

THE

Boston & Maine Railroad Historical Society
Incorporated

NEWSLETTER

"Every foot of track on the B&M, mainline or branch, rain or shine, was the scene of legitimate human endeavor."

Robert W. Jones, "Boston and Maine: Three Colorful Decades of New England Railroading."



November – December 2019

Meeting/Membership Telephone Number (978) 454-3600

www.bmrrhs.org

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Fitchburg, MA, February 14, 1963, Steamtown's #15 and train are led by Alco RS3 #1516 enroute to Boston for the filming of "The Cardinal". Dana D. Goodwin image, B&MRRHS Archives.

TIMETABLE OF UPCOMING EVENTS

Saturday, November 9:

B&MRRHS November meeting at Rogers Hall in Lowell, MA. 3:00 PM start. Longtime BMRRHS member Stephen Dembroske will focus on the Central Mass Branch in and around Sudbury, MA, in the 1970s as well as some content on the freight main at Andover, MA and New England railfan trips. We hope you join us!

Saturday, November 16:

Newsletter Editor Rick Kfoury will present on the Manchester & Lawrence Branch of the B&M at the Aviation Museum of New Hampshire. 11:00 AM start. Regular admission \$10, \$5 for seniors and vets. 27 Navigator Rd, Londonderry, NH 03053.

Saturday, December 14:

3:00 PM. Annual Holiday meeting / party at Rogers Hall in Lowell. After a brief review of the past year and forthcoming society activities, members may present slides, videos, DVDs, artifacts and models highlighting the B&M and other subjects. Complimentary refreshments will be available. B&M hats, and clothing are available for purchase along with a variety of books, paper collectibles, DVDs and models at the Society's sales table. Free parking across the street. A fine event of fellowship for all who remember the B&M and other railroads!
WEATHER ALERTS: Call the society's answering machine at 978-454-3600 after 11:00 AM on meeting day or go to the society's website, bmrrhs.org, to learn if a meeting has been cancelled.

BOSTON & MAINE RAILROAD HISTORICAL SOCIETY

is a not-for-profit, 501(c)(3) organization composed of people who want to share their knowledge, and learn more about, the history and operations of the Boston and Maine Railroad, its predecessors, and successors. Formed in 1971 by a group of interested B&M employees and railfans, the B&MRRHS now has nearly one thousand active members.

Our principal activities are publication of our journal, the *B&M Bulletin*, and our *Newsletter*, monthly speakers, archives and hardware preservation, preservation of the B&M 0-6-0 switcher No. 410 and coach-baggage combine No. 1244, participation in railroad shows, and maintaining two web sites: www.bmrrhs.org and www.flickr.com/photos/bmrrhs. If you would like to join the Society, you can join on-line or download an application at www.bmrrhs.org

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About the Newsletter

The Boston & Maine Railroad Historical Society *Newsletter* is published six times a year. We welcome your articles, photographs, and news items about the Society, the Boston & Maine Railroad, and current railroad events in New England. It is best to query the editor before writing articles. Please address correspondence to the Newsletter Editor at:

Rick Kfoury, B&MRRHS Newsletter, 136 Harvard Avenue, Auburn, NH, 03032 or email rickkfoury51@gmail.com.

Opinions expressed in the *Newsletter* do not necessarily represent the views of the Society, its officers, or members. Reference in the *Newsletter* to products or services is for the convenience of readers and does not constitute an endorsement by the Society. © 2019 B&MRRHS.

MEMBERSHIP AND DUES

Join us on-line or renew your membership on-line at bmrrhs.org. Credit cards may be used if you join or renew on-line (via PayPal). Dues are also payable by check, money order, postal money order, or cash (in person only). All payments in U.S. dollars. Please allow four to six weeks for processing.

Basic Individual - \$40	Basic & Spouse - \$43
Contributing - \$50	Sustaining - \$55
Supporting - \$80	Canada & Overseas - \$75
Benefactor - \$100	Corporate - \$500

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.
- Renew by credit card at bmrrhs.org. Renew by mail using check or money order. You may pay by cash at a membership meeting or trains show at which the Society is present.

