

# Boston & Maine Railroad Historical Society Incorporated

File 9. Part 2.

Photographs, Posters, Maps, Notices  
Hardware Collection



## Plan & Profile

April 1832

Boston & Lowell Railroad



Donated by; Center of Lowell History



# Summer Sauntering's Boston & Lowell Railroad





# Boston & Lowell Railroad Summer Sauntering's 1885

- **A Guide To Pleasant places among the Mountains, Lakes and Valleys of New Hampshire, Maine, Vermont, and Canada.**
- The original main line of the Boston & Lowell Railroad was only twenty-six miles in length; and for many years it remained. Now that it has suddenly reached out and, by purchase, lease and business contact, secured the management or traffic of many connecting and tributary roads, so that it has become the largest railroad system in New England.
- It is interesting to recall the fact that, as it was the first railroad chartered in New England for passenger transportation, so it was the first to be completed and operated its entire length, and it was the third or fourth in the United States.
- **A Significant Fact:**
- The Boston & Lowell is now a double-track road as far as Nashua, (and the Concord Railroad, constituting a part of the through line, is double-tracked to Concord,) and, including all its branches and leased lines, is in the best possible condition as regards the road-bed, bridges, crossings, switches and signals, and is thoroughly equipped in all respects, with elegant coaches having every appliance pattern; its locomotives are of the best and most powerful pattern; its engineers, conductors and train-men intelligent and efficient men, who have grown up with the road.
- Information from; Summer Sauntering's, by the B.& L. R.R.

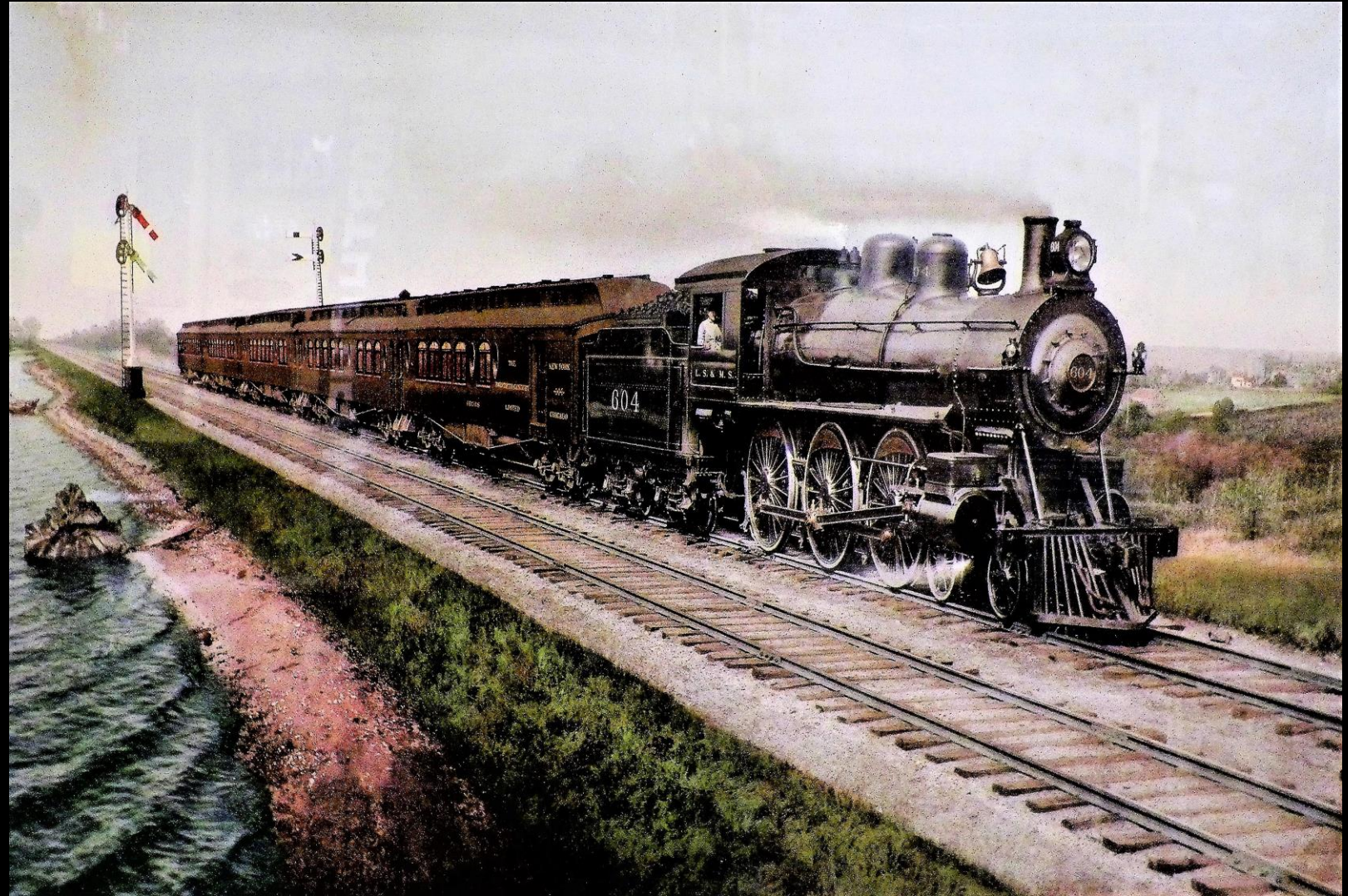


## Lake Shore & Michigan Southern Railroad

L.S. & M.S. 4-6-0 #604  
Hauling five New York & Chicago  
wooden truss-rod passenger cars.  
Circa 1900's.

“LS&MS was owned and part of the  
New York Central System.”

Wooden frame: 23”x 32”



Donated by; James P. Teed



Brotherhood of Locomotive  
Firemen and Enginemen

60 Year Membership Emblem  
Has been awarded to:  
Brother Elmer G. Bisbee  
Lodge No. 513

Donated by; Donald B. Valentine





Province of Quebec  
Stationary Engineer's Certificate

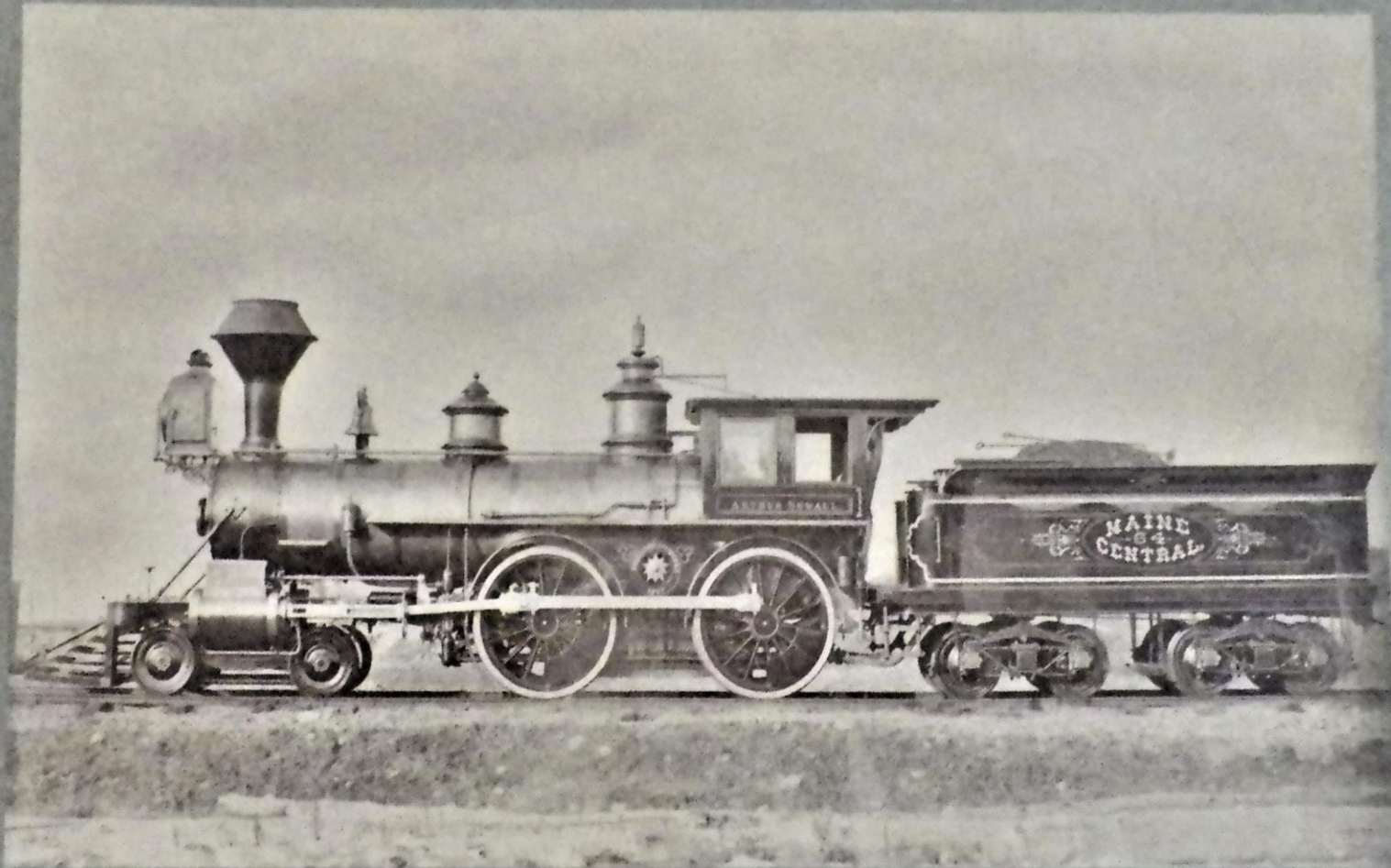
Certify that Mr. E. Bisbee  
Applicant for a Stationary Engineer's  
Certificate of Competency, declare that  
he has been Examined as to his  
Qualifications, and was found to be a  
Competent Engineer of the Third class,  
and can Lawfully Act on Such Capacity.

Given under my hand and seal this  
*Fourth* day of *November* 1901

Donated by; Donald B. Valentine







## Maine Central R.R. 4-4-0 # 64

Named "Arthur Seawall"

Built by: Portland Company Works  
of Portland Maine.

Names below: 3 MECRR Officials  
Edward H. Davis, President  
George F. Morse, Agent & Treasurer  
George W. Beale, Superintendent

W.F. King is listed under the images as the  
photographer.

The photograph is mounted on a wooden  
frame, w/ gold gilt decoration under glass.  
Measures 26" wide by 19" high

PORTLAND COMPANY'S WORKS.

PORTLAND, MAINE.

*W. F. King, Phot.*

EDW. H. DAVIS, Pres't.

GEO. F. MORSE, Agent and Treas.

GEO. W. BEALE, Supt.

