

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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May — June 2007

Bob Warren, Editor (bmbobwarren@comcast.net)

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## B&MRRHS CALENDAR

Meetings commence at 3:30 pm on the second Saturday at Rogers Hall unless otherwise indicated.

- May 12th** A Field Guide to Southern New England Railroad Depots and Freight Houses by John Roy, Jr.
- June 9th** Warren Huse will present "The Laconia Car Company."
- July** No Meeting — Lowell Folk festival - See Pg.3
- August** No Meeting.
- September 8th** Justin Winiarz will show various railroading.
- October 12th** A presentation by Len Batchelder of 1950's steam trains of Al Wynne.
- November 1st** Buddy winiarz will show various railroading.
- December 8th** Members night. Members are asked to bring slides (at least 50) a video or a DVD to share with fellow members. We provide the projector, screen and video/DVD player.

### Directions To The Rogers Hall Society Meeting Location

From Rt. 495 take exit 38 which is Rt. 38, go right, this is Rogers St. Depending if you come from the north or south there are six and seven sets of lights respectively. Approximately 1.3 miles from Rt. 495 is the last set of lights (working) bears to the left here. Rogers Hall is about 3 tenths of a miles on your right. Directly across the street is Rogers Fort Hill Park, parking is available there.

If you come from Rt. 133 (Andover St.) follow that until you intersect Rt. 38 in Lowell. Go through this intersection and take your third left which is High St. Go to the end and take a left and this will take you to

Rogers Hall on your left and Rogers Fort Hill Park on the right.

If you come from Rt. 38 or Rt. 113 you need to get off at the overhead traffic circle as if going to Saints Memorial Hospital. Follow this to the intersection of Rts. 38 and 133 and follow the above directions to High St.

### NEXT ISSUE

The deadline for submitting material for the Newsletter is the first of each even month. Such material can be sent to the editor at the above email address or to 2285 Stagecoach St.SW, Los Lunas, NM 87031

The editor reserves the right to edit any submitted material.

## MEMBER INFORMATION

**Newsletter**

Correspondence concerning the Newsletter can be sent to either  
2285 Stagecoach, Los Lunas, NM 87031  
or emailed to:  
bmbobwarren@comcast.net

**All Other Correspondence** goes to the following address (or by email) including catalog orders, correspondence with the Board of Directors, Archives, Historian, or Bulletin.

B&MRRHS, P.O. 469, Derry, NH 03038 or  
CPC835-DD@JUNO.com

In all instances involving money **DO NOT** send cash as the society will not be held responsible for if lost.

Make checks, etc. payable to **B&MRRHS**

**Address Change:** if you change your address please let the Society know by mail or email. When you do not let us know, it costs extra for postage: first mailing, returned postage and second mailing, i.e., three mailing costs to one person.

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- Please renew your membership within the **ninety-day renewal period** or you will be deleted from the membership list. • All renewing members are provided a preaddressed renewal envelope, containing your membership data on the flap. Please **DO NOT** over tape the flap.
- Write any address changes on an additional piece of paper and include within the renewal envelope
- Payment is by check or money order **ONLY...** please do not send cash. You may pay by cash if you attend a Membership meeting or train show at which the society has a presence.
- If you do not get society publications after renewing contact the society at the address below.
- Prior to moving, please notify the society to insure continued receipt of society publications, etc. Failure to do so requires additional expenditures to have returned mail forwarded to you if your new address becomes known.
- A **RED DOT** on your address label indicates that this is the last item you will receive from the Society, as you have not renewed within the allotted timeframe.
- All questions regarding your membership should be addressed to:

**Membership**

c/o B&MRRHS, PO Box 469

Derry, N.H. 03038

Buddy Winiarz, Membership Sec.

**B&MRRHS Membership Dues**

All values in US dollars. Dues are payable by check, money order, postal money order or cash. Sorry, but we are unable to accept charges. Please allow 4 to 6 weeks for processing.

Please send membership requests to:

B&MRRHS - Membership

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Basic	\$32
Basic & Spouse	\$34
Contributing	\$35
Canada & Overseas	\$55
Sustaining	\$50
Supporting	\$75
Benefactor	\$100
Corporate	\$500

### Items of Interest

- May 31 and June 1, 2007—Conway Scenic RR host a trackcar meet. Tracksters arrive afternoon of May 31 and depart CSRR at 8:00 am June 1.
- June 1, 2, 3, 2007—19th annual Trackcar Weekend on the Hobo Railroad in Lincoln, NH.
- June 20, 2007—Open house of the B&M Flying Yankee at Hobo Railroad, Lincoln, NH.
- July 1, 2007—20th anniversary celebration of the Hobo Railroad in Lincoln, NH. Equipment displays, exhibits, free carnival and train rides.
- July 28, 29, 2007—Lowell Folk Festival, downtown Lowell, Ma. B&M combine open to the public.
- August 11, 2007—Celebrate 100 years of the Grand Trunk Railroad station in Gorham, NH 9:00 to 9:00. B&M F unit #4265 is on display at the station.
- Sept. 8, 2007—Glory Days of Railroading in White River Jct., Vt. B&M #494 is on display here along with a B&M caboose.
- August 11, 2007 come to the Danbury Railway Museum in Danbury, Ct. and help celebrate the 100th anniversary of B&M #1455.

### Volunteers Needed

Your Society is looking for volunteers to help man the combine during the Lowell Folk Festival July 28 and 29. Anyone interested in helping out please contact Jim Nigzus at PO Box 9116 Lowell, Ma. 01853.

### Memories of Springfield

By Bob Gray

My father, the late George E. Gray, hired on as a fireman on the Connecticut River line at the close of WWII. He fired steam through the Hoosac Tunnel behind the electrics. He told me of how the electrics and steam loco would accelerate the train up to the tunnel portal, where the steam loco would be throttled back for its ride through the tunnel. The engine crew would try to protect themselves by breathing through wet handkerchief, or cotton waste. The heat was intense. Wind wings on the steam loco cab sides would be folded back to protect them. Tight clearances indeed!

In the '50's and early 60's, my father was an agent-operator on the B&A. He worked all of the towers from west of Worcester to the Albany/Selkirk area. As a teen, I spent a great deal of time with him on the job in the towers. My favorite was SS40, high above the station tracks in Springfield. This tower controlled everything from Athol Jet. on the east side of Springfield to the Connecticut River bridge. The towerman would work with New Haven SS274 and B&M WA cabin whenever interchanges were made or use of the B&M, NH diamond across the B&A main was required. I think that I can shed a little light on operations at this most interesting location.

Whether a train backed or headed into the station was mostly a matter of whether the train was at the end of its run or not. Most arriving NH or B&M trains would head into the station for the convenience, time wise, of the passengers. An operation I saw many times was the arrival of the Montrealer ("the "Bootlegger"). It would proceed from the NH, cross the B&A diamond onto the

B&M and back into the station, usually the first track north of the B&A main tracks. It was then headed in the right direction for its departure north. In this case, the headend equipment was well positioned for the handling of checked baggage and mail. I never got to see the arrival of the Washingtonian.

