

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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January – February 2015

Bob Warren, Editor (bmbobwarren@comcast.net)

Visit the B&MRRHS on the web at: [www.bmrrhs.org](http://www.bmrrhs.org)

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## B&MRRHS CALENDAR

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

**January 10th:** Mal Sokol will take us back to the late 1970's to early 1980's on the D&H from Binghamton to Mechanicsville NY. Plenty of Alco's and PA's. Also locomotives and rolling stock of the B&M in the 70's and 80's.

**February 14:** Our charismatic friend Gary Gursky will take us on a railroad trip across the country visiting different railroads. Also "What was featherbedding?"

**March 14:** Gregg McFarland will entertain us with a program of the B&M in the Dover NH area in the mid 1980's. In addition, views from Rigby Yard and the D&H Railroad. Special treat: The Northern Railroad in the late 1960's.

## Results of the 2014 B&MRRHS Elections:

|              |               |          |
|--------------|---------------|----------|
| President    | Carl Byron    | 44 votes |
| V. President | Rick Nowell   | 44 votes |
| Secretary    | Wayne Gagnon  | 44 votes |
| Treasurer    | Paul Kosciolk | 44 votes |
| Directors    | Dan Hyde      | 44 votes |
|              | Russ Munroe   | 44 votes |
|              | Buddy Winiarz | 43 votes |
| Alternates   | Bob Farenkof  | 42 votes |
|              | Dave Hampton  | 41 votes |

### 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 St. Johns Hospital. Follow this to the intersection of Rts. 38 and 133 and follow the above directions to High St.

## 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.

**Society Officers, Directors and Staff**

|                |                |
|----------------|----------------|
| President      | Carl Byron     |
| Vice President | Rick Nowell    |
| Treasurer      | Paul Kosciolk  |
| Clerk          | Michael Basile |
| Secretary      | Wayne Gagnon   |

**Board of Directors**

|              |               |                |
|--------------|---------------|----------------|
| Dave Hampton | Rick Hurst    | Dan Hyde       |
| Gerry Kelly  | Paul Kosciolk | Richard Nicols |
| Jim Nigzus   | Mal Sockel    | Buddy Winiarz  |

**Alternate Directors**

Bob Farrenkopf & Dave Hampton

**Staff**

|                            |                           |
|----------------------------|---------------------------|
| Archives Chairman          | Frederick N. Nowell III   |
| Hardware Archives Chair.   | Richard Nichols           |
| Bulletin Editor            | Andrew Wilson             |
| Distribution               | Buddy Winiarz             |
| Layout and Art Director    | John Alan Roderick        |
| 410 Chairman               | Jim Nigzus                |
| Historian                  | Russell Munroe, Jr.       |
| Membership Secretary       | Buddy Winiarz             |
| Modelers Notes             | Bruce Bowden, Bob Warren  |
| Model Projects Coordinator | Vacant                    |
| Newsletter Editor          | Bob Warren                |
| Program Chairman           | Jim Nigzus, Buddy Winiarz |
| Show Coordinator           | James Nigzus              |
| Webmaster                  | Andrew Ryan               |

www.bmrrhs.org

## MEMBERSHIP

- 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. 03038-0469

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

PO Box 469

Derry, NH 03038-0469

|                   |       |
|-------------------|-------|
| Basic             | \$35  |
| Basic & Spouse    | \$38  |
| Contributing      | \$40  |
| Canada & Overseas | \$55  |
| Sustaining        | \$50  |
| Supporting        | \$75  |
| Benefactor        | \$100 |
| Corporate         | \$500 |

## MEMBERSHIP SECRETARY RETIRES

The railroad at one time was made up of mainlines and branch lines. As time went by many branch lines were abandoned. There was a station agent at one of these branch lines who received a notice that the line was to be abandoned. He had been the agent for many years. The day came and the last train stopped, the agent and crew shook hands and hugged, as they would no longer see each other. As the train moved down the line, the agent gave a final wave and went into the station and looked around for a final time. He lowered the home signal and locked the doors.

You may ask what this has to do with Membership? The Board of Directors is that mainline and all other departments are like the branch lines. I've been the Membership Secretary for fifteen years and I hope that I did a good job. Unfortunately due to medical issues I am not able to continue functioning as I have as Membership Secretary.

