

*Boston & Maine Railroad
Historical Society Inc.*

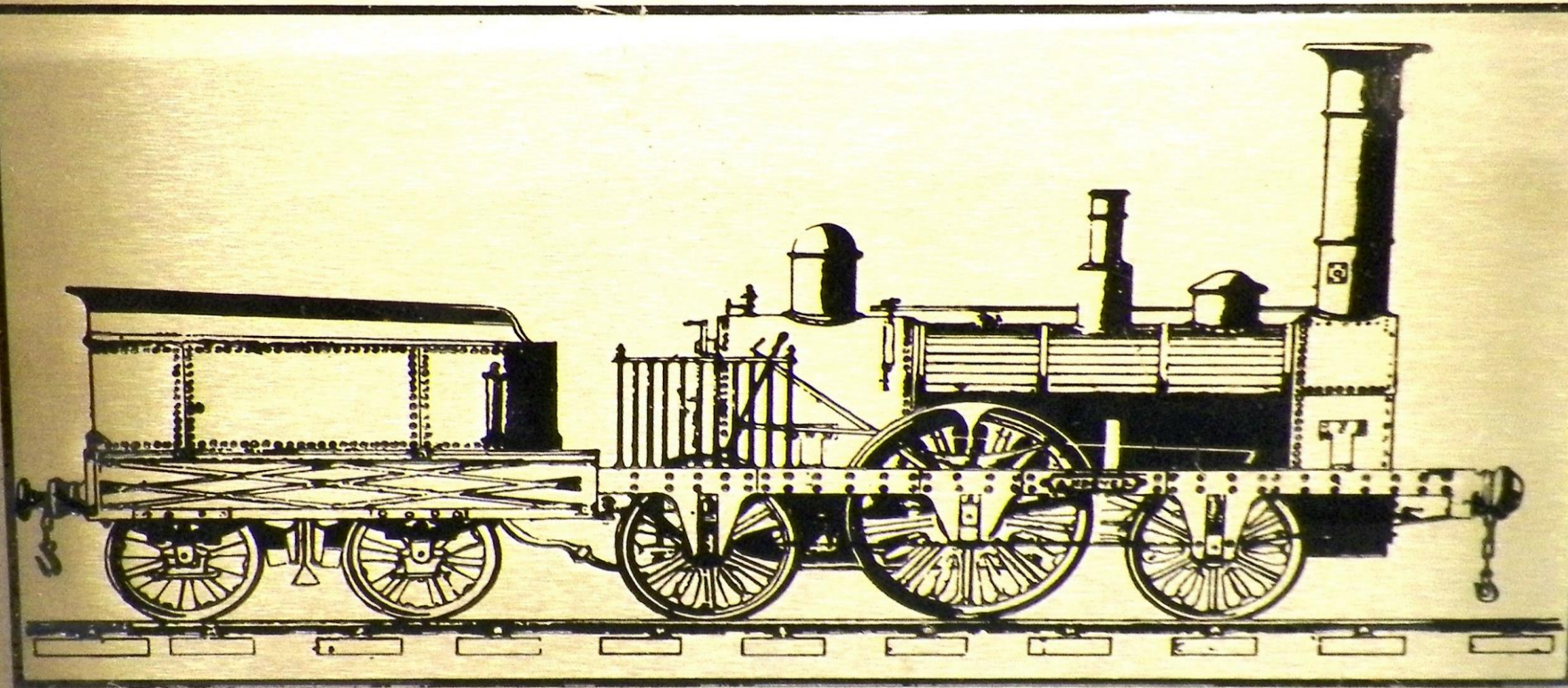
Photographs, Posters, Maps, Notices

File No. 9

Hardware Collection

Locomotive "Andover"

The First Train Engine to come from Wilmington to Andover in 1836



Locomotive "Andover"

Locomotive "Andover"

The first train engine that came from Wilmington to Andover in 1836.

Drawing; pencil and pen on paper. Found among papers of the late George E. Davis, Iron Founder, by his son, William G. Davis and presented to Horace Hale Smith who, in turn, donated the drawing to the Andover Historical Society.

Presented to Private Banking Group customers by Bank of Boston, on the occasion of the opening of the Bank's Andover branch. January, 1987.

Limited Edition: 125 pieces.

Courtesy of the Andover Historical Society.

Conn River Rail Road – Time Table No. 3

Commencing Monday, July 2, 1866

Conn. River Rail Road—Time Table No. 3.—Commencing Monday, July 2, 1866.

