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Incorporated

HAROLD JUDKINS

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C1543 Cocheo R. R.



B&M BULLETIN

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James E. Lee

Blocked by a derailment on May 11, 1977 in Salem, Mass. station, the Fiat railcar prepares for a return trip to Boston.

FRONT COVER

Symbol freight XF-2 (Bellows Falls to Fitchburg) passes through Troy Ledges on the Cheshire Branch in June 1968, during one of the last years of the branch. Vegetation is already beginning to take control of the right of way.

H. Bentley Crouch

REAR COVER

SW9 1222 idles at Bleachery in Lowell on Washington's Birthday, 1976.

John McDonnell

W

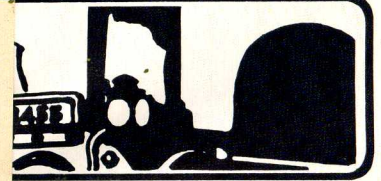
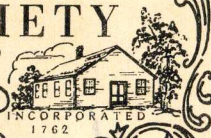
History of The Cocheo Railroad.

THE
FARMINGTON
NEW DURHAM
HISTORICAL SOCIETY

FOUNDED NOVEMBER 11, 1949

A GIFT OF

Florence Young 3/2/79



In late May there the territory served with accompanying abandonments and on various lines of and maps (dated M lished in accordance Commission regula 1121--abandonmen continuance of ser were assigned into lines for which aba

of service is expected within three years; (2) lines for which abandonment/discontinuance studies are still underway; and (3) the remainder of the railroad (which is presumably unaffected).

Category 1 lines include:

- Lexington Branch: Fens (West Cambridge) to Bedford
- Central Massachusetts Branch: Clematis Brook to Berlin
- Marlboro Branch: Gleason Junction to Marlboro
- Wheelwright Branch: Northampton to Amherst, Canal Junction to Forest Lake, Creamery to Wheelwright
- Turners Falls Branch: East Deerfield to Turners Falls
- Peterboro Branch: Winchendon to Jaffrey
- Greenville Branch: West Townsend to Greenville
- Hillsboro Branch: Wilton to Hillsboro
- Goffstown Branch: Manchester to Goffstown
- Portsmouth Branch: East Manchester to Rockingham Junction
- Fremont Branch: Epping to Fremont
- Blackmount Branch: Woodsville to Blackmount
- Conway Branch: Ossipee to Mt. Whittier
- Hampton Branch: Seabrook to Newburyport
- Amesbury Branch: Salisbury to Amesbury
- Newburyport Branch: Danvers to Topsfield
- Salem Branch: West Peabody to South Middleton
- Stoneham Branch: Lindenwood to Stoneham

Category 2 lines include:

- Watertown Branch: West Cambridge to Watertown
- Bemis Branch: Waltham to Bemis
- Greenville Branch: Ayer to West Townsend
- Hollis Branch: Ayer to Hollis
- Cheshire Branch: South Ashburnham to Winchendon
- Waterville Branch: Winchendon to Waterville
- Hillsboro Branch: near South Merrimack to Wilton

In some cases discontinuance of service is merely a matter of semantics. For instance the Fremont Branch, the Amesbury Branch, that part of the Hillsboro Branch north from Bennington to Hillsboro, to name just a few, have been bulletined out of service for several years. In the case of the Marlboro Branch the entire matter is academic--the track has been physically removed for practically the entire distance. And at Newburyport, the Merrimack River drawbridge has been in the open position for better than ten years.

Interestingly, the White Mountain Branch north from Concord, N.H., to Lincoln, N.H., is listed as being proposed for expected abandonment within three years even though the line was taken over by the State of New Hampshire in October of 1975.

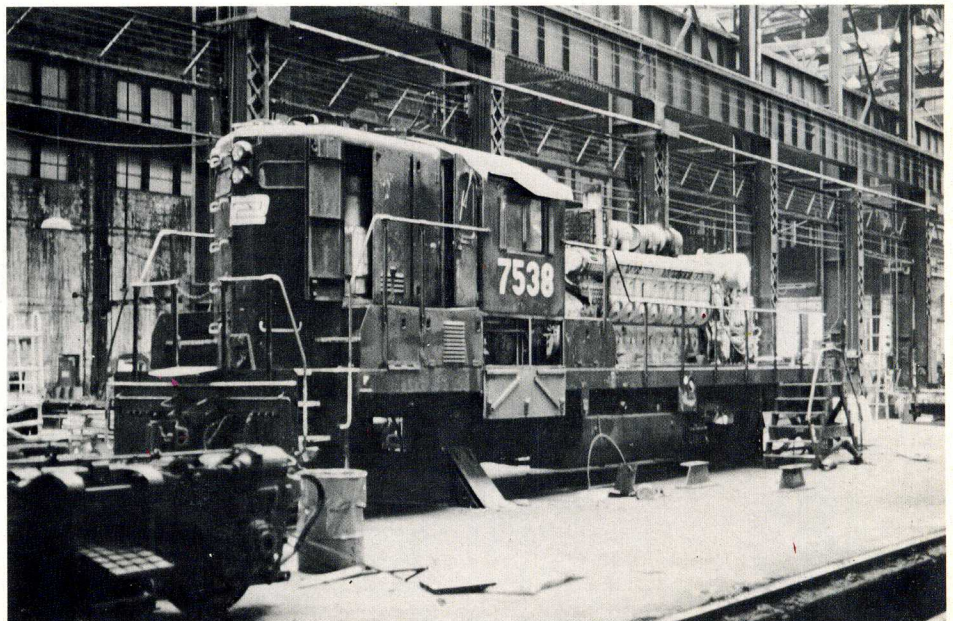
ral opposition by the affected com- shippers, consignees and political undoubtedly arise at the required rings. Yet realistically if the B&M is on its own most of these withered es must go. Time will tell how suc- ce railroad will be in its efforts to its physical plant.

Since publication in the Winter 1975-1976 issue of the *B&M Bulletin* of the article "The 'Pemi' " there has been considerable news concerning this former B&M line from Concord to Lincoln, N.H. Following the takeover by the State of New Hampshire on October 30, 1975, Mr. Donald Hallock, president of the Wolfeboro Railroad, entered into an agreement to operate the railroad for one year. Following washout repairs and other rehabilitation work, the line, known as the Wolfeboro Railroad--Central Division, ran its first train, a snowplow extra, on January 27, 1976. Motive power was newly-purchased RS3 No. 101, which had come from the Maine Central Railroad where it had been numbered 557.

Revenue service to the New England Pulp & Paper Company's reopened mill at Lincoln

MBTA GP9 No. 7538 (ex-Conrail and Penn Central 7538, originally New Haven 1208) receiving repairs at Billerica Shops on June 8, 1977.

Photographed with permission of the Mechanical Department of the Boston & Maine Corp.



commenced in the spring. Problems in the manufacture of the recycled newsprint paper resulted in the mill being shut down in late June after a very short period of operation. Ironically, even though the prospects of the mill's reopening were dubious at best, the State opened bids July 8 on a contract to rehabilitate the line. Weaver Brothers, the general contractor who had been engaged to repair the washouts and get the line going in the first place, was the successful bidder.

Hallock ran freight service on an as-needed basis as far north as Plymouth and operated

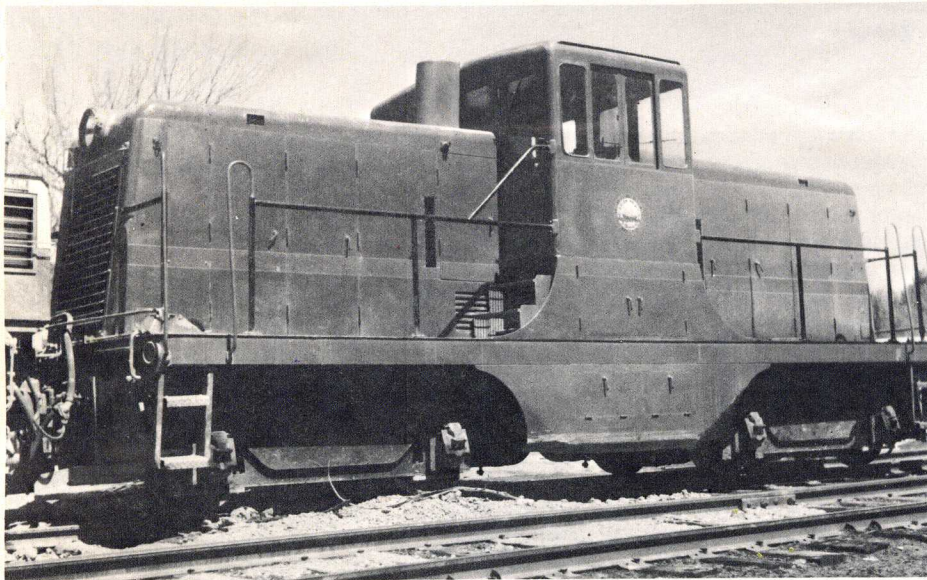
fall foliage trains during September and October but with the loss of the freight revenue from the closed mill (amounting to an estimated \$3,000 per month) he asked out upon the expiration of his one year contract. His contract expired on February 4, 1977, and on February 12 the Goodwin Railroad Corporation, Inc., of Concord, N.H., a Weaver Brothers subsidiary, was granted a five-year lease by the State to operate the road. Motive power consists of the former Wolfeboro Railroad No. 101, repainted forest green with light green lettering and handrails and numbered 1,

and one of the two State-owned 44-tonners (the other was sent up-country to the newly-organized North Stratford Railroad Company).

As of late June, ballast was being put down on the old "Pemi" north of Plymouth under the terms of the July 1976 contract and the mill at Lincoln, its manufacturing and financing problems under control for the moment, is back in production. So once again, like the proverbial cat with nine lives, the "Pemi" has survived yet another near-fatal-blow. But the nagging question still remains--just how many lives can be left?

HBC

Brent S. Michiels



State of New Hampshire No. 74 (an ex-Army GE 44-tonner) has been leased to the Goodwin Railroad. When photographed in May 1977 (left), it was painted yellow and blue with the State seal on its cab. Goodwin Railroad No. 1 (below) spreads ballast at Campton, N.H., on the former Pemigewasset Valley Branch of the B&M late in the afternoon of June 13, 1977.

H. Bentley Crouch



ERRATA AND ADDENDA

Fall 1975

Russell Homer of Plymouth, N.H., has sent us a newspaper clipping from the May 8, 1977 *New Hampshire Sunday News*, which contained an article on the 1907 wreck at Canaan, N.H. The article included a poem which is a slightly different version of the "Canaan Wreck" poem which was mailed to members along with the Fall 1975 *B&M Bulletin*. The poem was written by Zenas John Blake (1874-1921), a fireman for the Boston & Maine. In the early 1900's, he became Secretary of the Firemen and Engineers Locomotive Association and toured New England giving lectures. He wrote the poem shortly before his death in 1921.

Winter 1976-1977

In rereading the Winter issue, I have noted one minor discrepancy which you may be interested to hear about: Please be advised that Fitchburg local F-5/6 rarely, if ever, in recent times, has gone up the Cheshire Branch on any day but Tuesday. Spending a good portion of every summer within earshot of the Cheshire, I've watched service dwindle like a reservoir during a drought. Back just a few years ago, they used to haul a good ten cars up and back three days a week (Tuesday, Thursday, and Saturday). In 1975, around July sometime, they cut out the Saturday stuff, and by early 1976, F-5 was down to one run up that lousy track a week. As the track gets worse (not even new ties in any quantity since 1956 or 1958), the derailments and other problems become more frequent. One time last year, that one little train was a full four hours late. On another occasion, the crew neatly and innocently put GP7 1573 on the ground right over a busy crossing in Winchendon . . . we shall be writing the Cheshire's epitaph before long, methinks.

--Greg J. Nazarow

The following may be of interest to those who follow the Manchester & Lawrence Branch. Concerning the last scheduled passenger service on the branch (page 12), Mr. Hoisington writes: "Passenger service on the Manchester & Lawrence Branch was reduced to a single round trip daily prior to World War II. . . . The last scheduled passenger train, No. 1511, consisting of gas-electric No. 182, was operated July 10, 1953. . . ."

The above should be changed to read: the last **through** passenger train on the Manchester & Lawrence Branch, etc. There was a degree of passenger service on the branch as late

as August 31, 1960. I have a copy of B&M employees timetable No. 74 (effective June 12, 1960) and it shows the following service over a short portion of the branch.

Train No. 181 departed Boston at 11:20 A.M. (except Sunday) and ran up to Lawrence. It left Lawrence on the M&L Branch at 11:58 A.M. and ran 6.46 miles to Rockingham Park, arriving there at 12:10 P.M. It deadheaded back to Lawrence as train No. 192, leaving Rockingham Park at 12:20 P.M. and arriving Lawrence at 12:33 P.M. Train No. 183 deadheaded north from Lawrence at 4:28 P.M., arriving at the park at 4:45 P.M. Train No. 180 left Rockingham Park at 4:55 P.M., pulled into Lawrence at 5:02 P.M., and arrived in Boston at 5:45 P.M.

Nos. 181, 183, 180, and 192: First trip July 4, last trip August 31. Additionally, Nos. 183 and 192 did not run on July 4. Nos. 181, 183, 180, and 192 all ran daily except Sunday.

--Robert V. Ridpath II

Editor's Note: According to B&M public and employees timetables, the summertime Rockingham Race Trains were revived in 1958. During that summer three round trips ran daily except Sunday. Two trains each way ran during the summer of 1959, 1960 and 1961, when the service ceased. The public timetable of June 29, 1958, carries an advertisement for the *Rockingham Racer*. This train ran "every race day" from July 28 to September 27. No one way tickets were sold--only round trip tickets were accepted, and these cost \$3.00 each.

The number of the third Budd RDC in the photo of the *Crazy Quilt Rail Ramble* fan trip train on page 12 should have read 6303, not 6903.

On the M&WR locomotive roster, for years it was thought by many railroad buffs that No. 6, the *Arthur Tandy*, was Hinkley c/n 1527 of 1881. However, a list of Hinkley shop numbers "from the records of G.F. Starbuck and others" found among Charlie Fisher's papers after his death shows Hinkley 1527 as Santa Fe No. 243, a 2-8-0 of 1882. Not a very likely candidate.

But consider Baldwin 4761, built in 1879 as Cleveland, Painesville & Ashtabula No. 3, an 0-4-2 tank, according to the most widely circulated Baldwin list. In the R&LHS files at the Harvard Business School is a print of the *Arthur Tandy* from G.F. Starbuck of Waltham. On the back Mr. Starbuck wrote in pencil that he believed this was the engine he saw in Portland, Maine, August 19, 1890, now an 0-4-4

tank, numbered 2 and lettered "The Glen Manufacturing Co." He says it seemed to have just been overhauled by the Portland Company and was coupled to the rear of a Grand Trunk freight. (The Glen Manufacturing Co. was located in Berlin Falls, N.H., and in 1891 had three locomotives.) Mr. Starbuck noted the c/n as 5761, but 5761 was an 0-4-0 built for the C&NW and sold to the Aetna Sand & Gravel in 1911, so Mr. Starbuck was wrong about that.

It isn't difficult to believe that the Glen Manufacturing Co. engine was sold sometime between 1890 and 1895 to the M&WR, becoming No. 6. To add the final clincher, the original Baldwin ledger, copied by Harold Goldsmith, has the original name for c/n 4761 crossed out and Montpelier & Wells River inked in as new owner, no date or new number, however.

As for the name *Tramp*, there is said to be photographic evidence of such, but I have never seen it. When the *Tramp* arrived in Montpelier, it was in poor condition, so I can go along with the "possibly rebuilt by Manchester" part of the roster.

The Shay numbered 450 was built by Lima, c/n 450, to be shown at the Exposition in 1893, hence the name *Columbia*. There it was seen by an official of the M&WR, purchased by him for use in the Barre hill work, and turned over to the Barre Railroad. Lima 450 appears in the records as Montpelier & Wells River 450, and rightly so, since the M&WR paid for it. It isn't quite true that it was originally a Barre Railroad engine and sold to the M&WR in 1893. Maybe the other way around would fit the circumstances better, although I have no idea what financial arrangements regarding the Shay were made between the two roads.

--L. Stewart Twombly

Spring 1977

The credit line for the photograph of Lehigh & Hudson River engine 12 at Greycourt, N.Y., on page 24 was inadvertently omitted. Wayne Brumbaugh was the photographer and contributor of the photo.

Mr. Kenneth F. McCall has notified us that his contribution to the R-1 article was in fact limited to his direct quoted material only. He was not a co-author of the article, and he advises that since he did not have the opportunity to proofread the article in depth prior to publication, he cannot be held responsible for the factual accuracy of all the technical and mechanical engineering data contained therein.

THE COCHECHO RAILROAD

by Warren H. Hay*

In the growth of the Boston & Maine system, one of the early short lines gobbled up by the fledgling B&M was the Cochecho Railroad.** This line, which extended from Dover, N.H. to Alton Bay, a distance of 28.2 miles, was at best a marginal operation, yet part of it is still alive and carrying a fair amount of freight.

To understand the reasons behind the origin of the Cochecho Railroad it is necessary to look at the part played by Lake Winnepesaukee in the early transportation picture of New Hampshire. In the early 19th century the broad expanse of Winnepesaukee, centrally located in the state, was a natural means of moving goods. In addition to produce originating in the vicinity of the lake, much freight originating in the Coos country of northwestern New Hampshire and even northeastern Vermont came down through Sandwich Notch to Center Harbor. From the various lake ports, goods were transported by gundalow, a shallow draft sailing vessel peculiar to New Hampshire. Later another local innovation, the horseboat, was used on the lake and in 1833 the first steamer, the *Belknap*, was launched.¹ The goods were generally transported to the foot of the lake in the town of Alton from where they were hauled by team to tidewater in Dover.

So important was this route that at one time plans were formulated to connect Dover and Alton Bay by a canal. This would have ascended the Merrymeeting River from the foot of the lake at Alton Bay, over the height of land to the Ela River, thence to the Cochecho River in Farmington and down to tidewater in Dover. But before this ambitious plan could materialize, the railroad arrived.

It was the Boston, Concord & Montreal Railroad pushing northward from Concord toward Meredith Bridge (which it reached in 1849) that completely changed the trade routes of the area. However, long before this, the businessmen of the towns along the route from Alton Bay to Dover had seen the handwriting on the wall. In 1839, a group of them applied for a charter for a railroad to run northerly from Dover to Alton Bay to be called the Dover and Winnepesaukee Railroad. This charter was granted July 2, 1839. However, in 1839 the B&M was still at the state line below East Kingston. The B&M didn't reach Dover at its first station at Coffins Cut (now the Arch) until September 1, 1841, and its permanent station at Third and Chestnut Streets until July 5, 1842.

