

*Boston & Maine Railroad
Historical Society Incorporated*

File No. 6

Hand Tools & Related Equipment
Hardware Collection

Old Hand Tools, Steam Era Vintage

- Old railroad marked tools from the steam era used by workers in the roundhouse, shops, depots and for track maintenance.
- The railroad marking is found somewhere on the metal or on the wood handle.
- **Example:**
 - Adz – Axes – Box Car Mover – Brakeman's Clubs – Chisels
 - Hack Saw - Hammers – Hand Saw - Hatches – Lining Bar – Mattock – Monkey Wrenches
 - Picks – Shovels - Sledge – Soldering Iron – Spike Mauls – Tie Tongs – Welding Torch
 - Wrenches – Double-End with Jaws “S” shape -

Boston & Maine Railroad
Wood Tool Box /w leather strap

Donation by; Paul T. Kosciolk



Ice Pick Hammer

Boston & Maine Railroad

Ice Pick Hammer /w wooden handle

Marked B&MRR on wooden handle

Length 14"

Donation by; LeRoy Hutchins



Railroad Hammer Head's

Boston & Maine Railroad
marked, Steel Hammer Head.

Donation by; Michael Tokarz

New York New Haven & Hartford Railroad
marked, Steel, Chisel Hammer Head

Donation by; Anonymous Donor





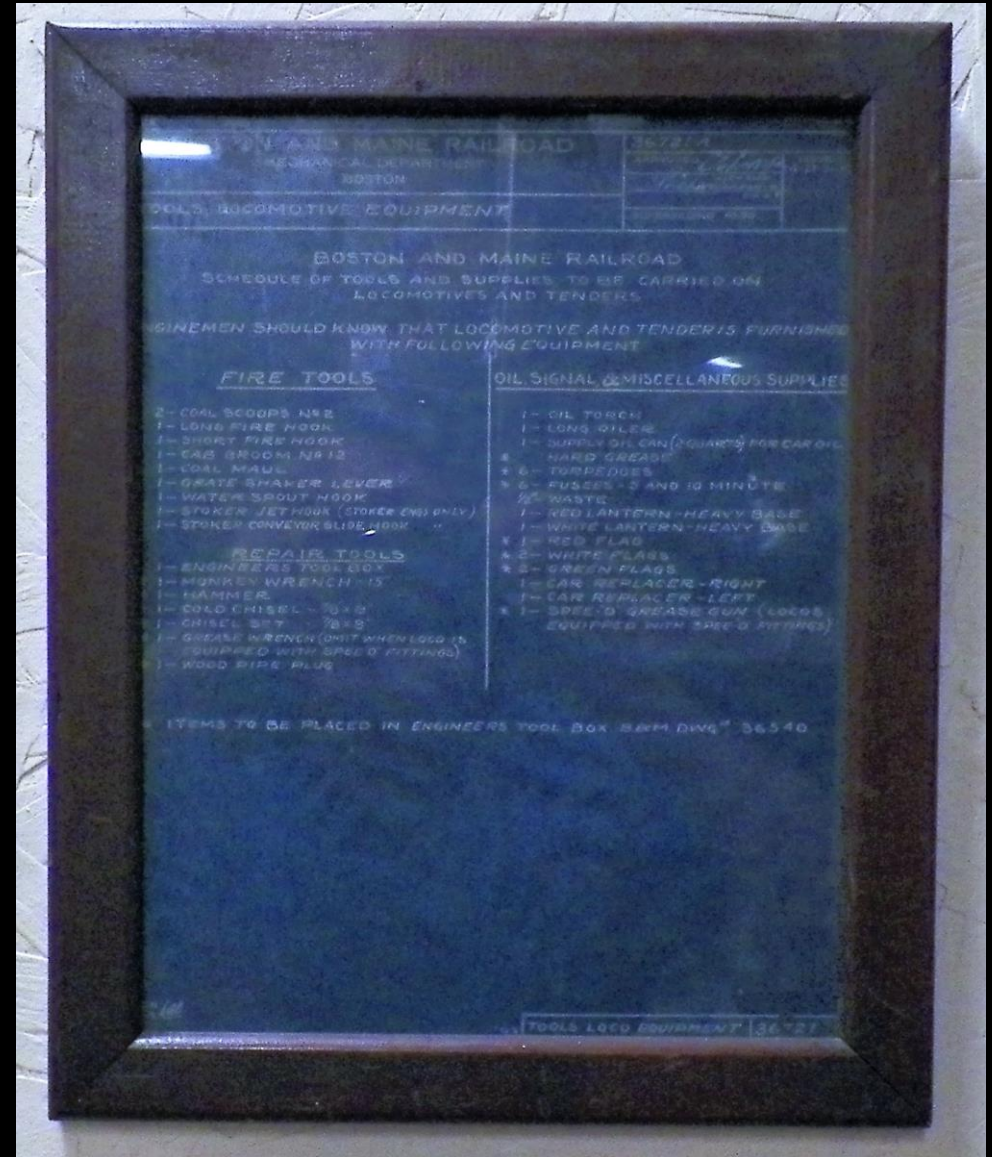
Boston & Maine Railroad
Rail Spike Axe Head

