

*Boston & Maine Railroad
Historical Society Incorporated*

Rail Car Exhibit Open 2019

Combine Coach-Baggage Car #1244

Dutton Street, Lowell, MA

The Boston & Maine Railroad

Locomotive No. 410 , together with its combination coach-baggage car No. 1244 is the visual centerpiece of the city and the focus of our Society's preservation efforts.

- **The Combine Open:**
- Saturday July 6, 2019 – Saturday August 31, 2019 1:00 to 4:00 PM.
- On Saturday's Only between July 6th and August 31st inclusive.
- B&M Combine, Baggage Car & Coach No: 1244 will be open from 1 to 4 pm.
Dutton Street, Lowell, MA.
- **On Saturday July 27 and Sunday July 28 only, the combine will be open 10 to 5 pm.
in connection with the Lowell Folk Festival.**
- The Combine is filled with B&M artifacts & memorabilia.
- There is also a working model HO-scale railroad with a B&M theme of Lowell, MA.
- (This schedule is contingent on securing volunteers.)

Boston & Maine Railroad

0-6-0 Steam Engine #410

Restoration Project Benefactors

Built 1911 by Manchester Locomotive Works



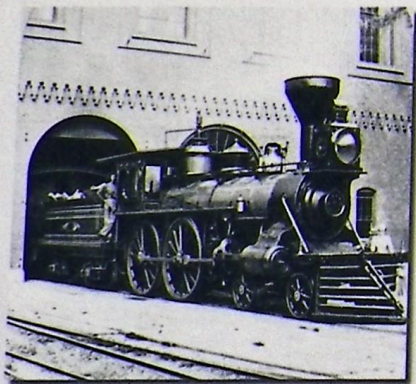
Boston & Maine Railroad switcher 0-6-0 #410
B&MRR Combine Coach-Baggage car #1244



Locomotives in Lowell

Lowell was a laboratory for technical innovation for the textile industry, water power, and railroads in the nineteenth century. As early as 1832, the Locks and Canal machine shop imported a British locomotive from its inventor, Robert Stephenson, in order to develop an American engine.

In the late 1830s, Engineer George W. Whistler oversaw the construction of the first Lowell made locomotives copied from the British engine. By 1845, seventy-five were running on new railroads throughout New England. By the 1860s, Lowell no longer made locomotives.

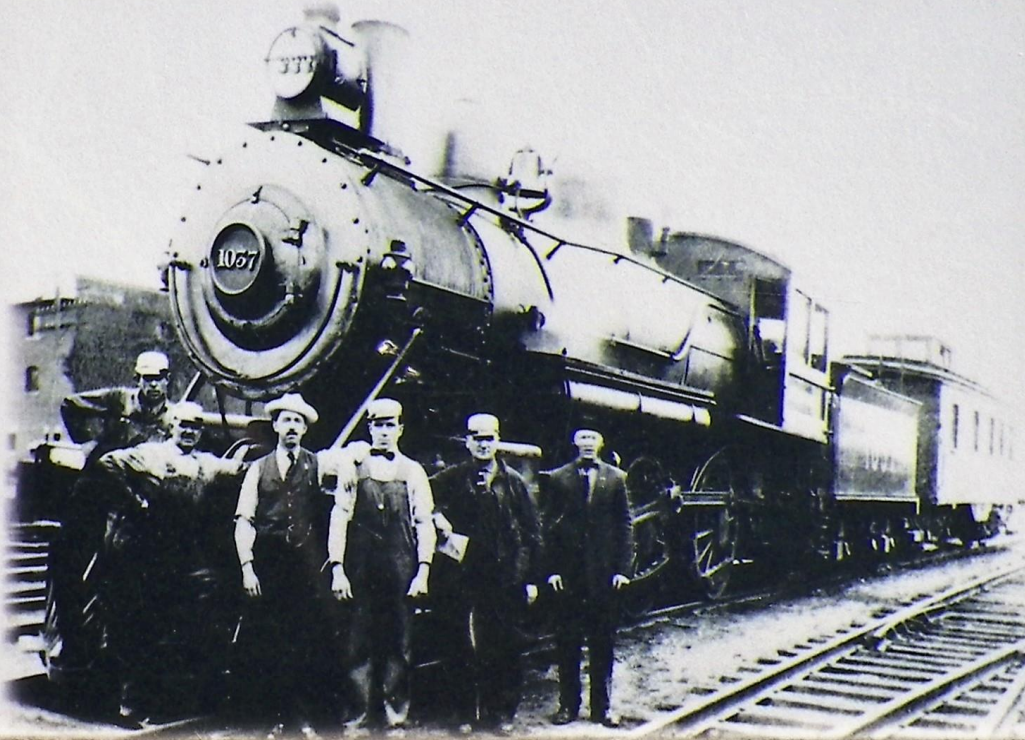


Locomotive "Medford" at Merrimack Street Depot, ca. 1880

University of Massachusetts Lowell, Center for Lowell History

Locomotive No. 410

This steam locomotive was built in 1911, by Manchester Locomotive Works. It powered trains on the Boston & Maine Railroad, which had merged with the original Boston & Lowell Railroad in 1887, to create a regional rail network.