CHANGE OF ADDRESS

Please advise the Membership Secretary of your new address before you move. Returned and forwarded mail costs the Society money. Write Kathy LaValley, Membership Secretary, B&MRRHS, P.O. Box 9116, Lowell, MA 01853.

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DIRECTIONS TO SOCIETY MEETINGS

Meetings in Lowell are usually held at Rogers Hall, 196 Rogers St., Lowell, MA 01852.

- From I-495 take exit 38 and go north on Mass. Route 38; this is Rogers Street. Approximately 1.3 miles from I-495, Rogers St. forks to the left at a stop light, so bear to the left here. Rogers Hall (white pillars) is about 3/10 of a mile farther on your right. Directly across the street is Rogers Park where parking is available.
- From Mass. Route 133 (which is Andover St., Lowell, coming west from Tewksbury): Follow Route 133 west. After going straight through the intersection of Route 38 take your third left on to High Street. Take a left on to Rogers St. Rogers Hall will be on your left. Directly across the street is Rogers Park where parking is available.
- From Mass. Route 38 or Mass. Route 113 in Dracut: Get off at the overhead traffic circle as if going to Saints Hospital. Follow this to the intersection of Routes 38 and 133, take a right on to Andover St., and take your third left on to High Street. Take a left on to Rogers St, Rogers Hall will be on your left. Directly across the street is Rogers Park where parking is available.
- By MBTA commuter rail from Lowell: If you come to Lowell by train, take the LRTA Route 2 "Belvidere" bus from Gallagher Transportation Center. This bus stops at Rogers Hall.

CORRECTION

Alan LePain's Union Switch & Signal Style-B article for the *Newsletter* was converted using OCR (optical character recognition), and as a result several textual errors were unfortunately created which were not present in the original. Factual corrections below:

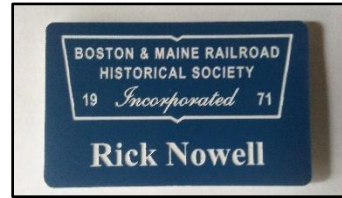
- 17" shaft hub center, **not** 17-shaft hub center
- 8.38" diameter roundels, **not** eight 38" roundels
- A brass 5/8" wide stiffening strip attached by four 3/16" flat head rivets, **not** four 3/16" flat head rivets attached with a brass 5/8" wide stiffening strip.

This is the fault of the editor; Alan's article was extensively researched and accurate. Apologies, and many thanks to him for his fantastic work!

NEW MEMBERS

We would like to take the opportunity to our welcome new members who have joined the Society since the last *Newsletter* and through early October: Timothy Berry, Mont Vernon, NH; Thomas Dorin, East Superior, WI; Ray Harris, Swanzey, MA; Zach Knutsen, North Swanzey, NH; Jonathan Palazzo, Methuen, MA; Jane Sawyer, Ashland, NH; William C. Siroty, Manchester, NH; George Stevens, Melrose, MA; and Kimberly Whitworth, Andover, MA. It's great to have you all with us!

MEMBERSHIP BADGES AVAILABLE



B&MRRHS members are entitled to wear the official membership badge at all society events. The badge is an attractive shade of blue with white lettering, 3 inches wide by 2 inches tall.

The badge has a secure magnetic attachment system that eliminates pinholes from shirts and sweater. The Society sells and mails badges at cost. Please make checks for \$12 payable to B&MRRHS and send to: Name Badge, B&MRRHS, P.O. Box 9116, Lowell, MA, 01853. Please specify name for the badge. NOTE: Magnets are known to be harmful to those who utilize Pacemakers.