Donated by; Richard W. Symmes



*Instructions for Gravel Train, while operating from Boston to the West Needham Gravel Pit.*

---

LEAVE THE PIT	LEAVE BOSTON
At 4 A. M.	At 6 A. M.
7 1-2 "	9 1-2 "
12 M.	2 P. M.
4 P. M.	6 "

Run down (if Road is clear) in 1 1-2 hours and up in 1 1-4 hours—Avoiding carefully all interference with other known trains whether they be regular or irregular.

Keep a man always on the train with a red flag to run and give warning whenever any difficulty occurs.

WM. PARKER, *Sup't.*

*Boston, June 5, 1845.*

**BOSTON & MAINE RAILROAD.**

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**NOTICE TO  
SEASON TICKET  
PASSENGERS.**

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Season Ticket Passengers will please hand their Tickets, for the past quarter, to the Conductor, on **FRIDAY, Feb. 28.** Ensuing Quarterly or Semi-Yearly Tickets can be had at the Office of the Superintendent, between the hours of **7 A.M., and 7 P.M.,** until March 8th.

Passengers are also requested to show their Tickets to the Conductors during the first week of each quarter, and to have them at all times ready for the inspection of Conductors.

**T. S. WILLIAMS, Sup't.**

BOSTON, Feb. 26th, 1851.

Boston & Worcester Railroad – Notice, Instruction for Gravel Train, William Parker, Sup't. Boston, June 5, 1845

Boston & Maine Railroad – Notice, Season Ticket Passengers, T.S. Williams, Sup't. Boston, Feb 26<sup>th</sup>, 1851

Donated by; Westford Historical Society



**Boston & Lowell & Nashua & Lowell  
RAILROADS.**

**HALF FARE**

**ON THURSDAY, JUNE 20th.**

**The 2d Regiment N. H. Volunteers,**

Will pass through Boston on their way to the seat of War. It will be escorted to Music Hall by the Independent Cadets, where a Collection will be furnished by the Sons of New-Hampshire.

For the accommodation of those wishing to witness the departure of the Second Regiment,

**TICKETS WILL BE SOLD TO BOSTON AND RETURN, FROM ALL STATIONS  
On Wilton R. R. and from Nashua,  
FOR FARE ONE WAY.**

Good only on Train leaving Wilton at 6 1-5 A. M., and Nashua at 7 A. M. Returning on Train leaving Boston at 5 30 P. M.

**JOHN B. WINSLOW, Sup't.**

Nashua, June 19th, 1861.

Telegraph Power Press Printing Office, Nashua, Albin Board, Printer.

**NEW ENGLAND  
PICTORIAL**

BOSTON, JUNE, 1881.



PREPARED FOR THE NORTH BOSTON R.R. AND THE ORIGINAL FACILITIES OF THE N.Y. & N.E. RAILROAD, SHOWING THE IMPROVEMENTS COMPLETED AND NOW IN PROGRESS.—See Page 4.

**BOSTON  
AND  
MAINE  
RAILROAD**

**SCHEDULE  
OF  
THROUGH TRAINS  
BETWEEN  
NEW  
ENGLAND  
AND  
CANADA  
AND  
THE WEST**

JAS. T. FURBER • D. J. FLANDERS.  
Gen'l Manager Gen'l Passenger Agent

G.T.O. Ad. Form 58.

Boston & Lowell & Nashua & Lowell Railroads – Half Fare: June 20, 1861

New England Pictorial – Old Summer Street R.R. Station: New York & New England R.R. June 1881

Boston & Maine Railroad – Timetable, Schedule Through Trains between, New England & Canada: 12/15/1890

Donated by; Westford Historical Society



SUPERINTENDENT'S OFFICE.

**Boston & Maine Railroad.**

HAYMARKET SQUARE.

Boston, November 7, 1871.

**TO CONDUCTORS AND ENGINEMEN.**

*On Monday next, 13th instant, a new arrangement of Trains takes place.*

You will notice the passing places of several of the Trains are changed; and that hereafter Nos. 5 and 45 stop at Rollinsford to take and leave passengers. No. 9 waits only 5 minutes behind its regular time at North Andover for No. 36. No. 19 waits only 10 minutes at Ward Hill for No. 46, etc.

The 6 P. M. Portland Express, Tuesday, Thursday and Saturday, is discontinued.

The Signal arrangement at Bradford has been changed somewhat. Read all these changes carefully and understandingly.

WM. MERRITT,

Supt.

Form 1075. 10-29-90 101 DKS. T.P.Co.

**BOSTON & MAINE RAILROAD.**

No. 11

By Telegraph from Boston.

1897

To

Train No. 18

at

Rockingham

Run from Rockingham Jct  
to Exeter on east bound  
track regardless of all  
east bound trains

This order simply pertains to the train or trains specified therein, and gives no rights over any other train more than you held before.  
Conductors and Engineers must not leave a Station when directed to run by Telegraphic Special Order, without having the same in writing in their possession, endorsed correct in proper form.

Received by *[Signature]*

Conductor

Operator (Signed)

*[Signature]*

Engineer

Supt.

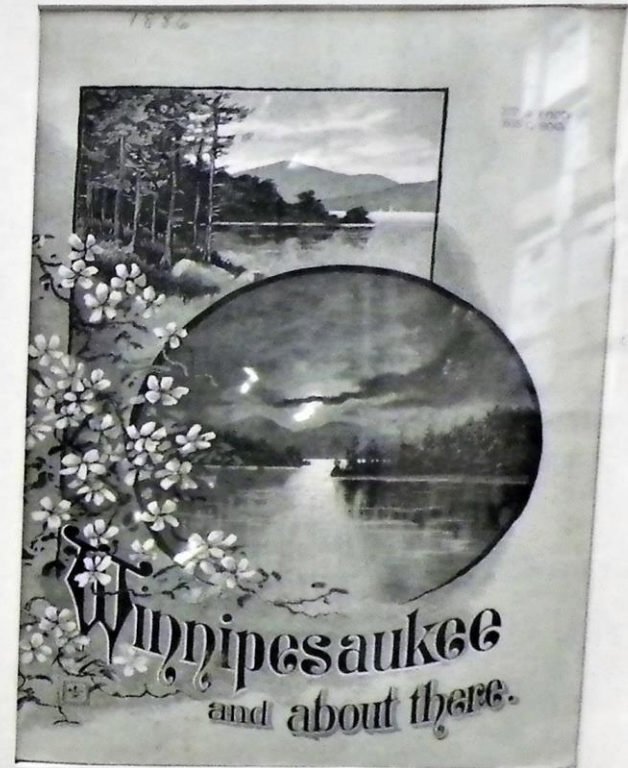
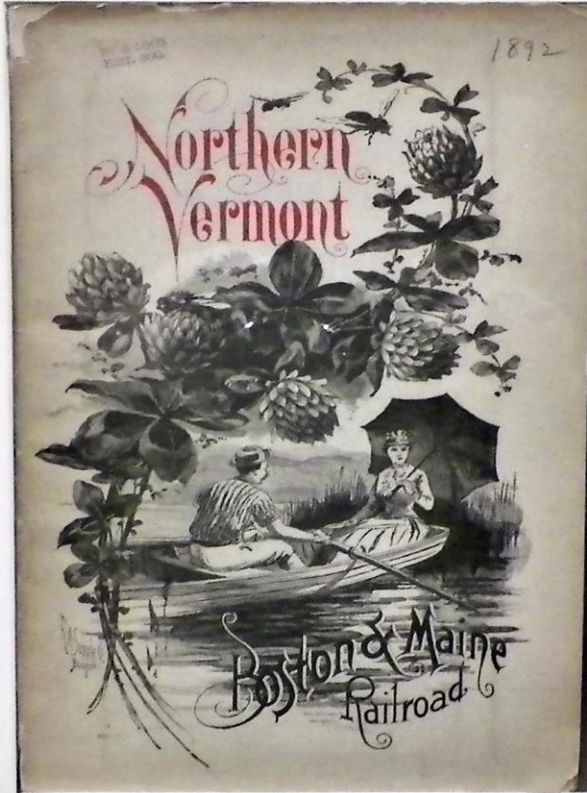
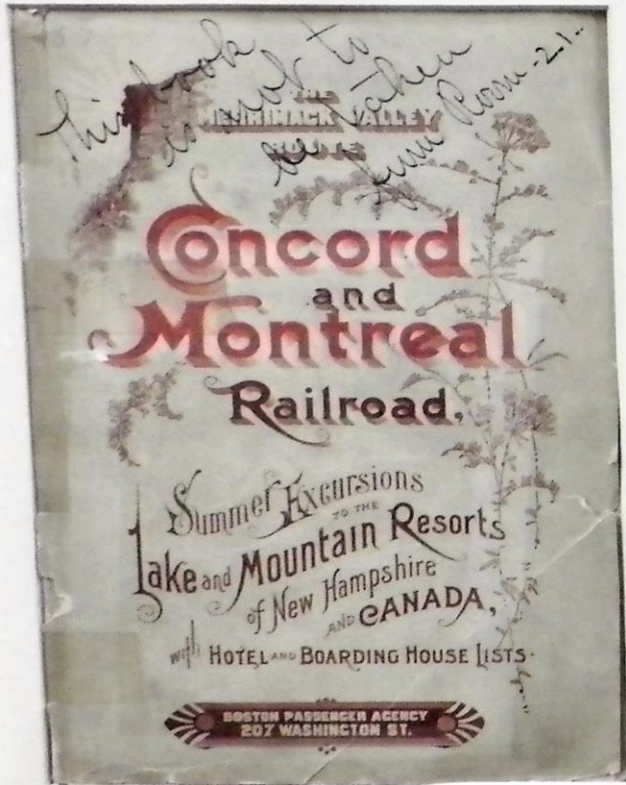
Time 11:45 A.M.  
Conest  
W. Merritt  
(Signed)  
Supt.

Boston & Maine Railroad – To Conductors and Enginemen 11/7/1871  
Boston & Maine Railroad - Telegraph Order Rockingham Junction, 1897  
Donated by; Westford Historical Society









Concord & Montreal Railroad – Excursion Poster  
Boston & Maine Railroad – Northern Vermont Poster 1892  
Boston & Maine Railroad – Winnepesaukee Poster 1896  
Donation by; Westford Historical Society



**Woodsum Steamboat Co.**

In connection with the Boston & Maine

**EXCURSION**

TO

**LAKE SUNAPEE**

**Sunday, Aug. 7th**

THE STEEL STEAMER

**ARMENIA WHITE**

The Finest Boat on the Lake,

Will make a SPECIAL TRIP of 25 Miles over this beautiful sheet of water, affording view of all the points of interest about the Lake.

"All Day" Tickets on Steamer allowing Stop-over at Blodgett's Landing and Sunapee, **50** Cts.

Lake Station to Blodgett's & Return, **35** Cts.

DO N'T FORGET THE DATE.

