ADDENDUM

TO

CORPORATE HISTORY

OF

BOSTON AND MAINE RAILROAD SYSTEM

BY

FREDERICK N. NOWELL, III

Second Edition

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On May 13, 1915 ICC issued Valuation Order No. 20, requiring all railroads subject to the Valuation Act to submit a complete corporate history of itself and its predecessors, with a chart showing corporate succession. The following is the complete text.

It is ordered, That every common carrier owning or operating a steam railroad whose property is to be valued by the Commission under the valuation act of March 1, 1913, and every receiver or operating trustee of any such carrier, shall prepare and file in the office of the Commission at Washington, D.C., on or before six months after the service of this order upon it, a statement showing the following facts as to each corporation company or firm at any time connected with said railroad:

1. Give name of corporation, company or firm: date of incorporation and date of organization. If corporation state whether incorporated under general law or by special act. If incorporated under general law, state where articles of incorporation were filed. If incorporated by special act, give reference to the act.

2. Describe the railroad or portion of railroad constructed by each corporation, company or firm and show as to each such railroad, or portion of railroad, as so constructed, the termini, the mileage of main line, the mileage of any branch or branches and the date of construction.

3. State length of time any such railroad or portion or railroad was actually operated by any such corporation, company or firm, giving, in each instance, date of beginning and date of conclusion of such operation.

4. If any such corporation has gone out of existence, describe the proceedings by virtue of which the dissolution took place. If any such corporation is still in existence, state where its records are kept and give name and address of person who has custody of them.

5. State fully the chain of title by which the present corporation has acquired the property which it now owns or operates. In this connection, prepare and file with the Commission as aforesaid a schedule of all deeds, leases, reorganization proceedings and other instruments bearing upon the corporate history and assemble and arrange the same for inspection and examination by representatives of the Commission.

The carrier shall file with the Commission copies of the above documents and records or extracts from the same a may be designated by the Director of Valuation within thirty days after notice.

6. Prepare and file with the Commission a diagrammatic chart similar to, and containing information like that given on the sample chart hereto attached[[1]](#endnote-1)

This work is an addendum to the *Corporate History of Boston and Maine Railroad System*, *Including Owned, Leased and Controlled Lines, as of Dates of Valuation June 30, 1914 and June 30, 1916,* bringing down to the present day the stories of some 40 corporations that were active at the time the Corporate History was written.

Abandonment dates are problematical. In some instances the railroad likely abandoned lines before or after the date cited by the official source, and in many cases trains had not been run for some time before abandonment.

Distances cited are from the source document or B&MRR station list, July 1, 1923.

I welcome readers to submit corrections and additional information.

Frederick N. Nowell, III

Andover, Massachusetts

December 4, 2010

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|  |  |
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(8)

BOSTON AND MAINE RAILROAD

 ADDENDUM



Also incorporated in New York Dec. 1, 1919 by certified copy of agreement of consolidation filed in office of Secretary of State, and Clerk of County of Rensselaer, and charter amendment filed Jul. 10, 1953; charter amendment filed Jan. 30, 1957.[[2]](#endnote-2)

OPERATED

 June 3, 1844 to Aug. 29, 30, 31, 1916 by the corporation.

 Aug. 29, 30, 31, 1916 to Dec. 26, 1917 by John H. Hustis, temporary receiver.

 Dec. 26, 1917 to Mar. 1, 1920 by The United States of America

 Mar. 1, 1920 to Apr. 30, 1964 by the corporation.[[3]](#endnote-3)

ROAD ACQUIRED BY MERGER, ETC.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  |  |  | Miles6-30-1914 | Date Acquired | AcquiredFrom |
| N.H.-Me. state line | to | Point in So. Berwick, Me. | 0.12 | 9-9-1844 | The M.N.H.& M. R.R. Corpn. |
| Wilmington, Ms. | “ | N.H.-Me. state line | 45.07 | 9-9-1844 | B.&M.R.R. Co. |
| Rollinsford, N.H | “ | Somersworth, N.H. | 2.86 | 9-9-1844 | B.&M. R.R. Co. |
| Boston, “ | “ | Wilmington Jct., Ms. | 17.88 | 9-10-1845 | B.&M.R.R. Ext. Co. |
| Boston, “ | “ | Ms.-N.H. state line | 41.42 | 5-8-1890 | E.R.R. Co. |
| Salem, Ms.  | “ | Marblehead, Ms. | 3.57 | 5-8-1890 | E.R.R. Co. |
| Beverly, Ms. | “ | Rockport, Ms. | 16.64 | 5-8-1890 | E.R.R. Co. |
| Salisbury, Ms. | “ | Amesbury, Ms. | 3.78 | 5-8-1890 | E.R.R. Co. |
| E. Somerville, Ms. | “ | Charlestown, Ms. | 1.11 | 5-8-1890 | E.R.R. Co. |
| Swampscott, Ms. | “ | Marblehead, Ms. | 4.35 | 5-8-1890 | E.R.R. Co. |
| Wenham, Ms. | “ | Conomo, Ms. | 6.00 | 5-8-1890 | E.R.R. Co. |
| Everett Jct., Ms. | “ | W. Lynn, Ms. | 9.74 | 5-8-1890 | E.R.R. Co. |
| Salem, Ms. | “ | No. Andover, Ms. | 21.17 | 5-8-1890 | E.R.R. Co. |
| Jewett, Me.  | “ | Intervale, N.H. | 73.31 | 5-9-1890 | P.G.F.&C.R.R |
| Revere, Ms. | “ | Saugus Riv. Jct., Ms. | 3.30 | 6-15-1892 | Chel. Br. R.R. |
| Sanbornville, N.H. | “ | Wolfeboro, N.H. | 12.25 | 6-30-1892 | The Wolf. R.R. |
| Dover, N.H. | “ | Alton Bay, N.H. | 28.20 | 6-30-1892 | Dov. & Winn. R.R. |
| Wakefield Jct., Ms. | “ | Peabody, Ms. | 8.13 | 7-20-1892 | So. R. Br. R.R. |
| Newburyport, Ms. | “ | Wharves | 1.97 | 1-16-1893 | Newb. City R.R. Co. |
| Old Orchard, Me. | “ | Camp Ellis, Me. | 3.24 | 1-25-1893 | Orch.Bch.R.R.Co. |
| Merrimac, Ms. | “ | Newton Jct., N.H. | 4.44 | 11-15-1893 | W.A. Br. R.R. Co. |
| Ms.-N.H. state line | “ | Portsmouth, N.H. | 16.12 | 6-1-1899 | E.R.R. in N.H. |
| Portsmouth, N.H. | “ | Rigby, Me. | 47.60 | 1-1-1900 | P.S.&P.R.R. |
| Portsmouth, N.H. | “ | Dover, N.H. | 10.77 | 1-1-1900 | Ports. & Dov. R.R. |
| Westbrook, Me. | “ | Rochester, N.H. | 45.16 | 1-1-1900 | Port.&Roch. R.R. |
| No. Cambridge, Ms. | “ | Northampton, Ms. | 95.94 | 2-20-1902 | Cent. Ms. R.R. |
| Bradford, Ms. | “ | Georgetown, Ms. | 6.33 | 10-30-1906 | Newb. R.R. Co. |
| Newburyport, Ms. | “ | Danvers, Ms. | 21.38 | 10-30-1906 | Newb. R.R. Co. |
| Danvers, Ms. | “ | Wakefield Jct., Ms. | 9.38 | 10-30-1906 | Danvers R.R. Co. |
| Rochester, N.H. | “ | Worcester, Ms. | 94.93 | 6-13-1911 | W.N.&R.R.R. |
| Boston, Ms. | “ | Lowell, Ms. | 25.52 | 1-1-1919 | B.& L. R.R. |
| Winchester, Ms. | “ | Woburn Centre, Ms. | 1.82 | 1-1-1919 | B.& L. R.R. |
| Woburn Centre, Ms. | “ | No. Woburn Jct., Ms. | 4.16 | 1-1-1919 | B.& L. R.R. |
| E. Somerville, Ms. | “ | Mystic Wharf, Ms. | 2.06 | 1-1-1919 | B.& L. R.R. |
| Wilmington, Ms. | “ | Wilmington Jct., Ms. | 3.27 | 1-1-1919 | B.& L. R.R. |
| Bedford, Ms. | “ | No. Billerica, Ms. | 8.06 | 1-1-1919 | B.& L. R.R. |
| Somerville Jct., Ms. | “ | Lexington, Ms. | 8.20 | 1-1-1919 | B.& L. R.R. |
| Montvale, Ms. | “ | Stoneham, Ms. | 2.41 | 1-1-1919 | B.& L. R.R. |
| Keene, N.H. | “ | Greenfield, N.H. | 29.52 | 1-1-1919 | B.& L.R.R./C.&M.R.R |
| Lowell, Ms. | “ | Lawrence, Ms. | 12.36 | 1-1-1919 | B.& L. R.R. |
| Peabody, Ms. | “ | Tewksbury Jct., Ms. | 17.61 | 1-1-1919 | B.& L. R.R. |
| Lexington, Ms. | “ | Reformatory, Ms. | 10.92 | 1-1-1919 | B.& L. R.R. |
| Grasmere Jct., N.H.  | “ | E. Milford, N.H. | 18.54 | 1-1-1919 | The C.& M. R.R. |
| Nashua, N.H. | “ | Concord, N.H. | 34.51 | 1-1-1919 | The C.& M. R.R. |
| Concord, N.H. | “ | Groveton, N.H. | 146.27 | 1-1-1919 | The C.& M. R.R. |
| Branch Road, N.H. | “ | Base, N.H. | 20.13 | 1-1-1919 | The C.& M. R.R. |
| Bow Jct., N.H. | “ | Hooksett, N.H. | 8.79 | 1-1-1919 | The C.& M. R.R. |
| Manchester, N.H. | “ | Henniker Jct., N.H. | 24.62 | 1-1-1919 | The C.& M. R.R. |
| Pittsfield, N.H. | “ | Center Barnstead, N.H. | 4.57 | 1-1-1919 | The C.& M. R.R. |
| Bethlehem Jct., N.H. | “ | Profile House, N.H. | 9.47 | 1-1-1919 | The C.& M. R.R. |
| Bethlehem Jct., N.H. | “ | Bethlehem, N.H. | 3.26 | 1-1-1919 | The C.& M. R.R. |
| Lakeport, N.H. | “ | Alton Bay, N.H. | 16.84 | 1-1-1919 | The C.& M. R.R. |
| Belmont Jct., N.H.  | “ | Belmont, N.H. | 4.20 | 1-1-1919 | The C.& M. R.R. |
| Whitefield Jct., N.H. | “ | Berlin, N.H. | 30.63 | 1-1-1919 | The C.& M. R.R. |
| Cherry Mountain, N.H. | “ | Jefferson, N.H. | 3.49 | 1-1-1919 | The C.& M. R.R. |
| Charlestown, Ms. | “ | West Cambridge, Ms. | 3.80 | 1-1-1919 | Fitch. R.R. Co. |
| Greenfield, Ms. | “ | Ms.-Vt. state line | 43.76 | 1-1-1919 | Fitch. R.R. Co |
| Ms.-Vt. state line | “ | Troy, N.Y. | 34.33 | 1-1-1919 | Fitch. R.R. Co |
| So. Ashburnham, Ms. | “ | Bellows Falls, Vt. | 53.78 | 1-1-1919 | Fitch. R.R. Co |
| Ms.-Vt. state line | “ | Vt.-N.Y. state line | 6.15 | 1-1-1919 | Fitch. R.R. Co[[4]](#endnote-4) |
| Ms.-Vt. state line | “ | Rotterdam Jct., N.Y. | 61.08 | 1-1-1919 | Fitch. R.R. Co[[5]](#endnote-5) |
| So. Acton, Ms. | “ | Feltonville, Ms.[[6]](#endnote-6) | to be added | 1-1-1919 | Fitch. R.R. Co |
| West Cambridge, Ms. | “ | Watertown, Ms. | to be added | 1-1-1919 | Fitch. R.R. Co |
| Watertown, Ms. | “ | Waltham, Ms. | to be added | 1-1-1919 | Fitch. R.R. Co |
| Ayer, Ms. | “ | Ms.-N.H. state line | 14.09 | 1-1-1919 | Fitch. R.R. Co |
| Ms.-N.H. state line | “ | Greenville, N.H. | 9.56 | 1-1-1919 | Fitch. R.R. Co |
| Hudson, Ms. | “ | Marlborough, Ms. | 3.78 | 1-1-1919 | Fitch. R.R. Co |
| So. Ashburnham, Ms. | “ | Ashburnham, Ms. | 2.59 | 1-1-1919 | Fitch. R.R. Co |
| Worcester, Ms. | “ | Winchendon, Ms. | 35.86 | 1-1-1919 | Fitch. R.R. Co |
| Winchendon, Ms. | “ | Peterborough, N.H. | 15.92 | 1-1-1919 | Fitch. R.R. Co |
| Mechanicville, N.Y. | “ | Saratoga Springs, N.Y. | 18.31 | 1-1-1919 | Fitch. R.R. Co |
| Schuyler Jct., N.Y. | “ | Schuylerville, N.Y. | 8.22 | 1-1-1919 | Fitch. R.R. Co |
| Ms.-N.H. state line | “ | Brookline, N.H. | 4.17 | 1-1-1919 | Fitch. R.R. Co |
| Brookline, N.H. | “ | Milford, N.H. | to be added | 1-1-1919 | Fitch. R.R. Co |
| Squannacook Jct., Ms. | “ | Ms.-N.H. state line | 9.52 | 1-1-1919 | Fitch. R.R. Co |
| Cabotville, Ms.[[7]](#endnote-7) | “ | Northampton, Ms. | 13.59 | 1-1-1919 | Conn. R. R.R. Co. |
| Northampton, Ms. | “ | So. Deerfield, Ms. | 11.33 | 1-1-1919 | Conn. R. R.R. Co. |
| So. Deerfield, Ms. | “ | Greenfield, Ms. | 7.70 | 1-1-1919 | Conn. R. R.R. Co. |
| Greenfield, Ms. | “ | M.-Vt. state line | 13.68 | 1-1-1919 | Conn. R. R.R. Co. |
| Dole Jct., N.H. | “ | N.H-Vt. state line | 7.45 | 1-1-1919 | Conn. R. R.R. Co. |
| Northampton, Ms. | “ | Connection with Cen. Ms. R.R. | .80 | 1-1-1919 | Conn. R. R.R. Co. |
| Chicopee Jct., Ms. | “ | Chicopee Falls, Ms. | 2.26 | 1-1-1919 | Conn. R. R.R. Co. |
| Deerfield, Ms. | “ | E. Deerfield, Ms. | 1.04 | 1-1-1919 | Conn. R. R.R. Co. |
| Springfield, Ms. | “ | Cabotville, Ms.  | 3.22 | 1-1-1919 | Conn. R. R.R. Co. |
| Northampton, Ms. | “ | Greenfield, Ms. | to be added | 1-1-1919 | Conn. R. R.R. Co. |
| Ms. -Vt. state line | “ | Dole Jct., N.H. | 2.16 | 1-1-1919 | Conn. R. R.R. Co. |
| Mt. Tom Jct., Ms. | “ | Easthampton, Ms. | 3.26 | 1-1-1919 | Conn. R. R.R. Co. |
| Dole Jct., N.H. | “ | Keene, N.H. | 21.66 | 1-1-1919 | Conn. R. R.R. Co. |
| Ms.-N.H. state line | “ | Manchester, N.H. | 23.44 | 1-1-1919 | M. & L. R.R. |
| Lowell, Ms. | “ | Lowell Jct., Ms. | 7.19 | 1-1-1919 | L. & A. R.R. Co. |
| Kennebunk, Me. | “ | Kennebunkport, Me. | 4.63 | 1-1-1919 | K. & K.R.R. |
| E. Deerfield, Ms. | “ | Turners Falls, Ms. | 0.55 | 1940 | N.Y.N.H.&H.R.R. |
| Nashua, N.H. | “ | Wilton, N.H. | 15.41 | 7-17-1944 | W. R.R. Co. [[8]](#endnote-8) |
| Wilton, N.H. | “ | Greenfield | 10.64 | 8-15-1944 | P. R.R. [[9]](#endnote-9) |
| Lowell, Ms. | “ | Ms.-N.H. state line | 8.86 | 10-13-1944 | N.&L. R.R. Corpn.[[10]](#endnote-10) |
| Ms. N.H. state line | “ | Nashua Un. Sta., N.H. | 4.45 | 10-13-1944 | N.&L. R.R. Corpn. |
| Nashua Un. Sta., N.H. | “ | Nashua City Sta. N.H. | 0.95 | 10-13-1944 | N.&L. R.R. Corpn. |
| Manchester, N.H. | “ | Portsmouth, N.H. | 40.39 | 12-29-1944 | C.&P.R.R. [[11]](#endnote-11) |
| Peterboro, N.H. | “ | Hillsboro, N.H. | 11.71 | 12-29-1945 | The P.&H.R.R.[[12]](#endnote-12) |
| Contoocook, N.H. | “ | Hillsboro, N.H. | 14.66 | 12-29-1945 | C.&C.N.H.R.R. |
| Concord, N.H. | “ | Claremont Jct., N.H. | 56.71 | 12-29-1945 | C.&C.N.H.R.R.[[13]](#endnote-13) |
| White River Jct., Vt. | “ | Wells River, Vt. | 40.36 | 11-7-1946 | The C.&P.R.R.R. Co. |
| Hoosick Jct., N.Y. | “ | N.Y.-Vt. state line | 5.04 | 1946 | T.&.B. R.R. Co.[[14]](#endnote-14) |
| E. Deerfield, Ms. | “ | Turners Falls, Ms. | 3.35 | 1947 | N.Y.N.H.&H.R.R.[[15]](#endnote-15) |
| Plymouth, N.H. | “ | Lincoln, N.H. | 21.41 | April 1947 | P.V.R.R. |
| Brattleboro, Vt. | “ | Bellows Falls, Vt. | 24.71 | 12-31-1949 | V.V.R.R.[[16]](#endnote-16) |
| Bellows Falls, Vt. | “ | Windsor, Vt. | 25.29 | 12-31-1949 | The S.C.R.R.[[17]](#endnote-17) |

