

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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May – June 2017

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.

**April 8<sup>th</sup>** Joint meeting with Mass Bay Railroad Enthusiasts.

*Trackside with Justin Winiarz, 2014-2016.* A photo survey of contemporary eastern railroads including the return of N&W RR No. 611 and Southern RR No. 765.

3:30PM at Rogers Hall.

**May 13<sup>th</sup>** *Railroads Of Southern New Hampshire And In The Connecticut River Valley Of Vermont With Dwight Smith.*

The territory is generally from Concord, NH south to the Massachusetts state line and in the Connecticut River Valley from White River Jct. VT. south to Brattleboro, VT.

Lots of Class B15 moguls and first generation diesels.

### Where

Plymouth, NH Railroad Station  
8 Depot St. Plymouth, NH 03264

All of the photos in this program were taken by  
Dwight Smith, primarily in the 1940s and 1950s.

This is our 6th meeting in Plymouth, NH, thanks to the kindness of the Plymouth Regional Senior Center.

## 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 mile 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. 133 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

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	Frederick N. Nowell, III
Vice President	Paul T. Kosciolk
Treasurer	Paul T. Kosciolk
Secretary	Wayne M. Gagnon
Clerk	Michael E. Basile, Jr.

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Scott Batson	Richard K. Hurst	James Nigzus
Carl R. Byron	Daniel W. Hyde	James Nigzus Jr.
Stephen J. DeFrancesco	Russell F. Munroe	Mal Sockol

**Alternate Directors**

Richard K. Hurst, Kathy Winiarz

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Bulletin Distribution	Dan Hyde
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Modelers Notes Editor	Bob Warren
Newsletter Editor	Bob Warren
Program Coordinator	Mal Sockol and Jim Nigzus
Show Coordinator	Jim Nigzus
Webmaster	Jim Nigzus, Jr.

**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

**BOSTON & MAINE RAILROAD HISTORICAL SOCIETY  
REPORT OF ARCHIVES COMMITTEE  
FOR THE YEAR ENDED DECEMBER 31, 2016**

TO THE BOARD OF DIRECTORS AND MEMBERS OF THE BOSTON & MAINE RAILROAD HISTORICAL SOCIETY:

The Archives Committee is pleased to submit the following report for the calendar year ended December 31, 2016.

Our archives collection is housed in a secure, climate-controlled environment within the Center for Lowell History, 40 French Street, Lowell. We occupy an area of about 1,000 square feet where we have shelving, cabinet storage, and work space for researchers. Our cooperative agreement with the University of Massachusetts Lowell gives our collection an accessibility that is unmatched by most other railroad historical societies.

At Lowell the visitor will find photographs, slides, negatives, right of way and track maps, valuation surveys, timetables, books, periodicals, mechanical drawings of structures and equipment, and a wealth of data organized alphabetically by subject—Abandonments, Accidents, Baggage, etc. Researchers may browse the collection or arrange to meet with the Archives Chairman for assistance. The staff at the Center for Lowell History gives valuable assistance to researchers and the Committee. We are very appreciative of what they do for us. The current hours are Tuesday through Friday, 9:00 AM to 5:00 PM. The Center is usually open one Saturday a month to enable us to continue our Saturday work sessions.

We also maintain an annex in North Chelmsford that is used for document storage and cataloging. There we house a variety of B&M records and drawings, including material from the Executive, Accounting, Engineering, Law, Operating, Traffic, and Mechanical Departments.

We collect material related to the Boston and Maine Railroad, its predecessors and successors, and other New England railroads. The collection is owned by the Society and managed by the Archives Committee, made up of volunteers who are interested in railroad history and the preservation of historical materials. Active committee members are Len Bachelder, Steve Butterworth, Carl Byron, Rick Conard, Jack Dziadul, Eric DiVirgilio, Bob Farrenkopf, Mark Fecteau, Rick Hurst, Alan LePain, Rick Nowell, Keith Scarlett, Mal Sockol, Will Scopa, Henry Taves, Al Taylor, Gareth Thomas, and Earl Tuson.

