

Boston & Maine Railroad Historical Society  
19 *Incorporated* 71

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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May – June 2016

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, Lowell, MA unless otherwise indicated.

At our March meeting, Henry Marrec took us on an incredible journey from years past of New England Railroad. Henry converted super “8” movies to DVD and he also narrated them. We visited B&M facilities in Cambridge and Somerville and then all over the B&M system. We were also treated to MEC, BAR, D&H railroading. Henry did an outstanding job narrating these films. For many in the audience it brought back fond memories. It’s hard to believe how much of what Henry showed us is no longer there. Thank you again Henry.

**May 21st** in Plymouth, NH at the Railroad Station. The Building of the Hoosac Tunnel with Jerry Kelley. Meeting is from 1:00 to 3:00 PM. Jerry’s talk will center on the construction of the Hoosac Tunnel and methods used to bring the six headings together with amazing accuracy, even by today’s standards. The PowerPoint presentation will outline the construction methods used. Jerry will have models on hand and will end with a question and answer session. Full detailed flyer in previous newsletter.

**June** – No regular membership meeting in June

**July 30 and 31<sup>st</sup>** – Lowell Folk Festival, downtown Lowell. #410 Locomotive and railcar on Dutton St. will be open from 10:00 AM to 5:00 PM on Saturday and Sunday.

## 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.

PO Box 469  
Derry, NH 03030  
bmrrhs@gmail.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	Rick Nowell
Vice President	Paul Kosciolk
Treasurer	Paul Kosciolk
Clerk	Michael Basile
Secretary	Wayne Gagnon

**Board of Directors**

Carl Byron	Robert Farrenkopf	Rick Hurst
Dan Hyde	Russ Munroe	Jim Nigzus
	Mal Sockel	

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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

**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

March 2016

Dear Society Member:

Thank you for electing me as your new president.

I am a native and resident of Andover, Massachusetts. I have been an active railfan since the 1960s, a member of the Society since the 1980s, the Society's archives chairman since 1998, and webmaster since 2014.

Throughout my years of service to the Society I have been impressed by what can be accomplished by volunteers. The 410 and combine restoration, the Archives at Lowell, participation at railroad shows, monthly membership meetings, fan trips, the Hardware Collection, the sale of merchandise, the Newsletter, Modelers Notes, two web sites, and of course the B&M Bulletin are, incredibly, all done to a high quality without any paid help.

My principal goals while I am president are two:

To help all of you get the most enjoyment possible from your membership in our Society.

Work with the Board to keep the Society on track for a good future for many years to come.

I hope all of you will consider volunteering a little of your time to help us continue our educational and preservation programs that make us among the very best of the railroad historical societies.

If you would like to volunteer, please email me at [fnowell3@yahoo.com](mailto:fnowell3@yahoo.com). Some of our volunteer opportunities don't require you to live near our headquarters in Lowell, Massachusetts.

Sincerely,

/s/ *Rick Nowell*

Frederick N. Nowell, III

President

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### **Numbering of Snow Plows**

Scott Whitney notes that the wood Russell plows ended at W3729 and the steel started from there.

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### **Claremont Concord Railroad Poised For Sale**

Though no agreement has been reached, it appears Genesee Wyoming Industries is poised to acquire the Claremont Concord Railroad, which consists of two separate rail lines out of (1) Claremont and out of (2) Lebanon, in New Hampshire. The CCR has a 120-year history of operation. The line out of Claremont is CCR owned while the Lebanon Line is owned by the State. G&W would likely takeover operation outright on the Claremont Line. G&W might inherit the Lebanon Line rights. However, it's possible the State would ask for bids for its operation. G&W is said to be ready to send at least one SW1500 to work the Claremont

segment, with the likelihood of the Alco S4's currently in use either scrapped or trucked off the property.

Submitted by **Roy Scrivner**, *Midwest Rail Scene Report*

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### **Abandonment on the M&L**

On 'December 31, 2014, Springfield Terminal Railway filed a verified notice of exemption with the STB to discontinue service over the Manchester & Lawrence Branch in Lawrence, MA, extending from milepost 0.00 to milepost 1.4.

