



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 2022

Meeting/Membership Telephone Number (978) 454-3600

www.bmrrhs.org

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Somersworth, NH, March 9, 1970. BM GP7 #1556 and GP9 #1712 with Conway Branch freight D-7 pass the Somersworth freighthouse. Berwick, ME is just a stone's throw across the Salmon Falls River. The freighthouse was still standing until demolition a few years ago. H. Bentley Crouch photo, Walker Transportation Collection, Historic Beverly.

TIMETABLE OF UPCOMING EVENTS

Saturday, March 19:

B&MRRHS Monthly Public Meeting

Rowley Police Auditorium, 477 Haverhill St, Rowley, MA 01969. 2–5 p.m. Off street parking, **masks recommended**. Justin Winiarz will present “Views of Today’s B&M”.

April Meeting:

B&MRRHS Monthly Public Meeting

Details TBD, please check website and Facebook for updates.

Saturday, April 2:

Great Northern New England Train Show

Dover Lodge of Elks #184, 282 Durham Rd., Dover, NH. 10am-3pm. The Society will have tables at the show.

Sunday, April 24:

Hooksett Lions Club Train Show

David R. Cawley Middle School, 89 Whitehall Road, Hooksett, NH. 10am-3pm. We plan to have tables at the show with merchandise, clothing, models, books and more.

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

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. © 2022 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

* *Canada & Overseas members please pay via PayPal*

MEMBERSHIP RENEWAL

Notices are sent monthly based on members' renewal dates. If we have an email on file for you, a renewal reminder will also be sent via email. Envelopes are clearly marked "RENEWAL NOTICE." Not responding will 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.)
- The label on your *Newsletter* envelope shows your renewal date.
- Refer questions to the Membership Secretary Stephen DeFrancesco at stephen.defrancesco@aecom.com.

CHANGE OF ADDRESS

Please advise Membership Secretary of new address before you move. Returned and forwarded mail costs the Society money. Write *Stephen DeFrancesco, Membership Secretary, B&MRRHS, P.O. Box 1438, Tewksbury, MA 01876.*

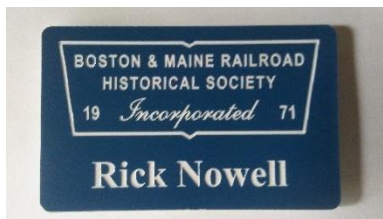
NEW MEMBERS

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

- Corey Reynolds, Methuen, MA
- Ronald Kennard, Lee, NH
- William Weidner, Dublin, NH
- Calvin McKemmie, Sunderland, MA
- Daniel Howard, Tivoli, NY
- Kevin Jones, Poughkeepsie, NY
- James Wiggin, De Land, IL
- William Schultheiss, Washington, MD
- William Furey, Greenfield, MA
- Bobby Roberts, Little Rock, AR
- Nicholas J. Sisti, Esq., Pepperell, MA
- Audrey Miller, East Boothbay, ME
- Matthew J. Hayduk, Old Fort, NC
- Martin R.T. Harding, Springfield, VA
- Bruce Morrill, Mount Laurel, NJ
- Patrick Kubala, Brimfield, MA
- Kenneth S. Fossaluzza, Terryville, CT
- Brett J. Ulrich, Pawling, NY
- Walter J. Kobrzynski, Methuen, 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.



NEW MAILING ADDRESS FOR MEMBERSHIPS

Please be advised that we have moved our P.O. Box for new and renewed memberships, and we are **no longer using** the Derry, NH P.O. Box address. Our current P.O. Box address is:

Membership Secretary, B&MRRHS
P.O. Box 1438,
Tewksbury, MA 01876

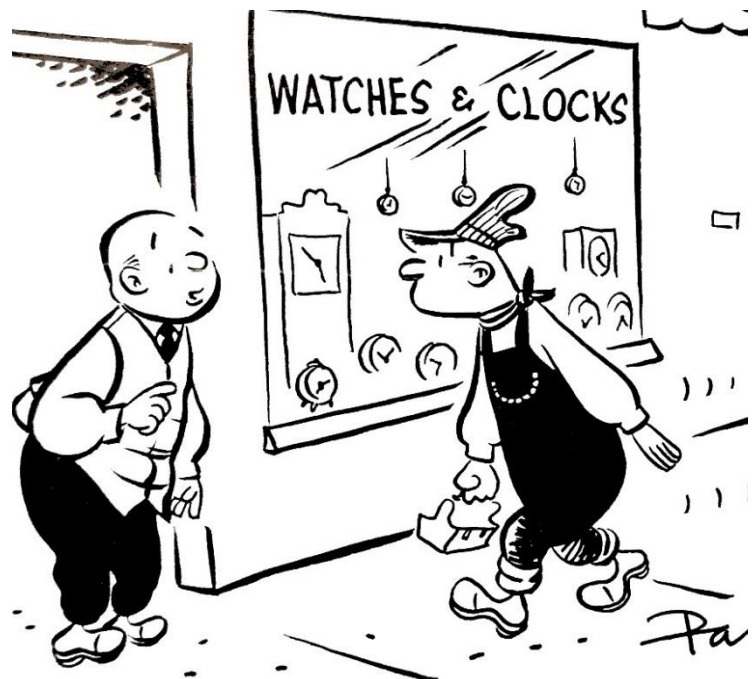
WEBMASTER'S REPORT

The Online Committee has continued to keep busy with its duties in the New Year. We released an episode of our web series *Minuteman Tales* covering Berlin, NH, which proved to be very popular, being shared 79 times on social media. New episodes of our podcast *High Green* included an interview with Scott J. Whitney who worked the Green Mountain Railroad's brief freight operations on the Ashuelot Branch. The website received some new updates, including the addition of digital copies of the *B&M Bulletin* and *Modeler's Notes* to the Online Store. We currently have 3,789 people following us on Facebook, and 624 YouTube subscribers, up from 510 at last Newsletter. We hope you have been enjoying the content and as always, we appreciate any feedback!

