston & Maine Caboose #470  
Walthers; Ho-scale Wide Vision Maine Central Caboose #656  
Walthers; Two package Accessory Caboose Detail Kit.

The Hardware Committee worked on re-locating the framed photograph collection for storage, allowing room for future items to be donated (see photos below). On the B&MRRHS website Hardware Collection we updated Builders Plates & Trust Plates, Diesel Locomotive Builders Plates & Number Boards, Railroad Signals & Related Equipment, HO-scale Freight Car Collection, and Rails, Ties, Spikes and Related Equipment. On Saturday, May 15, Members Mal Sockol & Richard Nichols, installed three Walthers Background Buildings along walls facing the rail yard on the HO-scale layout inside B&M Combine #1244 in Lowell.



2,388 items have been registered in the Hardware Collection since July 2013.

Respectfully Submitted,  
Richard Nichols  
Curator, Hardware Committee  
Boston & Maine Railroad Historical Society



**UPDATE FROM THE ARCHIVES:**  
**SCANNING THE ROBERT E. CHAFFIN NEGATIVE COLLECTION**

BY BRADFORD KIPPEN

In a trip to Boston Engine Terminal on Tuesday, May 30, 1961, Mr. Chaffin captured what are arguably some of the rarest photographs of Boston and Maine diesel locomotives. Four of the B&M's six new GP18's had just arrived from EMD carrying the wrong road numbers! The new locomotives, numbered BM 1770 to BM 1773, were *supposed* to be numbered BM 1750 to BM 1753. Very few photographers captured these locomotives in their original numbers during their brief time in Boston before they were shuttled to the Billerica Shops by RS3 1540 and promptly renumbered.

In the March-April newsletter, we announced the start of a project to scan the negative collection of Robert E. Chaffin, a 45-year employee of the Boston and Maine, whose extensive negative collection covering operations of the Boston and Maine and other railroads from ~1935 to ~1963 was donated to BMRRHS in 1999. Key goals of the project were outlined 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

By the numbers, here is a summary of progress to date:

- >1,500 negatives scanned (up from <500 at last update)
- >1,200 negatives moved into polypropylene archival storage sleeves
- 737 negatives fully archived in BMRRHS database
  - Negatives archived to date cover Boston and Maine 3600's Series P-1, P-2, and P-5 class 4-6-2's and 1100's series Diesel-Electric switchers (all classes)

Such progress would not be possible without the help of dedicated volunteers. So far, volunteers John Comita, Jr., David W. Follansbee, and Adam Frederick, Dick Jardine, and Col. Tom E. Thompson have assisted with the project, working to digitally restore scans from home following procedures outlined in a guidebook developed for this project and demonstrated on video conference / screen share workshops. Collaboratively, working together, even when apart, has been a key part of this project.

Great progress has been made in the development of technical infrastructure. Special thanks are again due for local programmer Mario Mato from Peabody who released an improved version of a custom Python program to help automate data processing. Key feature of the Python program is a tool which in seconds can automatically create a .CSV spreadsheet containing all the metadata of hundreds of photographs. An Excel spreadsheet with custom parsing logic developed by the author data mines the .CSV to semi-automatically fill in nearly all required data fields in the BMRRHS negative database saving countless hours of manual work.

However, not all of the creative solutions implemented for this project have been so technical! Each negative is being assigned an archive lookup key number to improve organization and aid future researchers. An interesting problem arose...how to quickly and neatly add these negative ID's to envelopes too small to run through a printer without using thick and sticky adhesive labels. After some cleaning, oiling, and minor repairs on a broken clevis connection, a Smith Corona Sterling portable typewriter purchased by my grandparents in the early 1950's returned to service typing negative ID's decades after retirement.