**Jack Armstrong** via Railpace

## In Memoriam

### Francis J. Winiarz

Buddy, husband of Kathy Winiarz, of Derry, MA, died Tuesday evening, March 29, '16 at his residence due to complications from Diabetes.

Born and raised in Salem, was a graduate of Salem High School, class of 1968, Vietnam Era veteran serving in the US Navy and a life member of the VFW, Post #1524 of Salem.

Buddy and his wife have resided in Derry since 1980.

Prior to his retirement he was employed by the US Postal Service and was an actively involved with the Boston & Maine Railroad Historical Society last serving as Membership Secretary.

Besides his wife, with whom he shared 36 years of marriage, he is survived by two sons and a daughter, Justin, Kristopher and Jennifer, all of Derry and one brother, Mark of Salem, MA

Visitation was held Sunday, April 3, at the Full-Spychalski Funeral Home, Salem. Private services will be held at a later date at the convenience of the family.

### Vincent M. Bernard

Vincent M. "Vin" Bernard, noted B&M signal authority, died unexpectedly at his home in December. Until his retirement he was employed as an electrical engineer at Portsmouth Naval Shipyard. An avid railroad hobbyist, Vin authored B&M *Bulletin* articles on B&M signaling systems and the West End, submitting many photos and comments to the *Bulletin* illustrative of signaling equipment and practice. He was member of the B&MRRHS Archives Committee.

## Wheel Report For March 2016

By Paul Hallett Conway Scenic Railroad

In the roundhouse the work on coach #6745 is almost complete. As soon as 6745 comes out of the house, we will start working on our locomotives as time is actually getting short! Opening day (April 16) will be here before you know it! GP7 #573 needs 368-day air work and a 92-day inspection. I expect that we will be starting the season with her. Next in will be GP9 #1751. This is the only locomotive in the fleet that doesn't require any periodic air brake work, but it does need a 92-day inspection. 573 and 1751 will cover our spring season train service. Once again, because of all of the other work going on, we have decided to put off painting 1751, so she will continue to be in the modified New York Central scheme as we received her from Finger Lakes. The work on Notch open coach #1308 continues in stall #2. We're actively working on 7470.

## Claremont Concord Abandons Approximately 1 Mile Of Track

In January 2015, the Claremont Concord filed with the STB plans to abandon 0.97 miles of track (former B&M Northern Main) between mileage B140 and B141 in Lebanon, NH,  
*Jack Armstrong* via Railpace

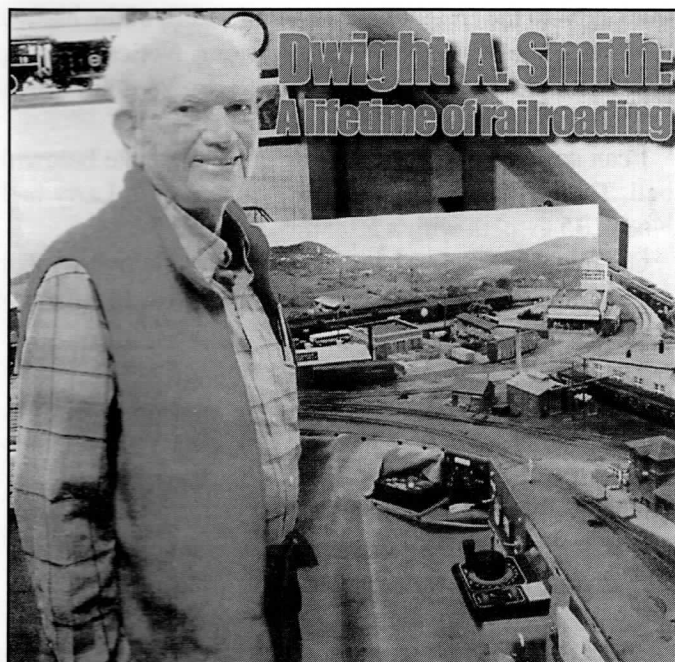
## The B&M's Own Railroad Dog

"Bozo", pet of the Manchester, N.H., yards, occupies a smart-looking doghouse located right in the Boston & Maine yards. Engines and cars rumble past his residence all day long and most of the night, a few yards away, but don't seem to disturb him at all. "Bozo" wandered onto B&M property more than two years ago and has been there ever since. His special pal is Arthur Gilmore, yard helper. "Bozo" follows the yard goat up and down, apparently having decided that's his special job, but shows sense in avoiding danger.