– James P. Nigzus, Webmaster

EDITOR'S NOTE

As I write this it is a balmy 10 degrees in central New Hampshire, but warm are the thoughts of a busy calendar on the horizon. We are looking forward to the resumption of safe in-person Society meetings this month, as well as train shows on the schedule for April in Hooksett and Dover. It was nice to see so many familiar and new faces at the West Springfield train show in January. There were many nice comments about the Society's efforts — we are glad you have been enjoying the history as much as we have enjoyed presenting it! We have a great, full issue of the *Newsletter* this time with some great information, updates and stories. As always, thank you for your membership and support. ☘ – Rick Kfoury, Newsletter Editor



"Would you give me the correct time?"



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, 2021.

GENERAL INFORMATION: The Committee acquires, organizes, and preserves photographs, documents, drawings, and other paper materials related to the history of the Boston and Maine and Maine Central Railroads, their 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, the UMass Lowell special collections library. The B&MRRHS collection is owned by the Society and managed by the Archives Committee. It occupies 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.

Owing to the pandemic, the Center for Lowell History, including the B&MRRHS Archives, is currently open only by appointment. Regular hours are Monday through Friday, 9:00 AM to 5:00 PM, and the third Saturday of the month from 9:00 AM to 3:00 PM. Intending visitors should email the Archives Chairman to make an appointment: fnowell3@gmail.com. This is an appropriate place to offer our thanks to Tony Sampas, the archivist-in-chief and general manager of the Center for Lowell History, without whose help we could not offer such a welcoming and well-maintained facility to our members and guests.

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

OUR VOLUNTEERS

Three separate groups are now operating to do archival work.

Rick Nowell's group is composed of 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, Jimi Smith, Mal Sockol, Leo Sullivan, Henry Taves, Al Taylor, and Dave West.

This group held 9 work sessions in 2021, all at Chelmsford, as compared to 14 in 2020 and 11 in 2019. The average attendance in 2021 was 5, as compared to 4 in 2020 and 9 in 2019. During 2021, this group was engaged in large format scanning, cataloging, photo identification and labeling, and inventorying the Vin Bernard Signal Collection. Many hours of work were also given to organizing the Hill-MacMillan-Hutchinson Collection, and the Sandown Historical Society (ex-Salisbury Point Railroad Historical Society) Collection.

Many of our committee members and friends made important contributions by performing work at home. Ken Akerboom has improved and updated his popular freight car database that resides on the Society's website. He also scanned and posted pages from

B&MRR car record books. David Ashenden, Carl Byron, Len Bachelder, Steve Butterworth, Rick Conard, Roger Hinman, Tom Humphrey, Alan LePain, Jack Madden, Richard Symmes, and Tom E. Thompson answered a variety of historical inquiries. Jack Dziadul updated his B&M Bulletin and Modelers Notes indexes. Rick Hurst found good homes for duplicate and off-topic materials. Eric DiVirgilio prepared and mailed letters to Society members whose membership had lapsed, encouraging them to re-activate. Steve Butterworth cataloged collections. Paul Burke cataloged at home and filed new acquisitions at Lowell.

Rick Hurst's group, which includes Brad Blodget, Larry Kemp, and Dick Miller, continued meet regularly to process the Donald B. Valentine Fitchburg Division collection. The wealth of primary source material is being organized by location to facilitate access by researchers.

Brad Kippen's group includes John Comita, Dave Follansbee, William S. Keay, Rick Kfoury, Kris Spinney, and Col. Tom E. Thompson. They continued to scan, edit, catalog, and preserve the extensive Robert E. Chaffin negative collection, a project that started last year. They have currently scanned and post-processed some 3,900 negatives. The scanned negatives are slipped into polypropylene sleeves and repackaged in their original envelopes. Negative IDs are assigned, and the negatives are archived using the B&MRRHS database template. The group also has another ~650 negatives which are scanned and presently in progress.

Brad's group thanks Carl Byron and George C. Corey for help with research, as well as Jeff Eggert (Chicago and Northwestern Historical Society), Craig Ordner (Santa Fe Railway Historical and Modeling Society), and Rick Schroeder (Chicago and Eastern Illinois Railroad Historical Society). Kirk Reynolds from Monticello Railroad Museum should be acknowledged for arranging a donation to B&MRRHS associated with this project. Francis H. Donahue, Henry A. Gibson, and Harold W. Boothroyd should be posthumously credited as well. Each photographed along Chaffin in the late 1930s and 1940s, and their notes have been invaluable in improving the data associated with Chaffin's negatives.

