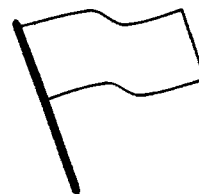


Boston & Maine Railroad Historical Society
Incorporated



NEWSLETTER

Extra

July – August 2018

Visit us at www.bmrrhs.org

Meeting/Membership telephone: 978-454-3600

B&MRRHS Calendar

Meetings are generally held on the second Saturday of the month at Rogers Hall, Lowell, Mass. Please see page 2 for directions to the hall.

Saturday, September 8, 2018 Featured speaker is Carl Byron. Carl's program will be: "A brief history of the railroads through South Groton / Groton Jct / Ayer Jct [1844--2018]. The Town of Ayer seceded from Groton in 1871; previous to that it had been known first as South Groton; then Groton Jct when the Worcester and Nashua RR showed up and crossed the existing (1844) Fitchburg RR track.

Saturday, October 13, 2018

Our meeting will be back in Plymouth, NH at the Railroad Station. Featured speaker is David Saums. He will speak about Snow trains on the B&M. Flyer for this event to follow in next newsletter.

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

OFFICERS

President	Daniel W. Hyde
Vice President	James Nigzus
Treasurer	Paul T. Kosciolk
Secretary	Paul T. Kosciolk (pro tempore)
Clerk	Michael E. Basile, Jr.

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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.

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.

NOMINATIONS:

Nominations for Officers and Directors of Boston and Maine Railroad Historical Society, Inc. are due at the Society's post office box no later than **September 15, 2018**. 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, PO Box 9116, Lowell, MA. 01853

Interesting Railroad Story from Carl Byron:

For most of us, the Boston & Maine Railroad was just that: Northern New England's largest railroad; and second only to the New Haven throughout New England. Conversely, we tend to overlook, or are actually unaware of, its place in the history of the hierarchy of New England business and political affairs.

And circa 1890-1915 it was well up in that hierarchy. Indeed, the B&M, particularly during the 1907-13 Mellon/Morgan years; worked to monopolize not only transportation, but other business and public policies as well; thereby casting an unfortunate shadow on its long and generally positive legacy.

The below is quoted with the author's permission from **A History of the Brunswick-Topsham, ME Water District*** published in the *Journal of the New England Waterworks Association, Vol 129; Number 3 [September, 2015]* regarding the issuance of bonds in the State of Maine for the purpose of creating Public Water Districts. It certainly tells us much about the lengths to which monopolistic practices were used and why the era of the "Trust Busters" came about circa 1910 and the subsequent B&M/NH bankruptcies of the WW-1 years.

During this time, in 1895, citizens of Brunswick had muddy, dirty water. The mixing of sources and lack of filtration resulted in fish and eels entering the water system. Meters would break due to grit buildup and pipes would clog due to the fish dying inside them. The ones who could afford the water prices would also buy spring water of the Company. Despite the demands of their customers, the Maine Water Company did not appear to take any action. It seemed the complaints of customers were left unheard.

To understand what the citizens throughout New England were facing when dealing with water companies, one only needs to look to Harvey Eaton's presentation at NEWWA's February 1905 meeting. He offered some words that shed light on the complexities that communities faced when seeking municipal ownership of a water system:

The leading water-works owners are also leading railroad men, and as our principal railroads are part and parcel of the Boston & Maine system, the whole combination of railroad lawyers and lobbyists of Maine and Massachusetts is constantly arrayed against all efforts at municipal ownership. At one time, ten or twelve years ago, a noteworthy attempt was made to change the [Maine] constitution so that water debts would be excepted from its operation. [Maine Municipalities could not have debts in excess of 5% of their operation]. The owners of water systems through their friends and agents, worked up a perfect scare among the saving banks of the state, each one of which held a few water company bonds, so that they remonstrated and protested with the utmost vigor against the change, and the legislature was induced not to submit the matter to the people at all. The attempt has never been renewed, and our debt limit still remains unchanged.

Despite the aforementioned difficulties, the **Brunswick-Topsham Water District** was created in 1903 and continues to serve those communities to this day.

