

Boston & Maine Railroad Historical Society  
*Incorporated*

# NEWSLETTER

Meeting/Membership telephone: 978-454-3600

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November–December 2017

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



*The Boston and Maine's Flying Yankee streamliner, built by Budd in 1935, made its last run 60 years ago. The unit is undergoing restoration in New Hampshire, but is still without a permanent home. Here a group of New Hampshire newsboys visit the train, operating as The Cheshire, on April 24, 1947 in Manchester. Official B&M RR photo. From the Marrec Collection.*

## **B&MRRHS CALENDAR**

Meetings commence at 3:30 pm on the second Saturday of the month at Rogers Hall, Lowell, Mass. unless otherwise indicated. Please see page 2 for directions to the hall.

### **SATURDAY, NOVEMBER 11, 3:30 PM**

Longtime Society activist and author Carl Byron presents a two-part program. Part 1 is a photo chase of the American Freedom Train along the B&M's busy Fitchburg Division in April 1975. Part 2 looks at Shelburne Falls, Mass. during the era when the NYNH&H branch and the Shelburne Falls & Colraine Railway (interurban), along with the B&M's Fitchburg Division all operated into this picturesque Berkshire

County village. Carl is a native of western Massachusetts and intimately familiar with his subject matter.

### **SATURDAY, DECEMBER 9, 3:30 PM TO 5:30 PM**

The B&MRRHS presents its annual holiday meeting and party. Entertainment is provided by members who display slides and DVDs of a variety of railway subjects, B&M, New England and elsewhere. Additionally, clothing bearing the B&M insignia, along with a variety of books and DVDs are on sale. Complete with a complimentary refreshment buffet, the December meeting caps a year of B&M history with good fellowship.

## NEWSLETTER

The Boston & Maine Railroad Historical Society *Newsletter* is published six times a year.

The editor welcomes articles, photographs, and news items about the B&MRRHS and the Boston & Maine Railroad, the B&M's predecessors and successors, as well as news about other New England railroads. It is best to query the editor before submitting material. We reserve the right to edit all material submitted for publication.

Opinions expressed in the *Newsletter* do not necessarily represent the views of the Society, its officers, or members. Reference in the *Newsletter* to commercial products or services is for the convenience of the membership only, and in no way constitutes an endorsement by the Society.

Please send Newsletter correspondence to  
Michael B. Shavelson  
B&MRRHS Newsletter  
301 Prospect Heights  
Northampton, MA 01060  
or e-mail michael.b.shavelson@gmail.com

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## MEMBERSHIP DUES

Dues are payable by check, money order, postal money order, or cash (in person only). Sorry, but we cannot accept credit cards. All payments in US dollars. Please allow four to six weeks for processing.

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

Please send membership requests and questions to Membership, B&MRRHS, PO Box 469, Derry, NH 03038-0469.

All other correspondence — including catalog orders, correspondence with the Board of Directors, Archives, Historian, or Bulletin — goes to B&MRRHS, PO Box 9116, Lowell, MA 01853. You can also e-mail [bmrrhs@gmail.com](mailto:bmrrhs@gmail.com).

## CHANGE OF ADDRESS

Please let the Society know your new address before you move. Returned and forwarded mail costs the Society money.

## MEMBERSHIP RENEWAL

- Notices are sent monthly based on members' renewal dates. Envelopes are clearly marked "RENEWAL NOTICE."
- If a member does not pay within the renewal month, he or she may receive two reminder letters. Not responding may result in removal from the member list.
- When members renew, typically the month of renewal does not change. (A member with a 06/16 renewal date who pays in August would have a 06/17 update to renew.)
- Please review your label for the renewal date. Refer questions to the Membership Secretary.
- Payment is by check or money order only. You may pay by cash at a membership meeting or train show at which the Society is present.

## DIRECTIONS TO SOCIETY MEETINGS

Meetings are held at Rogers Hall, 196 Rogers St., Lowell, MA 01852. From Rt. 495 take exit 38, which is Rt. 38. Turn right; this is Rogers St.

If you come from the north or south there are six and seven sets of lights respectively. Approximately 1.3 miles from Rt. 495 are the last set of (working) lights. Bear to the left here. Rogers Hall is 0.3 miles on your right. Directly across the street is Rogers Fort Hill Park, where parking is available.