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 2021.

We maintain On-Line Archives at www.bmrrhs.org that includes, among many other things:

- A 14,500-entry searchable catalog of Archives materials.
- Indexes to B&M Bulletin, B&MRR Employees Magazine, B&MRRHS Modelers Notes, and Maine Central RR Employees Magazine
- Abandonment records
- B&MRRHS Newsletters
- Authority for Expenditure records
- Passenger and freight car rosters
- Passenger chronology
- Timetables, public and employee
- Locomotive drawing lists
- Diesel locomotive diagrams
- Freight car data
- Painting and lettering diagrams
- Signal chronology
- An index of track changes 1897-1961 by valuation section
- Maine Central RR employee magazines
- Maine Central RR right of way and track maps (in progress)

Over 2,500 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 2020, 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 is available through our on-line Sales Department.

Over 1,900 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. In the meantime, they are available for viewing on demand.

Brad Kippen's group has scanned, catalogued, and preserved over 3,900 negatives from the Robert E. Chaffin Collection. (See above).

Our consolidated employee database currently has over 22,000 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.

REQUESTS FOR INFORMATION: Every few days we receive a request for information. Some of these inquiries can be answered by the Chairman from his files. Others require time at the Archives in Lowell or Chelmsford to locate and copy photos, employee records, or data. Still others defy solution and we refer them to our "panel of experts." This crowd-sourcing approach has proved highly effective, and we thank all of you who have contributed to these lively and enlightening exchanges of knowledge.

OUR DONORS: We logged in a total of 71 donations in 2021, as compared to 59 in 2020 and 66 in 2019. Donors included Richard C. Hurst, Ken Akerboom, Western Railway Museum, Marguerite Gropp, David S. Hutchinson, Carl R. Byron, Deane R. Folsom II, Marc Eggiman, Michael C. Lennon, J. Leonard Bachelder, Steve Johnson, William Bintz, Charles K. Brown (courtesy of Richard Symmes), Chris Conrod (courtesy of Beth Zimmer), Mike Pace, Bradford G. Blodget, Roger Robar, Stephen J. Giardina, Gary LeBlanc, Susan M. Legere, B&MRRHS Sales Dept., Richard G. Brion, Gary Molgard, Sandown Historical Society & Museum (courtesy of Richard Nichols), J. Hoch, Linda Hogan, Richard Faucher, Ron Palmquist, Bruce Pentinnen (courtesy of Richard Miller), Christopher Hall, Rick Nowell, Ken Cushing, William Remington, Geoffrey Beard, Karl Johnson, Friends of Bedford Depot Park, Benjamin Maggi, Phil Deyman, Claudia M. Kulik, Paul T. Kosciolk, Cal Preston (courtesy of Rick Kfoury), D. Trager, New Hampshire Historical Society, Henry V. Taves, Chicago & North Western Historical Society, Steve Baxendale (courtesy of Rick Hurst), Estate of Paul M. Paulsen, David D. Ashenden, Leo J. Sullivan, Jimi Smith, Dave West, Amesbury Carriage Museum, Jessie Mazzie, Leo Landry, Thornton H. Waite, Alden H. Dreyer (courtesy of Brad Blodget), Estate of Don Provencher (courtesy of Ray Belanger), John A. Roderick, Mark Fecteau, and Southern Railway Historical Society.

We extend warmest thanks to all our donors for their generosity and their interest in our work of preserving the history of the Boston and Maine and Maine Central Railroads. We encourage our members and friends to donate additional material to our growing collection. We will also appreciate receiving information about potential donors.

Our committee welcomes new volunteers. We need researchers, catalogers, scanners, and organizers. All you need is an interest in railroad history. Contact the Chairman for more information. I am, as always, impressed and inspired by how much can be accomplished by volunteers.

Respectfully submitted,

Rick Nowell

Frederick N. Nowell, III
Chairman, Archives Committee

HARDWARE COMMITTEE REPORT

Bill Marnik, Hardware Committee
Dan Hyde, Hardware Committee

The Hardware Committee met at North Chelmsford on Thursday, January 20th for its monthly work session. Dave Hyde, Mal Sockol and Bill Marnik sorted and prepared various non-B&M-related items for possible sale at the Springfield Train Show. The Hardware Team sorted through dozens of engineering drawings and posters for sale. The Hardware Committee inventory of railroad items will be updated as these items are sold to the public.

Respectfully submitted,

Bill Marnik

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 early February. Your generous contributions have done much to help the Society through these difficult times:

Mr. Brewster Ames, Jr.
Mr. Paul Ballard
Mr. Michael E. Bamford
Mr. Alex Bernhard
Mr. Henry P. Binney III
Mr. Brad Blodget
Mr. Peter Bond
Mr. Paul J. Burke
Mr. Peter Conlon
Mr. Stephen Demboske
Mr. Dennis Downs
Mr. Denis Dwyer
Mr. Hugh Dyer
Mr. Louis R. W. Edmonds

Mr. Arthur Ellis
Mr. Mark Fecteau
Mr. David Follansbee
Mr. Peter Fisk
Mr. Richard Gauthier
Mr. Jeffrey Godsey
Mr. Robert S. Grodzicki
Mr. Jim Haines
Mr. Walter Hilsenbeck
Mr. Richard K. Hurst
Mr. Daniel W. Hyde
Mr. Edward L. Johnson
Mr. Stephen Karlson
Mr. Paul Langerin