TRAINS MOVING NORTH.														DISTANCE.	LEAVE	TRAINS MOVING SOUTH.													
1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	12.	13.	14.			15.	16.	17.	18.	19.	20.	21.	22.	23.	24.	25.	26.	27.	28.
Passenger.	Passenger.	Mixed.	Freight.	Mixed.	Passenger.	Passenger.	Freight.	Passenger.	Passenger.	Freight.	Passenger.	Night Ex.	Passenger.	Night Ex.	Passenger.	Mixed.	Mixed.	Passenger.	Passenger.	Passenger.	Freight.	Mixed.	Freight.	Freight.	Passenger.	Passenger.	Passenger.		
7:00 A.M.	7:45 A.M.	8:05 A.M.	9:20 A.M.	9:55 A.M.	11:15 A.M.	12:00 P.M.	11:40 A.M.	2:00 P.M.	3:15 P.M.	2:30 P.M.	5:55 P.M.	6:30 P.M.	8:50 P.M.	6:28 A.M.	9:05 A.M.	10:20 A.M.	11:00 A.M.	11:40 A.M.	1:10 P.M.	2:10 P.M.	1:20 P.M.	4:20 P.M.	4:50 P.M.	5:40 P.M.	6:50 P.M.	8:10 P.M.	9:10 P.M.		
7:30 "	7:55 "	9:05 "	9:51 "	10:10 "	11:30 "	12:10 "	12:10 "	2:10 "	3:24 "	2:42 "	6:04 "	6:40 "	9:00 "	6:20 "	7:55 "	10:10 "	10:50 "	11:30 "	1:00 "	2:10 "	1:18 "	4:10 "	4:35 "	5:25 "	6:45 "	8:05 "	9:05 "		
7:15 "	"	"	"	10:15 "	11:35 "	"	"	"	3:28 "	"	6:08 "	"	"	"	7:47 "	"	10:42 "	"	12:57 "	"	12:57 "	"	4:08 "	"	"	"	"		
7:55 A.M.	"	"	"	10:25 A.M.	11:45 A.M.	"	"	"	3:35 P.M.	"	6:15 P.M.	"	"	"	7:40 A.M.	"	10:35 "	"	12:50 P.M.	"	12:50 P.M.	"	5:55 P.M.	"	"	"	"		
"	8:04 "	9:15 "	9:42 "	"	"	12:30 P.M.	12:30 P.M.	2:20 "	"	2:55 "	"	6:49 "	9:10 "	6:20 "	"	9:55 "	"	11:21 "	"	1:57 "	1:05 "	"	4:20 "	5:31 "	6:20 "	7:37 "			
"	8:06 "	9:20 A.M.	9:45 "	"	"	12:25 "	1:00 "	2:24 "	"	3:00 "	"	6:53 "	9:14 "	"	9:45 "	"	"	11:17 "	"	1:53 "	1:00 "	"	4:10 "	5:07 "	6:30 "	7:50 "			
"	8:21 "	"	10:01 "	"	"	12:40 "	1:40 "	2:37 "	"	3:18 "	"	7:00 "	9:27 "	6:03 "	"	"	"	11:04 "	"	1:40 "	1:40 "	"	4:18 "	4:49 "	6:17 "	7:50 "			
"	8:35 "	"	10:20 "	"	"	12:50 P.M.	1:55 P.M.	2:53 "	"	3:43 "	"	7:19 "	9:37 P.M.	6:54 "	"	"	"	10:54 "	"	1:30 P.M.	12:20 "	"	2:05 P.M.	4:25 "	5:08 "	6:27 P.M.			
"	8:45 "	"	10:40 "	"	"	"	"	3:04 "	"	4:03 "	"	7:29 "	"	5:42 "	"	"	"	10:40 "	"	"	11:54 A.M.	"	2:05 P.M.	4:35 "	5:08 "	6:27 P.M.			
"	8:57 "	"	10:55 "	"	"	"	"	3:15 "	"	4:15 "	"	7:40 "	"	5:44 "	"	"	"	"	"	"	11:54 A.M.	"	2:05 P.M.	4:35 "	5:08 "	6:27 P.M.			
"	9:02 "	"	11:27 "	"	"	"	"	3:21 "	"	5:05 "	"	7:45 "	"	5:30 "	"	"	"	10:28 "	"	"	11:40 "	"	"	4:41 "	4:45 "	6:05 "			
"	9:13 "	"	11:41 "	"	"	"	"	3:32 "	"	5:30 "	"	7:56 "	"	5:30 "	"	"	"	10:21 "	"	"	11:27 "	"	"	4:24 "	4:49 "	6:05 "			
"	9:23 "	"	12:00 "	"	"	"	"	3:43 "	"	6:05 "	"	8:06 "	"	5:20 "	"	"	"	10:09 "	"	"	11:12 "	"	"	4:30 "	4:25 "	5:45 "			
"	9:42 "	"	12:25 "	"	"	"	"	4:02 "	"	6:40 "	"	8:21 "	"	5:12 "	"	"	"	9:59 "	"	"	11:00 "	"	"	4:30 "	4:25 "	5:45 "			
"	10:00 "	"	12:50 A.M.	"	"	"	"	4:17 P.M.	"	7:05 P.M.	"	8:35 P.M.	"	4:40 "	"	"	"	9:23 A.M.	"	"	10:28 "	"	"	4:55 "	4:02 "	5:20 "			

SPECIAL RULES.

The 4:40 A. M. Train from So. Vernon will have the track to Springfield until 7:10 A. M., then keep out of way of all regular trains.

All Chicopee Falls trains will yield the road to regular Through Passenger trains going in either direction, except under the preceding rule.

No train will leave Springfield for Chicopee Falls until the train previously due from Chicopee Falls has arrived. 12:10 Chicopee, No. 7 passes No. 8.

10:40 A. M. Hatfield, 3:21 P. M. South Deerfield, and 4:45 P. M. Whately.—Passenger and Through Freight Trains meet. 12:40 P. M. Smith's Ferry.—Through Freight and Northampton Passenger Trains meet. 7:55 A. M., 11:30 A. M., and 5:40 P. M. Chicopee Junction.—Regular Through Passenger and Chicopee Falls Trains meet.

9:42 A. M. and 4:02 P. M. Bernardston.—Passenger Trains meet (if both trains are on time). Morning Up Train will have the track to place of meeting 15 minutes, and Afternoon Up Train 5 minutes, beyond regular time. Down Trains will then proceed, keeping respectively 20 and 10 minutes behind.

regular time until the expected train is passed; after which, they will have the track to Springfield until 6:30 P. M., then keep out of the way of Night Express Train.

No. 4 will keep out of the way of No. 22. No. 7 will keep out of the way of No. 19.

No. 15 will keep out of way of No. 4, but will have preference over No. 5.

No. 8 will keep out of way of No. 22.

No. 21 will keep out of way of No. 9. No. 26 will keep out of the way of No. 14 after 5:30 P. M.

No. 24 will keep out of the way of No. 11. No. 8 will not leave Springfield until No. 18 arrives.

No. 25 will have the track to Hatfield over No. 11, until 4:20, then keep out of the way.

The Up Through Freight trains will have the right to the track over all trains from Chicopee Falls. No. 10 will not leave Springfield until No. 21 arrives.

When Trains are run by telegraph, the five minute rule must be observed.

Trains that are detained over night will, after 3:40 A. M., keep out of way of all regular Trains.

Conn River Rail Road

Regulations

Commencing Monday July 2, 1866

For Conductors

For Engineers

Station Agents

Section Masters

REGULATIONS.

FOR CONDUCTORS.—No Train shall leave a Station before its time as specified in the Time Table. Whenever one Passenger Train takes the precedence over another, an allowance of *five* minutes shall be made for the variation of watches, but the Train that is behind time shall not use the overtime allowed by the other Train. If it shall be found impracticable from any cause, in passing from one Station to another, to arrive in season, and another Train is expected, a man shall be sent in the direction of the approaching Train, with a flag by day, or two lanterns by night, (that he may have a spare one in case one goes out) to give notice of his position; and should it be necessary to back a Train, a man must be sent in advance around the curves and a sharp lookout observed. Freight Trains will in all cases wait for each other at places appointed for meeting, and keep entirely out of the way of Passenger Trains, never leaving a Station unless they have full time to arrive at the next Station at least five minutes before a Passenger Train is due. Any Extra Train following a regular Passenger or Freight Train, will proceed with great caution, keeping at least one mile in the rear of it. Gravel and Wood Trains will keep fifteen minutes out of the way of all regular Trains. The Conductor must see that the Brakeman on Passenger Train is constantly at his post, on the platform of the Car while the Train is in motion, also one Brakeman must be stationed invariably on the rear Car of each Freight Train. Exhibit Red Lanterns on the rear Car of all Trains if running in the night. All Conductors are required to compare and regulate their watches by the Western Railroad clock in Springfield, which shall be the standard time. They shall see that the time at all the Stations on the road conforms to it; and in case the clock is altered at any time, the Train from Springfield shall give the down Train notice of it, and Conductors shall compare watches whenever they meet on the Road.