*Authored by **BTWD District Engineer Craig W. Douglass, P. E.**, assisted by **Riley E. Down, DTWD intern.**

Note: "**NEWWA**—as referenced in Mr. Eaton's 1905 presentation—is **The New England Water Works Association.**"

RAILROAD ENTHUSIASTS TRIPS

1934 The National Association of Railroad Enthusiasts

1935 The Railroad Enthusiasts - New England Division

1970? The Railroad Enthusiasts - Mass. Bay Division

TRIPS OPERATED -----

August 26, 1934 B&M to Hoosac Tunnel Sta. - HT&W to Wilmington, Vt. One special coach
Mr. Henry McCarthy was asked to write, as B&M Passenger Traffic Rep., an article for the Encyclopedia Britannica on the Railroad Fan movement in the U S A. His research proved that our HT&W was the first organized fan trip in the country. Special Train on the E T & W

Oct. 7, 1934 2nd trip on the HT&W Extra cars on B&M - Special train on HT&W. Coach and caboose derailed on Mountain Mills trestle on return from Wilmington. Arrived back in Boston in time for breakfast.

Nov. 4, 1934 B&M to Hooksett, N H, Suncook Valley to Center Barnstead, N H

March 24, 1935 Special move with new Flying Yankee to Nashua, N H and return

April 19, 1935 Boston & Albany and NYC to Schenectady, N Y to American Locomotive plant
Two special trains from Boston, Two from New York, one from Buffalo

May 26, 1935 B & A to Springfield, thence last trip over Athol branch, prior to opening of Quabbin Reservoir, and flooding of Athol branch. Return via B&M Badwinstville, thence B&A Ware River branch to Springfield.

June 23, 1935 B&A to NYC Selkirk Classification Yard Special train

Sept. 15, 1935 B&A to West Springfield shops. Special train

Oct. 6, 1935 NYNH&H Special train via new train "Comet" to Cedar Hill, Ct.

Oct. 20th, 1935 B & M and Suncook Valley - Special move - "hike and bike train"

April 18 & 19, 1936 B&A Coach to Springfield - Overnight in hotel. Special coach and full diner to Chatham, NY, thence on Rutland RR via Milk train to Bennington, Vt., special move to N. Bennington, Rutland train to Troy, special move via re-shopped NYC streamlined Hudson to Albany, thence B&A to Boston.

May 3, 1936 B&A Special train Beacon Park and East Boston to piers and ret. So. Sta.

May 10 & 11 1936 NYNH&H coach to New York City, B & O to Baltimore and Mt. Clare shops and railroad museum

June 21, 1936 B&A and NYC West Albany shops - NYC Special train

Aug. 23, 1936 B&A to Palmer, Ma. - C V to New London and ret. Special train

June 6, 1937 B&M Repair shops. Special train using new P-4 3715. Go via Wilmington, "Wildcat" to Wilmington Jct., Lowell Jct., Lowell to Concord shops. Return main line to No. Billerica shops.

June 27, 1937 B&M to Portland, (special coaches), MeC. extra 458 to Bridgeton Jct., Thence Bridgeton & Harrison 2 ft. gauge to Bridgeton, Me., andt return

Sept. 12, 1937 2nd trip, as above, to Bridgeton & Harrison. Special train again.

Aug. 8, 1937 NYN&H Special train with Hartford Division. Readville shops, Boston Army base.

Aug. 29, 1937 B&M to Hoosac Tunnel, extra coaches. Join Hartford Division at Greenfield. Thru tunnel to No. Adams, meet N Y Div. up via NYC-BA. Back to HT&W to Readsboro, Vt. Two trains out of Hoosac Tunnel, one with Eng. 21, other with # 5

March 20, 1938 B&M Special train - Hump Yards, Charlestown engine house, Tower A

May 22, 1938 B&M Special train - Mechanicville, Rotterdam Jct., D&H yards.

July 17, 1938 B&M to Portland - special coaches. Tour Portland Terminal - Rigby, Commercial Street to Grand Trunk RWY

Aug. 14, 1938 3rd trip to Bridgeton & Harrison..Special train.