Thus, the B&MRRHS needs a new Membership Secretary. I will show my replacement the task involved. Access to a computer is required. A printer and labels come with the membership records. Preferably someone who resides close to the Lowell area.

Anyone who is interested, please contact the Society using this email address *CPC835-DD@juno* or at a meeting in Lowell.

I want to thank all the members who renewed yearly for their loyalty and at times made my job easier to do with change of addresses and so on...THANK YOU.

Buddy Winiarz, Membership Secretary B&MRRHS

## Amtrak's Vermonter Makes Its First Stop In Northampton

By Michael S. Gordon

Amtrak's Vermonter train service made stops in Northampton and Greenfield for the first time since the 1980s Monday, December 29, 2014.

*The Republican*



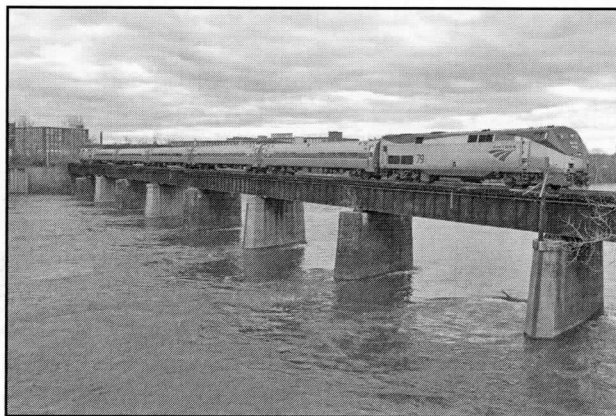
Society member Justin Winiarz (R) was conductor on the Vermonter's first trip south

## New Stop

Next summer, the Downeaster will begin stopping in Kennebunk, ME, restoring passenger train service to the town for the first time in half a century. The train will stop at the old Boston & Maine station on Depot Street. Located just south of downtown, it hadn't been used as a train station since B&M stopped running between Boston and Portland on Jan. 3, 1965.

The rail authority that operates the Downeaster service has agreed to add the new seasonal stop to its schedule. Like the stop at Old Orchard Beach, it will be active from April through October.

Submitted by **Jack Armstrong** Railpace



The Southbound Vermonter crossed the Connecticut River from Holyoke into Chicopee Massachusetts early afternoon.

*It happened 60 years ago, November 1954*  
**Boston Bound "Red Wing" Derails At Nashua Union Station**

By Wayne Gagnon



#3820 (newest and last of the class of B&M E-7', paint still "glossy", (3800-3820) straddling NH Division north/south mainline minus its twin A-1-A trucks. I believe some pictures showing her "trucks" of those of the # 3814, laying on the road at Bridge Street, north of NUS, as they went "airborne" and horizontal and left the rails. Note the old B&M/ Boston, Concord and Montreal engine house stalls at rear of photo was still in use in 1954. #3820 was going to be cut up at Nashua but was eventually "moved" to B&M Billerica Shops, evaluated for useable components, and then scrapped. Newest and first of E-7's to be scrapped. One of her prime movers (1000 HP) 567's ended up in NW-2 # 1203 along with its manifold connections to reduce engine-operating heat.

The official, ICC (Interstate Commerce Commission), report stated "excessive high speed" in excess of 75MPH from the B&M E-7's 3814 and 3820 as the cause of the derailment.

Ironic as it seems, # 3820 was the newest and last of the B&M EMD E-7's 2000HP class and, as a result of the wreck, she was sent to "Billerica Shops" for salvaging any usable components and thus the 1st B&M E-7 to be scrapped. Secondly, one of her 1000HP prime movers was installed in B&M switcher NW-2 #1203. It took several months to figure out why #1203 would overheat in service and shut down. Trying to understand the cause for overheat, "Billerica" then installed an E-7 manifold system in the #1203 carbody. She "smoothed out" and showcased her hump in carbody photos and went on about her business for many years...it was this lesson that was transmitted down to the other EMD units that led to the FT's components going into "Bluebird" GP-9's, other older units parts migrating from one "class" to another, most of the useable components from the E-7's (3800-3820)

spreading out among the other EMD products etc.

Owing to the "Red Wing" derailment at Nashua, the White River Jct. trains to Boston ferried their passengers around the scene stopping short of Nashua and had their passengers "ferried" to the new station site located cross from the station on the New Hampshire Division, "Hillsboro" branch line trackage, etc.