Ellis Walker, Archives Committee Member Emeritus, died October 28, 2016 at Concord, Mass. He was 91. Ellis joined the Society back in the 1970s and was a long-time member of the Archives Committee. Rick Conard recalls how Ellis' entertaining, low-key way of talking and his wealth of personal recollections greatly added to our Archives

meetings. He will be remembered by his fellow Society members as soft-spoken, knowledgeable gentlemen who was an outstanding representative of the railfan community.

We held 10 work sessions in 2016. This compares with 11 work sessions in 2015, 11 sessions in 2014, and 10 in 2013. The average attendance at our work sessions, inclusive of guests, was 8 in 2016, as compared to 6 in 2015, 5 in 2014, and 8 in 2013. At our work sessions we research requests for information, organize our collection, and process and file new acquisitions. Our meetings always include a lively exchange of railroad information.

In addition to work accomplished at our monthly meetings, Committee and Society members gave assistance at other times. Carl Byron, Rick Conard, Alan LePain, and Paul Kosciolk answered a variety of historical inquiries. Rick Hurst donated his time to organizing and preserving records at North Chelmsford and picked up donations for processing. Jim Nigzus continued his valuable help with our accommodations at Chelmsford. Jack Dziadul and Mark Fecteau took on Archives projects from their homes in North Carolina and Washington State respectively. Mal Sockol took charge of the Archives calendar on the web site. Gareth Thomas assisted with photo scanning for our on-line archives.

We logged in a total of 73 donations in 2016, as compared with 58 donations in 2015, 62 in 2014, and 68 in 2013. Donors in 2016 included Jerilyn F. Marjerison, Karen L. Staley, Carl R. Byron, Earl Tuson, Mark Paradis, Christine Quagan, Jim Nigzus, Seashore Trolley Museum, Alden Dreyer, South Shore Model Railroad Club, Bob and Andrea Vibbert, Pat Parsons, Peter Spencer Gray, James H. H. Lampert, Lloyd E. Neal, Jr., Cynthia King, Dale O. Russell, Wayne M. Gagnon, Gregory I. Stevens, David Sanderson, Joseph A. Kavanagh, Jonelle DeFelice, Dan Riley, Carolyn Ohlemeier, Becky Carter, Tim Lewis, Hilma Wolf, Estate of Vincent H. Bernard, Shirley Binari (courtesy of Lavinia Miller), Woburn (Mass.) Public Library, Jennifer M. Allocca, Alex Lu, Estate of Lester H. Stephenson, Jr., Lou Stylos, Steve Vezeau, Russ Munroe, Gloria Stowe, Thomas V. Clasby, Volker Antoni, Sara D. Urban, Robert F. Wilner, Linda Jones, Kathy Winiarz, Dan Hyde, Ed Hiller, Robert Warren, Kevin Curtis, Bill Greenwood, Double Play Hobby Consignments, Ted Anderson (courtesy Bob Warren), Los Angeles (Calif.) Public Library, Bill Coffey, Hank Binney, Scott Batson, William Drury, Richard Marion, Robert Simon, Paul Chapman, David A. Shaw, Dan Beach, Mike Lennon, and Rick Hurst.

Our outreach program includes answering reference questions submitted by inquirers from all over the world. We generally do not charge for answering requests for information, but we do charge for photo reproduction and copying large documents, and we remind inquirers that we take donations.

Another area of outreach includes our online photo archive, flickr.com/photos/bmrrhs, which is designed to bring our photo collection into the homes of our members. There are presently 1,259 images on the site, up from 958 in 2015, 727 in 2014, and 306 in 2013). Carl Byron has helped again this year with photo editing.