Express and mail was handled in cart trains all of the time. I saw more than one cart dumped onto the tracks as it bounced over them on the way to its train. I think that the elevators may have mostly accommodated checked baggage as they could only take one cart at a time. The express and mail was processed in the station building beneath the tower. immediately north of the station trackage. A B&A (NYC) switcher would spend a lot of time switching Railway Express Agency and U.S. Mail cars on the north track, closest to the station. The next track to the south was used for switching and holding headend cars. Headend equipment (mostly NH and PRR) not being worked would spend its time between trains on the NH between NH SS274 and the Memorial Avenue bridge area to the south. During these years, B&M passenger equipment consisted of RDC's and the Ambassador would be equipped with NH and CN passenger cars and that great CN RPO.

Mainline NH freight trains would be made up in and leave from the B&M Brightwood yard. They would cross the B&A diamond and head south to the Cedar Hill yard near New Haven. In the late '50's, I saw new NH FL-9's leading NH freights in the B&M yards, probably in initial shakedown service.

B&M engines were all serviced at the NH engine house, located just SW of the B&A diamond, on the river bank. The first time I saw the new B&M GP I 8's occurred when four of them crossed the B&A diamond on the way to the NH engine facility.

The wye was operated by and through the cooperation of the tower men on all three railroads, with B&A SS40, NH SS274 and B&M WA cabin on the three points of the wye. A common move would involve a B&A transfer drag coming across the Connecticut River bridge from West Springfield yard, uphill through the station, then backing around the curve north onto the B&M. My father would get upset if, on a heavy drag, the switcher would sand through the switches. The station area would become very aromatic as cars of hogs were common on these transfer runs. In these pre-radio days, brakemen would pass signals back to the switcher from their roof walk positions on a long drag as it curved onto the B&M. Heading into the B&M was generally not done as the crew would get extra pay for uncoupling and running around their dragon the foreign B&M track to get back to the B&A.

During my time at SS40 in the early '60's, it was all A-B F unit sets on the B&M passenger trains, The A units had water tanks and the B units had water tanks and steam generators. The steam generator end of the B unit was always coupled to the train. My father enjoyed the B&M A-B F unit set, because he said that this arrangement reminded him of a steam engine and tender.

For a short time, in 1952 or so, my father worked as a crossing watchman on the B&M in Springfield and Holyoke. Of all of his many railroad experiences, he was most fond of his duties as a fireman on B&M steam handling passenger locals on the Conn River line.

## Lynn Station 4-Tracked?

*Bob Metell:* "Was the Eastern Main 4 tracks all the way to Lynn? How much of the Eastern Main was 4 tracks?"

*John Alan Roderick:* "The 4-track section through Lynn (which also includes the grade-separation) is a vestige of New Haven ownership under the House of Morgan going back to ca. 1910. At the time, a plan was being executed to bring electrification from New York to Boston and thence under Boston Harbor and up the Eastern Route (connecting by means of the BRB&L) to terminate at Beverly. The bank panic of 1913 and Judge Brandeis had a lot to do with the untimely end of this scheme. If you look at pictures of the former Lynn Tower, you will see it was of typical New Haven design of the era (similar to the old Worcester Tower).

## Flying Yankee February Update

By Paul Giblin

We're pleased to report that the restoration process regarding the Flying Yankee's four truck frames is continuing to move forward on schedule. If things continue to move forward as planned, the restoration of the truck frames should be completed by mid-May. To date, the four truck frames have been media blasted, magnaflux tested, repaired & straightened where needed and primed. This work was completed at Cross Machine in Berlin, NH. The four truck frames were then trucked back to the NH Central Railroad facilities in North Stratford, NH where the reassembly portion of the process will take place.

One of the more interesting things which has taken place recently is the technicians have found CB&Q markings on the truck frames! We're not sure what this means yet, but as you know, the first of the three Zephyr-style trains, known as the Pioneer Zephyr, was purchased by the Chicago, Burlington & Quincy Railroad (CB&Q) and operated out of Chicago. The Flying Yankee was the second of the three Zephyr-style trains manufactured and it was purchased by the Boston & Maine Railroad and operated out of Boston's famous North Station. So, it's very possible that the truck frames underneath the Flying Yankee were built initially for the Pioneer Zephyr but never used. Needless to say, we'll be looking into this further as time permits.

Regarding the effort underway to finalize the specification for the replacement engine, generator and traction motor package, the Flying Yankee Restoration Group's (FYRG) Mechanical Committee has been very busy. Their recent priority has been to finalize the specification regarding the traction motors and what can be used to replace the GE-721 traction motors originally used on the Flying Yankee. This is no small undertaking as the GE-721 traction motors are no longer available and supporting documentation is hard, if not impossible, to find. Even General Electric who manufactured these traction motors for the Budd Company in the 1930's has very little information on them these days, other than a parts list. So, if anyone reading this newsletter happens to have any technical information on the GE-721 traction motors or knows someone who might, please let us know as it would be a very big help to the project.

In the meantime, the FYRG Mechanical Committee is continuing to have discussions with various vendors regarding options they can consider for replacement traction motors. The biggest chal-

lenge for the committee and the various manufacturers so far has been to identify traction motors that fit, or come close to fitting, the space provided on the Flying Yankee's Power Truck – while at the same time meet the specifications needed to operate the Flying Yankee correctly. In time, we have no doubt that this issue will be properly resolved as we have a very talented group of folks working on this task.

## Flying Yankee March Update

By Paul Giblin

### Truck Frame Update

The restoration of the Flying Yankee's four truck frames continues to move forward. With testing, straightening and painting of the truck frames and their many components nearly complete, the next step in the restoration process is reassembly. The new wheel sets, axles and bearings, manufactured and assembled by ORX in Tipton, PA, were recently shipped to the New Hampshire Central Railroad facilities in North Stratford, NH. Once everything is in place and all necessary parts and pieces have arrived, the reassembly process will get underway. The reassembly process should take about six weeks or so, which means the restoration of the Flying Yankee's four truck frames should be completed in mid to late May 2007 – right on schedule. Once complete, the assembled trucks will be returned to the Hobo Railroad where they will undergo a detailed inspection, they'll be wrapped up to protect them from the environment and then they'll be set aside to be reinstalled aboard the Flying Yankee at the proper time. Our thanks to the crew at Cross Machine in Berlin, NH and the staff at the New Hampshire Central Railroad in North Stratford, NH for all their hard work regarding this portion of the restoration!

### Flying Yankee Open House Dates Announced For 2007

We've selected four dates for the Open House events this year and all are on Saturdays. During these Open House events, you'll be able to enjoy 45-minute guided tours of the Flying Yankee, both inside and out. The events are a great opportunity for you and your family or friends to get an "up close and personal" look at this gem of railroad history while it's in the midst of being restored! Here are the four dates of the Flying Yankee Open House events: Saturday June 2<sup>nd</sup>, July 7<sup>th</sup>, August 4<sup>th</sup> and September 29<sup>th</sup> from 10:00am to 4:00pm. For more information, folks should visit <http://www.flyingyankee.com/>

The Flying Yankee Open House events take place at the Hobo Railroad in beautiful Lincoln, NH and happen rain or shine. Located just off Exit #32 on I-93 in Lincoln, NH, the Hobo Railroad offers several hour and twenty minute excursion rides along the Pemigewasset River daily starting in June and also has a tremendous gift shop – complete with a variety of Flying Yankee logo wear and plenty of great collectibles! Be sure to visit the Hobo Railroad on-line at [www.hoborr.com](http://www.hoborr.com). By the way, reservations are not required and there's no admission fee to enjoy the Flying Yankee guided tours, however contributions in support of the restoration are always appreciated.