My dad, Paul A. Gagnon, a Portland Division engineer, was an eyewitness to the wreck from his vantage point at Nashua Union Station. He and others standing on the platform heard the approaching

"Red Wing" running at full throttle coming from Merrimack, NH southbound in that foggy and cold, misty November morning and hearing no reduction in exhaust sound and sensing trouble, they "ducked" into the tunnel (facing east and west towards the tracks) that connected the Nashua Union Station with the Railway Express Agency located at the north end of the building. It was this tunnel

that shielded them from the wreck. Where they all had been standing was the spot where the two diesel units eventually came to rest. They had been standing on the north end of the station platform to board the last coaches," deadheading to Boston", (railroad term for riding free of charge as was most granted to railroad employees), a move that probably saved them.

Dad was at the station that morning as he was going to "deadhead" on the Red Wing into Boston to cover his passenger train assignment as engineer to Dover, NH. He called my mother on the B&M phone at station, told her that the "Red Wing" had just derailed. She was instructed to call the B&M chief dispatcher in Boston, get them to send wreck equipment to Nashua. Additionally, he told her to tell the dispatcher, he was now going to now drive to Boston engine house to cover his job. No car for her that day.

Dad, along with some other B&M employees, also waiting to ride the "Red Wing" on the platform, did what they could. The two locomotives, # 3820 and #3814, still had their prime movers running, so he and another B&M engineer, went into the 3820/3814, pulled their "shut offs" and shut down their diesel power plants, as well as the oil fired steam boiler in each unit, and gave assistance to the engine crew (engineer, fireman, and head brakeman) who had been trapped in either the engine cab or within the confines of the engine power area. Nashua, NH and surrounding town's medical assistance arrived within moments of the wreck

I was 5 at the time, my dad took me down to the station the next day after he got back from Boston to view the clean up. Vivid memories.



*Appears B&M GP-7 early 1555 "class" on "southbound" NH Division mainline at "NUS", coaches on torn up "northbound" NH Div. mainline with surrounding team tracks of station and storage tracks that serviced the Johns-Mansville Gypsum (sheetrock) manufacturing plant. Note the missing passenger trucks on coaches. Johns-Mansville in those days offered their "gypsum" scrap products as "landfill" to contractors. Many of the local communities took advantage of free landfill.*



Aside, B&M E-7 # 3814 was the other unit involved in wreck suffered superficial damage and returned to service after repairs made at the Billerica Shops. In later years, in a steam boiler oil line break and fire, my dad, as engineer, would suffer 2nd degree fire burns shutting down boiler. Railroad doctor recommended one week off to recover, and returned to engine service, and later ended with 44 years of service with B&M in 1985.



*Overturned/upturned baggage/mail/ combine car fouling north/south mainlines of NH Division. Track in foreground is the northern leg of the wye from old B&M/WN&P trackage at Nashua Union Station, in the rear, and in front of Nashua engine house just north of old coaling station, where in 1935, B&M exhibited "Budd Built" 1935 "Flying Yankee" streamliner to over 10,000 visitors.*



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*Derailment photos Dan Goodwin ©collection B&MRRHS*

### Salisbury Beach For Sale

Built in 1954 by the Pullman Company for the Boston & Maine Railroad as a 6 Roomette-4 Double Bedroom-6 Section sleeping car. Assigned to service on the B&M train State of Maine Express that operated between Concord, NH & New York City. The B&M retired the car in 1966 and sold it to the Canadian National Railroad and eventually the CN transferred ownership to VIA Rail who then retired the car in 1982. After the VIA Rail retirement the car was sold into private ownership and moved to California for restoration. Amtrak certified and ready for service! Sale price \$485,000.



### Noisy Trains In Haverhill, Ma

After years of complaints, neighbors of the Bradford train station hope to see changes that will eliminate noise and fumes that are making their families uncomfortable. The problems started in the late 1980s when the MBTA Lay Over Station began operating. Neighbors have complained but some problems still remain, despite many promises made by train officials and local leaders. One short term solution offered involves removing as many as four "screamer", trains that park overnight, Officials said that these particular F40 diesel locomotives do scream when starting up and when idling and will be replaced with newer models that are less noisy and emit fewer pollutants. A further improvement on noise and pollution is planned for next spring when the engines replacing the "screamers" are also replaced. A neighbor, Bert LaCerte Jr., commented that the present site is inappropriate, and too close to our homes. Because it's in the wrong place it creates an enormous problem for the neighborhood. State representative, Linda Dean Campbell plans to formally ask the MBTA to investigate moving the layover station out of Bradford and into an industrial area in

the Merrimack Valley. Thomas Mulligan, general manager for Keolis' Boston operation told the group that he and other officials will visit the Bradford station to determine what can be done. He said, "To stop the noise you have to move the noise" \_ Following the meeting, LaCerte and neighbor, Joseph Zappala, said the proposed changes were encouraging, but they will wait to see it happen.