Donation by: Roger E. Davis



Boston & Maine Railroad / Maine Central Railroad

Assortment of Hand Tools



Monkey Wrench's Cold Chisel's

L/R

Boston Concord & Montreal Railroad
Monkey Wrench /w wood handle.

Boston & Maine Railroad
Monkey Wrench /w wood handle.

No: 14 Monkey Wrench /w steel handle
no markings.

New York New Haven & Hartford Railroad
10.5." Cold Chisel.

Boston & Maine Railroad
Cold Chisel.

Donation by; Paul T. Kosciolk



“S” Double End Flat Handle Wrenches

L/R

MECRR Double End “S” wrench 9” Length

B&MRR Double End wrench 12” Length

B&MRR Double End wrench 12” Length

B&MRR Double End “S” wrench 13” Length

B&MRR Double End wrench 14” Length



Donation by; Anonymous Donor

"S" Double End Flat Handle Wrenches

L/R

B&MRR Double End "S" wrench 19" Length

B&MRR Double End "S" wrench 19" Length

B&MRR Double End "S" wrench 18" Length

B&MRR Double End "S" wrench 18" Length

B&MRR Double End "S" wrench 21" Length

B&MRR Double End "S" wrench 24" Length



Donation by; Anonymous Donor

Single End Track Wrenches

Single End Track Wrenches

L/R

Tag No. 345 Length 19" Jaw opening 1.½"

Tag No. 495 Length 15" Jaw opening 1.½"

Tag No. 494 Length 11" Jaw opening 1.5/8"

Donation by; Anonymous Donor



Single End Track Wrench

Single End Track Wrench's

Tag No: 176 Length 27" Jaw opening 1 $\frac{3}{4}$ "

Tag No. 177 Length 33" Jaw opening 2"

Tag No. 178 Length 35 $\frac{1}{2}$ " Jaw opening 1 $\frac{1}{2}$ "

To install and remove track bolts used in joining rail.

Donation by; Anonymous Donor



Ash Pan Box Wrench

Steam Locomotive Era

Ash Pan Box Wrench

Tag No, 1181 Length 18"

Donation by; Anonymous Donor



Claw Bar

The basic use of the Claw Bar is to pull up old damaged spikes from tracks.

Made of High-Grade Tool Steel

Length 66"

Weight 25 Pounds



Donation by; Anonymous Donor

Lining Bars

Lining Bars

L/R

Lining Bar Length 29"

Lining Bar Length 30 ½"

The lining bar, this device is used to align tangent and curve track mainly.