*December, 1943 issue of Railroad Magazine Submitted by Steve Vallee*

## Amtrak Has Created A New Northeast Corridor Website

This new website focuses on infrastructure projects, and infrastructure needs to meet the growing demand for passenger rail. The new website includes project information and updates, maps, graphics, and other resources about several NEC infrastructure projects now under construction or in the planning stage. One of the highlighted projects is replacement of the Baltimore & Potomac Tunnel in Maryland. Go to [nec.amtrak.com](http://nec.amtrak.com).



## Former Conway Scenic RR Owner Dwight Smith's Model Railroad's As Realistic As They Come

By Tom Eastman

Dwight considers himself lucky. A lifelong rail fan spending 26 years working for the Boston and Maine Railroad, he then helped found the Conway Scenic Railroad. Since his retirement in 1990 he has rediscovered his love for model railroading.

A plaque from the National Model Railroad Association dated Nov. 29, 2003, proclaims Smith as a Master Model Railroader out of 25,000 members, he is listed as No. 329.

Earning that recognition was the fulfillment of a lifelong dream. Seven other plaques are also on display, recognizing each of the seven steps needed to attain the model railroad mastery.

Son of a merchant marine, he was born in Baltimore, Md. his father's homeport. They moved next to Brooklyn when he was 3. That's where he was living when at age 5; their neighbor bought him a Lionel train set, over time Dwight migrated to HO scale, approximately half size to the Lionel train.

Serving in the Navy during World War II, Smith attended Dartmouth College on the GI Bill after the war, graduating in 1947. He took a job with the Boston and Maine three days after graduating.

Then he started his "real-life Lionel large scale train – the Conway Scenic."

### CONWAY SCENIC'S Beginning's

The idea for the Conway Scenic was launched when Smith came to North Conway in 1968 on a Massachusetts Bay

Railroad Enthusiasts excursion to the then shuttered 1874-era North Conway Train Station.

He said he was immediately struck by the potential for a tourist railroad.

"It was all there: the station, the working rail yard, the roundhouse, all located right across from the park and the businesses of Main Street of North Conway Village. I knew the (Boston and Maine) had sold it. But I didn't know to whom. In short: location, location, location," quipped Smith.

He asked around town as to who owned the station, and was told Carroll Reed and

Bill Levy had bought it with the help of Frank Kennett in the early 1960s after the last trains had run. There had been speculation that the historic station might be razed for a gas station, or turned into a restaurant.

Kennett, Reed and Levy bought it to preserve the village landmark, Smith returned to Portland. Then he called up Reed and Levy to set up a meeting.

"We met at Carroll's office. We had a handshake agreement after a half-hour, which is what guided us over the next six years until we incorporated the Conway Scenic in 1974," said Smith.

Smith obtained the rolling stock, including steam locomotive No. 7470, the CSRR's beautiful steam locomotive that is currently undergoing a restoration.

"The 7470 was built in 1921, and I was born in 1925, so I like to say we are both still going strong" said Smith.

Smith stepped down from the B&M in 1973, and in May 1974 Smith, Reed and Levy formed a 3-way corporation 'Conway Scenic RR' which opened in August 1974 with 8 miles of trackage along the old B8-M line between Conway and Intervale.

Smith and his wife Gee (after whom the railroad's 1898 built "Gertrude Emma" Pullman parlor car is named) ran the railroad, with Dwight overseeing railroad operations and Gee setting up and running the gift shop.

Smith retired in 1990 from the Conway Scenic.