A. PERLEY FITCH,  
General Manager.

J. M. RUNALS,  
General Ticket Agent.

**SPECIAL ORDER.**

If the *down* Steamboat train do not find a regular Passenger or Freight train where it is expected to be, at any given time; it will wait until such train arrives or is heard from. Freight trains will always wait for regular Passenger trains until they arrive or are heard from, definitely.

**WM. PARKER, Sup't.**

*Nov. 24th, 1840.*

**FAIRBANKS'S  
- YORK BEACH -  
EXCURSION**

PERSONALLY CONDUCTED

**WEDNESDAY, JULY 20, 1898**



Special Train from Manchester, Massachusetts, Auburn, Candia, East Candia, Raymond, West Epping, Epping.

**ATTRACTIONS:**

At Portsmouth, Spanish Prisoners on Seavey's Island  
At York Beach, Concert and Entertainment at the new theatre at Aspinquid Park.  
(This is the Summer Resort recently opened at York Beach.)

... Good Fishing and Bathing ...

\$2 for the Largest Fish. \$1 for the Smallest  
Fishing Boat in readiness upon arrival of Train at York Beach.

Special Train will leave Manchester, Wednesday, July 20, at 7:40 A. M.; East Manchester, 7:46; Massachusetts, 7:52; Auburn, 8:01; Candia, 8:11; East Candia, 8:15; Raymond, 8:26; West Epping, 8:33; Epping, 8:39; arriving at York Beach at 10 A. M. Returning, leaves York Beach at 9 P. M., thus giving an enjoyable day at the Beach.

**NOTICE THE LOW RATE OF FARE**

Manchester and return,	\$1.50	East Candia,	\$1.40
East Manchester,	1.65	Raymond,	1.35
Massachusetts,	1.50	West Epping,	1.35
Auburn,	1.40	Epping,	1.15
Candia,	1.40	Children at reduced rates.	

Tickets on sale at Railroad Stations and by H. B. FAIRBANKS, Manager Fairbanks's Tours, 54-58 Hanover St., Manchester, N. H.


Lake Sunapee – Excursion Poster, Sunday Aug 7<sup>th</sup>  
Boston & Worcester R.R. Special Order – William Parker, Sup't. Nov 24<sup>th</sup>, 1840  
Fairbanks's – York Beach Excursion Poster, Wednesday, July 20, 1898  
Donated by; Westford Historical Society



**Fitchburg Railroad.**

**WEST**

Via  
**Hoosac Tunnel**  
**Route**



**TO BUFFALO,  
 NIAGARA FALLS,  
 CLEVELAND, DETROIT,  
 CINCINNATI, CHICAGO  
 AND  
 ST. LOUIS**

J. WHITMORE, Gen'l Traffic Manager. JOHN ADAMS, Gen'l Superintendent.  
 J. R. WATSON, General Pass' Agent, BOSTON, MASS.

BANK AVERY SUPPLY CO., BOSTON. 1504

G. T. D. Form 1518-4-95-500. Blank No. 2.

**Central Vermont Railroad.**

Telegraphic Train Order No. *8/26 37* 189*5-*

No. *37*

train at *Buandon*  
 To M. MAGIFF, Sup't Telegraph, St. Albans.

*We understand we are to  
 Main road  
 to Rutland  
 25*

*OK  
 Magiff  
 J. R.*

*527* Time Received

Time O. K. Given.

*J. Richards* Conductor, } No.  
*Lapard* Engineer. } Train.

Fitchburg Railroad  
 West Via  
 Hoosac Tunnel Route  
 Timetable 7/1/1890

Central Vermont Railroad  
 Telegraph Order No. 37  
 8/26/1895

Donated by; Westford Historical Society



# BOSTON & WORCESTER RAILROAD.

## LIST OF BAGGAGE

Remaining uncalled for at the several Stations of the Road on Saturday, April 13, 1850.

### Boston Station.

- 1 Russet-colored Trunk, check 298. Marked "C.R."
- 1 Red Chest.
- 1 pair Saddlings, check 1344.
- 1 Black Trunk, check 920.
- 1 Russet Trunk, check 676.
- 1 Black Trunk, "D."
- 1 Carpet Bag, "O."
- 2 Bundles.
- 2 Carpet Bags, checks 989 and 1471.
- 1 Tool-chest, check 750.
- 1 Black Trunk, check 896.
- 1 Rough Box.
- 1 Blue Chest.
- 1 Hair Trunk, "P. Eaton."
- 1 Russet Trunk, "R."
- 1 Box Glass, "H. Hill."
- 1 Chest with 2 padlocks.
- 1 Carpet Bag, check 574.
- 1 Bundle Bags, "D."
- 1 Blue Chest.
- 1 Hair Trunk, "S. S."
- 2 do. do. small, containing women's clothes.
- 1 do. do. "C. J."
- 1 do. do. "T. A. Peltam."
- 1 Large Black Trunk.
- 1 Rough Box.
- 1 Hair Trunk, "Henry Wilcox."
- 1 Red Chest, "G. N. Head."
- 1 Black Valise.
- 1 Box containing Books and old Clothes.
- 1 Large Canvas Bag, "Sam'l W. Mather."
- 1 Russet Trunk, "N. B." in brass nails.
- 1 do. do. "John Maynard Holden, Brick City."
- 1 do. do. containing Irishman's clothes.
- 1 Carpet Bag containing men's clothes.
- 1 Basket, "Elliot, Vilot, Wisconsin."
- 1 B. Box, white cover.
- 1 Light-colored Muff.
- 1 Hat Box, containing new hat.
- 1 Bag Clothes.
- 1 Bundle in a red shawl.
- 1 Red Wooden Trunk.
- 1 Small Black Trunk, "P."
- 1 Black Trunk, check 3930.
- 1 Russet Trunk, check 676. "N. Y."
- 1 Oil Can, "Whitney, Andarudale."
- 1 Box, "Saml Tucker, Nashua, N. H."
- 1 Carpet Bag, "O."
- 1 Tin Oil Can, "J. Allen, W. Newton."
- 1 Box, "M. S. Scudder."
- 1 Sailor's Chest and Bag, check 923.
- 1 Hair Trunk, check 5546.
- 1 Black do. check 370.
- 1 Hair do. check 3647.
- 1 Trunk, "O. P. Q."
- 1 Black Leather Trunk, check 391.
- 1 do. do. do. check 1329.
- 1 Hair Trunk, "R. H. Lincoln."
- 1 Paper Bundle, "John Baxter, N. C."
- 1 Bandbox, "E. B. Brown, 10 Howard st."
- 1 do. "N. Y." check 6.
- 1 Bonnet, "Ann Dowley."
- 1 Handkerchief Bundle, check 1595.
- 1 Bandbox, check 1062.
- 1 Carpet Bag, "H."
- 1 Russet Valise, "Niles."
- 1 Wood Box, "Sudford."
- 1 Black Leather Trunk, check 1450.
- 1 Basket and 1 Basket, both "Page."
- 1 Box, "G. H. Chapman."
- 1 Box, "R. P. Warner."
- 1 Sailor's Bag, "B."
- 1 Trunk, "O."
- 1 Carpet Bag and Boxes.
- 1 Carpet Bag, "J. H. Souze."
- 1 Black Trunk, check 3366.
- 1 Box, "R. H. Leering."
- 1 Black Trunk, check 958.
- 1 Bundle Bags, check 697.
- 1 Wood Box, "Beaver."
- 1 Oil Can, "Moss Fair, W. Newton."
- 1 Basket, "H. Chickering & Co."
- 2 Hatter Boxes, "R. Haver & Co."

### Brookline Station.

- 2 Baskets, "H. Keyes."
- 1 Large Black Trunk, check 971.
- 1 Bag Trunk and Bag, check 69.
- 1 Hair Trunk, check 2478.
- 1 Leather Trunk, check 421.
- 1 Carpet Bag, check 1853.
- 1 do. do.
- 1 do. do. check 3445.
- 1 Bucket, "E. B. Paine, W. Newton."
- 1 Black Trunk, "D. Bondurant."
- 1 do. do. "L. C. L."
- 1 Bellows Top Trunk.
- 1 Flat Top Trunk.
- 1 Russet Trunk, check 2708.
- 1 Carpet Bag, "C. G. Little."
- 1 Bundle, white.

### Brookline Station.

- 1 Bundle, Craps Shawl and piece Crewell Work.
- |                          |          |
|--------------------------|----------|
| <b>Brighton Station.</b> | Nothing. |
| <b>Newton Cor.</b>       | " "      |
| <b>W. Newton</b>         | " "      |
| <b>Auburndale</b>        | " "      |
| <b>Newt. L. Falls</b>    | " "      |
| <b>Grantville</b>        | " "      |
| <b>W. Needham</b>        | " "      |
| <b>Natick</b>            | " "      |
| <b>Saxoville</b>         | " "      |
| <b>Frammingham</b>       | " "      |
| <b>Sherrburne</b>        | " "      |
| <b>Holliston</b>         | " "      |
| <b>Metcalf's</b>         | " "      |

### Milford Station.

- 1 Ox Yoke.
- 1 Russet Trunk (24 feet).
- 2 Black Leather Trunks (2 feet).
- 1 Russet Trunk (24 feet).
- 1 Black Leather Trunk, check 765.
- 1 Russet Valise, "Dr. F. Lebad, Milford."
- 1 Russet Trunk, check 1358.
- 1 16 inch Hair Trunk, check 1155.
- 1 Hat Box.
- 3 Shawls and 2 Dress Patterns.

### Asland Station.

- 1 Black Leather Valise, left by a man in Oct., 1849, who was peddling interest tables.

### Southboro' Station.

- Nothing.

### Westboro' Station.

- 1 Black Leather Trunk, marked No. 11.

### Grafton Station.

- 1 Black Cloth-covered Box, 3 feet by 1 foot.
- 1 Round-bottomed Trunk, 33 by 14 inches, "W. A. Fairbanks, N. E. Village."

### Milbury Station.

- Nothing.

### Worcester Station.

- 1 Large Black Trunk, check 229. "E. M. Cooper."
- 1 do. do. do. check 1063. do.
- 1 do. do. do. check 300. do.
- 1 do. do. do. check 217. do.
- 1 do. do. do. "A. H. Green, Milford."
- 1 Large White Hair Trunk, check 1389.
- 1 Large Hair Trunk.
- 1 Red Hair Trunk, check 1059.
- 1 Russet Hair Trunk, check 570.
- 1 Russet Trunk.
- 1 Red Wooden Chest, check 1068.
- 2 White Wooden Chests.
- 1 Russet Valise, check 894.
- 1 do. do. check 1005.
- 1 do. do.
- 1 Bandbox, check 1092.
- 2 do. (white covers).
- 1 Basket, "Kendall & Caldwell."
- 2 Carpet Bags.

# OLD COLONY RAILROAD COMPANY.

PASSENGER AND TICKET DEPARTMENT,

No. 81.