Sept. 18, 1938 1st Round-the-Mountains Special. B&M via Dover and No. Conway, Mec. 606 from Intervale to Crawfords. Retn. via Whitefield, Woodsville, Plymouth and Concord, N H

Nov. 11, 1938 B&A to Springfield, thence special on Ware River Branch, using B&A 4-6-4T # 402

July 16, 1939 N Y Div. trip - Worcester, Via B&M to East Deerfield, thence Springfield, and NYN&H Special train.

Sept. 19, 1939 NYN&H Boston via Dorchester to Readville, Walpole, Framingham to Fitchburg Special Train

Oct. 8, 1939 B&M - MeC Round the Mountains - 2nd trip up the Notch

April 19, 1940 B&M Fitchburg Div. - Cheshire Branch to Bellows Falls and Charlestown, N H. Special Trolley trip to Springfield, Vt. - Ret. via White River Jct., Claremont Jct. to Concord, N H Special train.

May 26, 1940 NYN&H Cedar Hill via Air Line - New Haven station. Ret. Shore Line Special Train

June 16, 1940 UNION FREIGHT RR Special flat car train from South Sta. - Atlantic Ave. - North Station

Aug. 25, 1940 B&M - MeC - B & H 4th trip to Bridgeton, Me. Special train

Sept. 8, 1940 B&A Worcester Engine House and Station

Oct. 20, 1940 B&A Boston to Pittsfield & No. Adams. B&M to Boston Spec. Train

Jan. 26, 1941 PENNSYLVANIA RR New York Division to Harrisburg and Enola Yard Two special trains.

Mar. 2, 1941 B&A to Albany - Meet N Y Div. D&H special train to Rutland, Vt. Mid-Winter Meeting.

Oct. 5, 1941 B&M - MeC Round the Mountains via Woodsville and Fabyan. MeC Eng. 458 as helper, Whitefield to Bartlett, had loose tire at Willy House.

June 12, 1942 B&M Fitchburg, Winchendon to Peterboro. Last trip until after war.

- April 27, 1947 B&M Boston to Dover, Eng. 2711 K-8 from Dover via Rochester and old W N & P Div. to Cumberland Mills, Me. and to Rigby yard. Fine MeC & B&M engine display. Return main line. Special train
- June 29, 1947 B&M Boston via Nashua to Hillsboro, N H. B-15 Eng. 1397. Tour Lowell engine house, some New Haven steam power. Special Train
- April 25, 1948 B&M Boston via Central Mass to Wachusett Reservoir trestle, Clinton Eng. house, Ayer, Greenville and Hollis branches, Stony Brook branch to Lowell, No. Billerica to Bedford, Lexington to Boston. Arr. after dark!
- June 20, 1948 NYNY&H Boston via Needham Jcg., Medfield Jct., Cedar, So. Worcester, Blackstone. Ret. via Franklin Special train
- Sept. 26, 1948 B&M Boston to Mechanicville, N Y D&H House and Yard, B&M House Special train
- May 1, 1949 B&M Branch line special! Boston to Gloucester, Portsmouth, to Manchester, N H, home via M & L branch to Lawrence
- June 5, 1949 NYNH&H Air Line Boston via Willimantic to Cedar Hill with Eng. 1357 Lv. Cedar Hill with NH Eng. 3013 via Canal Line to Plainville, Ferryville tunnel to Hartford, Eng. 1357 to Willimantic to Plainfield and Providence to Boston Special train
- Oct. 2, 1949 B&M - MeC Round the Mountains - "Up thru Crawford Notch". 1st year with E-7 B&M diesels. Two MeC steam helpers Eng. 524 and 606. Last year with any steam on this excursion.
- April 30, 1950 Boston to Concord with P-5 Eng. 3699, thence via Claremont Branch double headed 2 B-15s, 1465 & 1482 to White River Jct. Return via Main line to Boston
- June 4, 1950 NYNH&H Boston via Dorchester to Providence, Plainfield, Old Saybrook, Middletown, Willimantic and Putnam to Boston. Eng. 1380 and special train A F cars
- Oct. 8, 1950 B&M - MeC Round the Mountains - Up the Notch. 1st use of EMD 331 and 332 MeC helpers
- April 29, 1951 NYNY&H Special train Boston to Newport, R I, via Canton Jct., North Easton, Fall River with Eng. 1357, Chg. to Eng. 1004 to Newport and ret., then 1357 to Mansfield, Framingham to Lowell, return via Walpole
- May 20, 1951 NYNH&H Providence to Maybrook with Hartford Division RRE NYC&W to Middletown, N Y.
- June 10, 1951 B&M Branch Special. Boston to Fitchburg, Cheshire Branch to Keene, Asheulot Br. to E. Northfield and Greenfield, Ret. via Main line to Gardner and Worcester, home via Cent. Mass. Line. Double-headed with B-15 1415 and J-1-e 3235 (last run of an Atlantic)
- Apr. 27, 1952 NYNH&H Last run of Steam on New Haven. Two special trains sold out!! Boston via Air Line and Cedar Hill, return via Groton = Plainfield and Providence. Eng. 1372 and 1388
- June 8, 1952 B&M - MeC Special train to Waterville shops. B&M Eng. 3712 P-4-a, MeC Class C 467, going via Lewiston, returning via Augusta. A/c frt. wreck at Newfields, P-4 3712 could not be used Eastern Div. and E-7 MeC 708 substituted.
- July 13-20 B&M - MeC - BAR Week-end Safari. Main line BAR to Houlton, Presque