The first Dover and Winnepesaukee Railroad was by vote of its directors united with the B&M on September 1, 1841,² after having been given permission to do so by the New Hampshire legislature in July 1841. Apparently, the B&M used the original Dover and Winnepesaukee charter to construct its Great Falls Branch which left the main line in Rollinsford, even though this was in obvious violation of the terms of the charter. This branch was the first to be built by the B&M.

However, on July 2, 1847, another charter was granted for a railroad from "any point in Dover or the Eastern Railroad in Eliot to connect with the BC&M in Gilford, Meredith, Center Harbor or Holderness."³ It was this charter under which the Cochecho Railroad was constructed. The first meeting of the board of directors was held July

28, 1847, and the first meeting of the stockholders November 13, 1847.

The foregoing are the facts of the origin of the Cochecho Railroad. However, the story from here on is one of petty intrigue, of charges, countercharges, the factual basis of which probably will never be known completely.

As mentioned before, the B&M had constructed a branch from Rollinsford to Great Falls village in the town of Somersworth. Supposedly the B&M had told the business leaders of Great Falls that they had no intention of building further. (The Great Falls Branch was later called the Somersworth Branch and after the abandonment of the trackage from Jewett to Somersworth it became simply a part of the present Conway Branch.)

The intent of the board of directors of the Cochecho Railroad was obviously to construct the road and then immediately lease or sell it to the B&M. From 1848 to 1850 Andrew Pierce of Dover, one of the directors of the Cochecho Railroad, sat as a director of the B&M. In 1850 the B&M elected William Hale, president of the Cochecho Railroad, to its board.

In 1847, with the B&M's approval, one Samuel Ashburner of Boston was hired to survey and lay out the line. He started his survey on Monday, August 30, 1847, from Alton Bay toward Dover, later surveying from Alton Bay to Meredith. The surveys were completed by November 16, 1847, for a line from Dover to Meredith, a distance of 44 miles, 3080 feet.⁴

Two Dover terminals were surveyed, the first from the B&M station (the one finally chosen) and the second from Atkinsons field on the southerly side of Washington Street. This second alternative laid out a line on the west side of the Cochecho River and crossing to the east bank just below the falls in Williamsville. The estimated cost of construction was as follows:

Grading and laying rail	\$864,965.95
6 Engines	42,800.00
10 Passenger cars	18,400.00
50 Freight & baggage cars	22,500.00
Plows, work equipment, etc.	2,600.00
Contingencies	80,734.05
Total	\$1,032,000.00

On January 10, 1848, President Hale of the Cochecho Railroad wrote to the president and directors of the B&M inquiring as to whether the B&M would be interested in leasing the Cochecho when completed.⁵ At a meeting of the B&M board of directors on February 4, 1848, the directors recommended that the Cochecho be leased for a term of ten years at an annual rental of 6% on the cost of the road. At a stockholders meeting of March 27, 1848, the stockholders of the B&M voted to empower the directors to negotiate a lease of the Cochecho Railroad and to apply to the various state legislatures for necessary permission to do so.

However, before long rumors started to surface that the B&M had no intention of leasing the Cochecho. In spite of the protestations of Thomas West, president of the B&M to the contrary, these rumors were apparently true. This nearly finished the Cochecho before a rail was laid. Many of those who had pledged to buy stock in the Cochecho now refused to do so. Thus the task of raising over a million dollars, difficult at best, became virtually an impossibility.

By September 1848, only about \$42,200 had been raised. However, by dint of much work about \$144,000 had been raised or pledged by April 1849. Nevertheless, in June 1849, contracts were let for grading and by late September grading was nearly completed to Rochester. Late in August contracts were awarded for grading to Farmington. However, to finance further work, the board of directors on

*Editor's note: After about a year of research, Warren Hay completed this article in February 1977. Shortly over a month later, on April 5, 1977, Mr. Hay suffered a sudden fatal heart attack. He had been a long-time B&MRRHS member, and was one of the most active members of the Walker Transportation Collection group at the Beverly (Mass.) Historical Society. The thorough research effort evidenced in the preparation of this article is indicative of his knowledge and enthusiasm for New England railroad history.

**The original spelling "Cochecho" (pronounced KO-CHEE-KO) is being used rather than the current "Cochecho" since the documents of the time all used the older spelling.

September 24, 1849, were forced to issue \$100,000 of bonds due November 1, 1854. Plans to grade to the Weirs had to be abandoned and the directors realized that the line would be lucky to even reach Alton Bay.

As mentioned before, the B&M ran only to Great Falls (Somersworth) and professed no interest in going further. So on June 19, 1844, a new railroad was chartered, the Great Falls & Conway, to construct a line from a point near the B&M depot in Great Falls to Conway. Like the Cochecho, the GF&C had difficulty in obtaining financing. However, they started working toward Rochester and the grade was completed to there late in 1848.

As the Cochecho crews pushed their grading toward Rochester, the GF&C probably with the secret assistance of the B&M⁶ started laying rail on their grade. They reached Rochester with their iron by February 20, 1849. The lines of the two railroads were both laid out over the land owned by Charles Hoyt and John Nutter. On February 20, 1849, the GF&C learned that the Cochecho crews had been ordered to tear up the GF&C rails and establish their own grade. The GF&C therefore ran two gravel cars onto the disputed grade, ran rails through the wheels, chained them down and piled ties at each end of them. On February 21, the Cochecho crews, apparently under the personal leadership of President Hale tried to remove the cars, and a riot ensued known as the "Great Rochester Railroad Riot." A constable read the riot act and the president of the Cochecho Railroad was arrested.

The Cochecho crews succeeded in tearing up the GF&C grade as well as destroying their partly completed turntable. Naturally, court action resulted. The Cochecho Railroad contended that the GF&C had not lived up to the terms of its charter so that it had no right to construct its line. The court ruled otherwise and ordered the Cochecho to pay \$7500 damages to the GF&C, but ruled that the grade belonged to the Cochecho.⁷

The B&M soon gave up its covert opposition to the Cochecho, figuring it would never reach Meredith or the Eastern Railroad.

Rail for the Cochecho was on order in England, 1800 tons at \$50.00 per ton. Three shipments left England in February, March and April. This rail weighed 60 pounds per yard. This was just about enough to complete the line from Dover to Farmington. The line from Farmington to Alton Bay was laid with 58½ pound rail.

By Tuesday, September 18, 1849, the line from Dover to Farmington was complete and on that day the trains started running, with everyone invited to ride free. Six trains were required to handle the crowds with an estimated 1000 per train. Regular service started on September 20, 1849.⁸

In the *Dover Enquirer* of October 2, 1849, the following announcement appeared:

COCHECHO R. R.
Daily Trains will run
upon this Road as Follows
viz

Leave Farmington at 8¼ AM and at 4 PM and arrive at Dover in season to take the cars of the Boston & Maine R. R. for Boston or Portland and intermediate towns. By these trains, passengers for Lowell, Manchester, etc. or for Portsmouth, Newburyport, Salem, etc. will be accommodated.

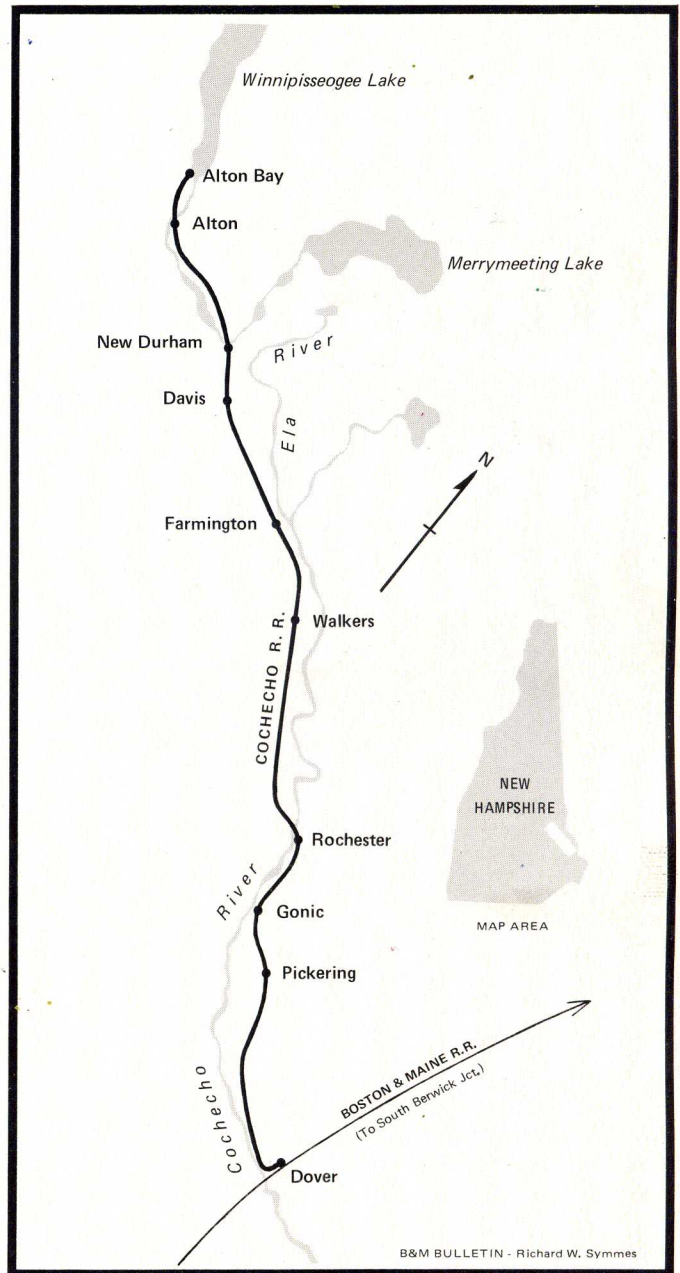
Leave Dover for Rochester & Farmington at 10½ AM or on the arrival of the Boston & Portland trains, also at 5¼ PM or on the arrival of the train from Boston.

Sept. 20, 1849

The regular stops on the line in its early days were, going north from Dover, at Trickeys Mills, Squamanagonic Village (Gonic), Rochester, Walkers, Farmington. The location of the Trickeys Mills stop is not known, but since the first stop was soon called Pickerings, it is likely that Trickeys Mills was at that point.

After May 1, 1851, three trains a day were scheduled:

Leave Farmington	6:10 AM	11:45 AM	5:30 PM
Arrive Dover	6:55 AM	12:30 PM	6:40 PM
Leave Dover	9:45 AM	3:00 PM	7:15 PM
Arrive Farmington	10:35 AM	4:10 PM	8:08 PM



Map 1. Route of the Cochecho Railroad.

The best running time was posted by the first down train in the morning which averaged slightly over 23 mph.

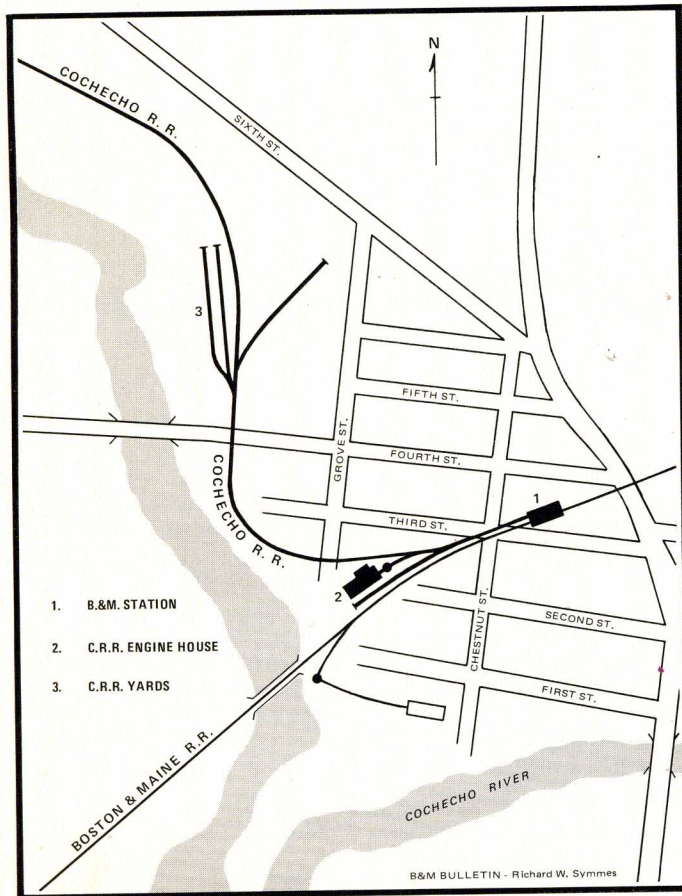
Grading progressed toward Alton Bay but it was nearly two years before it was completed. The Cochecho Railroad also constructed a steamer, the *Dover* at Alton Bay. The *Dover* made her trial run about August 16, 1851. The first trains to Alton Bay ran on August 30, 1851, and in connection with the opening of the line from Dover, the steamer *Dover* ran an excursion from Alton Bay to Wolfborough* and other points on the lake at a cost of 50 cents. With the opening of the line to Alton Bay, the number of trains was cut back to two per day each way, with the early down train and the late up train being discontinued. Running time for the entire line was from 1¼ to 1½ hours for the 28¼ miles.

The new stations above Farmington were New Durham, Downings,

*Spelling common in the 1850s.



Figure 1. The Cochecho Railroad enginehouse in Dover as it appeared in the early 1900s when it was being used as a paint and storage shop. The turntable had long since been filled in and the engine pits boarded over. It blew down in the hurricane of September 21, 1938. The former Cochecho main line curves to the right. Map 2. (Below) Dover, N.H., showing Cochecho Railroad, based on a map in the Dover Public Library dating from about 1858.



Alton and Alton Bay. The original New Durham station was later re-named Davis, and Downings became New Durham.

The steamer *Dover* which operated in conjunction with the Cochecho Railroad started from Meredith Village in the morning and stopped at Center Harbor and Wolfborough before arriving at Alton Bay. A second round trip was made in the afternoon from Meredith Village. The *Dover* was owned by a separate corporation, the stock of which was held by the Cochecho Railroad.

Shortly after the line was opened from Farmington to Alton Bay, the Cochecho experienced its first and only known bad wreck. The date was November 21, 1851. A train left Dover at 5:30 P.M. after a day of heavy rain. Whether it was a freight or the 5:15 train running late is not clear. Contemporary newspaper accounts place the scene of the wreck in Rochester but a ballad composed to commemorate the wreck⁹ places the wreck "3 miles above the plains." The plains referred to are Norway Plains, a level section in the northwestern part of Rochester. This would place the wreck near the Rochester-Farmington line or perhaps in Farmington, just south of Walkers crossing. The locomotive hit a washed-out culvert and overturned, killing Samuel Twombly, the engineer, Charles Young, fireman and Richard McClosky, a "repair hand." None of the accounts reveal the name of the locomotive involved. The accident cost the railroad \$2,273.55.

Financial problems were still plaguing the Cochecho. The expected freight business from the Winnepesaukee region did not materialize. There was only a small amount of industry in New Durham, Farmington and Alton and the freight business originating at Rochester was divided between the Cochecho and the Great Falls & Conway.

The Cochecho blamed much of their poor passenger revenue on the B&M's failure to cooperate in providing connections at Dover.

For the year ending May 31, 1851, for example, total receipts were only \$40,600 with operating expenses of \$19,350. The net earnings of about \$21,250 were in no way sufficient to pay the fixed charges on



B&MRRHS — Richard K. Jones Collection

Figure 2. Pickerings about 1919. The freight cars in the background are on the brickwork siding.

the construction costs which by that time amounted to about \$677,600.

With nearly \$100,000 in debts and a bond issue due to mature in 1854, as well as the interest on bonds due to mature in 1861, the Cochecho was forced to issue more bonds. An issue of \$450,000 in 6% bonds to mature January 1, 1870 was floated. This bond issue relieved the financial problems for a time and gave them a few years of relatively stable finances.

However, the squabbles between the B&M and the Cochecho continued. In 1857, the Cochecho felt that the B&M was not treating them fairly in the matter of interchange tariffs or "tolls." Since the laws of the State of New Hampshire provided for binding arbitration in such cases, a commission was formed to look into the problem. The findings of the commissioners generally supported the claims of the Cochecho. The B&M refused to agree to the findings of the commission saying that the State of New Hampshire had no right to set rates in the states of Massachusetts and Maine. The B&M even refused to pay its share of the costs of the arbitration commission. Thus the favorable report did the Cochecho Railroad little good.

The best year financially for the Cochecho was that ending November 30, 1856 when a gross income of \$52,019 and a net of \$27,543 was realized.

The Civil War did little to improve the finances of the Cochecho. The powder mill in New Durham was the only industry on the line to benefit greatly from the war, but it was insufficient to offset a general business decline in the area.

In May 1861, the New Hampshire Railroad Commission reported that the Cochecho was a year in arrears in interest payments on their bonds. The Commissioners further stated that "it becomes perfectly apparent that this corporation must, sooner or later, fall into the hands of the bond holders."¹⁰ The Railroad Commissioners were correct and on August 20, 1862, the trustees of the bondholders foreclosed on the road and took over its operation. The Commissioners further noted that the bonds were "contemplated to be converted into stock of a new company."¹⁰

On April 1, 1863, the Cochecho Railroad passed out of existence

and the physical assets were taken over by the Dover & Winnipisseogee Railroad with the bonds of the Cochecho converted into stock of the new road. Apparently, the stockholders of the Cochecho received little or nothing for their stock.

The D&W was chartered by the New Hampshire legislature on July 1, 1862, to purchase the Cochecho Railroad, but its charter did not include the same provisions as that of the Cochecho. The Cochecho's charter had provided for a road to connect with the BC&M at the Weirs, however the D&W was specifically prohibited from making this connection. The BC&M undoubtedly knew that the newly formed Dover & Winnipisseogee was shortly to be leased to the B&M, and they had enough influence in the New Hampshire legislature to insure that the B&M did not invade its territory in northern New Hampshire. It remained for the C&M to complete what was to become the Lakeport Branch by constructing the final link itself in 1890 through its control of the Lake Shore Railroad which actually constructed the line.