*The 470 470 Railroad Club via LAWRENCE EAGLE TRIBUNE via Len Bachelder*

### Legal Ruling A Free Speech Win

A Federal judge rejected a defamation lawsuit brought by Pan Am Railways and its former president, in Portland, against a small industry newsletter in a case that First Amendment advocates say demonstrates an important safeguard for the online publishing industry\_ Pan Am Systems, Springfield Terminal and former president, David Fink sued Chalmers "Chop" Hardenbergh and his newsletter, Atlantic Northeast Rails and Ports, claiming the railroad and Fink were defamed in articles published in the newsletter, distributed by E-mail. Hardenbergh responded that the statements the railroad took issue with were made by other people and quoted in his newsletter. Hardenbergh's lawyer, Russell Peirce, of Norman, Hanson and DeTroy said, "The motivation was directly intended to chill the speech of a small publication to prevent the small paper from reporting on events involving the company." The federal judge, Nancy Torresen, sided with the newsletter, granting its request for summary judgment, meaning the lawsuit did not even get to trial. Corporate lawsuits filed to silence critics are not a new threat to free speech, said Justin Silverman, executive director of the New England First Amendment Coalition. "Defendants without deep pockets are more likely to acquiesce to the plaintiffs demands because they simply can't afford to litigate", said Silverman. "This is a significant concern given the growth of small community-based publications and blogs which report news of public interest.

A Pan Am official accused Hardenbergh of being anti-Pan Am. Hardenbergh replied that he was pro-railroad, pro-railroads getting more business, and doing a good job sewing customers. Just before the lawsuit was filed a new managing team took over the railroad. Hardenbergh says now the railroad has improved significantly. The articles that formed the basis for the railroad's lawsuit involved statements made by other people that were published in Hardenbergh's Newsletter. One article described a derailment as a "perfectly predictable accident" and said Pan Am's rail system was "horrendously dilapidated". Another official described the railroad as having broken a promise to provide a certain service. In another incident, Pan Am was criticized for 'losing' rail cars. The railroad argued that none of those complaints were true, but the judge ruled that the average

reader would know the statements were exaggerations. Judge Torresen also pointed out that the railroad had previously brought a similar lawsuit against a newsletter in Washington, rather than suing another larger publication that also printed the information. That newsletter publisher also won in court but spent \$250,000 in legal fees. Peirce said, "in a way it becomes more important in this day and age as reporting and journalistic activities take place beyond the confines of well-known newspapers and magazines.

*Portland Press Herald via The 479 470 Railroad Club*

### Bridge Replacement-Kittery, Me – Portsmouth

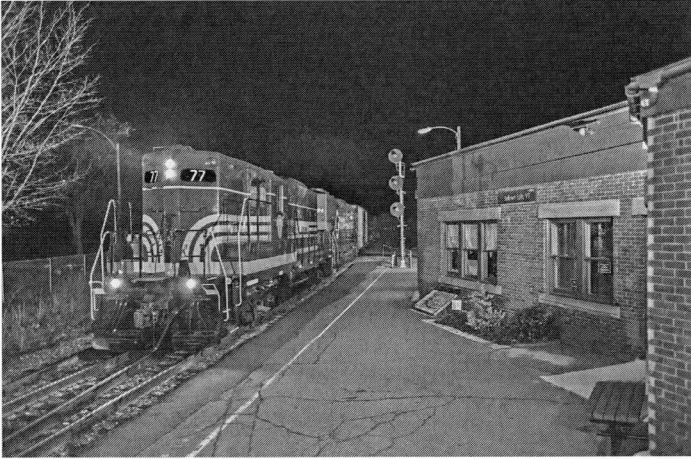
The Maine and New Hampshire Departments of Transportation reached a tentative agreement with the Cianbro Corporation of Pittsfield, Maine to construct the new bridge, crossing the Piscataqua River, replacing the present Sarah M. Long structure, for \$158.5 million. Maine governor Paul LePage, said, "I am pleased the two states have tentatively agreed on a price and am just as pleased an outstanding Maine company (Cianbro) will be employing hard working people to construct the bridge" \_ In addition, the US, Department of Transportation (USSDOT) announced an award of \$25 million to the States of Maine and New Hampshire for replacement of the rail component of the bridge. The new replacement bridge will have similar design features as the current bridge. The existing bridge is currently a two level structure that carries local and thru vehicle traffic on the upper level, for the US Route 1 Bypass between the two communities, as well as a railroad track on the lower level. Two towers lift a section of the bridge, including both the highway and the railroad tracks to enable large ships to pass through to terminals upriver. The lower railroad section, however, can be rolled laterally towards the southern portion of the bridge, creating a marine passage for smaller boats, without having to lift both levels of the bridge.