*Exactly 80 years ago...May and June of 1941 were busy months for Mr. Chaffin's photography with dozens of photos taken showcasing the Boston and Maine just before wartime restrictions which limited railroad photography. In this May view we see P-2 3673 leading a westbound Rockport to Boston commuter train off the Gloucester Branch onto the Eastern Route Main Line at Beverly Junction.*

**Volunteers Needed!**

Are you looking for a fun new project which allows you to help preserve railroad history right from home? We are looking for more 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.

The Chaffin Collection contains an estimated 10,000 original negatives taken between the 1930's and 1960's. The more people who help out with this project, the more classic vintage photographs we all can enjoy.

Whether your interests cover the Boston and Maine or beyond, there is something of interest for everyone in this collection. About 40% of the Chaffin collection covers railroads outside the Boston and Maine both in New England and throughout the country. These other railroads will be scanned depending on the level of volunteer interest. I will scan and archive negatives of any road, New England or not, if someone is willing to help with restoring the digital scans.



*The steam to diesel transition era on the Boston and Maine is well documented in Chaffin's photography. In this October 1953 view at New Boston Terminal, 3-month-old SW1 1120 is assigned to switching duties once likely belonging to now displaced G class 0-6-0 switchers. RS3 1544 and P-3-a class 3709 are awaiting Commuter Rail passenger assignments.*



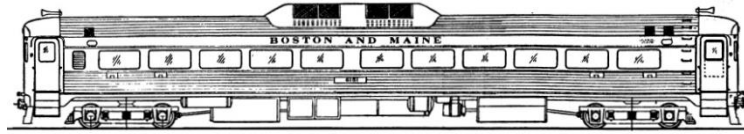
*Chaffin's photography extends far beyond the Boston and Maine both within New England and throughout the country. In a rare mid-war view, Chaffin found Maine Central C Class 4-6-2 470 between runs at Rigby Yard on September 1, 1943. Today, MEC 470 is the sole surviving Maine Central C Class locomotive and is presently being restored to operating condition by the New England Steam Corporation (NESCO).*

*If you are interested in volunteering please contact Bradford Kippen at [fbk3amtk@aol.com](mailto:fbk3amtk@aol.com), cc directors Rick Kfoury at [rickkfoury51@gmail.com](mailto:rickkfoury51@gmail.com) and Rick Nowell at [fnowell3@gmail.com](mailto:fnowell3@gmail.com), let us know your interests, so we can check what is available. Your help would be very much appreciated and helpful to keep this great project moving!*



# The 28-year Saga of an RDC on the Move

By Robert T. Crowley, North Carolina Railway Museum Curator of History



The summer of 1986 brought a fleet of used, but specialized, railroad passenger cars on the market. Sometime earlier, the Massachusetts Bay Transit Authority (MBTA) had taken over the rail commuter services north of Boston from the Boston & Maine Railroad (B&M), and in so doing, inherited a large number of Rail Diesel Car (RDC) units they promptly put up for sale. Seeing the opportunity to acquire a unique piece of equipment for the New Hope Valley Railway, Melvin Best, one of our members, went to Boston, and arranged to purchase an RDC-9 for just \$500 of his own money as a donation to the museum. Almost immediately the plan began to unravel into a multi-year odyssey, taking the purchase on a grand tour of the country with a bit of international travel included for a bit more interest.

The term RDC is an acronym for the words Rail Diesel Car, given because all such units were equipped with at least one diesel engine slung in a housing beneath the car, making them self-propelled. This was an advantage in commuter services and on lightly traveled branch lines since trains could be run without locomotives and not need to be turned at each end of the trip. An RDC-9 was unique among the various types of RDC built by the Budd Company, and a type built only for the B&M exclusively. It is all-passenger like the RDC-1, but it possesses no engineer controls or cab. It was designed to be used as a trailer in conjunction with other types of RDC. These particular units, however, were now well past their prime, and had been replaced with newer equipment.