### Flying Yankee (future) Excursions

During the Spring, Summer and Fall, the Flying Yankee will operate primarily as an excursion train – making two or three trips

*Flying Yankee can't wait pg.*

*Flying Yankee con't*

a day. It will initially operate from the Hobo Railroad facilities in Lincoln, NH where we hope it will travel south to the Ashland, NH area. Once there, it will turn around at some point (yet to be determined) and then make its way back to Lincoln where it will turn on the recently refurbished Wye and then back slowly into Hobo Junction where it will unload and prepare for its next trip.

We expect these daily excursion trips to be 90 minutes or so in length, but please keep in mind that these figures are obviously far from being finalized yet – they're merely estimates at this point in time. However, by operating the Flying Yankee in this manner throughout the Spring, Summer and Fall, we'll be able to generate important funds which will be necessary to support the ongoing maintenance and upgrades of the restored streamliner.

## A Breakdown Of Train Communication

By Tom Lon

Colin Young had a particularly rough ride on the Newburyport/Rockport commuter rail line on the morning of Jan.24. "I arrived (at Salem Station) at 6:40 or so, for the 6:45 departure, and at 7:02 the message board was still obstinately insisting that the train service was 'on or near schedule,'" he wrote in an e-mail he sent to MBTA management and shared with us. "At 7:03 the sign finally changed to notify us that the train we were waiting for was '15-20 minutes' late, approximately the same time that the train finally pulled into the station."

OK so far.

"After boarding a very overcrowded train (owing to the fact that most people who had arrived for the 7:04 train decided to get on the earlier train) the train pulled into the tunnel and then stopped. At this point the conductor apologized for the delayed service and assured us we would be making all stops. Several minutes later we moved forward slowly then stopped again, still in view of Canal Street in Salem, 20 minutes after leaving Salem station, a distance one could walk in about 10 minutes. The remainder of the trip was similar, with frequent long stops. At two of the stops we were held up in order to allow the train behind us to pass. At some point it became clear that the reason for the delay was that the train was having engine problems, and that we were going to be 45 minutes to an hour late...It was also clear that it wasn't a problem that developed after I boarded the train.

"While I understand that mechanical equipment is subject to occasional failure and that one can't expect the trains to run on time 100 percent of the time, the inept handling of today's problem was nothing short of insulting, especially after a nearly 30 percent increase in fares!"

Young complained the delay was poorly communicated and said he felt inaccurate information was conveyed.

"Considering that the train was already over 18 minutes late, any idiot can do the math to figure out that there was no way we were only going to be 20 minutes late, and felt that "no attempt was made to assist in getting all the commuters into North Station as quickly as possible."

He said had he been completely informed, he

would not have boarded the train that morning.

In light of the mechanical problems that day MBCR took aggressive steps to minimize delays for the most people it could said Scott Farmelant, a spokesman for the Mass Bay Commuter Rail. Farmelant explained that Train No. 106 encountered mechanical problems that morning at Prides Crowing, 13 minutes out of Salem. The train crew spent 10 minutes trying to fix the problem before dispatchers decided to push the train into Boston. At that time, all signs between Beverly and Lynn were updated to reflect a 15 to 20 minute delay to Boston. Between Lynn and Boston, all electronic signs were updated to reflect a 20 to 30-minute delay.

Dispatchers then diverted two trains around the stalled train (one with 636 passengers, which was diverted at Castle Hill; and another with 746 passengers, which was diverted at Chelsea).

He said neither of those trains had room for the approximately 400 passengers aboard No. 106.

Regarding an outbound train that appeared empty, this was Train No. 191 with 35 passengers headed to Hamilton/Wenham including about 15 school-aged children.

*Boston Globe submitted by Peter Victory*

## The Billerica and Bedford Railroad

The Billerica and Bedford Railroad was an early narrow gauge railroad in Massachusetts, built to demonstrate the advantages of a two-foot gauge.

George E. Mansfield, of Hazelhurst, Massachusetts, became an early promoter of the two-foot gage after seeing the Ffestiniog Railway in operation in Wales. He persuaded the citizens of Billerica of the economies of a two-foot line, and became general manager of the Billerica & Bedford when it was chartered in 1876. Construction began in May 1877, and the line was completed between North Billerica and Bedford in August 1877, a distance of 8.63 miles.

The line was built very cheaply in accordance with narrow gauge doctrine, but rapidly found itself financially embarrassed. Turntables were built at each end of the railroad, and a wye and enginehouse were built at Bedford, but no stations were ever constructed along the line. The company went bankrupt and was liquidated in June 1878.

Mansfield, undeterred, went on to promote the two-foot gauge in Maine, where the largest network of these lines was ultimately built. The Boston and Lowell Railroad used the B&B roadbed to build its Bedford Branch in May 1885.

*Wikipedia, the free encyclopedia*



*Collection of Bruce Bowden*



## Conway Branch

A new excursion railroad may operate in 2007, on the Conway Branch. In 2003, Silver Lake Station LLC purchased the passenger depot in Madison, on Route 113 (Village Road), along with 700 feet of the right of way and the freight house. The company renovated the freight house and the depot, and part of the depot now houses the Silver Lake post office. It has Fairmont motor cars, and has built some passenger cars, which it could use to operate passenger service.

Reached in his winter home in Florida, Neil Underwood, member-manager of Silver Lake Station, said, "We are working with NHDOT to rejuvenate something there... put a little life into the rails...a small scenic line." Kit Morgan, rail administrator of NHDOT, said if Silver Lake wants to operate on state-owned track (NHDOT owns the rest of the Conway Branch, from Ossipee to Conway), it must conclude an operating agreement with the department and obtain insurance. Underwood wants trains, and will not stand in the way of revival of the entire branch, said Morgan.

The Boston and Maine Corp. sold the line from Intervale to Conway to the Conway Scenic. The B&M sold the line from Rollinsford to Ossipee to NH in several transactions ending in 1993. Madison (which contains the locality of Silver Lake) bought the line within the town in 1987, after the B&M received permission to abandon in 1972. The town wanted to preserve the eight miles as a rail corridor. Before the town bought, B&M had sold the Silver Lake depot and the 700 feet of track to an individual, and through that chain of title Silver Lake now owns the parcel. In 2001, NHDOT bought the rest of the Conway Branch, in Ossipee, Tamworth, and Albany, north of Madison, to the Conway town line.

*Atlantic Northeast Rails & Ports via The 470 The 470 Railroad Club*

## Belfast & Moosehead Lake Is 140 Years Old

Unity, Maine - Not many short lines can make the claim they are more than a century old, but the Maine's Belfast & Moosehead Lake can - in fact, it turned 140 years old this week. It was on Feb. 28, 1867, that Governor Joshua L. Chamberlain signed a charter for the B&ML. Today it is one of the oldest continuously operating railroads in the United States.

The B&ML was originally intended to run from Belfast all the way to Moosehead Lake. Ultimately, the route ran 33 miles from Belfast to Burnham Junction, where it connected with the Maine Central.