Based on an article published In Feb. 27, '16 Issue of the *Conway Daily Sun*

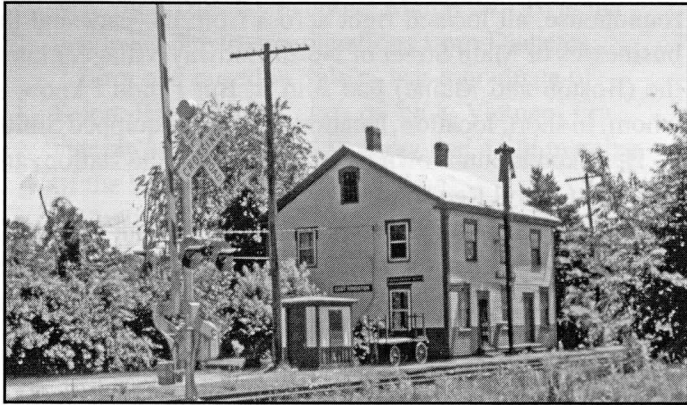
## East Kingston Memories

From Ed Johnson

In the January - February Newsletter Jack Dziadul's story about the B&M East Kingston, NH station brought back many memories for me. When I was three years old, my mother would put me on a B&M train at Durham and 20 miles later my grandfather, George Edward Morrill, would take me off at East Kingston. He was the B&M station agent there from 1928 to 1944. I saw my first diesel there in 1944 (I was born in Exeter April 26, 1941). So, the B&M made

such an impression upon my young mind that it became my favorite railroad.

George was appointed agent at York Beach, ME in 1906. He and Carrie bought a house on Ridge Road about 300 feet west of the station. That station closed in 1927. In 1928, he



was assigned to East Kingston. He did not live in the station but rented the older part of the Frank Lee house, on the hill, west of the station on Rt. 107, near the Methodist church (my parents were married there on December 30, 1939). There was a small schoolhouse between the church and the Lee house. He told me they rented because he did not know how long the B&M would keep him in East Kingston. I was glad he kept the York Beach house so I could enjoy the beach and ocean in the summer. He regretted that he had to retire, during World War II, in late 1944 at age 66 due to his diabetes. He died in East Kingston in August 1954.

I believe that there was another George Morrill (no relation) that was an agent at East Kingston after my grandfather.



Attached is a photograph taken by my father, Lawrence Arnold Johnson, in 1943. I captioned it:

“A southbound extra Boston & Maine freight train storms through East Kingston, NH in the summer of 1943. The B&M 4-8-2 Mountain 4100 series crosses state route 107 also known as Depot Road. The crossing tender (out of sight on the right) came out of his shelter on the northeast corner of the crossing to lower the gates to protect the train. The

track next to the freight house extends north of the highway to service the A. Poggio General Store. Notice the Jenny gasoline sign. The train came from Rigby Yard in Portland, ME with the destination unknown.”

I can see a four, a one and a zero on the plate below the bell. The last digit could be a zero, a two or ?. Larry had a Kodak 35 camera with a 50mm lens.

On July 22, 1986, I learned from the new owner of the general store that the Lamson family was living in the station. A photograph is attached.

Thank you for triggering the memories.

### After Years In Lincoln, Flying Yankee Train May Be Headed To Concord

By John Koziol

Union Leader Correspondent

The Flying Yankee train may soon be rolling again, but probably not in the way its many fans would have liked.

A sleek, streamlined diesel-electric, the three car Flying Yankee went into service with the Boston and Maine-Maine Central Railroad in 1935 and until 1957 it operated on a route that daily took it some 750 miles between Portland, Boston and Bangor, according to a history on the Flying Yankee Restoration Group website at [www.flyingyankee.com](http://www.flyingyankee.com).

Despite being financially successful, the Flying Yankee succumbed to the rise of the automobiles and the coming of the interstate highway system. Its owners donated the train to the Edaville Railroad in Carver, Mass.

