

Special Edition

**BOSTON AND MAINE RAILROAD
EMPLOYEES MAGAZINE**

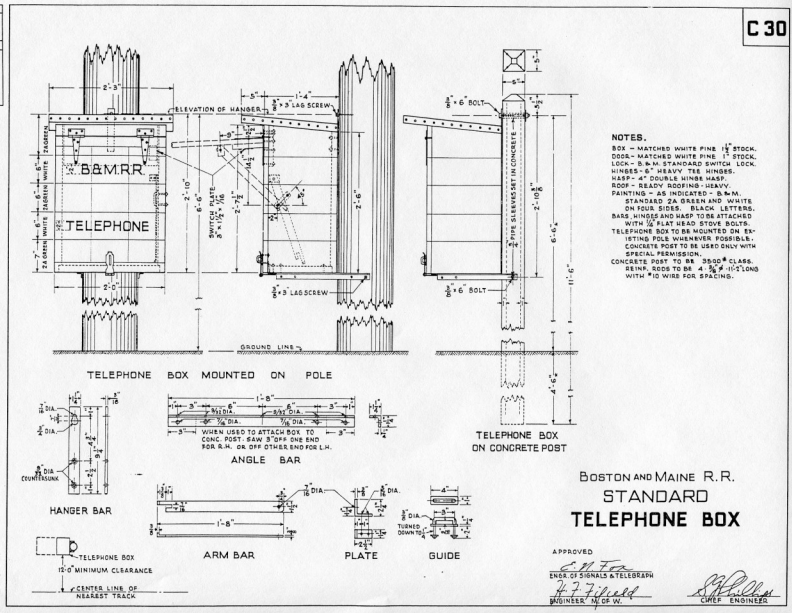
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**HEARD IT
 ON THE
 LINE**

We are 190 years old this year! Hard to believe that 190 years ago this railroad that we all work for and love was shiny and new. For those not familiar with the old days of the B&M, here is a brief history, courtesy of Matthew Cosgro of NashuaCityStation.org: "It all started with the Andover & Wilmington Railroad in 1833. Connecting its namesake cities within a few years, Andover was now connected to the City of Boston by way of the Boston & Lowell Railroad. With extensions to the north towards Portland, Maine, the railroad reached Haverhill in 1837 and then the New Hampshire state line in 1840. In New Hampshire, the Boston & Maine Railroad was chartered to continue the trek to Portland within the Granite State. In 1842 the Boston & Portland Railroad (formerly the Andover & Wilmington) in Massachusetts and the Boston & Maine Railroad in New Hampshire merged, with the new entity keeping the Boston & Maine name. Through construction, leases, and acquisitions the Boston & Maine grew, with the final major addition being the lease of the Fitchburg Railroad in 1900."

From 1835 until now - we have been leaders in New England Railroad. We bring that Minuteman spirit to challenges, rising to meet and overcome them. We face this year, 2025, both one of the greatest challenges and opportunities we will ever face.

"The Chinese use two brush strokes to write the word 'crisis.' One brush stroke stands for danger; the other for opportunity. In a crisis, be aware of the danger but recognize the opportunity."
 — John F. Kennedy, May 29, 1917 – November 22, 1963