The trip began in Boston when our RDC was switched from the MBTA over to the main Conrail freight yard and coupled to an EMD F-Unit destined to be refurbished at the

Montreal Locomotive Works plant in Quebec. This odd pairing was then put into the consist of a Conrail freight train bound for Selkirk Yard just outside of Albany, N.Y. The train made a number of stops, including one for the F-Unit to be set off for interchange to the Central Vermont Railway for its trip to Montreal. However, someone neglected to properly read the waybills, and our RDC remained coupled to the F-Unit all the way to Montreal, and into the Montreal Locomotive Works (MLW) plant. About three days later the folks at MLW telephoned the folks at Conrail to inquire as to what they should do with the RDC since no work order had been filed on it. That engendered a day of searching through Conrail records to locate the waybill of an RDC the folks at Conrail had assumed to have been delivered to Selkirk Yard some days earlier. A few days later our RDC arrived at Selkirk where it was assumed it would be routed down the River Line into Weehawken, N.J. to continue its journey south. Unfortunately, that is not what happened.

The RDC was placed on a classification track in the huge complex of Selkirk Yard, but then Conrail lost the RDC! It had disappeared into the confusing mass of mishandled and misclassified cars overflowing from Selkirk Yard at that period in the history of the collection of inefficiencies we once called Conrail. The situation conspired to leave our RDC forlorn and lonely in the bowels of Selkirk Yard for almost a full YEAR! Hardly a week went by without a telephone call or letter going from us to some employee or official of the Consolidated Railroad Corporation, pleading, cajoling, and/or even threatening in a vain attempt to convince someone in the company to locate the car. Our words fell upon deaf ears or

were simply ignored. At long last we had a telephone call from the Yardmaster at Selkirk. The next day the sky above the yard was filled with the pounding beat of a helicopter! It circled taking photos. When the photos were examined a few days later, the shape of a long, silver passenger car was clearly visible in one of them.

Now there was another problem. After having been essentially “in storage” for so long, FRA rules demanded the brakes on the RDC had to be inspected, certified, and certain parts replaced, needed or not. The second part the problem was the fact the shops at Selkirk were overloaded with work and could not undertake to do our RDC. The solution was to send the unit to the shops in Buffalo, N.Y. instead. A day or two later our RDC was given a temporary certificate for movement and was on its way west through the Mohawk River Valley for its date in Buffalo. The RDC arrived there at some point, and left there just a few days later, but no one has ever been completely clear as to why the shops at Buffalo did not service the brakes, and further, why the unit was placed into the consist of a westbound freight for departure to Chicago.

The folks in Chicago began to get things right. Since Chicago was about as far west as one could go on Conrail. A set of new waybills were cut for a new routing, and the wandering car began making its way east. This time it was bound for Enola Yard near Harrisburg, P.A. Within hours of arrival at Enola the RDC was routed on the tracks of the former Reading Railroad further south to Hagerstown, M.D., switched onto an interchange track, and placed into the benevolent hands of the Norfolk Southern. The NS nearly had a case of corporate apoplexy. Ever since departure from Selkirk Yard just over a month earlier, the unit had been moved under a “temporary” brake inspection certificate, and that had now expired. The shops at Shenandoah Junction were deemed too far away for the car to be moved even that far, so the work was done at Hagerstown. Now the NS wanted to be paid for the work and wanted to be paid before the car moved another mile on their lines. The bill came to \$3,800, payable on demand, and they were demanding. There was nothing else to do but settle the

account as quickly as possible, and the unit was on its way to North Carolina at last!