WEBMASTER'S REPORT

The Society's online presence continues to grow and expand, and as of October 13 we currently have 2,851 likes on the Society's Facebook page, with 2,945 total followers. Our daily Facebook "Minuteman Moment" posts reach an average of 8,654 people daily through sharing. One recent photo in August reached 25,000 unique Facebook visitors alone! We have received many great questions, contributions and donations on Facebook. On our website, the Archives committee continues to scan and upload documents for viewing with frequent news updates as well. We hope you visit us online and see how we are digitizing the B&MRRHS! ☘

– James P. Nizgus, Webmaster

EDITOR'S NOTE

As the year comes to a close, and my first calendar year as Newsletter Editor with it, my thoughts drift to reflection on what was a fantastic year for the B&MRRHS. With a strong (and growing) online presence, new items available and correspondence from so many different people and places, what a great time it is to be involved! I want to thank everyone who made this another fantastic year, and we are so thankful for your contributions of every shape and size, and from every talent and walk of life. Ours is a special community, and we have a huge job to do piecing together and preserving the story of the railroad we all love. Happiest of Holidays to everyone, stay safe and warm, and we look ahead to 2020! ☘

– Rick Kfoury, Newsletter Editor





HARDWARE COMMITTEE REPORT

Hardware Committee Chairman, Daniel Hyde
Hardware Committee Curator, Richard Nichols

The Hardware Committee of Fred Brown and Richard Nichols had a work session in North Chelmsford on Thursday, September 5, 2019. Fred Brown, Richard Faucher, Daniel Hyde, Mal Sockol and Richard Nichols had a work session on Thursday, September 19, 2019.

Donations:

Frank Kyper:

- Dietz B&M Lantern w/ Cobalt Blue Globe
- Adlake B&MRR Lantern w/ Red Globe B&M etch w/Shades
- B&M Bellbottom lantern w/ Clear Globe, B&MRR embossed
- C.R.R.R. Bellbottom Lantern w/ Clear Globe, C.R.R.R. embossed
- N.R.R. Bellbottom Lantern w/ Clear Globe, N.R.R. embossed
 - C. & M.R.R. Bellbottom Lantern w/ Clear Globe
- Cheshire R.R. Bellbottom Lantern w/ Clear Globe, B&MRR embossed
- B. & L.R.R. Bellbottom Lantern w/ Clear Globe, B. & L.R.R. embossed
- Fixed Globe Lantern w/ Red Globe, Conductor Tool Box, E.R.R. C.E. Armitage
 - Brass Brake Handle / Brass Steam Locomotive Whistle
- Cardboard Call Card Signs – 2 Haverhill – 2 Concord – 1 Portland – 1 Laconia
 - 2 Track Number Signs – Tracks 2 & 3 & Tracks 4 & 5
- Metal Yellow Track No 16 sign / hung at the end of canopy at North Station

Robert Grodzicki:

- Joint Bar or Rail Joiner

Christopher Childs

- Replica of the whistle from B&M B-Class 2-6-0 Mogul #1498 made by the late Henry Bowditch Jones.

The Hardware Committee would like to thank members Carl Byron and Rick Nowell, for taking the time to pick-up a recent donation listed above, at the home of Mr. Frank Kyper. The Hardware Committee members, Mal Sockol, Daniel Lyons and Richard Nichols closed up the B&M Combine on August 31st for the season, and wish to thank everyone that contributed in keeping the B&M Combine #1244 open to the general public on Saturdays during the months of July & August 2019.

2,238 items have been registered in the Hardware Collection since July 2013. We thank you for your generous donations to preservation! ☘



FROM THE ARCHIVES

Valuation Materials in the B&MRRHS Archives
 By Rick Nowell, Archives Chairman

The 1898 U.S. Supreme Court case of *Smith vs. Ames* (169 US 466) established the principle that the railroads were entitled to a fair return on the fair value of their assets. How to determine this fair value was the subject of the Valuation Act of March 1, 1913. The Act called for the nation's railroads to be surveyed and the value of their property calculated.

The Interstate Commerce Commission was placed in charge of the survey process. Detailed rules and regulations for the survey were embodied in a series of Valuation Orders. The railroads were required to make their records available to the surveyors, grant them access to their premises, and furnish them free transportation on special work trains. On the B&M the survey was carried out between 1914 and 1916. To facilitate the surveys each railroad was divided into numbered sections which generally followed the road's main lines and branches. Once the survey was complete, the valuation sections became a useful way for the railroad to keep track of expenses and to organize its record-keeping. A large part of the historical record of the Boston and Maine Railroad preserved in our Archives was created as a result of the Valuation Act. The principal documents are described as follows.

