



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.”

September-October 2022

Meeting/Membership Telephone Number (978) 454-3600

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

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*In July, the Milford-Bennington Railroad celebrated 30 years of stone-hauling operations on the former Boston & Maine Railroad Hillsboro Branch. Pictured from left are founder and president Peter Leishman, Steve Medlyn, Reuven Grehan, and Larry Kemp. The occasion was marked by a gathering at the Wilton railroad station, an exhibit of Milford-Bennington's locomotive #901, and motorcar rides by the Cotton Valley Rail Trail Club.*

## TIMETABLE OF UPCOMING EVENTS

### Saturday, September 10:

#### **B&MRRHS Monthly Public Meeting**

Roger's Hall, 196 Rogers St, Lowell, MA 01852. Off street parking available. 3:00 PM start. Rick Kfoury will present “Behind *Steam Trains of Yesteryear*”, a behind the scenes look at the research and writing of our recent book release.

### October:

#### **B&MRRHS Monthly Public Meeting**

Plymouth, NH Senior Center, Plymouth, NH.  
See enclosed flyer for program and details.

### Saturday, November 12:

#### **B&MRRHS Monthly Public Meeting**

Rowley Police Auditorium, 477 Haverhill St, Rowley, MA 01969. 2–5 p.m. Off street parking. 3:00 PM start.  
*Newsletter* contributor Andrew Riedl will present photos from his journeys tracing B&M remnants and rights of way.

**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 [rkfoury@bmrrhs.org](mailto:rkfoury@bmrrhs.org).

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](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

\* *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 [bmrrhsmembership@gmail.com](mailto:bmrrhsmembership@gmail.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 June:

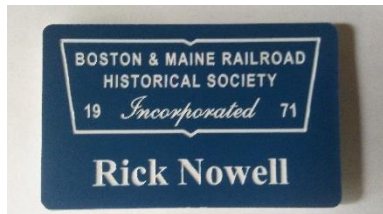
- Sam F. Adams, Williamstown, VT
- Michael J. Berry, Hampstead, NH
- Jeffery Batchelder, St. Albans, VT
- James M. Battle, Rochester, NY
- C. B. Gitty Crafter Supply LLC, Rochester, NH
- Michael Cote, Casa Grande, NY
- Christopher Harmon, Estero, FL
- Kirby Kersels, New York, NY
- Douglas Kydd, Surprise, AZ
- Edward McCarthy, Virginia Beach, VA
- Mr & Mrs Andrew Ouellette, Portsmouth, NH
- Bruce Penttinen, Amherst, MA
- Christopher Crangle, Freeport, ME

**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.



**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**

Over the last few months, the Online Committee has worked closely with Rudy Garbely of Garbely Publishing on a revamp of the Society website. We think that Rudy has done an excellent job, and that you will find the website more attractive and easier to use. We released a new episode of our web series *Minuteman Tales*, covering the railroad history of the village of Penacook, New Hampshire on the old Northern Railroad. With the website now finished, we will be resuming releases of our podcast *High Green*, which we had to pause due to the transfer. We currently have 3,998 people that like our Facebook page, and 880 subscribers on YouTube. As always, we appreciate any ideas and feedback!

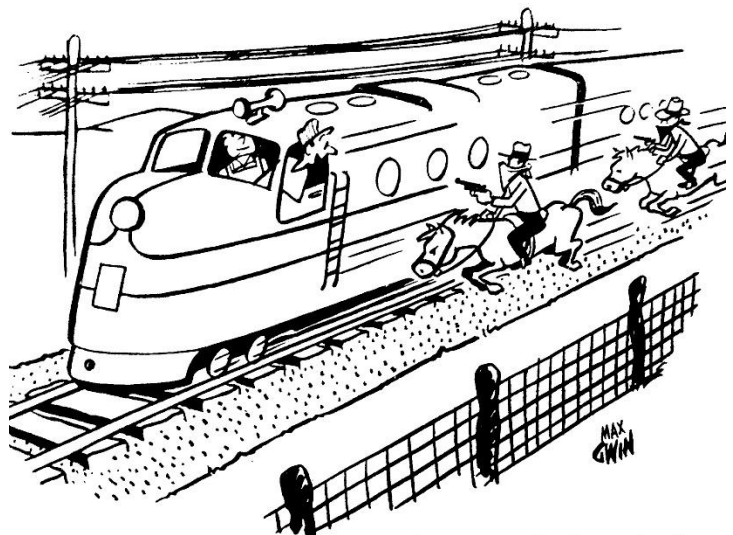
– James P. Nizgus, Webmaster

**EDITOR'S NOTE**

The summer is winding down now as I write this, bringing with it that old twinge of nostalgia, excitement for the seasonal change, and apprehension of the colder months here in New Hampshire. What a summer it was! We saw a new and improved website launch thanks to Rudy Garbely, we attended the Lowell Folk Festival for the first time since 2019, and had a great time at the Concord Model Railroad Club Show. Meanwhile, changes slowly trickle into the old B&M system with Pan Am Railways becoming a fallen flag, and CSX Transportation taking over. As the influence of the B&M fades further from the physical, modern landscape of New England, our mission becomes all the more important...