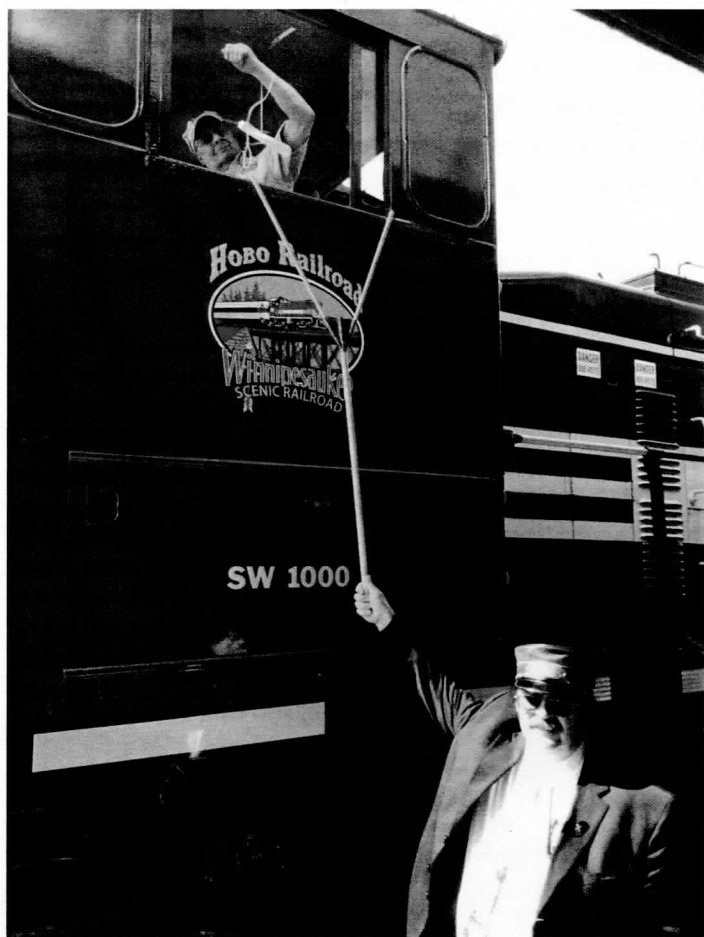
If you come from Rt. 133 (Andover St.), follow that until you intersect Rt. 38 in Lowell. Go through the intersection and take your third left, which is High St. Continue to the end, and take a left. This will take you to Rogers Hall on your left and Rogers Fort Hill Park on the right.

If you come from Rt. 38 or Rt. 113, 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.

## B&MRRHS HELPS LACONIA CELEBRATE

The Laconia, NH Historical Society, along with Celebrate Laconia, held a 125th-anniversary celebration of Laconia's historic railroad station on August 19. The station was designed in 1892 by Bradford Gilbert, a well-known New York architect, to serve the B&M's White Mountain Division, which ran from Concord to Lincoln. The station last saw passenger service in January 1965. Today the state of New Hampshire owns the former B&M track and New England Southern Railroad provides the freight service on the line as far as Tilton, NH.

The Boston & Maine Railroad Historical Society was asked to help with this celebration, which we were pleased to do.



*Above:* Conductor Mike Gooden and engineer George Kenson demonstrate hooping orders. The Winnepesaukee RR SW1000 is a former Burlington Northern switcher. *Above Right:* B&M exhibit at the Laconia Library.

A daylong celebration was held at the station. Attractions included train rides by the Winnepesaukee Railroad, which ran three round trip rides from Laconia to Belmont, NH; food; music; a model-train layout; Operation Lifesaver exhibitions; and several vendors. The B&MRRHS had railroad artifacts on display inside the station, along with society merchandise.



B&MRRHS founding father Carl Byron spoke along with local dignitaries on the importance of the railroad to Laconia. The Society demonstrated the lost art of "hooping" train orders at the end of the day, taking advantage of the Winnepesaukee Railroad's train. Member Mike Gooden was our conductor, hooping orders to engineer George Kenson, also a member.

The Laconia Public Library also hosted a three-month exhibit on the B&M and the Laconia Car Company, which manufactured trolleys and railroad cars. The B&MRRHS lent railroad items for the library exhibit. This was a successful event for the society.