Mr. Lee E. LaRoche
Mr. Carl Leaman
Mr. Paul Lessard
Mr. Stan Limpert
Mr. John Luczynski
Mr. Bill Marnik
Mr. Michael Pace
Mr. Stephen R. Parkhurst
Mr. Charles Purinton
Mr. Paul Riley
Mr. Nicholas A. Skinner
Mr. Wayne Slaughter
Mr. Dennis Snook
Rev. John Stasiowski



“Line of the Minute Man”



CONGRATULATIONS

We would like to wish a very happy retirement to Pan Am Railways engineer Eric Heuser, who retired on January 28 after nearly 52 years on the railroad. He hired out on the Boston & Maine on April 4, 1970, and for many years prior to retiring held down Pan Am Railway's Nashua local, NA-1. Congratulations Eric! ☘

We'd like to welcome member Andrew Riedl to his first term on the Board of Directors. Andrew has provided us with coverage of fascinating B&M locations in his *Newsletter* column "Andrew's Excursions", produced and hosted several episodes of our podcast, and has also written for *the B&M Bulletin*. Welcome Andrew! ☘

WE'VE GOT ISSUES!

DIGITAL MEDIA NOW AVAILABLE ONLINE @ WWW.BMRRHS.ORG!

Whether you're looking to do some B&M research, finally read that long-lost article of the *B&M Bulletin*, or just find some good reading material, we have you covered! Now available for purchase in our Online Store are individual digital issues of our famous publications, the *B&M Bulletin* and *Modeler's Notes*. Society volunteers have worked hard to scan and upload this catalog of material consisting of 50 years of amazing knowledge. As hard copies of many issues are now difficult to find, this ensures that the knowledge will always be at your fingertips. Head on over to the "Digital Media" section of our Online Store today! ☘

B&M F7A 4268 UPDATE

We removed, repaired, and installed new door handles on five of the car body doors, inside and out. Several of these door handles were custom made by Adlake and just arrived last week. Wayne finished mounting support brackets for piping over the rear rack. He also troubleshooted the fuel lines which appeared to have a leak. Mark Gray connected the remaining wiring for field shunt circuit on the main generator, cleaned contractors, and got the locomotive to roll over on its own for the first time in over 40 years! Jim Hamlin organized the shop and mounted some plates. We hope to be able to start the 4268 within the coming weeks. headlights marker lights and number lights were all lit up today as well.

Cory Fothergill, 470 Railroad Club, 2/6/2022

WEST SPRINGFIELD RAILROAD SHOW



WEST SPRINGFIELD, MA. – The B&MRRHS attended the Amherst Railway Society's railroad show at West Springfield, MA on January 29th and 30th, the first time the show has been held since 2020.

Despite lower attendance than usual due to COVID-19 and heavy snowfall throughout much of New England, merchandise sales were strong. Many friendly faces, both new and familiar, turned out to discuss Society activities and provide valuable support. The show is a huge source of support for many railroad groups, the Society very much included, and we'd like to thank members Jim and James Nigzus, Paul Kosciolek, Steve DeFrancesco, and Rick Kfoury who worked the booth throughout the weekend. ☘





Lackawanna & Wyoming Valley Railway Historical Society, Inc.
Chapter, National Railway Historical Society, Inc.
P.O. Box 3452 Scranton, PA 18505-0452

NRHS

Project3713 Donor Update: January 2022

Project3713, the partnership to restore Boston & Maine steam locomotive #3713 to operation at the Steamtown National Historic Site (SNHS) in Scranton, Pennsylvania is a long-standing formal relationship between the Lackawanna & Wyoming Valley Chapter of the National Railway Historical Society (LWV) and the locomotive's owner, the National Park Service (NPS). During the course of the restoration, the LWV has managed donations and assisted SNHS shop staff with specific tasks.

The pace of the restoration has been dictated by SNHS's priorities. There were periods of inactivity when other projects took precedent in the shop, while the 4 years leading up to the Covid 19 era were among the most productive in the history of the effort as donors, LWV and SNHS teams worked feverishly to make progress on the locomotive. Among the highlights from this period are the restoration of the drive wheels, tender frame and numerous key components. In addition, a new cab, tender cistern and firebox were built.

The start of the pandemic coincided with a periodic review of the Project3713 partnership agreement. While these reviews have been fairly quick and easy in the past, Covid-related disruptions, NPS policy changes and the transition to a new administration leading SNHS combined to delay this process. As of January 17, 2022 all parties are continuing to work on the review in accordance with SNHS's plans to complete the restoration.

A significant amount of donated funds remain in the account overseen by the LWV - funds to be used solely for the benefit of #3713. The review has not prevented the LWV team from working with the SNHS on the proper distribution of these funds. In the past, donated funds have been used to benefit specific parts of the restoration. Money has not been turned over to the NPS in bulk fashion - all distributions of donor funds have been tied to distinct portions of the restoration. The LWV is working to ensure this remains the case and that donors will have a clear line of sight into exactly how their generous financial support has been used on the restoration. Whether more fundraising will be required for the restoration or the locomotive's upkeep is yet to be decided. The LWV has put forward the idea of a repair and inspection fund to help keep the locomotive running once completed.