[The fireman] put his left foot on the lever that swings open the firebox door, to look at the searing inferno within as he...hurled shovelful after shovelful of coal...

R.M. Neal, 1950
High Green and the Bark Peeters

Boston and Maine locomotive No. 1037 and workers, ca. 1920

University of Massachusetts Lowell, Center for Lowell History

Boston & Maine Railroad

Combine Coach-Baggage Car No: 1244



Boston & Maine Railroad Combine 1244

- The rail car, No. 1244, is set up as a combination Coach-Baggage car, known by railroaders as a “combine,” but was built by the Pullman Company in July 1907 as a 72-seat passenger coach.
- The car is 60 feet 2 inches in length and has open platforms at both ends.
- The car was built as No. 1244, renumbered to 244 in 1930, and rebuilt as maintenance of way car No. M3031 at Concord N.H. in September 1946.
- The car was sold to Luria Brothers in 1962, and then led a nomadic life on the St. Johnsbury & Lamoille County Railroad, the Montpelier and Barre Railroad, and the Goodwin Railroad.
- Following a sojourn at Wolfeboro Falls, N.H., No. 1244 the car came to Lowell, it is owned by the Lowell Historic Preservation Commission.
- The section of track on which it sits is on land owned by the Commonwealth of Massachusetts and is adjacent to the site of the original Boston & Lowell Station at the corner of Merrimack and Dutton Streets.
- The Boston & Maine Railroad Historical Society display items from its hardware collection in the combine.
- An attractive exhibit in the combine, “The History of Railroads in Lowell,” was opened to the public in June 1993, made possible with a grant from the Lowell Historic Preservation Commission.





LOWELL

This sign is a replica of the original one which hung at the Lowell Depot.

STOP



Boston & Maine Railroad

B&M Pot Belly Stove #10



Nathan Air Chime Diesel Horn



Boston & Maine Railroad Car 1244

Combine baggage section /w two views of B&MRR artifacts on display.





Boston & Maine Railroad Historical Society Hardware Collection

Link & Pine Coupler
Assortment of Rail Spikes
Sliced sections of Rail
Ticket Validator
B&MRR Torch Can
B&MRR Red Water Can
Telegraph Key /w Sounder



Display Case:
Ticket Validator
Conductor Cap
B&MRR First Aid Kit
HO-scale Display B&M 0-6-0 Switcher
No. 410 arriving on Dutton St,
Lowell, Ma. July 17, 1993



Boston & Maine Railroad Combine #1244

Nearly 2,000 people passed through the combine on the two days of the Lowell Folk Festival July 28th & July 29th 2018



Rails and Factories

In pre-railroad Lowell, the most valuable industrial sites were on the canals, where the mills took advantage of the maximum waterpower. The new railroad soon built spur lines directly to the mills, establishing a fan-shaped net over the mill district.

In later Lowell, sites near the main railroad lines became the choicest for steam-powered factories. Tracks linked each Lowell factory and radiated from Lowell into a greater New England network.





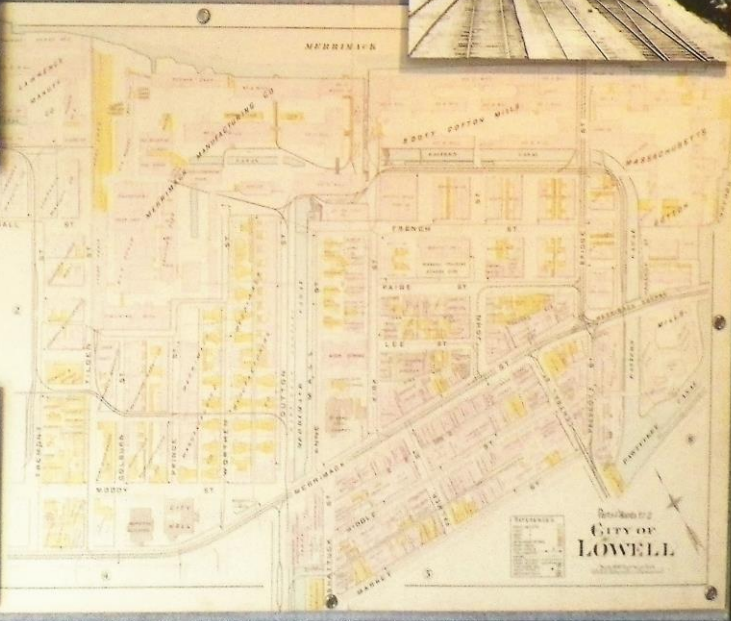
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Henry's (Beaumont) is one of the eight crews who keep round work at Lowell on an around-the-clock basis. The right crews use four engines, two diesel and two steamers. The morning one crew did the "industrial work" of taking incoming cars to the sidetracks that go to factories and warehouses and bringing back whatever cars were loaded since the switcher's last visit.



The Depots of Lowell

This calendar is standing on the site of the original depot used by the Boston & Lowell Railroad in 1835. Known as the Merrimack St. Depot, it became the front door of the city. In 1853, the city cooperated with the railroad in building a large station here that also housed city offices as well as two large public meeting spaces called Huntington and Jackson Halls. In 1984, fire destroyed this grand depot.