FOR ENGINEERS.—Enginemen will run as near card time as possible and with regularity. In case of delay from any cause, they are allowed to make up lost time to save a connection, but they must distribute the time to be gained over the entire distance, and in no case run a regular Passenger Train between South Vernon and Northampton in less than one hour and *fifteen* minutes; or between Northampton and Springfield in less than thirty-five minutes. They will exercise great caution in approaching South Vernon Station, always taking it for granted that the main track may be obstructed by standing Trains. Maximum speed for Freight Trains, *twenty* miles per hour between Stations. No Extra Engine or Train shall be run except by order of the Superintendent or Master Mechanic. A Red Flag must be exhibited on the Engine when an Engine other than that of a regular Train is to follow it, but the Engine following such flag must be kept out of the way of all trains mentioned in the time table, and be run with care, as the flag may not have been observed by all. Sound the whistle and ring the bell at the distance of eighty rods from each Road Crossing, and continue ringing until the Engine has crossed. Sound the whistle and approach all Stations slowly, pass all switches cautiously, and be sure that the switch is seen by its lever to be right. *At Post the Ash Pan of each Engine on the Road.* Cross all roofed Bridges without steam when practicable, and never exceed eight miles per hour over Deerfield, Willimansett or Holyoke Bridges; the speed should be reduced to its minimum and the brake let off before entering the Bridge. *Engineers must be particularly cautious in approaching Northampton and Greenfield Stations from the north to see that the speed of their Trains is properly reduced in crossing the main streets; so also in leaving or approaching Springfield Station, not to exceed eight miles per hour between the south entrance to the Park and Western Railroad Depot.* No person except the Road Master, Section Masters on their own sections, or the Conductor of the Train can be allowed to ride on the Engine without permission from the Superintendent or Master Mechanic.

STATION AGENTS are directed to have the doors of all Cars on side tracks securely fastened out of the way of passing Trains. They will be held responsible for the position of the switches and must in all cases see that they are locked on the main track except in the necessary transfer of Trains or Cars. Whenever the main track is obstructed by standing cars, or the side track proves too short to contain a Freight Train with safety to passing trains, sufficient notice must be given in either direction by flag or otherwise to warn approaching trains of such obstruction; this rule must be observed in all cases, whether a train is due or not, and the Conductor of such Freight Train, as well as the Station Agent, will be held strictly accountable for its transgression. They are responsible for the proper use and care of the Buildings of the Company, and must see that all rooms and places in connection with the Station are kept neat and clean. They will report immediately to Conductors of trains whenever any Baggage is claimed to be miscarried or lost.

SECTION MASTERS must see that no wood, lumber or other material is piled within four feet of the track. Whenever engaged in raising track or other ordinary repairs, care must be taken to render all secure at least five minutes before a train is due; and in case it becomes necessary to remove a rail, it must be replaced and fastened ten minutes before a train is expected; and at all times between trains a Red Flag must be stationed at least sixty rods on either side of the obstruction.

W. B. BRINSMADE, Superintendent

Springfield, July 2, 1866.

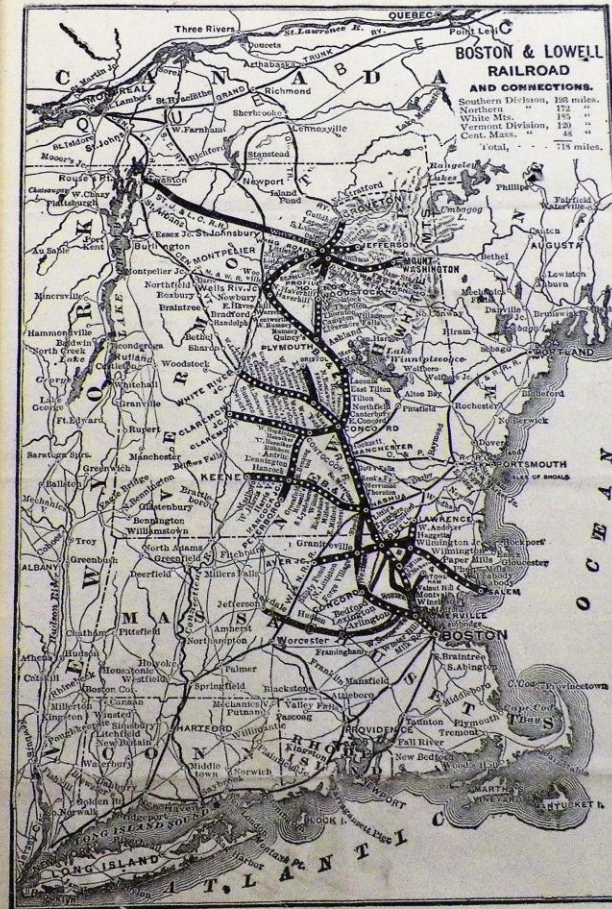
Samuel Bowles & Company, Printers.

Map of Railroads New England 1875



Boston & Lowell Railroad and Connections

September 12, 1887



Boston & Lowell Railroad Corporation.

MARKS AND NUMBERS.

Amherst Station Sept 12th 1887
Received of *Hayden Brothers*
under the contract hereinafter mentioned, which is accepted and agreed to as just and reasonable, and which is entered into severally with each carrier, the property mentioned below, marked and numbered as per margin, in apparent good order and condition, (contents and value unknown), viz: *670*

44 Bbls of bd 67
10
1/2 Bbls of " 670
10
has A. B. B. Co.

3 Bbls 59
1050
for 750
Dr. Bagun & Co.
Receipt at Rail

Shipped to *Care Frank Wilkins*
#341 Boston Mass

Weight..... *165*
Advanced Charges.....

and the ultimate carrier to deliver them at its station or wharf to the consignee or his assigns, if called for by him or them, as in this contract provided, he or she paying freight and charges thereon, and average, if any.

It is mutually agreed that the liability of each carrier as to goods destined beyond its own route shall be terminated by proper delivery of them to the next succeeding carrier.

The carrier shall have liberty to transfer the goods to and transport them by lighters, barges, or any other vessel, and shall have liberty to tow and assist vessels in any situation, and to sail without pilots.