Boston, Feb. 21, 1885.

## Notice to Conductors, Station Agents and Baggage Masters.

Mileage Tickets having Baggage Coupons attached are being issued from this office, and attention is called to the following

### INSTRUCTIONS.

1. Mileage Tickets entitle the bearer to stop only at stations which, by the time card, are designated as regular stopping places of the train on which it is presented.
2. That one coupon shall be detached by Conductor for each mile travelled, *except that for distances less than three miles, three coupons shall be surrendered*, and that all fractions of a mile shall be computed a mile in calculating distance travelled.
3. That detached coupons will *not* be received for passage.
4. That one *baggage coupon* shall be detached by the Station Baggage Master or Agent for *every two miles or fraction thereof*, of the distance for which baggage is checked.
5. That baggage coupons are void if detached by any other person than the Station Baggage Master or Agent, when checking baggage.
6. That Conductors shall collect the baggage coupons which are attached to the mileage coupons presented for passage.
7. That Station Baggage Masters or Agents shall not check baggage on baggage coupons, unless all preceding mileage coupons have been used for passage.
8. That if the coupons remaining attached to the book at any time are insufficient to carry the passenger to destination, such coupons will be good only for the distance which they represent, and full local fare will be collected for the remainder of the journey.
9. The book will be taken up when the last coupons are detached.

J. SPRAGUE, Jr.

G. P. & T. A.

J. R. KENDRICK,

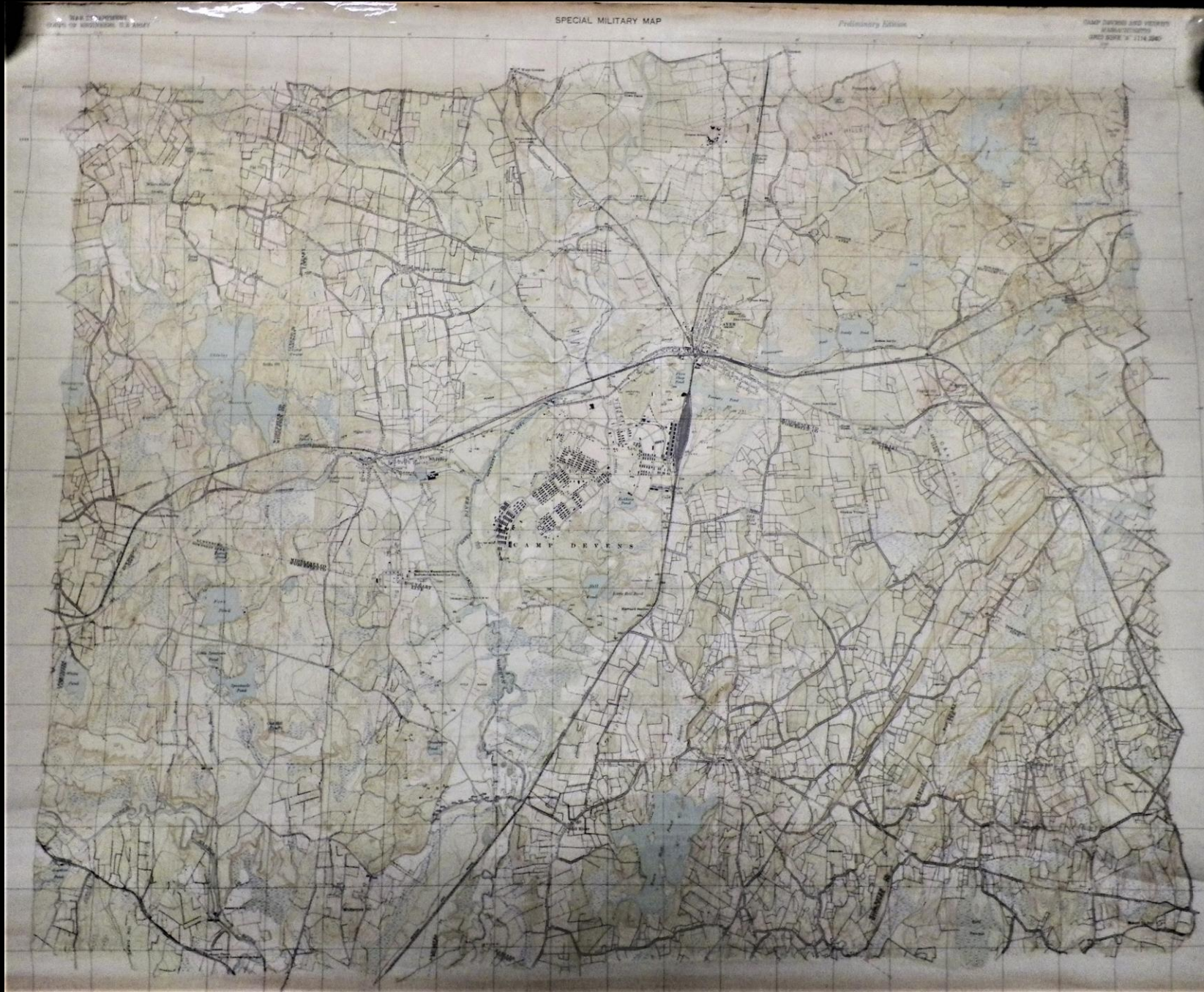
Gen'l Manager.

Boston & Worcester R.R.  
List of Baggage  
Remaining uncalled for at the  
several Stations of the road on  
Saturday April 13, 1850

Old Colony Railroad Co.  
Passenger Ticket Department  
Notice to  
Conductors,  
Station Agents,  
Baggage Masters  
2/21/1885

Donated by; Westford Historical Soc.





## Special Military Map Camp Devens Massachusetts

War Department Corps  
of Engineers U.S. Army  
Circa 1918.

Donated by;  
H. Arnold Wilder & Dana D. Goodwin



# BOSTON & MAINE R.R.

## EXCURSION

TO

# BOSTON

BY REGULAR TRAINS.

TICKETS GOOD GOING

## Nov. 29 to Dec. 4

And Returning not after December 4, 1897.

Keene,	N.H.,	\$2.80
Marlboro,	"	2.60
Chesham,	"	2.60
Harrisville,	"	2.50
East Harrisville,	"	2.40
Hancock,	"	2.25
Elmwood,	"	2.20
South Bennington,	"	2.15
Greenfield,	"	2.05
South Lyndeboro,	"	1.80
Wilton,	"	1.70
Milford,	"	1.55
Amherst,	"	1.50
South Merrimack,	"	1.40
Nashua (City),	"	1.20

And Returning not after December 4, 1897.

Keene,	N.H.,	\$2.80
Marlboro,	"	2.60
Chesham,	"	2.60
Harrisville,	"	2.50
East Harrisville,	"	2.40
Hancock,	"	2.25
Elmwood,	"	2.20
South Bennington,	"	2.15
Greenfield,	"	2.05
South Lyndeboro,	"	1.80
Wilton,	"	1.70
Milford,	"	1.55
Amherst,	"	1.50
South Merrimack,	"	1.40
Nashua (City),	"	1.20

D. J. FLANDERS, Gen'l Pass'r and Tkt. Agt.

## Boston & Maine R.R. Excursion to Boston

Nov. 29 to Dec 4, 1897

Donated by; Paul T. Kosciolk



**SEASHORE  
LAKE AND  
MOUNTAIN  
RESORTS OF**  
EASTERN & NORTHERN  
NEW ENGLAND and the  
MARITIME PROVINCES

Reached by the  
**BOSTON  
AND MAINE  
RAILROAD**

Illustrated descriptive pamphlets  
(containing complete maps)  
have been issued under the following  
titles, and will be mailed upon receipt  
of 2¢ in stamps for each book.

ALL ALONG SHORE - AMONG THE MOUNTAINS  
LAKE AND STREAMS - FISHING AND HUNTING  
MERIMACK VALLEY - LAKE SUNAPEE  
SOUTHEAST NEW HAMPSHIRE  
SOUTHWEST NEW HAMPSHIRE  
THE HOOSAC COUNTRY AND DEERFIELD VALLEY  
VALLEY OF THE CONNECTICUT  
AND NORTHERN VERMONT  
CENTRAL MASSACHUSETTS  
THE MONADNOCK REGION  
LAKE MEMPHISAGOG

**P**ORTFOLIOS

MOUNTAINS OF NEW ENGLAND  
SEASHORE OF NEW ENGLAND  
RIVERS OF NEW ENGLAND  
LAKE OF NEW ENGLAND  
PICTURESQUE NEW ENGLAND  
THE CHARLES RIVER TO THE HUDSON  
Will be sent upon receipt of  
6 cents for each book

**S**UMMER TOURIST BOOK  
Giving list of Tours, and Rates,  
Hotel and Boarding House list,  
and other valuable information, free

COLORED BIRD'S EYE VIEW OF MOUNT WASHINGTON  
COLORED BIRD'S EYE VIEW OF LAKE WINNIPESAUKEE  
Sent on receipt of 6¢ for each

*For all Publications apply to Passenger Department, B. & M. R. R. Boston, Mass.*

## Boston & Maine Railroad

Seashore Lake And Mountain Resorts  
of Eastern & Northern New England  
and the Maritime Provinces.  
Related by the Boston & Maine Railroad.

9"x 11" Framed: B&MRR advertisement.