LWV, SNHS and NPS teams are working to define the path going forward. All parties are focused on a singular outcome: operation of #3713. A full update will be provided once agreement has been reached.


 Kenneth Kertesz

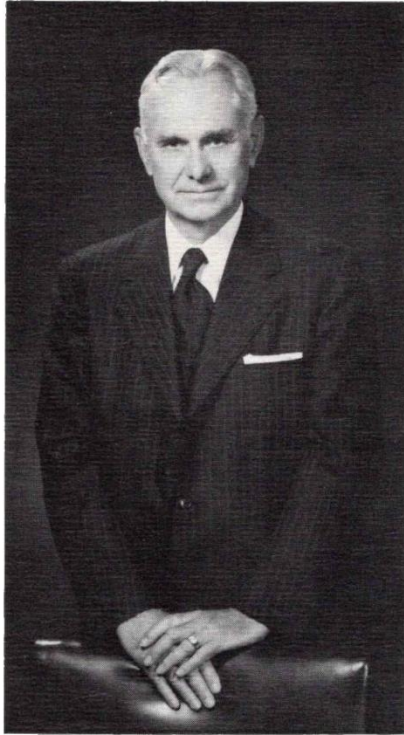
Chairman, Project3713 Restoration Committee
 Secretary, Lackawanna & Wyoming Valley Railway Historical Society, Inc.



From the Maine Central Railroad company magazine,
 "Maine Central Messenger", February-March 1975

From the desk of . . .

E. SPENCER MILLER



Let's Stand Up and Be Counted

At a recent social function a lady of intelligence and good education said to me, "Wouldn't it be nice if they could bring the railroads back to Maine?" In another incident, an official of this company told me that shortly after going to work for the Railroad he was introduced to an individual as an employee of Maine Central Railroad. The response was, "You can't really work for a railroad. There aren't any railroads left in Maine."

These comments are not unique, and it is likely that every railroad employee in this State has encountered some similar expression of surprise at the fact that there are railroads still operating in Maine. Since the discontinuance of passenger service, the visibility of Maine railroads to the general public has been significantly reduced. Even though the number of Maine citizens riding passenger trains was negligible in the sixties, the adver-

tising efforts of Maine Central to lure passengers back to the trains kept railroads in the forefront of public attention. It is apparent that at present the only time people think about railroads in Maine is when they are waiting for a 100-car freight train at a highway crossing or when there is an occasional derailment.

It is time that we as railroad employees in Maine, without any modesty or timidity, speak out in a proud manner about our industry — as employees of a vital industry with a proud heritage, an indispensable present and an optimistic future. In this day of concern for the environment and energy consumption, the great advantage of railroads dictates that there will be a growing interest in and dependence upon rail freight transportation.

What follows are some statistics which will provide a partial picture of how much Maine Central Railroad means to the Maine economy and the general well-being of this State. This information will be something that you can use the next time someone says to you, "Do you think trains will ever run again?"

There is no way we can determine exactly how many jobs within the State of Maine depend upon viable rail service, but it is fair to say that the great manufacturing enterprises of Maine are almost totally dependent upon rail transportation. The pulp and paper industry is the backbone of the Maine economy, and it is also the backbone of Maine Central Railroad traffic. It can be assumed that this industry would not exist in the state if Maine Central Railroad were not here. The Maine pulp and paper industry provides 16,179 jobs directly with an annual payroll of 155 million dollars. The pulp and paper industry ranks No. 1 in Maine in terms of the value of its product, which is annually 900 million dollars or 28 per cent of the total manufactured product in the State. It is also a fair statement that we would not be experiencing the new construction and expansions of the forest products industry if it were not for Maine Central Railroad's efficient freight service. Other

Maine industries such as fuel distribution, poultry, cement, building material, and food processing are also substantially dependent upon rail service.

Maine Central Railroad owns about 4,200 freight cars. If these cars were lined up end to end, they would stretch all the way from Portland to Lewiston, a distance of about 36 miles.

Maine Central Railroad handles about one million tons of pulpwood annually. If this pulpwood were cut into lumber instead of made into paper, it would produce 200 million board feet or enough to span the globe one and one-half times. Most of this pulpwood, however, is manufactured into two million tons of a variety of paper products transported by Maine Central annually. That is a lot of newspapers, stationery, and paper plates. Maine Central hauls an amount of paper in one year that, if it were all newsprint, would be enough to print the Portland Press Herald, the Portland Evening Express, and the Maine Sunday Telegram for 200 years.

Maine Central Railroad handles in excess of 150 million gallons of petroleum products annually. In Maine it takes approximately 1200 gallons to heat the average home for one year. If all of the petroleum products hauled by Maine Central were used to heat Maine homes, better than one-third of the people of Maine would be kept warm in winter by this fuel.

Maine Central Railroad carries approximately 800,000 tons of feed, meal products, and corn each year. It takes about 5.5 pounds of feed to bring a chicken to maturity. If all of this feed were used to produce poultry, it could be estimated that it would provide a chicken in every pot six days a week for every man, woman, and child in the State of Maine.