ROAD ABANDONED

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  |  |  | Miles | Date Abandoned |
| Bethlehem Jct., N.H. | to | Profile House, N.H. | 9.47 | 6-27-1920  |
| Cherry Mountain, N.H.  | “ | Jefferson, N.H. | 3.50 | 6-27-1920.[[18]](#endnote-18) |
| Bethlehem Jct., N.H.  | “ | Bethlehem, NH | 3.26 | 9-27-1925 service discontinued |
| Wakefield Center, Ms. | “ | South Peabody, Ms. | 5.50 | 1926 |
| Danvers, Mass.  | “ | Machine Shop, Ms. |  | 1-3-1926 service discontinued |
| Concord, Ms.  | “ | Reformatory, Ms. | 2.6 | CPC&N issued 2-5-1927 eff. 30 days from date. F.D. 5096 |
| Essex, Ms.  | “ | Conomo, Mass. | 0.56 | 4-27-1927 |
| Barre Jct., Ms. | “ | Forest Lake, Ms. | 17.01 | 1-3-1933. [[19]](#endnote-19)  |
| Concord Electric Railways |  |  |  | Operation discontinued |
| Wakefield Jct., Ms. | “ | Wakefield Ctr., Ms. | 0.50 | c1935[[20]](#endnote-20) |
| Alton, N.H.  | “ | Lily Pond, N.H. | 14.28 | 1935.[[21]](#endnote-21) |
| Hudson, N.H. | “ | Fremont, N.H. | 27.98 | 1935.[[22]](#endnote-22) |
| A point on main line about 1,500 ft. north of Hooksett, N.H. passenger station | “ | a point on Suncook Loop just beyond east bank of Merrimack river. | 0.23 | CPC&N issued 11-21-1935 eff. 30 days from date. F.D. 10948 |
| Elmwood, N.H.  | “ | Keene, N.H. | 21.85 | c1936.[[23]](#endnote-23) |
| Part of Lawrence Branch (Southern Div.) from westerly bank of Concord River in Lowell, Mass.  | “ | a point near Wamesit (Tewksbury), Mass. station | 1.50 | CPC&N issued 3-9-1936 eff 30 days from date. F.D. 11078 |
| Goffstown, N.H.  | “ | Henniker Jct., N.H. | 17.00 | 4-26-1936.[[24]](#endnote-24)  |
| Franklin, N.H. to  | “ | Bristol, N.H. | 13.00 | CPC&N issued 10-19-1936 eff. 30 days from date. F.D. 11194 |
| South Ashburnham, Ms.  |  | Ashburnham, Ms. | 2.00 | CPC&N issued 11-3-1936 eff. 30 days from date. F.D 11196. (2.5 mi. less 0.5 mi. at southern end to be retained in service as an industrial track.) |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Manchester | “ | North Weare | 16.44 | 1937 [[25]](#endnote-25) |
| Wing Rd., N.H.  | “ | Base, N.H. | 20.13 | CPC&N issued 4-21-1938 eff. 30 days from date.[[26]](#endnote-26) F.D. 11922 |
| Oakdale, Ms. | “ | Rutland, Ms. | 9.00 | June 1938 [[27]](#endnote-27) |
| Wilmington Jct., Ms. to  | “ | South Middleton, Ms. | 6.95 | 1939 [[28]](#endnote-28)  |
| Elmwood (Hancock), N.H.  | “ | Coolridge Crossing (Hancock), N.H. | 1.78 | 1939 [[29]](#endnote-29)  |
| Pepperell, Ms. | “ | South Milford, N.H. | 12.51 | 1939 [[30]](#endnote-30) |
| Oakdale, Ms.  | “ | Wheelwright, Ms. | 22.00 | Abandoned 1940.[[31]](#endnote-31) |
| Georgetown, Ms. to  | “ | Groveland, Mass. |  | Probably in 1941[[32]](#endnote-32) |
| Central Mass. Jct., Ms. (on Marlboro Branch) | “ | a point south of Maynard, Ms. freight house. | 4.50 | Eff. 15 days from 7-2-1941 |
| Whitefield Jct. (Whitefield), N.H.  | “ | Lancaster, N.H. | 12.00 | CPC&N issued 10-1-1941 eff. 15 days from date. F.D. 13415. OK to abandon after 11-27-1941. Probably completed between 11-17-1941 and end of year[[33]](#endnote-33) |
| Jewett, Me.  | “ | Somersworth, N.H. | 5.50 | 11-4-1941.[[34]](#endnote-34)  |
| Forest Lake (Palmer), Ms. to  | “ | Creamery (Hardwick), Ms. | 10.50 | CPC&N issued 10-28-1941 eff. 15 days from date. F.D. 13468 |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Sawyers (Dover), N.H.  | “ | Dover Point (Dover), N.H. | 3.30 | CPC&N issued 11-13-1941 eff. 15 days from date. F.D. 13491. Can be abandoned about 12-1-1941. Probably completed between 12-1-1941 and end of year[[35]](#endnote-35) |
| Hollis Depot, N.H.  | “ | to a point 1 mi. southwest of Nashua Union Station | 5.17 | CPC&N issued 12-4-1941 eff 30 days from date. F.D. 13412 |
| Topsfield, Mass.  | “ | Newburyport, Ms. |  | 12-15-1941 [[36]](#endnote-36) |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Pepperell, Ms. | “ | Nashua, N.H. |  | Probably completed between 11-13-1941 and end of year[[37]](#endnote-37) |
| Canal Jct., Ms. | “ | Norwottuck, Ms. |  | Early 1942? |
| Milford, N.H.  | “ | Ayer, Ms. |  | 5-10-1942 [[38]](#endnote-38) |
| Milford, N.H  | “ | South Milford, N.H. | 2.14 | 1942 [[39]](#endnote-39) |
| Peterborough, N.H. | “ | Elmwood, N.H. | 6.52 | 1942 [[40]](#endnote-40) |
| Farmington, N.H. | “ | Alton, N.H. | 9.11 | 1942 [[41]](#endnote-41) |
| Dover, N.H.  | “ | Gonic, N.H. | 6.97  | 1942 [[42]](#endnote-42) |
| Hamilton, Mass.  | “ | Essex, Ms. | 5.50 | 1942 [[43]](#endnote-43) |
| Georgetown, Ms. | “ | Paper Mill, Ms. | 4.54 | 1942[[44]](#endnote-44) |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Central Mass. Jct., Ms. (on Marlboro Branch)  | “ | a point south of Maynard, Ms. freight house | 4.5 | 7-17-1943 |
| Rigby, Me.  | “ | Biddeford, Me. | 27.59 | 11-24-1944 [[45]](#endnote-45) |
| Biddeford, Me. | “ | No. Berwick, Me. | Incl. | 11-27-1944 [[46]](#endnote-46) |
| Kittery, Me. | “ | North Berwick, Me. | 17.02 | 9-28-1952 [[47]](#endnote-47) |
| Plymouth N.H. | “ | Blackmount, N.H. | 37.28 | Oct. 1, 1954. |
| Machine Shop, Ms. | “ | Stevens, Ms. | 1.0 | c1955 [[48]](#endnote-48) |
| Berlin, Ms. | “ | Clinton Jct., Ms. | 5.47 | 1959 [[49]](#endnote-49) |
| Haywood, Ms. | “ | Winchendon, Ms. | 7.40 | 1959[[50]](#endnote-50) |
| A point north of Woburn Center (on Woburn Loop) | “ | North Billerica, Ms. | 4.38 | June 1959 [[51]](#endnote-51)  |
| Watertown, Ms. | “ | Watertown, Ms. | 0.80 | 1960[[52]](#endnote-52) |
| Saratoga Branch, East Saratoga Jct., N.Y.[[53]](#endnote-53) |  |  | 1.44 | 1961 |
| Forest River, Ms. | “ | Marblehead, Ms. | 1.43 | 1962 [[54]](#endnote-54) |
| Swampscott, Ms.  | “ | Marblehead, Ms. | 4.23 | 1962 [[55]](#endnote-55) |
| Bedford, Ms. | “ | North Billerica, Ms. | 3.80 | 1962 [[56]](#endnote-56) |
| Bedford, Ms. | “ | Concord, Ms. | 5.29 | 1962 [[57]](#endnote-57) |
| Peabody, Ms. | “ | West Peabody, Ms. | 4.00 | 1962 [[58]](#endnote-58)  |
| Adams St. RR |  | Troy. N.Y. | 0.50 | 1963 [[59]](#endnote-59) |

ROAD SOLD.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Date | From | To | Mi. | Sold To |
| 12-6-1939  | Base, N.H. | Summit, N.H. |  | Mt. Washington Club, Inc.[[60]](#endnote-60) |
| 1-1-1946 | Stillwater Jct., N.Y | Schuyler Jct., N.Y. | 18.29 | Saratoga & Schuylerville R.R. [[61]](#endnote-61) |
| 1-1-1946 | Saratoga Springs, N.Y. | Schuylerville, N.Y. | 7.92 | Saratoga & Schuylerville R.R.[[62]](#endnote-62) |
| 6-30-1949 | Rochester, NH. | Gorham, Me. – Westbrook, Me. town line | 44.91 | Sanford and Eastern Railroad Corporation[[63]](#endnote-63) |
| 12-26-1950 | Bow Jct. | Suncook, N.H. | 5.41 | Suncook Valley Railroad[[64]](#endnote-64) |
| 1954 | Concord, N.H. | Claremont Jct., N.H. |  |  |

MERGED.