No carrier, or the property of any, shall be liable for gold, silver, precious stones or metals, jewelry, or treasures of any kind, bank notes, securities, paintings, or statuary, and other articles of great intrinsic or representative value, will only be taken upon the representation of their value, and by special agreement assented to by the superintendent or general freight agent; or for any loss or damage arising from any of the following causes, viz: fire, from any cause, on water; jettison, ice, frosts, floods, weather, pirates, acts of God or of the country's enemies, riots, explosions, accidents to boilers or machinery, deviation, stranding, straining, any accident on or perils of the sea or other waters, or of steam or inland navigation. All liability under this receipt shall be estimated on the basis of the actual market value of the goods at the place and time of shipment.

No responsibility will be admitted, under any circumstances, to a greater amount upon any single article or package of freight than \$400.00, unless upon notice given of such amount, and a special agreement thereof.

All articles named in this receipt are subject to charges for necessary coöperation and repairs. No liability shall exist for wrong carriage or delivery of goods marked with initials or imperfectly marked, unless name and address of consignee be given at time of shipment; such marking being agreed to be taken as proof of contributory negligence.

Unless written demand for damages shall be made upon the company liable therefor, or upon the company which actually delivered the goods, within ten days after delivery, all claims for damage shall be taken to have been waived, and no suit shall thereafter be maintainable to recover the same. No agent or employee shall have authority to waive such demand.

If a carrier shall become liable to pay anything on account of goods which have been insured, it shall, to the extent of such liability, have the right of the insured as against the insurers.

In case of loss, detriment or damage to the goods, or delay in the transportation thereof, imposing any liability hereunder, the transportation company or carrier in whose actual custody they were at the time of such loss, damage, detriment, or delay, shall also be responsible therefor. The usual receipt of any carrier for the goods shall be prima facie evidence of the condition in which he received them, in a suit against any other carrier.

The goods shall be received by the owner or consignee at the station or wharf of the carrier at the ultimate point of delivery; and if not taken away within 48 hours after their arrival, may, at the option of the delivering company, be sent to a warehouse, stored in cars, or be permitted to lie where landed; all at the expense of the shipper, owner or consignee, to be paid to said delivering company, which shall have a lien on said goods therefor; and at the sole risk of the shipper, owner, or consignee, from loss and damage from fire, and all other causes.

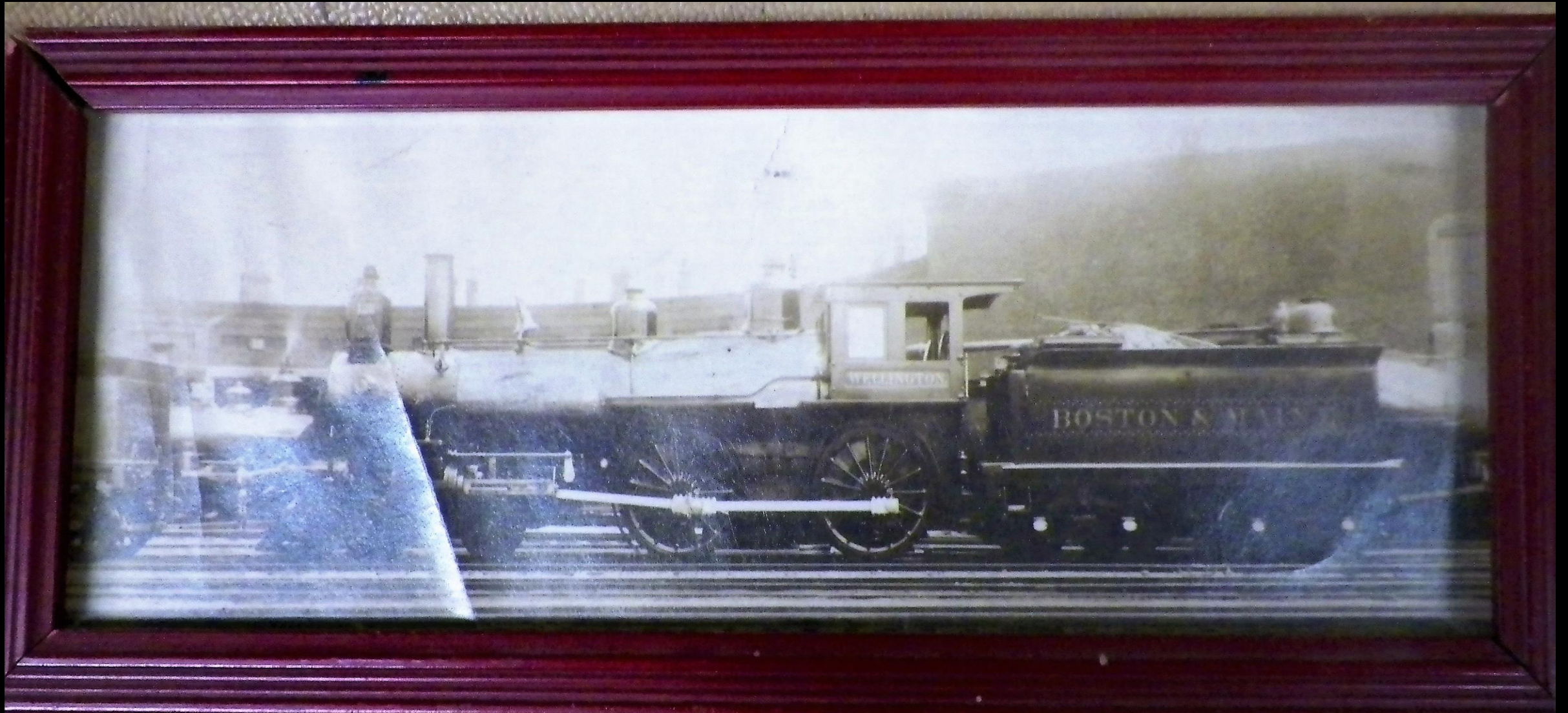
If no address of a person at the ultimate point of delivery immediately entitled to such delivery be disclosed by this receipt, the same must be furnished by the shipper, owner, or consignee, in writing, to the terminal carrier before the time at which in ordinary course of transportation the goods can arrive at such point. A failure to do this, or remove the goods within two days after their arrival, shall, in case of any subsequent loss of or injury to the latter, be treated as conclusive proof of negligence on the part of the shipper, owner or consignee, which contributed to such loss or injury.

The acceptance of this receipt is an agreement on the part of the shipper, owner and consignee of the goods to abide by all its stipulations, exceptions and conditions, as fully as if they were all signed by such shipper, owner, and consignee. This receipt is signed for the different carriers who may engage in the transportation severally, but not jointly, and each of them is to be bound by and have the benefit of all the provisions thereof as if signed by it, the shipper, owner and consignee.

P. C. Smith Agent.

Boston & Maine Railroad

American 4-4-0 #123 Named Wellington Circa 1890's



Boston & Maine Railroad

Boston & Maine Railroad

Map

Circa 1904



Boston & Maine Railroad Station, Concord, N.H.