In 1997, Bob Morrell, the then owner of Story Land in Glen, bought the Flying Yankee and stored it there. Later it was trucked down to the Claremont Concord Railroad at Claremont Junction for Phase I of its restoration. Some eight years later, the train, again by truck, and now owned by the State of New Hampshire, returned north, this time to the shops of the Hobo Railroad, here in Lincoln, where it has been ever since.

Now, said Lou Barker, the railroad planner for the NH Department of Transportation's Rail & Transit Bureau, it may be headed back downstate sometime this summer.

On Tuesday, Barker said the FYRG, with which the state has a memorandum of understanding regarding the Flying Yankee, “is looking for alternatives in the City of Concord,” where it could be stored and further renovated.

Wayne Gagnon of the FYRG on Wednesday said it could cost between \$60,000 and \$125,000 to get the train – which was also known as the “Minuteman,” “The Cheshire,” and the “Mountaineer” – to the area of the former Concord Railroad Shops complex on South Main Street.

There, he said, the Steenbeke family who own the Big Jim's Home Center have offered a siding to the Flying Yankee.



"It would be a homecoming of sorts," said Gagnon, because the Flying Yankee was maintained in the Concord shops for all but two years of its operating life.

A self-described "avid train enthusiast" who was "born into the B & M," Gagnon, who is retired and lives in Keene, has a special affinity for the Flying Yankee. He said his father, grandfather and godfather were all locomotive engineers at one time of the train and recalled that his first ride in the cab of a train came when he was three and it was in the Flying Yankee.

Gagnon thanked the Hobo Railroad for being "a totally gracious host" in accommodating the Flying Yankee for so long, acknowledging that "we're taking up valuable space" in what is an active train yard.

Funds to the FYRG "have not been forthcoming for assorted reasons so the train has basically been in storage and it's been in the way, if you will, of an active railroad shop and business so it's a good time to move the train," said Barker, adding that "nothing is set in stone," however, regarding the move.

Gagnon believes that by moving the Flying Yankee to Concord where it will be even more open, accessible and visible to the public, the FYRG will be able to raise the money needed to not only bring it back to running condition but, in fulfillment of Morrell's dream, to have it carry passengers while serving as a piece of living history.

Barker said that about a decade ago, the state and FYRG estimated that it would cost about \$2.5 million to restore the Flying Yankee with the parties also agreeing that a million-dollar endowment fund should be created to cover operation and maintenance.

There has been a definite lack of donations to and no corporate sponsorship of the FYRG in recent years, said Gagnon, but maybe that will soon change for the better.

"It's a wonderful project," Barker said of the work of the being done by the FYRG, "and it's a wonderful train."

### **Flying Yankee Moving To Concord, NH**

At its monthly meeting on April 11, a resolution was presented by Mr. Tom Aspell, Jr., Concord, NH, City Manager, on behalf of "The Flying Yankee Restoration Group". This resolution, as presented to City councilors, would authorize the City Manager and City of Concord to form a working partnership with the FY committee at no monetary commitment by City of Concord, at this time, to accept the FY committee proposal to relocate B&M 6000 from Lincoln, NH to the Steenbeke property on the former B&M Concord Shops acreage, and work to partner with business and civic organizations to promote the heritage and economic value of an engineering icon.

A motion was made to accept, councilors on a voice vote voted unanimously to accept. Motion accepted..

Based on above, the FYRG now has the "green signal" to proceed ahead with "new home" planning..

*Submitted by Wayne Gagnon*

### **Track Upgrade Salem to Peabody**

By Steven Butterworth

Guilford MOW crews upgraded the track from Salem to Peabody last fall to better serve Rousselot, which operates the former Eastman Gelatin plant. This track leaves the Eastern Route mainline about 200 feet east of Salem, at Northey Point interlocking, east of the tunnel under downtown Salem. It was built as part of the Salem & Lowell RR. At Peabody Square the South Reading Branch went west to present-day Wakefield. (The wye track out of the tunnel curving toward Peabody was removed in the 1980's when the station parking lot was built). Amtrak laid welded rail and good ties from the mainline switch to a maintenance building it built about 1988 opposite Bridge St about 1/4 mile from the switch.