Other Committee activities during the year:

- Wrote and supplied articles and archival documents for mailing with the Society's *Newsletters*.
- Continued to organize B&MRR records at North Chelmsford. General records are organized by issuing department. Bridge plans are organized by valuation section. AFE records are organized by AFE number. Material to be cataloged is organized by donor name and lot number.
- Continued to move high interest items from Chelmsford to Lowell.
- Updated our on-line catalog, which now has 12,547 entries, compared to 12,377 in 2015, and 12,240 in 2014. We also updated our Valuation Plan Index and other finding aids to reflect the acquisition of new material.
- Updated our Employee Data Base. There are now 17,402 entries, compared to 17,263 in 2015, and 17,232 in 2014.
- Posted a variety of items for viewing on the "On-Line Archives" section of bmmhs.org. We added a Maine Central section to the on-line Archives.
- Committee member Jack Dziadul compiled an up-to-date, searchable index to Modelers Notes.
- Committee member Mark Fecteau assisted with data entry of catalog information as well as transcribing Authority for Expenditure records.
- We repainted a water-damaged wall at Lowell. We moved various unhung framed photos from Lowell to North Chelmsford.
- I met with employees of Keolis on July 7, to give advice concerning storage and disposition of materials.

With a \$10,000 appropriation from the Preston S. Johnson bequest, we have begun digitizing Archives materials. A limited amount of work on this was accomplished on an experimental basis using the resources of UMass Lowell and its student interns toward the end of 2016 and we hope to report more progress in 2017.

Our Committee welcomes new members. We need researchers, catalogers, and organizers. No experience required—just an interest in railroad history. Get started by attending one of our monthly meetings. Contact the chairman for details and times. Your chairman is, as always, impressed and inspired by how much can be done by volunteers. Respectfully submitted,

*F. N. Nowell*

Rick Nowell  
 Frederick N. Nowell, III  
 Chairman, Archives Committee  
 Boston & Maine Railroad Historical Society  
[fnowell3@yahoo.com](mailto:fnowell3@yahoo.com)

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### **B&M Modelers Meeting**

**Hampton Inn, West Springfield, Massachusetts**  
**28 January 2017**  
**By Pete Magoun**

The B&M Modelers Group met again to discuss all things Minuteman at the Hampton Inn on West Riverdale Street in West Springfield, Massachusetts at 7:30pm on Saturday evening, January 28, 2017, after the day's events at the Amherst Railway Society's annual Railroad Hobby Show, known as the "Springfield" show at the Eastern States Exposition, or "Big E."

Attendees included John Greene, Norm Larkin, Jack Dziadul, George Anderson, Ted Anderson, James VanBokkelen, Bob Shaeff and Pete Magoun. John Robertson and Brian Bollinger joined in toward the end of the gathering.

Jack Dziadul joined us from North Carolina with a very nice in-process model of the Rockport freight station, built by the Eastern Railroad in 1854. This is a scratch-build that may turn into a kit on down the line. It uses Northeastern Scale Lumber "rough hewn" clapboards. Jack is also working on a complete index of Modeler's Notes.

James VanBokkelen opened a treasure trove of mostly passenger equipment and showed things around. First up was the new Rapido RDC, which met with great joy at the table. We note that Scott Whitney was instrumental in providing us with RDC data; we're working on Rapido to thank Scott in a tangible way. The model is gorgeous, and after some judicious sound adjustments, will provide a major boost to passenger service on many layouts.

A B&M "Old Orchard Beach" conversion, using a Train Station Products core, Bob Ellis sides, a TSP roof and parts for a B&M 1955 sleeper also appeared from James' box. The interior has Red Cap Lines parts for many of the details.

James also showed a couple of New Haven coaches that could be seen in and around Boston, including one of the original NHRHTA coaches in NH paint.

James' showcase also included the Centralia Car Shops cabooses that he has modified to add Tomar marker lamps suitable for DCC use. Look for an article in the *Modelers Notes* in the near future.

John Greene brought in a couple of B&M Pullman Baggage Cars, which were converted Pullman Sleepers. Showcasing model work by Col (Ret) Tom E Thompson, these cars will add an interesting wrinkle to trains on anyone's layout. They expect to ship in mid-March, will retail for about \$60 and are available from Bethlehem Car Works. Col. Thompson will do an article on making the conversion.