Other major depots in Lowell included: the Northern Depot on Middlesex St., which opened in 1848 for the Nathan & Lowell and Lowell & Lawrence railroads; and the Boston & Maine Depot on Central St., which was built in 1876 and is still standing. Smaller depots included: Blueberry, South Lowell, Wigganville, Aliberton, and Middlesex.



Travel by Trolley

In 1899, Lowellians were first able to ride an electrified trolley line to the dance halls, Berk's shops, and remaining landmarks of Lakeview Amusement Park in Decatur. By the turn of the century, they could ride trolleys to scenic resorts such as Hampton Beach, New Hampshire. A grid of trolley lines crisscrossed down the East Coast and even made it possible for someone from Lowell to take as far as New York City or Washington, D.C.

By 1935, bus lines replaced the old trolley line on the streets of Lowell. But today the trolleys have returned to carry visitors around Lowell National Historical Park. They are an impressive reminder of an era when trolleys played a central role in the lives of working people in America's growing cities.

Trolley Neighborhoods

With the coming of Lowell's horse-drawn street railway in 1864, people began moving to neighborhoods sprouting along the trolley lines away from the crowded mill district. Earlier mill workers lived in company-owned boardinghouses and tenements necessarily close to their mills. New workers and mill managers, in greater and greater numbers, chose to commute by trolley as the old boardinghouse system deteriorated.



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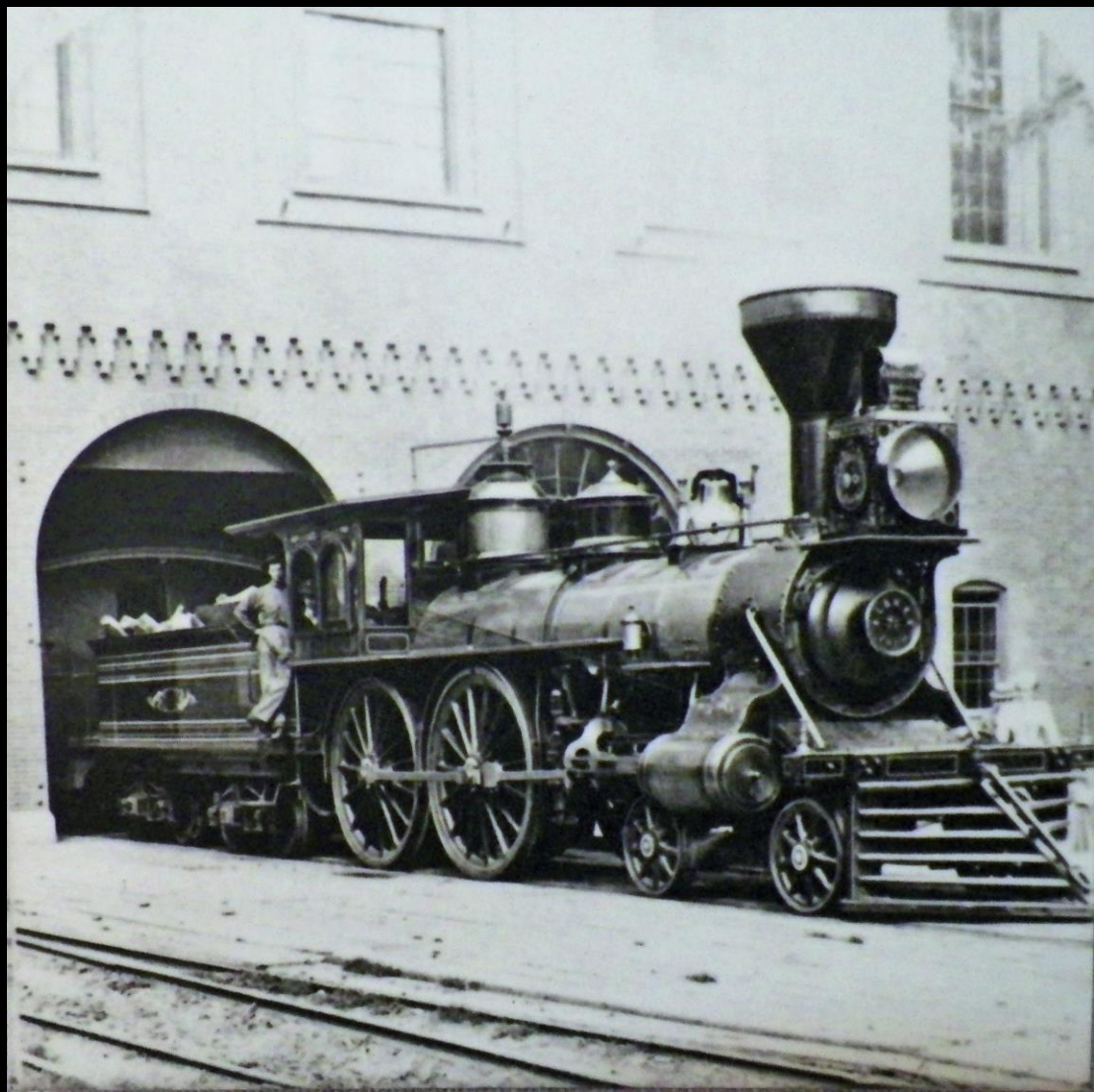
Boston & Maine Railroad