Donation by; Anonymous Donor



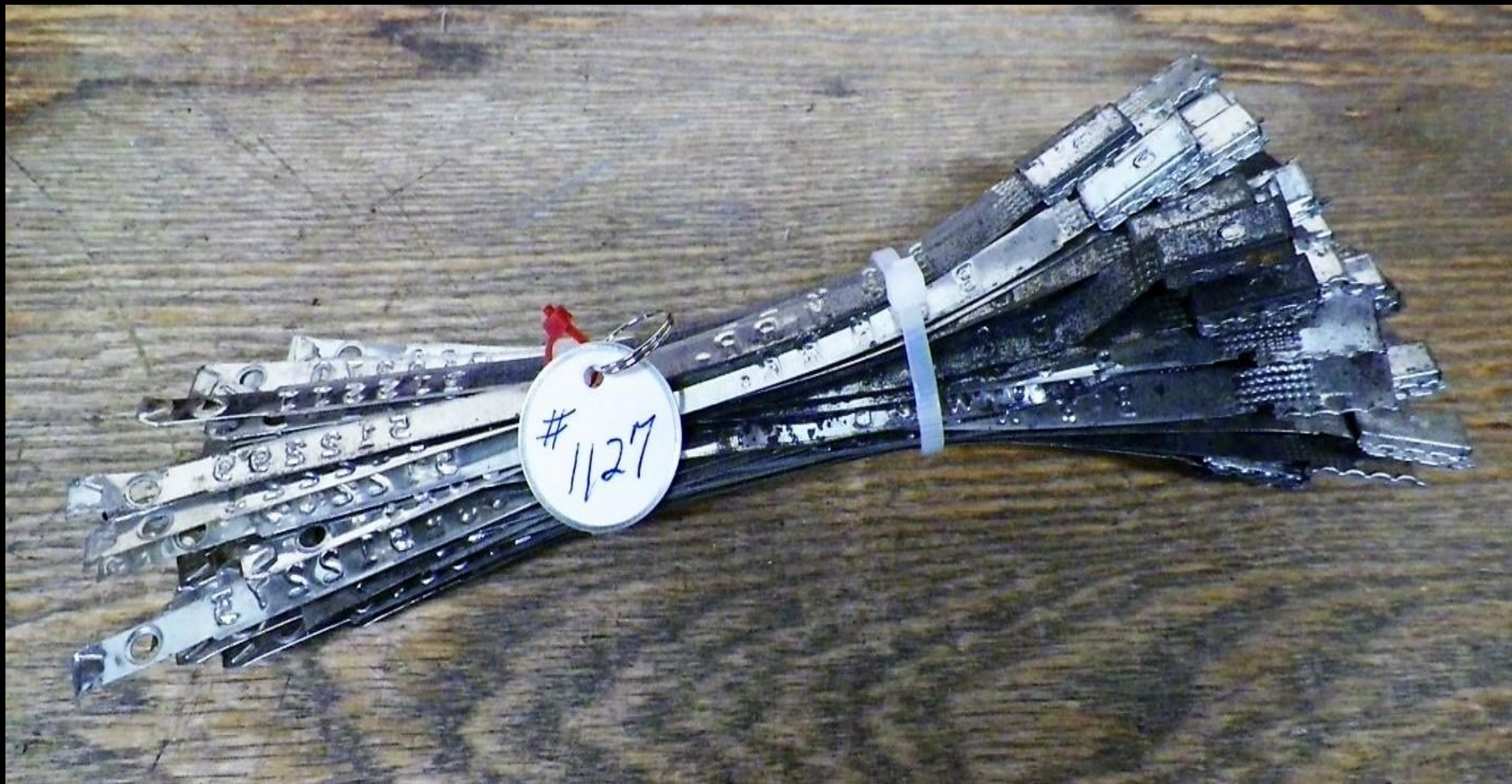
Seal for Railroad Freight Cars

- The nature of the invention consists in a device for sealing freight cars, express chests, customhouse packages, wine cellars, mail bags, hatches of vessels, in such manner that they cannot be opened without the seals being so violated as to render detection certain.
- The device consisting of a piece of wire of any suitable length, the ends of which are received into a disk of soft metal, and fixed there by the blow of a hammer or by compression in pincers, the disk being by the same blow or compression impressed with any desired inscription or device.
- **The operation is as follows:**
- The wire is passed through staples or their equivalents, attached to the door and door-frame of the car to be sealed. The ends of the wire are then bent, if necessary, into the hooked or barbed shape and passed into the holes or slots in the soft metallic disk, which is then struck with the proper die means of a hammer or pincers, and, being compressed by the operation.