The Dover & Winnipisseogee operated the line only until November 1, 1863, when they leased the line to the B&M for a period of 50 years. The contract with the B&M called for an annual rental of \$29,000 which would pay about 6% on the D&W stock. The B&M also purchased the rolling stock of the D&W for \$40,075. On June 30, 1892, the D&W was sold to the B&M and passed out of existence. When the B&M took over the Concord & Montreal, the old Cochecho and the Lake Shore Railroad became the Lakeport Branch.

This is, briefly, the history of the Cochecho and the Dover & Winnipisseogee railroads, but what then were the physical aspects of the line?

The Railroad Returns submitted by the Cochecho to the state during the 1850s¹¹ furnish much of the extant details of the line. Based on these as well as the personal recollections of the author who can still remember riding the line in the early 1930s, let us try to grace the general characteristics of the line from Dover to Alton Bay.

There is no indication that the Cochecho ever had its own station in Dover. Probably as an economy measure they ran into a track adjacent



Walker Transportation Collection — Beverly Historical Society

Figure 3. Another view of the station at Pickerings. If the B&M valuation survey can be believed, this is the original station built on the site in 1849.

to the B&M station.

As the Cochecho trains pull out, they cross Chestnut Street at grade then curve to the right, passing to the right of their enginehouse and turntable. (Figure 1 and Map 2.) After crossing the end of Grove Street, the line now parallels the river, crosses Fourth Street at grade and passes the CRR yards which lie along the main line and Sixth Street.

The line roughly parallels the river for several miles on the east bank. The first stop is probably a flag stop at Williamsville, about 4.3 miles from Dover. This stop probably later became Riverside and by the 1890s, Cochecho. The tracks now curve away from the river and 5.9 miles from Dover the train comes to its first regular stop, Pickerings. This is a small station to the right of the tracks 1.2 miles beyond the Rochester town line at the corner of Pickering and England roads. (Figures 2 and 3.) According to the B&M valuation survey made up early in the 20th century, the Pickering station which was in existence at the time of the report was built in 1849. If this is the case, Figures 2

and 3 show one of the original Cochecho Railroad stations and perhaps the only one ever photographed.

Three miles beyond Pickerings the train enters Gonic Village, a suburb of Rochester. The station is on the left of the track just beyond Railroad Avenue crossing. After leaving Gonic, the train travels two miles to Rochester and, after crossing South Main Street, pulls into a wooden depot on the left of the tracks between Railroad Avenue and Hanson Street. This is the busiest way station on the line.

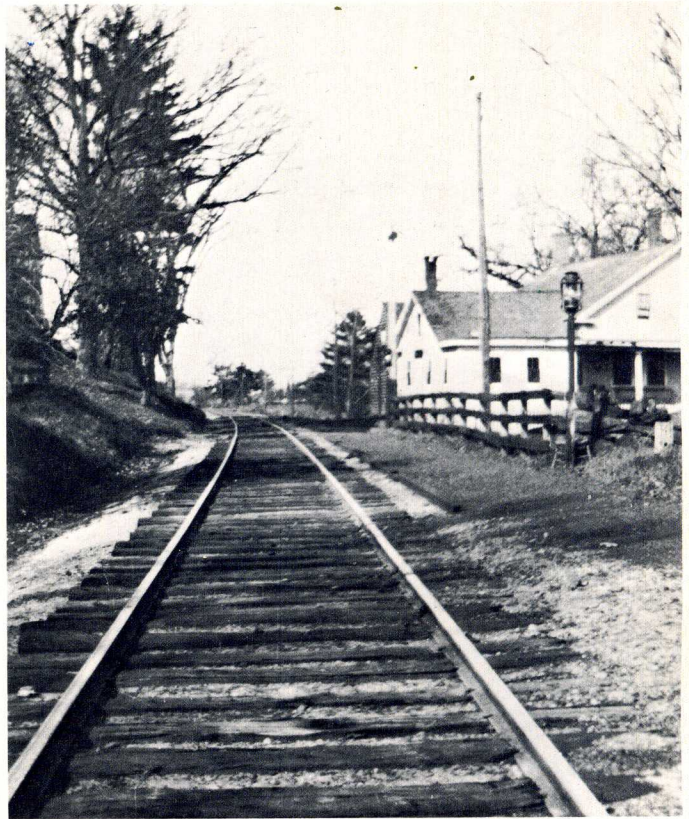
North of Rochester the line traverses a flat stretch of sandy land called Norway Plains which was the scene of the wreck mentioned previously. There was probably a flag stop somewhere on the plains. The line now climbs a slight but steady grade until it crosses the main road between Rochester and Farmington. This crossing is still known as Walkers crossing. A short distance beyond the crossing the train stops at the rear of a small farmhouse that serves as the station stop of Walkers. (Figure 4.) Later, the name of the stop was changed to Places. The farmhouse is still standing.

About 7½ miles beyond Rochester is Farmington which for the first two years of operation served as the northern terminal of the line. The station is on the right, a freight house, yards, a passing track and a track to the wood house complete the facilities here. The B&M valuation survey, previously alluded to, states that the Farmington station, (Figure 5) was built in 1864, shortly after the B&M took over operation. However, local history and the architectural style date it somewhat earlier. The author believes that, in spite of the valuation survey, the station shown was probably built in 1854 by the Cochecho.

North of Farmington the line starts up the heaviest grade on the line to the height of land between the valleys of the Ela and Merrymeeting rivers. The grade for the 2½ miles beyond Farmington averages 1.2% and must have caused the Cochecho enginemen to drop out the riding cutoff valves of their little 4-4-0's to get their trains over the hill.

Near the top of the hill is Davis station. (Davis was originally called New Durham since the original village center was about a mile east down Davis Road.) A mile and a half beyond Davis is New Durham. This was originally called Downings or Downings Mills but by the mid-1850s the center of town had moved to its present location around Downings Mill. The station which contained the town Post Office is on the left and a passing siding is on the right. The line now skirts Merrymeeting marsh, and 3½ miles from New Durham, comes into Alton. The station here is just behind the town hall although little is known of the original facilities here. North of the station the line passes under the main street of Alton and then, 2/3 of a mile further, crosses the Merrymeeting River on the longest bridge on the line. The abutments of this bridge are still visible.

The line passes through a final cut over which passed Meredith Road and pulls into the line's northern terminal at Alton Bay, 28.2 miles from Dover.



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Figure 4. (Above right) The flag stop at Walkers as it appeared in the early 1930s. It probably didn't look too much different in the 1850s. Figure 5. (Below) The Farmington station that may have been built by the Cochecho Railroad. The architecture is not like other stations built by the B&M on the Lakeport Branch. This view is looking south. Today Route 11 runs where the main line was.

Theodore Day, Richard W. Symmes Collection





Figure 6. (Above) A lithograph published in 1859 showing the terminal at Alton Bay as it appeared shortly after the Civil War. What parts of these facilities were built by the Cochecho and how much by the B&M is not known. Supposedly, the enginehouse at the extreme left was built in the 1850s and lasted into the twentieth century, but if so it must have been extensively rebuilt as it doesn't resemble later pictures.

Both, Walker Transportation Collection — Beverly Historical Society



The facilities at Alton Bay lay along the shores of the lake with enginehouse, station, shop, freight house, two dwellings and undoubtedly a wood house and watering facilities. Figure 6 is a copy of a lithograph drawn prior to 1859 showing these facilities.

Whether these are the original facilities at Alton Bay is not known. Supposedly there was a big fire in 1854, but there is no large construction item in any of the annual reports of this period that would indicate any extensive rebuilding. The earliest photograph of Alton

Bay shows facilities that are quite different from the 1859 lithograph. (Figure 7.) These facilities date prior to 1883, but cannot be dated exactly. Whether the Cochecho Railroad or the B&M built them is not known but we do know that they burned in 1907. The only building of the Cochecho Railroad at Alton Bay that lasted into the 20th century was the enginehouse which apparently survived the fire or fires there.

A hundred and fifteen years has obliterated virtually all of the physical facilities of the old

Cochecho Railroad. A few miles of overgrown roadbed and nine miles of rail between Gonic and Farmington is all that remains.

Let us also look into the rolling stock of the Cochecho. Here again time has obliterated much of the information. Their roster seems to have consisted of a total of four locomotives.

Their first was a second-hand engine which as yet has not been identified. We know only that it cost about \$4100. Since a new locomotive at that time cost in the vicinity of \$7000, its cost is the clue that it was second-hand. It was undoubtedly used in the construction of the line and seems to have lasted until 1856.

The second locomotive is the one about which we know the most. The *Alton Bay* (Figure 8) was built by the Taunton Locomotive Works and delivered to the Cochecho on September 13, 1849, just in time for the opening of the line to Farmington. It cost the Cochecho \$6850, had 14" x 18" cylinders, 60" drivers and weighed 20 tons. It was inside connected. The Taunton builders lists¹² also note that it was of "New pattern with steam chest that takes a cover, the slide so arranged as to open to the steam and cut-off valves from the side of the smoke box arch of the boiler. First used from this pattern. Outside frame is made of 2½" angle iron and crooked over the drivers and down again on a level with the inside frame in front of drivers and secured to that by bolts and thimbles and is the first of the kind."

The *Alton Bay* became No. 36 on the B&M in 1863 and lasted until 1880.

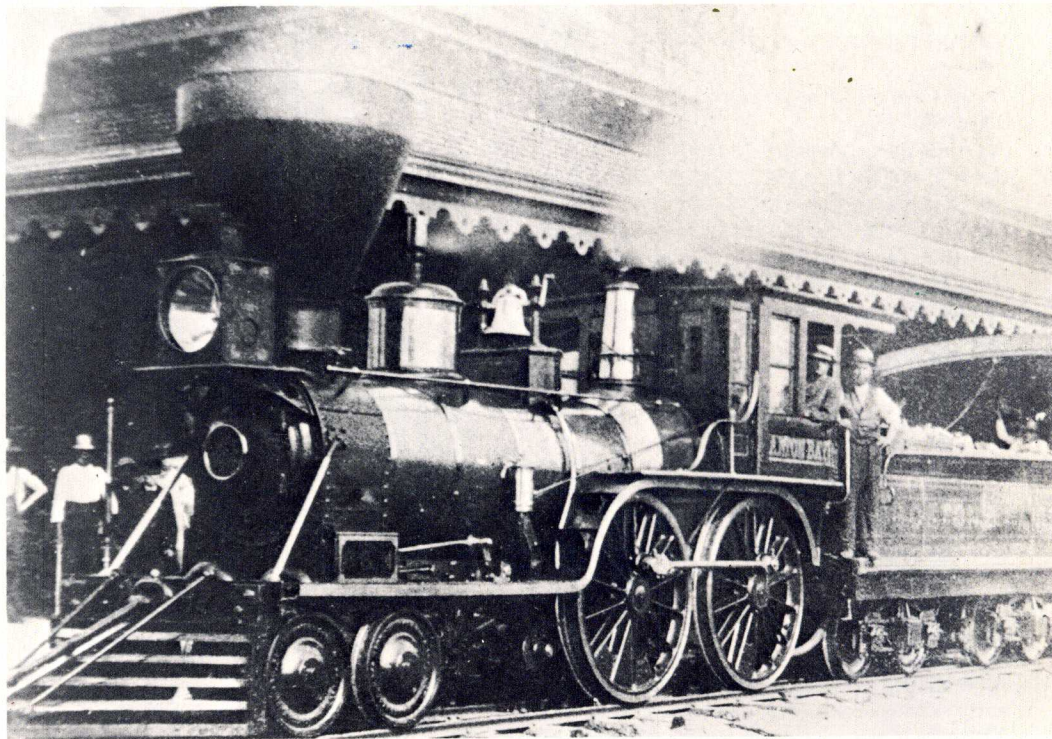
The Railroad Returns of May 30, 1851¹¹ list the Cochecho Railroad as having two locomotives. The returns of May 29, 1852, list three locomotives. This third engine is perhaps the most puzzling of them all.

Figure 9 shows what purports to be the locomotive *Cochecho* of the Dover & Winnepesaukee Railroad and that it was originally the *Montpelier* of the Central Vermont Railroad. The spelling of Cochecho and Winnepesaukee as well as reference to the Central Vermont Railroad (which was the Vermont Central until 1873) indicate that the legend is not contemporary with the photograph. However, the Vermont Central did order a locomotive from Taunton that was delivered August 14, 1851. Since the Vermont Central also received a locomotive named the *Montpelier* on April 1, 1852, from Hinkley and Drury, it is very possible that the Vermont Central sold its first *Montpelier* to the Cochecho Railroad shortly after delivery.

However, no other reference to a locomotive named *Cochecho* or *Cochecho* can be found. Supposedly, one of the locomotives taken over by the B&M in 1863 was a locomotive called the *Union* built by Hinkley and Drury in 1851. No such locomotive can be located in the H&D builders list that went to the Cochecho Railroad.

So for the time being we will have to say that the Cochecho's third locomotive was called the *Union* and was built by the Taunton Locomotive Works, construction No. 76. The

Figure 8. The *Alton Bay* at Rochester after she had been rebuilt by the B&M.



Walker Transportation Collection — Beverly Historical Society

Cochecho paid about \$7340 for it which was the approximate price of a new locomotive at the time. Taunton No. 76 had 14" x 18" cylinders and 60" drivers.

The fourth locomotive is also somewhat of a mystery, even though it is the only one specifically mentioned in the existing Cochecho records. The Report of the Railroad Commissioners for the year ending December 1, 1856, indicates that a new locomotive, the *Rochester*, had been purchased. Apparently it had been purchased since the previous year's report for a price of \$8500. The B&M Annual Report for 1864 lists the *Rochester* as weighing 24 tons, having 15" x 22" cylinders and 60" drivers. Following the reference to the *Rochester* in the B&M's 1864 Annual Report it seems to completely drop from sight. However, in 1863 the B&M sold their locomotive *Exeter* to the U. S. Military Railroad. In later B&M rosters there appears another *Exeter* listed as being built by the B&M in 1864. This second *Exeter* moreover has the same cylinder dimensions as the *Rochester*. Evidence is quite strong that the B&M's second *Exeter* and the Cochecho's *Rochester* are one and the same. However, it leaves unanswered the question of her original builder.

But what of the other rolling stock of the Cochecho?

The Railroad Returns of the 1850s provide the greatest amount of information on their rolling stock. In addition to their locomotives they had three passenger coaches, two baggage cars, up to 85 four-wheel freight cars and ten gravel cars. By the time the B&M took over, their freight car fleet had decreased to

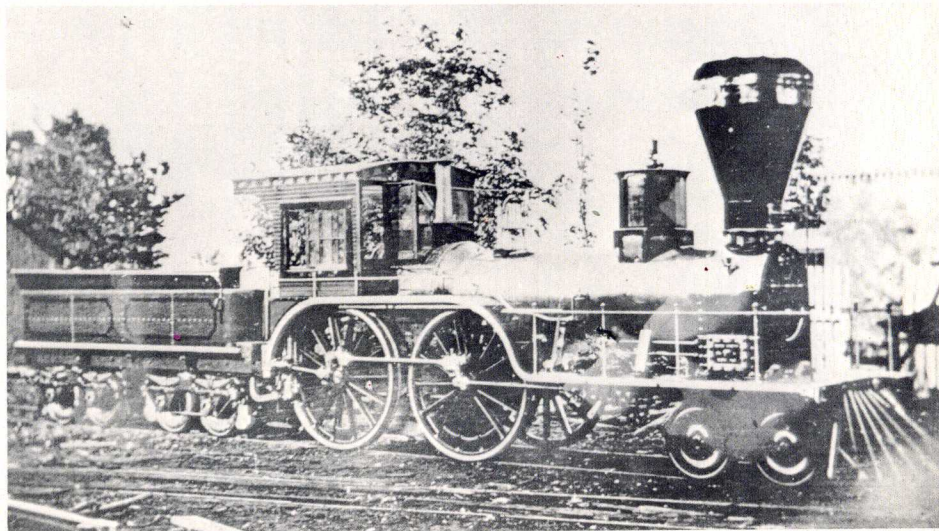
49, however one passenger car had been added.

Thus, the Cochecho--Dover & Winnipiseogee railroads passed out of existence, at least as operating entities. As corporate entities the D&W lasted until June 20, 1892,

when the B&M purchased its remaining assets. At best a marginal operation, the Cochecho suffered its final indignity — the local newspaper, the *Dover Enquirer*, didn't think its demise sufficiently newsworthy to report it.

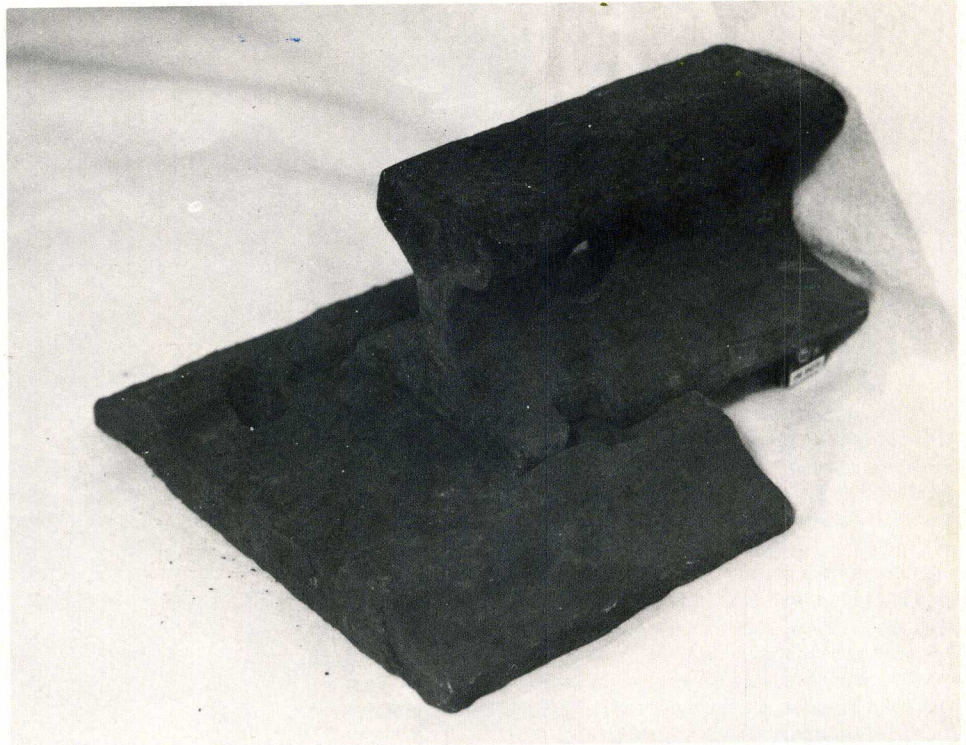
Figure 9. Believed to be the Cochecho Railroad's *Union*. The caption on the original print read: "Built by the Taunton Locomotive Manufacturing Co., 1851; Cochecho, Dover & Winnepesaukee R.R.; originally *Montpelier*, Central Vermont R.R."