We could go on and on with further statistics which in some respects might appear redundant, but we have made the point that what Maine Central Railroad does for this State is of vital importance. The next time someone says to you, "There aren't any railroads left in Maine," let's not be timid and let's stand up and be counted as employees of a dynamic, vital, and growing industry.

E. Spencer Miller

ANDREW'S EXCURSIONS #12 WEST MEDFORD – WELL PROTECTED

B&MRRHS MEMBER ANDREW RIEDL



Amtrak's *Downeaster* roars through West Medford on its way to Brunswick, ME on a cold but clear Saturday January 8, 2022. The train crosses High Street under the watchful eye of the crossing tender who works out of the small shed visible in the background to the right of the tracks. This is one of two remaining manned crossings on the former B&M system and is a throwback to a time when this was a common sight across the railroad. - Andrew Riedl Photo

"The busiest period was from 4:50 to 5:40 P.M., when 14 trains were scheduled through West Medford!"

- Frank Kyper

Over the years I have often driven through West Medford on High Street (MA Route 60) and crossed the double tracks of the former Boston and Maine New Hampshire Main Line, now more commonly known as the MBTA Lowell Line, but haven't often stopped for photos. More recently, however, I have been appreciating this location since it was a very special place on the B&M system and remains that way to this day under the MBTA. I have recently rediscovered West Medford as both a train watching location and a fascinating historical B&M throwback. With Amtrak's *Downeaster* train no longer making the weekend detours through my hometown of Melrose, I have made a few visits to this nearby location to observe operations — and have gotten some decent images as well as felt a connection to the B&M history. I feel like I have taken for granted aspects of West Medford that I discuss below but am now trying to appreciate and document more.

Located a mere 5.48 miles from North Station, the most unique feature of West Medford is that it is one of just two locations on the former B&M system that still has a manned crossing (the other being near Greenwood in Wakefield on the former Western main line). The small crossing tender's shanty still stands on the southwest corner of the crossing sandwiched between the tracks and the Dunkin Donuts. In his fascinating 1977 book "The Railroad That Came Out at Night", Frank Kyper details his time at West Medford as the crossing tender back in 1970, and one gets a true understanding just how challenging and backbreaking a job it was to be constantly

raising and lowering the gates during rush hours for a seemingly unending parade Budd cars.

To this day, a crossing tender is still stationed in the shanty to monitor the crossing (in addition to the automatic protection) every time a train passes through. This is due to the challenging road layout and traffic patterns in the village, and even though there was a proposal almost a century ago to eliminate the grade crossing, it never came to fruition. The crossing has been unchanged since the early days of railroading in Medford.

What has changed over time, however, is the type of train traffic that passes through West Medford. Back in the days of long-distance B&M passenger trains and freight train service into Boston, these tracks once saw everything from milk trains, to named passenger trains, to short commuter trains bound for the branch line destinations of Stoneham and Woburn, to massive through freights to White River Junction and beyond. Today, the MBTA Commuter Rail and the *Downeaster* make up the bulk of the traffic with a few occasional freight moves as well. Gone are the days of the *Alouette*, *Red Wing* and frequent through freight trains.

What's also gone today is the station building itself. A victim of fire in 1950 it was never rebuilt, but the platforms remain on both sides and all Commuter Rail trains continue to stop here. While it's disappointing that there's not a lot of train variety these days, at the same time it is easy to image what once was here and how much B&M history has passed over the rails. Gazing down the tracks, it seems like a train to destinations well beyond Lowell could arrive at any moment. West Medford has that feeling of a long journey on the B&M just beginning given its proximity to Boston while at the same time being just far enough out of the urban core of Boston and Somerville to feel like you have truly left town.