Boston & Maine Railroad
Freight Car Sealer



Boston & Maine Railroad Freight Car Seals



Two Lantern Lighters /w Wicks

Donation by; Joseph Shaw



Boston & Maine Railroad

Hand Auger /w wood Handle marked B&MRR

Donation by; Paul T. Kosciolk



Railroad Tie Tongs



Brakeman Club

- Before the widespread use of airbrakes in the 19th century, trains were stopped through the manual application of brakes on each of the train cars.
- To apply the brakes, the brakeman had to be ready to climb atop the train to manually set the brakes.
- To apply the brakes, the brakeman would turn a large brake control wheel located atop each freight car of the train.
- Every brakeman carried a thick brake “club” to help give them leverage in turning the wheel.
- This meant that they would have to run along the top of the railway cars and leap from one to another in order to apply or release the brakes on each car.
- Generally, the rear brakeman, or flagman as he was also known, would advance from the end of the train whilst and the head brakeman would advance from the engine to apply the brakes on each car, one by one.

Brakeman Club

- Boston & Maine Railroad
- Brakeman Club Length 30 Inches
- Used in the Mystic Yard by the “Yard Brakeman” riding the car down the Hump to help windup brake handles to apply brakes. (Steamwinder).

- Donation by; Richard K. Hurst



Manual Freight Car Moving Jack

Freight Car Moving Jack /w Handle 52" L

Donation by; Anonymous Donor's



Freight Car Moving Jack /w handle 68" L



Railroad Adze

Railroad Adze

Carpenter's adze which had its bit extended in an effort to limit the braking of handles when shaping railroad ties. (railway sleepers).

Early examples in new England began showing up approximately in the 1940's – 1950's.

Donation by; Paul T. Kosciolk



Spike Mauls

Spike maul is a type of hand tool used to drive railroad spikes in railroad track work.. Spike maul , typically weighing from 8 to 12 pounds with 30 to 36 inch handles. They have elongated double faced hardened steel heads. The head is typically over 12 inches long to allow the user to drive spikes on the opposite side of the rail without breaking the handle.