I hope that you enjoyed your summer and that you will enjoy this issue of the *Newsletter*; and we look forward to seeing you at upcoming meetings and shows! ☘

– Rick Kfoury, Newsletter Editor



"By golly, Ed, there's something you don't see much of nowadays!"

Tracks—C&O



## FROM THE ARCHIVES

B&MRRHS Archives Report  
Rick Nowell, Archives Chairman

July 12, 2022

Since my last report we have held two work sessions at North Chelmsford. There were six volunteers on May 18, and eight on June 21. Our Archives volunteers worked on the following projects

- Labeling photos with name of donor and catalog number
- Cataloging new material
- Scanning freight train performance sheets from 1971 using our large format scanner
- Processing new acquisitions
- Sorting and filing standard B&M forms into reference manuals

Between work sessions your chairman logged in new donations, fielded reference questions, handled other correspondence, and met with researchers at Lowell. Dan O'Brien has joined our monthly work session group. A former railroad employee, Dan has been active in service to the Friends of Bedford Depot Park, and we are happy that he is now able to donate some time to our Archives effort.

Emily Nicewonger has joined our corps of Archives volunteers. Emily's work schedule permits her to volunteer time at Lowell in the afternoon. She has been filing a backlog of photos and documents, labeling photos, and helping with the continuous job of file organization. Welcome, Emily.

Our next work session will be held on Wednesday, July 27, at Lowell.

Volunteers are also needed for the following special projects:

- Negative scanning and postproduction. Contact Brad Kippen, [fbk3amtk@aol.com](mailto:fbk3amtk@aol.com)
- Transcription of inventories and employee service records. This involves entering employee name, occupation, and location data from historical documents into an Excel spreadsheet. Contact Rick Nowell, [fnowell3@gmail.com](mailto:fnowell3@gmail.com).

The Center for Lowell History, where our main Archives collection is located, is open by appointment only, Monday through Thursday, 9 to 5, and the third Saturday of each month from 9 to 3.

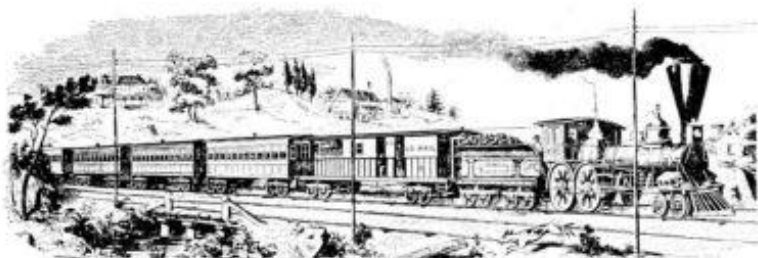
If you have questions about the Archives or would like to volunteer or be placed on our email list, please contact me at [fnowell3@gmail.com](mailto:fnowell3@gmail.com). View our on-line archives at [www.bmrrhs.org](http://www.bmrrhs.org) and our photo archive at [www.flickr.com/photos/bmrrhs](http://www.flickr.com/photos/bmrrhs)

Respectfully submitted,

Rick Nowell  
Chairman

# 60 Years Ago in Maine Central History: Maine Central's Centennial (1862 - 1962)

## MAINE CENTRAL RAILROAD.



### CENTENNIAL OBSERVANCE

1862 ——— 1962  
AT WATERVILLE, MAINE

#### SATURDAY

October 27

- Historical Parade, with Bands, Costumes and Floats 10 A.M.
- Presentation of Locomotive 470 to the City of Waterville 11 A.M.
- Open House at Waterville Shops 1-4 P.M.

#### SUNDAY

October 28

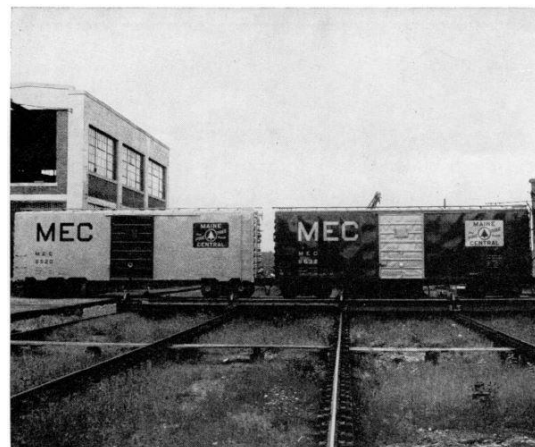
- Open House at Waterville Shops 1-4 P.M.

#### MONDAY

October 29

- Open House at Waterville Shops 1-3 P.M.  
(For Teachers only- Ticket Required)
- Centennial Dinner, Colby College, 6:30 P.M.  
(By Invitation)

SPONSORED BY THE CITY OF WATERVILLE  
AND  
THE MAINE CENTRAL RAILROAD



## Guests To Select Box Car Colors

Which color scheme do you like?