From: Buddy Winiarz Collection



B. & M. Railroad Station, Concord, N. H.

Published expressly for Nelson's Five Cent Store.

Boston & Maine Railroad

Banquet – Forman's Association American House, Boston MA May 8, 1925



Boston and Maine R.R and Connections

Boston and Maine Railroad

Load Permissible Roadway and Borders

1927



**Mystic River Drawbridge's
No. 7 and No. 8
North Station, Boston, Mass**

Mystic River Drawbridge No. 8 located slightly to the North West of Drawbridge No. 7.

Drawbridge No. 7

1893-1894 construction of Draw No. 7 was completed under a joint agreement between the Boston & Albany line and the Eastern Railroad then part of the Boston & Maine Railroad Co.

Mystic River Drawbridge No. 7 is apparently the last Horizontally Folding Railroad Bridge in the United States.



Boston & Maine Railroad

0-8-0 Class H-3-a No. 640 Baldwin Locomotive Works Built 12-1927



THE BALDWIN LOCOMOTIVE WORKS
Philadelphia

Boston & Maine Railroad

Builders Photograph by Lima Manufacture 5/1928 2-8-4 Berkshire T-1-a No. 4000



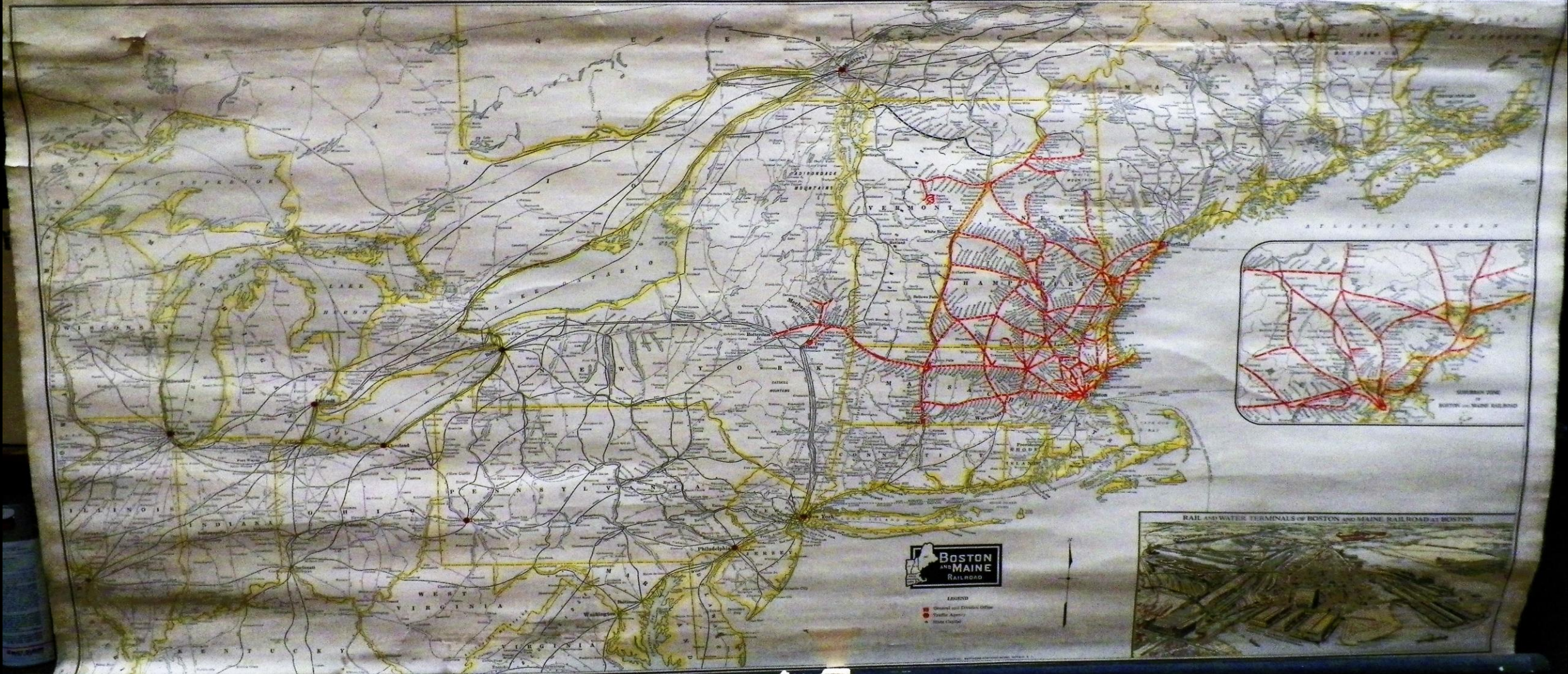