*Jim Nigzus*

## HARDWARE COMMITTEE REPORT

The Hardware Committee (Daniel Hyde, Fred Brown, and Richard Nichols) held a work session on September 21. Member Carl Byron has been proofreading the Hardware Collection inventory and updating information to the website files. The following donations have been received:

Framed 8.5" x 29" Plan & Profile, Boston & Lowell Railroad, dated April 1832. Donated by the Center for Lowell History.  
HO-scale brass steam locomotive – B&M 2-6-0 Mogul No. 1469. Donated by Scott Batson

Replaced: Motor in HO-scale Mogul No. 1469 with PFM motor from a 2-6-0. Donated by Robert Farrenkopf  
Whistle Post 101" L x 4" W, from the Amesbury Branch. Donated by Robert Grodzicki

A new 24"x 43" frame was purchased to display Boston & Maine–Maine Central Connections map, dated 1945

B&M Combine Coach-Baggage Car HO-Scale Layout: New Peco switches have been installed by Mal Sockol and Richard Nichols. Upgrading the layout with water tower, coal tower. The Hardware Committee has registered 1928 items since July 2013.

*Richard Nichols, Hardware Committee*

## BERKSHIRE SCENIC RWY EXTENDS SERVICE ON ONE-TIME B&M LINE WITH EX-B&M RDC

With a dollop of imagination, you could say that the Boston & Maine Railroad opened a new extension this fall.

In October, by way of remarkable state, local, and nonprofit collaboration, the final mile of a derelict one-time B&M line was reopened between North Adams and Adams, Massachusetts — and former B&M RDC No. 6126 began providing seasonal tourist service between the two towns.

The Berkshire Scenic Railway Museum, which formerly ran trains between Lenox and Stockbridge, had operated its Hoosac Valley Service since May 2016 on four miles of track. With the new extension, the current ten-mile round trip takes about an hour.

The Massachusetts Department of Transportation purchased the branch from Pan Am Railways in 2015, and Pan Am continues to use the track to serve two freight customers

in Adams: Holland Company and Specialty Minerals.

Last year the MassWorks infrastructure program awarded the town of Adams \$2.6 million to rebuild the last mile of the line as far as Hoosac Street in Adams. There, with town funds and a separate state grant, an old car wash is being converted to the new downtown Adams Station and could ultimately serve as the base of operations and passenger welcoming point for the Berkshire Scenic Railway. For the time being, at the northern end of the line, the Railway uses a refurbished Baltimore and Ohio heavyweight combine and an old New Haven caboose for its offices and for ticket sales.

The two cars sit on a siding on the site of the North Adams Union Station, which served the B&M and the New York Central, and from where travelers could ride to New York's Grand Central Terminal via Pittsfield as late as the 1940s. Passenger service ended in the 1950s and the station was demolished in the 1960s. The site is adjacent to the railroad-themed



*Berkshire Railway's RDC No. 6126 makes a test run down the Adams Branch extension at Adams, Massachusetts on Friday, October 6, 2017. This was the first train the Berkshire Railway ran south along the com-*

*pleted extension to Hoosac Street in Adams. The last of the rails had been laid on Monday, October 2. Photo by John Bazan.*

Western Gateway Heritage State Park and will eventually be the location of the Extreme Model Railroad & Contemporary Architecture Museum. (See coverage in our next issue.)

Anticipating increased business on the Adams Branch, the Berkshire Scenic Railway bought former New Haven RDC No. 42, *The Firestone*, earlier this year from the now-closed Old Colony & Fall River Railroad Museum. That unit will require a new second engine and new drive shaft before it can operate under its own power and join its former B&M cousin for MU or independent service.

“We are proud of this project,” says Jay Green, president and general superintendent of the the Berkshire Scenic Railway Museum. “We’ve not only restored a vintage Budd RDC, but we’ve restored track and demonstrated that shared-use corridors can work. We hope this provides a positive economic impact for our host communities.”

The Adams Branch is part of the original Pittsfield and North Adams Railroad, which dates to the 1840s. The road was acquired by the Boston and Albany, which ultimately was absorbed by the New York Central and then became part of the PennCentral and later Conrail. The Boston & Maine bought the line in 1981 and its successor, Guilford, abandoned it in 1990. This fall’s restoration brings the southern bumper just short of the Adams Visitors Center and several blocks from the 1880s B&A passenger station and freight house, now a sports bar and storage facility. The station is listed by the National Register of Historic Places. The middle eleven miles of the old route is now the Ashuwillticook Rail Trail, which goes as far south as Lanesborough, Massachusetts.