L/R

Bell: Spike Maul /w 36" wood handle

Bell: Spike Maul /w 30" wood handle

Spike Maul 10 lb. /w standard 36" wood handle



Donation by; Anonymous Donor

Sledge Hammer, Spike Maul & Pick

L/R

Sledge Hammer /w 36" wooden handle

Spike Maul /w 36" wooden handle

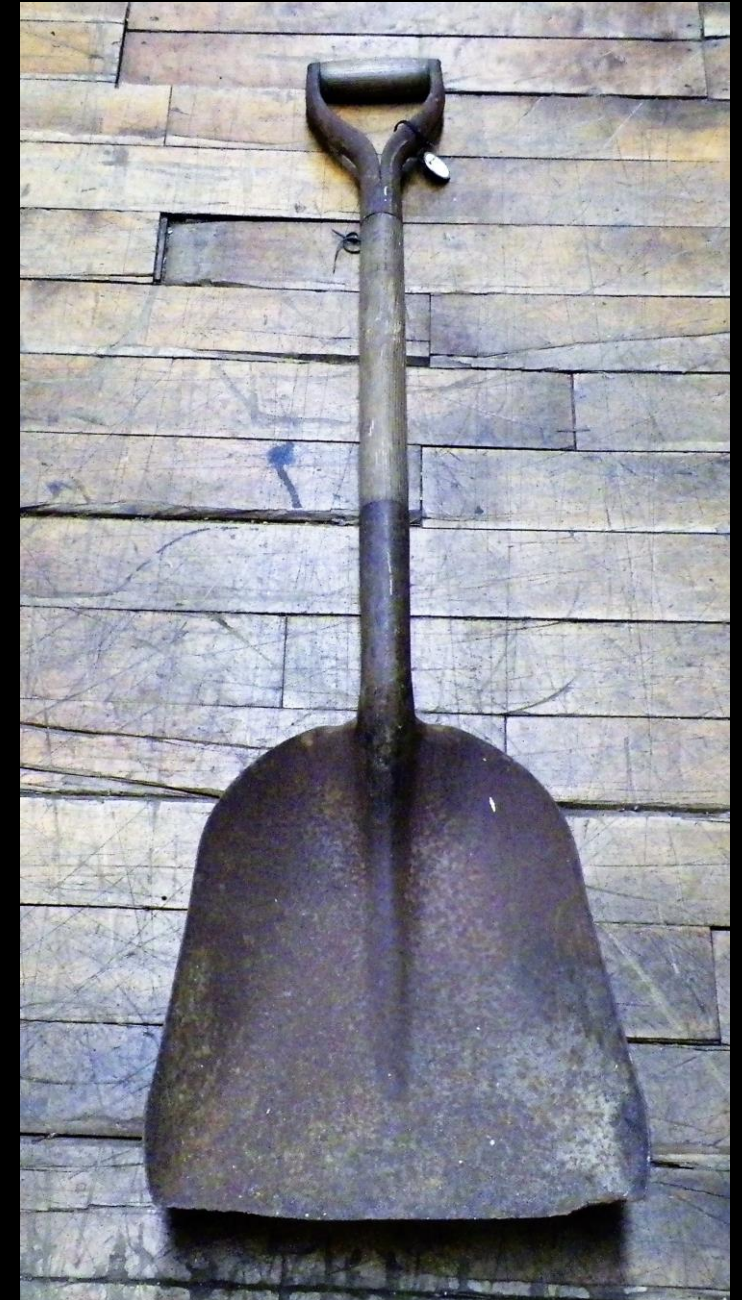
Tampering Pick /w 36" wooden handle

Donation by; Anonymous Donor



Ballast Shovel /w Wooden Handle
B&M marked on handle

Donation by; Scott Batson



Crossing Shanty Snow Broom with chisel

Snow Broom /w chisel Steel Sleeve
B&MRR stamped on wood handle.

Donation by; Anonymous Donor



Railroad Jacks

Buckeye Jack Co Track Jack
Donation by; Anonymous Donor's



Number 18 Screw Jack



Raco "Lightweight" Hand Bonding Drill

The lightweight Hand Bonding Drill is designed to satisfy the demands of economy, simplicity, and ruggedness, while providing a maintainer's tool which can easily maintained, operated and adjusted for drilling either the Head or the Web of the rail, in or out of track.

The hand feed permits striking the proper balance between turning effort and speed cutting.

Net weight 16 Lbs. Built 1959

Donation by; Anonymous Donor



Western-Cullen-Hayes Model HD-350 Bonding Drill

The Western-Cullen-Hayes Bonding Drill is engineered to provide a safe, economical means for one man to accurately drill holes in either the head or web of the rail.