“On Exhibit Railroad Artifacts & Memorabilia”



Boston & Maine Railroad Combine Coach Baggage Car #1244
"Railroad artifacts on exhibit during the Lowell Folk Festival 2017"





PULLMAN

PARLOR
CAR
NUMBERS

1317

NUMBERS

1244

For twelve years he [Henry Beaulieu] had stoked coal into the hungry fireboxes of the Megala Locomotives that then were "big" engines. He knew what it was to put his left foot on the lever that swings open the firebox door, to look at the scaring inferno within as he kept that left foot on the door-lever and balanced with the other while his short arms heaved shovelful after shovelful of coal in the exact spot where it would do the most good. Then he went back to his seat in the left of the cab—open at the end, letting riotous wind pour crisp snow on him before he had cooled off from being so close to the firebox.

BOSTON & MAINE RAIL ROAD.

SPECIAL

THEATRE TRAIN

For Haverhill, Bradford, North Andover, Lawrence, Andover and Ballardvale.

To accommodate the patrons of the many places of Amusement, in the City of Boston, residing on the line of this Road, they are respectfully informed that on

WEDNESDAY EVENING, MARCH 20,

A SPECIAL EXPRESS THEATRE TRAIN

Will leave Boston for **WILMINGTON, BALLARDVALE, ANDOVER, LAWRENCE, NORTH ANDOVER, BRADFORD, and HAVERHILL** at 11.15 P. M.

FARE.--From Haverhill and Bradford to Boston and return . . . \$1.25
N. Andover, Lawrence, Andover & Ballardvale to Boston & Return, \$1.00

Tickets for sale at the stations, and they are good in any train for Boston on that day, and to return in the Special Theatre Train only, at 11.15 P. M.
This Special Train will leave Boston from the West or Inward track, and will not stop between Boston and Wilmington.

WILLIAM MERRITT, Supr.

Every few minutes [fireman] Joe Buckley puts his left foot on the lever that swings open the firebox door. He throws in coal, one or two scoopful at a time. The Megala's locomotive's swaying isn't enough to make him miss; always the coal goes into the firebox, some of it spills on the floor. Yet after every second or third shoveling, Buckley takes a broom and carefully sweeps the floor.

Rail Hub

Three years after the Boston & Lowell opened, the Nashua & Lowell Railroad began operating along the Merrimack River into New Hampshire. In other directions, Lowell was linked to the new industrial town of Lawrence in 1846 by the Lowell & Andover Railroad (later known as the Lowell & Lawrence) and to the port of Salem in 1850 by the Salem & Lowell Railroad.

Other smaller lines, such as the Stony Brook Railroad leading to Groton Junction (later named Ayer) in 1848, branched off these main lines. In 1872, the Framingham & Lowell Railroad also opened as a secondary route. By the 1880s, the Boston & Lowell gained control of the major rail lines through New Hampshire all the way to Montreal, Canada.