Apr. 30, 1964 into Boston and Maine Corporation.[[65]](#endnote-65)

(54)

THE PROPRIETORS OF PORTSMOUTH BRIDGE

ADDENDUM

PURCHASED.

March 13, 1922 by Boston and Maine Railroad.[[66]](#endnote-66)(55)

BOSTON AND LOWELL RAILROAD CORPORATION

ADDENDUM

OPERATED.

Jun. 24, 1835 to Feb. 1, 1857 by the corporation;

Feb. 1, 1857 to Oct. 1, 1878 by the corporation and Nashua and Lowell Railroad Corporation, under joint management;

Oct. 1, 1878 to Sep. 1, 1881 by the corporation;

Sep. 1, 1881 to Mar. 1, 1883 by the corporation and Concord Railroad Company under joint management;

Mar. 1, 1883 to Apr. 1, 1887 by the corporation;

Apr. 1, 1887 to Oct. 11, 1887 by the corporation in interest of Boston and Maine Railroad

Oct. 11, 1887 to Aug. 1916 by Boston and Maine Railroad, lessee.

Aug. 1916 to Dec. 26, 1917 by John H. Hustis, temporary receiver of Boston and Maine Railroad.

Dec. 26, 1917 to Jan. 1, 1919 by The United States of America

LEASED.

Jun. 22, 1887, to Boston and Maine Railroad, for 99 years from Apr. 1, 1887, under authority of special acts in Massachusetts (Mass. 1869, ch. 459; I, 79; Mass. 1863, ch. 67; I, 106), which lease terminated Jan. 1, 1919 upon merger of the corporation into Boston and Maine Railroad.

MERGED.

January 1, 1919 into Boston and Maine Railroad

(68)

NASHUA AND LOWELL RAILROAD CORPORATION

ADDENDUM

OPERATED



Oct. 11, 1887 to Aug. 1916 by Boston and Maine Railroad, lessee by assignment

Aug. 1916 to Dec. 26, 1917 by John H. Hustis, temporary receiver of Boston and Maine Railroad

Dec. 26, 1917 to Mar. 1, 1920 by The United States of America

Mar. 1, 1920 to Oct. 13, 1944 by Boston and Maine Railroad, lessee

MERGED

Oct. 13, 1944 into Boston and Maine Railroad.[[67]](#endnote-67)

 (71)

STONY BROOK RAIL-ROAD CORPORATION

ADDENDUM

B&MRR report to ICC/DPU for 1968 shows V&M, NRR, and SBRR as the only three roads leased to B&M Corp.

(72)

WILTON RAILROAD COMPANY

ADDENDUM

OPERATED



Dec.19, 1890 to Aug. 1916 by Boston and Maine Railroad, lessee by assignment

Aug. 1916 to Dec. 26, 1917 by John H. Hustis, temporary receiver of Boston and Maine Railroad

Dec. 26, 1917 to Mar. 1, 1920 by The United States of America

Mar. 1, 1920 to Jul. 15, 1944 by Boston and Maine Railroad, lessee

ASSETS PURCHASED

 July 17, 1944 by Boston and Maine Railroad[[68]](#endnote-68)

LIQUIDATED

July 17, 1944

CORPORATE RECORDS

Last journal and ledger (1934-1944) is in the collection of the Boston and Maine Railroad Historical Society

(73)

PETERBOROUGH RAILROAD

ADDENDUM

OPERATED

May 18, 1895 to Aug. 1916 by Boston and Maine Railroad, lessee by assignment

Aug. 1916 to Dec. 26, 1917 by John H. Hustis, temporary receiver of Boston and Maine Railroad

Dec. 26, 1917 to Mar. 1, 1920 by The United States of America

Mar. 1, 1920 to 1944 by Boston and Maine Railroad, lessee

ASSETS PURCHASED

8-15-1944 by Boston and Maine Railroad[[69]](#endnote-69)

DISSOLVED

Feb. 28, 1945

(74)

THE CONNECTICUT AND PASSUMPSIC RIVERS RAILROAD COMPANY

ADDENDUM

OPERATED



 Boston and Lowell R.R. Corp.

Dec. 13, 1892 to Aug. 1916 by Boston and Maine Railroad, lessee by assignment

Aug. 1916 to Dec. 26, 1917 by John H. Hustis, temporary receiver of Boston and Maine Railroad

Dec. 26, 1917 to Mar. 1, 1920 by The United States of America

Mar. 1, 1920 to Nov. 7, 1946 by Boston and Maine Railroad, lessee

LEASED

Dec. 13, 1892 to Jan. 1, 1919 to Boston and Lowell Railroad Corporation

Jan. 1, 1919 to Nov. 7, 1946 to Boston and Maine Railroad, successor by merger to Boston and Lowell Railroad Corporation

Jun. 1, 1926 to Nov. 7, 1946 Wells River, Vt. to Vt.-Canada line to Canadian Pacific Railway

ROAD SOLD

Nov. 7, 1946. White River Jct., Vt. to Wells River, Vt., 41 miles, to Boston and Maine Railroad

Nov. 7, 1946. Wells River, Vt. to Vt.-Canada line to Canadian Pacific Railway

(75)

MASSAWIPPI VALLEY RAILROAD COMPANY

ADDENDUM

CONTROLLING INTEREST.

As of Jan. 1, 1921, 50% of stock owned by The Connecticut and Passumpsic Rivers Railroad Company.[[70]](#endnote-70)

LEASED:

As of Jan. 1, 1921, leased to The Connecticut and Passumpsic Rivers Railroad Company.

Jun. 1, 1926 Vermont-Canada line to Lennoxville including the Stanstead Branch (Beebe Jct. to Stanstead, P.Q.) to Quebec Central Railway Company.[[71]](#endnote-71)

SOLD:

Nov. 7, 1946. The portion of the C&PRR north of Wells River together with its interests in N&R and various lines located in Canada was sold by C&PRR to CPR which had been operating all such lines for a number of years.[[72]](#endnote-72)

(76)

NEWPORT AND RICHFORD RAILROAD COMPANY

ADDENDUM

CONTROLLING INTEREST:

As of Jan. 1, 1921, entire stock owned by The Connecticut and Passumpsic Rivers Railroad Company.[[73]](#endnote-73)

LEASED:

[date] to Nov. 7, 1946 to Montreal & Atlantic Railway. As of January 1, 1921, leased to Montreal and Atlantic Railway Company. [[74]](#endnote-74)

SOLD:

Nov. 7, 1946. The portion of the C&PRR north of Wells River together with its interests in N&R and various lines located in Canada was sold by C&PRR to CPR which had been operating all such lines for a number of years.[[75]](#endnote-75)

(78)

NORTHERN RAILROAD

ADDENDUM

LEASED.

Apr. 10, 1981 effective Jan. 1, 1979 to Boston and Maine Corporation for 11 years. Rent $80,000 per annum, plus B&M agreed to spend not less than $20,000 annually to prevent further deterioration of the road and to maintain it in FRA Class I condition.

ASSETS TRANSFERRED.

1995. Boscawen, N.H. to Lebanon, N.H. to State of New Hampshire[[76]](#endnote-76)

(80)

CONCORD & CLAREMONT N.H. RAILROAD

ADDENDUM

CONTROLLING INTEREST.

As of Jan. 1, 1921, all but 7 shares of stock owned by Northern Railroad and Boston and Maine Railroad.[[77]](#endnote-77)

SOLD.

Dec. 29, 1945 to Boston and Maine Railroad[[78]](#endnote-78)

(86)

THE PETERBOROUGH AND HILLSBOROUGH RAILROAD

ADDENDUM

CONTROLLING INTEREST.

As of Jan. 1, 1921, entire stock owned by Northern Railroad.[[79]](#endnote-79)

PURCHASED.

December 20, 1945 by Boston and Maine Railroad.[[80]](#endnote-80)

(87)

THE CONCORD & MONTREAL RAILROAD

ADDENDUM

ROAD ACQUIRED BY MERGER, ETC.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  |  |  | Miles6-30-1914 | Date Acquired | AquiredFrom |
| Nashua, N.H. | to | Concord, N.H. | 34.51 | 9-19-1889 | Conc. R.R. Corpn. |
| Concord, N.H.  | “ | Groveton, N.H. | 146.27 | 9-19-1899 | B.C.&M. R.R. |
| Branch Rd., N.H. | “ | Base Mt. Wash., N.H. | 20.13 | 9-19-1889 | B.C.&M. R.R. |
| Greenfield, N.H. | “ | Keene, N.H. | 29.52 | 9-19-1889 | Conc. R.R. Corpn.[[81]](#endnote-81) |
| Bow Jct., N.H. | “ | Hooksett, N.H. | 8.79 | 9-19-1889 | Conc. R.R. Corpn. |
| Manchester, N.H. | “ | Henniker Jct., N.H. | 24.62 | 6-8-1899 | Man.&No.W. RR |
| Pittsfield, N.H. | “ | Center Barnstead, N.H. | 4.57 | 3-11-1901 | Sun.Val.Ext.R.R. |
| Bethlehem Jct., N.H. | “ | Profile House, N.H. | 9.47 | 3-11-1901 | Prof.&F.N.R.R. |
| Bethlehem Jct., N.H. | “ | Bethlehem, N.H. | 3.26 | 3-11-1901 | “ |
| Lakeport, N.H. | “ | Alton Bay, N.H. | 16.84 | 3-11-1901 | Lake Shore R.R. |
| Belmont Jct., N.H. | “ | Belmont, N.H. | 4.20 | 3-11-1901 | Tilt.&Bel.R.R |
| Whitefield Jct., N.H. | “ | Berlin, N.H. | 30.63 | 5-17-1904 | Whitef.&Jeff.R.R. |
| Cherry Mountain, N.H. | “ | Jefferson, N.H. | 3.49 | 5-17-1904 | “ |
| North Acton, Ms. | “ | Nashua, N.H. | 20.11 | 3-28-1906 | N.A.&B. R.R. |

ROAD DEEDED.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  |  |  | Miles6-30-1914 | DateDeeded | DeededTo |
| North Acton, Ms. | to | Nashua, N.H. | 20.11 | 9-2-1909 | Nashua & Acton R.R. |

MERGED

January 1, 1919 into Boston and Maine Railroad

(100)

CONCORD AND PORTSMOUTH RAILROAD

ADDENDUM[[82]](#endnote-82)

ASSETS TRANSFERRED.

12-29-1944 to Boston and Maine Railroad

LIQUIDATED.

12-28-1945

(104)

SUNCOOK VALLEY RAILROAD

ADDENDUM

OPERATED.

1869 to Jan. 1, 1870 by Concord R.R. Corpn., under agreement;

Jan. 1, 1870 to Apr. 15, 1970 by Concord R.R. Corpn., lessee;

Apr. 15, 1870 to Sept. 12, 1870 by Northern R.R. under contract with Concord R.R. Corpn;

Sept. 12, 1870 to Jan. 14, 1871 by Receivers, Stearns and Smith, of Concord R.R. Corpn., under direction of the Court;

Jan 14, 1871 to Sept. 1, 1881 by Concord R.R. Corpn., lessee;

Sept. 1, 1881 to Mar. 1, 1883 by Concord R.R. Corpn. and Boston and Lowell R.R., jointly;

Mar. 1, 1883 to Dec. 31, 1889 by Concord R.R. Corpn., lessee;

Jan. 1, 1890 to Apr. 1, 1895 by The Concord & Montreal R.R., successor of Concord R.R. Corporation;

Apr. 1, 1895 to Jun. 29, 1895 by The Concord & Montreal R.R., in interest of Boston and Maine R.R., lessee;

June 29, 1895 to August 1916 by Boston and Maine Railroad, lessee of The Concord & Montreal Railroad;

August 1916 to Dec. 26, 1917 by John H. Hustis, temporary receiver of Boston and Maine Railroad;

Dec. 26, 1917 to Mar. 1, 1920 by The United States of America;

Mar. 1, 1920 to Sep. 28, 1924 by Boston and Maine Railroad, lessee;

Sep. 28, 1924 to Dec. 20, 1952 by the corporation.