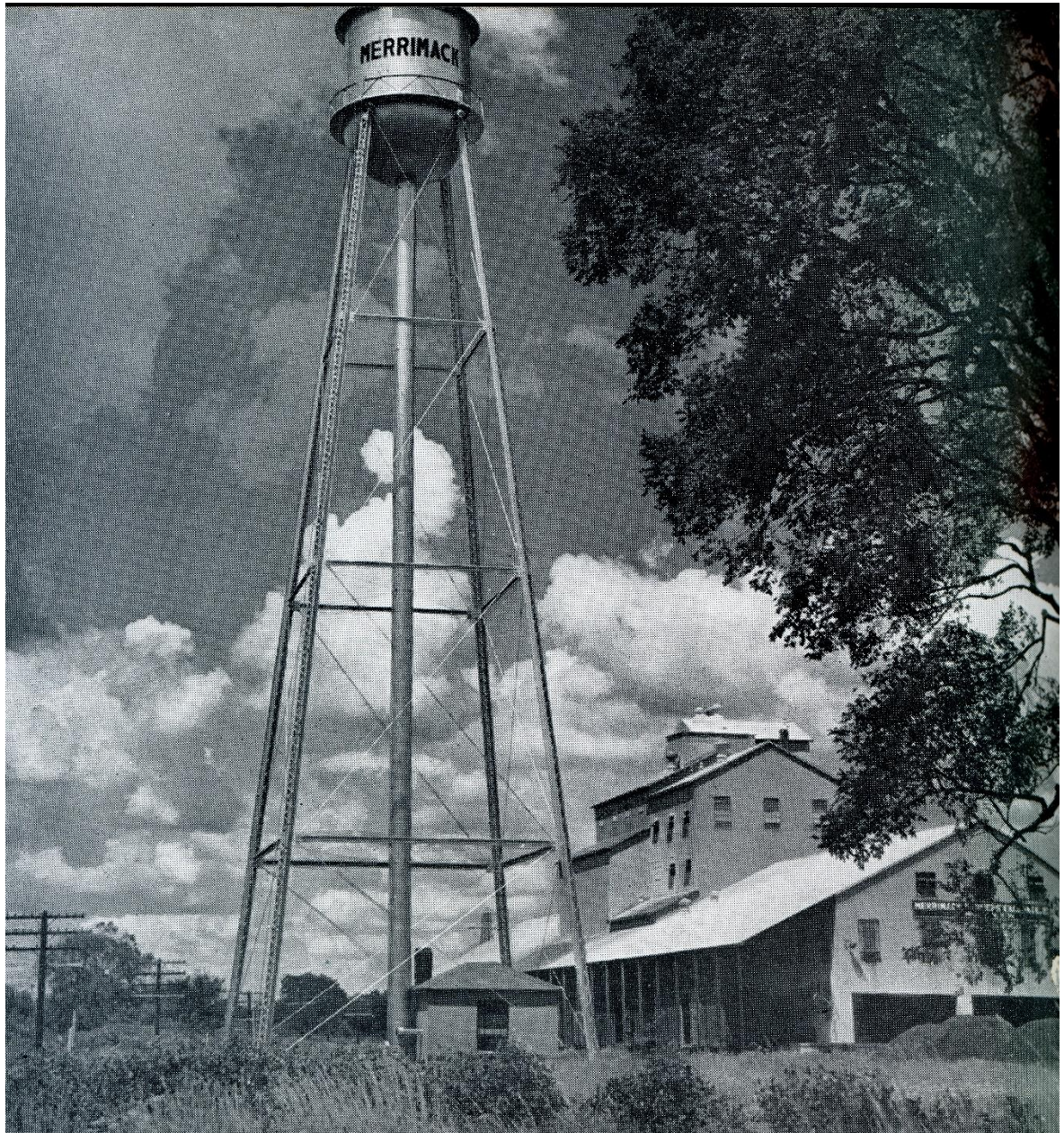
Kyper describes the frequency of trains passing through West Medford, and many of these observations still hold true today. On my past two visits to the station on weekend afternoons, I witnessed two *Downeaster* trains and one MBTA Commuter Rail train pass through within about a 20-minute time frame. The long tangent that the station is situated on enables one to see a good distance of the way to Wedgemere looking north, and south, down past the former locations of Medford Hillside and Tufts University stops to the new signal bridge erected beyond the latter, a distance closing in on two miles! You can even make out the yellow or green signals on the bridge alerting you to oncoming southbound traffic.

While little evidence remains of the former B&M station building itself, the persistence of the crossing shanty and crossing tender is a truly a unique throwback to a different era of railroading, and that alone makes this location well worth a visit to watch the tender in action. While you won't be seeing Budd car traffic at levels that Kyper experienced in 1970, or massive freight trains headed up to White River Junction, seeing a crossing protected the old-fashioned way in modern times is something truly unique and certainly nothing to take for granted during a time when so much can change so quickly. I encourage you to visit this historic location and take in the whole process for yourself. Happy Explorations! - AR

Merrimack Farmers Exchange, Inc. was a major customer of the Boston & Maine. The mill at Bow Junction, NH, opened in 1941, provided feed for farms throughout the Merrimack River Valley. It was also from this mill that boxcars of feed were loaded and dispatched, traveling to outlet stores on the rural stretches of the B&M – towns like Goffstown, Claremont, Epping, Franklin, Laconia, Milford, Nashua, Ossipee, Woodsville, Exeter, Rochester, and others.

After a controversial takeover in the 1980s by Blue Seal Feeds, the mill at Bow Junction continued to be a high-volume rail customer. Today, the mill still receives rail shipments delivered by Pan Am Railways.

Advertisement provided by Bruce Davison.



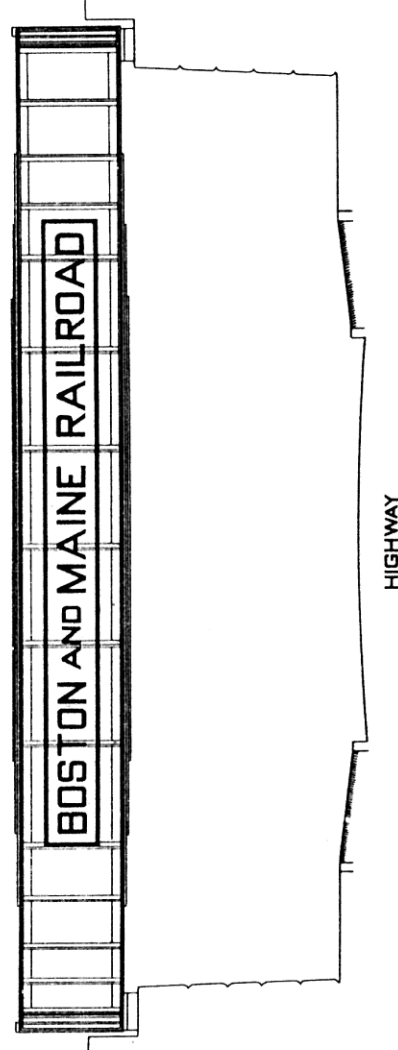
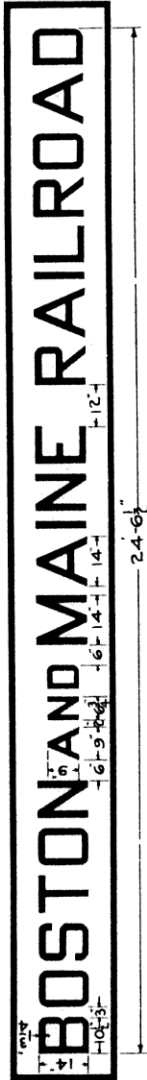
This is the Mill the Farmers Built