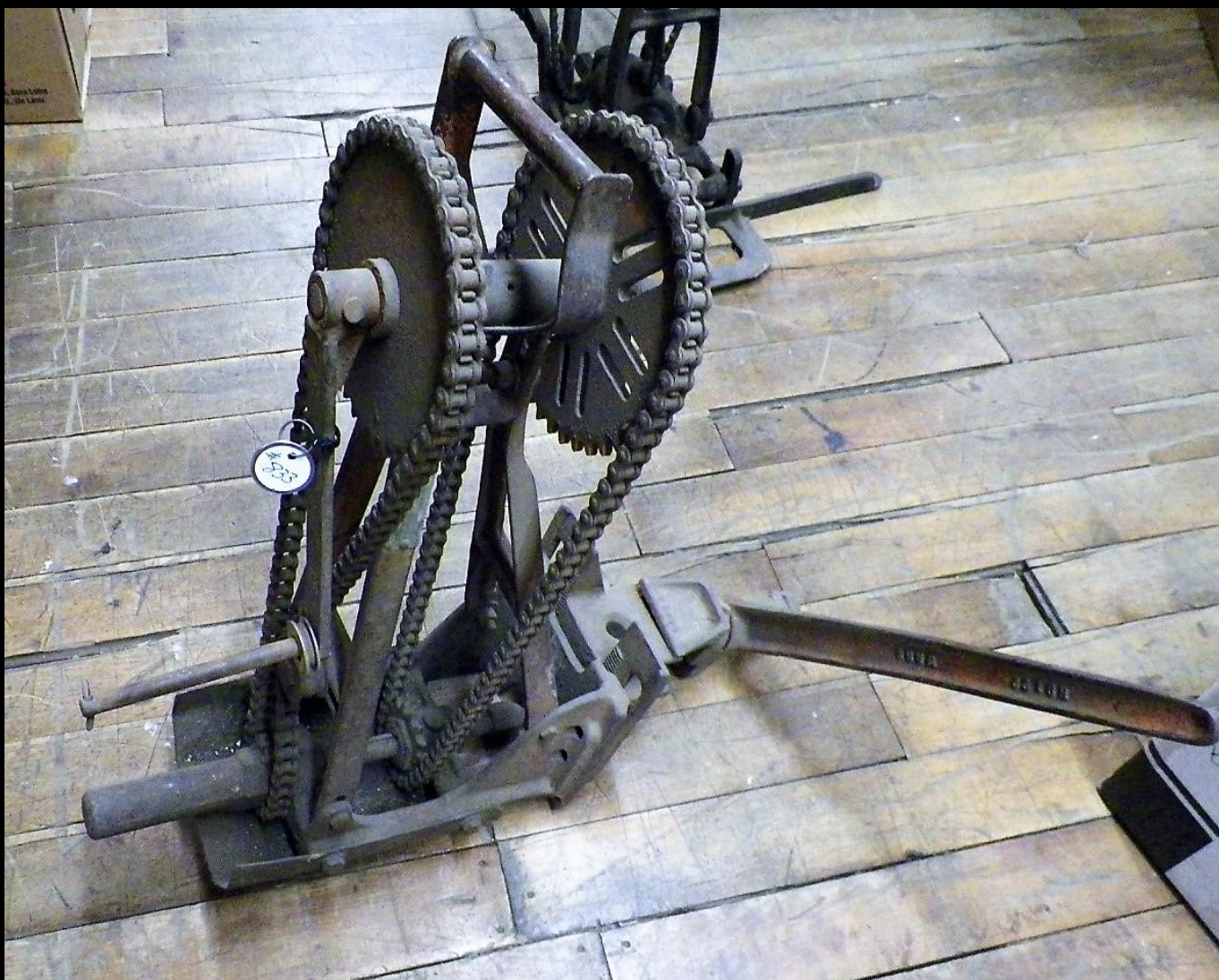
Simple attachment and adjustment features permit efficient drilling of Bond and Channel pin holes in all types and weight of rail from 80 to 150 pounds.

Yet allow for instant removal of the drill when necessary.

Made of steel to withstand work abuse.

Tube of 16 Machine Stock Drill Rods 3/16" Diameter.