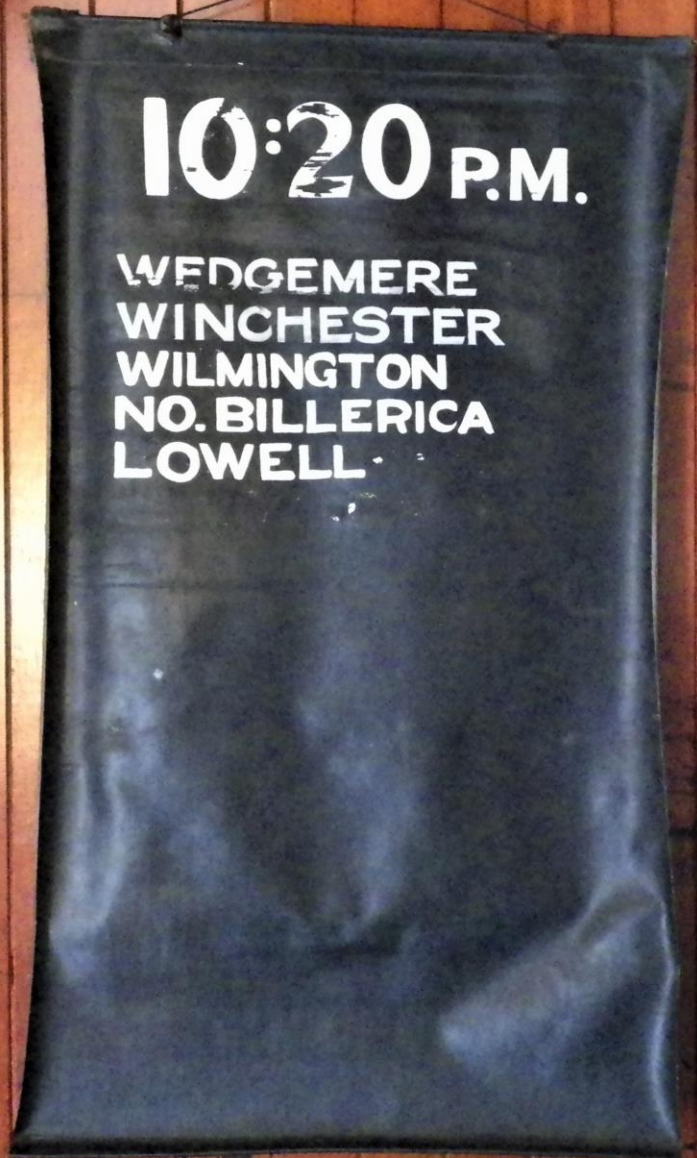
The Genesis of the Boston & Maine

The roots of the Boston & Maine Railroad can be traced to the opening of the Wilmington, Andover and Haverhill Railroad in 1836. The Boston & Lowell allowed the new line to use its track connecting Wilmington with Boston until the Boston & Maine opened its own track to Boston in 1842. The Boston & Maine expanded through Lawrence and northern New England to become larger than the Boston & Lowell system before the two merged in 1887 under the Boston & Maine.



Henry Bendler explains how it is that the after day passengers and sleep line up so precisely. An engineer has a "mark" or stopping place picked out at each station, and every day holds his train at that exact spot, so the cars. The conductors very soon learn where the car stops will be, and from there on the process of boarding the train is as automatic as if passengers and engineers had rehearsed with the patience of a ballet cast.





Boston & Maine Railroad

Destination Scroll

Passenger Train Schedule
10:20 P.M.

Wedgemere to Lowell

Destination scrolls were discontinued Feb 9, 1972

Railroad Work

Over 40 years ago, engineman Henry A. Beaulieu of Lowell became the main figure in R. M. Neal's book about working life on the Boston & Maine Railroad--*High Green and the Bark Peelers*.

Beaulieu and the other railroad workers in the book shared a tradition and craft unique in the story of American industrialization. In words that spoke for his fellow workers as well, Beaulieu simply said: "I never saw the day I didn't want to work."



An engineman selects his marks carefully. He figures into his choices the number of cars in his train--each day it is the same number, and quite likely the same car--the kind of engine, the skill of his fireman, the grade he is climbing or descending, whether the track is straight or curving, how quickly he must get into speed for the next grade or curve, and the condition of the track. By station at a station gives him the best results. At one station he may stop a trifle short, because nearer the front are older, more worn-down rails that his engine's wheels cannot grip so well. At another station he may go for through, in order to get his last car over the summit of a grade.



Although, under the Book of Rules, the conductor is in charge of the train, Henry (Beaulieu) doubts that he has as much true responsibility as is likely to fall upon the engineman.

"When something's gone wrong, a snowman or a flood, you'll read in the papers about Conductor Staudus bringing in his train safely." Henry snorts. "That's wrong. The conductor was there, but the engineman did the work. He's the one who should get most of the credit."



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A railroad man, crossing a track, never steps upon a rail. Always he steps over it. A rail, the foot worker, might be slippery and give him a nasty spill. Or he might wedge a foot in the point of a switch and be trapped with a train coming too fast to stop before it crashed and sheared off his foot. So the railroad man makes it practice unalterable to step over and not upon rails.

The second item has to do with climbing down from an engine cab. "It's a sure rule," Beaulieu said once, "to climb down backward. Don't come down forward, ever."



A railroad man, crossing a track, never steps upon a rail. Always he steps over it. A rail, in foul weather, might be slippery and give him a nasty spill. Or he might wedge a foot in the points of a switch and be trapped with a train coming too fast to stop before it crushed and sheared off his foot. So the railroad man makes it practice unalterable to step over and not upon rails.

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Many Lowell men worked on the railroad lines that ran throughout New England. They performed a variety of jobs, including engineman, conductor, fireman, trainman, brakeman, switch tender, blacksmith, oiler, machinist, freight agent, baggageman, signal maintainer, section hand, lantern tender, and wreck master. The nearby North Billerica shops of the Boston & Maine employed about 5,000 in its heyday in the 1940s.

The quotes describing railroad work come from *High Green and the Bark Peelers: The Story of Engineman Henry A. Beaulieu and his Boston and Maine Railroad* by R. M. Neal, 1950.



The great furor against the wooden car came about 1910, when some roads other than the B. & M. were having too many wrecks. Wooden cars smashed, wooden cars burned. Some legislatures passed laws, but more wooden cars could be built, and in some jurisdictions they couldn't remain in use. That was an advance, for in an accident a wooden car is more vulnerable than one of steel.