Bow Mill, formally opened three days after Pearl Harbor, has turned out Merrimack Rations by the trainload to meet wartime production goals on New Hampshire farms. Better feeds are coming from Bow Mill, better because of experience gained under the stress of war. Look to Merrimack for the best in livestock rations.



Merrimack *means* Service

K 8



NOTE:

LETTERING - WHITE LETTERS, FULL BLOCK TYPE ON BLACK BACKGROUND.
 SIZES - 12" LETTERS, 1" STROKE, ON GIRDERS 35 OR LESS.
 14" 14" 14"
 16" 16" 16"
 BORDER - WHITE LINE 6" FROM LETTERS. STROKE TO BE SAME WIDTH AS ON LETTERS.

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CHECKED E.F.B.	
CORRECT J.J.R.	
ISSUE DATE	A 10-20-30

Courtesy Scott J. Whitney

RUDOLPH "RUDY" HOOD, 1930–2022



Rudy Hood at the controls of B&M F7A #4266, a locomotive he operated for both the B&N and Conway Scenic. Cory Fothergill photo.

Raymond Rudolph "Rudy" Hood, 91, of Berlin, NH passed away on January 2, 2022, at his home, with family by his side. He was born in Berlin, NH on October 13, 1930, the son of Ray and Clara (Roy) Hood and was a lifelong Berlin resident. Rudy was a US Army veteran of the Korean War and a member of the White Mountain Post #2520 VFW in Berlin.

Rudy was one of the last living individuals who worked as a fireman on Boston & Maine Railroad steam locomotives. He worked many years for the Berlin Mills Railway. Rudy had also been employed by the Conway Scenic Railroad for 33 years, with a total of 66 years of employment in the railroad industry. He was an avid rail buff and was a member of the North Conway Model Railroad Club.

Members of the family include his wife Louise C. (Dancoes) Hood of Berlin; his children Paul Hood and significant other Rosalie Soldano, Raymond Hood and wife Sue, Ricky Hood, Robin Hood and Cynthia Caron and husband Michael, all of Berlin; 12 grandchildren; 12 great grandchildren; nieces, nephews, and cousins. He was predeceased by two sons, Michael and Scott Alan Hood. *Adapted from obituary.*

FROM THE JULY, 1910 ISSUE OF "THE RAILROAD TELEGRAPHER",

Shared to Facebook by W.S. Keay

Boston, MA, Division No. 41, ORT:

"Miss Pearl Burns, night telegrapher at Westminster Station, on the Boston & Maine Railroad, had quite an experience recently for a girl of sixteen.

Shortly after midnight a man with a large shovel knocked at the station yard office door, threatening to kill her if she did not open it. She immediately wired Daniel Berry, the Fitchburg telegrapher, six miles distant, who requested the Gardner telephone operator to call the office nearest Westminster and have someone go to Miss Burns' assistance. A freight crew in charge of Conductor Miller, going that way was notified and making a record run, arrived on the scene just as the man was crawling through a window into Miss Burns' office. He had battered down two doors and demolished two of the station windows before being enabled to reach that point.

The freight crew took him on to Fitchburg and handed him over to Officer Reardon. He gave the name of Patrick O'Leary, of Ashburnham, when arraigned the following morning and pleaded drunkenness as an excuse for his actions. His sentence will probably be determined by the testimony of Miss Burns, who is being congratulated on her presence of mind in calling for assistance by wire.

Although nearly overcome by fright, listening to the carnage being wrought by O'Leary in his attempt to get into her office, she remained at her instrument until the trains at Westminster got through all night."





Vignettes from the Archives



Above: B&M's one-of-a-kind Ingersoll-Rand diesel #1100 works milk cars near Somerville/Charlestown, MA, May 1937. The unique early diesel seems to have attracted quite a bit of attention from a crowd of folks who are likely used to steam power! Robert E. Chaffin photo from the B&MRRHS Archives.



Above: In a far more conventional pre-war image, Maine Central 2-8-2 #629 is on a freight train passing Waterville Station, Waterville, ME, 1937. Robert E. Chaffin photo from the B&MRRHS Archives.

*In the 1970s, Maine Central freight RY-1 (Rigby Yard, South Portland, ME — St. Johnsbury, VT) snakes along the ridges of Crawford Notch and into "the Gateway".
Richard Hamilton photo, B&MRRHS Archives*



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