For information on the remainder of the Berkshire Scenic Railway’s season, including its Tinsel Liner 1950s Christmas ride, visit [www.hoosacvalleytrainride.com](http://www.hoosacvalleytrainride.com).

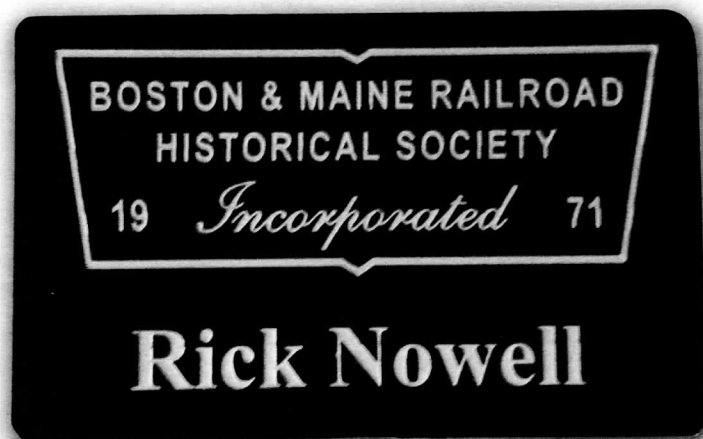


*Berkshire Scenic Railway Museum officers, MassDOT project managers, and contractors stand with ex-B&M RDC No. 6126 after arriving at downtown Adams on October 6. This was the first voyage over the new track as a pilot train.*



*The very first train to traverse the Adams Branch extension between Cook Street and Hoosac Street in Adams is this Pan Am stone train seen dumping ballast along the track on October 3.*

*Photos by John Bazan.*



## Membership Badges Now Available

B&MRRHS members are entitled to wear the official membership badge at all Society events. The badge is blue, 3 inches wide by 2 inches tall, with white letters. It has a magnetic attachment system that prevents holes in shirts and sweaters. We sell and mail membership badges at cost.

Make check for \$12 payable to B&MRRHS and send to: Name Badge, B&MRRHS, PO Box 9116, Lowell, MA 01853. Please specify name for badge.

**Note:** Magnets are known to be harmful to people who wear pacemakers.

## PACE PICKING UP ON B&M 3713 RESTORATION

Work on B&M Pacific No. 3713 is accelerating at the Steamtown National Historic Site in Scranton, Pennsylvania, where much of the locomotive's restoration is being conducted by a crew of volunteers, contractors, and Steamtown staff.

In early October, the six drivers were removed from the locomotive for reconditioning, according to Rob Davis, of the Project 3713 partnership. The 80-inch wheels are being sent to the Strasburg Rail Road in Pennsylvania for wheel-center inspection, axle inspection, and reconditioning of the number 1 and number 3 journals. The main axle, number 2, is worn to the condemning limit, so a new axle will be machined and installed. All crank pins will be quartered and stroked, and lateral faces will be addressed once inspected. Thanks to B&M shop work shortly before its retirement in 1956, no tire restoration is necessary.

No. 3713's tender was moved off display in September and placed in the Steamtown shop, where restoration work has begun. "The tank will be removed and sent to the tender-restoration contractor to have alongside the new tender he will be building," says Davis. "This will make taking measurements and comparing the actual tank to the original drawings easy without having to run back and forth to the park."

Once the tank is off the frame, Steamtown restoration specialist Bruce Mowbray will evaluate the frame and make repairs as necessary. "This will also give crews full access to the stoker system, trucks, and brake system," says Davis. "The plain tender bearings are to be changed out for roller-bearing axles, which have already been purchased and are on site at Steamtown."

A new cab will be fabricated by a welding shop near Scranton. As with the tender, Steamtown will send the shop the original cab so workers can build the new one next to it. The original cab will be returned to Steamtown for preservation.

A contract should soon be awarded for the booster. "It appears to be in good shape," says Davis. "Further inspection will let us know how much work it needs. The work will be done in the Steamtown shop so visitors can observe the progress."

The air pumps and the feedwater pump have also been sent out for restoration. "Coffin, the original manufacturer of the feedwater pump, is performing a first-class restoration at its New Jersey facility," says Davis. "Volunteers from Johnson Technical College recently restored the headlight."