SURVEYS (ENGINEERING FIELD NOTES). One or more survey books was prepared for each valuation section, and we hold nearly a complete set. Within each volume survey notes were organized by account numbers. The volume for Valuation Section 2, Account 16, for example, contains data about stations and freight houses on the Portland Division's Western Route. In many cases floorplans and architectural details are shown in sketches. Details of foundations, walls, roofing, and interior finish will also be found. Extensive inventories of contents are often included as well as the age and condition of the structure at the time the survey was made.

RIGHT OF WAY AND TRACK MAPS, also known as valuation plans or valplans. We hold over 1800 paper copies of maps that were made in conformity to the requirements of the Valuation Act. Maps are approximately 52 inches wide and 24 inches tall. They are

mostly blueprints, but there are a few ink-on-linen drawings, and there are many later editions in blue-line or photocopy format. Condition varies greatly. The original (1914) maps are in poor condition overall. Many have been scanned, but they are not available on-line at present and much more needs to be done in this area.

CORPORATE HISTORY. As required by the ICC the B&M compiled a Corporate History detailing the dates of construction, opening, lease, etc. of the corporation and its subsidiaries. The B&M Corporate History is available on-line at bmrrhs.org.

AFE RECORDS. Whenever a capital project was undertaken by the B&M, a numbered Authority for Expenditure record was created. All expenses incurred in connection with the project were charged to this number. When a project was completed, certain paperwork relevant to the project called a "roadway completion report" was prepared and placed in a binder called Roadway Completions. A separate binder was maintained for each valuation section. Reports were added until the binder became unwieldy and then a new binder was begun. When a structure was retired, another AFE number was created and charges incurred for the removal of the structure or proceeds from its sale or salvage were charged to the number. An index to AFE numbers is available on-line at bmrrhs.org. We hold the numbered AFE files and volumes of Roadway Completions in storage.

TRACK CHANGE DRAWINGS. Detailed changes to track layouts were recorded on drawings known familiarly to engineers as "Up and Down Drawings." We hold a collection of these drawings organized by valuation section and have scanned some of them.

TRACK PROFILES. Track elevation, curvature, rail age and weight, and other details for each valuation section were recorded in graphic linear format on track profiles. We hold a large collection of these drawings that were pasted together into an accordion-like format for use by field engineers and track foremen. ⌘

The B&MRRHS Archives are located at 40 French Street, Lowell, Mass. Work sessions are held monthly. Visitors and volunteers are welcome. For more information email Rick Nowell, Chairman, fnowell3@yahoo.com. View our On-Line Archives at bmrrhs.org

“WHILE WE WERE OUT...” - PAST MEETINGS AND EVENTS – SEPTEMBER MEETING

On September 14, Craig Della Penna spoke of his leadership in developing the "rail trail phenomena in the U.S.". Craig lives in the Florence section of Northampton, Massachusetts and owns a bed-and-breakfast house adjacent to a rail trail. After working in the railroad business for years, he became involved with the national effort to turn abandoned rail lines into public recreational trails. Craig works full time for this project and is also a qualified real estate agent, specializing in buying/selling homes and property which are located alongside active and future rail trails.

The Power Point presentation displayed “then and now” views of trail scenes, showing how old unused roadbeds filled with debris and overgrown with weeds now support recreational use. This also preserves the right of way for historical purposes instead of redevelopment.

His enthusiasm was caught by those in attendance and his program was very well received, as witnessed by a lively Q and A session. Well done, Craig. ☿ *Mal Sockol*

OCTOBER MEETING

The B&MRRHS gathered at the Plymouth Senior center housed in the historic Plymouth railroad station for another fantastic October presentation, this time hosted by Alan MacMillan. Alan is a retired locomotive engineer, having worked for seven different New England railroads, including Amtrak. He began his time as a railroader as a B&M trainman in 1972 and has been studying and photographing trains ever since.