John also showed an ACL 8-1-3 Plan 4090F sleeper, using 3D printed sides. He's exploring this technique for future use. Along those lines he showed 3D printed sides for projects including a New Haven 8-1-3, and a set of masters for a wood baggage car kit he has in process.

Finally, Ted Anderson hauled out a couple of Budd drawings for Unit 6000, the Flying Yankee that appears to be late 1930s drawings of a proposed modification of the Unit. This prompted a good deal of discussion, but no answers to the myriad of "Why" questions. The Illinois Railway Museum now has a large collection of Budd drawings which, after a recent move, now have to be completely catalogued, a task that occupies most of Ted's time at the Museum.

After a bit of pure visiting around, the meeting was adjourned at approximately 9:45. I appreciate the time that Jack, James and John took to haul items in for our edification and joy. Any errors in the notes are mine alone.

### Membership Badges Now Available

B&MRRHS members are entitled to wear the official membership badge at all Society events. The badge is a nice shade of blue with white letters, 3 inches wide by 2 inches tall. It has a magnetic attachment system that eliminates pinholes 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, P.O. Box 9116,  
Lowell, MA 01853.**

Please specify name for badge. Get yours now.

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

### February 11th Meeting

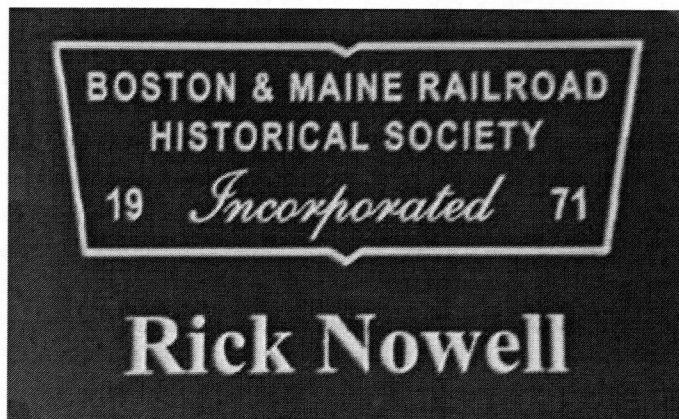
On this date, the B&MRRHS enjoyed a presentation on Foreign Railways, given by Jay Epstein and Scot Osterweil. The digital photos were primarily of scenes in the United Kingdom and on the European Continent. It was well received by a fascinated audience.



Scot and Jay each received a gift from the array of B&M items displayed for sale at this (and all) meetings, courtesy Jim Nizus.



Scot Osterweil on left and Jay Epstein on right, discuss an image shown on screen.



### Seven GECX C40-8's Acquired

Units acquired are 9010 ex-7523; 9011 ex-7622; 9012 ex-7518; 9019 ex-7545; 9020 ex-7561; 9021 ex-7585; and 9023 ex-7643. The units were acquired at Rotterdam Junction during the week of January 2 '17 for the Pan Am Southern/Pan Am Railway. This is the second batch that road has acquired. They are being placed in service as MEC units, same ex-CSX numbers for now.

### Pan Am Leasing 24 Locomotives

Pan Am Railways, has leased 24 former retired CSX C40-8 locomotives, including Nos. 7489, 7496, 7509, 7517-18, 7523, 7528, 7534-35, 7541-42, 7545, 7552, 7554, 7561, 7585, 7602, 7605, 7609, 7620, 7622, 7627, 7632 and 7643. Interesting as that railway has been all-EMD

*Midwest Rail Scene Report submitted by Roy Scrivner*

### NOMINATIONS

Nominations for Officers and Directors of Boston & Maine Railroad Historical Society, Inc. are due at the Society's post office box no later than June 30, 2017. If you nominate someone other than yourself, be sure to get an OK from that individual before submitting his or her name. Submit nominations to:

*B&MRRHS--Nominations, P. O. Box 9116,  
Lowell, MA 01853*

### After Fifteen Years, The Downeaster Keeps Moving Ahead

Amtrak's Downeaster has been a run-away success, with increased speed, ridership and service. Recently, the 15th anniversary of resumption of service between Portland and Boston took place. It took a decade of lobbying and more than \$50 million for track upgrades for the first train since the 1960s. In the years since, more than 6 million passengers have avoided busy Interstate 95 by riding the rails. Wayne Davis, founder of TrainRiders Northeast, and rail advocate, said, "We're proud of the service, but doubt it could have been created in the current political climate." Davis hatched the idea for restoring passenger the rail service in the late 1980s, selling the idea to then-Transportation Commissioner Dana Connors, and collecting more than 90,000 signatures demanding the rail service. Then Senators Olympia Snow and George Mitchell secured tens of millions of dollars to upgrade the tracks that were carrying slow, heavy freight trains, for high-speed passenger trains. Michael Dukakis, Amtrak's acting chairman, and former Massachusetts's governor, rode on the train's inaugural run. Regular service started December

15, 2001. Favorable testimonies on train riding include: a couple from Lisbon, ME that visit the Quincy Market, another couple take the Downeaster for Boston shopping, and they don't have to fight for a parking spot.

Over the years, the train has been popular with travelers, commuters and young adults who're less infatuated with cars, said Patricia Quinn, executive director of the Northern New England Passenger Rail Authority. "From a transportation stand-point, the Downeaster has evolved from an amenity or attraction into a viable means of transportation," she said. The service started with a top speed of 60 mph speed, eventually increasing to 80 mph, and more trains were added to the schedule. Service extended, in 2012, to Freeport and Brunswick. Recently a Layover Facility opened in Brunswick to allow trains to stay overnight, increasing efficiencies. On trips to Boston from Brunswick, and reverse, there are now stops in Woburn and Haverhill, Massachusetts; Exeter, Durham and Dover in New Hampshire, and Wells, Saco, Old Orchard Beach, Portland and Freeport in Maine. The service is coming off an 18-month stretch of maintenance that caused delays and cancellations, but most of that work is now complete and the tracks are in good shape. She said she thinks that ridership will soon top 500,000 riders a year.

*Portland Press Herald*

### Railyard Eyed For Salt Storage Facility

A company called Salt City Inc. has submitted a proposal to build a 30,000 sq. ft. salt storage facility at the East Deerfield railyard. The proposal would move 30,000 to 35,000 tons of salt through the facility each year, or roughly 300 to 350 cars of salt. The company already has a similar storage facility in Westfield.

*"The Recorder" Submitted by Gregory Cox*

### A Third New Station On The Fitchburg Line

On Nov. 21, 2016, the MBTA began service to the newly constructed Wachusett station, located midway on the upgrade climb from Fitchburg, Ma. to Westminster, Ma. This is the third modern, new station to be operational on the former Fitchburg Div. of the Boston & Maine RR. within the last two years: Littleton, Ma. and So. Acton, Ma. being the other two.

A recently built layover yard is at the top of grade in Westminster. Wachusett and the other new stations provide large parking areas, sheltered platforms and handicap access.

Adjacent on left is PAS's double track mainline curving upgrade. The station and track are on level ground here.

*Submitted by Mal Sockol*



The accompanying views by Mal Sockol were taken on November 22, 2016, the 2nd day of MBTA service,



*shows 103) train #411 arriving at 2:40PM,*



*#411 in station departing as train #420 for Boston (No. Sta.), at 2:55PM.*

**When Trains Ran "Wildcat"**By J. A. Crowley  
Safety Agent

To Mahoney and Engineer. Wildcat between Washington and Phillipsburg until 7 tomorrow A.M. Signed "31." A. Reasoner, Supt.; per L. P., Dispatcher. Received at 6.05 P.M. Mahoney, conductor. "32." O.K. by Thompson, operator. La Touche, engineer."