Donated by; Mal Sockol





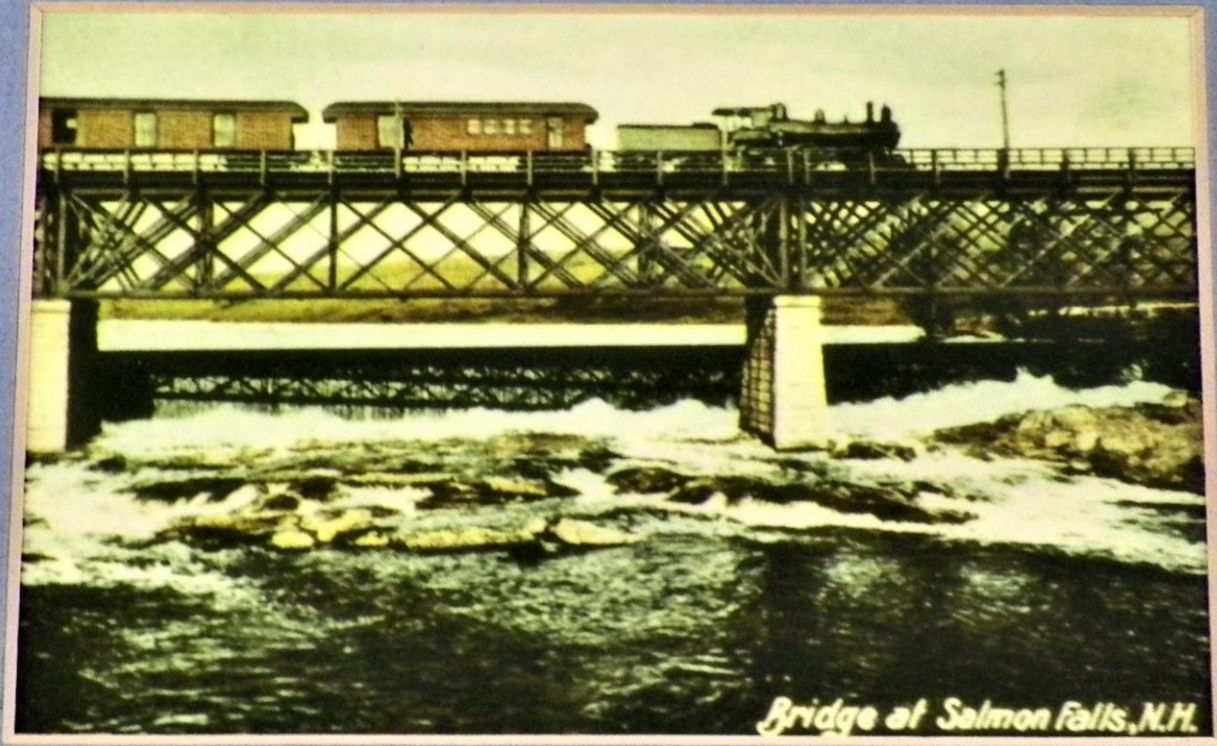
## Stereo View Card

Alton Bay Railroad Station, on Lake Winnepesaukee, New Hampshire. B. & M.R.R. Lakeport Branch. Circa 1870 / 1875

These cards were for use with the stereoscopic hand viewer, two nearly identical photos, aligned side by side, came mounted on a 4"x 7" card, and when looked through a viewer, gave a three-dimensional effect.

Donated by; Kenneth Lurvey





## Boston & Maine Railroad

8"x 10" Postcard

Trestle Bridge at Salmon Falls  
New Hampshire, Circa 1890's

Americans Class A 4-4-0  
64' Combine & Baggage-Coach  
70' Baggage Car.

Anonymous Donor.





## The Fore River Railroad

### O-4-0T Switcher

The second No. 2

Built by; American Locomotive 1911

The Fore River Railroad was developed by Thomas A. Watson, assistant to telephone inventor Alexander Graham Bell.

Watson started an engine and boat factory in East Braintree, "The Fore River shipyard Engine Company." In 1898, Watson's company was commissioned by the U.S. Navy to build 2 destroyers and a cruiser.

Donated by; Tina Hinchliffe Bellomy





## The Fore River Railroad 0-4-0 No. 3 Switcher

Built by; Baldwin Locomotive Works 1907

The Fore River Railroad is owned by the Massachusetts Water Resources Authority and operated by the Fore River Transportation Corporation.

The 2.7 mile-long rail line runs from Quincey Point to Greenbush Commuter line in Braintree. Rail shipments had to be unloaded in Braintree, hauled to the Fore River, and finally, floated to Quincy.

Donated by; Tina Hinchliffe Bellomy



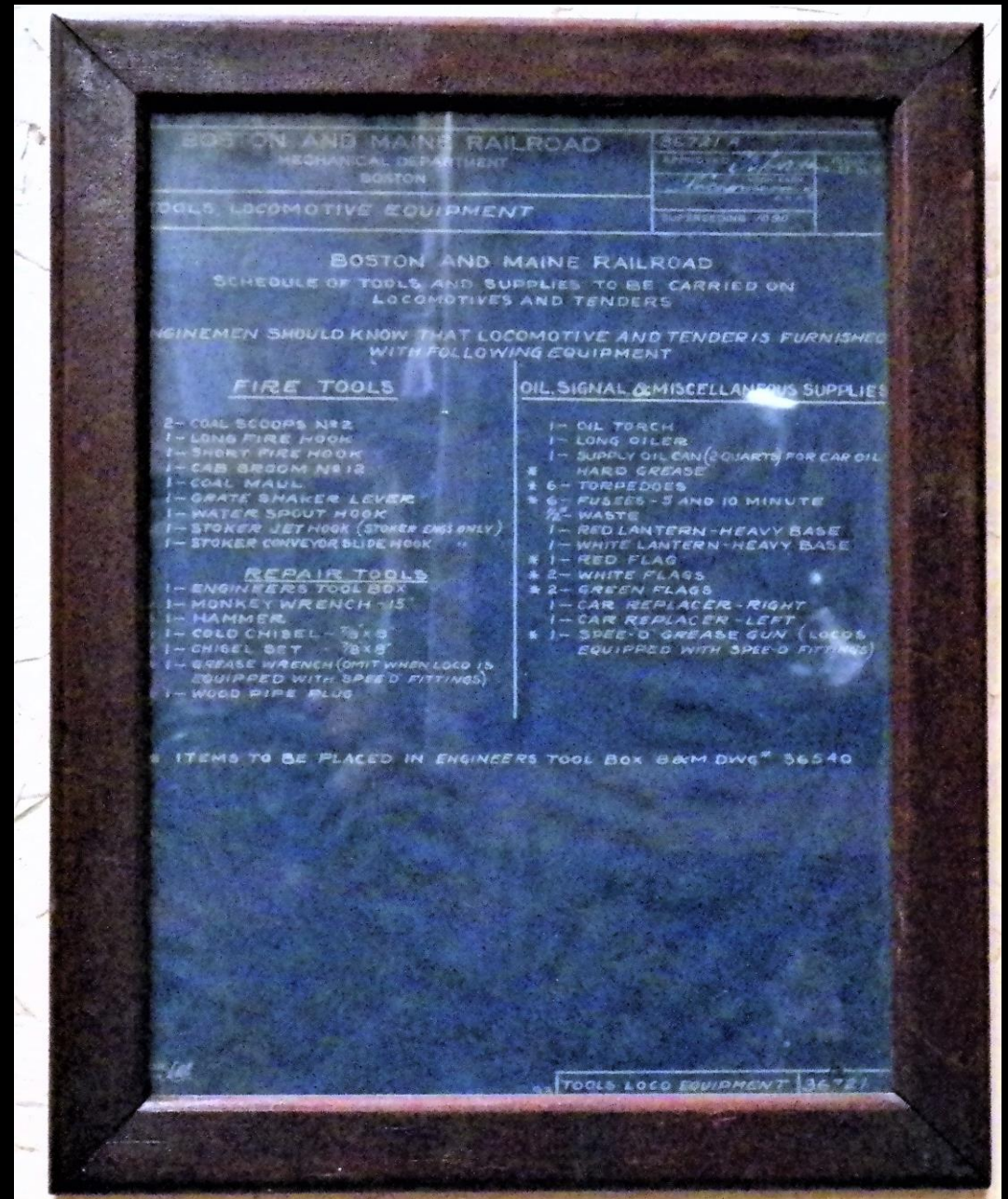
# Boston & Maine Railroad

Schedule of Tools and Supplies to be carried on  
Locomotive and Tender

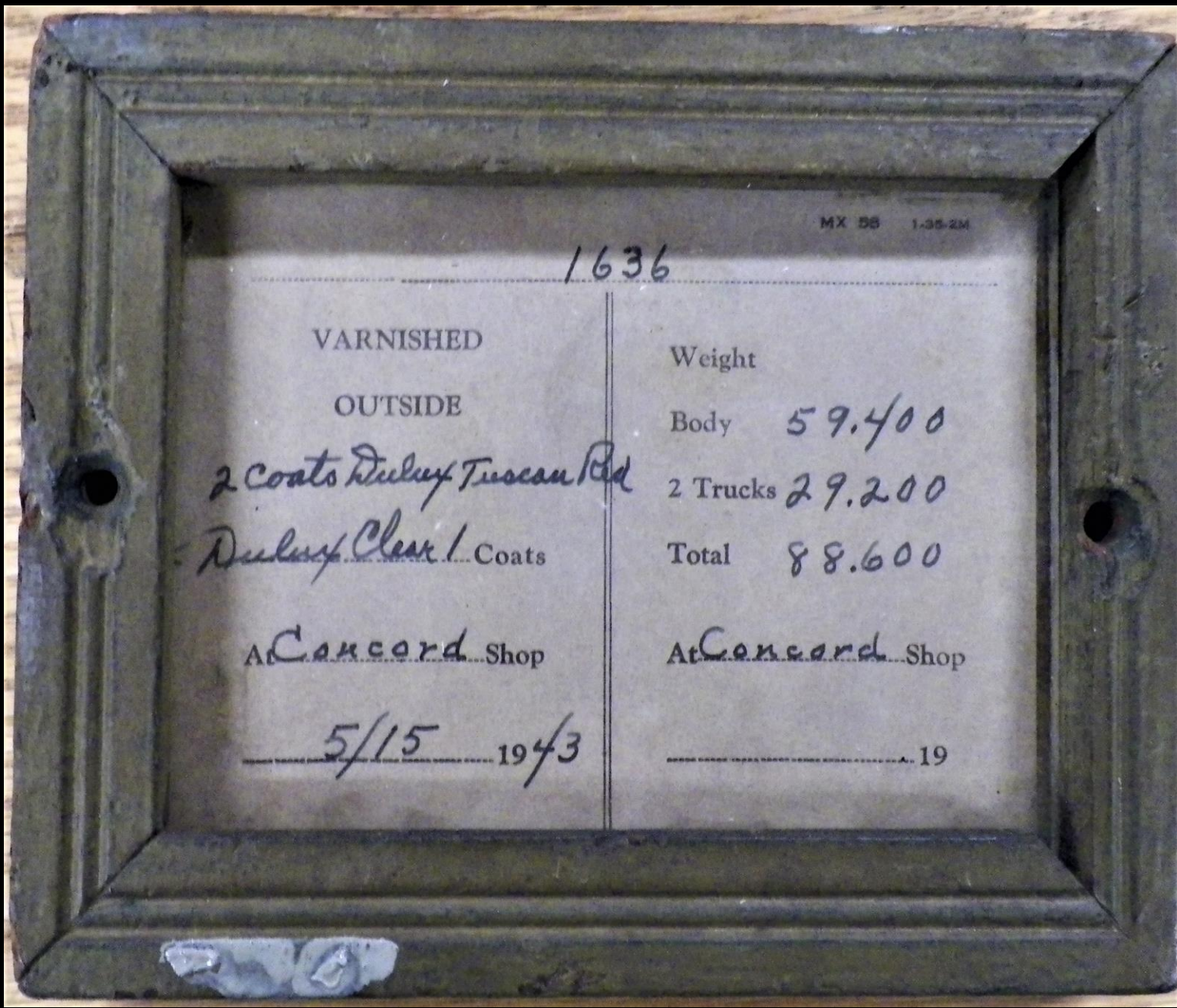
Fire Tools

Oil Signal and Miscellaneous Supplies

Donated by; Sid Mann







**Boston & Maine Railroad**  
Concord Shop Paint Form:

Date 5/15/1943  
Framed 6 ¼" x 4 ½"

Donated by; Richard K. Hurst





## Boston & Maine Railroad

31"x 27 1/2" Wood Framed  
Group of Photographs  
Billerica Shops, No. Billerica, Mass

Donation by; Craig Weed Jr.