No. 3713 was built in 1934 by the Lima Locomotive Works. In 1937 the B&M held a contest for Boston area-school children to name the road's premier locomotives, and 3713 was named *The Constitution*.

The locomotive was exhibited at Edaville; Pleasure Island, in Wakefield, Massachusetts; North Walpole, New Hampshire; then at Steamtown in Bellows Falls, Vermont. Steamtown lent the engine to Boston's Museum of Science in 1969



Steamtown volunteers and crew move a set of B&M 3713's drivers. The tender is visible in the background. Photo courtesy of Samantha Kuczynski.

after the B&M's Billerica shops overhauled the locomotive. In 1984, No. 3713 was moved to Scranton, where it would become a part of the Steamtown National Historic Site collection.

In 1995, Project 3713 began as a partnership between the Lackawanna & Wyoming Valley Railway Historical Society and the National Park Service, dedicated to the full restoration and operation of the locomotive. After the prolonged restoration process had slowed dramatically in the early part of this decade, the Project 3713 partnership was renewed in 2015 under new leadership. While many of its subassemblies are out at contractors, the bulk of the restoration work is being done at the Steamtown shop where the public can view the progress.

"We know this has project taken a long time," says Davis, "and we are grateful for everyone who has supported No. 3713 over the years."

The engine is expected to steam within four to five years.

## KEOLIS TIGHTENS FARE COLLECTION

Concerned about an estimated \$20 to \$25 million in uncollected commuter rail fares each year, Keolis Commuter Services has launched a new set of measures to ensure that MBTA passengers are paying their fares.

On September 5, some 30 Keolis employees began checking tickets and e-tickets before passengers boarded their trains. The newly hired ticket-verification agents compose a floating team who will work at Boston's three main rail stations, according to Keolis spokesman Tory Mazzola. Formerly, random checks were conducted six to eight times per year; now the preboarding checks are performed daily for outbound trains at North Station, and most days at South Station and Back Bay Station. "Time to board has not been significantly different," says Mazzola. "Our team does a really good job of getting people through."

The problem seems to be less an issue of fare dodging than of conductors being unable to reach every passenger in crowded coaches. As part of the fix, Keolis will hire approximately 20 new conductors and assistant conductors later this fall, Mazzola told us.

Looking to a comprehensive solution, Keolis plans to install fare gates to control access to platforms, "hopefully in a matter of months," says Mazzola.

Details need to be worked out. For one thing, Amtrak trains use some of the same platforms as MBTA trains. Another complication is that Back Bay Station has multiple exits. Initially, manual moveable gates will be tried out to determine how and where permanent electronic gates could best be placed. "The exact process for the automatic gates has not been determined," says Mazzola, "but directionally the MBTA is moving toward a tap-in tap-out system and we will follow those guidelines."

Keolis has run a Fare is Fair initiative for several years to be sure every passenger knows what ticket he should have and to ensure that passengers have an appropriate and activated ticket before boarding. The aim is passenger education and revenue protection, says Mazzola. "The Fare is Fair ticket checks is one element. Gates are another. Stiffer penalties for violators is another."

Keolis has been running MBTA commuter rail services since 2014 under an eight-year, \$2.69 billion contract. The MBTA carries about 127,000 passengers each weekday and 90 percent travel to or from Boston.

## AMTRAK'S VERMONTER IS MONTREAL BOUND

Planning is underway to extend Amtrak's Vermonter service north to Montréal within the next few years. As part of

this project, a new joint customs and immigration facility is to be built at Central Station in Montréal, Québec for both the Canada Border Security Agency and U.S. Customs and Border Protection. This would allow Amtrak passengers departing Montréal on the Vermonter and Adirondack to clear U.S. customs and immigration before boarding the train, a process that is known as preclearance.

In the reverse direction, passengers on these two trains would clear Canadian customs and immigration upon arrival in Montréal. This setup would be similar to the way passengers on flights to and from the United States are processed at airports in Canada today.

The Vermonter would travel from St. Albans, Vermont to Montréal over 71 miles of existing track owned by New England Central Railroad. North of the border, the train would use track owned by Canadian National Railway.