Alan presented some of his images covering the B&M, including images taken during a freight ride on the White Mountain Branch upon which Plymouth is located. The crowd also enjoyed the presence of the Winnepesaukee Scenic Railroad which passed through town with its Fall Foliage Extra headed for Foster’s Boiler Room restaurant, then returned to the Plymouth Station for a runaround after unloading its passengers. The B&MRRHS would like to thank Alan, all who attended, and the Plymouth Senior Center for once again welcoming us with warm hospitality and another great gathering! ☿

NEW MODELER’S NOTES EDITOR



Wayne Slaughter

A new editor for the popular *Modeler’s Notes* will be taking up the mantle from longtime editor Bob Warren. Wayne Slaughter was born and raised in northern Virginia, just outside of Washington D.C. Despite his southern origins Wayne has lived in NH for half his life, in Amherst for many years and now in Manchester. He was introduced to the B&MRRHS by his friend and founding Society member, the late John Peterson.

Wayne is a lifetime modeler, having been raised on trains by his grandfather. For quite a few years he modeled the Maine two-footers in On2 and has even dipped into Welsh narrow gauge in both 16mm and 7/8” large scales. For some years he has been modeling a fictional shortline in O scale, the Dominion & New England Railway, set in northern Vermont circa 1953. Wayne blogs about his exploits with the D&NE which can be viewed at dominionandnewengland.wordpress.com.

Wayne’s roots as a B&M fan come from when he lived in Harvard, MA years ago. The Worcester line passes through town and Ayer was just a few miles up the road. He has spent a lot of time these last few years traipsing all over Mogul country from Milford to Contoocook and everywhere in between.

Recently retired from a long career as a software engineer, Wayne is looking forward to spending more time on his trains! He shares that, “It’s exciting to get a chance to contribute to the Society by helping with the *Modelers Notes* and the Archive Committee!”

Wayne will be collaborating with other well-known B&M modelers in the production of the *Notes*, and with the *Newsletter* in their printing and release. He is actively seeking content to include in the publication. If you or someone you know models the B&M, please reach out to wrs642@gmail.com with any photos, projects, feature ideas, questions or comments. ☿





B&M 0-6-0 #444
RECEIVES SOME TLC



Former Boston & Maine G-11-b 0-6-0 #444 looks sharp with fresh paint, white trim, and early-style lettering and numbering. She is on display at Chautauqua County Fair Grounds, 1089 Central Ave, Dunkirk, New York. A newly installed plaque reads “Fletcher Granite 444 – Purchased from Boston & Maine RR in June 1952 for use in their West Chelmsford, Massachusetts Quarry. Fletcher Granite Co. donated 444 to the Historical Society of Dunkirk, New York in August 1986. MADE FROM FLETCHER CHELMSFORD GRAY GRANITE”. All photos courtesy Steve Myers. ☿



NEW DIGS FOR B&M F7A #4268



The recent repaint work done by the 470 Club and Conway Scenic on Boston & Maine EMD F7A #4268 had a grand unveiling at the railroad’s famous Railfan’s Weekend. The classic locomotive had been an empty shell since 1976; a long 43 years. With the prime mover transplant complete, current goals are to have her operational restoration complete by 2020, upon which she will join sister #4266 in tourist operations on the Conway Scenic. 470 Club photo. ☿

PROGRESS ON B&M SW-1 #1113



Side handrails on SW-1 #1113, installed by the Mt. Tom Power Station but unoriginal to the locomotive, have been removed by the Berkshire Scenic Railway Museum, moving the locomotive closer to its authentic restoration as Boston & Maine #1113. A headlight was also recently painted in black and test-fitted. Berkshire Scenic Railway Museum photos. ☿

THREE FORMER B&M GP9S SCRAPPED

Two of Pan Am Railway's former Boston & Maine EMD GP9s and one GP9r, long out of service, have been scrapped at the railroad's Waterville shops. The three locomotives were all officially retired back in July 2014 and had been subsequently struck from the roster.