The recent work involved the main track and the passing siding at Bridge St. and the route through Peabody Square to the Rousselot plant, about 2 miles total. Today there are no other customers or switches on this segment; the switch near Peabody Sq., which connected to Danvers, was removed perhaps 15 years ago. Two B&M gondolas of ties arrived at Bridge St. in mid October on the stub of a now broken passing track. An impressive array of "yellow machines" used this track to tie up, a large tie inserter, rubber tired loader, tie crane, spiker, ballast regulator and a MK IV tamper. Visitors arrived in the form of a large hi-rail flat truck with attached crane handling ties and rail, and various track crew pickup trucks bearing men and tools.

The work consisted of replacing ties, replacing joint bars and bolts as needed, spreading new stone ballast, and tamping to level and line. Additionally, grade crossings at Goodhue St., Salem and Allens Lane, Peabody were completely replaced: rail, ties and ballast, and pavement. Four cars of ballast arrived November 9. The crossings were done on Saturdays Nov. 7 and 14. A total of 14 more cars of ballast were spread by the Salem switcher crew Nov. 18 and Dec. 4. Freight service to Rousselot continued throughout the work period. The tamper and regulator were busy into December.

Tank cars of acid were delivered to Rousselot in the first week of February. The track now meets the FRA Class 1 standard, which is required for Hazardous Materials. Rousselot receives bone chips in covered hoppers once or twice a week, 4 to 6 cars at a time. Acid loads are 2 to 3 cars at a time. The acid had been delivered by truck from about 2005 through 2015. That Hazardous Material is now back on the rails and not dodging heavy auto traffic on Rt. 128.

The Salem Switcher also handles a few tank cars for Univar, which has a siding adjacent to the mostly abandoned Castle Hill yard in Salem.



### Danvers officials seek train station solution

By Ethan Forman Staff Writer

The 1868 Danvers train station sits on the location of the Townsend Oil land.

The final destination of the town's last remaining train station is anyone's guess, but planners and officials want to see it moved and saved by the spring of 2016.

The station is the last remaining of nine train stations that once dotted the town, and efforts to find a new location for it have been mounted off and on for more than a decade.

Driving the project forward is last year's \$750,000 earmark in a state environmental bond bill. The earmark would pay to renovate the station and relocate it to a

municipal lot on Hobart Street. The plan has proven controversial.

Bartha said the earmark could be changed to allow the station to be located on some other piece of town-owned property, though finding just the right site been difficult.

Officials said the owner of the station, Townsend Energy, might want to move the structure to redevelop the property where it sits. Townsend's property is adjacent to the Danvers Rail Trail.

### Salem news

David Le/Staff File Photo

### Diesels Are Slashing Boston & Maine Operating Expenses

The thundering, red and yellow, oil-swallowers saved the railroad \$1,750,000 on its 1946 fuel bill for locomotives. The 114th annual report of the carrier, just made public, reveals that in the last few months of 1946, after all Diesels on order had been delivered, eighty percent of the gross-ton miles in freight service and thirty-nine percent of the passenger train car miles were Diesel hauled. Management states that if this movement had been made entirely with steam locomotives, the increase in costs for locomotive fuel would have been about \$1,750,000. 1946 freight revenues for the B&M were the highest of any peacetime year, but the rate of return on the carrier's capital investment was only 1.8 percent, not sufficient to meet the income mortgage sinking fund or provide any dividends to stockholders.

Equipment obligations, however, are not included in the long-term debt outstanding in the hands of the public...89 million dollars plus on December 31, 1946. The directors state that no recapitalization of the road is being considered at present.

February 1948 issue *Railroad Magazine*: Submitted by Steve Vallee

### CP 1800

Used on the Alouette and Red Wing shown in the 1958 paint scheme.





# BOSTON <sup>AND</sup> MAINE RAILROAD.

GENERAL SUPERINTENDENT'S OFFICE.

ORDER NO. 198.