That will be the question for guests at the Maine Central Centennial open house at the Waterville Shops, Oct. 27-29, and on their answer depends the new official colors for Maine Central box cars.

One is bright yellow, with green lettering, and the other just the opposite. These cars—or two just like them—will be seen on the “rip” track in Waterville during the Shops open house. There’ll be ballots nearby, and open house guests will be asked to make their choice and mark their ballots accordingly.

The official count will indicate which of the two schemes is preferred by the general public, and consequently, by the Maine Central.

The new paint plans are the result of efforts to make Maine Central’s cars visible—and identifiable—from a distance.

## VOLUNTEERS NEEDED!

We are always seeking new volunteers to assist in all aspects of the day-to-day and committee business of the Society. Volunteering is part of your membership privileges and is a great way to get involved with the Society, meet new faces, and discover the history of the B&M. Volunteering can be in-person with the Archives, Hardware, or 410 Committees, or you can join us to work behind the table at one of our many train show appearances. Not local? No problem! Our Online Committee and Archives Committee have need for remote workers as well. If you are interested, please contact [bmrrhs@gmail.com](mailto:bmrrhs@gmail.com).

Our membership secretary Steve DeFrancesco is also looking for assistance in mailing duties. This is a vital part of Society operations; if you'd like to lend a hand, please reach out to him at [bmrrhsmembership@gmail.com](mailto:bmrrhsmembership@gmail.com). ☿

## PIECES OF CONCORD, NH UNION STATION UNEARTHED

CONCORD, NH – From the depths beneath New Hampshire's capital emerged a storied, and unexpected, piece of B&M history – well, several pieces, actually.

Construction crews worked throughout July to excavate a large plot of land in the middle of the parking lot at the capital shopping center off Storrs Street; part of a project to construct a 110 Grill Restaurant in the lot. During the excavation process, part of the foundation from Concord Union Station was unearthed, along with a large amount of stone, brick, and masonry. As many of you may know, the station was demolished in 1960 and replaced with the shopping center. The unearthed material was trucked off-site, and it is not known whether any was salvaged by the historical organizations in Concord. Unfortunately, we found out too late. ☿



## CONCORD MODEL RAILROAD SHOW

CONCORD, N.H. – The B&MRRHS attended the Concord Model Railroad show in the Everett Arena on Sunday, August 14<sup>th</sup>. This is always an excellent show, and this year proved to be as rewarding and enjoyable as last year. We thank you for your support! ☿

## LOWELL FOLK FESTIVAL

LOWELL, MA –After a 2-year absence, the Lowell Folk Festival was once again held on July 30-31. We had the B&M 410 steam locomotive and combine open for tours. We had large crowds all weekend with many questions answered and much information about the B&M and our historical society given out to the public. Events like this help promote the society in a very positive way. We would not be able to do events like this without the help of our volunteers, a big thank you to Rick Conard, Dan Hyde, Paul Kosciolk, Christine Nizgus, Bill Marnick, Carl Byron, Rick Hurst, Rick Nowell, Paul Burke, Dave Hampton, and Mal Sockol.

*Submitted by, Jim Nizgus. Rick Nowell in the combine.*



## NEW B&MRRHS WEBSITE GOES LIVE!

Over the course of the summer, our website underwent a major overhaul carried out by Rudy Garbely of Garbely Publishing. Rudy has previously worked on several websites for railroad historical groups including the Conrail Historical Society. The new website features a more user-friendly design and a better flow between pages. We now have an online store that will ease both merchandise purchases and membership renewals and will accept cards instead of PayPal only. In the coming months we plan to update the Online Archives and finish the website revamp. ☿

## **ROCKINGHAM GETS \$200,000 GRANT TOWARD RAILROAD STATION PROJECT**

BELLOWS FALLS, VT (ROCKINGHAM) – A key state downtown redevelopment grant, which would jumpstart an ambitious \$4.2 million project to renovate the old Bellows Falls Union Train Station, formally came through Wednesday.

The town of Rockingham received \$200,000, which will be used for “urgent” repairs to the 101-year-old station that the town is in the process of buying. The Rockingham grant was one of 15 grants totaling \$2 million awarded to downtown transportation-related projects, according to Gov. Phil Scott’s administration.

The town had received preliminary approval last month, and it received the full amount it had requested. Rockingham Development Director Gary Fox said Wednesday the grant would be used to do emergency repairs on a collapsing bulkhead at the 1921 station, as well as repoint the masonry at the station.

He said work could begin as early as October. “Yes, that work can be done as soon as the [National Environmental Policy Act] review is complete, and we have approval of the NEPA and a notice to proceed, from the two federal funders,” Fox said Wednesday afternoon.

He said the project must undergo the federal environmental review, a condition of other grants the project hopes to receive. He had said earlier that the national environmental review was necessary because of all the federal agencies potentially involved, including the Department of Transportation, historic preservation, and downtown redevelopment.