ROAD ACQUIRED.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  |  |  | Miles6-30-1914 | Date Acquired | AcquiredFrom |
| Bow Jct., N.H. | to | Suncook, N.H. | 5.41 | 12-26-1950 | B.&M.R.R. |

LEASED ROAD OPERATED.

[Date?] to Dec. 26, 1950. Bow Jct., N.H. to Hooksett, N.H., 6.89 mi., leased from Boston and Maine Railroad. (Lease active as of 12-31-1942)[[83]](#endnote-83)

LEASED.

Jan. 1, 1870 to Jan. 1, 1912 to Concord Railroad Corporation;

Jan. 1, 1912 to Jan. 1, 1914 to The Concord & Montreal Railroad;

Jan. 1, 1914 to Jan. 1, 1916 to The Concord & Montreal Railroad.

Jan. 1, 1916, the lease was extended indefinitely and could be terminated on 60 days’ written notice by either party. Boston and Maine Railroad became successor by merger to The Concord & Montreal Railroad on Jan. 1, 1919. The lease terminated Sep. 28, 1924.

ROAD ABANDONED.

Dec. 20, 1952.

(105)

NASHUA & ACTON RAILROAD

CONTROLLING INTEREST.

As of Jan. 1, 1921, entire stock owned by Boston and Maine Railroad.[[84]](#endnote-84)

B&M report to ICC for 1937, p.212, indicates B&M owned 100% of N&A Railroad at this time.

ROAD ABANDONED.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  |  |  |  | Date Abandoned |
| North Acton, Ms. | “ | Nashua, N.H. | 20.11 | 1926 |

(106)

NASHUA, ACTON AND BOSTON RAILROAD COMPANY

ADDENDUM

OPERATED.

|  |  |  |  |
| --- | --- | --- | --- |
| July 1, 1873 | to | Jan. 1, 1876 | by the corporation |
|  |  |  |  |
| Jan. 1, 1876 | “ | Sep. 1, 1881 | by Concord R.R. Corpn., lessee |
|  |  |  |  |
| Sep. 1, 1881 | “ | Mar. 1, 1883 | by Concord R.R. Corpn. and Boston and Lowell R.R. Corpn., jointly |
|  |  |  |  |
| Mar. 1, 1883 | “ | Jul. 1, 1884 | by Concord R.R. Corporation, lessee |
|  |  |  |  |
| Jul. 1, 1884 | “ | Jan. 1, 1886 | by Boston and Lowell R.R. Corpn., under contract with Concord R.R. Corpn. |
|  |  |  |  |
| Jan. 1, 1886 | “ | Dec. 31, 1889 | by Concord R.R. Corpn., through controlling interest |
|  |  |  |  |
| Jan. 1, 1890 | “ | Apr. 1, 1895 | by The Concord & Montreal R.R., successor of Concord R.R. Corpn. |
|  |  |  |  |
| Apr. 1, 1895 | “ | Jun. 29, 1895 | by The Concord & Montreal R.R., in interest of Boston and Maine R.R. |
|  |  |  |  |
| Jun. 29, 1895 | “ | Mar. 28, 1906 | by Boston and Maine R.R., lessee of The Concord & Montreal R.R. |

ROAD DEEDED TO THE CONCORD & MONTREAL RAILROAD: March 28, 1906, under foreclosure.

(108)

PEMIGEWASSET VALLEY RAILROAD

ADDENDUM

ASSETS SOLD

March 21, 1947 to Boston and Maine Railroad[[85]](#endnote-85)

(109)

NEW BOSTON RAILROAD COMPANY

ADDENDUM

OPERATED

Jun. 29, 1893 to Aug. 1916 by Boston and Maine Railroad, lessee of The Concord & Montreal Railroad;

Aug. 1916 to Dec. 26, 1917 by John H. Hustis, temporary receiver;

Dec. 26, 1917 to Mar. 1, 1920 by The United States of America;

Mar. 1, 1920 to Jun. 15, 1931 by Boston and Maine Railroad;

ROAD ABANDONED

Entire length Parker to New Boston, 5.18 mi. (CPC&N issued 12-28-1934, eff. 60 days from date. F.D. 10587)

(110)

FRANKLIN & TILTON RAILROAD

ADDENDUM

CONTROLLING INTEREST.

As of Jan. 1, 1921, entire stock owned by Boston and Maine Railroad and Northern Railroad.[[86]](#endnote-86)

ROAD ABANDONED.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Franklin Jct., N.H. | to | a point east across Merrimack River, all in Franklin, N.H. | 1.14 | CPC&N issued 12-16-1941 eff. 15 days from date. F.D. 13524 |

ASSETS SOLD.

“By an instrument dated November 24, 1942, the Franklin & Tilton Railroad conveyed all its franchise and property to the Boston and Maine Railroad. Conveyance authorized by the Interstate Commerce Commission, Finance Document No. 13852.”[[87]](#endnote-87)

(113)

PROPRIETORS OF WELLS RIVER BRIDGE

ADDENDUM

Previous to 1903 all corporation stock was acquired by The Concord & Montreal Railroad.

In late 1917 the railroad surrendered all its rights in the bridge and the business of the corporation was discontinued.[[88]](#endnote-88)

(114)

FITCHBURG RAILROAD COMPANY

ADDENDUM

MERGED.

Jan. 1, 1919 into Boston and Maine Railroad

(146)

TROY & BENNINGTON RAILROAD COMPANY

ADDENDUM

ASSETS SOLD.

Nov. 6, 1946 to Boston and Maine Railroad.[[89]](#endnote-89)

(147)

VERMONT AND MASSACHUSETTS RAILROAD COMPANY

ADDENDUM

In 1947 B&MRR, which had for several years (since flood damage to bridge from Millers Falls) been operating from East Deerfield to Turners Falls in common with NYNH&HRR, purchased the branch from New Haven for the account of V&MRR Co. and at same time received permission to abandon the Millers Falls to Turners Falls branch

1968 ICC/DPU Report shows V&M, NRR, and SBRR as the only three roads leased to B&M Corp.

JUNCTION RELOCATED.

 In 1909, as part of a grade crossing elimination project, the junction of the V&M with the Central Vermont Railway was moved 400 feet south from South Vernon Vermont to East Northfield, Ms.[[90]](#endnote-90)

 East Deerfield, Ms. “ Turners Falls, Ms. 1947 N.Y.N.H.&.H.RR

ROAD ABANDONED:

Account flood damage to bridge from Millers Falls

 Millers Falls, Ms. to Turners Falls, Ms. 1947

VOLUNTARY DISSOLUTION.[[91]](#endnote-91)

Jan. 14, 1991

REVIVED.[[92]](#endnote-92)

May 2, 2006.

PRINCIPAL OFFICE.[[93]](#endnote-93)

c/o Law Department, Iron Horse Park, N. Billerica, MA 01862

(150)

PROPRIETORS OF CONNECTICUT RIVER BRIDGE

ADDENDUM

INCORPORATED. June 18, 1796, in Massachusetts, under authority of special act, (Mass. 1796, ch. 24)

(151)

CONNECTICUT RIVER RAILROAD COMPANY

ADDENDUM

MERGED.

Jan. 1, 1919 into Boston and Maine Railroad

(156)

MANCHESTER AND LAWRENCE RAILROAD

ADDENDUM

MERGED.

Jan. 1, 1919 into Boston and Maine Railroad

(157)

LOWELL AND ANDOVER RAILROAD COMPANY

ADDENDUM

MERGED.

Jan. 1, 1919 into Boston and Maine Railroad

(158)

KENNEBUNK AND KENNEBUNKPORT RAILROAD

ADDENDUM

MERGED.

Jan. 1, 1919 into Boston and Maine Railroad

(159)

YORK HARBOR AND BEACH RAILROAD COMPANY

ADDENDUM

CONTROLLING INTEREST.

As of Jan. 1, 1921, majority of stock owned by Boston and Maine Railroad.[[94]](#endnote-94)

ROAD ABANDONED.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  |  |  | Miles | Date Abandoned |
| Kittery Jct., Me. | to | York Beach, Me. | 10.05 | Jun. 29, 1925 |

 (160)

MOUNT WASHINGTON RAILWAY

ADDENDUM

CONTROLLING INTEREST.

As of Jan. 1, 1921 entire stock owned by Boston and Maine Railroad.[[95]](#endnote-95)

SOLD.

Dec. 6, 1939. Base, N.H. to Summit, N.H., to Henry N. Teague of Fabyan, N.H. and Mount Washington Club, Inc.

(161)

VERMONT VALLEY RAILROAD

ADDENDUM

.

ROAD ACQUIRED BY MERGER, ETC.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  |  |  | Miles6-30-1914 | Date Acquired | AquiredFrom |
| Brattleboro, Vt. | To | Bellows Falls, Vt. | 24.44 mi. | 10-27-1902 | The V.V. R.R. of 1871 |

OPERATED.

|  |  |  |  |
| --- | --- | --- | --- |
| Oct. 27, 1902 | To | Dec. 31, 1949 | by Boston and Maine R.R., lessee of Connecticut Valley R.R., as agent |

 At publication of C.H. in 1915 Vermont Valley Railroad was operated under contract (expiring 7-1-1930) by Connecticut River Railroad Company, which in turn was leased to Boston and Maine Railroad for 99 years from 1-1-1893. It is assumed that this contract was renewed.

CONTROLLING INTEREST.

As of Jan. 1, 1921, entire stock owned by Boston and Maine Railroad.[[96]](#endnote-96)

ASSETS PURCHASED.

Dec. 31, 1949 by Boston and Maine Railroad.[[97]](#endnote-97)

(164)

THE SULLIVAN COUNTY RAILROAD

ADDENDUM

OPERATED.

 

|  |  |  |  |
| --- | --- | --- | --- |
| Jan. 1, 1893  | “ | Dec. 31, 1949 | by Boston and Maine R.R., lessee of Connecticut Valley R.R., as agent |

CONTROLLING INTEREST.

Oct. 1, 1880 by Vermont Valley Railroad[[98]](#endnote-98)

As of B&M publication of C.H. in 1915 was accomplished as follows: The Sullivan County Railroad [Bellows Falls, Vt. to Windsor, Vt. 25.31 mi.] was 100% owned by Vermont Valley Railroad, which in turn was operated under contract (expiring 7-1-1930, and presumably renewed from the latter date until Dec. 31, 1949) by Connecticut River Railroad Company, which in turn was leased to Boston and Maine Railroad for 99 years from 1-1-1893.

As of Jan. 1, 1921, entire stock owned by Vermont Valley Railroad.[[99]](#endnote-99)

ASSETS PURCHASED.

Dec. 31, 1949 by Boston and Maine Railroad.[[100]](#endnote-100)

 (166)

CENTRAL VERMONT RAILROAD COMPANY

ADDENDUM

The Central Vermont was sold by the [CN](http://en.wikipedia.org/wiki/Canadian_National_Railway) to the [RailTex](http://en.wikipedia.org/wiki/RailTex) Corp. in 1995, at which point it was renamed New England Central. In 2000 RailTex was bought out by [RailAmerica](http://en.wikipedia.org/wiki/RailAmerica).

[November 15](http://en.wikipedia.org/wiki/November_15), [2006](http://en.wikipedia.org/wiki/2006), [RailAmerica](http://en.wikipedia.org/wiki/RailAmerica) announced that it has entered into a definitive merger agreement with an affiliate of [Fortress Investment Group](http://en.wikipedia.org/wiki/Fortress_Investment_Group) LLC. The parties merged in 2007.

Source: Wikipedia, Jul. 26, 2008.

(167)

THE ST. JOHNSBURY AND LAKE CHAMPLAIN RAILROAD COMPANY

ADDENDUM

OPERATED.

Jul. 1, 1880 to Apr. 1, 1885 by the corporation;

Apr. 1, 1885 to Mar. 12, 1887 by Boston and Lowell R.R. Corpn., agents;

Mar. 12, 1887 to 1946 by the corporation;

CONTROLLING INTEREST.

1884 to 1885. A. B. Harris.

1885 to Jan. 1, 1919. Boston and Lowell Railroad Corporation.

Jan. 1, 1919 to 1946. Boston and Maine Railroad.

As of Jan. 1, 1921, majority of stock owned by Boston and Maine Railroad. Portion of road leased to Maine Central Railroad Company. [[101]](#endnote-101)

ROAD ABANDONED.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  |  |  | Miles | Date Abandoned |
| Swanton, Vt. | to | Maquam, Vt. | 2.30 | 1915 |
| North Concord, Vt. | “ | Victory, Vt. | 5.43 | 1915 |

REORGANIZED: 1946 as St. Johnsbury & Lake Champlain Railroad. [[102]](#endnote-102)

 (171)

MONTPELIER AND WELLS RIVER RAILROAD (No. 2)

ADDENDUM

OPERATED.

Jan. 1, 1877 to Dec. 31, 1944 by the corporation.

CONTROLLING INTEREST.

As of Jan. 1, 1921, all but 14 shares of stock were owned by Vermont Valley Railroad.[[103]](#endnote-103) Another source states that by 1911 Boston and Maine Railroad had acquired ownership control and that direct control by B&MRR began Mar. 18, 1911 and ended Nov. 30, 1944.