Springfield Terminal EMD GP9r 51 (former B&M 1725 / 1825, out of service since February 2012), Springfield Terminal 62 (former B&M 1719, out of service since February 2009) and Springfield Terminal 71 (Former B&M 1736, out of service since August 2012) were all finally scrapped in September*. Long-time residents of the deadline since their retirement, they had been picked over for parts and were actually sold to Larry's Truck & Electric (LTEX) of McDonald, OH but never left Pan Am property.

The three venerable "geeps" had outlived the Guilford scrapping waves of the late 1980s, owing mostly to their good operating and mechanical status. ST 51, which had been built as Boston & Maine 1725, was rebuilt as B&M GP9r 1825 following the wreck at Holyoke, MA on August 6, 1979. The units had served most recently for Guilford and Pan Am as yard switchers and on local freights out of East Deerfield, MA and Waterville, ME. Although the loss of the locomotives is understandable from an operational perspective, their scrapping sadly diminishes the number of existing Boston & Maine locomotives both in New England and overall. There are now five** Boston & Maine EMD GP9s:

BM 1728 - Exxx-ST 66, exx-Mass Central 1728, ex-Raritan Central 1728, sold to/at Larry's Truck & Electric.

BM 1732 - Ex-ST 68, Preserved at Railroad Museum of New England, Naugatuck, CT. Will be the last BM GP9 in New England. Planned repaint as delivered to BM.

BM 1738 - Ex-ST 77 "B&M Heritage", sold to Heber Valley Railroad of Utah in 2018. To be painted D&RGW.

BM 1741 - Ex-ST 72, sold to Heber Valley Railroad, currently stored on Pan Am property at Waterville, ME.

BM 1826 - Originally B&M 1726. Ex-ST 52, "Maine Central Heritage", sold to Heber Valley Railroad in 2018. To be painted D&RGW.

*PAR Information courtesy Bill Gingrich's Sept. Pan Am Roster.

**Not including 1729 (donor for BNSF Genset 1202) or 1710 and 1735 which were both sold and rebuilt as Illinois Central GP10s 8270 and 8303 after their loss while in coal train pool service at the 1968 Ashtabula, OH wreck. Both GP10s still exist, with Red River Valley & Western Railroad and Missouri North Central Railroad, respectively.

MILFORD-BENNINGTON RAILROAD RELOCATES EX-B&M SW9



MBRX crew prepares to remove SW9 #1423 (right) from Greenfield. October 9, 2019, Bruce Nelson photo.

The Milford-Bennington Railroad (MBRX) was recently photographed moving its EMD SW9 #1423 after decades of sitting in limbo on the former freight house siding in Greenfield, NH.

Built in May of 1953 as Boston & Maine 1228, the locomotive was one of twelve EMD SW9s ordered by the B&M, and one of five (1227-1231) that had MU capability in the rear only. 1228 spent many of its early years in and around Boston and was involved in a wreck in November 1973, after which it was completely rebuilt at the Billerica Shops. The locomotive later worked Boston-based local B-15, often serving the Watertown Branch where it was a favorite of engineer Joe Scannell.

Following the Guilford purchase of the B&M in 1983, 1228 did stints switching the yards at Lowell and East Deerfield before finding a home as the shop switcher at Waterville, ME. Around this time the engine was designated Springfield Terminal #1423 and repainted into Guilford colors. In 1992 the locomotive was sold to the Milford –Bennington Railroad as a parts source for their ex-Canadian National SW900, 901.

Vandalism has claimed most of the glass and peeling paint is slowly exposing previous coats of paint. However, with her stacks capped, the internals are in good condition. It is not known what will become of the locomotive, however many have suggested repair/rebuild. Only two other B&M SW9s are believed to still exist; former B&M 1220 (ST 1420) as RETX 1420, and B&M 1229 (ST 1424), currently at Larry's Truck & Electric in McDonald, OH. ☹



Vignettes from the Archives



Class P2 4-6-2 #3669 and train at Shawsheen Village, MA, December 1948.
Digital image from a photograph in the Preston S. Johnson Collection, B&MRRHS Archives.