The town wants to own and renovate the train station, and continue hosting the Amtrak station, as well as the Greyhound bus service, as part of an overall plan to revitalize The Island, a portion of downtown Bellows Falls. The train station would remain open and receive train riders during the renovation, according to a statement from the Scott administration. The train station only uses a fraction of the space there, and the town has a feasibility study that considers renovating the station to be home to a restaurant and microbrewery. No decision has been made on that angle.

The town voted overwhelmingly in March to buy the station and appropriate \$75,000 toward its purchase. The town is seeking a wide variety of state and federal grants to help renovate the building. The town

would buy the train station, which replaced an earlier station that burned, for \$235,000 from Vermont Rail Systems, and lease the land under it from the state of Vermont.

The key grant, to the tune of \$1.7 million, would come from the federal Department of Transportation, as rail stations all over the country are being upgraded as part of the Biden administration push toward mass transit. It is a Consolidated Rail Infrastructure Safety Improvements grant, or CRISI.

*From an article in the Brattleboro Reformer by Susan Smallheer, July 27, 2022.*

## **LISBON, NH STATION PAINTED**

LISBON, NH – Roger Robar reported earlier this summer that the town of Lisbon, New Hampshire, who owns the former Boston & Maine station there, finished painting it with the original B&M colors. They scraped any loose paint, sanded, primed, and painted the entire structure. Photos below provided by Roger Robar. ☹



## 171 Years Ago, at the Lowell Fair... Trial of the Locomotives

The locomotive races to take place at the Lowell Fair which opens this week, Tuesday, are not for the mere purpose of amusement, but have a high and noble object in view; to test the real mettle of the engine. For this purpose, the Middlesex Mechanics' Association by the community of arrangements issued a circular inviting the agents and superintendents of railroads and manufacturers of locomotives and railroad cars to exhibit at the fair some of their best locomotive engines.

This part of the exhibition will be open for inspection on Tuesday, the 30th of September, and on Wednesday and Thursday next following, there will be trials of speed on the Boston and Lowell Rd., near Lowell, and of power and draft on the disused track at the Boston and Maine Railroad in Wilmington between Boston and Lowell and the Boston and Maine roads. The agent of the Boston and Lowell Railroad has kindly offered to furnish loaded cars for trial of power and drag, and also fuel ready prepared, charge at cost only, the fuel to be of an equal quality, so that, in this respect, no advantage may be had by one locomotive over another.

The New England Association of Railroad Superintendents were invited to nominate three judicious disinterested persons to be confirmed by the government of the Middlesex Mechanics' Association to act as judges and report upon this part of the exhibition on whose award medals and diplomas will be issued and awarded by the Mechanics' Association. This has been done, and Waldo Higginson, L. Tilton, and William P. Parot were appointed said committee, and all matters are now arranged for a fair trial of locomotives. The value of such examinations and comparisons, as can be made on the occasion, is too obvious to require comment. The absolute results obtained by actual performance on carefully described tracks, and was loads precisely ascertained, cannot fail to be highly interesting and serviceable.

These are the kind of exhibitions we can heartily recommend as they tend greatly to promote improvements and add to our stock of useful knowledge. All those who have the management of this business are men of worth, talent, and possess aquirements of a high order. We hope there will be a strong attendance of railroad engineers."

- *Scientific American, September 20, 1851, Volume VII, Number 1, p. 1. (Courtesy of UMass Lowell Library)*

On this subject, nothing official has as yet been ascertained, as to the number of engines which will be entered for the trial of speed and draft. The unfavorable weather has presented anything like completion in the way of returns. The Addison Gilmore, from the Western Railroad, arrived this evening, as we say of distinguished arrivals, "in excellent health and spirits."

Engines are expected from Manchester, Lawrence, Providence and Worcester. The Boston and Providence Railroad were to send the *Canton*, but unfortunately that ox-smashing business incapacitated her at present. The Boston and Lowell Railroad will probably enter the *Essex* and *Milo*, the former in the trial of speed, the latter for draft.

Each engine will be allowed to have such an amount of steam to the square inch, as can be maintained, which will range from 70 to 120 lbs to the square inch; 100 lbs has been mentioned as the average. Trial of speed will take place tomorrow, at such times between 8 o'clock, A. M., And 4 o'clock, P. M., as the tracks upon the Boston and Lowell Railroad shall be disused. The distance run will be some 9 miles. The weight allowed will be 70 tons, including cars.

We would say to the public that the trial of speed will afford nothing more of interest than the passage of an ordinary train at any given point. The nature of the trial is such that no facilities can be afforded spectators, it being merely relative in its nature. "Report of progress" in the matter will be afforded our readers at the earliest moment.

The trial of draft, which is to take place, as before mentioned, on the disused track of the Boston and Maine R. R., at Wilmington Depot, on the B. & L. R. R. will afford an opportunity for those practically interested to witness the power of the various engines entered. The extent run will be some 3 miles. Altogether, the coming two days bid fair to cluster around them as much of novelty and interest as falls to the lot of any weekday in this working world. The interest evinced in Thursday's proceeding will undoubtedly attract a large company from abroad."