Walker Transportation Collection — Beverly Historical Society



REFERENCES CITED

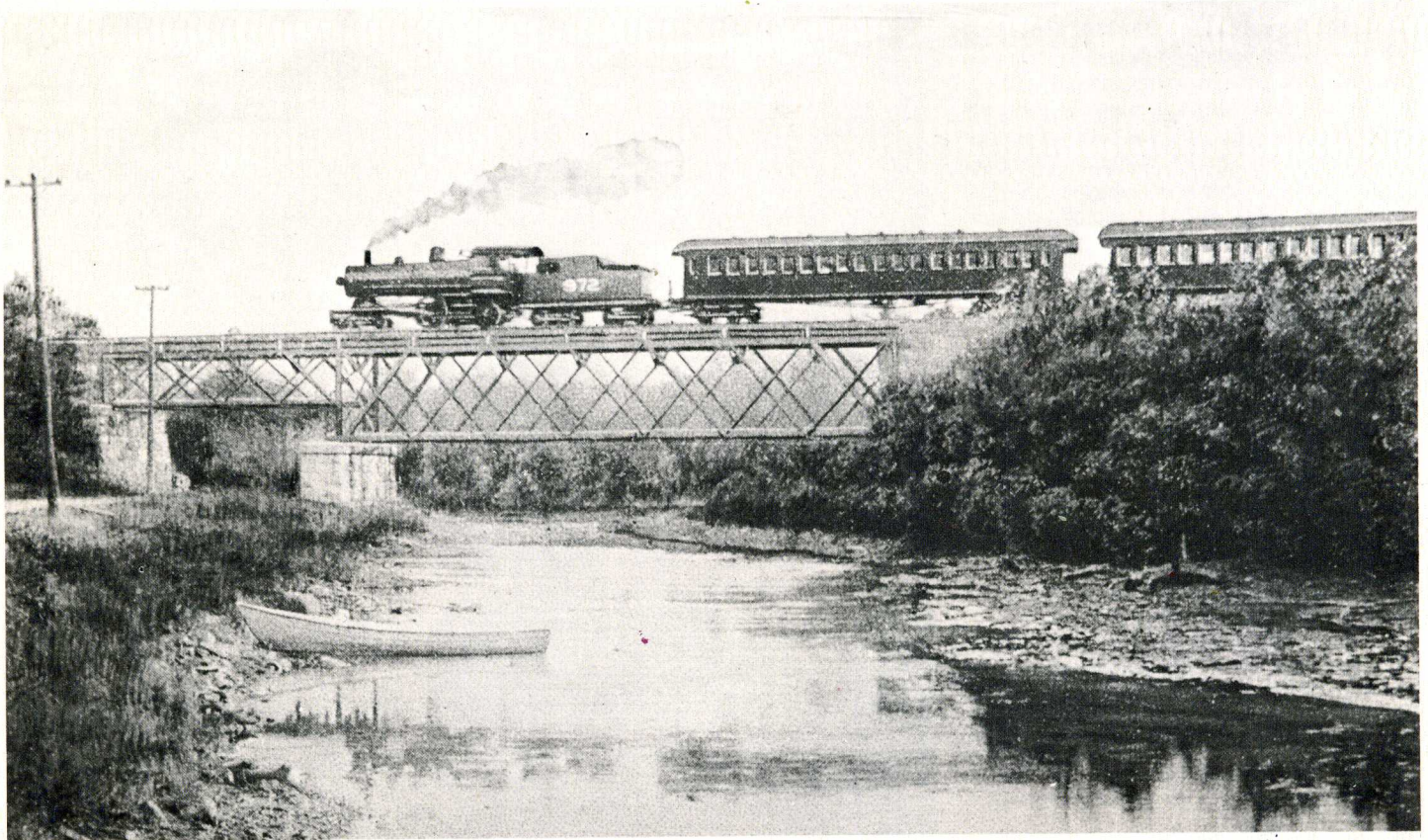
1. *Three Centuries on Winnepesaukee*, Blaisdell, 1936
2. *Dover Enquirer*, Sept. 6, 1841
3. Special Act (N.H., 1847, July 2, Ch. 550; I, 316)
4. Report of Sam'l Ashburner on route of C.R.R. as reported in *Dover Enquirer* of Nov. 16, 1847.
5. Annual Report, Cochecho R.R., June 1853
6. *History of Rochester, N.H.*, Rochester Public Library.
7. Proceedings, Superior Court, State of New Hampshire, First District, July, 1849
8. *Dover Enquirer* Sept. 25, 1849
9. "Lines Composed on the Death of Three Men, Killed on the Cochecho Railroad, Nov. 21, 1851," courtesy of the Downing family.
10. Reports of the Railroad Commissioners, various years.
11. As contained in House and Senate Journals, various years. N.H. Law Library, Concord, N.H.
12. Builders List, Taunton Locomotive Works, Boston Public Library.



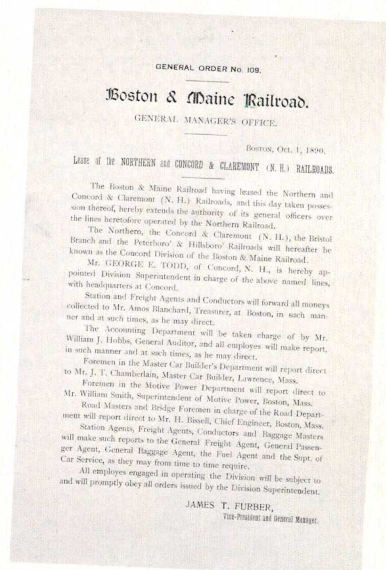
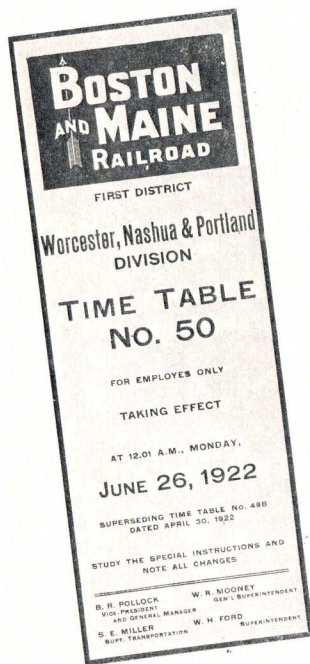
Warren H. Hay

Figure 10. (Above) A piece of wrought iron rail and rail chair from one of the engine pits of the Cochecho's Dover enginehouse. It is quite probably a piece of the 58½-pound rail laid by the Cochecho in the early 1850s. The author sawed this piece of rail off with a hacksaw on a rainy Sunday morning in March 1939. Figure 11. (Below) Crossing the Merrymeeting River at Alton Bay. Passenger service on the former Dover & Winnepesaukee line ended in 1935.

From a postcard, David K. Johnson Collection



OPERATING DIVISIONS ON THE B&M



Until about 1884, the Boston & Maine was a relatively uncomplicated piece of railroad, with a main line from Boston to Portland and a handful of branches to such places as Newburyport, Georgetown, Lowell, Medford, Merrimac, Alton Bay, Great Falls and Kennebunkport. In that year the B&M had a total of only about 207 route miles. The main line together with its branches formed a logical operating unit which could be managed without too much difficulty.

Over the next 16 years, however, the Boston & Maine grew over tenfold as it voraciously swallowed up such major New England railroad systems as the Eastern, Boston & Lowell, Concord & Montreal and the Fitchburg, as well as a number of smaller lines which were gobbled up in a piecemeal fashion. Between 1883 and 1901, the number of route miles operated by the B&M increased from 207 to 2265. Tons of merchandise carried jumped from 947,000 to 17,517,000, and the number of passengers carried from 6,489,000 to 38,497,000. To handle these volumes, the number of locomotives went from 89 to 955, passenger cars from 198 to 1531, and freight cars from 2135 to 17,140. In 1883, there were 2,093 persons employed by the B&M; by 1901 that number had jumped to 21,912.

In order to assimilate the large railroad systems it acquired into a manageable, unified Boston & Maine System, a number of operat-

ing divisions were created. In many cases, the boundaries of these divisions were nearly identical (at least for the first few years) to those of the railroad system which had been acquired. When the Eastern was leased in 1884, the original B&M became the Western Division, the Eastern's main line and southern branches were called the Eastern Division, and the Eastern's Conway Division became the B&M's Northern Division. Similarly, when the Boston & Lowell was leased in 1887, the B&L's Southern and Northern divisions were combined into a single B&M division--the Southern Division. The Concord Division was created in 1890 from the leased Northern and Concord & Claremont railroads, and the White Mountains Division was added when the Concord & Montreal came into the fold in 1895. The Connecticut & Passumpsic Division was added in the early 1890s, and of course the Fitchburg Division was created in 1900. By this time the Boston & Maine System was made up of nine different operating divisions.

The chart on page 16 shows how and when these operating divisions were created, and what happened to them. From time to time, different branch lines were transferred from one division to another. The chart on the following page does not attempt to show these numerous changes of individual lines.

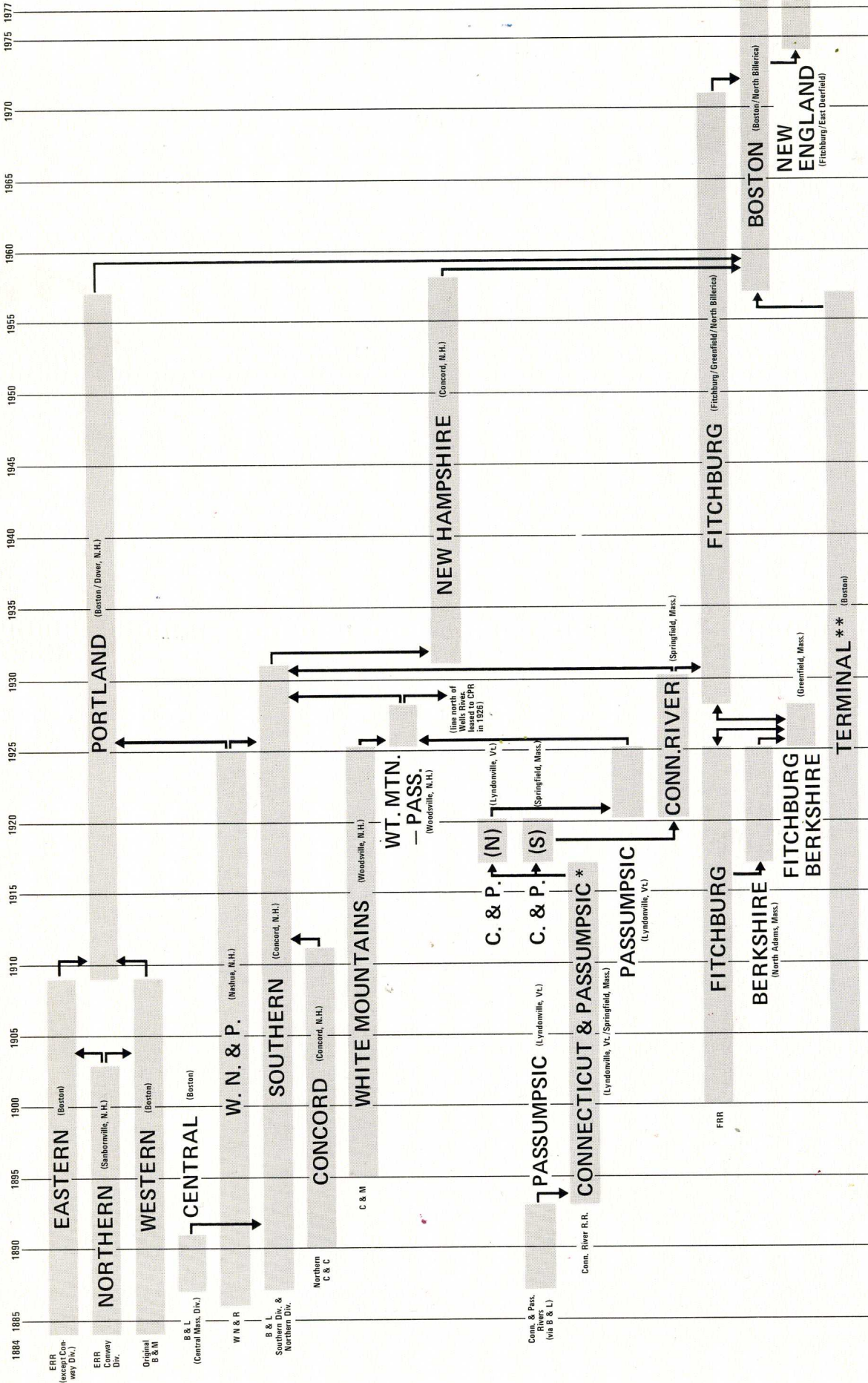
From 1917 to 1925 the railroad was divided into two operating districts. The First District

encompassed the Terminal, Portland, Southern, WN&P, Fitchburg and Berkshire divisions. The Second District included the Connecticut River, Passumpsic, and White Mountains divisions. Headquarters for the First District was in Boston, for the Second District in Lyndonville, Vermont.

As the years passed, the number of divisions decreased as progress was made in integrating the sub-systems into a smoother-functioning unified network. The Portland Division was created in 1909 out of the two one-time rivals. The Berkshire Division was an unusual case, being created out of the Fitchburg Division at the outbreak of World War I in an effort to alleviate the tremendous logjam of traffic occurring at that time. The WN&P White Mountains, Passumpsic and Berkshire disappeared as separate divisions about September 1925, when nine divisions were consolidated into six. The Southern and Connecticut River divisions vanished in the early thirties--casualties of the Depression. The next major shake-up wasn't until the late 1950s when the Portland, New Hampshire and Terminal divisions were all ignominiously combined into the Boston Division. Even the once mighty and proud Fitchburg Division itself vanished as an entity in 1971. From 1971 to 1974, the Boston Division encompassed the entire railroad. Today the B&M is divided up into a 650-mile Boston Division and a 635-mile New England Division.

OPERATING DIVISIONS ON THE BOSTON & MAINE RAILROAD

DATA / H. BENTLEY GROUCH



NOTES:

* The status of the Connecticut & Passumpsic Division is confusing. It appears that from 1893 to 1917 it was operated in two sections with a Superintendent in Lyndonville controlling the line north of White River Jct., and an Assistant Superintendent in Springfield controlling the line from Springfield, Mass. to Windsor, Vt. In 1917, the C & P Division was physically divided into two separate divisions, each with their own Superintendent.

** Not an operating division. Train orders were issued over the signature of the Superintendent of the adjacent division.

Parentheses indicate headquarters locations.

BOSTON & MAINE DINING CARS

PART 1: THE WOODEN ERA

by Leroy C. Hutchinson

Would you believe there are two former wood diners still active on the Boston & Maine? Of course, they are not dining cars today. They are used as riding cars on the East Deerfield and Mechanicville wreck trains.

In this day when the Boston & Maine doesn't own a single passenger car, you can still imagine from looking at these two cars how it was "back then," when this country's pace was a slower and more leisurely one. Those days of wooden, steel underframe passenger equipment and steam locomotives were a time when traveling by train was both an exciting experience and an adventure.

During this wooden era the Pullman Car Company built six dining-cafe cars, numbered 1094-1099 in 1906; six full dining cars, numbered 1088-1093 in 1907; and the Boston & Maine converted two Pullman coaches built in 1903 to cafe-coaches, numbered 2490 and 2491. In 1942, a wood and steel parlor-buffet car was purchased from the Delaware & Hudson Railroad. This car, D&H 163, was numbered B&M 95 and named *Mountaineer*. This was the first of two dining cars to carry that name. The second *Mountaineer* will be dealt with in Part 2 of this article, the steel era.

Return with us now to yesteryear, to the afternoon of May 15, 1926. The occasion is the

maiden trip of the Boston & Maine's new crack flyer, the *Minute Man*, westbound for Chicago. The Pullmans will go on to Chicago on the New York Central's *Lake Shore Limited*, the diner and coaches running only as far as Troy, New York. Up front we see a proud Pacific-type locomotive, number 3667. A dark blue sign with "The Minute Man" in white letters adorns the pilot. Immediately behind the tender is the Pullman-club-buffet-baggage car *Appalachia*, Pullman sleepers *McAlpin*, *Irving*, and *Amaranth*, then wood diner 1092, with steel coaches 4504, 4014 and 4511 bringing up the markers.

Since this article pertains to dining cars, let's go aboard the 1092. This car is one in an order of six diners, numbered 1088-1093, built by Pullman in 1907. Each car seats 30 guests. As we enter, after passing a heater, refrigerator and closets, we notice tables for four on our right and tables for two on our left, the crisp white linen tablecloths and napkins, the polished silver, the china with Minute Man design and flowers at every table. The Minute Man design on the china is from Daniel Chester French's Minute Man statue at Concord, Mass. At the end of the dining room, against the pantry wall, is a sideboard, highly venerated, containing silverware. Bearing to the

right we pass along a passageway beside the kitchen, ending at the opposite vestibule from where we entered.

Back outside on the platform we have an opportunity to examine the exterior of 1092. It rides on six-wheel iron and wood trucks. There are vestibules with arch windows at each end of the car. It is a wood-sheathed car with steel underframe and leaded glass arch windows along its sides. The car is painted the standard coach green, showing "Boston & Maine" on the letterboards, with "Dining Car 1092" underneath the windows at the center of the car.

These wooden diners worked the best B&M trains until the first all-steel diners (the "State" class with colonial interiors) were delivered late in 1930. After that, they were relegated to the lesser trains, bowing out in the 1940s. They were famous for New England seafood dinners. The *Flying Yankee's* specialties were lamb chops, candied sweets and apple pie. One of these wood diners would work one end of the B&M-Central Vermont *Ambassador*. The Central Vermont had one diner, the steel sheathed No. 600, which would work opposite a B&M wood diner.