The bridge opened for service in 1940, and is one of three bridges that cross the Piscataqua River in the Portsmouth area, and all within sight of one another. One upriver a short distance carries Interstate I-95. A bridge below, also just recently replaced, is for basic local vehicle and pedestrian traffic. The bridge to be replaced was originally known as the Maine-New Hampshire (Interstate) Bridge. In 1987 that bridge was renamed the Sarah M. Long Bridge to honor the namesake who had been an employee of the Maine-New Hampshire Interstate Bridge Authority for 50 years in varying capacities, secretary to executive director. Construction on the new bridge is expected to start in late 2014 and to open for traffic in August of 2017.

The railroad track that runs across the bridge was originally part of the Boston & Maine Railroad, connecting to B&M tracks in Berwick, Maine. The train ran across the river on a trestle just up river, but that trestle collapsed on September

10, 1939 sending B&M engine #3666, and a baggage car to the bottom of the river, where they remain. Currently the tracks lead southerly, to the Portsmouth Naval Shipyard, actually located in Kittery, Maine, and are used primarily to transport submarine power materials. The funding for the rail component of the new bridge, \$25 million to each state, is by a grant from the Transportation Investment Generation Economic Recovery (TIGER).

*The 470 470 Railroad Club via Progressive Rail via Howard Betts*



### Pan Am Heritage Engine Returns To Bellows Falls

By Gary Knapp

The evening of November 4th and morning of the 5th marked the return to Bellows Falls, VT of Pan Am Railways Boston and Maine Heritage engine ST 77. Like the engine's previous visit accompanied by the Maine Central Heritage engine, it came out of East Deerfield Yard powering EDBF but this trip the photogenic engine stayed overnight in nearby North Walpole.

NECR local 601, coming down from White River Jct. pulled into nearby N. Walpole behind GP 38 #3845. Then the Pan Am local BF-1 called the dispatcher to say they were ready to go north to switch Claremont with the ST 77 now that 601 had cleared the passing track! I'm listening intently by now of course, and realize EDBF has come and gone already. After driving up to check out BF-1 as it headed north I returned and set up the lights around station, the first of two locations I hoped to catch ST 77 at tonight.

First though, the NECR local came down past the station and backed in to the Patch track to make its set off and pick up of interchange traffic with Vermont Rail System, (VRS) providing me with a valuable test shot to judge my lighting with. When 3845 came back out onto the main at the station, the crew mentioned to me that the Pan Am local would be waiting at Claremont for 601 to get past them before returning south to where I was waiting.

Once 601's crew performed further switching moves in N. Walpole silence descended as they left town northbound to meet BF-1 in Claremont. About one hour later 77's air horn announces BF-1 is back in N. Walpole as the crew calls out signals moving toward me. A beautiful overnight with temps around fifty and no rain suddenly became gorgeous! Here came another chance at a night photo of the B&M Heritage engine!