Before the new preclearance facility can be built, enabling legislation for the preclearance agreement must still be passed the Canadian Parliament. (The necessary U.S. legislation was signed into law in December 2016.) Additionally, operating agreements must be established by the railroads involved and the various parties must agree on who will pay the costs associated with extending the Vermonter to Montréal.

On July 18, Amtrak operated a special train in conjunction with New England Central, CN, and government officials from the US and Canada, to inspect the route from St. Albans to Montréal.

The good news is that all the parties appear to be in near unanimous agreement to support this project and it is moving forward. When it will actually happen is anyone's guess but at this stage, it will probably take about three years.

— *Courtesy of Trains In The Valley (trainsinthevalley.org)*

## CONDUCTOR BADLY INJURED IN WALTHAM

A Keolis conductor was seriously injured on August 7 after he apparently slipped and fell under his MBTA commuter train as it approached the Brandeis/Roberts station in Waltham. Donald David was performing a safety check while the inbound Fitchburg Line train was slowing for the station stop at about 4:00 pm. The 29-year-old conductor subsequently had one of his legs amputated below the knee.

## FORMER GE EXEC TAKES OVER AT MBTA

Luis Ramirez began work as the MBTA's general manager/CEO on September 12. He is a former General Electric VP who later ran his own strategic consulting firm. While he has no transit experience, the MBTA says he "helped lead and transform a range of complex businesses and organizations."



The Flying Yankee earlier this year at the Hobo Railroad in Lincoln, New Hampshire. Photo by Matt Senkow

### FLYING YANKEE STILL NOT FLYING

The B&M's Flying Yankee, which was launched in 1935 as a practical symbol of speed and modernity in the midst of the Great Depression, is having an uncertain time on the 60th anniversary of its retirement. In its heyday, according to one source, the Flying Yankee's Boston–Portland run was 51 minutes faster than today's Downeaster, which travels the same route.

The three-car articulated unit, which logged millions of miles in its 23-year career with the B&M and Maine Central, was displayed at Edaville for more than three decades before being purchased in 1993 and moved to New Hampshire for restoration. It is currently owned by the state of New Hampshire and restoration is being handled by the Flying Yankee Restoration Group.

Owing mostly to fundraising challenges, progress on bringing the Flying Yankee back to life — or at least to public view — has been slow. Earlier this year it was announced in the press that a move to a new home in Concord had been halted, at least for the time being.

Lou Barker, the railroad planner at the New Hampshire Department of Transportation's Rail & Transit Bureau, and a Flying Yankee fan, told us in mid-October, that finding a home for the train "is a live issue. We do intend to move the train." He said that a few locations are being discussed, including Lincoln, and that "the Concord idea is not dead."

Barker spoke highly of the work of the Flying Yankee Restoration Group. "What they have done in the past 18 months has been very impressive," he said.

The train has been stored since 2005 at the Hobo Railroad in Lincoln, New Hampshire.

### MBTA ENDS NEEDHAM LINE PTC WORK EARLY

The installation of federally mandated positive train control (PTC) infrastructure along the Needham commuter rail line is expected to be completed on October 21, about one month earlier than scheduled. Regular Saturday Needham line train schedules will resume on October 28.

PTC is a federally mandated safety control system that automatically reduces train speeds when needed, reducing train collisions and preventing human error. In order to meet the federal deadline set to accomplish PTC installation, the entire MBTA commuter rail system needs to be closed on specific weekends for crews to work as efficiently as possible.

The Newburyport/Rockport and Lowell lines have had their PTC installations completed. PTC work continues on weekends on the Haverhill line, and should be finished by December 2.

### MORE GEs HEADING TO PAN AM

In late June, additional former CSX B40-8s were ready for pick up and shipment to Pan Am Railways. These are former CSX 5930, now GECX 9051; 5948, now GECX 9066; 5955, now GECX 9062; 5966, now GECX 9063; and 5976, now GECX 9064.

C40-Ss to be added to the current Pan Am roster include 7500, 7575, 7594, and 7595. LTEX has been busy stripping and scrapping C40-8s from both UP and CSX. Since GE quit supplying parts for this model, LTEX is emerging as one of the chief suppliers for parts for them.

*Jack Armstrong, New England Dispatch*

### BEVERLY RAIL ARCHAEOLOGY

Work in downtown Beverly, Massachusetts to rationalize a confusing traffic intersection revealed a bit of railroad history, according to a story by Arianna MacNeill in the *Beverly Times*.