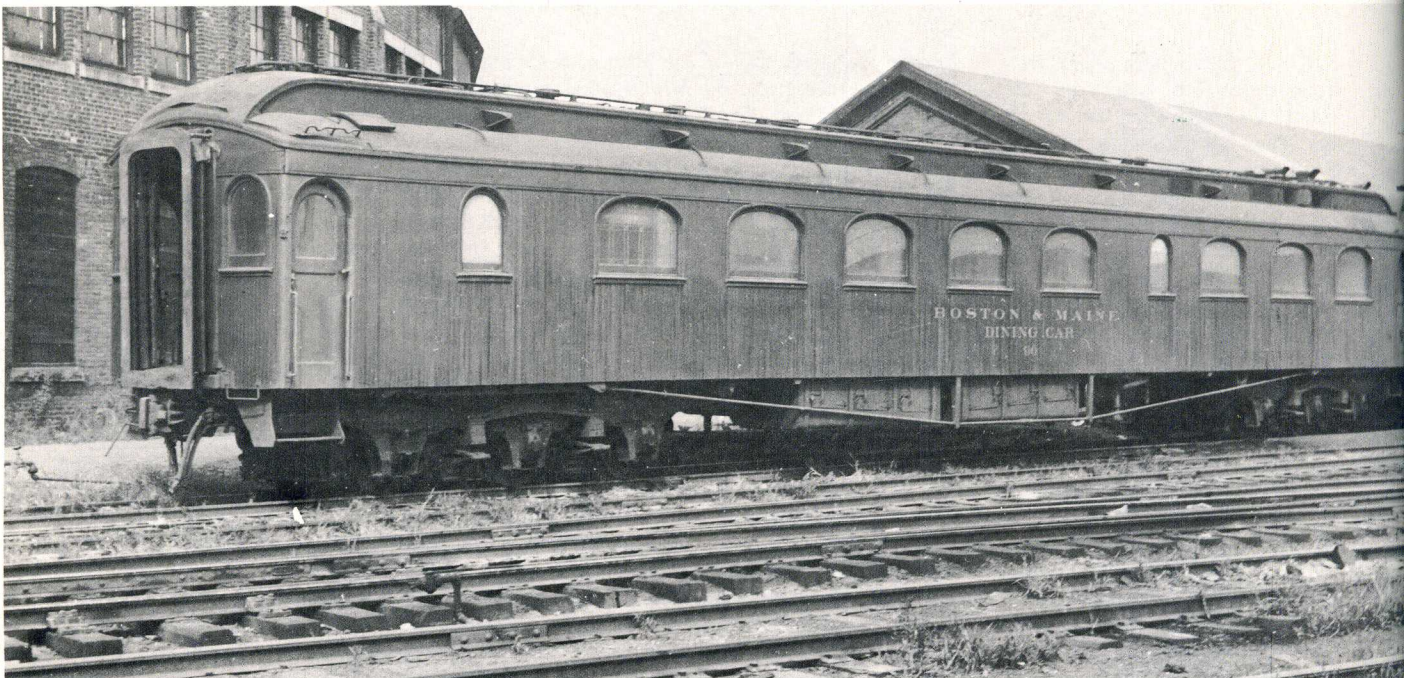
(see page 20)

Chef, waiters, and other assorted individuals pose in front of B&M dining car 1095 at Greenfield, Mass., about 1910.

Richard B. Sanborn Collection

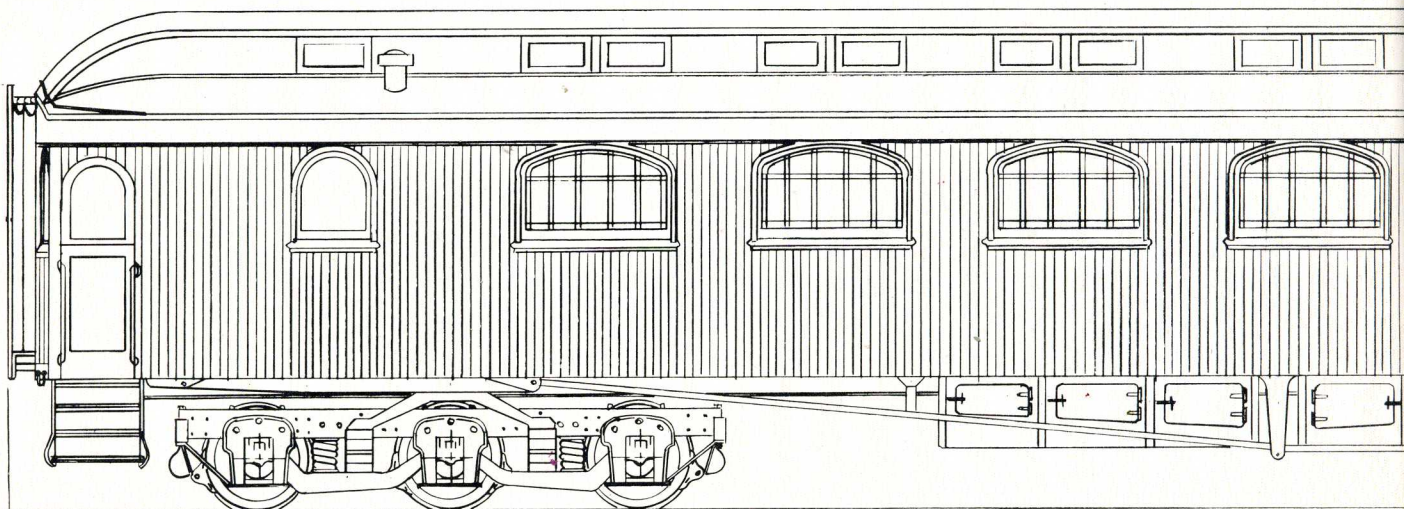


BOSTON & MAINE WOODEN DINER



Laurence I. Beake

B&M diner 90, formerly 1090, at East Cambridge, Mass., in the 1940s.

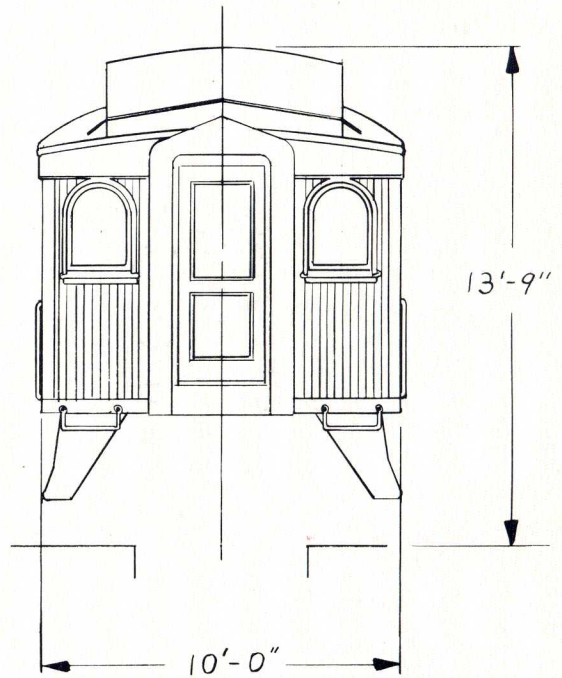




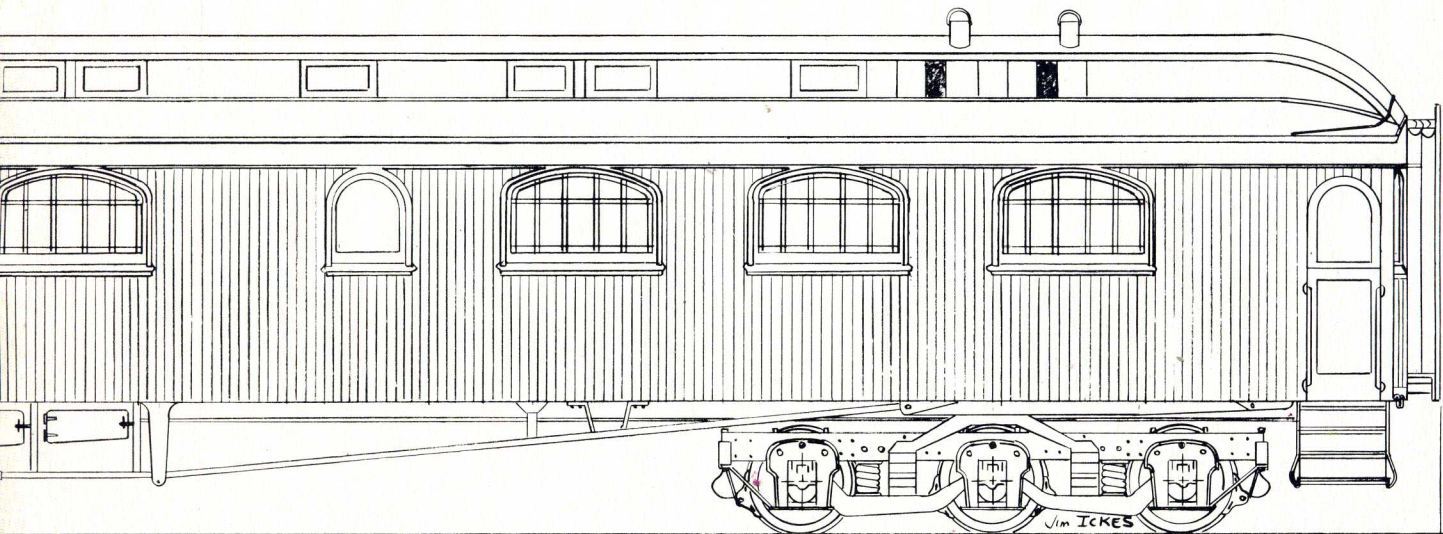
David K. Johnson

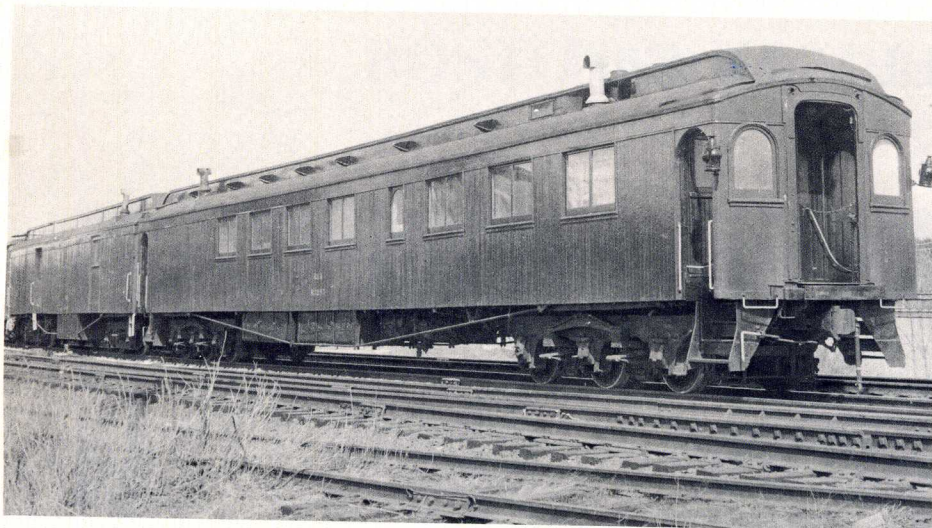
Boston & Maine champagne bucket from the collection of Robert F. Cowan contains the old "arrow" herald on its side.

Proportion 64:1
S Scale 3/16" = 1 foot



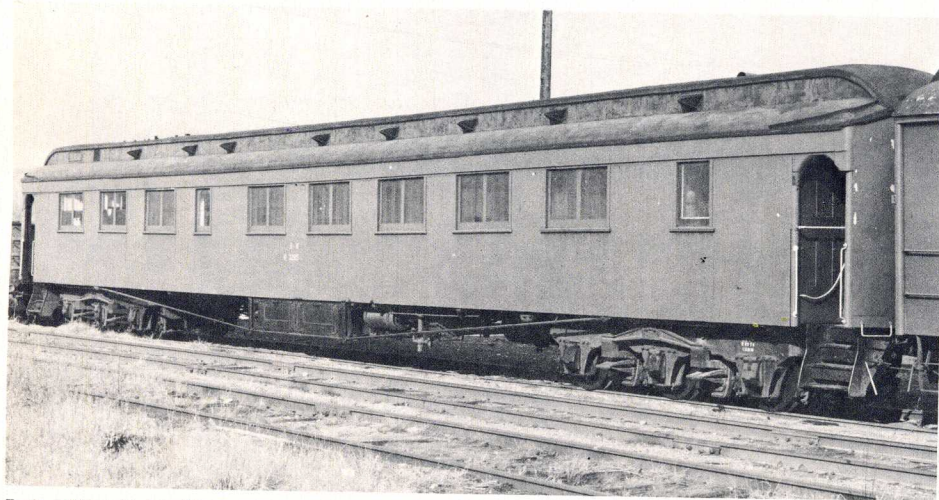
Scale drawing by James T. Ickes based on a drawing by Walter Goddard, courtesy of Hollis Baird





Russell F. Munroe, Jr.

Three views of M3285 in wreck train service: at North Chelmsford, Mass. (above) in March 1965, and in Mechanicville, N.Y. (two photos below), in November 1975, when it was a bunk and kitchen car assigned to the Mechanicville wreck train. New sheathing and "storm windows" hide the lines of the old leaded-glass arch windows.



Both, William R. Mischler



- (Continued from Page 17)

The Maine Central had two wood diners, practically identical to the B&M's, numbered 1200 and 1201, built by Pullman at about the same time as the B&M's, for service between Portland and Bangor, Maine, on the *Bar Harbor Express*. It is possible that these MEC diners occasionally ran on the B&M. One of these MEC diners has survived as an antique shop in Kennebunk, Maine.

The six dining-passenger-cafe cars, numbered 1094-1099, had various seating configurations. The 1095 seated 28 cafe and 12 passengers; the 1099 seated 30 cafe and 36 passengers. The rest of the cars seated 24 cafe and 36 passengers. Assignments included, besides working along with the six aforementioned wood diners, working the *Green Mountain Flyer* from Boston. The Rutland Railroad had just one cafe-coach, No. 900, so the B&M supplied one of their cafe cars for this train on alternate days.

Two of these cars, 1096 and 1097, were converted at Billerica Shops into diner-lounge-observation cars during 1926-27. The 1097, named *Concord*, was put into service on the *Minute Man* on January 17, 1927, operating between Boston and Troy, N.Y., westbound one day and eastbound the next. The new service was placed on a daily basis on February 8, 1927, when the 1096 named *Lexington* was completed. The most notable change in the rebuilding of these two cars was the changing of the passenger section into a club-observation and women's lounge. The only other basic change made was at the vestibule end where one vestibule door was blocked off by the addition of a refrigerator in the kitchen end, and the steps were removed. This left a vestibule-blind end effect on the kitchen end of the cars. In the dining area there were six tables seating four persons each. The observation lounge seated sixteen. With the arrival of the all-steel "State" series diners, *Concord* and *Lexington* were relegated to the *Berkshire Flyer* between Boston and Troy, N.Y. As with the wood diners, the wood cafe cars were phased out in the early 1940s; some were relegated to work train service while the others were scrapped.

For Canadian service on the Montreal & Boston Line, two cafe coaches were converted from coaches built by the Pullman Car Company in 1903 and given numbers 2490 and 2491. Unlike the coach green diners and cafe cars, these two cafe coaches were painted in Canadian Pacific red with "Montreal & Boston Line" on the letterboards, and "Boston & Maine" and the car number in gold lettering beneath the windows:

Car number 95, formerly Delaware & Hudson number 163, was sold to the B&M on December 9, 1942, renumbered 95 and named *Mountaineer*. There were 17 seats in the dining section and 14 in the passenger section. It ran on the *Ambassador* for about five years before being converted to work train service at Concord Shops in March 1948.

(See Page 22)

B&M WOODEN DINERS

Parlor-Buffer Car

Steel underframe, steel and wood body, built in 1932 by Delaware & Hudson, vestibule, weight 162,500, length 79'-8½", 6-wheel trucks, 5x9" journals, vapor heating.

- 95 Ex-D&H 163, sold to B&M 12/9/1942, named "Mountaineer," renumbered W3154 at Concord Shops 3/1948, destroyed at Billerica Shops 3/22/1956.

Dining Cars — Pullman 1907

Steel underframe, wood sheathed, vestibule, weight 129,600, length over couplers 80'-7½", width over eaves 10'-1", extreme height 14'-6", 6-wheel iron and wood trucks, 5x9" journals, vapor heating, electric lighting.

- 1088 Renumbered 88 6/12/1931 at East Cambridge Shops, destroyed at Billerica Shops 4/18/1940.
1089 Renumbered 89 11/10/1930 at East Cambridge Shops, destroyed at Billerica Shops 11/6/1941.
1090 Renumbered 90 11/10/1930 at East Cambridge Shops, changed to wreck train riding car M3285 at Concord Shops 3/1948.
1091 Renumbered 91 6/12/1931 at East Cambridge Shops, changed to work train car W3294 at Concord Shops 12/2/1942, destroyed at Billerica Shops 3/27/1953.
1092 Renumbered 92 12/11/1933 at East Cambridge Shops, changed to work train car W3291 at Concord Shops 5/21/1942, destroyed at Billerica Shops 2/26/1954.
1093 Renumbered 93 6/10/1932 at East Cambridge Shops, destroyed at Billerica Shops 4/16/1940.

Dining-Passenger Cafe Cars — Pullman 1906

Steel underframe, wood sheathed, vestibule, weights 124,600 to 129,600, length over couplers 80'-7½", width over eaves 10'-1", extreme height 14'-3" to 14'-8", 6-wheel iron and wood trucks, 5x9" journals, vapor heating, electric lighting.

- 1094 Renumbered 94, changed to wreck train riding car M3288 at Concord Shops 2/6/1942.
1095 Changed to air brake instruction car 2222 in 1926, destroyed at Billerica Shops 12/21/1950.
1096 Renumbered 96, rebuilt 1926-27 to diner lounge observation car for "Minute Man," named "Lexington," changed to work train car W3231 at Concord Shops 12/1940, sold to M. Schiavone for scrap 5/22/1958.
1097 Renumbered 97, rebuilt 1926-27 to diner lounge observation car for "Minute Man," named "Concord," changed to work train car W3239 at Concord Shops 12/31/1940, destroyed at Billerica Shops 12/20/1954.
1098 Renumbered 98, destroyed at Billerica Shops 4/15/1940.
1099 Renumbered 99, destroyed at Billerica Shops 4/22/1940.