R. M. Neal, 1950
High Green and the Bark Peelers

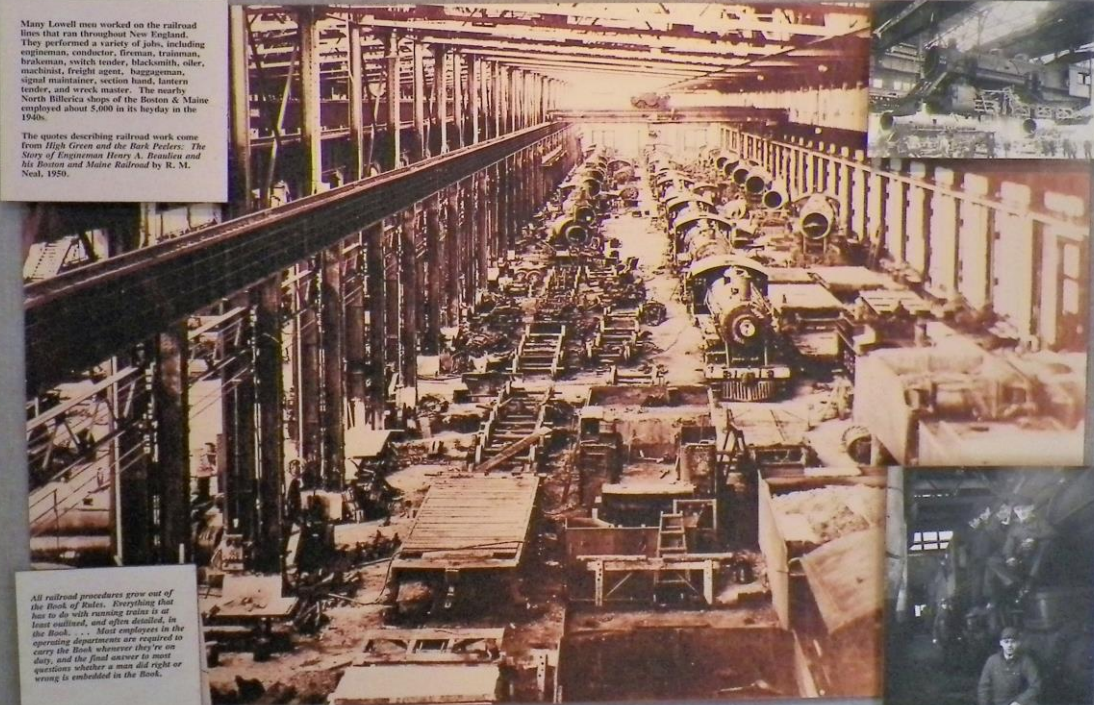


The dispatcher is a tightrope walker. He may have a ninety-car car and an eighty-nine-car freight to thread in among a dozen other trains on a line with only a few sidings long enough to hold more than sixty-five cars. To get these freights by each other, he may have to put one of them "in the hole" on a siding while the other train is yet miles and miles away, because that one siding alone is long enough.

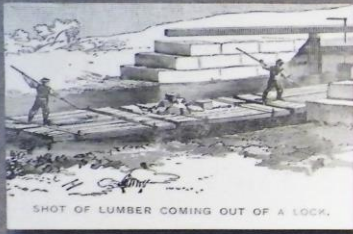


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All railroad procedures grow out of the Book of Rules. Everything that has to do with running trains is at least outlined, and often detailed, in the Book. . . . Most employees in the operating departments are required to carry the Book whenever they're on duty, and the final answer on most questions whether a man did right or wrong is embedded in the Book.



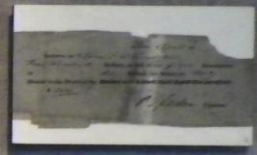
SHOT OF LUMBER COMING OUT OF A LOCK.

Canal Era Ends

Served by the Middlesex Canal and stage coach lines, Lowell grew rapidly in its early years. But to keep its leading place in the textile industry, the town needed a railroad link with the port of Boston.

A Matter of Time

The opening of the Boston & Lowell Railroad in 1835 made the Middlesex Canal economically obsolete. Shipping a barge of cotton from Boston to Lowell on the canal took about eight hours, but the new trains took less than three hours. Unlike the canal, the railroad ran through the frozen winter and brought its cargo closer to the mills. By 1853, the Middlesex Canal had closed.



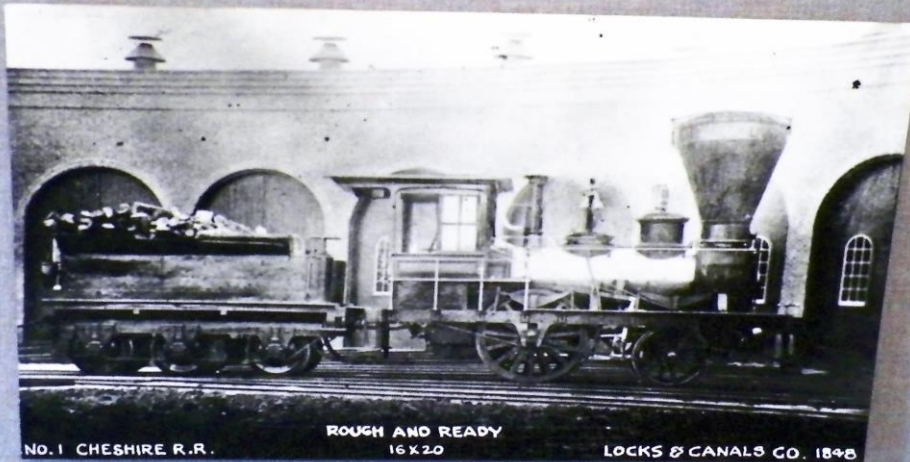
The Middlesex Canal's Losing Argument

In 1830, the owners of the Middlesex Canal vehemently opposed the state legislature's move to grant a charter to the Boston & Lowell.

It is believed that no safer or cheaper mode of conveyance [than the canal] can ever be established, nor any so well adapted for bulky articles . . . passengers are now carried at all hours, as rapidly and safely as they are anywhere else in the world; and if the usual time consumed in passing from one place to another be three hours—there seems not to be any such exigency to make that space of time half what it now is . . .