LIMA

Boston & Maine Railroad Systems Map 1930's

BOSTON AND MAINE RAILROAD

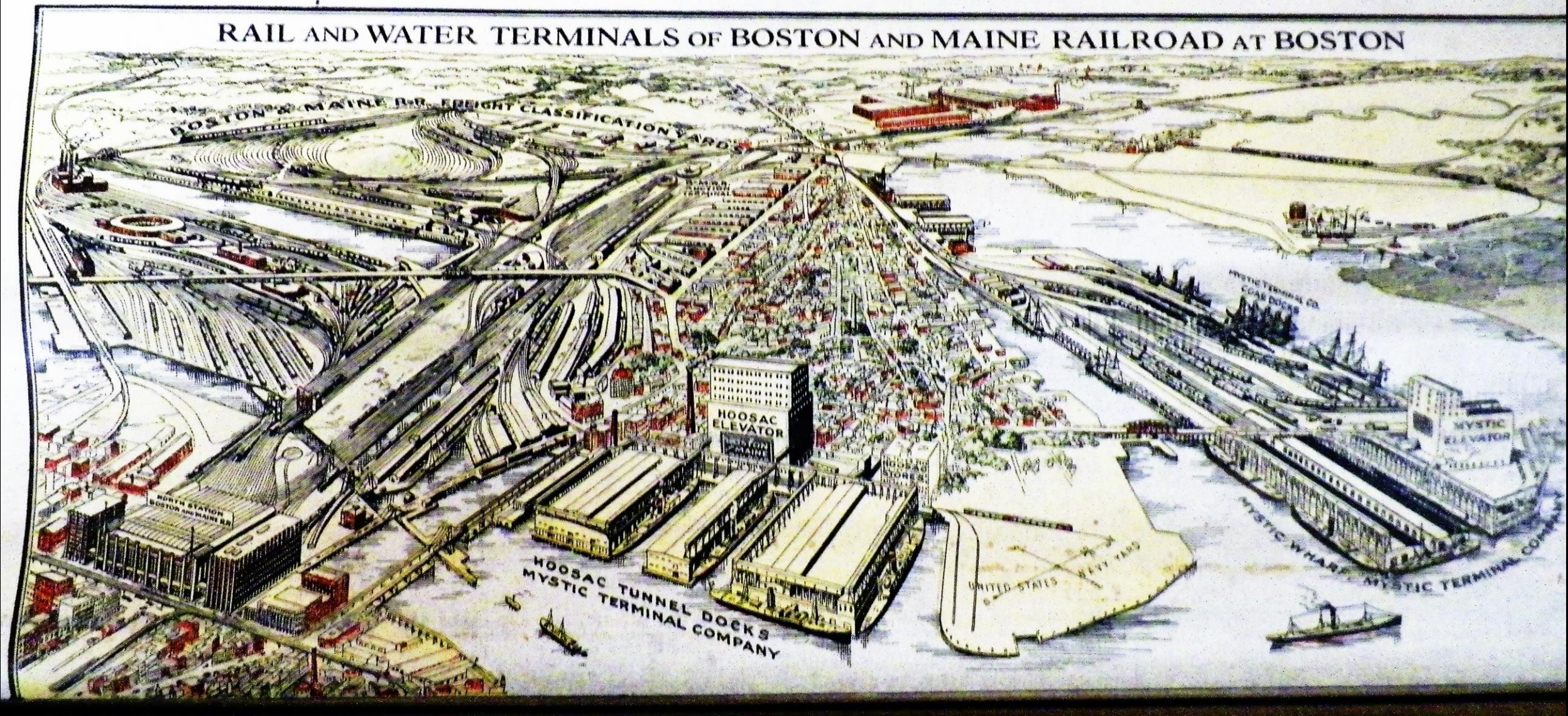
MINUTE MAP SERVICE

MINUTE MAP SERVICE



Rail and Water Terminal of Boston and Maine Railroad
at Boston 1930's

RAIL AND WATER TERMINALS OF BOSTON AND MAINE RAILROAD AT BOSTON



Boston & Maine Railroad

PWR/Car #1141 Diesel RPO-Baggage – Built by Westinghouse 1935



Westinghouse

Boston & Maine Railroad

The Flying Yankee 6000

Built EMC 2/1935

Photograph by Crystal Lake in
Wakefield MA.

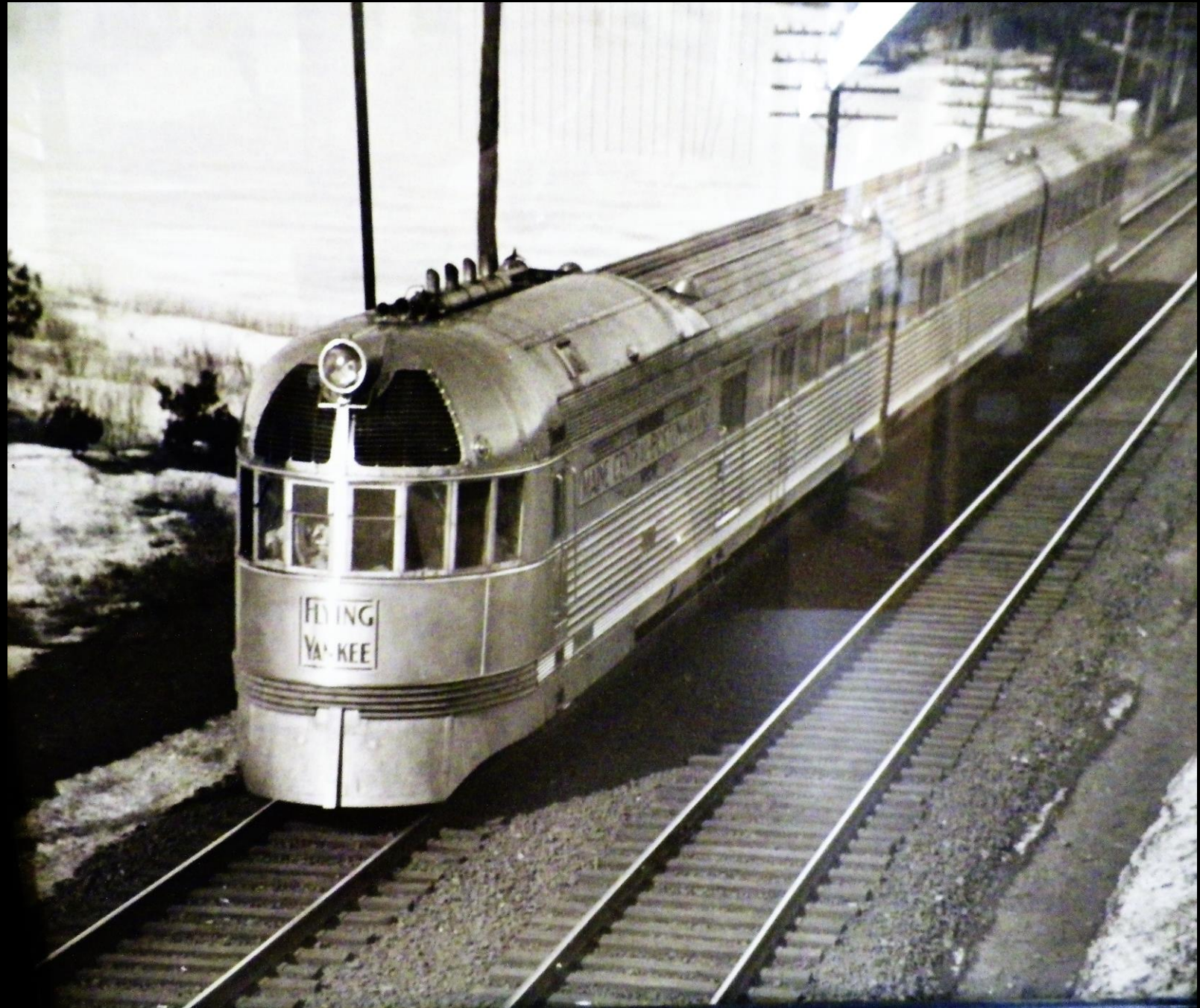
Circa 1935

Retired May 1957

Moved to Edaville R.R. Carver MA.

Moved to the Hobo Railroad in

Lincoln New Hampshire.



Boston & Maine Railroad

Framed color publicity Drawing

B&MRR Berkshire 2-8-4 T-1-a

Number 4000

Fitchburg Division

Built by Lima Manufacturing 5/1928



From: Preston Johnson Collection

Boston & Maine Railroad
Concord N.H. Station
Framed Print

Concord N.H. Railroad Station
Original Painting by Arch McDonald

1971 Village Press Publication, Concord N.H.

The painting featuring:

Winter Scene during the 1930's.