Headlights come across the bridge over the Connecticut River separating Bellows Falls from N. Walpole, and Springfield Terminal (ST) 77 clumps across the VRS diamond just beyond the signal mast in the photo! As Engineer "Bump" slows down to eventually drop off his conductor to throw a switch, I watch the pilot of 77 reach my mark and press the shutter release. I have the lighting turned down so much I hardly notice the flash of light! But I was glad I had turned the flash output way down once I saw the resulting night photo. 77 looks great AND the station does also! I exchange greetings with the crew, who seemed to enjoy having their picture taken in a GP-9

*Gary took the photo on November 5, '14 at 02:33.*

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#### Notable B&M Passenger Trains

*Alouette/Red Wing:* (Boston - Montreal)  
*Ambassador/New Englander:* (Boston - Montreal)  
*Bar Harbor Express:* (Washington - Ellsworth, Maine)  
*Cheshire:* (Boston - White River Junction)  
*Day White Mountains:* (New York - Berlin, New Hampshire)  
*East Wind:* (Washington - Bangor, Maine)  
*Flying Yankee:* (Boston - Bangor)  
*Green Mountain Flyer:* (Boston - Montreal)  
*The Gull:* (Boston - Halifax, Nova Scotia)  
*Kennebec:* (Boston - Portland - Bangor)  
*Minute Man:* (Boston - Troy, New York)  
*Montrealer/Washingtonian:* (Washington - New York - Montreal)  
*Mountaineer:* (Boston - Littleton/Bethlehem, New Hampshire)  
*Pine Tree:* (Boston - Portland - Bangor)  
*State of Maine:* (New York - Portland)

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#### Mt. Tom Power Station Closure

Owners of the Mt. Tom coal fired power station are closing down the plant. The shut down was economic decision.

*Submitted by Jack Armstrong Railpace*

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#### Fallen Flags

Robert F. Gould of Hollis, N.H. passed away December 9, 2014 at the age of 100. Mr. Gould was the oldest member of the Boston & Maine RR historical Society. He is believed to have one of the largest collections of railroad station postcards in the United States.