**Boston & Maine Railroad**  
Mogul 2-6-0 #1495

Built; Manchester Locomotive Works  
Class: B-15-a 9/1910 as #895  
Renumbered #1495  
Scrap 8/30/1956

Donated by; Tina Hinchliffe Bellomy





**Boston & Maine Railroad**  
Pacific 4-6-2 #3673

Built; Schenectady Locomotive Works  
Class P-2-b 1913  
Scrap 9/20/1956

Donated by; Mrs. Tina Hinchliffe Bellomy



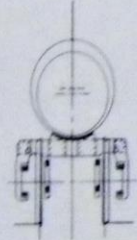
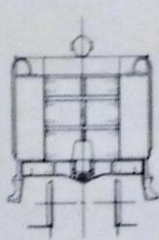
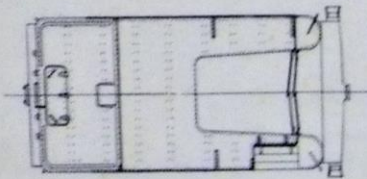
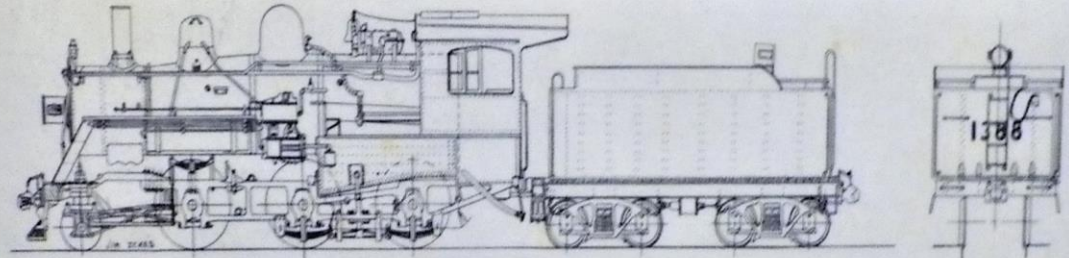
# Boston & Maine Railroad

18"x 12" Drawing:  
Mogul 2-6-0 #1388

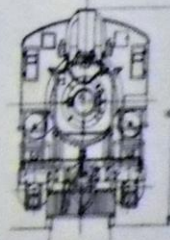
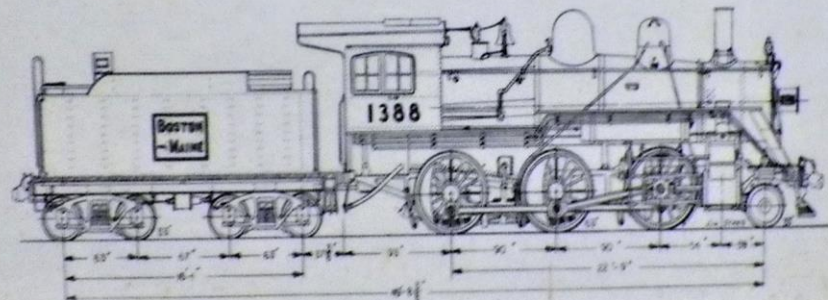
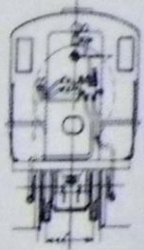
Built by; Manchester Locomotive Works 9/1903

Note: the drawing on the counterweights are 90 Degrees rather than requisite 180 Degrees from the side rod attachments.

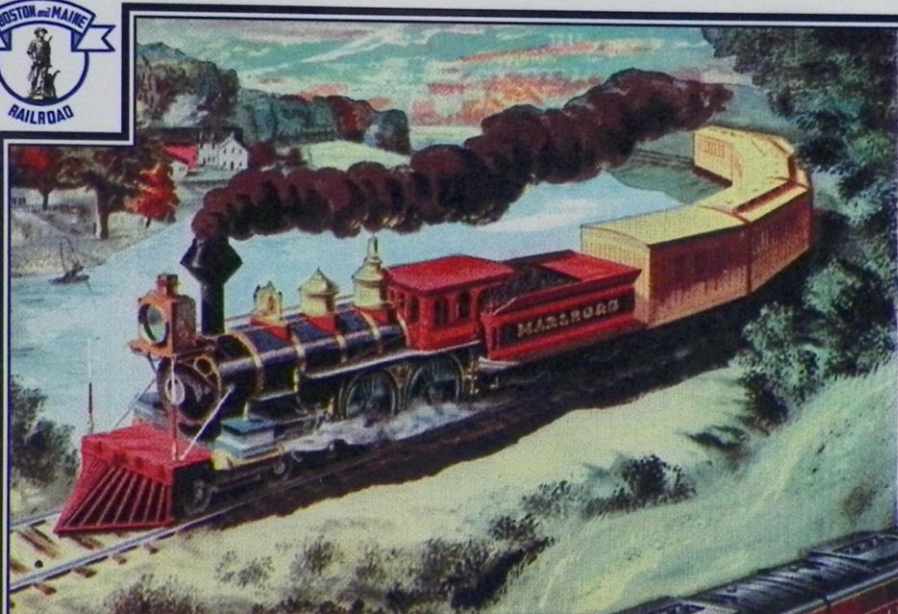
Donated by; Henry W. Marrec



BOSTON & MAINE  
MOGUL  
CLASS B-15  
1360-1499  
MANCHESTER  
1903-1910

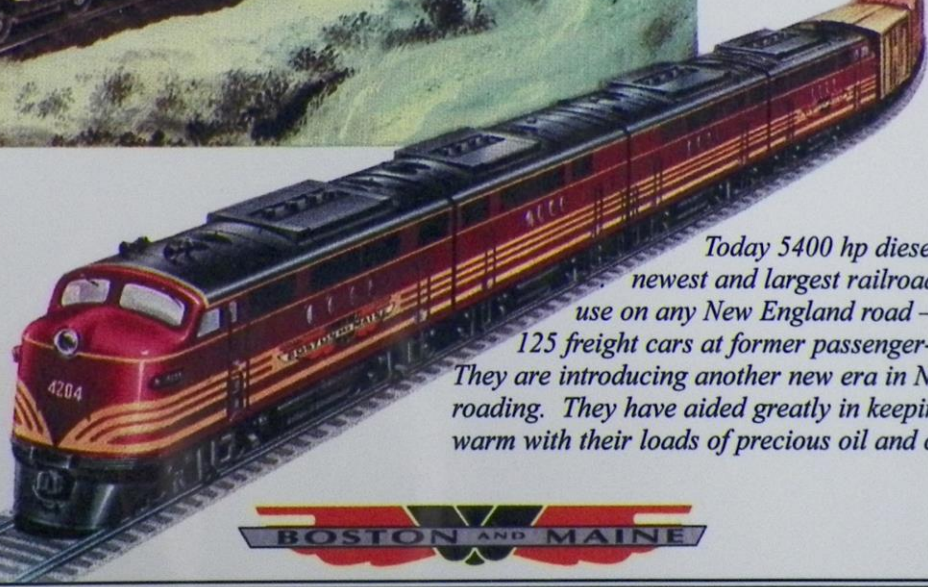






Back in the 1860's,  
locomotives such as  
the Marlboro of the  
Boston & Maine Railroad  
puffed through the Berkshire  
Hills of Massachusetts,  
to give the  
New England of  
those days  
the latest in  
transportation.

**Minute  
Man  
Service**



Today 5400 hp diesel locomotives –  
newest and largest railroad motive power in  
use on any New England road – haul as many as  
125 freight cars at former passenger-train speeds.  
They are introducing another new era in New England rail-  
roading. They have aided greatly in keeping New England  
warm with their loads of precious oil and coal.



**The Boston & Maine**

**Boston & Maine Railroad**  
Minute Man Service  
Metal 10"x 12" Plaque

Donated by; Richard Carnevale



# Boston & Maine Railroad Advertisement

## “High Green and the Bark Peelers”

Framed 16”x 20” advertisement:

About B and M – But not For B and M

Author: R. M. Neal

Donated by; Scott Whitney

Have you read about these people?

**IF YOU HAVEN'T, YOU'D BETTER—YOU'LL LOVE 'EM!**

Lots of our passengers and freight shippers have remarked that they could "write a book about the B and M." But nobody did—till R. M. Neal came along.

He came all the way from the University of Missouri to do it—just because he wanted to. He took a ride—all over our system—and here and there he takes us for a little ride too. But mainly "High Green and the Bark Peelers" tells the story of our railroad, in layman's language—and it makes mighty good reading!

When you read this book, you'll hobnob with our engineers, our trainmen, our signal tower operators. You'll command smooty black diesel switchers taking freight cars in and out of factories and warehouses. You'll learn railroad hand signals and railroad lore. You'll see a hundred or more of your loaded cars picked up by the B and M's famous diesel powered freight trains, such as "The Bollet" running between Portland and New York.

You'll admire that great fast freight, but then you'll boss a local freight yourself. You'll cut off a tanker at an oil plant, you'll trundle boxes and crates with hand trucks. You'll handle paint and plumbers' equipment, and a canoe... and you'll proudly deliver a new fire truck to Milford, N. H. You'll realize incidentally that the communities that cluster beside the tracks depend on the B and M's local freight train.

You'll patrol tracks in a rainy drizzle or blinding snow storm. You'll be the eagle eye of safety. You'll realize that those fast freights pound out 4800 tons of merciless pressure upon a track, so you'll inspect daily, looking for that slight chance of an unfavorable condition and correct it at once. This is painstaking, hard work... but you, and the men you work with, will examine every foot of right-of-way with care, knowing the fine safety record of the B and M is your responsibility.

You'll be the boss of the latest passenger equipment—power and cars of the most modern type. Your "consist" will be a 2000 HP Diesel, B and M silver air conditioned streamliners, and a parlor car. You'll run 115 miles in 120 minutes. You'll carry 1200 gallons of fuel oil. You'll check the gauges, study the dials for oil pressure and engine temperature. As you pull out of the yards you'll see the signals clear and distinct and finally it's "High Green," and "our speedometer shows seventy-five miles an hour."

From the time you meet the "bark peelers" from the hills above Southborough to the time you see a B and M gate-man at North Station tip his hat as he answers a lady's question, you'll sense the loyalty, the quiet, indefinable attention to duty, the cheerful confidence that are as much a part of the B and M Railroad as its right-of-way.

Yes, this book really tells the story of the joys and challenges of railroading in Northern New England.

It tells it so well that we'd like a lot of people on our lines to learn more about us.

If three or more people in any community served by the Boston and Maine will take the trouble to request a copy for their local public library, we'll present a copy of "High Green and the Bark Peelers" to that library—with our compliments!