TO STATION AGENTS:

Prizes have been awarded for flower displays at Stations on the Boston & Maine Railroad for the season of 1896, as per the recommendation of the Examining Committee, Messrs. Myron Taylor and Frank H. Dodge, as follows, viz.:

**1st Class. Prize \$50.00.**

Cliftondale, . . . . . Mass.

**2nd Class. Prize \$40.00 each.**

Portsmouth Round House, N.H.

**3rd Class. Prize \$30.00 each.**

Atkinson, . . . . . N.H.  
 Bedford, . . . . . Mass.  
 Bell Rock, . . . . . "  
 Kennebunk . . . . . Me.  
 Meadowview, . . . . . Mass.  
 Swampscott, . . . . . "  
 Waverly, . . . . . "  
 West Somerville, . . . . . "  
 Wing Road, . . . . . N.H.

**4th Class. Prize \$20.00 each.**

Belmont, . . . . . Mass.  
 Brown's Crossing, . . . . . "  
 Devereux, . . . . . "  
 East Lexington, . . . . . "  
 Madbury, . . . . . N.H.  
 Newburyport, . . . . . Mass.  
 Somerville Highlands, . . . . . "  
 South Lancaster, . . . . . "  
 West Peabody, . . . . . "  
 Wilton, . . . . . N.H.

**5th Class. Prize \$15.00 each.**

Ayer, . . . . . Mass.  
 Bayside, . . . . . N.H.  
 Brattle Station, . . . . . Mass.  
 Glenwood, . . . . . "  
 Greenfield, . . . . . N.H.  
 Hillsboro, . . . . . "  
 Linden, . . . . . Mass.  
 New Boston, . . . . . N.H.  
 Ossipee, . . . . . "  
 Sanbornville, . . . . . "  
 South Georgetown, . . . . . Mass.  
 Tower Hill, . . . . . "  
 Wayland, . . . . . "  
 West Chelmsford, . . . . . "  
 Woburn, . . . . . "

**6th Class. Prize \$10.00 each.**

Barbers, Tower House, Mass.  
 Boxford, . . . . . "  
 Bradford, . . . . . "  
 Byfield, . . . . . "  
 Ferncroft, . . . . . "  
 Greenland, . . . . . N.H.  
 Howes, . . . . . Mass.  
 Jefferson Meadows, . . . . . N.H.  
 Madison, . . . . . "  
 Melrose, . . . . . Mass.  
 Newton Junction, . . . . . N.H.  
 North Street (Salem), . . . . . Mass.  
 Seabrook, . . . . . N.H.  
 Tewksbury, . . . . . Mass.  
 Wakefield Junction, . . . . . "  
 Weston, . . . . . "  
 Windham Junction, . . . . . N.H.

**7th Class. Prize \$5.00 each.**

Barre Plains, . . . . . Mass.  
 Beach Bluff, . . . . . "  
 Bennett Hall, . . . . . "  
 Clifton, . . . . . "  
 Dalton, . . . . . N.H.  
 East Wakefield, . . . . . "  
 Green Street Cr. (Woburn), Mass.  
 Harvard, . . . . . "  
 Hudson Crossing, . . . . . "  
 Jefferson Highlands, . . . . . N.H.  
 Kennebunkport, . . . . . Me.  
 Lancaster, . . . . . Mass.  
 Lee, . . . . . N.H.  
 Martins, . . . . . "  
 Nashua Junction, . . . . . "  
 Nashua (Otterson Street), . . . . . "  
 Parkers, . . . . . "  
 Park Street, . . . . . Mass.  
 Portsmouth, . . . . . N.H.  
 Prides, . . . . . Mass.  
 Rowley, . . . . . "  
 Sandown, . . . . . N.H.  
 Sterling Junction, . . . . . Mass.  
 Stratham, . . . . . N.H.  
 Turnpike, . . . . . Mass.  
 Wamesit, . . . . . "  
 Wellington, . . . . . "  
 West Concord, . . . . . N.H.  
 West Epping, . . . . . "  
 Westford, . . . . . Mass.  
 West Ossipee, . . . . . N.H.

D. W. SANBORN,

*General Superintendent.*