- *Lowell Daily Journal and Courier, September 30, 1851. (Courtesy of UMass Lowell Libra*





## Vignettes from the Archives



**Above:** A tranquil afternoon on the Thomas Memorial Golf Course in Montague, MA is briefly interrupted by the passage of a freight on the Turners Falls Branch, which famously bisected the course. B&M EMD SW-1 #1127, a single boxcar, and caboose are returning to nearby East Deerfield Yard in 1979. Service on the Turners Falls Branch ended soon after in 1981. *Frank O. Johnson, Jr. photo, B&MRRHS Archives*

**Below:** East Somerville, MA, April 24, 1947. Newsboys for the *Manchester Union* of Manchester, NH visit the B&M facilities at New Boston Terminal and pose on P-3-a 3700 while in Boston for a ball game. *Official B&M Railroad photograph, MacMillan/Hutchinson Collection, B&MRRHS Archives. Cat. No. 2021.4.1., negative 1959-8.*



## Editorial: Farewell to the Concord and Manchester Towers

*Regarding their reported impending demolition.*

*By Rick Kfoury, Newsletter Editor*

From time to time, it is the sad duty of the *Newsletter* to report on losses in the B&M community — losses of people, of history, and of structures. Unfortunately, it seems that in recent times there has been a bit too much of all three. In the last few years, a slew of B&M structures has been lost; some gone by accident, like the South Bennington, NH station; the B&M roundhouse at East Deerfield; or the East Jaffrey station. Others have become intentional victims of the excavator; the Gonic freighthouse; the entire Westboro engine facility; several surviving buildings at the old Concord railroad shops; the freightshouses in Plymouth and Hillsboro. And the beat goes on.

For myself and my young peers, the CTC signal towers at Concord and Manchester, built in 1944 and retired 1959 and 1974 respectively, were symbols of a recent past we cherish but never participated in. They were reminders of bustling yards and days filled with train watching in our hometowns; days that slipped beyond our grasp. They were comforting, fascinating, magnetizing: landmarks to be sought with craned necks during every car ride and every train chase. We dreamt of modeling them. We feared one day losing them.

I remember traveling to Concord on day trips as a child in the early 2000s to watch the New England Southern, an independent shortline railroad who used the well-kept Concord tower as their headquarters in the capital city. More vivid in my memory, though, was Manchester's tower, or MA Tower. It stood silently in the weed-choked remnants of Manchester Yard, slightly obscured by trees and vegetation, but always poking through as a visual reminder of the city's thriving past as a railroad center. It spoke of round-the-clock switcher jobs and local freights. During New Hampshire Phantoms soccer games at Singer Family Park and later Fisher Cats games at the newer ballfield, MA Tower was there in the background; standing tall as the city around it, and ourselves, changed. Many sunny days of our childhoods were occupied by thoughts and memories of these weed-choked reminders.

By the time I passed through high school and into college, and as my railroad interests became mine to build with a driver's license, Concord tower had become abandoned; unused after Pan Am reclaimed Concord and sent New England Southern packing to Canterbury in 2011. Manchester Tower languished, used for storage by signal crews until it too was abandoned within the last decade. Manchester Tower took on a greater importance for me in 2018 as I began to write *Queen City Rails*. The book was not only an exploration of the vast railroad world that was Manchester, but a personal journey; a way for me to find answers in the past of a city that I love. As perhaps the starkest reminder of that past,



Dec. 13, 1944.  
 Opening of MA Tower. B&M Railroad photo.

Manchester Tower was a touchstone. Graffitied, damaged, a bit scary – yes – but nonetheless, a connection to the old days. As crossbucks, ties, and switch stands vanished in the city during the writing of the book, the tower remained.

This year, as Pan Am Railways itself became history and part of the massive system that is CSX Transportation, it seemed inevitable that there would be changes. The last vestiges of the B&M were gone. Change would soon come in earnest to the world which had told an important story to us for whom the B&M will always be distant.



It's perhaps true that the bankrupt B&M, later Guilford and Pan Am, had neither the motivation nor the desire to demolish these buildings. CSX on the other hand, the new kid on the block, certainly has both the means and the motivation. Though these buildings have been unused for signaling for decades, their impending loss will amplify the continued disappearance of the B&M's presence in its most famous locations. It signifies the passing of time since the B&M was a major part of these communities, and when extensive infrastructure like signal towers were required. To those who worked for the B&M or knew it firsthand, it's a reminder that the world of railroading is different now. For us younger people, it's a sobering reminder that those childhood days when remnants were everywhere are fading. The sights of our earlier days pass on in an ever-progressing world.