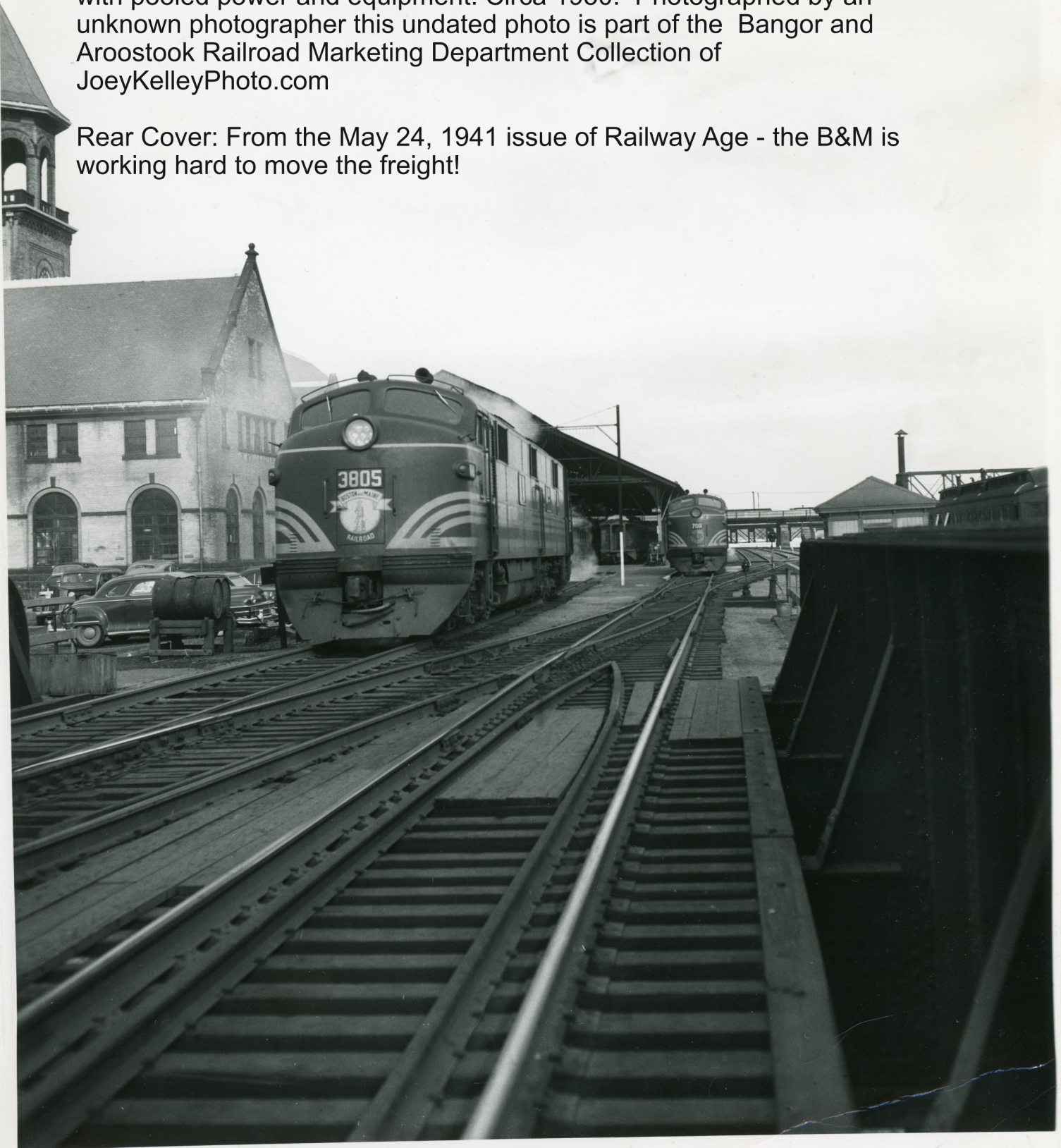
Let there be no mistake we are in a crisis this 2025, one that will bring the railroad down if we do not meet and beat it.
 Take a look at our plan in this issue!

-Joey
**"Joey" Kelley,
 President**

ABOUT THE COVER

Union Station, Bangor, Maine. The turning point for many Boston and Maine locomotives as the varnish trains of the day ran Bangor to Boston with pooled power and equipment. Circa 1950. Photographed by an unknown photographer this undated photo is part of the Bangor and Aroostook Railroad Marketing Department Collection of JoeyKelleyPhoto.com

Rear Cover: From the May 24, 1941 issue of Railway Age - the B&M is working hard to move the freight!



ELECTRIC ALL THE WAY



Above: Boston and Maine Electric in North Adams. Photo undated, photographer unknown. Courtesy of the Towle Collection - processed in Topaz De-Noise AI

The crisis alluded to earlier is one of cost, fuel sustainability, environmental concern balanced with our needs to continue to move the freight of New England and the nation. The Boston and Maine is known for its innovative solutions to problems - namely the smoke in the Hoosac Tunnel. The photo above proves that once we were at the forefront of innovation - towing steam powered trains through the tunnel in both directions with electric locomotives.

Today we announce that every old idea is new again and we are taking advantage of a series of aggressive economic and environmental programs and grants offered by the Trump administration to bring electric trains back to our railroad. With well over 1000 miles of track we need to electrify, this is not a small project. Full implementation will take years but we start now. New hyrail trucks and commercial vehicles are already on order - powered by Tesla technology. These will not only use our new overhead for signalling purposes but also to recharge their batteries.



Above: Toledo Edison 3 in Toledo, Ohio, May 18, 1975, David H. Hamley photo - JoeyKelleyPhoto.com Collection

We will be nodding to the past and looking to the future. The above photo shows Toledo Edison #3, which is currently residing in a museum. It will be removed, replaced with a replica more suited to a static display, refurbished and used as our East Deerfield switcher. It might be over 100 years old, but it is still useful!