Financing the Boston & Lowell

In 1830, a number of Boston-based founders of the Lowell textile corporations joined under the leadership of Patrick Tracy Jackson to finance and incorporate the Boston & Lowell Railroad. Four of the five men on the railroad's Board of Directors—Jackson, Kirk Bost, William Appleton, and George Lyman—were among the principal owners of the Lowell corporations. Generous dividends rewarded these investors after the railroad opened in 1835.



NO. 1 CHESHIRE R.R.

ROUGH AND READY
16 X 20

LOCKS & CANALS CO. 1848

There are no first and second class carriages as with us; but there is a gentlemen's car and a ladies' car: the main distinction between which is, that in the first everybody smokes; and in the second, nobody does. As a black man never travels with a white one, there is also a Negro car: which is a great, blundering, clumsy chest, such as Gulliver put to sea in from the kingdom of Brobdingnag. There is a great deal of jolting, a great deal of noise, a great deal of wall, not much window, a locomotive engine, a shriek, and a bell.

The cars are like shabby omnibuses, but larger: holding thirty, forty, fifty people. The seats, instead of stretching from end to end, are placed crosswise. Each seat holds two persons. There is a long row of them on each side of the caravan, a narrow passage up the middle, and a door at both ends. In the centre of the carriage there is usually a stove, fed with charcoal or anthracite coal; which is for the most part red-hot. It is insufferably close; and you see the hot air fluttering between yourself and any other object you may happen to look at, like the ghost of smoke.

In the ladies' car there are a great many gentlemen who have ladies with them. There are also a great many ladies who have nobody with them: for any lady may travel alone, from one end of the United States to the other, and be certain of the most courteous and considerate treatment everywhere.

Charles Dickens, 1842
American Notes



Water Level Station
Lowell, Mass.
1835

1835: Dawn of Railroad Era

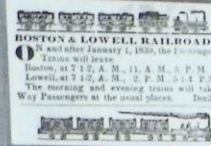
On June 24, 1835, the Boston & Lowell opened to the public--the first completed steam railroad in New England. Within two weeks, the Boston & Providence and the Boston & Worcester railroads also opened as a web of tracks began to entwine New England.

The railroad led Lowell out of its waterpower heyday into the age of steam. It carried not only Southern cotton and Lowell cloth but also the Appalachian coal that fueled the post-1850 expansion of Lowell factories.

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Street of Lightning

Imagine the excitement of the people of Lowell when the first locomotive and railcars steamed out of town enroute to Boston on June 24, 1835. One piece in the Lowell Offering, a journal written by women mill workers, said that people had been expecting to see a "street of lightning."

"Mill girl" Harriet Hanson Robinson remembered the opening of the railroad in her 1890s memoir, *Loom and Spindle*:

I saw the first train that went out of Lowell, and there was great excitement over the event. People were gathered along the street near the "depot," discussing the great wonder, and we children stayed at home from school, or ran barefooted from our play, at the first "toot" of the whistle. As I stood on the sidewalk, I remember hearing those who stood near me disputing as to the probable result of this new attempt at locomotion. "The engine never can start all them cars!" "She can, too." "She can't." "I don't believe a word of it. She'll break down and kill everybody," was the cry. But the engine did start, and the train came back . . .



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Charles Dickens, 1842
American Notes



**EXCURSION
TO
BOSTON**

**AN EXTRA TRAIN
WILL BE RUN
TO AND FROM BOSTON,
.....ON.....
THURSDAY EVENING NEXT, JAN. 20TH.**

**RAILROAD TICKETS
HALF-PRICE!**

For sale at the Merrimack and Middlesex St. Depots, and at the Merrimack House, good to Boston for the 2:15, 5 (Extra), and 5:30 P.M. Trains. Returning for the Extra which will leave Boston at the close of the performances at the Theatres.

TICKETS FOR THE BOSTON THEATRE can be obtained at the Merrimack House.

Daily Citizen and News Print, 44 Central St.

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Daily Citizen and News Print, 44 Central St.

Boston & Maine Railroad

Combine Coach section /w two views





Boston & Maine Railroad Historical Society

BOSTON AND MAINE RAILROAD
TIME TABLE NO. 66

BOSTON AND MAINE RAILROAD
TIME TABLE NO. 65
Supplementing Time Table No. 66
FOR EMPLOYEES ONLY
EFFECTIVE
12:01 A. M. SUNDAY
OCTOBER 27, 1957
EASTERN STANDARD TIME
STUDY THE SPECIAL INSTRUCTIONS
AND NOTE ALL CHANGES

MINUTEMAN STEAM
A MAINE STEAM LOCOMOTIVE / 1911 - 1957

Manchester Locomotive Works

O-G-O SWITCHER
410
Manchester Locomotive Works

BOSTON & MAINE RAILROAD

BOSTON & MAINE RAILROAD



Two Coach Seats donated by
Vermont Rail System Burlington, VT 2016

B&MRRHS member Mal Sockol

“Visitors enjoying an authentic railroading experience”



“ ALL ABOARD !!! ”

Boston & Maine Railroad Historical Society Visitors & their Children, enjoying an authentic railroad experience during the Lowell Folk Festival.