Write to C. H. Hill, Publicity Manager, North Station, Boston.

"My nine-year-old son is as fascinated by railroads as an I, and these are the men I should be most happy to have directing him when he takes his first job after leaving college. That is the test by which increasingly I am coming to measure all men." (Page 112)

**ABOUT B and M—BUT NOT FOR B and M**

This book is the author's and not ours. We had nothing to do with the text or the publishing.

Here is what he says in a letter to us:

"I wrote the book honestly—I wrote what I believed, not what you or anyone else might have wished me to write. You find enough confidence in your road to trust me, loose and let me see for myself, with no attempt to edit or stunt what I say." (signed) R. M. Neal.

**HIGH GREEN AND THE BARK PEELERS**  
is published by Duell, Sloan and Pearce  
275 pages—\$3.50  
on sale at all leading book stores.

**WE'RE ALL IN A BOOK NOW!**

**BOSTON and MAINE RAILROAD**



# BOSTON AND MAINE RAILROAD

General Manager's Office

ORDER NO. 979

(Superseding Order No. 849—dated October 3, 1916)

## INSTRUCTIONS GOVERNING THE CARE AND HANDLING OF TRACK SCALES

### TO ALL CONCERNED:-

1. Weighmasters should observe that—
  - (a) Scale platform is kept free from dirt, ice or snow.
  - (b) Scale platform or weighing bridge vibrates slightly with pressure of foot against scale rail, particularly in winter.
  - (c) Beam notches and points are kept free from dirt, graduated bar clean, and figures and graduation legible. Type registering device and type should be kept in proper condition at all times so when tickets are stamped, figures can be read plainly.
  - (d) Scale beam is balanced before each period of weighing, and when not in use it shall be locked with beam catch.
  - (e) Car is entirely on platform before weighing, and when a car has to be weighed in halves (account scale length) two weight tickets should be used— one end of ticket showing first end weight, other end showing second end weight; two ends added and poles moved out to the added weight and second ticket used, stamped both ends showing added weight and tare of car. Both tickets to be filled in properly and kept for record.
  - (f) Check is made of net weight against marked capacity of car to detect and correct any overloading beyond the prescribed limit.
  - (g) When the actual tare of a car has been ascertained immediately before loading or after unloading, it shall be used in lieu of the marked tare and notation "Actual Tare" shown on weight ticket.
  - (h) The marked tare should be used to arrive at the net weight of the load except as provided in section "g".
  - (i) Cars must be weighed at rest—
    - (1) When uncoupled and free at both ends.
    - (2) When coupled at one end and free at the other end, only at points where the scale rails are level, and approach rails level for a distance of 50 feet, and when the scales are kept in first class condition.
  - (j) Scale tickets or records should be kept showing the detail weights. Weight tickets should be filled in both sides covering all details. When actual tare of car is used, it should be free of all debris.
  - (k) Allowances or deductions in weights are made only in accordance with tariff regulations and such allowance shown on the record.
  - (l) Prompt report should be made by Agent to Division Engineer, and Chief Scale Inspector of any irregularities noticed in weights, or any defects found in scale or improper use or treatment of the scale.
  - (m) Scale house should be kept locked when scale is not being used.
2. The weighmaster shall familiarize himself with the construction of the scale and make inspection daily or more frequently to satisfy himself that scale is in proper working condition.
3. If practicable, the weighmaster shall be present when the person assigned cleans, inspects or tests the scale.
4. Only cars to be weighed shall be allowed to pass over the scale rails, and engines are not allowed on scale rails (excepting Yard 8, Boston, Lowrence, Mass., Bradford, Mass., and White River Jet, Vt. and then only when absolutely necessary) either to pass over or to be weighed; if scale is equipped with dead rail, switches shall be set for some other period of weighing.
5. For protection of the scale, car shall not be violently stopped on scale by under the wheels. When pushing cars, which have been stopped for weight or otherwise, off the scale, impact must not occur at a speed greater than two miles per hour. When necessary for any reason to run cars over scale rails, the speed must not exceed two miles per hour.
6. Enginemen must not use sand on the scale deck or operate the injectors while over the scale.
7. Ice may be removed by hand or by use of foot, but the use of soil is prohibited.
8. Equipment shall not be allowed to stand on the scale when not being used.

F. W. ROURKE,  
General Manager.

Boston, Mass.  
May 20, 1946.

# Boston & Maine Railroad

13"x 24" Framed Notice

General Manager's Office

Order No. 979

(Superseding Order No 849-Dated October 3, 1916)