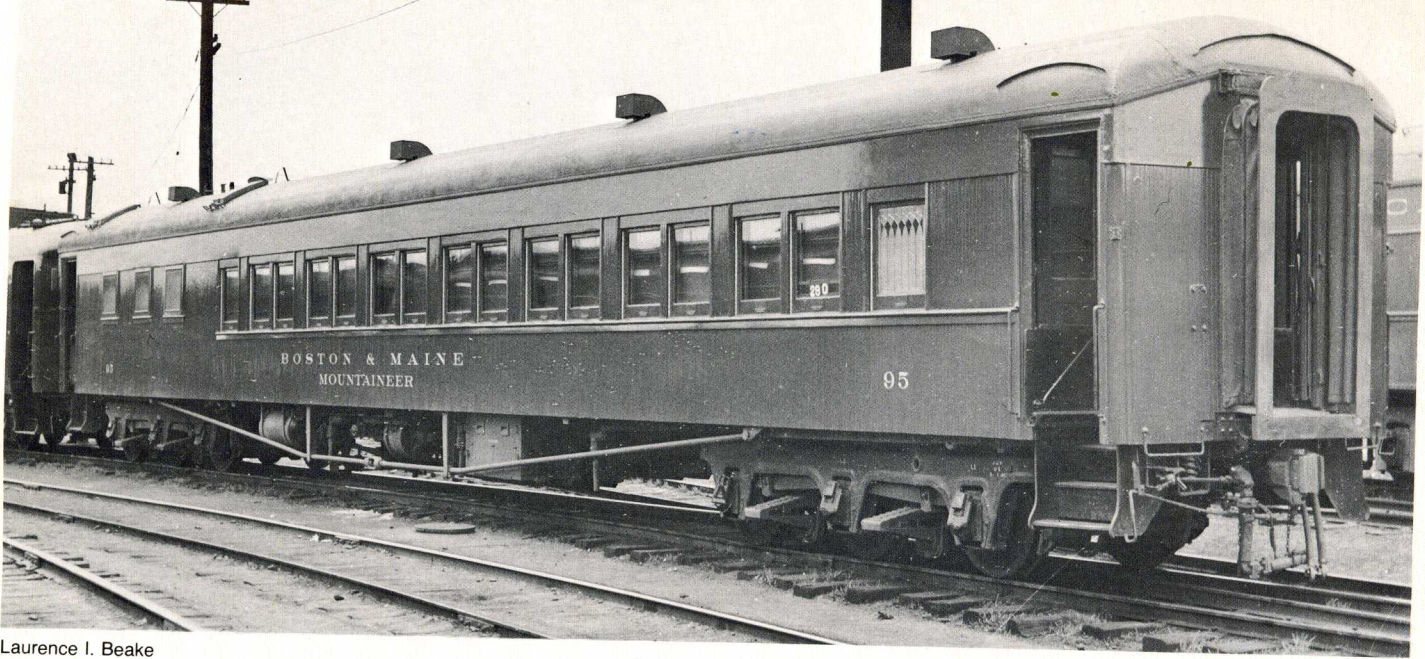
Cafe Coaches

Wood underframe, wood sheathed, built by Pullman 1903 as coaches, vestibule, weight 107,800, length over sheathing 65'-0", width over sheathing 9'-10½", 6-wheel iron and wood trucks, 4½x8" journals, hot water heating, electric lighting, 40 seats in coach section, 12 in diner.

- 2490 Ex-B&M 504, changed to W3836, further disposition unknown.
2491 Ex-B&M 505, returned to Canadian Pacific Railway 1927.

Note: Boston & Maine records do not indicate that these two cars were built for the Canadian Pacific Railway, the only notation being as shown above. This would indicate that they were CPR cars originally.

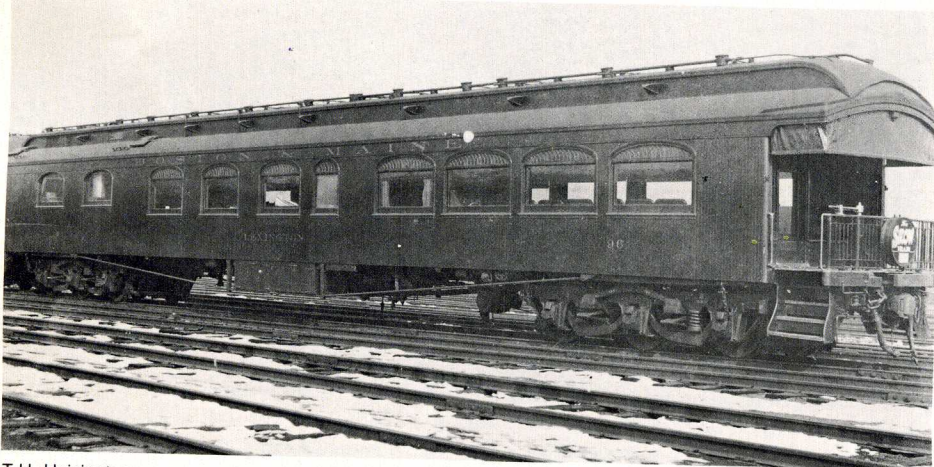
Work car numbers: W indicates Maintenance of Way Department
M indicates Mechanical Department



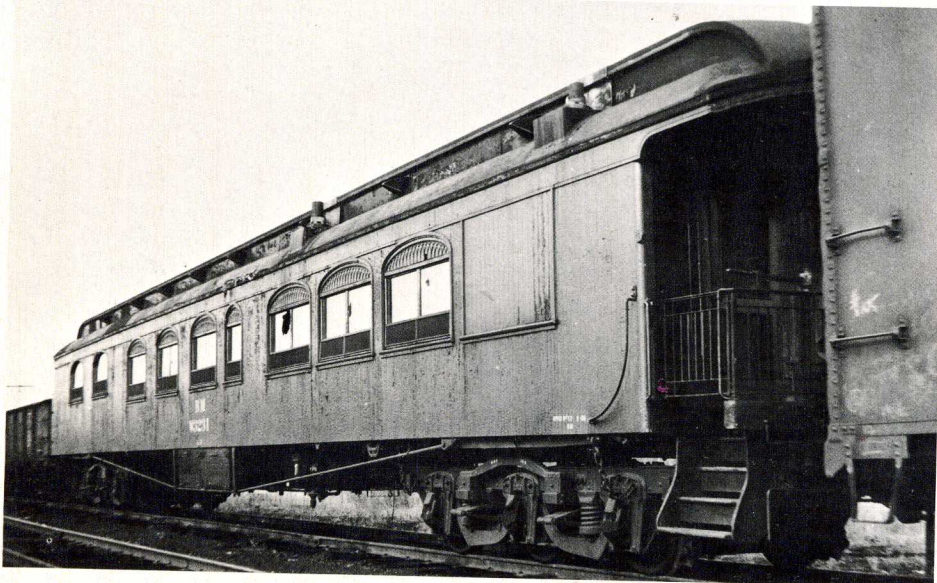
Laurence I. Beake

B&M wood diner 95, *Mountaineer* (above) in Yard 4, East Cambridge. Diner-lounge-observation car 96, *Lexington* (middle) at the tail end of a Snow Train in Boston. The same car (bottom) was near the end of its career as work car W3231 when photographed at Concord, N.H., in November 1957. (Opposite page, top) M3288 in work service at Orange, Mass., in 1964. The vestibule of the same car (opposite page, below) still retains some of its original charm in this 1975 view.

Sid Towle



T.H. Hoisington

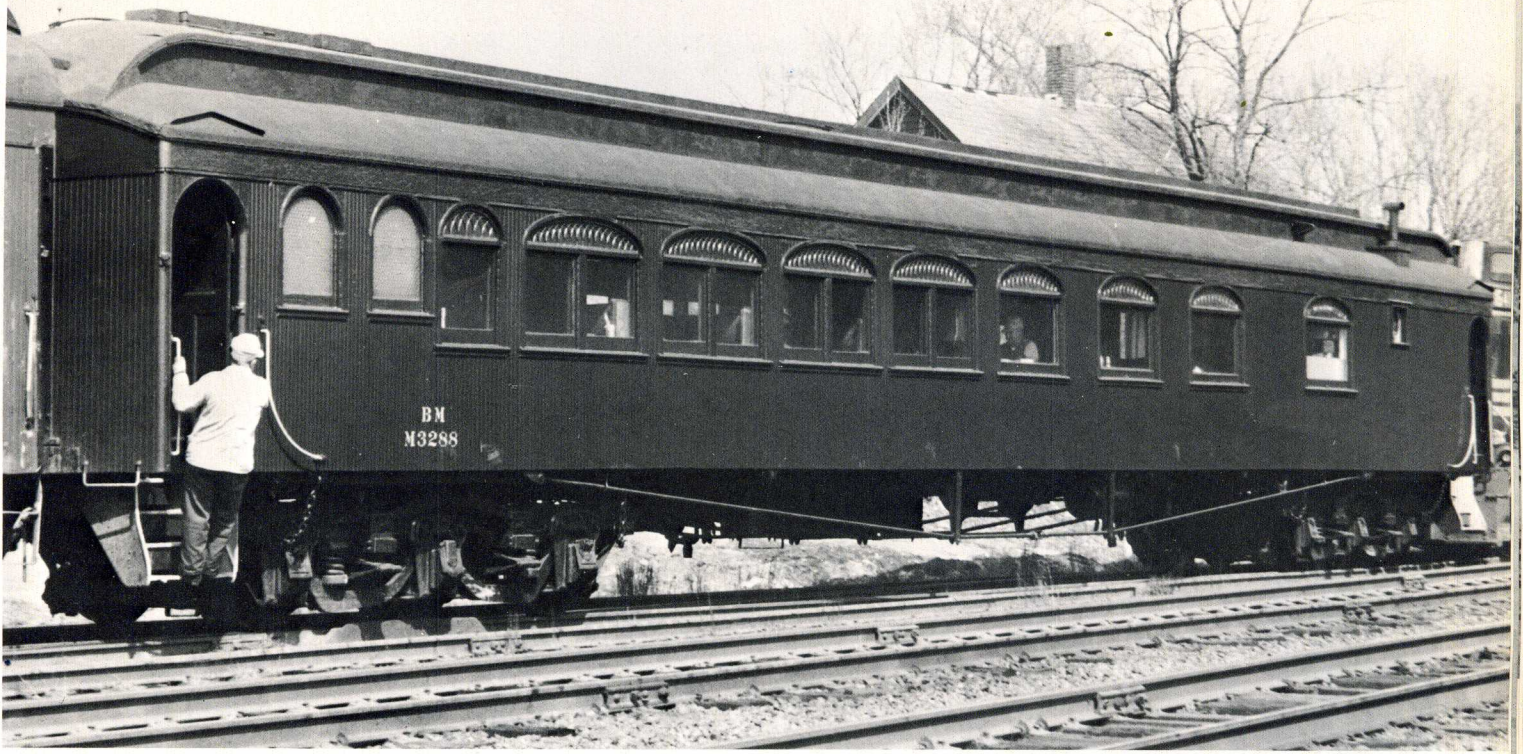


(Continued from Page 20)

The two remaining veterans are former diner 1090 and former cafe car 1094. The 1090 was renumbered to 90 and then became M3285, a riding car on the Mechanicville wreck train. Number 1094 was renumbered to 94 and then became M3288, a riding car on the East Deerfield wreck train.

Both cars still ride on six-wheel trucks, but the iron and wood has been replaced with steel. On M3285, square "storm" windows have been placed over the old leaded-glass arch windows which are still visible underneath. New wood sheathing has been placed over the old. One end of the car still has its original arch windows in the vestibule, while the other end of the car is steel sheathed with no end windows. The M3288 retains more of its original look, although a few of the arch windows have been "squared" off and a couple blocked off and sheathed over. Diaphragms on both cars have been removed. As to the interiors, perhaps some B&M employees who have worked on wreck trains can better enlighten us.

It's a nostalgic sight to see these two veterans from another era still intact today. Wouldn't it be great if, when their usefulness on the Boston & Maine were served, someone would preserve and restore them to their former glory? Back to the days of crisp linen tablecloths and napkins, silver, china and flowers at every table. Sound far fetched? Not really. But only time and the realization of an historian's dream will tell.



Russell F. Munroe, Jr.

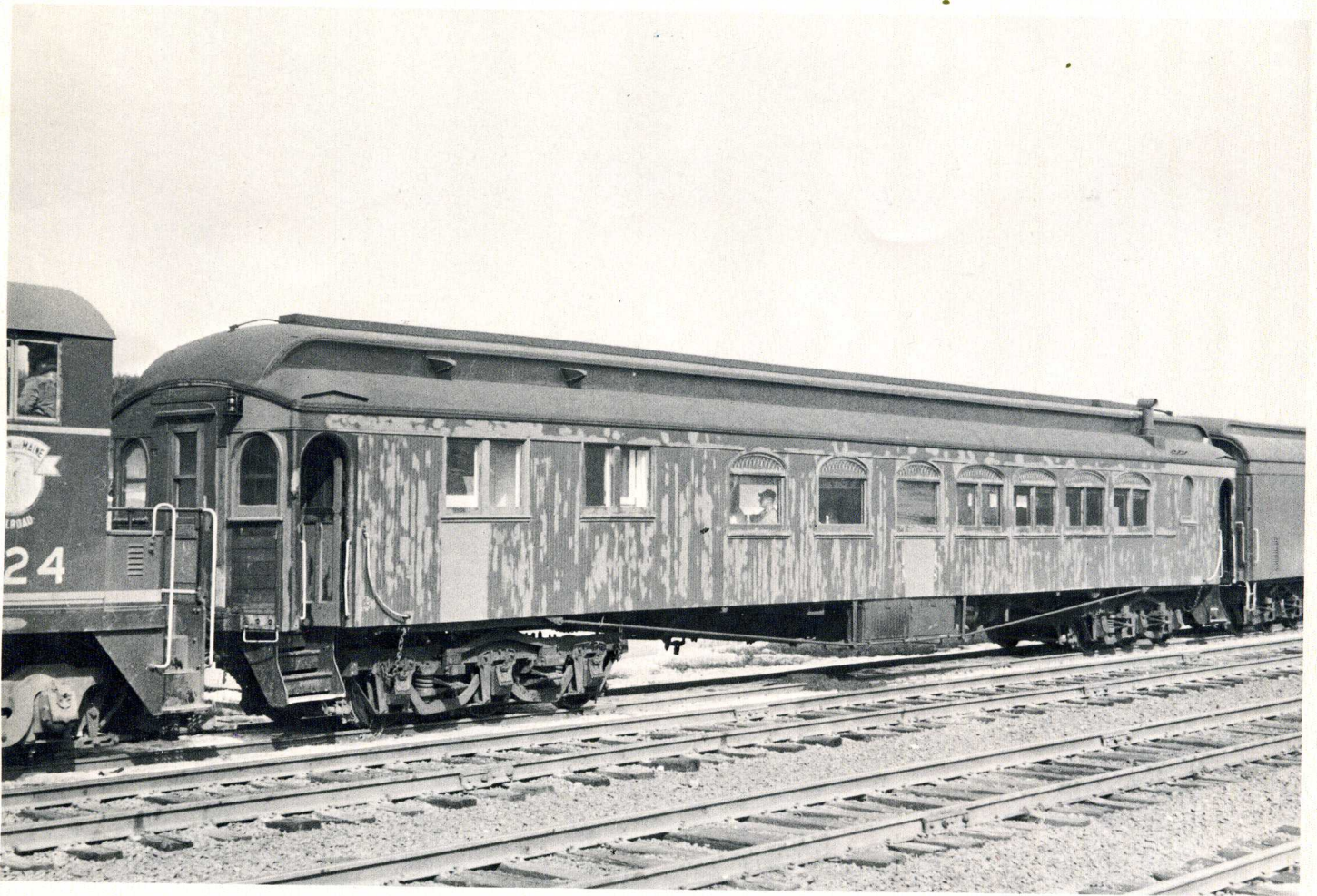
William R. Mischler



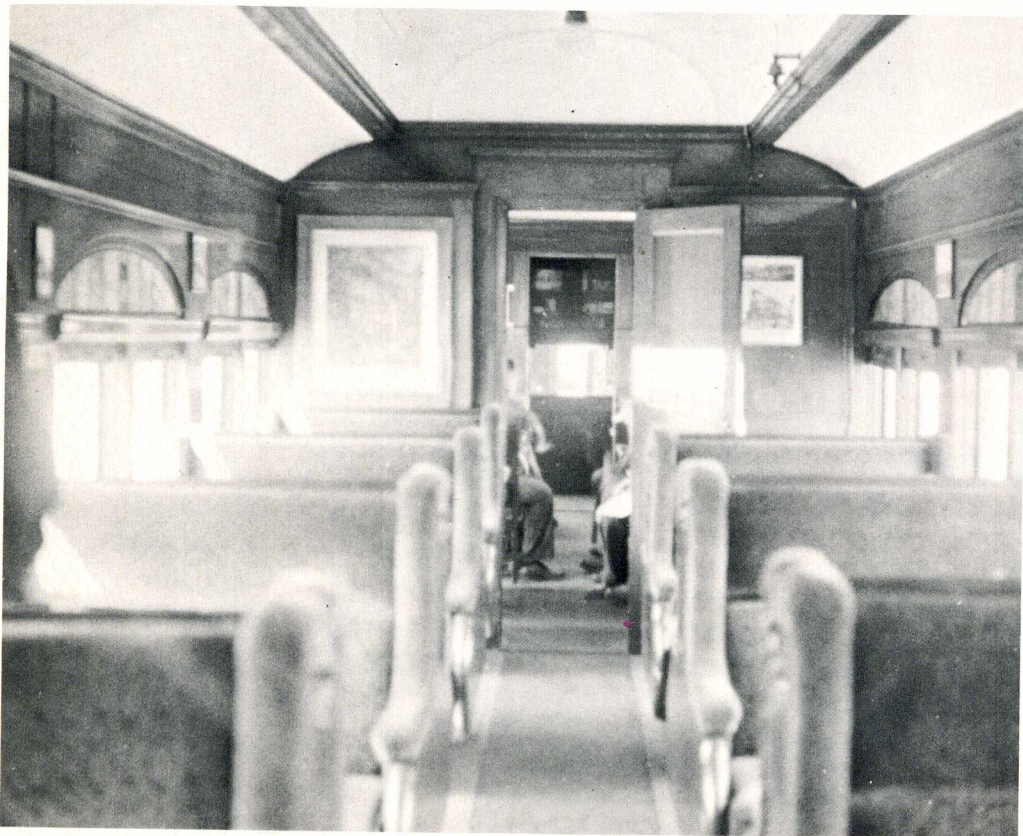
SOURCES

Mr. George Barth furnished many fine plans of passenger cars from the wood and steel era. He and Mr. Stanley Y. Whitney supplied information as to where and on what trains these cars ran. Mr. Clyde R. Smith supplied roster material and disposition of the cars. I wish to thank these three men for their valuable assistance.