Nov. 30, 1944 to Dec. 31, 1944. Alvin F. Sortwell, Jr., by acquisition of 60% of B&MRR interest.[[104]](#endnote-104)

CONSOLIDATED.

Jan. 1, 1945 with Barre and Chelsea Railroad Company, under the latter name.

(174)

BARRE AND CHELSEA RAILROAD COMPANY

ADDENDUM



|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  Montpelier, Vt. | to | Wells River, Vt. | 37.9 | 1-1-1945 | M.&W.R.R.R. |
| Barre, Vt. | “ | Barre Transfer, Vt. | 3.53 | 1-1-1945 | M.&W.R.R.R. |

CONTROLLING INTEREST.

|  |  |  |  |
| --- | --- | --- | --- |
| As of Jan. 1, 1921 |  |  | All but 11 shares of stock owned by Vermont Valley Railroad[[105]](#endnote-105) |
| Nov. 30, 1944 | to | Dec. 15, 1946 | By Alvin F. Sortwell, Jr., (d. 1946), who acquired 60% of outstanding stock |
| Dec. 15, 1946 | to | Nov. 16, 1956 | Consortium of Rock of Ages, Wells-Lamson Quarry, and the J.K. Pirie estate which acquired Sortwell’s interest |

ROAD SOLD.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| From |  | To | Miles | Date Sold | Sold to |
| Montpelier, Vt. |  | Graniteville, Vt. and Websterville, Vt. | 12 mi. | 11-16-1956 | M.& Barre R.R. |

ROAD ABANDONED.

Wells River, Vt. to Montpelier, Vt., 37.9 mi., 1956.[[106]](#endnote-106)

Another source says balance of RR abandoned 11-16-1956.

(A)

BOSTON AND MAINE CORPORATION

INCORPORATED. Mar. 27, 1963, in Delaware.

OPERATED.

 May 1, 1964 to Apr. 24, 1970 by the corporation;

 Apr. 24, 1970 to 1983 by bankruptcy trustees;[[107]](#endnote-107)

 1983 to 1986-1987 by the corporation;[[108]](#endnote-108)

Beginning in later part of 1986 by Springfield Terminal Railway[[109]](#endnote-109)

ROAD ACQUIRED BY MERGER, ETC.[[110]](#endnote-110)

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  |  |  | Miles6-30-1914 | Date Acquired | AquiredFrom |
| Boston, Ms. | to | Rigby, Me. | 111.06 | 5-1-1964 | B.&M.R.R. |
| Boston, Ms. | “ | Kittery, Me. | 57.67 | 5-1-1964 | B.&M.R.R. |
| Medford Jct., Ms. | “ | Medford, Ms. | 1.81 | 5-1-1964 | B.&M.R.R. |
| Rollinsford Jct., N.H. | “ | Intervale, N.H. | 69.91 | 5-1-1964 | B.&M.R.R. |
| Somerville Jct., Ms. | “ | Hill Crossing, Ms. | 2.90 | 5-1-1964 | B.&M.R.R. |
| Worcester, Ms. | “ | Ayer, Ms. | 28.34 | 5-1-1964 | B.&M.R.R. |
| Boston, Ms. | “ | Nashua, N.H. | 38.80 | 5-1-1964 | B.&M.R.R. |
| Nashua, N.H. | “ | Plymouth, N.H. | 86.36 | 5-1-1964 | B.&M.R.R. |
| Boston, Ms. | “ | Fitchburg, Ms. | 49.56 | 5-1-1964 | B.&M.R.R. |
| Greenfield, Ms. | “ | Rotterdam Jct., N.Y. | 104.61 | 5-1-1964 | B.&M.R.R. |
| Ms.-Vt. Line | “ | Troy, N.Y. | 40.37 | 5-1-1964 | B.&M.R.R. |
| South Ashburnham, Ms. | “ | Bellows Falls, Vt. | 54.14 | 5-1-1964 | B.&M.R.R. |
| Barbers (Worcester), Ms. | “ | Gardner, Ms. | 23.27 | 5-1-1964 | B.&M.R.R. |
| Springfield, Ms. | “ | Brattleboro, Vt. | 59.12 | 5-1-1964 | B.&M.R.R. |
| Beverly, Ms. | “ | Rockport, Ms. | 16.63 | 5-1-1964 | B.&M.R.R. |
| Deerfield Jct., Ms. | “ | E. Deerfield, Ms. | 1.02 | 5-1-1964 | B.&M.R.R. |
| White River Jct., Vt. | “ | Wells River, Vt. | 40.60 | 5-1-1964 | B.&M.R.R. |
| Salisbury, Ms. | “ | Amesbury, Ms. | 3.78 | 5-1-1964 | B.&M.R.R. |
| Brattleboro, Vt. | “ | Bellows Falls, Vt. | 24.71 | 5-1-1964 | B.&M.R.R. |
| N.H. Line at Bellows Falls, Vt. | “ | N.H. Line at Windsor, Vt. | 24.29 | 5-1-1964 | B.&M.R.R. |
| Mystic Jct., Ms. | “ | Mystic Wharf, Ms. | 1.48 | 5-1-1964 | B.&M.R.R. |
| N. Eng. Term., Boston, Ms. | “ | Hoosac Docks, Boston, Ms. | .85 | 5-1-1964 | B.&M.R.R. |
| E. Somerville, Ms. | “ | Charlestown, Ms. | 1.14 | 5-1-1964 | B.&M.R.R.[[111]](#endnote-111) |
| Gonic, N.H. | “ | Farmington, N.H. | 9.49 | 5-1-1964 | B.&M.R.R.[[112]](#endnote-112) |
| Sanbornville, N.H. | “ | Wolfeboro, N.H. | 12.14 | 5-1-1964 | B.&M.R.R. |
| Fens, Ms. | “ | Berlin, Ms.  | 18.12 | 5-1-1964 | B.&M.R.R. |
| Northampton, Ms. | “ | Wheelwright, Ms. | 16.33 | 5-1-1964 | B.&M.R.R. |
| Ayer, Ms. | “ | Hollis, N.H. | 11.71 | 5-1-1964 | B.&M.R.R.[[113]](#endnote-113) |
| Wakefield Jct., Ms. | “ | Topsfield, Ms. | 15.01 | 5-1-1964 | B.&M.R.R. |
| Lawrence, Ms. | “ | Manchester, N.H. | 27.05 | 5-1-1964 | B.&M.R.R. |
| Newton Jct., N.H. | “ | Merrimac. Ms. | 4.42 | 5-1-1964 | B.&M.R.R. |
| Everett Jct., Ms. | “  | West Lynn, Ms. | 9.74 | 5-1-1964 | B.&M.R.R. |
| Revere, Ms. | “ | East Boston, Ms. | 1.82 | 5-1-1964 | B.&M.R.R. |
| Salem, Ms. |  “ | Forest River  | 1.00 | 5-1-1964 | B.&M.R.R. |
| Salem, Ms. | “ | Danvers, Jct., Ms.  | 4.90 | 5-1-1964 | B.&M.R.R. |
| Salisbury, Ms. | “ | Amesbury, Ms. | 3.78 | 5-1-1964 | B.&M.R.R. |
| Lowell Jct., Ms. | “ | Bleachery, Ms. | 7.71 | 5-1-1964 | B.&M.R.R. |
| West Cambridge, Ms. | “ | Concord, Ms. | 14.62 | 5-1-1964 | B.&M.R.R. |
| Winchester, Ms. | “ | No. Woburn Jct., Ms. | 6.01 | 5-1-1964 | B.&M.R.R. |
| Montvale, Ms.  | “ | Stoneham, Ms. | 2.41 | 5-1-1964 | B.&M.R.R. |
| Wilmington, Ms. | “ | Wilmington Jct., Ms. | 3.11 | 5-1-1964 | B.&M.R.R. |
| So. Middleton, Ms. | “ | Peabody, Ms. | 6.86 | 5-1-1964 | B.&M.R.R. |
| Nashua, N.H. | “ | Hillsboro, N.H. | 43.34 | 5-1-1964 | B.&M.R.R. |
| Woodsville, N.H. | “ | Blackmount, N.H. | 4.60 | 5-1-1964 | B.&M.R.R. |
| Woodsville, N.H. | “ | Groveton, N.H. | 40.21 | 5-1-1964 | B.&M.R.R. |
| Manchester, N.H. | “ | Goffstown, N.H. | 8.06 | 5-1-1964 | B.&M.R.R. |
| Whitefield Jct., N.H. | “ | Berlin, N.H. | 29.34 | 5-1-1964 | B.&M.R.R. |
| Manchester, N.H.  | “ | Portsmouth, N.H. | 39.02 | 5-1-1964 | B.&M.R.R. |
| Plymouth, N.H. | “ | Lincoln, N.H. | 20.89 | 5-1-1964 | B.&M.R.R. |
| Franklin Falls, N.H. | “ | Tilton, N.H. | 3.84 | 5-1-1964 | B.&M.R.R. |
| Gardner, Ms. | “ | Peterboro, N.H. | 17.37 | 5-1-1964 | B.&M.R.R. |
| West Cambridge, Ms. | “ | Waltham, Ms. | 6.67 | 5-1-1964 | B.&M.R.R. |
| So. Acton, Ms. | “ | Maynard, Ms. | 2.74 | 5-1-1964 | B.&M.R.R. |
| Gleason, Jct., Ms.  | “ | Marlboro, Ms. | 5.17 | 5-1-1964 | B.&M.R.R. |
| Ayer, Ms. | “ | Greenville, N.H. | 23.67 | 5-1-1964 | B.&M.R.R. |
| Hoosick Jct., N.Y. | “ | N.Y.-Vt. line (Bennington Branch) | 5.04 | 5-1-1964 | B.&M.R.R. |
| Chicopee Jct., Ms. | “ | Chicopee Falls, Ms. | 2.25 | 5-1-1964 | B.&M.R.R. |
| Mt. Tom, Ms. | “ | Easthampton, Ms. | 3.42 | 5-1-1964 | B.&M.R.R. |
| Dole Jct., Ms. | “ | Keene, N.H. | 21.68 | 5-1-1964 | B.&M.R.R. |
| Waumbek Jct., N.H. |  | Coos Jct. (Lancaster), N.H. | 10.52 | 2-22-1977[[114]](#endnote-114) | Me. Cent. R.R. Co. |
|  |  |  |  |  |  |
| FREIGHT TRACKS |  |  |  |  |  |
| Bradford, Ms. | to | Paper Mill, Ms. | 1.47 | 5-1-1964 | B.&M.R.R. |
| Dover, N.H. |  |  | 0.69 | 5-1-1964 | B.&M.R.R. |
| Dover, N.H. | “ | Sawyer, N.H. | 1.60 | 5-1-1964 | B.&M.R.R. |
| Alfred Rd., Me. | “ | Saco (E), Me. | 2.26 | 5-1-1964 | B.&M.R.R. |
| Phillips Wharf (Salem), Ms. | “ |  | 0.66 | 5-1-1964 | B.&M.R.R. |
| Wamesit, Ms. | “ | Tewksbury, Ms.  | 1.92 | 5-1-1964 | B.&M.R.R. (ex L.&.L.R.R. |
| Nashua, N.H. |  |  | 1.61 | 5-1-1964 | B.&M.R.R. (ex W.N.&P. Div.) |
| Epping, N.H. |  |  | 4.40 | 5-1-1964 | B.&M.R.R. (ex W.N.&P. Div.) |
| Rochester, N.H. |  |  | 0.80 | 5-1-1964 | B.&M.R.R. (ex W.N.&P. Div.) |
| Portsmouth, N.H. | “ | Newington, N.H. | 3.79 | 5-1-1964 | B.&M.R.R. |
| Lakeport, N.H. |  |  | 0.95 | 5-1-1964 | B.&M.R.R. |
| Newburyport , Ms. |  |  | 2.07 | 5-1-1964 | B.&M.R.R. (ex N.C.R.R) |
| Saratoga Jct., N.Y. | “ | Mechanicville, N.Y. | 1.03 | 5-1-1964 | B.&M.R.R. |
| East Saratoga Jct., N.Y. |  |  | 1.44 | 5-1-1964 | B.&M.R.R. |
| Baldwinville, Ms. and Winchendon, Ms. |  |  |  | 1968 | Penn Central Co.[[115]](#endnote-115) |
| Segment of track at Groveton, N.H. |  |  |  | 1977 | Me. Cent. R.R. Co. |
| New Haven, Ct.  | “ | Avon, Conn. | 37.00 | 1982 | Conrail[[116]](#endnote-116) |
| Waterbury, Conn. | “ | Berlin, Conn. | 25.00 | 1982 | Conrail[[117]](#endnote-117) |
| Waterville, Conn. | “ | Torrington, Conn. | 17.00 | 1982 | Conrail[[118]](#endnote-118) |
| Industrial trackage around Waterbury and Hartford[[119]](#endnote-119) |  |  |  | 1982 | Conrail |
| No. Adams, Ms. | “ | N. Adams Jct. (Pittsfield), Ms. | 18.00 | 1982 | Conrail[[120]](#endnote-120) |
| Pittsfield, Ms. | “ | Canaan, Conn. |  | 1982 | Conrail |
| Springfield, Ms. | “ | Hazardville, Conn. |  | 1982 | Conrail |