It's December 1986 and Boston & Maine EMD GP9r 1825 with a short local freight is westbound on the Newburyport Branch, crossing Pine Street at Tapleyville (Danvers, MA).
Digital image from a color slide by David E. Trask, B&MRRHS Archives.

Manchester NH

BOSTON AND MAINE CORPORATION, DEBTOR

1674

ROBERT W. MESERVE, BENJAMIN H. LACY, Trustees

see 302

B-55

BULLETIN ORDER

No. **ALL CONCERNED:**

Boston, MA, April 22, 1976 19.....

To.....

MANCHESTER YARD

Effective Monday, April 26, 1976, Manchester yard limits are extended on the M & L Branch to the Lyons Steel Company, Londonderry, N. H.



G. F. GALLAGHER
Superintendent
Boston Division

Post in Position No. 1

Life of Timetable No. 21

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

B-55

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

Location.....

Signed.....

"X-7 REPORT" B. & M. CORP. Form 996

Telegraphic Train Consist Report B&M 287

To BX From JS Date 1-25-80
 Train 4301 Eng. 1755-33 Condr. Carlisle Engrs. Jackson
 On Duty Train crew 0230 m. Engine crew 0230 m. Helper _____ m.
 Rating _____ Temperature _____ Departed 0908 m.

DESTINATION	Live Stock	Dressed Meat	Dairy and Perishable	Potatoes	Mdse. L. C. L.	Paper	Grain & Grain Products	Coal	Other Freight	Empty Refr's	System Empries	Foreign Empries	Total Cars	Tonnage
A	B	C	D	F	H	I	J	K	M	N	O	P	Q	R
<i>Pick up at Fairlee</i>														
<i>Janeaster</i>							<i>1</i>						<i>1</i>	<i>80</i>
<i>Berlin</i>									<i>1</i>				<i>1</i>	<i>85</i>
<i>cars in train</i>														
<i>Jefferson</i>									<i>1</i>				<i>1</i>	<i>50</i>
<i>Janeaster</i>									<i>1</i>				<i>1</i>	<i>50</i>
<i>Groveton</i>									<i>3</i>		<i>10</i>	<i>13</i>	<i>6</i>	<i>10</i>
<i>Gorham</i>									<i>1</i>				<i>1</i>	<i>80</i>
<i>Berlin</i>									<i>2</i>		<i>24</i>	<i>26</i>	<i>8</i>	<i>55</i>
S TOTAL							<i>1</i>		<i>9</i>		<i>34</i>	<i>44</i>	<i>18</i>	<i>10</i>

Cause of Delay _____

Remarks: *10 Tds*
34 Mts
Van C 60

Yardmaster _____

NOTE:—This consist report must be telegraphed to the Chief Train Dispatcher and others, addressed immediately for departure of the train. Under remarks give information relative to cars requiring ice en route, time livestock last fed and watered, cars requiring special handling for any reason, etc.

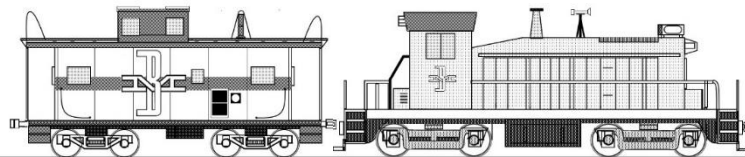
Rick Kfoury Collection

Happy Holidays from the B&MRRHS!



Santa's new 1,500 horsepower sleigh? Not quite; just B&M GP7 #1570 and freight C-10 crossing St. Laurent Street in Epping, NH, on the Portsmouth Branch during a snowy Christmas Eve, December 24, 1970.

Richard B. Sanborn negative from the Rick Kfoury Collection.



Boston & Maine Railroad Historical Society
Incorporated

P.O. BOX 9116 • LOWELL, MA 01853-9116