## Instructions Governing The Care And Handling of Track Scales

F. W. Rourke

General Manager

Boston Mass

May 20, 1946

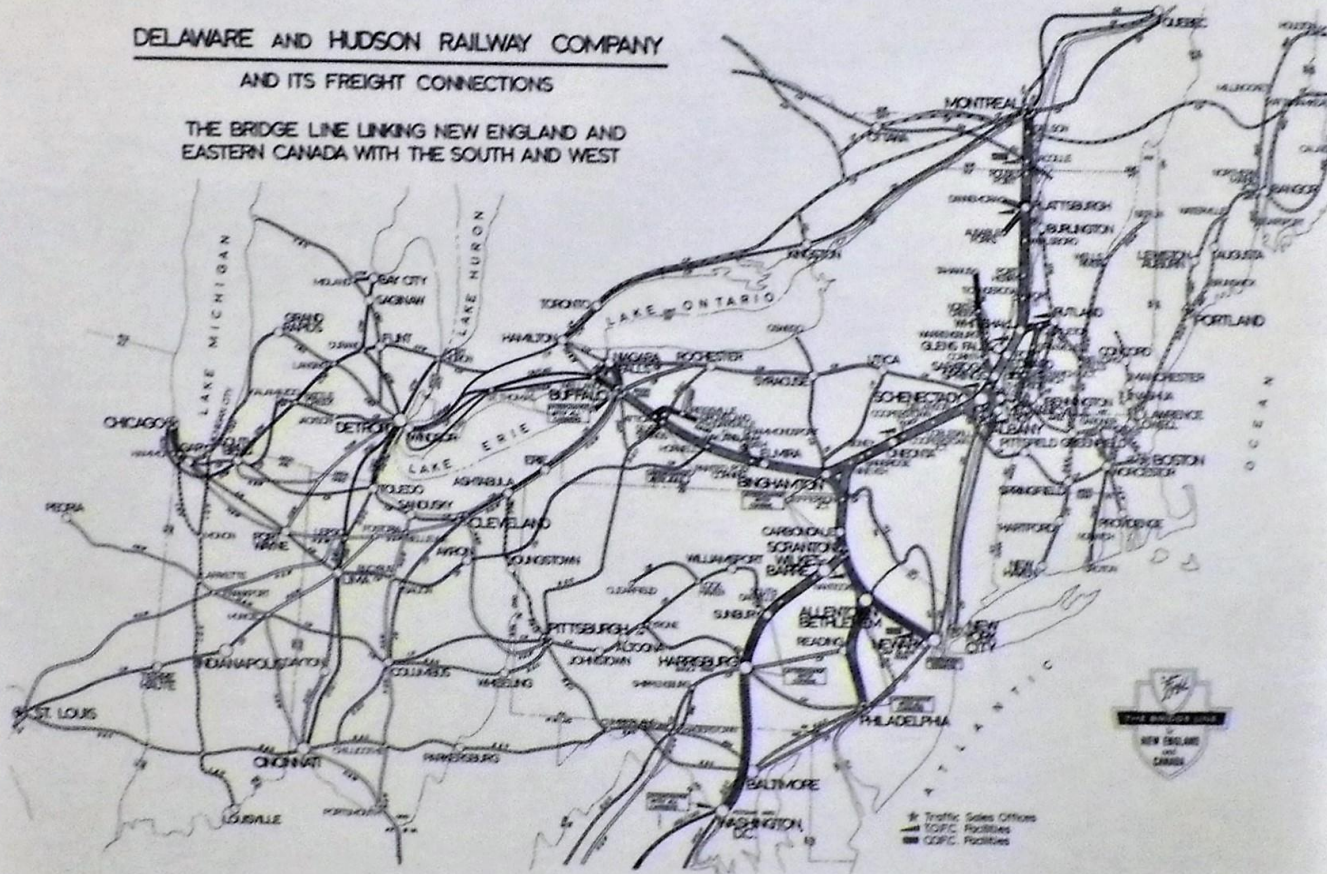
Donation by; Vincent R. Terrill



DELAWARE AND HUDSON RAILWAY COMPANY

AND ITS FREIGHT CONNECTIONS

THE BRIDGE LINE LINKING NEW ENGLAND AND  
EASTERN CANADA WITH THE SOUTH AND WEST



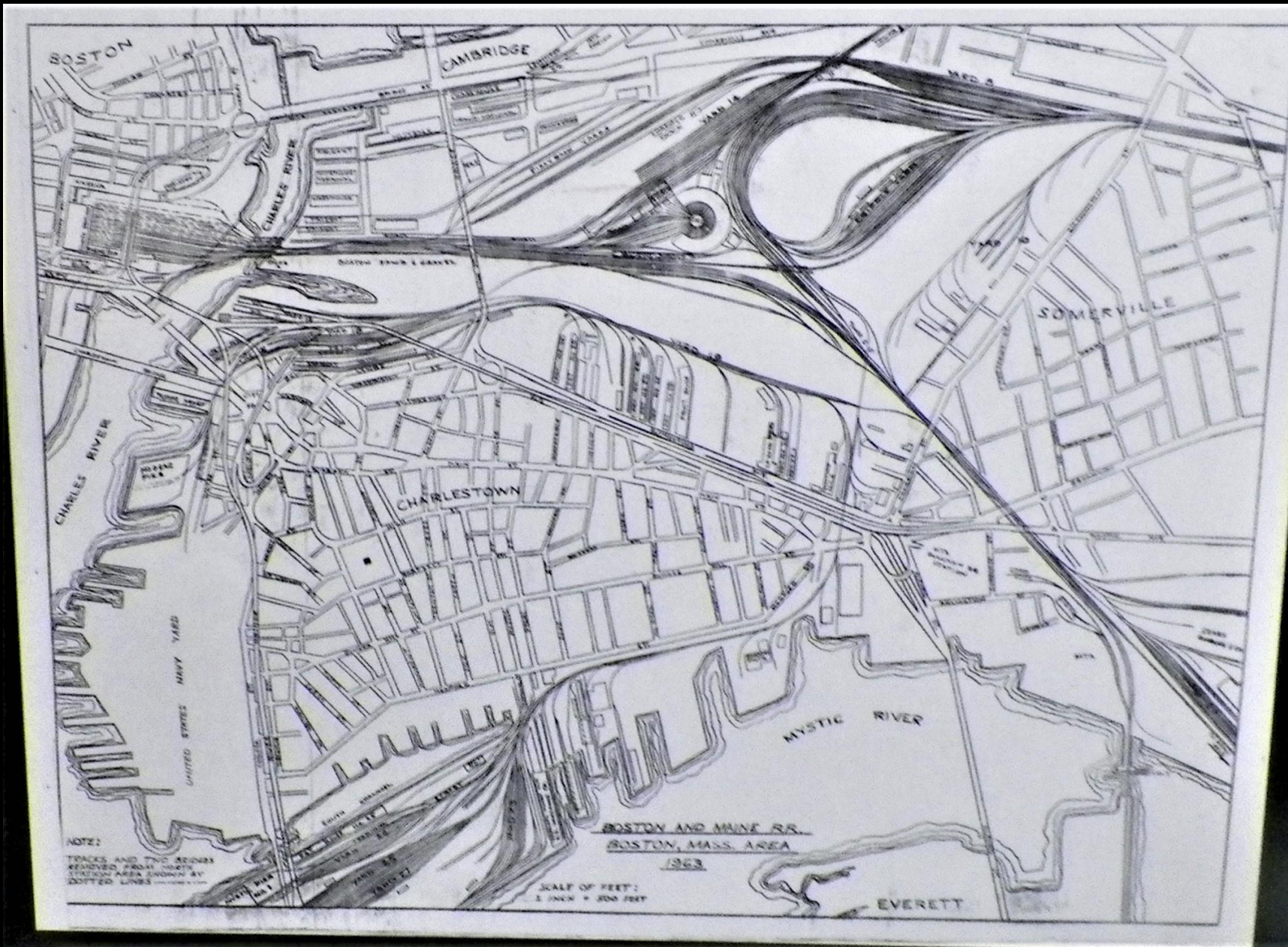
Delaware & Hudson R.R.  
Company

And its Freight Connections

The Bridge Line Linking  
New England and Eastern Canada with  
the South West. Map 16"x 12"

Donated by; Henry W. Marrec





**Boston & Maine R.R.**  
Boston, Mass Area  
1963

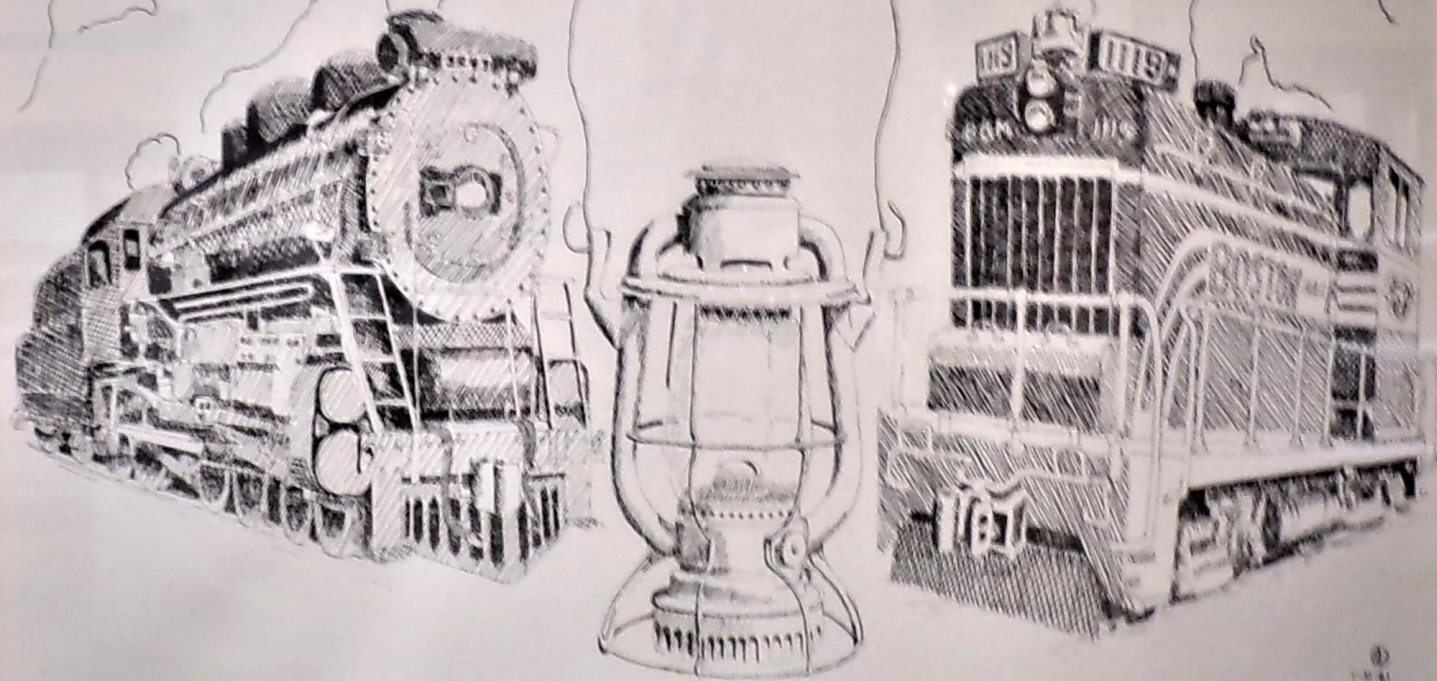
Donated by Henry W. Marrec







# BOSTON AND MAINE RAILROAD



NEW HAMPSHIRE DIVISION

Boston & Maine R.R.  
15"x 21" Poster  
New Hampshire Division

Donation by; Vincent R. Terrill





## Boston & Maine Railroad GP40-2 #300

GP40-2 Diesel "John W. Barriger III"  
Built by; Electro-Motive Division  
December 1977 #7760251

It was returned to:  
Helm Atlantic Leasing Co. as HATX #512  
and sold as Georgia & Florida Railroad  
#500 in 2012.

Framed: 18"x 15"

Donated by; Andrew A. Jennings



# Boston & Maine Corporation

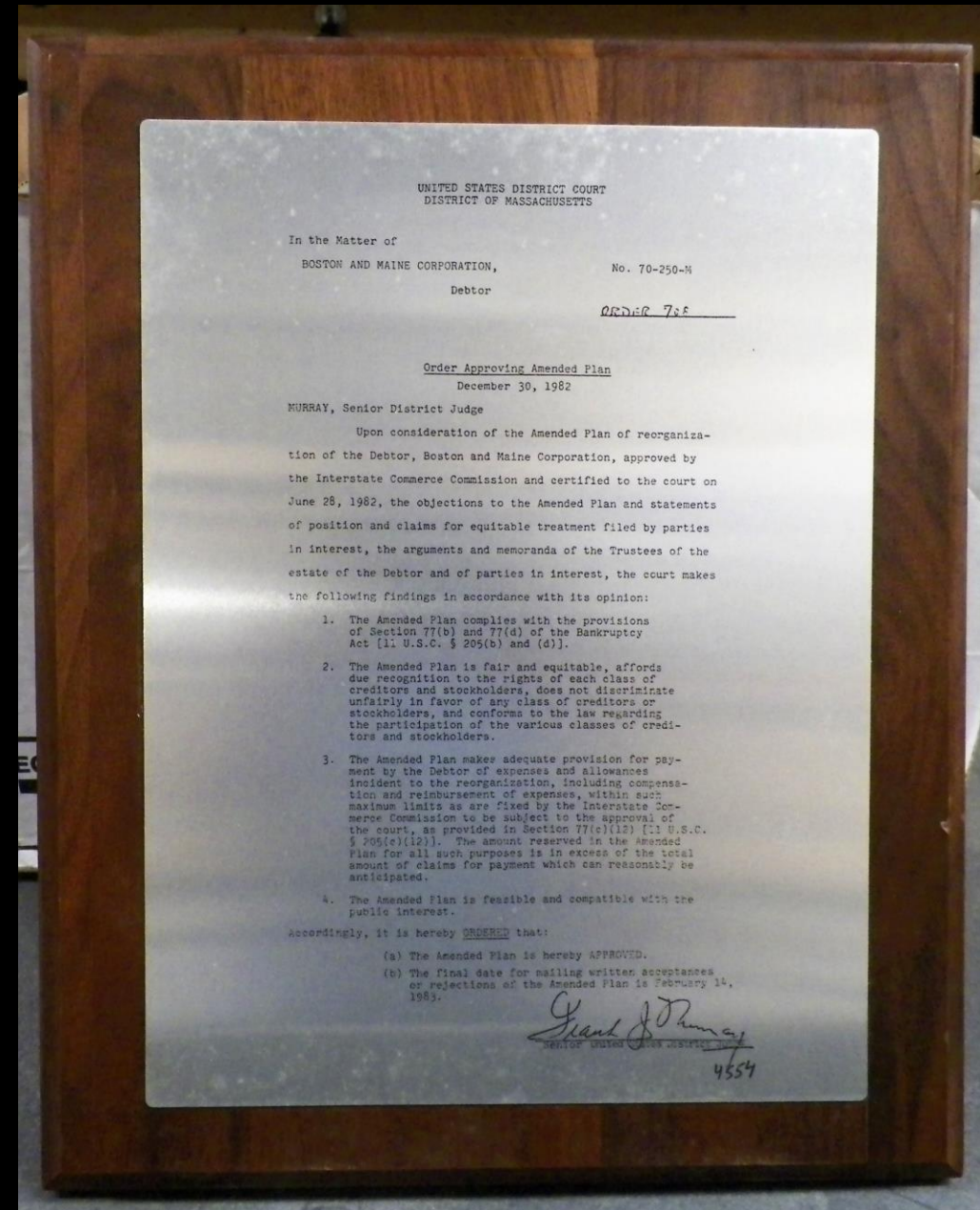
Debtor

Order Approving Amended Plan

Dated: December 30, 1982

Donated by; Alan G. Dustin

Former President, Boston & Maine Corporation





# Steamtown U.S.A. Bellows Falls, Vermont

4"x 17 ½" Metal Bumper Sign

Steamtown, U.S.A. was a Steam Locomotive Museum that ran Steam Excursions out of North Walpole New Hampshire, and Bellows Falls, Vermont, from 1960's to 1983.

Donated by; Joanne Reynolds





# Boston & Maine Railroad Historical Society

## Acknowledgement

- The following donations have made it possible to preserve the B&MRR and our New England Railroad History.
- Anonymous Donors:
- Donors: Tina H. Bellomy, Richard Carnevale, Alan G. Dustin, Dana D. Goodwin, Richard K. Hurst, Andrew Jennings, Paul T. Kosciolk, Kenneth Lurvey, Sid Mann, Henry W. Marrec, Joanne Reynolds, Mal Sockol, Richard W. Symmes, James P. Teed, Vincent R. Terrill, Donald B. Valentine, Scott Whitney, H. Arnold Wilder
- The Center of Lowell History
- The Westford Historical Society
  
- Submitted by;  
The Hardware Committee  
Boston & Maine Railroad Historical Society