ROAD SOLD.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Date | From | To | Mi. | Sold To |
| 12-19-1972 | Sanbornville, N.H | Wolfeborough, N.H., | 11.98  | Wolfeboro Rail Road Co.  |
| 1974 | Conway, N.H. | Intervale, N.H. | 13.00 | Conway Scenic Railway. |
| 10-30-1975 | Concord, N.H. | Lincoln, N.H. | 72.00 | State of New Hampshire[[121]](#endnote-121) |
| c. 12-31-1976 | Commuter Lines |  | 269 | MBTA |
| 1979 | Boston, Ms. | Reading, Ms. | 12.03 | MBTA |
| 1986 | Rochester, N.H. | Ossipee, N.H. | 18 | New Hampshire Northcoast Corporation[[122]](#endnote-122) |
| 1988 | Brattleboro, Vt. | Winsor, Vt. | 49.00 | National Railroad Passenger Corporation[[123]](#endnote-123) |
| 1988 | Wilton, N.H. | Hillsboro, N.H. | 26.93 | State of New Hampshire[[124]](#endnote-124) |
| 1988 | East Manchester, N.H. | Rockingham Jct. (Newfields), N.H. | 28.43 | State of New Hampshire[[125]](#endnote-125) |
| 1988 | Fremont, N.H. | Epping, N.H. | 4.44 | State of New Hampshire[[126]](#endnote-126) |
| 1988 | Salem, N.H. | Londonderry, N.H | 14.14 | State of New Hampshire[[127]](#endnote-127) |
| 1989 | Woodsville, N.H. | Groveton, N.H. | 52.89 | New Hampshire & Vermont Railroad[[128]](#endnote-128) |
| 1989 | Whitefield Jct., N.H. | Berlin, N.H. | 29.18 | New Hampshire & Vermont Railroad[[129]](#endnote-129) |
| 10-10-1993 | Rochester, N.H. | Farmington, N.H. | 7.60 | New Hampshire Northcoast Corporation[[130]](#endnote-130) |
| 1994 | Fort Hill Branch: Entirely within the Town of Hinsdale, N.H. |  |  | State of New Hampshire[[131]](#endnote-131) |
| 1994 | Gonic Branch: Entirely within the City of Rochester.  |  |  | State of New Hampshire[[132]](#endnote-132) |
| 1994 | Lakeport Branch: Entirely within the City of Rochester |  |  | State of New Hampshire[[133]](#endnote-133) |
| 1995 | VT/NH state line  | Keene, N.H. |  | State of New Hampshire[[134]](#endnote-134) |
| 1995 | MA/NH state line | Walpole |  | State of New Hampshire[[135]](#endnote-135) |
| 1996 | Part of Hampton Branch in Seabrook, N.H.  |  |  | State of New Hampshire[[136]](#endnote-136) |
| 1997 | Part of Blackmount Branch in Haverhill, N.H. |  |  | State of New Hampshire |
| 1998 | Part of White Mountain Branch in Concord. |  |  |  |
| 4-12-2001 | Lunenburg, Vt.  | St. Johnsbury, Vt |  | MEC.[[137]](#endnote-137)  |
| 2003 | Charlestown, Ms. | Mystic Wharf, Ms. | 1.45 | Massachusetts Port Authority Service discontinued. 3-22-2005.[[138]](#endnote-138) |
| *2009 (approved by STB)* | *Mechanicville, N.Y.* | *CPF-312, near Ayer, Ms.* | *139.70* | *Pan Am Southern LLC[[139]](#endnote-139)* |
| *2009 (approved by STB)* | *Mechanicville, NY* | *Rotterdam Junction, NY* | *30.50* | *Pan Am Southern LLC[[140]](#endnote-140)* |
| *2009 (approved by STB)* | *North Adams, Ms.* | *Adams, Ms.* | *4.60* | *Pan Am Southern LLC[[141]](#endnote-141)* |
| *2009 (approved by STB)* | *White River Jct., Vt.* | *New Haven, Conn.* | *184.50*  | *Pan Am Southern LLC[[142]](#endnote-142)*  |
| *2009 (approved by STB)* | *Gardner, Ms.* | *Heywood, Ms.* | *1.20* | *Pan Am Southern LLC[[143]](#endnote-143)* |
| *2009 (approved by STB)* | *Ayer, Ms.* | *Harvard, Ms.* | *2.30*  | *Pan Am Southern LLC[[144]](#endnote-144)* |
| *2009 (approved by STB)* | *Waterbury, Conn.* | *Berlin, Conn.* | *25.00* | *Pan Am Southern LLC[[145]](#endnote-145)* |
| *2009 (approved by STB)* | *Plainville, Conn.* | *Southington, Conn.* | *4.50* | *Pan Am Southern LLC[[146]](#endnote-146)* |

ROAD ABANDONED.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  |  |  | Miles | Date Abandoned |
| Loring Ave., Ms. | “ | Forest River, Ms. | 0.23 | 1967 [[147]](#endnote-147) |
| Bridge over Conn. R. at So. Vernon, Vt.[[148]](#endnote-148) |  |  |  | Failed 1970 |
| Salem Harbor Branch, Ms. |  |  | 1.0 | c1970 [[149]](#endnote-149) |
| Newburyport (Ms.) City Branch |  |  | 1.94 | 1971 [[150]](#endnote-150) |
| Salisbury, Ms. | to | Amesbury, Ms. | 4.0 | 1971 [[151]](#endnote-151) |
| Newton Jct., N.H. | “ | Merrimac, Mass. | 4.52 | 2-17-1972 [[152]](#endnote-152)  |
| Jaffrey, N.H. | “ | Peterborough, N.H. | 5.48 | 5-9-1972. F.D. 25993 |
| Johnsonville, N.Y. | “ | Troy, N.Y. | 16.28 | 1971[[153]](#endnote-153) |
| Winchendon, Ms. | “ | Ms.-N.H. line (ex Cheshire R.R.) |  | November 1972 [[154]](#endnote-154) |
| Greenville Branch |  |  |  | Abandoned 1972 or 1973 |
| Waltham, Ms. | to | Berlin, Ms. |  | 10-27-1980 |
| Hudson, Ms. | “ | Marlboro, Ms. |  | 1980 |
| On Hillsboro Branch |  |  | 8.00 | 1980 [[155]](#endnote-155) |
| On Greenville Branch |  |  | 10.00 | 1980 [[156]](#endnote-156) |
| Dole Jct., Vt. | to  | Keene |  | Before 1981[[157]](#endnote-157) |
| No. Andover, Ms.  | “ | Machine Shop, Ms. | 1.00 | 1981 [[158]](#endnote-158) |
| Lexington Branch |  |  |  | 2-1-1981 |
| Turners Falls Branch |  |  |  | c1981 |
| Bradford, Ms. | to | Paper Mill, Ms. | 1.54 | 1982 [[159]](#endnote-159) |
| Waters River Bridge, Danvers, Ms. |  |  |  | Burned 1985 [[160]](#endnote-160) |
| Wilton, N.H. | “ | Hillsborough, N.H. | 26.93 | 1986 [[161]](#endnote-161) |
| New Haven, Conn. | “ | Cheshire, Conn. | 15.00 | 1987 [[162]](#endnote-162) |
| South Middleton, Ms. | “ | West Peabody, Ms. | 3.0 | 1987 [[163]](#endnote-163) |
| Pittsfield (city line), Ms. | “ | Adams, Ms. | 10.50 | 1990 |
| Castle Hill, Ms. | “ | Loring Ave., Ms. | 0.55 | 1993 [[164]](#endnote-164) |
| Adams, Ms. | “ | Renfrew, Ms. | 1.00 | 1994 |
| Ms.-N.H. border |  | Walpole, N.H. (former Cheshire RR) |  | 1995[[165]](#endnote-165) |
| Cheshire, Conn. | “ | Southington, Conn. | 9.50 | 1998[[166]](#endnote-166) |
| MP B-111.0, Ossipee, N.H. | “ | MP B-121.80, Ossipee, N.H.  | 10.80 | 1-2-1998 filed notice of exemption to abandon.[[167]](#endnote-167) |
| Manchester and Lawrence Branch MP 4.65 | “ | MP 7.60 all in Salem, N.H. | 2.95 | 2000 [[168]](#endnote-168)  |
| Bemis Branch MP 8.83, Waltham, Ms. | “ | MP 10.94, Watertown, Ms. | 2.11 | Abandoned June 2001 [[169]](#endnote-169)  |
| Two segments of Manchester and Lawrence Branch, extending (a) from milepost 1.40, Lawrence, Ms. to milepost 7.6 and (b) from milepost 20.93 to milepost 26.70 |  | in Essex County, Ms., and Rockingham and Hillsborough Counties, N.H. | 11.97 | 6-26-2003 [[170]](#endnote-170) |
| Tewksbury Branch, Tewksbury, Mass. |  |  | 0.75 | 3-17-2004 [[171]](#endnote-171) |
| Westover Industrial Track, Chicopee, Mass. |  |  | 4.80 | c7-14-2004 |
| Freight Cut-Off MP 0.00 | to | MP 0.86 all in Somerville, Ms. | 0.86 | 2006 [[172]](#endnote-172) |
| Wakefield Junction Industrial Track MP 9.38 | “ | MP 19.07 in Essex and Middlesex Counties, MA. | 9.69 | 4-6-2007 [[173]](#endnote-173) |
| Georgetown Branch MP 4.66 | “ | MP 6.13 all in Haverhill, Ms. | 1.47 | 2007 [[174]](#endnote-174) |
| Concord and Claremont Branch MP 0.9  | “ | MP 1.86 in Concord, Merrimack County, NH. | 0.96 | 2-26-2008 [[175]](#endnote-175) |
| Canal Branch MP 24.00  | “ | MP 24.73 in Hartford County, Conn. | 0.73 | 2008[[176]](#endnote-176) |
| Portion of Lowell Ind. Track betw. sta. 1304+77 and 1372+00 in Lowell, Ms. |  |  | 1.27 | 12-13-2008.[[177]](#endnote-177) |
| Route 1 South, Hampton. N.H. |  | Portsmouth, N.H. |  | Pending 2011. “During April and May [2013] a scrapper was pulling the rails on the Hampton Branch, working east toward Portsmouth.[[178]](#endnote-178) |

CONTROL PASSED.

LEASED. 1986 Guilford Transportation Industries, Inc. began implementing a plan to lease rail lines and related trackage rights from four of its subsidiaries, The Delaware and Hudson Railway Company, the Boston and Maine Corporation, the Maine Central Railroad Company, and the Portland Terminal Company, to a fifth subsidiary, the Springfield Terminal Railway Company. From late 1986 through late 1987, the five Guilford subsidiaries filed notices of the transactions under procedures of 49 CFR 1180.4.

 Jones, Robert C. *Railroads of Vermont, Vol. I*, 1993, p. 322.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  |  |  | Miles | Date Leased |
| Springfield, Ms. | “ | Windsor, Vt. | 83.41 | 10-11-87[[179]](#endnote-179) |

REORGANIZED.

June 30, 1983 (July 1, 1983). “The Boston and Maine Corporation had both common and preferred stock. Neither issue survived the reorganization.”[[180]](#endnote-180) A new issue of 3,000,000 shares of common stock was authorized to replace the existing issue when B&M emerged from bankruptcy. Control passed to Guilford Transportation Industries, Inc. Boston and Maine Corporation continued its corporate existence.

“The 1983 B&M reorganization is not like most railroad bankruptcies. Rather than have the railroad divided up among its creditors, usually the bondholders and in relationship to the rank of their liens, the sale of the B & M Corp. ot Guilford did the following:

“The Trustees had a lot of money, Reading Line sale $13 million or more, sale of Commuter Lines $39.5 million, sale to Guilford $24.5 million, sales of other real estate $?? a few million, high interest earned during the 1970s, at times on the order of 11, 12, 13 percent minus the following: Some draw downs expended on various improvements - not all that much and the tender offer in the late 1970s for the 1st mortgage bonds. The firsts that were tendered got 80% of face value for a $1,000 bond plus about $500 unpaid interest. Those firsts that waited until reorg. got $1,000 face plus about 13 yrs at 6% interest or $780. The seconds were also redeemed in like fashion then the Trustees settled up on whatever unpaid property taxes and even had something for ordinary creditors which is unusual for a railroad bankruptcy. After 5 years any cash the Trustees had left went back to the B & M Corp. and I understand it was about $5 million. In addition, it is my understanding that for the $24.5 million purchase price the Trustees drew down $5 million in that cash hoard they had and advanced it to the B & M Corp. for working capital. And when Guilford bought the B & M Corp. they also bought day to day cash B & M had in its bank accounts.”[[181]](#endnote-181)

(B)

BOSTON AND MAINE INDUSTRIES, INC.[[182]](#endnote-182)

INCORPORATED.

May 31, 1968 in Delaware.

Subsequent to its incorporation Boston and Maine Industries, Inc. offered to exchange 1.05 shares each of its $5 Convertible Class A Preference stock and Common Stock, respectively, for each outstanding share of preferred and common stock of Boston and Maine Corporation. As of June 30, 1969 Boston and Maine Industries, Inc. held 80.3% and 95.0%, respectively, of the outstanding shares of Boston and Maine Corporation.