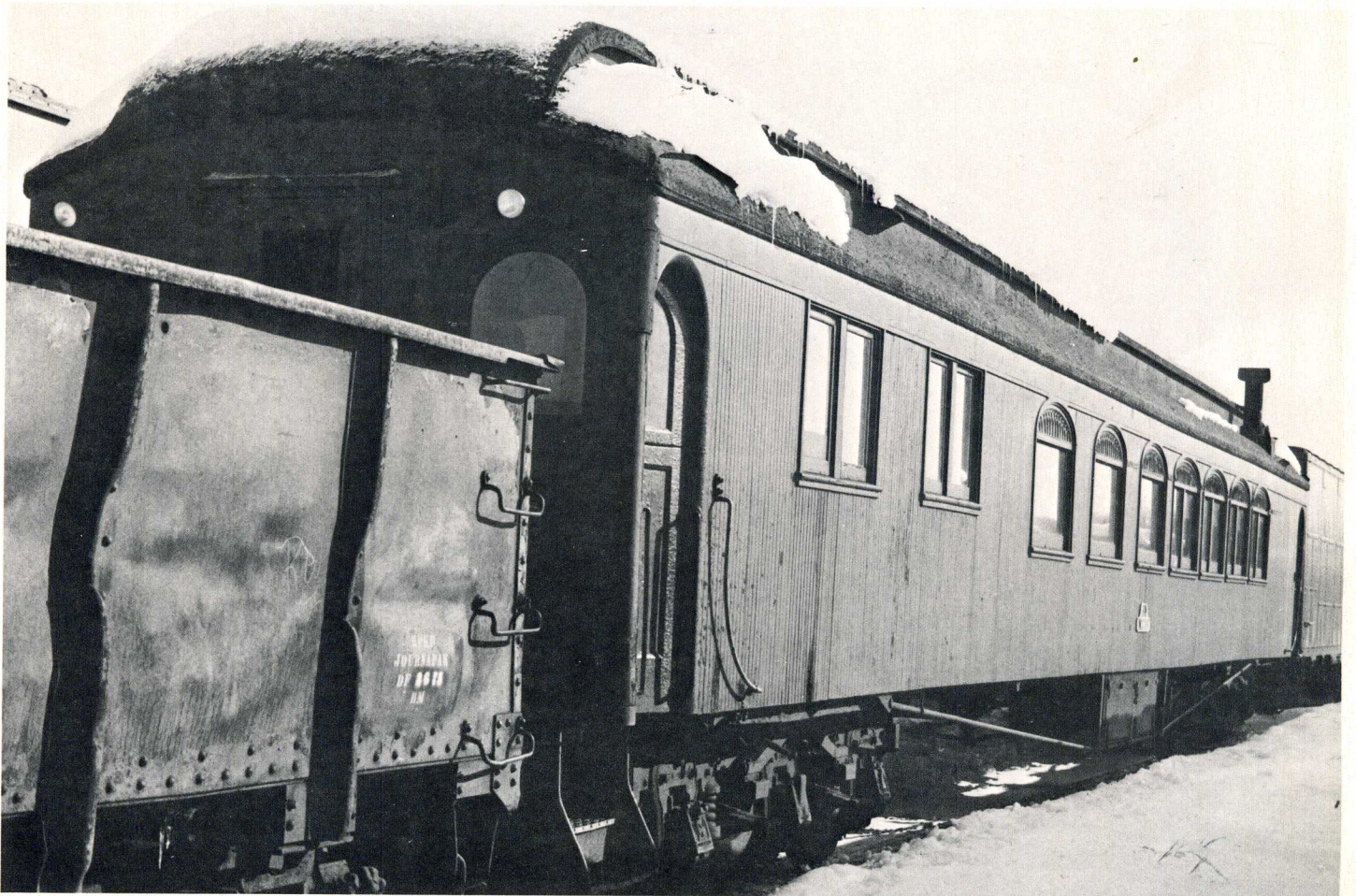
Research sources include *Steam, Steel and Limiteds* by William W. Kratville, *Railway Age* of February 12, 1927, and the Boston & Maine Railroad Car Classification book of March 25, 1925, from the collection of Douglas M. Rice.



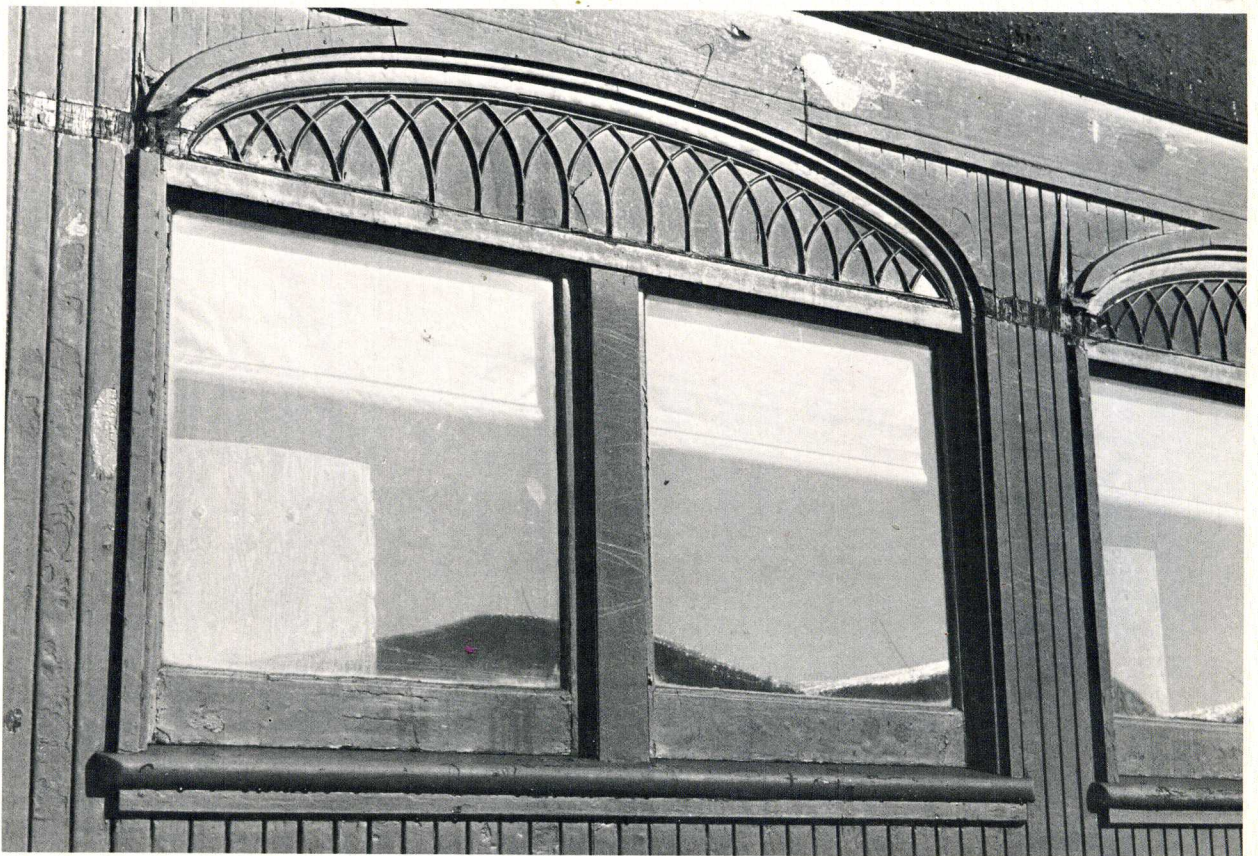
Both, Russell F. Munroe, Jr.

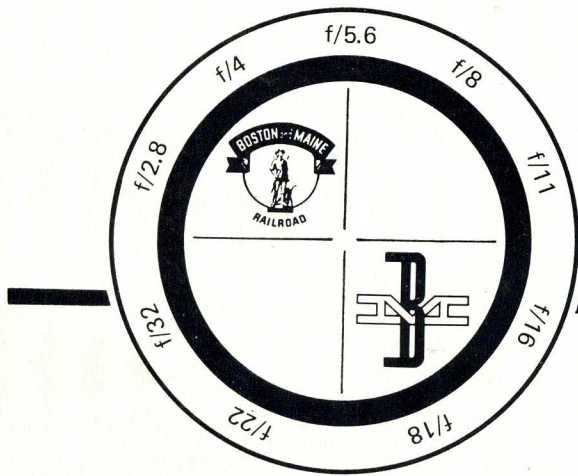


The patchy appearance of M3288 (above) at North Chelmsford on March 22, 1965, makes one wonder if it wasn't pressed into service while in the midst of undergoing repairs. An inside view of the M3288 (below) as it appeared on the same day appears to show that a part of the interior was still well-preserved. At East Deerfield in December 1975 (opposite page, both), M3288 quietly awaits a call to a service which the car's original builders had not intended.

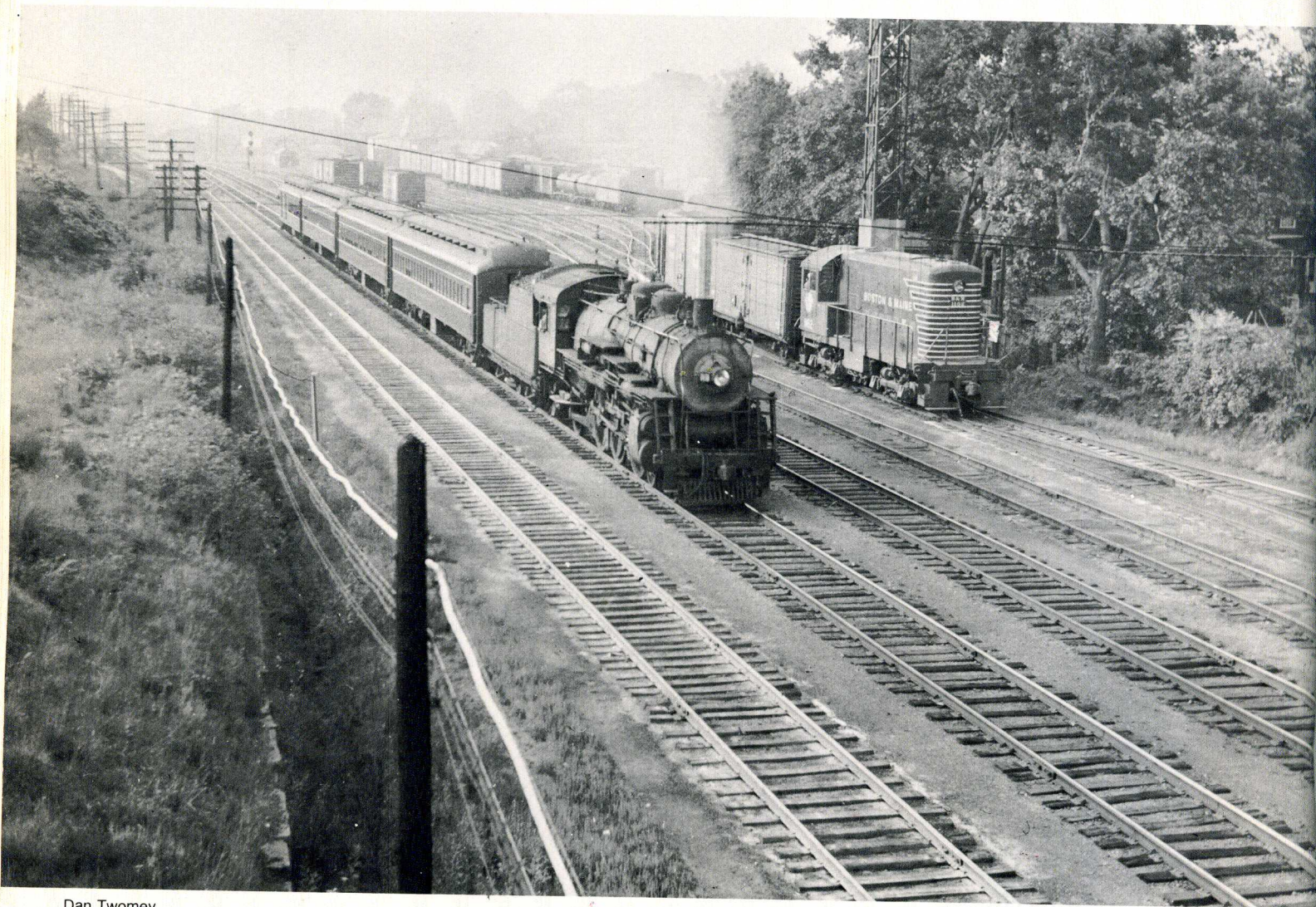


Both, William R. Mischler





focal point



Dan Twomey

It is 4:50 P.M., Sunday, August 30, 1953, and engine 3688 wheels the four cars of train 3368 underneath the Lundberg Street bridge in Lowell. Alco HH600 diesel No. 1162 switches Bleachery Yard in the background.



From a postcard, Eric Haartz Collection

Train No. 642 from Concord, N.H. (above) pauses at West Rindge, N.H., while the engineer and baggagemaster strain to observe some last minute platform activity. The year is about 1908 and the engine, 787, is a hand-me-down from the Concord & Montreal Railroad. The post office, Henry W. Fletcher's general store, and the passenger station were all housed in the same building, which burned in 1916. Shortly, No. 642 will proceed on to its terminus at Winchendon where it is due to arrive at 11:55 A.M. (Below) During the last weekend of steam on the Stoneham Branch, engine 2403 is turned on the table on July 2, 1954.

Lester H. Stephenson, Jr.