The B&ML Railroad Preservation Society was formed in early 2006 to focus on the restoration, preservation, and operation of the B&ML. The society operates historic locomotives and other rolling stock formerly used by the B&ML, and a railroad history education center. It plans to celebrate the railroad's 140th anniversary on June 23.

The regular season begins June 16, and runs through mid-October. For more information, visit [www.unitytrainmuseum.org](http://www.unitytrainmuseum.org).

*Submitted by Bruce Bowden*

## Guilford 1

## Dumpster 0

Recently a Pan Am freight consisting of several cars won the battle of 'right-of' way with an errant dumpster that hadn't been properly located after being emptied.

Although the trash company had been told several times to ensure there was adequate clearance between the dumpster and the tracks, this time that clearance wasn't there.

There was only a few scratches to the locomotive, the building suffered the most damage with a portion of the wall where the dumpster was located. Dumpsters being what they are probably survived with only a few permanent dents.

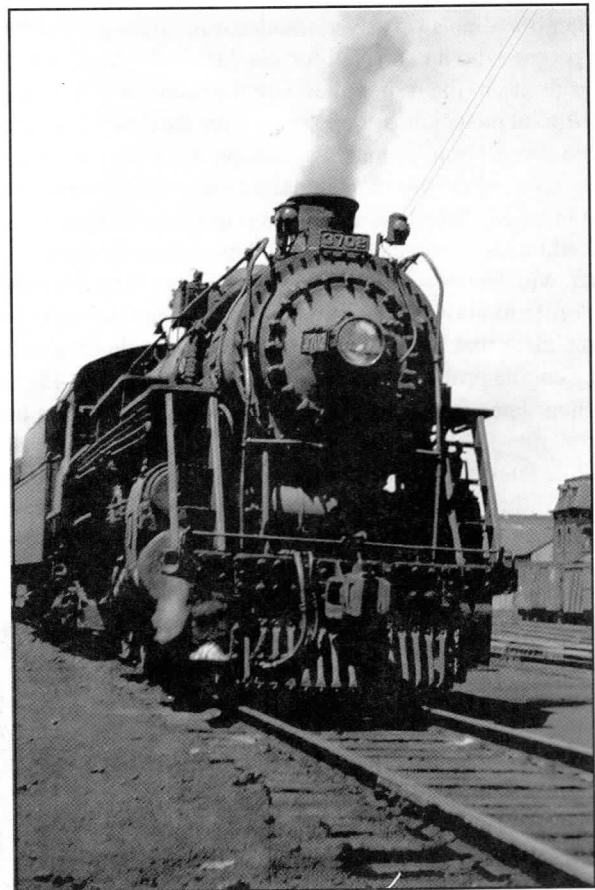
The train was headed toward the Eastman Gelatin Corp. in Peabody or California Olive Oil Co. in Salem.

Due to track conditions the train typically travels around 3 mph the several times during the week that it makes the trek.

*Submitted by Nelson Dionne and Peter Victory*  
Peter V. offered the following information regarding the movement of cars through Peabody Square.

"Eastman Gelatin receives ground up cattle bones in bulk hopper cars (reduced to chips about twice the size of a grain of rice) which is processed into film, chiefly for X-ray plates. Up until a year or so ago that plant also received tank cars of hydrochloric acid to break down the bone material. Because of its hazardous nature the acid now arrives in tank trucks. The speed restriction between Salem and Peabody is necessitated by a lack of regular maintenance on the lightly used road bed."

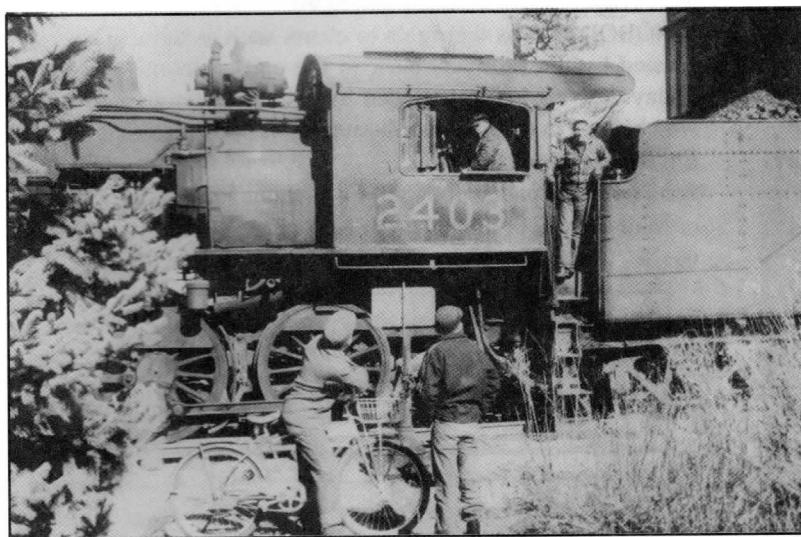
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*Scott Whitney photo*

## Beverly Historical Society & Museum Receives 2007 H. Albert Webb Memorial Railroad Preservation Award

The Beverly Historical Society & Museum is the winner of the 2007 H. Albert Webb Memorial Railroad Preservation Award, given by Massachusetts Bay Railroad Enthusiasts (Mass Bay RRE) member Leigh A. Webb. The \$10,000 grant associated with the Award will support the scanning and cataloging of 5,000 railroad images from the famed Walker Transportation Collection at the Museum.



Leigh A. Webb created the H. Albert Webb Award in 2000 to recognize his father's love for New England railroading. The award aids non-profit, tax-exempt organizations that preserve historically-significant railroad equipment, structures, or information about New England railroads.

"We are honored that Mr. Webb would bestow this award, given in his father's name, on the Beverly Historical Society & Museum to help us promote and preserve railroad images for future generations. We also applaud the work of the Mass Bay RRE Award Committee, which administers the award for Mr. Webb, for selecting this project," said Stephen P. Hall, Director, Beverly Historical Society & Museum.

Mr. Hall added that "Trains, streetcars, trucks, buses, cars, ships, and planes all provide transportation. More than this, they often hold a fascination that set them apart from other facets of our daily lives. Railroads revolutionized travel in the 1800's and soon connected nearly every community in New England, and all across the country. From an age dominated by horse power and wagons to our present period overshadowed by supersonic jet aircraft and sport utility-vehicles, the Walker Transportation Collection of the Beverly Historical Society & Museum has something to captivate anyone's attention. If it moved within, around, or above New England; the Collection most likely has a photo of it. But at the core of the collection is its fantastic collection of railroad images."

The H. Albert Webb Award will provide the Walker Transportation Collection an opportunity to further catalog and make available

information and images of historic locomotives and railroad rolling stock that once traveled the rails in New England. By scanning and cataloging these historic images into its PastPerfect museum database, thousands of New England railroad images will become more accessible to visitors and researchers alike who visit the Museum. The Walker Transportation Collection is moving from the thousands of b/w prints, slides, and negatives in its files into the digital age of the 21st century, by capturing both historic and contemporary images digitally, for future generations of railroad enthusiasts to enjoy.