You probably have a structure or landmark in your hometown that you feel the same way about. But we are lucky. We are lucky to have had decades with which to explore, photograph, and lay eyes on these amazing structures. We have scores of photographs thanks to the digital age; a shared record that will never vanish. And we can use the happiness, bitterness, and comfort of these memories to teach those born today who may never know a world inhabited with ghosts of the B&M. After all, that's what we do, isn't it? ☹



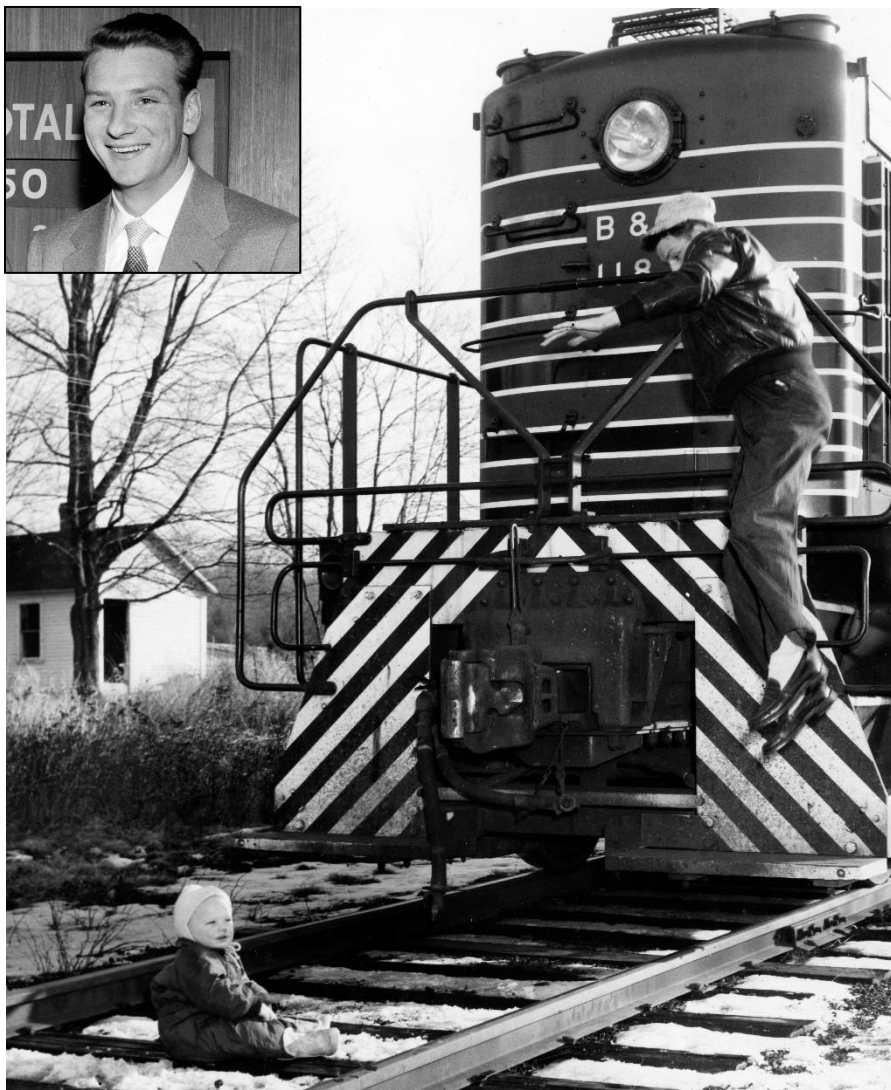


*Boston & Maine EMD SW1 1109 received a quick cosmetic update at Thomaston Shop, Railroad Museum of New England, Thomaston, CT. The switcher, built in 1939, was sold in 1959 to Samuel Pinsky's Montpelier & Barre Railroad of Vermont. It later worked for the Pioneer Valley Railroad of Massachusetts before being acquired by the Railroad Museum of New England in the 1980s. The unit will be repainted into its 1939 delivery scheme of black with the box herald. Howard Pincus photos, August 2022.*



# Railroad Fireman Saves Child on Tracks – Concord Daily Monitor, Feb. 10, 1955

Official Boston & Maine Railroad photos from the MacMillan /Hutchinson Collection, B&MRRHS Archives



WEST RINDGE, NH – “A Concord fireman on a freight train bearing down upon a small boy prostrate on the railroad tracks yesterday ran to the front of the diesel locomotive leaped to the ice-covered roadbed, snatched up the child, and then fell backward with him to safety as the train rolled over the spot. Engineer R.O. Turner of Worcester, MA related today that he thought he had run over 1 ½ half year old Arthur Copp. Turner said he and fireman Louis LaSalle, 22, of Concord simultaneously saw the little boy where he had fallen on the tracks a short distance ahead of the seven-car freight traveling at 15 mph, but application of every ounce of breaking power failed to slow the train sufficiently. Racing forward on the locomotive catwalk, LaSalle leaped from the front of the engine. Turner was unable to see LaSalle’s frantic leap, nor could he see the fireman snatch the little boy and fall backward with him. The baby, grandson of Mr. and Mrs. Arthur Copp of Concord, suffered only a contusion on the head. LaSalle suffered scratches and cuts as, with arms wrapped around the youngster, he crashed over backward onto iron-crusted maw. ‘I didn’t think at all: I just jumped’, the fireman explained. It was a memorable day for Mrs. Luther Copp, wife of a schoolteacher, and mother of three children ranging from 1 ½ months to 2 ½ years. It was her birthday and her fourth wedding anniversary. She said she had just reprimanded her elder son, Byron, for heading toward the tracks with his brother, and had taken them to their sandbox a few minutes before she heard the train, with screeching breaks, grind to a stop. The train, the only freight of the day to pass that lonely stretch of track, was bound from Worcester to Peterboro.”