Miles from Boston

# WATER SUPPLY STATISTICS

# WHITE MTS. DIVISION

| STATION | LOCATION            | STANDPIPES            |      |      | TANKS           |             |      | SUPPLY      |        | Estimated Daily Consumption | Kind of Power for Pumping | Cost of Power per 1,000 Gals. | Cost of Opr. Labor per 1,000 Gals. | Head in Feet at Standpipe Outlet | Size of Standpipe Mains | Total Cost per 1,000 Gallons |
|---------|---------------------|-----------------------|------|------|-----------------|-------------|------|-------------|--------|-----------------------------|---------------------------|-------------------------------|------------------------------------|----------------------------------|-------------------------|------------------------------|
|         |                     | No.                   | SIZE | MAKE | STYLE           | No.         | KIND | CAPACITY    | SIZE   |                             |                           |                               |                                    |                                  |                         |                              |
| 85      | Northfield          | Station               |      |      |                 | 1           | Wood | 50,000      | 3"     | Owned                       | Gravity                   |                               |                                    | 15                               | 12"                     | .01                          |
| 90      | Tilton              | Bridge So. of Station | 1    | 8"   | Poage           | D           | "    | 25,000      | 4"     | Purchased                   | Town                      |                               |                                    | 20                               | 8"                      | .045                         |
| 101     | Lakeport            | South of Station      | 1    | 6"   | B.&M.R.R.       | Screw Valve |      |             |        |                             |                           |                               |                                    | 20                               | 8"                      |                              |
| "       | "                   | North "               | 1    | 10"  | Poage           | H           | 1    | Wood        | 50,000 | 3"                          | Owned                     | Pump                          | Water Power                        | .00                              | .015                    | .015                         |
| 106     | Weirs               | South "               | 2    | 4"   | B.&M.R.R.       |             | 1    | Stone Rest. | 72,000 | 6"                          | "                         | Pump & Gravity                | Steam                              | .035                             | .03                     | .07                          |
| 123     | Plumouth            | No. & So. "           | 2    | 8"   | Poage           | D           | 1    | Wood        | 50,000 | 4"                          | "                         | Pump                          | "                                  | .02                              | .06                     | .09                          |
| 134     | Thornton            | North "               |      |      |                 |             | 1    | "           | 15,000 | 4"                          | "                         | Gravity                       |                                    | 11                               | 7"                      | .01                          |
| 145     | Lincoln             | Station               |      |      |                 |             | 1    | "           | 24,000 | 1/2"                        | *Purchased                | Parker & Young Co.            |                                    | 11                               | 7"                      |                              |
| 139     | Wentworth           | North of Station      | 1    | 8"   | Poage           | D           | 1    | "           | 50,000 | 4"                          | Owned                     | Rams                          | 1 1/2" Rife Ram                    | 16                               | 8"                      | .005                         |
| "       | "                   |                       |      |      |                 |             |      |             |        | 2 1/2"                      | "                         | Pump                          | Steam                              | .075                             | .107                    | .19 $\phi$                   |
| "       | "                   |                       |      |      |                 |             |      |             |        | 2"                          | "                         | Gravity                       |                                    |                                  |                         | .01                          |
| 148     | Glenclyff           | North of Station      |      |      |                 |             | 1    | Wood        | 50,000 | 4"                          | "                         | "                             |                                    | 15                               | 7"                      | .01                          |
| 152     | Oliverian           |                       |      |      |                 |             | 1    | "           | 40,000 | 8-1 1/4"                    | "                         | Rams                          | 8-#70 Douglas Rams                 | 15                               | 7"                      | .01                          |
| "       | "                   |                       |      |      |                 |             |      |             |        | 2"                          | "                         | Pump                          | Steam                              | .055                             | .27                     | .33 $\phi$                   |
| 166     | Woodsville          | Near Engine House     |      |      |                 |             | 1    | Wood        | 34,800 | 3"                          | Purchased                 | "                             |                                    | 12                               | 7"                      | .01                          |
| "       | "                   | Main Line             | 2    | 8"   | Shaffield Poage | "B          | 1    | "           | 47,900 | 2"                          | "                         | "                             |                                    | 23                               | 8"                      | .01                          |
| 176     | Lisbon              | Sidetrack             |      |      |                 |             | 1    | "           | 34,800 | 1 1/2"                      | "                         | Gravity                       |                                    | 12                               | 7"                      | .10                          |
| 186     | Littleton           | Main Line             |      |      |                 |             | 1    | "           | 28,600 | 1 1/2"                      | "                         | "                             |                                    | 12                               | 7"                      | .10                          |
| 192     | Wing Road           | " "                   | 1    | 7"   | Poage           | Rigid Arm   | 1    | "           | 24,300 | 3"                          | Owned                     | Rams                          | 3-#4 Rife Hyd. Rams                | 12                               | 8"                      | .005                         |
| 197     | Whitefield Junction | " "                   | 1    | 8"   | "               | D           | 1    | "           | 34,000 | 5"                          | "                         | Pump                          | Kerosene                           | .03                              | .022                    | .06                          |
| 208     | Lancaster           | In Engine House       |      |      |                 |             | 1    | "           | 2,300  | 1"                          | Purchased                 | Gravity                       |                                    | 12                               | 4"                      | .10                          |
| 218     | Groveton            | Main Line             |      |      |                 |             | 1    | "           | 28,600 | 1 1/2"                      | "                         | "                             |                                    | 8                                | 7"                      | .04                          |
| 196     | Bethlehem Junction  | Near Engine House     |      |      |                 |             | 1    | "           | 40,000 | 1 1/2"                      | Owned                     | "                             | summer only 10,000                 | 10                               | 7"                      | .01                          |
| 205     | Fabyan              | M.C.R.R. Siding       | 1    | 8"   | Poage           | D           | 1    | "           | 42,000 | 1 1/2"                      | "                         | "                             |                                    | 12                               | 8"                      | .01                          |
| 205     | Profile             | South of Station      |      |      |                 |             | 1    | "           | 6,903  | 1 1/4"                      | Purchased                 | "                             | summer only 14,000                 | 12                               | 8"                      | .01                          |
| 205     | Cherry Mountain     | Main Line             |      |      |                 |             | 1    | "           | 40,000 | 2"                          | Owned                     | "                             |                                    | 8                                | 7"                      | .01                          |
| 212     | Bowman              | " "                   |      |      |                 |             | 1    | "           | 28,600 | 2"                          | "                         | "                             |                                    | 8                                | 7"                      | .005                         |
| 226     | Berlin              | " " North Yard        |      |      |                 |             | 1    | "           | 28,600 | 2"                          | Purchased                 | "                             |                                    | 10                               | 7"                      | .10                          |
| 196     | Bethlehem Junction  | Near Engine House     |      |      |                 |             |      |             |        | 2"                          | Owned                     | Pump                          | Steam                              | .078                             | .102                    | .18 $\phi$                   |

\* Water is furnished by Parker & Young in exchange for use of tank from which their engines take water.  
 $\phi$  Used only in case of Emergency.