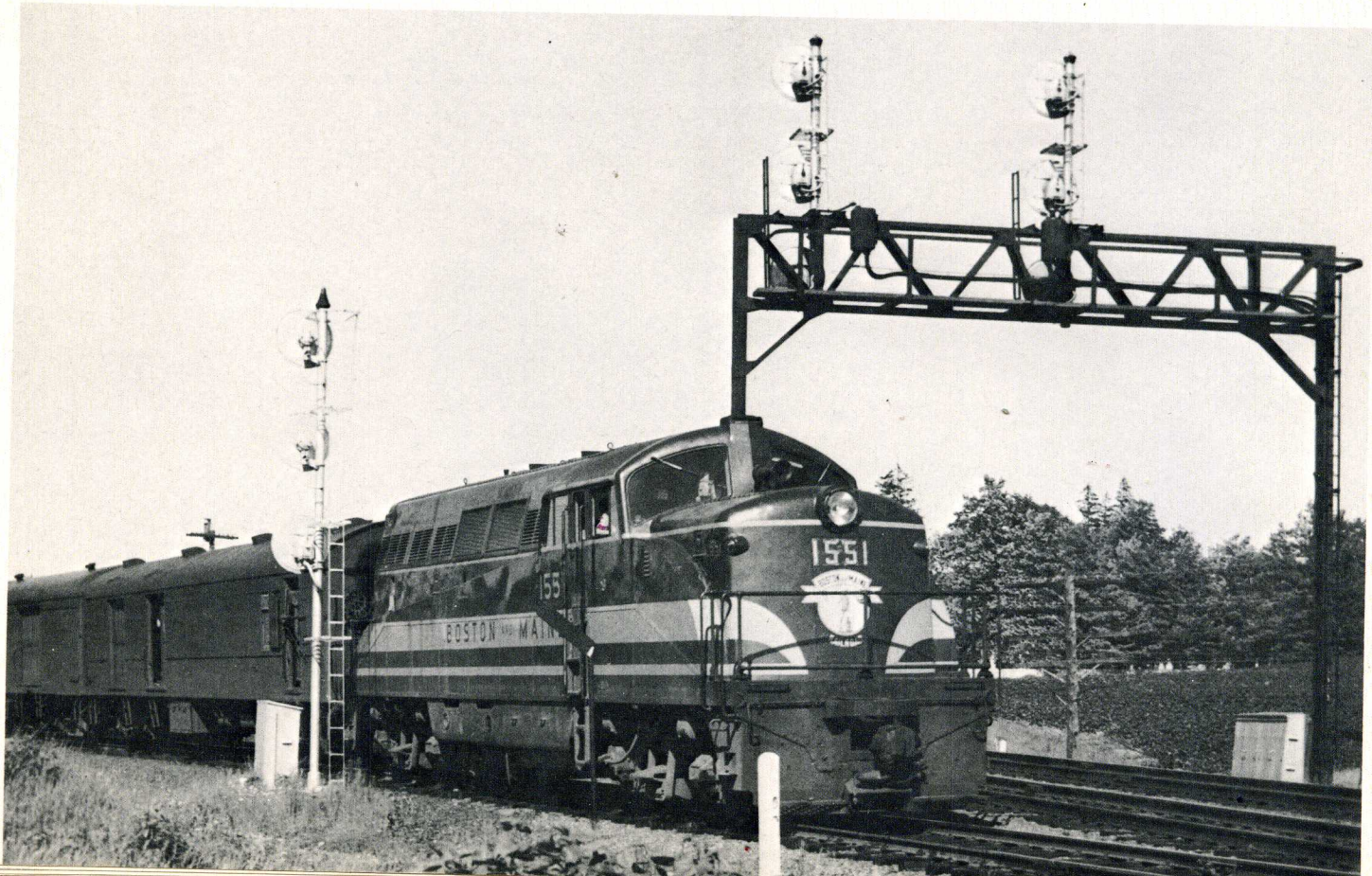


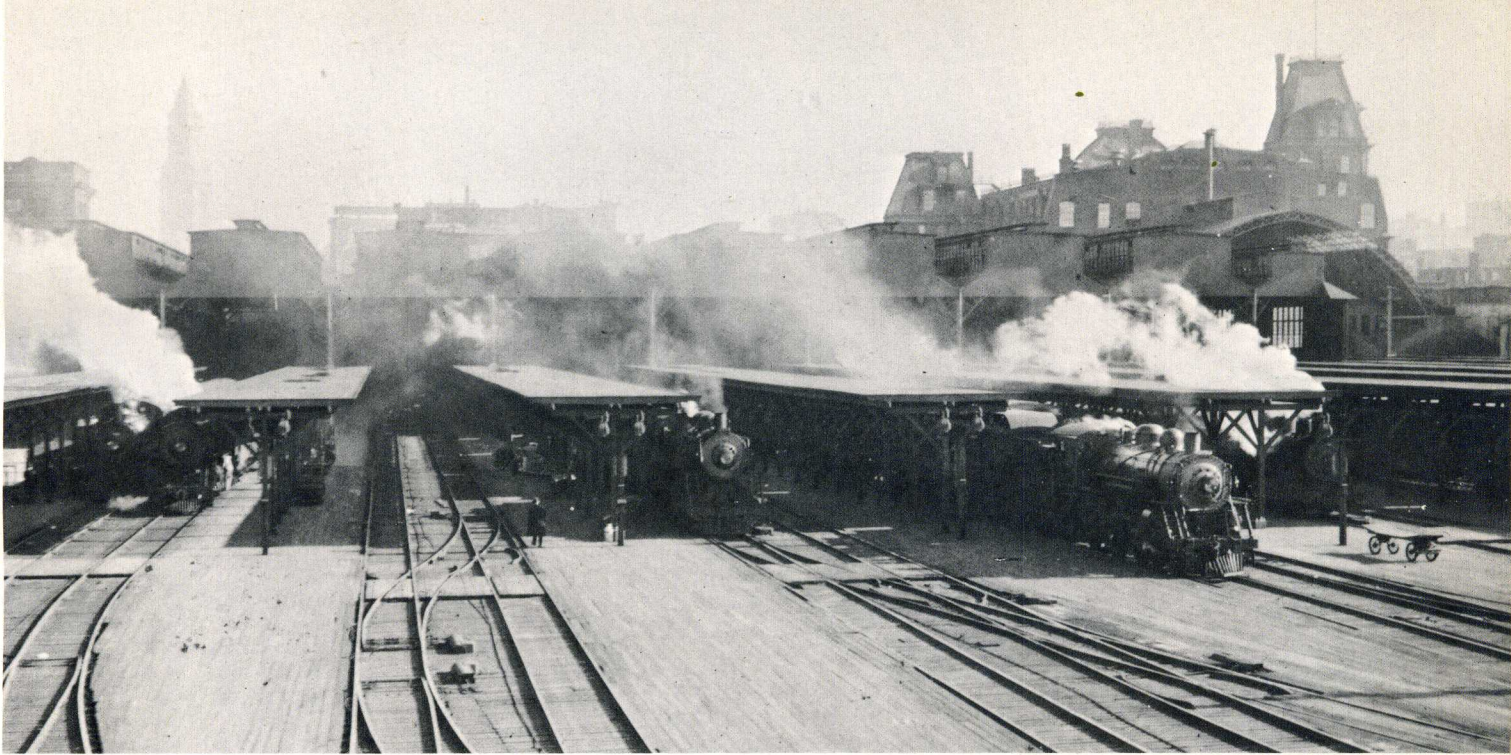


Charles R. Cole Collection

In a scene from about 1908 (above), engine 359 eases to a stop at Whitman Crossing station on the Marlboro Branch with a southbound afternoon passenger train. Whitman Crossing was later renamed Lake Boone. The post with number 320 on it was apparently a maintenance of way section marker. EMD BL2 No. 1551 (below) was one of four such units on the property. It is entering the main line at Rollinsford, N.H., with a Conway Branch passenger train. All four units were later traded in for GP18's.

David K. Johnson





The old North Station in Boston had 23 tracks when this photograph (above) was taken in March 1921. During the previous year, all but a small portion of the huge former Boston & Lowell arch trainshed at right and the vast multi-span corrugated iron B&M trainshed at left were demolished. New platform awnings were then constructed in place of the trainsheds. Hoosac Tunnel diamond (below), in the yards at East Cambridge, was a relic left over from the days of the Fitchburg Railroad. In the distance at right is the engine terminal and coaling tower. The East Cambridge car shops are in the left distance. Photograph dates from the 1930s.

Both, B&MRRHS — Richard K. Jones Collection





Eugene S. Jones, Freeman M. Fogg Collection

OOPS! . . . The day the “Flying Fisherman” had to be fished out

Engineer George Dority was at the throttle of engine 94 as it sped across the long straight stretch of track across the Revere marshes at a mile a minute with Eastern Division train No. 73, called the *Flying Fisherman*. It was Saturday, October 31, 1896, and train 73, a Rockport Express, had left Boston about ten minutes earlier at 4:32 P.M. Consisting of a baggage car and three coaches containing about 100 passengers, the first stop would be Montserrat on the Gloucester Branch.

As Engineer Dority peered up the track in the approaching dusk, he saw several red lights and noticed that the drawbridge gates were in the down position. Making a routine air brake application, Dority saw no cause for alarm. He had stopped his fast-moving train many times at the same location in the past. In his 22 years with the Boston & Maine he hadn't had a single accident.

Meanwhile, at the Saugus River draw just west of West Lynn, Mass., station, night drawtender Nathaniel E. Alley was working the crank to close the lateral swinging beams of the bridge after the passing of the three-masted schooner *J. Henry Edmunds*.

It was raining slightly. The rails were wet and Engineer Dority found the brake shoes were not holding as well as they normally did. Although his engine had slowed somewhat, he began to fear that he might not get stopped in time so he threw his engine into reverse and applied sand.

Hearing the rapidly approaching rumbling noise of the Express, the drawtender strained to try to swing the beams of the draw into position. In less than a half a minute he would have the rails locked into position.

The train had slowed but it still had a great deal of momentum so it crashed through the

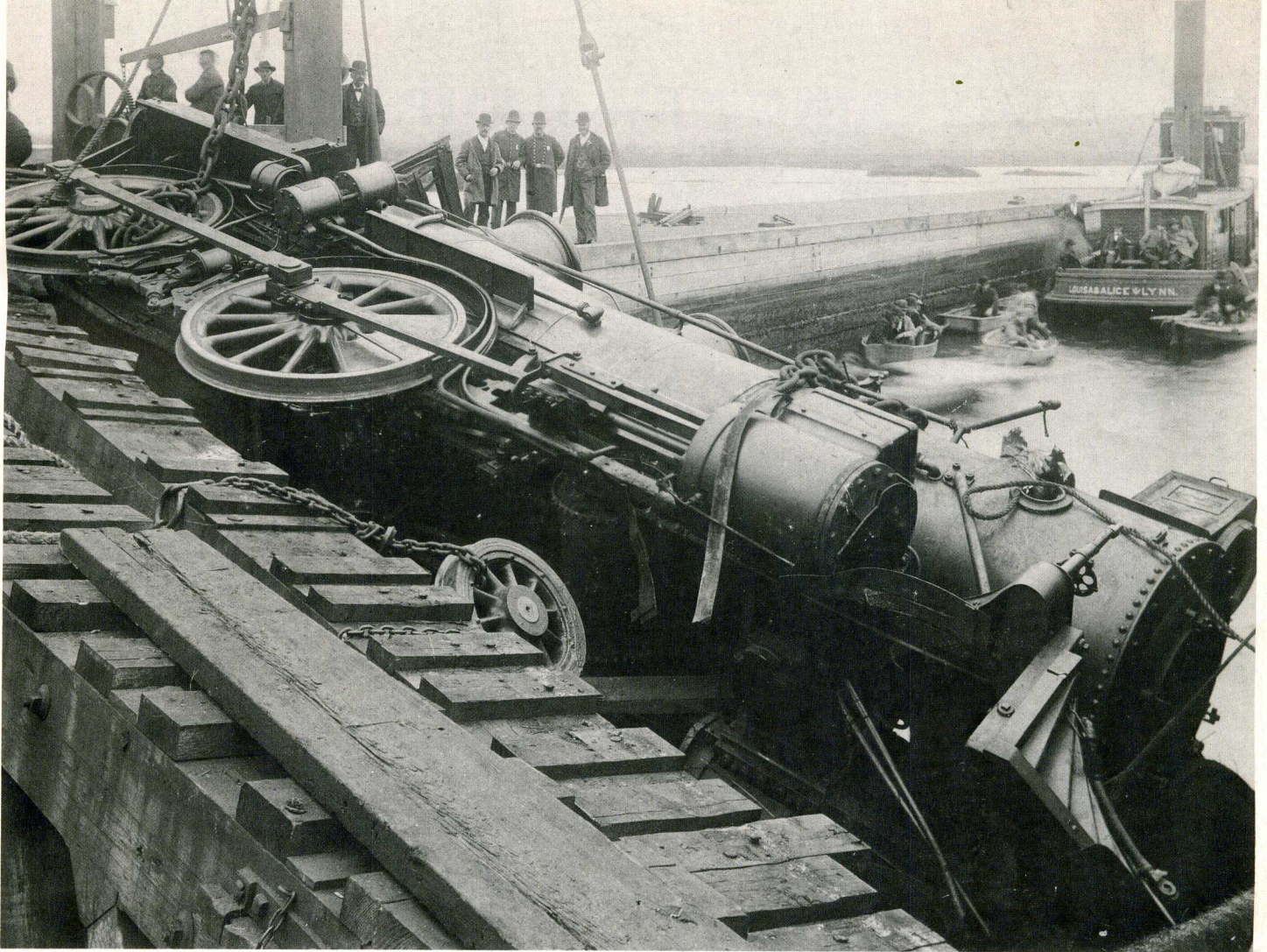
heavy gate 500 feet west of the bridge. Engineer Dority stuck to his reverse lever, still hoping to be able to stop in time. Slower, . . . slower, . . . but not slow enough.

Drawtender Alley watched helplessly as the front wheels of the engine slowly slid over the edge. The engine hung for a moment, then toppled over the edge of the bridge, rolled over on its side, and plunged nose first into the mud of the riverbed. The rear of the engine came to rest against the collapsed bridge beams.

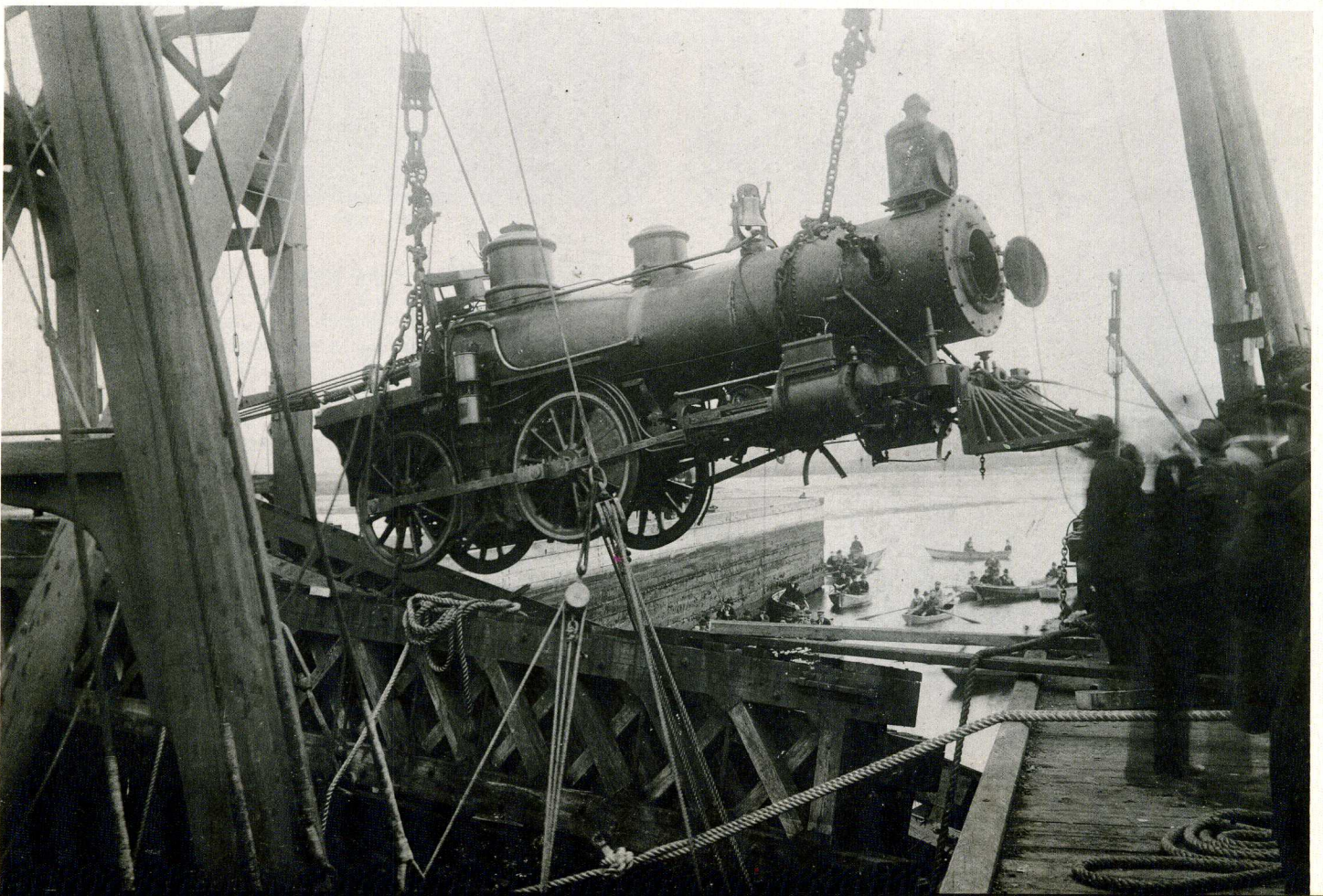
Fortunately no one was hurt, and the fire in the firebox was quickly extinguished. Other trains were diverted onto the Saugus Branch until the engine could be dredged out, the span repaired, and service restored several days later.

SOURCES

The Boston Daily Globe, Oct. 31, 1896, p.5.
The Lynn City Item, Nov. 6, 1896, p.2.



Both, F.E. Taggard, Russell F. Munroe Collection



RECYCLING NEW HAMPSHIRE'S RAILROAD STATIONS

by Thornton H. Waite



The lonely Madison station (above), on the B&M's former line to North Conway, is a post office for Silver Lake, N.H., as seen in this 1974 view. The Crawford Notch station (below) of the Maine Central is an attractive structure, photographed in 1972. It has been used for a variety of purposes since the Maine Central discontinued passenger service.

Both, Thornton H. Waite



New Hampshire residents are known to be a thrifty group, careful with their money and how it is used. So for years, they have been converting the dozens of abandoned railroad stations in the state into everything from a post office to a private dwelling. With a minimum of expense, many abandoned stations are now used and well-maintained.

In fact, the conversions of stations in New Hampshire has set an example for the growing practice throughout the country of finding new uses for old, abandoned stations.

In the late nineteenth century before the automobile, railroads were built extensively all over the state of New Hampshire. Every village wanted the distinction of being served by a railroad, to have the convenience of rail travel to neighboring villages and important cities. With the exception of large junctions and cities like Concord and Nashua, most stations built were small simple, wooden structures.

From the days it absorbed its predecessor railroads in the state, the Boston & Maine Railroad has been the largest line in the state. As late as 1932, it was serving more than 300 communities in the state, most of them with passenger trains as well as freight trains. Each of these towns and villages had a station, in a central location usually, and often with a separate freight house adjacent.

But as highways were built and automobiles increased, passenger trains were discontinued and branch lines successively abandoned, leaving the once-busy stations standing unused in the small towns. By 1966, nearly all of the passenger trains in the state had been discontinued, and although some of the stations were still being used by freight agents, many were permanently locked shut.

But it did not take long for the people of New Hampshire to begin finding new uses for the abandoned stations. Needing buildings for homes or business expansion, residents bought or rented many of the old stations from the railroad, renovated them at a fraction of the cost of a new building, and had themselves a new facility, often still next to the railroad tracks, although the rails had been removed in many cases.

The addition of a garage door to a Victorian building is probably the worst fate a structure could suffer — short of being torn down. Lisbon station (right) on the line to Berlin, has been converted into a town garage. Time has treated the depot at New Boston (middle left) more kindly. The attractive wood and stone building is now a Baptist church — complete with an organ. The B&M's former Laconia station (bottom left) is used by the town police as well as being utilized by other organizations. Intervale and Troy, N.H. (middle and bottom right) are both private dwellings. Train order masts make good television antenna poles.



Both, Thornton H. Waite



Thornton H. Waite



The wide variety of new uses found for the old stations reflects the ingenuity of the New Hampshire residents who converted them. A list of these conversions reads like a town directory:

--the Claremont Junction station has been converted into a restaurant and nightclub.

--the Laconia station serves now as a police station, courthouse, and Chamber of Commerce headquarters.

--the Littleton station is an oil company office.

--the Whitefield depot is now a laundromat.

--the Charlestown station is a hardware store.

--the Intervale station has been converted to a private dwelling.

--the station at Wilton is a medical center.

And the list goes on of old stations that have been given a new lease on life -- the Lakeport station is a community center, a post office now occupies the former Madison station, Sugar Hill station is a snack bar, while the Salem station houses a law firm.

Two stations have found new uses as rail depots, now for tourist lines. The Wolfeboro station was renovated as headquarters for the Wolfeboro Railroad, while the big old North Conway station was returned to life by the Conway Scenic Railroad after several years of disuse.

Stations on other railroads have also been converted. The Grand Trunk's Gorham station has been renovated into an attractive building by area citizens, while the Maine Central's Crawford Notch station now houses a snack bar, after serving as a gas station.

In nearly every case, the converted stations are once again well-maintained. Many stations retain their original appearance, complete with station signs and bay windows of the station agent. The platforms may be gone, and the signal masts no longer in operation, but in each case of station conversion, a piece of architecture from another age has been preserved, and more importantly, is being used again by the people of New Hampshire.

(Top) The Charlestown-Springfield station on the Conn. River line is now a hardware store. The building at Bennington (middle) is headquarters for the local Veterans of Foreign Wars. Salem, N.H. (bottom) station on the M&L Branch is a law office.



Thornton H. Waite





(Above) Milford, N.H., a building with a strong Fitchburg Railroad look, is still a station today — a gas station. (Below) The elegant North Conway depot (built in 1874 for the Portsmouth, Great Falls & Conway Railroad) has fortunately been preserved, and without doubt represents the highest and best use to which such a unique building can be put — a railroad station and museum!

Ron Johnson, Courtesy Conway Scenic Railroad.