NS routed the car from Hagerstown on as direct a route as possible, but not actually to Raleigh quite yet. This time our RDC was given some time to repose at the seaside, and next found itself on a siding owned by the Beaufort & Moorehead Railroad at Morehead City, N.C. There is something mildly surreal in the fact an RDC originally owned by the Boston & Maine (B&M) would also get to roll on the tracks of the Beaufort & Morehead (B&M), thus being able to claim some allegiance to both railroads having the symbol B&M associated with them. After a short time in Morehead City, our RDC was moved to Beaufort by the B&M where it remained until 1990 when the B&M was sold, and the suggestion was made we find other accommodations for our car. Unfortunately, we did not have the facilities (or cash) to bring it to Bonsal. Calls were made to as many companies, organizations, and individuals with access to railroad sidings or spurs as we could locate in an attempt to find a home for our RDC as quickly as possible, and a benefactor came forward. The North Carolina Transportation Museum at Spencer Shops was able to accept the car on loan for a time with the stipulation it could be used as a coach on their train ride as needed. We agreed, and the car was off on another trip, this time halfway across the state to the museum where it did see duty as a coach occasionally.

Then in 1997 the collection of equipment at Spencer had grown to a point where more room was needed. After almost seven years at Spencer Shops, and eleven years after we had acquired it, our RDC was being evicted again, and still another home for it had to be found. Eventually, we found a friend of a friend who had a warehouse with a railroad spur and enough unused room at the end of the spur to hold our RDC, so permission was obtained to store the car in the old A&P Warehouse in Raleigh. The good news was the spur was indoors! The spur connected to CSX near Glenwood Yard, and ended inside the warehouse. The prospect seemed ideal, so the car made its way from Spencer to Raleigh, was switched into the warehouse, and was shut away behind closed doors to await

the next move, whenever that would come. Our much-traveled RDC-9 reposed quietly behind those doors for another seven years. Then in early 2004 the warehouse came up for sale, and the new owner determined the space inside was too valuable to be “wasted” on the free storage of “defunct railroad cars.” Another eviction was ordered, and a new location had to be found. In April of 2004 the NHV’s own BType tractor was transported to the warehouse, and using chains, pulled the unit across the street where the car was secured once again.

A few years later, the Red Springs & Northern (RS&N) suggested they would like to use the RDC on the excursion trains they hoped to operate and offered it another

home. Soon enough, waybills were cut, and the CSX pulled it from the siding in Raleigh for a journey to Parkton, N.C. However, whatever hex hovers over this unit struck still again! The siding at the RS&N at Parkton is a facing point siding, so instead of setting it out, the CSX crew took it all the way to Hamlet. Then somehow it was decided the brakes had to be done again, so the RDC was routed all the way to Jacksonville, FL, and then back to Parkton.

Earlier this year (2014) we determined to bring it to Bonsal but by truck this time to prevent another disappearance. After twenty-eight years and a journey of thousands of miles, the RDC-9 now reposes on the NHVRy awaiting restoration. ☚

## **B&M G11 0-6-0 #410 UPDATE**



410 Committee Chairman and B&MRRHS President Jim Nigus (left) and 410 Committee crewmember Fred Brown (right) work on #410 in Lowell, MA on April 24. The 410 Committee was routinely touching up the paint on #410 and were also fully repainting combine-coach #1244. Be sure to go and check out their work! *Newsletter* photo.

## ANDREW'S EXCURSIONS #7

### BRIDGE REPLACEMENTS ON THE OLD BOSTON & MAINE

B&MRRHS MEMBER ANDREW RIEDL



Recently repainted PAR GP40-2W 507 sits outside the Boston Engine Terminal with the old High Line bridge in the background. This bridge carries the B&M New Hampshire main line over the tracks that lead to BET and is soon to be replaced by an upgraded structure. Andrew Riedl photo, 12/26/20.

Recently the MBTA began a multi-year project to replace several outdated bridges on their commuter rail lines, several of them being on the north side. These bridges that date back to the height of the Boston & Maine days have outlived their usefulness and will soon be

replaced by new structures. Work has begun on several of the projects, one of which is the Lynn Fells Parkway bridge in Melrose which carries the Western main line over the Parkway. Work began in March of this year and will continue until 2022. The current steel structure dates back to 1929 and is in poor condition at this time. As part of the work, there was some single tracking in effect at times between Wyoming Hill and Wakefield to accommodate the construction crews and equipment.