This transcript of a train order issued March 23, 1898, on the M. & E. division of the D.L.W.R.R. appeared in the April issue of *The Railroad Employee*, official publication of railroad veteran organizations. Those were the days of iron men and wooden cars. Many old-timers still employed on the Boston and Maine Railroad recall the good old "Wildcat" days when the following train rules were in effect: October 4, 1891

**Boston And Maine Railroad**

W. N. &amp; P. Div.

Ruler for Movement of Train: by Special Order

- 23 – The Train Dispatcher may in giving a wild passenger or wild freight train an order to run wild from one designated station to another, specify the time that such a train will leave the starting station, and such train must not, under any circumstances, leave earlier than the time specified in the order unless they receive another order granting them permission to do so.
- 35 – Wild Order - An Order Giving A Train The Right To Run Wild; "Run Wild - to ---"  
Upon this order the train named will run to the station designated as a Wild Train, keeping ten (10) minutes clear of all Regular or Special Trains.
- 36 – Working Order will be given in the following germ;  
- "Work wild ---- between----Upon this order the train named will work between the points designated as a Wild Train, and will keep (10) ten minutes clear of all Regular or Special Trains. Rule: for the Government of Train: and Engine: on Double and Single Track: Regular Trains are those specified in the Time Table. Special Trains are those running on printed notice. All other Trains or engines are Wild Trains.
- 13 – When a Regular Train becomes twenty- four (24) hours late, it becomes a Wild Train, and must not move except on orders from the Superintendent or the Train Dispatcher.  
The first train rules of all railroads in New England were made up by the Superintendent of each road. He was the law and the final authority on the subject. The result was that a "Back-up" motion on one road was similar to a "Go-ahead" motion on another road, though in some essential features the early rules were alike. The "Standard Code" originated about 1882, but was not universally adopted for years thereafter. Some extracts from the early train rule books are here quoted: -
- Boston And Providence Rules Of 1837**
- 10 – Conductors will, when the train arrives at Seekonk, going to Providence, look out for a blue flag on the Tockwotten Hotel; and if one be displayed, the train will take the Seekonk turn-out and remain there till the flag is lowered;-and also the

- signal on the Wood House, at India Point; if the black board be across the staff, STOP, as the draw of the bridge is open.
- 11 – The road-crossings at Guy Carlton's in Roxbury, at the Toll-Gate, and near Mr. Lowell's will be passed particularly slow.
- 12 – Netting over the smoke-pipes will always be fastened down, when an engine is running over the road.

**Eastern Railroad Rules Of 1838**

When anything shall happen to a train to render assistance necessary, let a Brakeman be dispatched to the nearest point for assistance and let him get on horseback as soon as possible.

Up to 1845 the Eastern Railroad had another rule that; - In case a train was over one hour late, the Depot-Master at Salem or Lynn will start immediately on horse back to learn the cause of the delay.

**Fall River Railroad Rules Of 1852**

15 – Trains or Engines, at night, MUST have a good light behind and in front.

**Boston And Albany Rules Of 1870**

35 – Of Section Masters. When necessary labor is done on Sunday, do not let it disturb congregations. Rather than that, suspend work during the hours of public worship.

**B. C. & M. Rules Of 1871**

16 – No train must run in the dark without a good light on the front of the engine.

**Boston & Lowell R.R., 1871**

"No light at the signal mast indicates that switchman is absent or asleep."

**Portland, Saco & Portsmouth R.R.**

General Notice

"Employees not approving of these rules, or not disposed to aid the Superintendent in enforcing the same are respectfully requested to resign from the service."

*Employees' Magazine 1899***Abandoned Little Railroad**

The York Harbor & Beach RR. was incorporated in 1883, ran from Kittery Jct. to York Beach, 11 miles. It was controlled by the B&M and had one locomotive. In 1925 passenger rail traffic was discontinued, on Feb. 12, 1927, the B&M was authorized to abandon it, although the B&M still uses one mile from Kittery Jct. to Rogers and the spur to the U.S. Navy Yard.

*October, 1934 issue of Railroad Stories Submitted by Steve Vallee***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*