The 2006 H. Albert Webb Award went to the New England Electric Railway Historical Society (Seashore Trolley Museum) to help fund the restoration to operating condition of Atlantic Shore Line electric locomotive #100, and created a curriculum and other educational resources. The 2005 award was presented to The Railroad Museum of New England to support restoring Boston & Maine #1732 diesel locomotive to operation. The 2004 award went to restore the interior of six-double-bedroom-lounge Pullman "Pine Tree State," the last sleeping car built for the New Haven Railroad. The 2003 Award to the Friends of Bedford Depot Park in Bedford, MA paid for rebuilding a quarter-mile of two-foot-gauge track on the original Billerica & Bedford Railroad right-of-way. The 470 Railroad Club of Portland, Maine, received the 2002 Award for boiler work on Maine Central 2-8-0 steam locomotive #501. Mr. Webb gave the 2001 Award to assist in restoring B&M 4-6-2 steam locomotive #3713.

William Crawford, Mass Bay RRE  
Award Committee Chairman.



*Montserrat station, Beverly, NM at 9:00 AM on 4 July 1909, and the arrival of President William Howard Taft, non-stop from Washington, D. C. in a special #906, with his private car, "The Mayflower."*

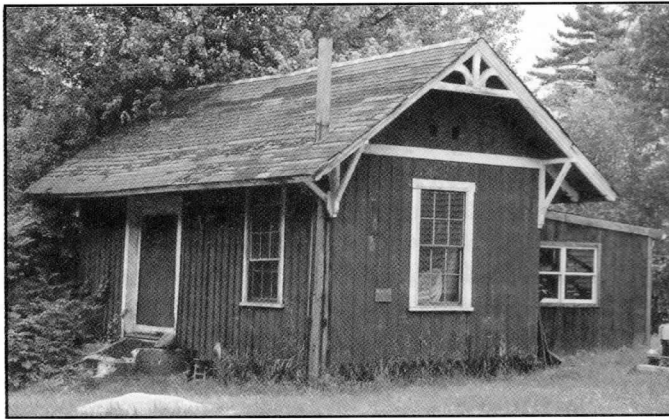
*For the summer seasons of all four years of his presidency (1909-13), Taft lived in Beverly, prompting many to call Beverly, Massachusetts, "Taft's Summer Capital."*

*Both photos Walker Transportation Collection  
Beverly Historical Society & Museum*

## Billerica (Middlesex) Turnpike Station Destroyed

The former Billerica (Middlesex) Turnpike station on the B&M Billerica & Bedford Branch has been destroyed. It was small station with one freight door and had been a garden shed in the side yard of a family dwelling, about a mile from where it was originally, just off of Middlesex Turnpike on left hand side just before one came to Nutings Lake in Billerica. I assume the move was made in the late 1930's or early 1940's as there is a photo of the station still in place in the early 1930's. I went by the Middlesex Turnpike in Billerica and there was a large piece of machinery like a bulldozer with a clam shovel on it and no sign of the building so, another one bites the dust.

*Submitted by Kevin Farrell*



## Flying Yankee's Truck Frames

By Paul Giblin

The photo shows the frames being loaded on a flatbed truck to be taken off to be restored! When loaded, the four truck frames will be shipped to Cross Machine in Berlin, NH where they will be magnafluxed to check for hidden cracks, repaired if needed, media blasted, straightened and then primed. The rest of the truck frame's hardware will be shipped directly to the NH Central Railroad in North Stratford, NH where the remainder of the truck frame restoration will be completed by mid May 2007. When completed, the restored trucks (complete with brand new wheels, axles, bearings, springs and brake cylinders installed) will be returned to the Hobo Railroad in Lincoln, NH.



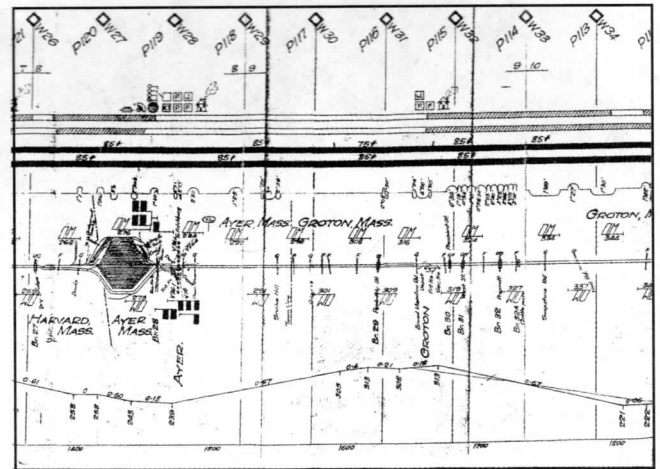
## Historic Collection Of Track Profiles

Scott Whitney

Now available is a massive collection of historic, railroad produced, track condensed profiles (what railfans call track charts) all on one CD. These profiles were originally produced for the B&M (98% of the railroad), CV (99% of the railroad), Rut (98% of the railroad), MEC (Mt. Div. only) and D&H (a few northern branches). Later railroads operating in territories covered by the profile collection include: St. Johnsbury & Lamoille County, Claremont & Concord, Suncook Valley, Barre & Chelsea, Sanford & Eastern, Vermont Rail System, New Hampshire Northern, Conway Scenic, New Hampshire Northcoast and more...

NOBODY owns the rights to charts such as these. They were created by the railroads back in the early part of the century. Today they are being provided by several generous individuals, who believe in the free distribution of research materials for New England railroads.

Send a PayPal payment of \$10 to: [sjwhitney@comcast.net](mailto:sjwhitney@comcast.net) or Mail a check or money order to: Scott J. Whitney, 129 Chestnut St., Claremont, NH 03743



## More On Company Ice Cars

By Tim Gilbert

On the B&M, rail service to the natural ice harvesting business ceased around 1930 when mechanical refrigeration took over in the home and/or commercial establishments. I believe that there was an article in RAILROAD MODEL CRAFTSMAN about the natural ice harvest 10-15 years ago.

For this service in the 20th Century, the B&M used the #40200-40900 series 36' insulated boxcars built by Laconia around 1905-06. The last of these cars were retired in the early 1930's. It is doubtful that any of this natural ice was used in Pullman Service on the B&M because I don't think any of those cars were air conditioned until the 1930's.

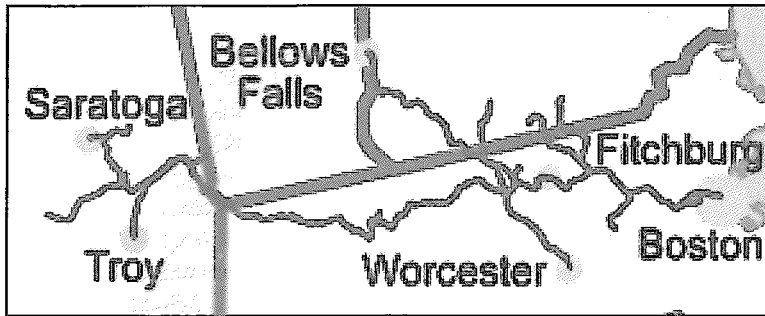
During WW II, the B&M hauled the surplus mechanical ice produced at Whiting's creamery in Greenfield NH to Boston in the surviving #13100-13299 series Banana Reefers built by MDT in 1923. The Banana Reefers had become surplus after rail service for bananas ceased from the Port of Boston around 1930.