But wait - there is more. The executive team is scouring the country for disused electric locomotives that can be brought back into service. We have found some!



Previous Page: GG1 in the woods - 5-27-2023 - JoeyKelleyPhoto.com

Yes folks - GG-1s! The absolutely legendary class of electric locomotive built for the Pennsylvania Railroad, surviving into Conrail before being retired. Although most of these classics have found their way into museums, two in Upstate New York are just sitting in the woods. We are going to rescue these from the woods, refurbish, rebuild, and return these Raymond Lowey styled art-deco classics to North American Rails.

The executive team and I realize that we cannot rely on refurbished classics exclusively to power our modern electric railway- so we have reached out across the pond.



Above: VR 3232 with a freight train in the snow of Finland. Photo courtesy of Johan Kortman

Currently, VR, the Finnish state railway company has several class Sr-2 locomotives that are considered surplus. We will be buying these Swedish built locomotives and bringing them to the Boston and Maine. With the capability of hauling 60 MPH freight trains, the Sr-2's reliability and strong reputation among the engineers of the VR is a great testament to their capability and reliability.

How will we rise to meet the challenges of changing environmental priorities and rising fuel costs? Innovation - taking the best from the past and pushing it forward - meeting the future with our hands held high and working to build a better, cleaner, more environmentally friendly and cost effective method of moving freight over the rails of the Boston and Maine!

ELECTRIC TO THE FUTURE!



APRIL FOOLS

The Boston and Maine officially was purchased by Guilford Rail System in 1983. Now it is a part of CSX Transportation and this Employee Magazine is a complete load of hogwash.

If you are not already aware, I publish, quarterly, new issues of the Bangor and Aroostook's magazine the Maine Line. I am in my 8th year of doing so and you can view all of the issues, plus an archive of the original issues and a growing list of other content on the Maine Line website:
<https://mainelinemagazine.joeykelleyphoto.com/>

I do occasionally let my creative writing and oddball sense of humor out for a run and create the occasional April Fools joke, so I hope you have enjoyed this one. I want to thank all of the people listed on the next page under acknowledgements. Without their assistance, this would have had a lot less interesting content!

-Joey Kelley, Editor

ACKNOWLEDGMENTS

It takes a village as the old saying goes!

Thank you to the Boston and Maine Railroad Historical Society archives for providing the scan of the Employees Magazine - May 1945 Special Edition cover that the 'banner' was taken from. Earl Tuson in particular for sending it over per my request! Thanks to the members and Earl specifically!

Thank you to the person who sent me the Boston and Maine Standard Plans - honestly I cannot remember who it was - but I know they were scanned at the Down East Scenic Railroad so thank you to the person who sent them to me, whoever did the scanning and DSRX.

For the photo of the B&M boxcars in North Adams - thank you Towle Collection and thank you to Scott Whitney for providing the context and background information!

Regarding the GG1 night shot that graces one full page - I need to thank my long-suffering girlfriend Peggy for putting up with me as I dragged her around the woods.

If you have not visited Matthew Cosgro's NashuaCityStation.org website, you are missing out. He has a large collection of artifacts, postcards and other photos from across New England and a large chunk of it is displayed on his website. His work into researching the various corporate histories of the railroad companies that existed in New England at various times is incredible and unmatched.

The B&M logo was obtained via Wikipedia - thanks to everyone there!

Last but certainly not least - thank you to Johan Kortman of Finland for his VR photographs. Johan has been featured in the Maine Line Magazine twice for his amazing O gauge models of the Bangor and Aroostook, all the way from Finland!

Thank you all for reading this - for those that contributed and I hope you enjoyed this April Fools!

-Joey



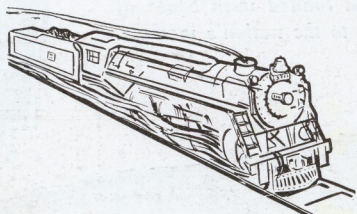
Readin'
Ritein'
Rithmatic

Everyone in industry has his problems right now. It's a time when "coming through" takes good common sense and knowing the A B C's.

We are solving transportation problems and moving freight faster and handling unusual shipments as never before.

In doing our share, our rail service is supplemented by complete coordinated bus, trucking, and air transport systems.

We are giving every transportation problem—troop movements, shipments of food and defense materials—everything we can give, to meet each problem and to "come through" for the Government and the private shippers.



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