CONTROL PASSED.

 Nov. 5, 1969 to United Continental Development Corporation.

“B&M Industries filed consolidated tax returns with their related companies on the West Coast and Boston and Maine Corporation. The [B&M] bankruptcy Trustees brought them into court and worked out a deal that they [B&M Industries etal] could use the B&M Corp. tax loss carry forwards for consolidated tax returns for several years and then they were divorced from the B&M Corp. for good. They were out of the picture years before Guilford showed up.”[[183]](#endnote-183)

(C)

UNITED CONTINENTAL DEVELOPMENT CORPORATION[[184]](#endnote-184)

INCORPORATED.

July 8, 1968 in California

Begun as a land development company, United Continental Development Corporation acquired control of Boston and Maine Industries, Inc. on Nov. 5, 1969.

(D)

SPRINGFIELD ELECTRIC RAILWAY [New Hampshire] [[185]](#endnote-185)

NAME: Springfield Electric Railway.

INCORPORATED. 1896 in New Hampshire. “All the stock was owned by the Vermont company or its nominees.”

LEASED. 1896 for 99 years to Springfield Electric Railway [Vermont].

ROAD CONSTRUCTED. Since the road was leased at the moment of creation to Springfield Electric Railway [Vermont], it assumed that construction was accomplished by the latter corporation.

DISSOLVED. 1951 by New Hampshire legislature.

(E)

SPRINGFIELD ELECTRIC RAILWAY [Vermont][[186]](#endnote-186)

NAME: Springfield Electric Railway

INCORPORATED. 1896 in Vermont

ROAD CONSTRUCTED (ELECTRIC):

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  |  |  | Miles | Opened |
| Springfield, Vt. | to | Springfield Jct., N.H. |  | July 14, 1897 |
|  |  |  |  |  |
| From a point a few hundred yards west of Springfield Jct., N.H. | to | Charlestown, N.H.  | Abt. 1.5 |  |

OPERATED:

 July 14, 1897 to 1917 by the Corporation

1917 to 1922 by Receivers

REORGANIZED:

1922 as Springfield Terminal Railway Company

(F)

SPRINGFIELD TERMINAL RAILWAY COMPANY

NAME: Springfield Terminal Railway Company.

INCORPORATED: Dec. 22, 1921 in Vermont

ROAD CONSTRUCTED: None

ROAD ACQUIRED:

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  |  |  | Miles | Date Acquired | Acquired From |
| Springfield, Vt. | to | Springfield Jct., N.H. |  | 1922 | S.E.Ry |
|  |  |  |  |  |  |
| From a point a few hundred yards west of Springfield Jct., N.H. | to | Charlestown, N.H.  | Abt. 1.5 | 1922 | S.E.Ry |

OPERATED:

 1922 to present by the corporation

ROAD ABANDONED:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  |  |  | Miles | Date Abandoned |
| Springfield, Vt. | to | Williams Park, Springfield, Vt. |  | 1946 |
| From a point a few hundred yards west of Springfield Jct., N.H. | to | Charlestown, N.H. |  | 1947 |
| Balance of road |  |  |  | By 1984 |

CORPORATE OFFICES:

Iron Horse Park, Billerica, MA 01862

(I)

ST. JOHNSBURY & LAKE CHAMPLAIN RAILROAD

NAME: St. Johnsbury & Lake Champlain Railroad.

INCORPORATED. 1946, as a reorganization of The St. Johnsbury & Lake Champlain Railroad Company.

ROAD CONSTRUCTED: None.

RAILROAD ACQUIRED BY MERGER, ETC.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  |  |  | Miles | Date Acquired | Acquired From |
| Lunenburg, Vt. | to | St. Johnsbury, Vt.  | 22.06 | 1946 | The St.J.&L.C.R.R.Co. |
| St. Johnsbury, Vt. | “ | Joes Pond, Vt.  | 16.77 | 1946 | The St.J.&L.C.R.R.Co. |
| Joes Pond, Vt.  | “ | Maquam Bay, Vt. | 61.17 | 1946 | The St.J.&L.C.R.R.Co. |
| Spur at Swanton, Vt. |  |  | 0.51 | 1946 | The St.J.&L.C.R.R.Co. |

CONTROLLING INTEREST:

 1946 to 1949. Boston and Maine Railroad

BANKRUPTCY: 1944 (1945?)

REORGANIZED: January 24, 1949 as St. Johnsbury & Lamoille County Railroad.[[187]](#endnote-187)

(J)

ST. JOHNSBURY & LAMOILLE COUNTY RAILROAD

NAME. St. Johnsbury & Lamoille County Railroad.

INCORPORATED. 1948 (1949?) as a reorganization of St. Johnsbury & Lake Champlain Railroad.

ROAD CONSTRUCTED. None.

RAILROAD ACQUIRED BY MERGER, ETC.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  |  |  | Miles | Date Acquired | Acquired From |
| Lunenburg, Vt. | to | St. Johnsbury, Vt.  | 22.06 | 1949 | St.J.&L.C.R.R.Co. |
| St. Johnsbury, Vt. | “ | Joes Pond, Vt.  | 16.77 | 1949 | St.J.&L.C.R.R.Co. |
| Joes Pond, Vt.  | “ | Maquam Bay, Vt. | 61.17 | 1949 | St.J.&L.C.R.R.Co. |
| Spur at Swanton, Vt. |  |  | 0.51 | 1949 | St.J.&L.C.R.R.Co. |
| East Swanton, Vt/ | to | Fonda Jct., Vt. | 2.7 | 1965 | C.V. Ry. |

OPERATED.

|  |  |
| --- | --- |
| Jan. 24, 1949 to Oct. 16, 1973 | by the Corporation |
| Jan. 24, 1949 to Apr. 11, 1955 | St. Johnsbury, Vt. to Lunenburg, Vt. by Me.C.R.R. |
| Oct. 16, 1973 to April 1974 | by Lamoille County Railroad |
| Apr. 1974 to Sep. 1976 | by St. Johnsbury and Lamoille County Railroad, being a name change from Lamoille County Railroad |
| Sep. 1976 to Jan. 1, 1978  | by Morrison-Knudson Corporation |
| Jan. 1, 1978 to present | by Lamoille County Railroad |

CONTROLLING INTEREST.

|  |  |
| --- | --- |
| Jan. 24, 1949 to 1955 | Boston and Maine Railroad |
| 1955 to Dec. 8, 1959  | Eastern Magnesia Talc Company, Rubberoid Company, and L.A. Putnam |
| Dec. 8, 1955 to 1965 | H.E. Salzberg Company |
| 1965 to 1973 | Samuel M. Pinsley |
| Dec. 1973 to present | State of Vermont |

ROAD SOLD.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Date |  |  |  | Miles | Sold To |
| 1955 | St. Johnsbury, Vt. | to | Lunenburg, Vt. | 22.06 | Me.C.R.R. |

(K)

MONTPELIER & BARRE RAILROAD

NAME: Montpelier & Barre Railroad.

ORGANIZED. Nov. 13, 1956.

ROAD BUILT. None.

ROAD ACQUIRED BY MERGER, ETC.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
|  |  |  | Miles | Date Acquired | Acquired From |
| Montpelier, Vt. | to | Graniteville, Vt. and Websterville, Vt. | 12 | 1956 | B.&C.R.R. |
|  |  |  |  |  |  |
| Montpelier, Vt. | to | Barre, Vt | 8 | May 1958 | C.V.R.R. |

ROAD ABANDONED.

Former C.V.R.R. from a point 2 miles east of Montpelier, Vt. to Barre, Vt., c1958.

Former B.&C.R.R. from Montpelier, Vt. to a point 2 miles east of Montpelier, Vt., c1958.

OPERATED.

 Nov. 16, 1956 to 1980 by the Corporation

ABANDONED:

1980. Succeeded by State-owned Washington County Railroad

(L)

LAKE CHAMPLAIN AND ST. LAWRENCE JUNCTION RAILWAY COMPANY

TERMINI:

Stanbridge, P.Q. to St. Guillame, P.Q.

CONTROLLING INTEREST:

As of Jan. 1, 1921, 72.92% of stock owned by Boston and Maine Railroad and The Connecticut and Passumpsic Rivers Railroad Company. Leased to Montreal and Atlantic Railway Company.[[188]](#endnote-188)