Isle and Van Buren. Special Move Van Buren via Madawaska to Fort Kent Regular passenger train Fort Kent to Oakfield, thence Aroostook Flyer to Bangor and hotel. Bus following day to Belfast for trip over B&ML to Brunham Jct., thence MeC to Portland and Boston. PIM Carl Delano and Richard Sprague, (then PIM Asst., Now VP Public Relations BAR) with party entire time. Dining car exceptional at 5:30 AM!

- May 3, 1953 Special Train from New Haven Ct., with N Y & Hartford Div. to Winstead, Ct. Party rates coach to New Haven
- Aug. 16, 1952 B&M Special Branchline trek Boston via Lawrence to Manchester, N H to Rockingham Jct., thence main line to Wakefield Jct., Hi-car line to Salem, Ma. and Boston B-15 Engl 1488
- June 14, 1953 B&M Special train to White River Jct. E-7 Eng. 3814 in lead.
- Sept. 5, 1953 B&M - CV to Montreal, visit Turcot, Glen Yard CPR St. Luc, retn. Boston via CN - Grand Trunk to Portland, thence B&M Boston
- Oct. 18, 1953 B&M Boston to Mechanicville
- Nov 18, 1953 NYNH&H Budd car trip to Provincetown and ret.
- May 2, 1954 CV New London to Brattleboro, Vt. and ret. Special train
- June 6, 1954 B&M Branch line to Hillsboro. Steam not planned for, but run Boston to Nashua and ret. Trip ran via Cent. Mass. to Clinton, Ayer, No. Chelmsford to Nashua, thence diesel switchers 1180 and 1182 Hillsboro and ret. Nashua.

Last Runs participated in by members of RRE

- June 13, 1954 Last run of Steam on Maine Central. Eng. 470 via Lewiston to Bangor, return via Augusta. Eng. 470 preserved at Waterville.
- Oct. 30, 1954 Last train over Woodsville - Plymouth, N H line of White Mtn. Div.
- Mar. 7, 1953 Last run of passenger train - Peterboro to Worcester.
- March 6, 1955 RRE trip to Lincoln, N H via Franklin Falls. two Budd cars.
- May 5, 1955 Last Steam out of Lowell Mass. - Eng. 3672
- Sept. 1, 1956 New York Div. RRE trip to Roanoke, Va. and all steam at N & W.
- Apr. 27, 1958 B&A Budd car trip Framingham to Milford, Ma.
- Sept. 4, 1960 Last "official - End-of-an-Era" steam trip on CNR, Montreal to Ottawa and return to Turcot, where Eng. 6153 has fires dumped for last time.
- May 21, 1961 Claremont & Concord trip thru covered bridges

NOTE:- This Summary of Railroad Enthusiast Trips prepared from Dana D. Goodwin's records about 1970, and does not include subsequent trips operated by the Enthusiasts.

Boston & Maine Railroad Historical Society Hardware Committee Report June, July 2018

The Hardware Committee of Daniel Hyde, Fred Brown, Mal Sockol, Richard Faucher and Richard Nichols had a work session on Thursday, June 21 and July 19, 2018. Member, Carl Byron has been proof reading the Hardware Collection Inventory and up-dating information to the web-site files.