Other B&M era bridges involved in this project are the High Line bridge one mile out of North Station which carries the New Hampshire main line over the access tracks to the Boston Engine Terminal. The current steel bridge dates back to 1927 and while it has been the backdrop for many pictures over the years, it is also in poor condition to this day and needs to be replaced.

The other two B&M era bridges involved in this reconstruction project are the Parker Street bridge in Lawrence on the Western Route Mainline, and the Commercial Street bridge in Lynn on the Eastern Route Mainline. The Parker Street bridge dates back to 1930, and the Commercial Street bridge is a steel structure that dates all the way back to 1913. While it is always sad to lose B&M infrastructure, in these cases, it's for the greater good as these upgrades will ensure that safe, reliable service will continue on these former B&M lines for decades to come. ☘

The 1929 steel bridge that carries the Western main line over Lynn Fells Parkway in Melrose will be replaced soon due to its age and current condition. This picture from April 3rd, 2021 shows the initial preparations being done to the bridge to get it ready to be removed. The new bridge will help provide more reliable service on the MBTA Commuter Rail line that uses it. Andrew Riedl photo.



## **BOSTON & MAINE #1741 UPDATE**

NORTH CONWAY, NH. – The attention of New England railfans was cast upon former Springfield Terminal Railway EMD GP9 #72 (Boston & Maine #1741) which was brought from storage in Waterville, ME to Rigby Yard in South Portland, ME in late May. Once arriving at Rigby, the locomotive was put onto a local freight and run dead-in-tow to Danville Junction, where Pan Am interchanges with the St. Lawrence & Atlantic Railway (SLR). SLR will bring the unit to Groveton, NH where it will then be taken by New Hampshire Central for handing off to the Conway Scenic Railroad at Hazens (Whitefield).

Built in 1957, this locomotive is the last remaining Boston & Maine EMD GP9 in northern New England. It was the last original Boston & Maine locomotive on the Pan Am roster until its removal from service in 2017, and the last to leave Rigby Yard. It was sold in 2018 to the Heber Valley Railroad of Utah along with sister GP9s #52 and #77 but was not shipped west and was ultimately sold to the 470 Railroad Club.

After repairs, the 470 Club plans to restore it to B&M heritage for operation on the Conway Scenic Railroad, where it will join sister B&M diesels #4266 and #4268 — two EMD F7As also owned by the 470 Club. ☞

## **PODCAST GUESTS WANTED!**

Did you or someone you know work for the B&M or on a former B&M line? Do you have a B&M subject that you want to share information or stories about? Are you a collector, modeler, author or restoration group? We want to hear from you! We are looking for guests to appear on our podcast, *High Green*, and talk anything and everything B&M. Email us at [bmrrhs@gmail.com](mailto:bmrrhs@gmail.com)!

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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)!☞

## **BROCO OIL UPDATE**

HAVERTHILL, MA – Austin Logan reports that Broco Oil in Haverhill has begun construction on a new siding at their site on 8<sup>th</sup> Avenue. Broco, a relatively new customer served by Pan Am Railways local LA-1, had previously expanded their rail service by extending an existing siding and constructing a short runaround track. They utilize a trackmobile to move cars for unloading.

Haverhill, the easternmost location on Pan Am's Western Route Mainline in the state of Massachusetts, is also the last concentration of freight customers on the Western Route before the New Hampshire state line. Haverhill Steel and WBC also receive rail service in town. Despite many unused sidings and spurs, at present there are no active local freight customers on the ~40 miles of the Western Route Mainline in New Hampshire. ☞



*Austin Logan photos, taken May 11, 2021 at Haverhill, MA. Photos taken with permission of Broco Oil.*