**Above:** LaSalle reenacting his daring rescue at W. Rindge.

**Right:** Receiving a medal at the ICC in Washington, D.C., **Left to right:** Sen. Norris Cotton, ICC Chairman Hugh Cross, Louis LaSalle, Mrs. Ben LaSalle, Sen. Styles Bridges, Mrs. Louis LaSalle.



**ANDREW’S EXCURSIONS #15**  
**DUNSTAN - CUTTING THROUGH THE MARSH**  
*B&MRRHS MEMBER ANDREW RIEDL*



*Looking east towards Portland from just beyond the site of the former Dunstan depot in Scarborough. The B&M abandoned this section of line way back in 1944, but some relics still remain such as the concrete block signal base in the lower right of this image. Andrew Riedl photo, 8/2/22*

For the past 22 years, I have vacationed every summer on the gorgeous Maine coast with my family. The community of Pine Point, within the town of Scarborough, may only be about 90 minutes north of my home, yet it feels miles upon miles away from everyday life when I’m relaxing on the beach, eating fried clams or lobster from one of the many seafood shacks, or photographing the gorgeous coastal scenery. Of course, observing railroad operations in the area has always been high on my to-do list when I’m on vacation, and my annual week in Pine Point gives me plenty of opportunities to do this as well.

Scarborough is home to a massive tidal salt marsh that covers a large patch of land between the Atlantic Ocean and U.S. Route 1. The Scarborough River meanders through this fascinating ecological area before finally depositing itself into the North Atlantic. As you turn off of Route 1 and down State Route 9 through the marsh, you will eventually cross a high bridge over the former Boston & Maine Western main line, which to this day, is active with CSX and Amtrak operations. What many may not know, however, is that you cross the roadbed of a second former B&M main line in this same marsh just minutes before you reach the active Western Route, but unless you know what you’re looking for, you might very likely drive right past it every time.

Up until 1944, the B&M had two main lines between Boston and Portland; the Eastern, which to its name was, for the most part, the eastern most main line on the B&M, and served the coastal cities of Beverly, Newburyport and Portsmouth. The other route was the Western (also known as the original Boston and Maine) which still operates in its entirety today and took a more inland course except for the final miles outside of Portland where it ran through the heart of Old Orchard Beach and Pine Point. These two lines were once competitors with one another, both built around the early 1840’s, but once the Eastern was absorbed by the B&M in 1885, it became fairly redundant. It was not until almost 60 years later, however, that the B&M began to shift traffic off of the Eastern, and began to abandon sections of it, in particular the piece through Scarborough Marsh.

While B&M train service on the Eastern through Scarborough has been gone for well over three quarters of a century, one can still take what is nothing short of an incredible walk along this former rail corridor that lives on to this day as a very popular recreational trail. Best of all, for the B&M history buff, there are several choice pieces of B&M infrastructure along the route that can be observed.

Before you even set foot on the trail, you can see some interesting history as you’re approaching from Route 1. The roadbed itself slices through the marsh, and due to its linear nature, it’s fairly easy to identify it as a former railroad grade. The other larger item of interest is the old stone box style culvert with multiple openings which allows the Nonesuch River to pass underneath.

There’s a fairly large parking area right on Route 9 where the trail crosses the road. While you can almost always get a space here, the trail definitely gets busy in the warm weather months, and the marsh is a hotbed for everyone from cyclists to runners to nature photographers. This is the location of Dunstan Depot which is the name of the section of Scarborough that the line passes through. There unfortunately is no evidence of the depot left, but if you start walking the trail out into the marsh, you will soon come across some very interesting artifacts that have withstood the test of time. The first item will be on your right side in the weeds by the side of the trail. It can be tough to spot if you’re not looking for it, but the old concrete signal base with the bolts on the four corners refuses to be ignored. This gives you reminder that this was once a fairly busy corridor that needed traffic control.

Moving along down the former mainline towards Portland, you soon arrive at an impressive bridge over the river that was constructed by the Eastern Trail Alliance in 2004. Prior to this, the roadbed was being used as a recreational trail in a much more limited capacity. I would imagine that the original bridge was removed and scrapped shortly after the line was abandoned, and this new one provides a key link on the path. The abutments for the bridge are not quite as impressive as others I have seen in my B&M explorations, but it's still an interesting structure, nonetheless.

The final interesting piece of B&M infrastructure that can be viewed along the trail is the remains of an old telegraph pole that may not look like too much but is still an indication of the history of the line. Over the years of exploring these former B&M lines, I have seen telegraph poles on many corridors, but at the same time in many other places they are long gone, so it's always great to find one that still remains, even if it's in rough shape due to years of disuse.