Construction on the Gloucester Crossing intersection at Rantoul, Cabot, and Colon Streets, which is bisected by the MBTA's Rockport line, was completed in July. The intersection is already of interest because of the B&M crossing tender's shanty on the site, well preserved and painted in B&M postwar colors.

While the rails of the grade crossing were being upgraded, "an old culvert with granite walls that used to run along the tracks was been replaced by a three-foot diameter pipe. 'Two hundred years ago, there would have been a stream there,' said Mike Collins, Beverly's public services commissioner. The culvert was likely put in around the time the train came through, which was 1839, although Collins said it's possible the culvert was put in before the tracks."



# BOSTON AND MAINE RAILROAD BULLETIN ORDER

1674 9-30-200M

No. 149

Concord, N.H., December 7, 1931.

To All Concerned: (Re-issue and revision  
bulletin order #144)

Effective November 24, 1931, Woodsville interlocking tower out of service.

Double track operation between interlocking tower and passenger station as defined on page 133, timetable No. 10, discontinued and single track operation on present inward main line in effect. Old automatic signals W-923, W-923, W-929, and W-932 out of service.

Automatic signal W-936 re-located to a point approximately 250 feet south of old location.

New automatic signals W-930 located just north of overhead highway bridge, south of engine house governing southbound movements and W-927 located approximately 2100 feet north of Cobleigh's Crossing governing northbound movements.

Automatic signal W-935 becomes a two-arm semi-automatic routing signal. Top arm will govern northbound movements on main track into Woodsville passenger station; bottom arm will govern northbound movements from main track over either of the two crossings located north of this signal to tracks 2, 3 or 4, into passenger station, route being selected according to position of switches operated by switchtender.

Old outward main line between interlocking tower and passenger station will be used as a yard track for operation in either direction in accordance with general rules.

Normal position of slip switches south of passenger station will be for movement from yard track to track #4.

Rule 98-A, page 122, ten (10) miles per hour, Woodsville, tower cancelled.

When necessary to use main line (except as authorized by timetable) between yard and passenger station, switchtender will procure form 54 sufficient time in advance to avoid stopping to examine register.

Engine movements in and out of engine house will be made through north switch at engine house, except when going to freight yard.

A.W. Perkins,  
Superintendent.

(Post in position No. 1. Remove Jan. 10, 1932. Remove bulletin order #144)

Posted at \_\_\_\_\_ Date \_\_\_\_\_ Time \_\_\_\_\_ M.

I hereby acknowledge receipt of attached Bulletin No. \_\_\_\_\_ and it was posted

on board at \_\_\_\_\_ M. \_\_\_\_\_ 149 (N.H.)

Signed \_\_\_\_\_

# BOSTON AND MAINE RAILROAD NOTICE

No. \_\_\_\_\_ 193

To 158 Concord, N. H., November 20, 1931.

All Concerned:

Interlocking tower at Woodsville, N.H. will be closed after the passage of train No. 1, Tuesday, November 24, 1931. First trick towerman will complete his assignment on Nov. 24th, and transfer all clerical work from the tower to Woodsville yard office.

Effective Tuesday, November 24, relay telegraph work, at present handled by Woodsville tower, will be handled by the operators at the passenger station on the first and second tricks and by the operator at Wells River on third trick. Third trick at passenger station abolished.

In addition to the present operator's hours at Woodsville yard which are from 7:00 A.M. until 3:00 P.M., there will be another operator on duty at the yard office from midnight until 8:00 A.M. daily. Towermen positions will be abolished on the second and third trick, Woodsville tower, after November 23rd.

Effective with new timetable No. 10, November 22nd, passenger trains No. 78 and 79 will be handled at Wells River and will not come into Woodsville station.

Arrange accordingly with all concerned.

A. W. Perkins,  
Superintendent.

(Post in position No. 2. Remove December 10, 1931.)

Posted at \_\_\_\_\_ Date \_\_\_\_\_ Time \_\_\_\_\_ M.

I hereby acknowledge receipt of attached Notice No. \_\_\_\_\_ and it was posted

on board at \_\_\_\_\_ M \_\_\_\_\_ 158 (N.H.)

Signed \_\_\_\_\_

Location \_\_\_\_\_