B&MRR 4-6-2 #3709 Pacific Locomotive.

B&MRR 2-6-0 #1441 Mogul Locomotive.



Concord, N. H. Railroad Station, an original painting by Arch McDonnell
© 1971 Village Press Publications, Concord, N. H.

Boston & Maine Railroad

Framed color photograph

B&MRR Pacific 4-6-2

Number 3623



Boston & Maine Railroad

Boston & Maine Railroad

Pacific 4-6-2 3600 Class Steam
Locomotive

Hauling two B&M Coach & Baggage
Car at Mile Post 7-48

Melrose Highlands 1955



Boston & Maine Railroad "32" x 21" Painting

Purchased by the B&MRRHS

B&MRR Mountain 4-8-2 #4115 Named "Casey Jones" Built 6/1941



Boston & Maine Railroad

Builders Photograph from EMD.

FTA 4200 – 4223 Diesel A & B units
delivered to
the Boston & Maine Railroad
In September 1943
through
November 1944



Boston & Maine Railroad

Diesel FTA 4204 A-B-B-A units

Builder EMD 10/1943

East Bound Freight Hauling a fleet of
Oil Tank Cars, Rounding Zoar Curve,
Zoar, Mass

Trade to EMD for GP9's Diesel units In
1957.



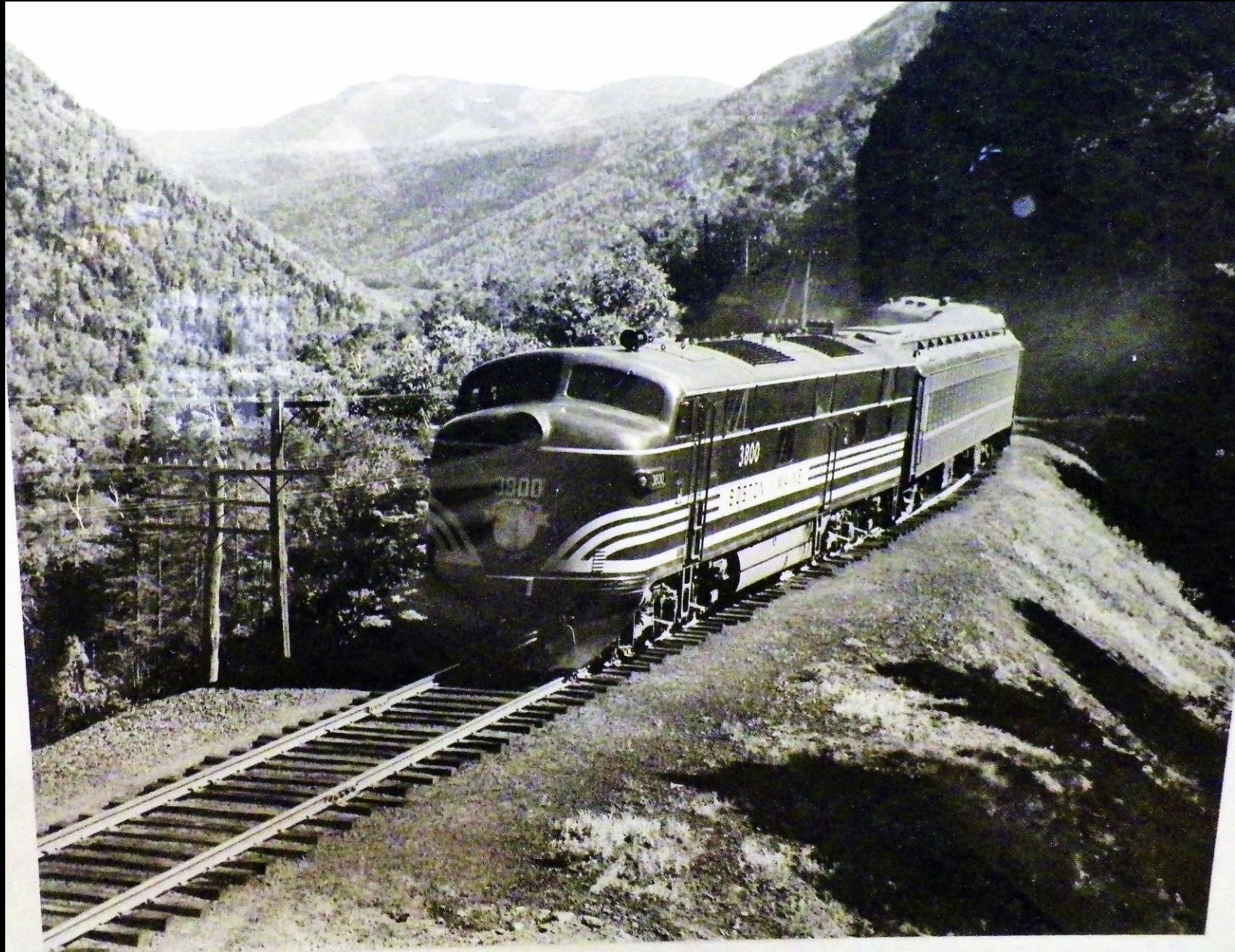
Boston & Maine Railroad

EMD 3800 E7A diesel unit.

Built in September 1945

The Mountaineer in Crawford
Notch New Hampshire.

Retired November 11/1959
and sold for scrap.



Boston & Maine Railroad
Boston Engine House Crew 1949



*Boston & Maine Railroad
Boston Engine House Crew 1949
B&MRRHS Tag No. 1395*

Boston & Maine Railroad

Stocks & Bond Certificates

100 Shares 5% Preferred Stock
Dated January 5, 1955

Railroad stock and bond certificates date back to the early days of the railroads, usually having the locomotive in their designs. Many of these certificates featured a magnificent engine and a beautiful ornate engraved border design.



From: Preston Johnson Collection

Boston & Maine Railroad RDC1 Budd Car #6121

Official Budd Co. photograph.

B&MRR Budd Car #6121

Serial No. 6116

Built 5/1955

Note: B&MRR Minuteman Logo

Sold to Canadian National Railroad 7/1965
and renumbered #D114.

Renumbered to 6114 in 1969.

Sold to VIA in 1978.



Lawrence J. Williams

Boston & Maine Railroad

Operating Divisions

Jan 1, 1957

Terminal: Boston

New Hampshire

Fitchburg

Fitchburg – C.V. Joint Operation

New Hampshire – ME. Cen R.R

Joint Operation

Fitchburg – B & A R.R.

Joint Operation



Boston & Maine Railroad GP9 Diesel Locomotive

Framed 12"x 16" Photograph

B&MRR GP9 Diesel Locomotive.