The following donations have been received:

H.K. Porter Builders Plate #4927, William A. Harris steam Engine Co. Builders Plate.
Warning Sign Keep off Locomotives & Tenders, Two Model Pencil Sharpener's.
Telegraph Key w/ Relay, Five Air-Brake Handles, Five miscellaneous Budd Liner Handles.
Two Brass Safety Valve Covers, Brass Cover to Cross-head oiler – 100 years old.
Brotherhood of Locomotive Lapel Pin.

Donation by; Tina Hinchliffe Bellomy

Metropolitan Transit Hat Badge #3229 - Steam Locomotive Lapel Pin, Box of Date Nails.

Donation by; Richard Faucher

B&MRR Brass Baggage Check #2136, Baggage-Master Hat Badge, small B&MRR brass pad-lock,
Blue uniform cap and Lock Box marked Biddeford.

Donation by; Vicky Thomas, from Franklin Richardson, Station Agent Biddeford, ME.

Donations made; Anonymous - Six HO-scale Freight Cars – MECRR Train Order Board.

The following work has been completed in the B&M Combine Baggage-Coach #1244:

The floor has been repainted by Jim Nigzus, the HO-scale has been upgraded with new Peco Switches, a new section of rail has been added by the Coaling Tower, Added detail to the buildings is in progress along with ballasting the new sections of rail from members Mal Sockol and Richard Nichols.

Boston & Maine Combine Baggage-Coach #1244 Open Saturdays 1 to 4 P.M.

Saturday, July 7, 2018 we had 39 of the general public attend from 1 to 4 p.m.

Operating Crew: Mal Sockol, Richard Faucher and Richard Nichols. Sold 1 T-shirt \$14.00

Tuesday July 10, 2018 we had 50 attend from the Lionel Operating Train Society.

Lionel Operating Train Society made a donation \$100.00 plus \$86.00 in sales and \$12.25 from the donation can. **Total Income \$212.25**

Operating Crew: Daniel Hyde, Richard Faucher and Richard Nichols.

2024 items have been registered in the Hardware Collection since July 2013.

The next Hardware Committee work session is scheduled on August 23, 2018

North Chelmsford, MA 10:00 A.M. to 12:00 noon.

Respectfully Submitted,

Richard Nichols

Hardware Committee

Boston & Maine Railroad Historical Society

Archives News

By Rick Nowell

June 12, 2018 -- Our last work session was held at the Archives at the Center for Lowell History on May 19. Nine volunteers were present. We worked on magazine, document, and photo filing; organizing and conserving the Edward J. Ozog photo collection; making an inventory of the contents of another box in our B&M metal file box collection; continuing an inventory of the Syd Towle photo albums; and researching requests for information.

Rick Hurst and another volunteer have conducted additional mid-week sessions at North Chelmsford to continue the organization of authority-for-expenditure records and Fitchburg Division station and siding records.

Expansion Space, North Chelmsford. Over the summer we plan to move about half the Archival records stored in Room 7 to the expansion space acquired in March. (This is in addition to over 300 boxes moved previously from the aisles of Room 8). Jim Nigzus has begun building additional shelving. The space we will free up in Room 7 will be used by the Sales Department for storage of inventory.

Scanning. Increasing familiarity with the continuous feed scanner and its software has led to higher productivity. For the present we are concentrating on bridge plans but have scanned several other archival items of interest, including a WN&P branch calendar in poster format from 1900 and a train density map from 1919, both of which have been posted to the Flickr site. We invite members and friends to help defray the cost of the scanner by sending tax-deductible contributions to B&MRRHS, P.O. Box 9116, Lowell, MA 01853. Please mark your check "Donation for Scanner."

Donations. We have logged in twenty-nine donations of archival material so far this year.

Requests for Information. Recent requests for information have included inquiries about

- The whereabouts of mechanical drawings of MEC No. 470.

- WN&P Division station mileages
- Details of a 1935 RRE trip to Selkirk, N.Y.
- Early B&M depot in Portland, Me.
- Wolfeboro, N.H. freight house layout.