It is also worth noting the if you look to the east on this segment of trail, you can faintly see the Western main line in the distance, and it's pretty cool being able to watch trains on an active former B&M line from an abandoned B&M line. If you time your hike right you can see the Amtrak Downeaster, and with a bit of luck,

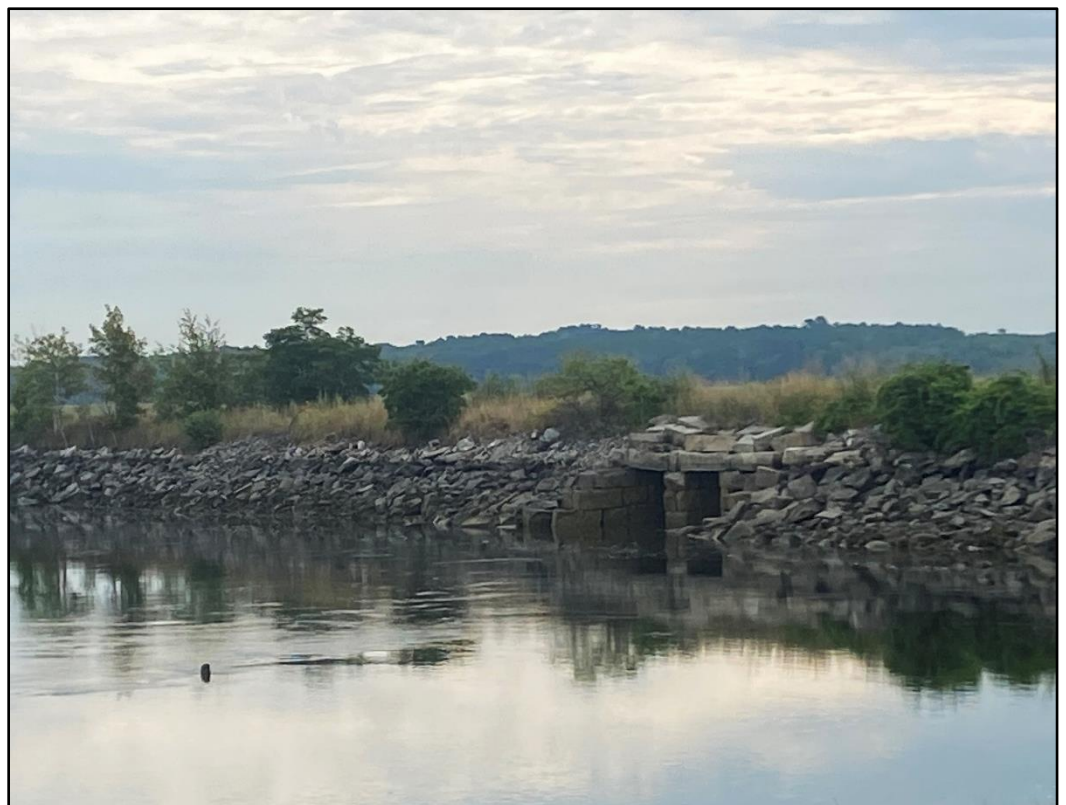
perhaps a CSX freight too. If you're into photography as well, the sunsets on the marsh are magnificent as the light really creates great effects on the vast open land. This summer I plan to catch a sunrise out there as well while on my vacation.

The trail continues north through the marsh and finally re-enters the woods before then becoming a paved road through a housing development. Over the past 20 years, the Eastern Trail Alliance has worked hard to ensure that as much of this corridor between Rigby Yard in South Portland and North Berwick are preserved for recreational use. Since service between Portland and Portsmouth is extremely unlikely to ever resume on this line, in my opinion, preserving the corridor and infrastructure along it is by far the next best thing to do.

The Eastern Trail through Scarborough Marsh is a very enjoyable walk, run or bike ride almost any time of the year, and I have done all three over the years of vacationing in the area. I do recommend sunscreen, bug spray and water as the trail is very open and exposed to the elements. On my outing last summer, I saw several bird watchers photographing from the trail, a family out for a bike ride, many runners and walkers, and one very friendly chocolate lab being taken for his daily walk. I encourage you as well to get out on this trail and enjoy everything from the sights and sounds to the immersive history. Happy Explorations! - AR

*Looking across the tidal salt marsh at the former roadbed of the Eastern Route main line. You can see a two-bay stone box culvert that has withstood the test of time and still serves its original purpose to this day.*

*Andrew Riedl photo 8/5/2022*





**Above:** The new CTC signal tower at Manchester (MA Tower) opens on December 13, 1944. Note at right the Manchester & Lawrence Branch and diamond crossing for the lead into Hill Yard. Union Station looms in the distance. How much has changed?

Official B&M photo, from a negative in the MacMillan/Hutchinson Collection, B&MRRHS Archives. Cat. No. 2021.4.1., negative number 625-25.

**Below:** A lot has. MA Tower, closed since 1974 and photographed nearly 75 years later on May 11, 2019. Union Station has been gone since 1962; the engine facility is now a ballfield; the Manchester segments of the Manchester & Lawrence and Portsmouth Branches have been silent since 1989. Only the mainline and a bit of the yard remain in service. The tower is soon to vanish. Rick Kfoury photo.