Boston & Maine Railroad Combine #1244

On left: member Paul Kosciolk with rail fans, on right: member Russell Monroe . during Lowell Folk Festival 2018







Street of Lightning

The Boston and Maine Railroad, completed in 1835, was New England's first steam railroad. In the Lowell Offering, a "mill girl" wrote that people expected to see a "street of lightning" when the railroad arrived.

The continuing prosperity of industrial Lowell depended on efficient shipping of materials. Realizing this, the owners of Lowell's textile corporations financed the Boston and Lowell Railroad. In 1887, it was merged into the Boston and Maine Railroad.

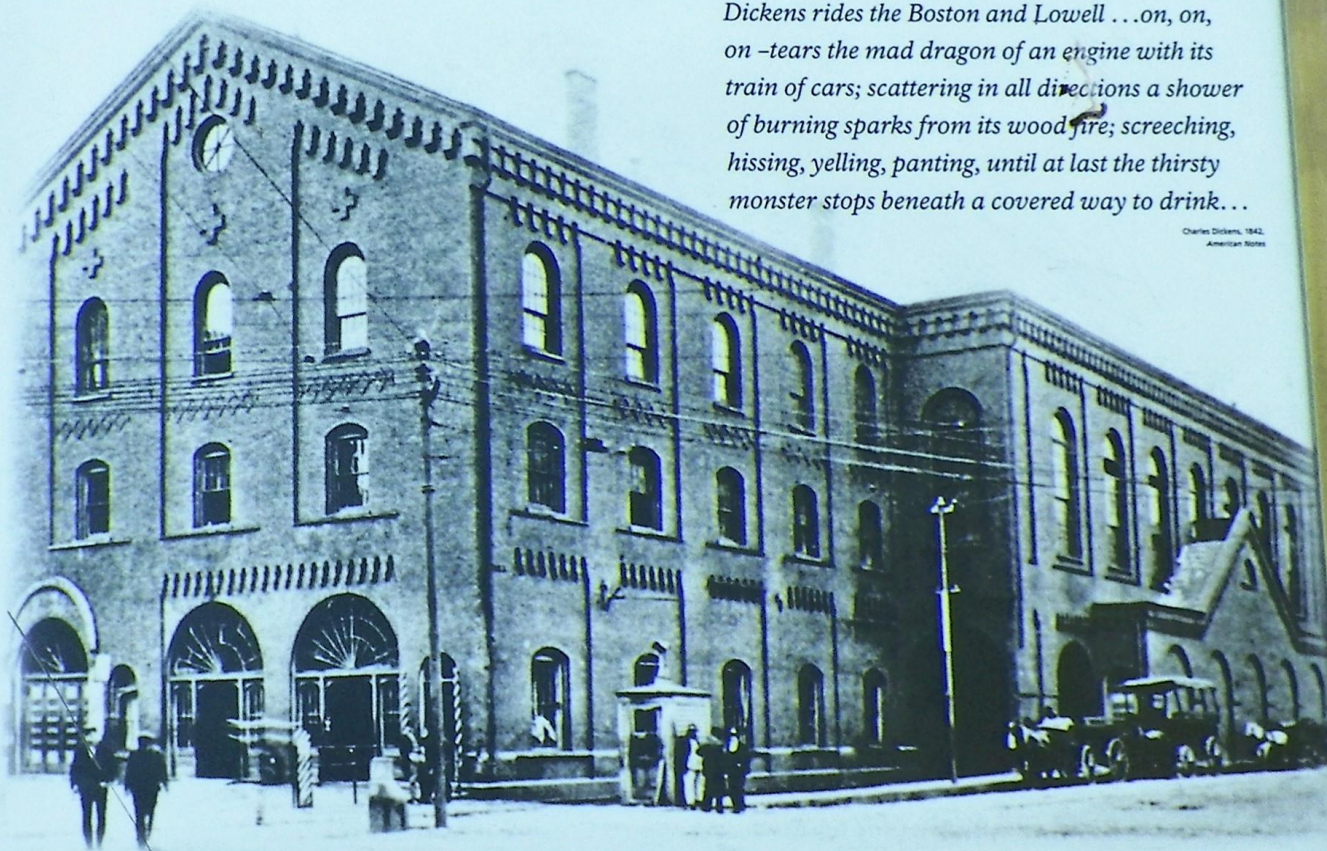


Lowell to Boston poster, 1859
University of Massachusetts Lowell, Center for Lowell History



Boston and Lowell Railroad, ca 1835
University of Massachusetts Lowell, Center for Lowell History

The original depot on this site was replaced in 1853, by a larger station that also held city offices and public halls for political debates, meetings, lectures, and entertainment. The arches replicate the entrance to that station which was destroyed by fire in 1904.



Merrimack Street Depot, ca. 1900
University of Massachusetts Lowell, Center for Lowell History

Dickens rides the Boston and Lowell . . . on, on, on – tears the mad dragon of an engine with its train of cars; scattering in all directions a shower of burning sparks from its wood fire; screeching, hissing, yelling, panting, until at last the thirsty monster stops beneath a covered way to drink. . .

Charles Dickens, 1842.
American Notes