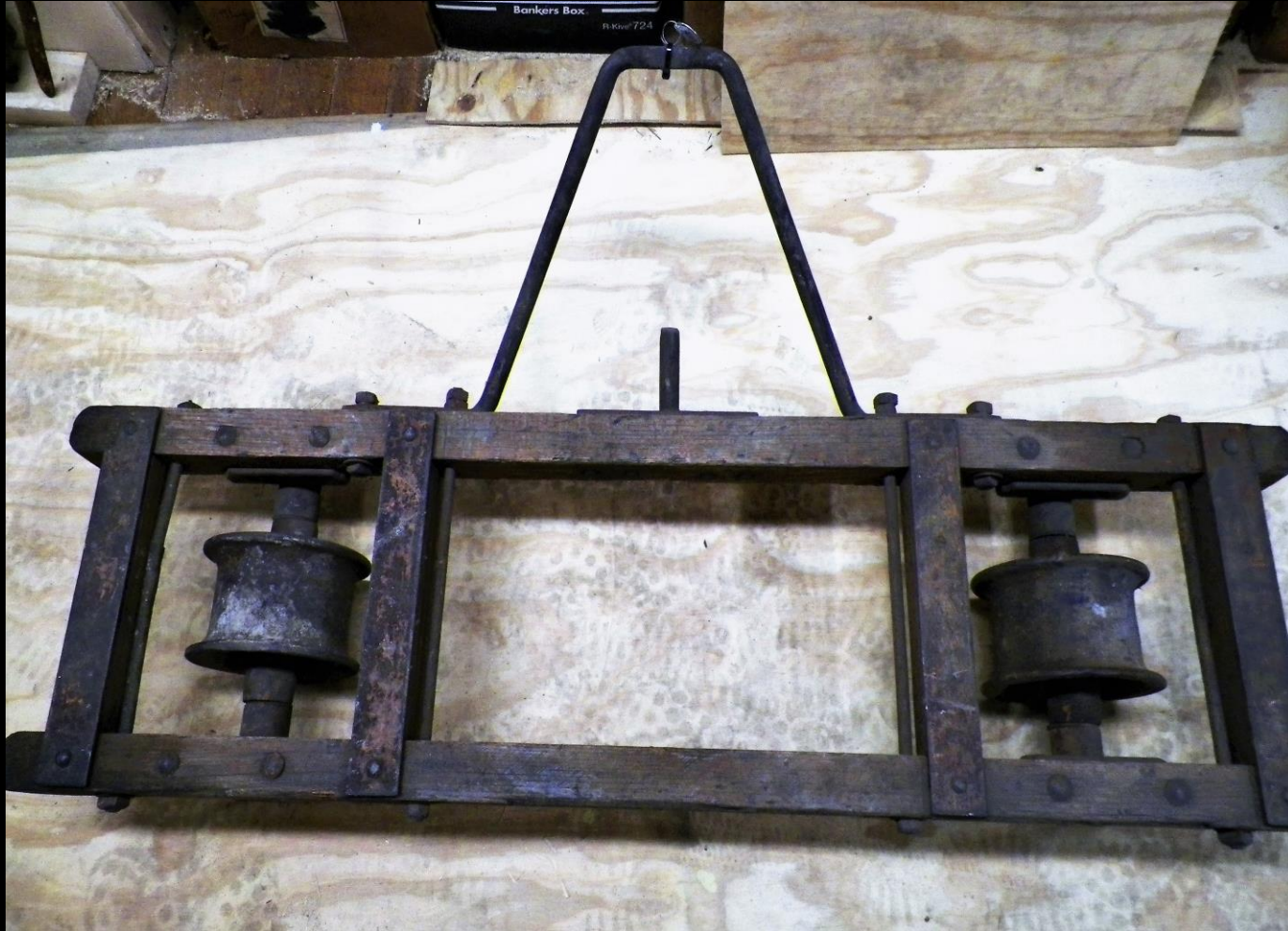
Donation by; Anonymous Donor.



Gyroscope Single Rail Car

The Gyroscope Single Rail Car 52" L x 14" W, runs on a single conventional rail, so that without the balancing system it would topple over.

Donation by; Anonymous Donor



Boston & Maine Railroad Snow Scoop

Boston & Maine Railroad
Wooden Snow Scoop
Manufacture: Armstrong
Marked B&MRR on the back side.

Donation by; Anonymous Donor



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: Scott Batson, Roger E. Davis, Richard K. Hurst, Leroy Hutchins, Paul T. Kosciolk, Joseph Shaw, Michael Tokarz

- Submitted by;
The Hardware Committee
Boston & Maine Railroad Historical Society