The on-line photo archives site (flickr.com/photos/bmrrhs) continues to attract attention with many photos having over 1,000 views. There are now some 1550 images on the site.

Through the scanning efforts of David Ashenden, and with the help of editor Andrew M. Wilson, we are close to the production of a CD version of the entire run of B&M Bulletins since 1971. We are also looking into a version that would be downloadable from our web site.

Contributions to Society site. We continue to add items to the On-Line Archives section of the Society's web site (bmrrhs.org). Recent additions have included

- An updated version of the archives catalog
- Jack Dziadul's update of his Modelers Notes index.
- C Class (4-6-0) Ten-Wheeler large format drawing list.
- Article, "The Growth of the Express Business in the United States."
- List of turntables -- all divisions, Dec. 1925
- Organization chart, c1925-7.

Our next work session will be held in Lowell on June 16, 2018. The B&MRRHS Archives are located at 40 French Street, Lowell, Mass. Visitors and volunteers are welcome to our monthly work sessions. For more information email Rick Nowell, Chairman, fnowell3@yahoo.com.

BOSTON AND MAINE CORPORATION, DEBTOR

ROBERT W. MESERVE, BENJAMIN H. LACY, Trustees

B-28

BULLETIN BOARD MA, March 9, 1977

No. ALL CONCERNED: 19.....

To.....

WESTERN ROUTE MAIN LINE

TRACK CHANGES

Effective at 1600 hours, Monday, March 14, 1977, the following changes will be in effect at locations shown below:

NEWFIELDS, N.H.

A new hand throw main line connection will be installed on the main track at Mile Post 54.70 approximately 500 feet EAST of overhead bridge #54.89 at Newfield which connects the main track to the siding. Hand thrown derail will be installed on WEST end of the siding.

ROCKINGHAM, N.H.

The diamond crossing has been removed. A clog block has been installed approximately fifty (50) feet SOUTH of the Diamond on the Portsmouth side. The switch for the West Wye off the Portsmouth Branch will be spiked for the Wye.

G. F. GALLAGHER
Superintendent
Boston Division

Post in Position No. 1

Remove as directed

Posted at Date..... Time.....M.

I hereby acknowledge receipt of attached Notice No. and it was posted on board atM. B-28 19..... Location.....

BOSTON AND MAINE CORPORATION

**SUPPLEMENT NO. 1
TO TIME TABLE NO. 20**

EFFECTIVE AT 2:01 A. M., SUNDAY, OCTOBER 28, 1972

First Class Trains No. 26 and 27 are ANNULLED.
New First Class Trains to be operated as follows:

SPRINGFIELD AND WHITE RIVER JUNCTION

NORTHWARD (OUTWARD) TRAINS READ DOWN	FIRST CLASS	SOUTHWARD (INWARD) TRAINS READ UP
29 DAILY	STATIONS	28 DAILY
A.M.	SPRINGFIELD	A.M.
12.40	WA	A 4.25
12.48	HOLYOKE NORTH	4.10
1.09		3.59
1.55	DEERFIELD	3.05
2.08	SILVER STREET	2.54
2.30 ²⁸	EAST NORTHFIELD	2.33 ²⁹
2.50	EAST NORTHFIELD	
s 3.10	BRATTLEBORO	s 2.20
3.13	WEST RIVER	2.17
s 3.50	BELLOWS FALLS	s 1.37
3.52	CHAPINS	1.34
4.26	WINDSOR INTERLOCKING	1.00
4.46	WHITE RIVER JCT. YARD	12.40
A 5.00	WHITE RIVER JCT.	12.37
A.M.		A.M.

No. 29 back from station to PC yard, thence across Diamond to WA.
No. 28 run WA to PC yard, thence back to Springfield station.

A. G. DUSTIN, Executive Vice President and Chief Operating Officer
F. L. ESTEY, Vice President and General Manager Transportation

W. V. FUREY
Superintendent

G. F. GALLAGHER
Superintendent-Passenger Operations

Mr. W. V. Furey, Supt.
No. Billerica, Mass.

I have received copy of Supplement No. 1 to Time Table No. 20 and have incorporated same into my working Time Table.

SIGNATURE