Hung on the Wall V. P. G. M.

Commuter Service Office, North Billerica, Ma.

1730 GP9 Built by EMD 5/1957

Serial Number 23228

Transferred to Springfield Terminal #67.



Ariel View

20.5" x 35 3/4"

Somerville, Mass

Circa 1963 or 1964

Boston & Maine Railroad

Engine Terminal, it is located in the inner belt area of Somerville, Mass, near North Station in Boston.

MBTA Commuter Rail

The present Commuter Rail Maintenance Facility was built in 1995 replacing the Boston Engine Terminal which was built by the Boston & Maine Railroad



Boston & Maine Railroad 16" x 20" Photograph

A string of three Boston & Maine Railroad GP-9 #1700 class Diesel Locomotive's hauling a freight train on the Worcester, Nashua & Portland Division of the Boston & Maine Railroad.

Note the head unit is in the Bicentennial Colors, 1776 -1976. Circa late 1970's early 1980's



From: Richard K. Hurst Collection

Boston & Maine Railroad

Metal publicity Poster:

Steamtown National Historic Site

Scranton, Pennsylvania

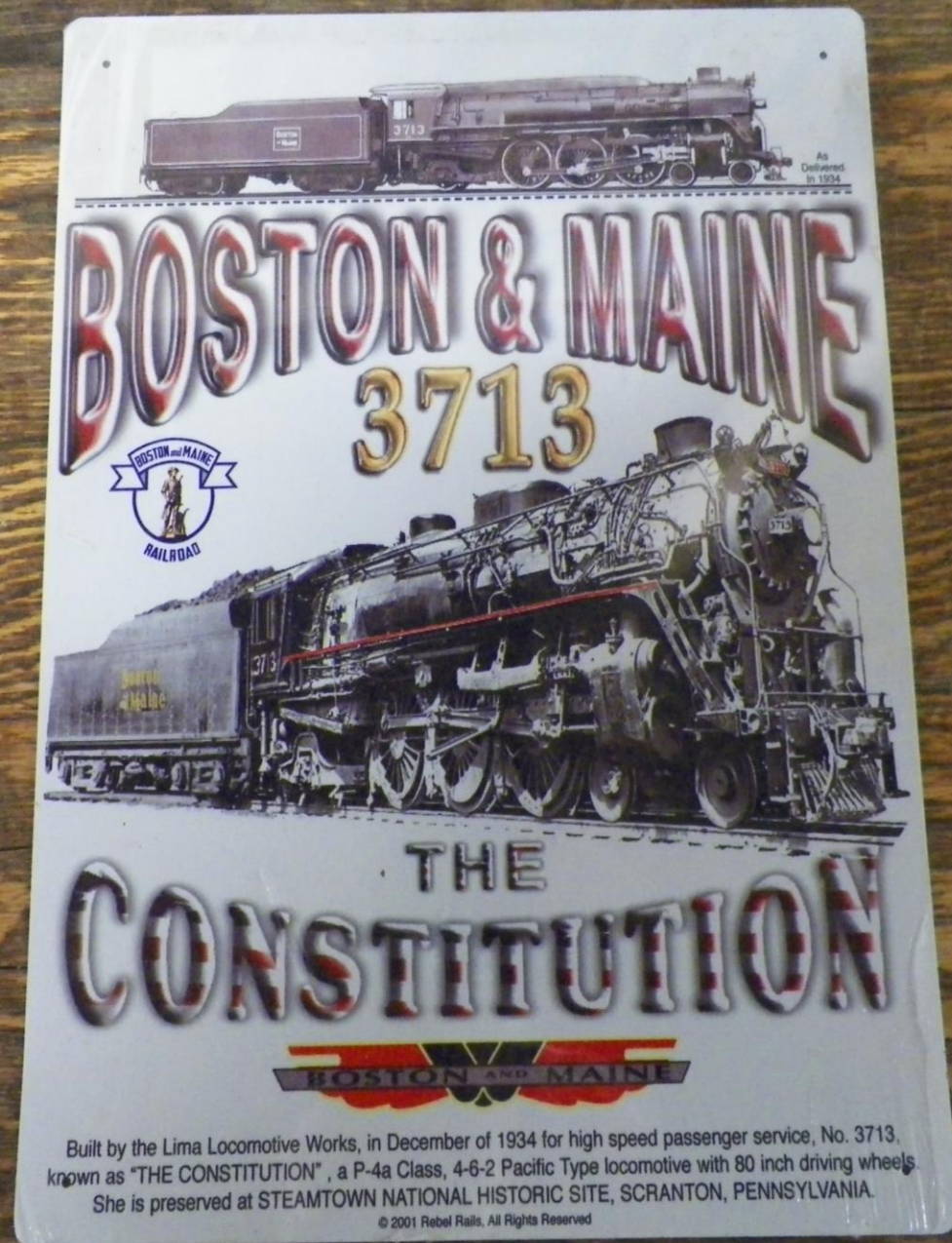
Boston & Maine Railroad 3713

Named: The Constitution

Built by Lima Locomotive Works in December 1934

High Speed Passenger Service

4-6-2 Pacific P-4-a type locomotive.



Boston & Maine Railroad Historical Society Inc. Restoration B&MRR O-6-0 No. 410

B&MRR No. 410 Steam Locomotive 0-6-0 G-11-a Class
Restoration at North Billerica Mass 1992.

The Boston & Maine Railroad Historical Society is a nonprofit educational organization working in partnership with the Lowell National Park Service to enhance preservation and the understanding of our railroad heritage and lasting significance of Lowell, Ma and its National Parks.

Guilford Rail Transportation Systems provided the facility at North Billerica for the restoration and on July 17, 1993 transported the Steam Locomotive over to its present site on Dutton Street, Lowell, Ma.

The Restoration Photographs are currently on display in the B&MRR Combine Coach and Baggage car on Dutton Street, Lowell, Ma.

*Boston & Maine Railroad Historical Society
B&M No. 410 Steam Locomotive 0-6-0 G-11-a Class
Restoration at North Billerica Ma 1992*



Boston & Maine Railroad Historical Society Inc.

Restoration:

B&MRR 0-6-0 Switch No. 410 G-11-a Class

Boston & Maine Railroad No. 410 was brought to Lowell on July 17, 1993.

Guilford Rail Systems transported By Rail the 0-6-0 Steam Locomotive switcher to Dutton Street and than was lifted by Industrial Crane to the track where she now sits.

*Boston & Maine Railroad Historical Society
B&M No. 410 was brought to Lowell on July 17, 1993
By rail and then lifted by crane to the track where she now sits
No. 410 had been scraped, painted & Lettered by B&MRRHS Volunteers.*