After WW II, the 16 surviving Banana Reefers still in freight service were used in stationary company ice service in Mechanicville, WRJ and Boston. In 1951, they were renumbered into the non-revenue O361-O376 series.



## The Fitchburg Railroad

The Fitchburg Railroad (AAR reporting marks FBRG) was a railroad across northern Massachusetts, USA, leading to and through the Hoosac Tunnel. The original line, from Boston to Fitchburg, is now the Fitchburg Line, a line of the MBTA Commuter Rail system.



### History

The Charlestown Branch Railroad was incorporated April 4, 1835 as a short branch from the Boston and Lowell Railroad to Sweet's Wharf in Charlestown, opening in January 1840. The Fitchburg Railroad was incorporated March 3, 1842 to run from Boston to Fitchburg, and bought land next to the Charlestown Branch in May 1843. Construction began on May 20 and the first section to Waltham opened on December 20, 1843, operated by the Charlestown Branch until May 1, 1844. Further sections opened to Concord June 17, 1844, Acton October 1, 1844, Shirley December 30, 1844 and Fitchburg March 5, 1845. The new track next to the Charlestown Branch opened in August 1844; the Fitchburg Railroad leased the Charlestown Branch itself on September 1, 1845, and outright bought the branch on January 31, 1846. In 1848 a new bridge opened, carrying the line from Charlestown to downtown Boston.

The original Charlestown terminal was southwest of City Square, west of the Warren Bridge (42.370° N 71.063° W). The downtown Boston terminal was on the north side of Causeway Street between Haverhill Street and Beverly Street until the North Station union station opened in 1893.

The Boston and Maine Railroad leased the Fitchburg for 99 years from July 1, 1900 as its Fitchburg Division. The two companies merged to form a new B&M December 1, 1919. The MBTA bought the line from Boston to Fitchburg, along with many other lines, from the B&M on December 27, 1976. Guilford Transportation took over the former B&M in June 1983.

Passenger service ran only to Fitchburg after 1960. On January 18, 1965 service was cut back to West Concord, but was restored to Ayer on June 28, 1965. On March 1, 1975 it was cut back to South Acton, but was restored to Fitchburg and beyond to Gardner on January 13, 1980. Gardner service was ended on January 1, 1987 when Amtrak took over the MBTA contract, due to a dispute between Amtrak and Guilford; the MBTA only owned the trackage to Fitchburg.

The Fitchburg Line west of the old Stony Brook Railroad, which now junctions east of the old Ayer Junction, now serves as part of Guilford's main line between Mattawamkeag, Maine and Mechanicville, New York.

### Branches

**Harvard:** The Harvard Branch Railroad was incorporated and opened in 1849, splitting from the Fitchburg in Somerville and running to Harvard Square. It was never leased or owned by the Fitchburg, and was never successful, closing in 1855.

**Lexington:** The Lexington and West Cambridge Railroad was chartered in 1845 and opened in 1846 as a branch from the Fitchburg at West Cambridge to Lexington. The Fitchburg operated it from opening, leasing it from 1847 to 1859. In 1868 it was reorganized as the Lexington and Arlington Railroad and bought by the Boston and Lowell Railroad in 1870. The connection to the Fitchburg was cut (but reopened in 1927).

**Waltham and Watertown:** The Waltham and Watertown Branch Railroad was incorporated May 2, 1849 as a loop of the Fitchburg main line from West Cambridge through Watertown to Waltham. It opened in 1851 and was soon taken over by the Fitchburg. Passenger service on the line ended in 1938. The middle section of the line in the Watertown Square area was abandoned in 1960.

**Marlborough:** The Lancaster and Sterling Railroad was incorporated in 1846 and immediately merged with the Fitchburg Railroad. It was built from a junction at South Acton roughly southwest to Hudson, opening in 1850. The Marlborough Branch Railroad was incorporated in 1852 and opened in 1855, continuing the line from Hudson south to Marlborough. It was leased by the Fitchburg in 1853 and bought outright in 1863.

**Peterborough and Shirley:** The Peterborough and Shirley Railroad was incorporated in 1845 and opened as a branch from the Fitchburg in Ayer to West Townsend in 1848, continuing to Mason, New Hampshire in 1849 or 1850. The Fitchburg Railroad leased it in 1847 and bought it in 1860, with an extension to Greenville opening at some point.

**Milford:** The Brookline and Milford Railroad was incorporated and built in 1892 from the Peterborough and Shirley at Squanacook Junction north to the Wilton Railroad in Milford, New Hampshire. It was merged into the Fitchburg in 1895.

**Vermont and Massachusetts Railroad:** The Vermont and Massachusetts Railroad was chartered in 1844 and immediately merged the Brattleborough and Fitchburg Railroad of Vermont into itself. The first section, from Fitchburg to Baldwinville, opened in 1847 and was operated by the Fitchburg Railroad until 1849. Further extensions opened to Athol and Miller's Falls in 1848, and to Brattleboro, Vermont in 1850. Later in 1850, a branch from Grout's Corner west to Greenfield, Massachusetts opened. A short branch to Turner's Falls opened in 1870 or 1871.

The original main line north from Miller's Falls was leased to the Rutland Railroad in 1870, which leased itself to the Vermont Central Railroad in 1871, which became the Central Vermont Railroad in 1872. This was a continuation of the New London Northern Railroad, built south from Miller's Falls in 1867 and also leased to the Vermont Central in 1871.

In 1874 the Fitchburg Railroad leased the rest of the V&M, extending its line west to Greenfield (and beyond via the Troy and Greenfield Railroad).

*Fitchburg con't*

**Ashburnham:** The Ashburnham Railroad was chartered in 1871 and opened in 1874 from the V&M at South Ashburnham to Ashburnham. The Fitchburg bought it in 1885.

**Turners Falls:** The Turners Falls Branch connecting the main line at Turners Falls Junction to Turners Falls. It opened in 1871.

**Cheshire:** The Cheshire Railroad was chartered in New Hampshire in 1844, consolidating with the Winchendon Railroad of Massachusetts (chartered 1845) in 1845. The first section opened in 1847, from the Vermont and Massachusetts Railroad at South Ashburnham to Winchendon; an extension to Troy, New Hampshire also opened in 1847. Extensions to Keene and Bellows Falls, Vermont opened in 1848 and 1849, forming a connection between the Fitchburg Railroad and the Vermont Central Railroad (via trackage rights over the V&M east of South Ashburnham). The Cheshire Railroad was merged into the Fitchburg in 1890, becoming the Cheshire Branch.

**Monadnock:** The Monadnock Railroad was incorporated in 1868, opening from Winchendon to Jaffrey, New Hampshire in 1870 and to Peterboro in 1871 (from which the Peterborough and Hillsborough Railroad continued after 1878). The Boston, Barre and Gardner Railroad (running south from Winchendon) leased the Monadnock in 1874, but transferred the lease to the Cheshire Railroad in 1880. The Fitchburg merged the Monadnock into itself in 1892.

**Boston, Barre and Gardner:** The Barre and Worcester Railroad was chartered in 1847 and reorganized in 1857 as the Boston, Barre and Gardner Railroad. It opened in 1871 between the Worcester and Nashua Railroad at Barber (from which it ran to Worcester via trackage rights) and the V&M in Gardner. An extension in 1874 took it to the Cheshire Railroad at Winchendon.