## RAYMOND, NH CABOOSE DEDICATED

RAYMOND, NH. – On Monday, May 31, the Raymond Historical Society held a dedication ceremony for newly restored Boston & Maine N5 caboose #432 (nee-101722, C-32) at the town’s 1893 Boston & Maine station. The occasion was well attended, with the B&MRRHS represented by board members Bill Marnik and Rick Kfoury. #432 was dedicated in honor of Willis Goddard, a Raymond schoolteacher and one of the original founders of the RHS. Present at the ceremony was Scott Knightley, whose team at EnviroVantage (Epping) performed the restoration work free of charge. Jim Abbott of Highball Graphics (Ossipee) supplied decals for the project

If you get the chance, visit the caboose and depot and see what the RHS Restoration Committee (Dave Hoelzel, Sr., Sally Paradis, and Art Wolinsky), Highball Graphics, and EnviroVantage have done to help make the Town of Raymond the best representation of the abandoned section of the Portsmouth Branch. ☼



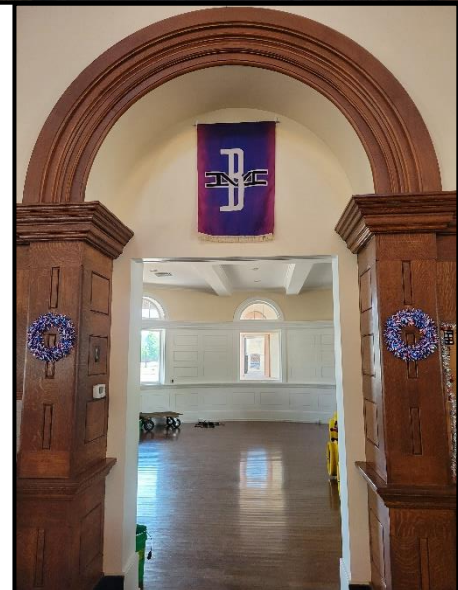
Above, Raymond Historical Society president Dave Hoelzel, Sr. presents the dedication plaque. *Newsletter* photos.

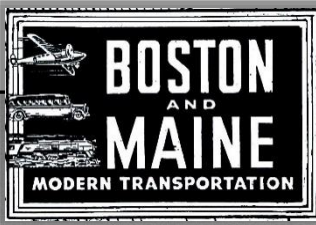


## B&MRRHS EXHIBIT IN LACONIA

LACONIA, NH. – This summer, the Hobo & Winnepesaukee Scenic Railroads has launched a new railbike operation based out of the Concord & Montreal station in downtown Laconia. This operation, which heads south as far as Lake Winnisquam, will allow the opportunity to safely explore the active rails in Laconia and the Lakes Region from an exciting new perspective.

In conjunction with the railbike operation, the B&MRRHS has opened an exhibit of materials inside the historic station. On display are several documents and hardware items from our archives, many of which relate directly to the rich history of railroading in Laconia and the Lakes Region. Accenting the artifacts is the exquisite architecture of the building itself, designed by famed architect Bradford Lee Gilbert whose portfolio also included railroad stations at Bennington, VT, Amoskeag (North Manchester), NH, and New Boston, NH. ☼





## *Vignettes from the Archives*



**Above:** The passing of an era as the semaphore signals in Manchester Yard are retired, December 2, 1944. New light signals would replace them. Notice "Hill Yard" at center right, now the Market Basket, and Union Station in the background. Also, check out the doghouse in the foreground!

**Left:** Manchester on September 31, 1944. Arthur Bussiere, Jr., lampman at Manchester, NH, on the semaphore tower. In just a few months his position as lampman would be no longer needed.

Official Boston & Maine Railroad company photos 598-20 and 475-33 B&MRRHS Cat. No. 2021.4.1.

Donated by David S. Hutchinson.



**Manchester, NH, August 15, 1950. First Trick Switcher crew. Left to right: Fireman Oscar LaVoie, Yard Foreman Arthur Lynch, Yard Helper Arthur Gilmore, Engineer Robert Totten.**

*B&MRR photo preserved by Alan E. MacMillan. Donated by David S. Hutchinson.*

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

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