The BB&G leased the Monadnock Railroad in 1874, but reasigned the lease to the Cheshire in 1880. The BB&G was merged into the Fitchburg in 1885.

**Troy and Greenfield:** The Troy and Greenfield Railroad was incorporated and chartered in 1848, with a planned line from the Vermont border in Williamstown east through the Hoosac Tunnel to Greenfield. The first section opened from the state line to the west end of the tunnel at North Adams in 1859. The tunnel itself opened in 1875, before which the Troy and Boston Railroad leased the T&G. The T&G was consolidated into the Fitchburg Railroad in 1887.

The Southern Vermont Railroad was chartered in 1848 to connect the T&G across the southwest corner of Vermont to the New York state line. It opened in 1859 and was leased by the Troy and Boston Railroad, but in 1860 the T&G bought it. The Fitchburg bought the Southern Vermont directly in 1891.

The Troy and Boston Railroad was chartered in 1849 to continue the line west to Troy, New York. It was consolidated into the Fitchburg in 1887. The Troy and Bennington Railroad was organized in 1851 to build a branch from the Troy and Boston at Hoosick Junction to the Vermont state line towards Bennington. It opened in 1852, continuing as the Western Vermont Railroad (leased by the Troy and Boston from 1857 until it was reorganized into the Bennington and Rutland Railway in 1865).

**Hoosac Tunnel and Wilmington:** The Deerfield River Railroad opened in 1885 as a private narrow gauge railroad connecting the

V&M at the Hoosac Tunnel to the Deerfield Company saw mills at Readsboro, Vermont. It was taken over by the Hoosac Tunnel and Wilmington Railroad in 1886 and later extended to Wilmington, Vermont. The line was never owned by the Fitchburg or Boston and Maine Railroad, and was abandoned, at least partially, in 1937.

**Boston, Hoosac Tunnel and Western:** The Boston, Hoosac Tunnel and Western Railway was organized in 1877 and opened in 1879 on a line from the New York Central and Hudson River Railroad at Rotterdam Junction, west of Schenectady, east to Mechanicville and beyond, closely paralleling the Troy and Boston into southwestern Vermont. The Fitchburg bought the BHT&W in 1887.

The Hoosac Tunnel and Saratoga Railway was chartered in 1880, and was leased by the BHT&W in 1882. In 1886 it merged with the Saratoga Lake Railway (also chartered 1880 and leased to the BHT&W in 1882) to form the Troy, Saratoga and Northern Railroad. The combined line was built in 1886 and 1887, with a main line from Mechanicville (never built south to Troy) north and west to Saratoga Springs, and a branch east to Schuylerville. The Fitchburg Railroad leased it in 1887.

*Wikipedia, the free encyclopedia*

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## North Station

Before the union station opened on the spot in 1893, there were four separate stations in the area:

- \* The Boston and Maine Railroad terminal was just north of Haymarket Square, between Canal Street and Haverhill Street, stretching most of the way to Traverse Street. This approach was later used by the Green Line and Orange Line.

The other three were all on the north side of Causeway Street, with the first two in the area where North Station is now:

- \* The Boston and Lowell Railroad terminal was on the east side of Nashua Street, stretching east for about a block.

- \* Next was the Eastern Railroad terminal, across Causeway Street from Friend Street.

- \* The Fitchburg Railroad station was on the other side of the Boston and Maine Railroad approach, right next to Beverly Street, the approach to the Warren Bridge.

Just south of North Station was the Canal Street Portal through which the Green and Orange Lines originally went from elevated to subway.

*Wikipedia, the free encyclopedia*

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## Mystic Valley Railway Society, Inc. Forthcoming Trips

June 23<sup>rd</sup> *Maine Eastern Special to Rockland*

September 15-30: *Pacific Coast Special*

October 26-28: *Alleghany Adventure*

For Details on these trips contact the Society at:

P.O. Box 365486, Hyde Park, MA 02136-0009

Telephone: 24 Hours (617) 361-4445

Fax (617) 361 - 4445 - \*51

www.mysticvalleyrs.org

## Whistles, Horns and Sirens In The Boston Terminal Area

*Roy Frendberg:* "I was going thru a 1930 and 1952 ETT, and noticed under special instructions for the Terminal Division, that when Tower A, B, C, H, or 5 whistles are blown, everything moving under signals at these points must come to a full stop at once.

"Does anyone remember hearing these whistles? Were they a different type whistle, single tone maybe so that they could be distinguished from all the steam engines still in operation? There is no mention of whistles in the 1971 ETT, so I assume radio had taken over by then."

*Dave Lamson:* "There is cause to conjecture that, being an electro-pneumatic operated plant, at one time there could have been whistles at a previous interlocking, but after 1928 or thereabouts, horns were the order of the day. It was the ETT's that never updated their rules concerning "whistles", instead of horns... Tower 5, however, had a whistle which the yardmaster there used to signal the various switchers in his territory. It was a big one, operating on 100PSI air pressure from the power plant... I heard it a few times... It had a pleasing chime almost like a steam whistle don't know what happened to it when they retired the tower but it is in someone's cellar, rusting away."

*Bob Warren:* "As I recall, Tower A would blow it's whistle when it was about to raise the draw bridges and of course all signals involved with the draws would go red - so assume the blowing of the whistle was an additional safety move."

*Dave Lamson:* "The Drawbridge warning was a standard siren, which is still sounded by the bridge tender to warn any workmen, or pedestrians that the bridge was going to be operated to an open position. It was sounded one long before opening and two short when they had closed it and were "done" with it. I hear it regularly in Portsmouth, so it must be a standard operating procedure on most all drawbridges."

*Bob Warren:* "... never heard Tower 5 blow it's whistle - nor any of the engines that moved about No. Station and the various yards that made up Mystic Jct. Believe there was a restriction on the blowing of whistles due to the large number of engines between No. Station and BET, which would have the neighbors in a real uproar."

"Reminds me that all the time I worked No. Station never heard an engine call for signals. Once the conductor was ready to pull out of the station he would push a button on the last stanchion holding up the walkway roof (last stanchion closed to the Draws) and the train director in Tower A would cause the route to be lined up - delays leaving the station wasn't tolerated back in those days."

"Even when I worked as backup moving incoming trains out to the yards, once the train was unloaded - generally have to wait for the baggage, etc. to be unloaded, punch the button and would start toward the first 'jack' on the track which by the time got there the route was lined up - again get the train out of the way for the next one."

"Both first and second trick has 8 lever men and 2 train directors, 3<sup>rd</sup> trick one director and one lever man as traffic wasn't that busy during the trick with the last local leaving at 11:59 and the next train not due to leave till 3A (paper trains), the only movement around the station till around 6 was the switchers moving trains onto the various tracks for morning movement out of the station."

Often we'd make up 3 or 4 trains at one time, call the tower with tracks we wanted and then it was a rush to move the trains onto their various tracks - the tower had most of the route(s) lined up except for those switches/signals needed when come off one track and heading to another. Those were the days.

*Dave Lamson:* "They would never call for a signal when leaving the station or coming from or to the yards, just the in-coming mainline scheduled trains, who thought they had rights over everybody but God... They were a little impatient after coming into Boston "right on the money" and then getting a red jack out by prison Point Bridge."

"Everything was worked out ahead of time in black and white in the North Station timetable and everything went like clockwork, without a problem... unless a movement was late out of the house, or a train was late or slow loading, or there was a switch failure, or a black signal, or a track light, or a hundred other things occurring at the worst possible time (which was almost always)... It was at the discretion of the Tower A Train Director to make the decisions to get things moving again. Sometimes an incoming train had to be delayed until a move was made to keep another train from having a worse delay. As usual, the Tower got all the blame when a red signal was displayed to a train because the trainmen thought the Tower was "stiffing" them on purpose, instead of straightening out a mess somewhere else to get things moving again. If a route was already "set up", the Tower Director could take it away which would display a red signal for that route. When doing so however, the route went on "time" for a specific amount of time so that it could not be changed. This would cause traffic over or conflicting to that route to have to "sit-there" for the prescribed amount of time until another route could be set-up to get something else moving... That's when seconds appeared to pass like minutes... for everyone."

*Dave Lamson:* "Tower A, Boston one winter in the early '70's and after a heavy snow storm schedules were just getting back to normal on the evening commute. Gas heaters had been going for a time and the switches were pretty much cleared of snow. The tower director, after directing one of the levermen to clear for an outbound move over Draw one noticed an inbound about to run through an inbound signal, which conflicted with the outbound routing. "Where the hell does that SOB think he is going?", he exclaimed and punched the "panic button". The panic button activated an electric horn on each bungalow from The Fitchburg Route Home signal at house 8 all the way into House 1 at North Station. When the horn was heard to blow, all trains were to come to a complete stop and remain at the spot they stopped until notified to proceed by signal or by verbal permission. The Tower Director knew that when the panic button was pushed, The train running the signal would stop and so would all the rest of the trains running through, entering or departing the interlocking. All the trains did, in fact, stop, but it wasn't the sound of the horns blaring that caused it. When he pushed the panic button, a shot of electricity went to the horn and ignited a pocket of gas in the cable well of House 3 just outside Tower A. Instead of the blare of the horn there was a terrific "BOOM!!!" which rattled the windows and in district 3 caused every signal and switch to go out of correspondence!! Track lights

*Whistles con't*

on the model board lit up in colorful display!

"The gas had leaked along the cable runs under the snow into the cable well from the gas switch heaters and all it took was one push of the panic button to blow the door off house 3 to land way across all the main lines. The house, to the end of it's days had a definite "balloon" shape...A few days later, all was restored to normal except for the lowered height of the new door which caused many a crease to the heads of the unwary, including me."

## Some Branchlines Of The B&M

### Medford

The Medford Branch Railroad was incorporated in 1845 and absorbed by the B&M in 1846, opening in 1847. It provided a short connection from Medford Junction to Medford center, which the Boston and Lowell Railroad had bypassed.

### Saugus

The Saugus Branch Railroad was incorporated in 1848, opening in 1853 as a branch from the B&M at Edgeworth to Lynn via Saugus. The Eastern Railroad bought the line soon after and cut the connection to the B&M in 1855, connecting it instead to their new main line (the Grand Junction Railroad) at Everett Junction.

### Newburyport

The Newburyport Railroad was incorporated in 1846. It opened from Newburyport on the Eastern Railroad to Georgetown in 1849 and 1850, and west to the B&M at Bradford in 1851. The Danvers and Georgetown Railroad was organized in 1851 and opened in 1853, running from the Newburyport Railroad at Georgetown south to Danvers on the Essex Branch Railroad. Finally, the Danvers Railroad was incorporated in 1852 and opened in 1855, continuing the line from Danvers southwest to the B&M in Wakefield. The first two companies merged in 1855 to form a new Newburyport Railroad. The B&M leased the Danvers Railroad in 1853, and the combined Newburyport Railroad in 1860, making the line from Wakefield to Newburyport the main line and the old line to Bradford a branch.

### Lowell

The Lowell and Andover Railroad was organized in 1873, after the Boston and Lowell Railroad's monopoly on Boston-Lowell service ended, and the line opened in 1874 from the B&M at Lowell Junction in Andover west to Lowell, immediately being leased to the B&M.

### Methuen/Manchester

The Methuen Branch Railroad from the B&M in Lawrence through Methuen to the New Hampshire state line opened in 1849. Concurrently, the Manchester and Lawrence Railroad was chartered in 1847 and opened in 1849, continuing the line in New Hampshire to Manchester. The company leased the Methuen Branch, and leased itself to the Concord Railroad in 1850. That contract was terminated, and the B&M leased the line in 1887.

### Merrimac

The West Amesbury Branch Railroad was organized in 1868 and opened in 1873, branching from the B&M at Newton Junction in New Hampshire to Merrimac, Massachusetts (originally West Amesbury). The B&M immediately leased it.

### Alton Bay

The Coheco Railroad was chartered in 1847 and opened in 1849

and 1851, running from the B&M in Dover to Alton Bay, New Hampshire. It was reorganized in 1863 as the Dover and Winnipisogee Railroad and leased to the B&M. When the B&M leased the Concord and Montreal Railroad in 1895, it acquired the Lake Shore Railroad, a continuation past Alton Bay to the old Boston, Concord and Montreal Railroad mainline at Lakeport.

### Somersworth

The Somersworth Branch, originally the Great Falls Branch, connected the main line at Rollinsford, New Hampshire to Somersworth, where the Great Falls and Conway Railroad (later part of the Eastern Railroad system) continued north.

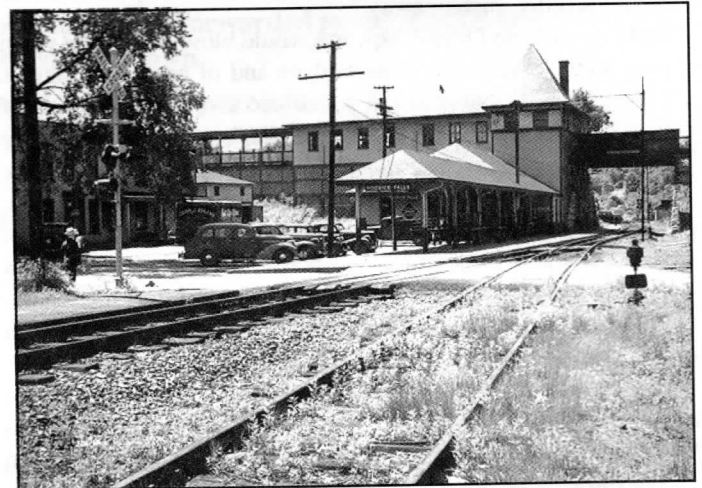
### Kennebunkport

The Kennebunk and Kennebunkport Railroad was organized in 1882 and opened in 1883 as a branch of the B&M at Kennebunk, Maine to Kennebunkport. It was immediately leased by the B&M.

### Orchard Beach

The Orchard Beach Railroad was incorporated in 1876 as a branch from the B&M in Old Orchard Beach to Camp Ellis on the Saco River. It opened in 1880 and the B&M bought it in 1893.

*Wikipedia, the free encyclopedia*



Two-level Hoosick Falls Station



Easthampton Station

*Photos editor's collection*