1. Traffic World, Aug. 28, 1915, p. 546. [↑](#endnote-ref-1)
2. B&M Report to ICC for 1968. [↑](#endnote-ref-2)
3. B&M Report to ICC for 1964 confirms end date was April 30, 1964. See (A) Boston and Maine Corporation. [↑](#endnote-ref-3)
4. Ex So. Vt. R.R. Co. [↑](#endnote-ref-4)
5. Ex B.H.T.&W.Ry.Co. [↑](#endnote-ref-5)
6. Now Hudson [↑](#endnote-ref-6)
7. Now Chicopee [↑](#endnote-ref-7)
8. 7-17-1944 is date specified in B&M Report to ICC/DPU for 1944. Details as to the nature of the transaction might be found in the F.D. FD 14523. [↑](#endnote-ref-8)
9. 8-15-1944 is date specified in B&M Report to ICC/DPC for 1944. Details as to the nature of the transaction might be found in the F.D. 14528. [↑](#endnote-ref-9)
10. 10-13-1944 is date specified in B&M Report to ICC/DPC for 1944. Details as to the nature of the transaction might be found in the F.D. FD 14634. [↑](#endnote-ref-10)
11. 12-29-1944 is date specified in report to ICC/DPU for 1944. Details as to the nature of the transaction might be found in the F.D. FD 14738 [↑](#endnote-ref-11)
12. F.D. 14979. Mileage per B&M Report to ICC for 1945. [↑](#endnote-ref-12)
13. Mileage of C&C, presumably including Contoocook-Hillsboro segment, cited as 66.80 in B&M Report to ICC for 1945. [↑](#endnote-ref-13)
14. B&M Report to ICC/Me. DPU for 1946 [↑](#endnote-ref-14)
15. B&M Report to ICC/Me. DPU for 1947 [↑](#endnote-ref-15)
16. B&M Report to ICC/Me. DPU for 1949. FD 16705 & 16706. [↑](#endnote-ref-16)
17. B&M Report to ICC/Me. DPU for 1949. FD 16705. [↑](#endnote-ref-17)
18. CPC&N issued 7-20-1921. F.D. 1439. [↑](#endnote-ref-18)
19. ICC/Mass. DPU report for 1933, p.530. Trackage rights over Boston and Albany RR acquired. Trackage rights over B&A, Barre Jct., Ms. to Creamery, Ms., 6.71 mi., ended 1939 per B&M report to ICC/Mass. DPU for 1939. [↑](#endnote-ref-19)
20. Karr. Ex-Newburyport RR segment remained in service. [↑](#endnote-ref-20)
21. CPC&N issued 5-27-1935 eff. 30 days from date. F.D. 10653 [↑](#endnote-ref-21)
22. ICC/Mass. DPU report for 1935 notes, p. 531, “Under authority of ICC in F.D. 10869.” [↑](#endnote-ref-22)
23. ICC/Mass. DPU report for 1935 notes, p. 531, track reclassified from miles of road to yard and sidings pending abandonment and removal. ICC F.D. 10314. [↑](#endnote-ref-23)
24. CPC&N issued 11-20-1936 eff. 30 days from date. F.D. 11076 [↑](#endnote-ref-24)
25. B&M report to ICC for 1937. Mileage suggests that part of branch at one end or the other, may have survived. [↑](#endnote-ref-25)
26. Operation had been discontinued 7-15-1932 pursuant to report and certification in Boston and Maine Railroad Operation and Abandonment, 184 ICC 593, decided 6-15-1932. [↑](#endnote-ref-26)
27. Wheelwright Branch established. [↑](#endnote-ref-27)
28. CPC&N issued 1-24-1939 eff. 30 days from date. F.D. 12236. Abandoned 1939 per B&M report to ICC/Mass. DPU for 1939. [↑](#endnote-ref-28)
29. CPC&N issued 5-15-1939 eff. 30 days from date. F.D. 12301. Abandoned 1939 per B&M report to ICC/Mass. DPU for 1939. [↑](#endnote-ref-29)
30. Abandoned 1939 per B&M report to ICC/Mass. DPU for 1939. [↑](#endnote-ref-30)
31. ICC/Mass. DPU report for 1940 notes, p. 531, that 22.00 miles of road Oakdale to Wheelwright, transferred in 1939 from “miles of road” to “miles of way switching tracks” abandoned in 1940. [↑](#endnote-ref-31)
32. Memo W.F. Cummings Chief Engineer to Fifield and Muller dated 11-25-1941. [↑](#endnote-ref-32)
33. Memo W.F. Cummings Chief Engineer to Fifield and Muller dated 11-25-1941. [↑](#endnote-ref-33)
34. CPC&N issued 10-20-1941 eff. 15 days from date. F.D. 13362 [↑](#endnote-ref-34)
35. Memo W.F. Cummings Chief Engineer to Fifield and Muller dated 11-25-1941. Effective 4-24-1933, the Boston and Maine Railroad sold the Dover Point Toll Bridge located between Dover Point and Newington, N.H., to the State of New Hampshire. [↑](#endnote-ref-35)
36. Memo W.F. Cummings Chief Engineer to Fifield and Muller dated 11-25-1941. Also Nowell, B&M Chronicle. [↑](#endnote-ref-36)
37. Memo W.F. Cummings Chief Engineer to Mather dated 11-13-1941 [↑](#endnote-ref-37)
38. Memo W.F. Cummings Chief Engineer to Fifield and Muller dated 11-25-1941. [↑](#endnote-ref-38)
39. CPC&N issued 6-26-1942 eff. 15 days from date. F.D. 13732. B&M report to ICC for 1942. [↑](#endnote-ref-39)
40. CPC&N issued 10-10-1942 eff. 30 days from date. F.D. 13840. B&M report to ICC for 1942. [↑](#endnote-ref-40)
41. CPC&N issued 11-3-1942, eff. 30 days from date. F.D. 13803. Mileage from B&M report to ICC for 1942. [↑](#endnote-ref-41)
42. CPC&N issued 11-7-1942 eff. 15 days from date. F.D. 13876. Mileage from B&M report to ICC for 1942. [↑](#endnote-ref-42)
43. CPC&N issued 11-20-1942, eff. 30 days from date. F.D. 13822. Mileage from B&M report to ICC for 1942. [↑](#endnote-ref-43)
44. Karr. [↑](#endnote-ref-44)
45. CPC&N issued 4-28-1944 eff. 30 days from date authorizing abandonment from a point just east of sidetrack switch in Saco to Tower 1 at Rigby (Scarborough), 9.72 mi. F.D. 14430. Section from Alfred Rd. to Saco East, 2.23 mi., retained as freight track. [↑](#endnote-ref-45)
46. ICC authority effective 8-18-1944, N. Berwick to Alfred Rd. (AR) Tower, 17.87 mi. F.D. 14546. [↑](#endnote-ref-46)
47. ICC/Mass. DPU report for 1952, notes, p.530, that ICC authority was granted under F.D. 17725, dated 8-12-1952. In 1965 Portland Gas & Light Corp. purchased “almost the entire length of the line.” –B&M Bulletin Summer 1980, p.17. [↑](#endnote-ref-47)
48. Karr [↑](#endnote-ref-48)
49. B&MRR Report to ICC/Mass. DPU for 1959. F.D. 20365. Abandonments 1955 to 1971, Feb. 14, 1972. Alan E. Macmillan Collection, B&MRRHS, 2004.37, states that this section was abandoned in 1958. [↑](#endnote-ref-49)
50. Abandonments 1955 to 1971, Feb. 14, 1972. Alan E. Macmillan Collection, B&MRRHS, 2004.37. [↑](#endnote-ref-50)
51. Tracks torn up 1961. Abandonments 1955 to 1971, Feb. 14, 1972. Alan E. Macmillan Collection, B&MRRHS, 2004.37, describes this as Woburn Loop, Woburn to Wilmington, 3.5 mi., abandoned 1961. [↑](#endnote-ref-51)
52. Abandonments 1955 to 1971, Feb. 14, 1972. Alan E. Macmillan Collection, B&MRRHS, 2004.37. [↑](#endnote-ref-52)
53. ICC/Mass. DPU report for 1961, p. 530, notes under abandonments, “Saratoga Branch, East Saratoga Jct., N.Y.” [↑](#endnote-ref-53)
54. F.D. 21846 [↑](#endnote-ref-54)
55. F.D. 21529. Abandonments 1955 to 1971, Feb. 14, 1972. Alan E. Macmillan Collection, B&MRRHS, 2004.37, state branch was abandoned in 1961. [↑](#endnote-ref-55)
56. F.D. 21851 [↑](#endnote-ref-56)
57. F.D. 21864. Segment of Reformatory Branch from Concord, Ms. to Reformatory, Ms. abandoned 1927. See above. [↑](#endnote-ref-57)
58. F.D. 21826. Also Karr. [↑](#endnote-ref-58)
59. Abandonments 1955 to 1971, Feb. 14, 1972. Alan E. Macmillan Collection, B&MRRHS, 2004.37. [↑](#endnote-ref-59)
60. Bill of sale Dec. 6, 1939 by B&M to Henry N. Teague of Fabyan, N.H. and Mount Washington Club, Inc. (Teague had the right to purchase all 2,115 outstanding shares of Mount Washington Railway from B&M for $135,000 in an agreement dated Oct. 26, 1936). Teague assigned that right to Mount Washington Club, Inc. on Nov. 16, 1939.) [↑](#endnote-ref-60)
61. F.D. 14967-1 and A History Of The Saratoga & Schuylerville Railroad By Mike D'Amico [http://www.ginosrailpage.com/SANDS/SANDS1.html] [↑](#endnote-ref-61)
62. F.D. 14967-1 and A History Of The Saratoga & Schuylerville Railroad By Mike D'Amico [http://www.ginosrailpage.com/SANDS/SANDS1.html] [↑](#endnote-ref-62)
63. F.D. 16535. B&M report ICC/Me. DPU for 1949. [↑](#endnote-ref-63)
64. Report to ICC/Mass. DPU for 1950. [↑](#endnote-ref-64)
65. Nowell, The B&M Chronicle. [↑](#endnote-ref-65)
66. Interstate Commerce Commission. Alphabetical List of Corporate Names of Operating Roads and Pipelines. 1-1-1964. [↑](#endnote-ref-66)
67. 10-13-1944 is date of acquisition specified in B&MRR Report to ICC/DPC for 1944. Details as to the nature of the transaction might be found in the F.D. However, ICC, Alphabetical List of Corporate Names of Operating Roads and Pipelines, 1-1-1964, indicates date of 8-28-1944 and describes the transaction as a purchase. [↑](#endnote-ref-67)
68. 7-17-1944 is date of acquisition specified in report to ICC/DPC for 1944. Details as to the nature of the transaction might be found in the F.D. ICC, Alphabetical List of Corporate Names of Operating Roads and Pipelines. 1-1-1964, records the transaction as a purchase. [↑](#endnote-ref-68)
69. 8-15-1944 is date of acquisition specified in report to ICC/DPC for 1944. Details as to the nature of the transaction might be found in the F.D. [↑](#endnote-ref-69)
70. Map. Boston and Maine Railroad, Lines Owned, Leased, or Controlled, Jan. 1, 1921. [↑](#endnote-ref-70)
71. Nimke, *Connecticut River Railroads,* vol. VI, p. 91. [↑](#endnote-ref-71)
72. B&MRR annual report for 1946. [↑](#endnote-ref-72)
73. Map. Boston and Maine Railroad, Lines Owned, Leased, or Controlled, Jan. 1, 1921. [↑](#endnote-ref-73)
74. Map. Boston and Maine Railroad, Lines Owned, Leased, or Controlled, Jan. 1, 1921. [↑](#endnote-ref-74)
75. B&MRR annual report for 1946. [↑](#endnote-ref-75)
76. As a result of settlement between the State and Guilford Transportation Industries [↑](#endnote-ref-76)
77. Map. Boston and Maine Railroad, Lines Owned, Leased, or Controlled, Jan. 1, 1921. [↑](#endnote-ref-77)
78. ICC. Alphabetical List of Corporate Names of Operating Roads and Pipelines, 1-1-1964. [↑](#endnote-ref-78)
79. Map. Boston and Maine Railroad, Lines Owned, Leased, or Controlled, Jan. 1, 1921. [↑](#endnote-ref-79)
80. ICC. Alphabetical List of Corporate Names of Operating Roads and Pipelines, 1-1-1964. [↑](#endnote-ref-80)
81. An undivided one-half interest. [↑](#endnote-ref-81)
82. 12-29-1944 is date of acquisition specified in report to ICC/DPC for 1944. Liquidation date is per Frye. [↑](#endnote-ref-82)
83. B&M Report to ICC for 1942. [↑](#endnote-ref-83)
84. Map. Boston and Maine Railroad, Lines Owned, Leased, or Controlled, Jan. 1, 1921. [↑](#endnote-ref-84)
85. Purchase approved by ICC in December 1946. Date of sale is supplied by ICC, Alphabetical List of Corporate Names of Operating Roads and Pipelines, 1-1-1964. [↑](#endnote-ref-85)
86. Map. Boston and Maine Railroad, Lines Owned, Leased, or Controlled, Jan. 1, 1921. [↑](#endnote-ref-86)
87. B&M report to ICC for 1942, p. 207. ICC, Alphabetical List of Corporate Names of Operating Roads and Pipelines, 1-1-1964, describes the transaction as a purchase. [↑](#endnote-ref-87)
88. Wood, Frederic J., The Turnpikes of New England and Evolution of the Same Through England, Virginia, and Maryland. Marshall Jones Company, 1919, pp.265-6. Curiously, however, the ICC in Alphabetical List of Corporate Names of Operating Roads and Pipelines, 1-1-1964, indicates that the corporation was purchased by Boston and Maine Railroad on 1-14-1922. [↑](#endnote-ref-88)
89. The purchase of the physical properties and franchises of the T&B was authorized by the B&M stockholders at their 1946 annual meeting. Date of sale was found in ICC, Alphabetical List of Corporate Names of Operating Roads and Pipelines, 1-1-1964. [↑](#endnote-ref-89)
90. Jones, Robert C. *Vermont Railroads,* vol. I, p.78. [↑](#endnote-ref-90)
91. http://corp.sec.ma.us [↑](#endnote-ref-91)
92. Ibid. [↑](#endnote-ref-92)
93. Ibid. [↑](#endnote-ref-93)
94. Map. Boston and Maine Railroad, Lines Owned, Leased, or Controlled, Jan. 1, 1921. [↑](#endnote-ref-94)
95. Map. Boston and Maine Railroad, Lines Owned, Leased, or Controlled, Jan. 1, 1921. [↑](#endnote-ref-95)
96. Map. Boston and Maine Railroad, Lines Owned, Leased, or Controlled, Jan. 1, 1921. [↑](#endnote-ref-96)
97. B&M report to ICC/Me. DPU for 1949. Also ICC, Alphabetical List of Corporate Names of Operating Roads and Pipelines. 1-1-1964. [↑](#endnote-ref-97)
98. Jones, Robert C. *Vermont Railroads.* [↑](#endnote-ref-98)
99. Map. Boston and Maine Railroad, Lines Owned, Leased, or Controlled, Jan. 1, 1921. [↑](#endnote-ref-99)
100. B&M report to ICC/Me. DPU for 1949. Also ICC, Alphabetical List of Corporate Names of Operating Roads and Pipelines. 1-1-1964. [↑](#endnote-ref-100)
101. Map. Boston and Maine Railroad, Lines Owned, Leased, or Controlled, Jan. 1, 1921. [↑](#endnote-ref-101)
102. B&MRR Annual Report for 1946 states, “During the year 1946 the reorganization proceedings of the St. Johnsbury & Lake Champlain Railroad Company were completed and all the securities (consisting of first and second mortgage bonds and common stock) of the new company, St. Johnsbury & Lake Champlain Railroad, were issued to Boston and Maine in partial satisfaction of its prior claim on the assets of the debtor railroad. By subsequent transfer of the common stock to three individuals, control of that property is now in the hands of local interests.” [↑](#endnote-ref-102)
103. Map. Boston and Maine Railroad, Lines Owned, Leased, or Controlled, Jan. 1, 1921. [↑](#endnote-ref-103)
104. Jones, Robert C. *Railroads of Vermont, Vol. II*, 1993. [↑](#endnote-ref-104)
105. Map. Boston and Maine Railroad, Lines Owned, Leased, or Controlled, Jan. 1, 1921. [↑](#endnote-ref-105)
106. Karr, Ronald Dale, Lost Railroads of New England, 2nd ed., [Branch Line Press](http://www.fortunecity.com/banners/interstitial.html?http://www.net1plus.com/users/blp/), 1996. [↑](#endnote-ref-106)
107. Petition for reorganization was filed under Section 77 on Mar. 12, 1970 in U.S. District Court for District of Massachusetts, docket no. 70-250-F. Robert W. Meserve, Paul W. Cherington, and Charles W. Bartlett were appointed trustees by order of the court entered Apr. 24 1970, and appointments were ratified by ICC in F.D. 26115 on May 11, 1970. Paul W. Cherington resigned on Dec. 20, 1971. Charles W. Bartlett resigned Jan. 9, 1973. Benjamin H. Lacey as appointed trustee by order of the court entered on Jun. 21, 1973 and appointment was ratified by ICC in F.D. 26115 on Jul. 26, 1973. [↑](#endnote-ref-107)
108. Yard in Berlin, N.H. operated by Berlin Mills Railway under lease dated Aug. 5, 1977. Hoosick Jct., N.Y. to North Bennington, Vt., 6.81 mi., leased to Vermont Railway, 1981 [↑](#endnote-ref-108)
109. In 1986 Guilford Transportation Industries, Inc. began implementing a plan to lease rail lines and related trackage rights from four of its subsidiaries, The Delaware and Hudson Railway Company, the Boston and Maine Corporation, the Maine Central Railroad Company, and the Portland Terminal Company, to a fifth subsidiary, the Springfield Terminal Railway Company. From late 1986 through late 1987, the five Guilford subsidiaries filed notices of the transactions under procedures of 49 CFR 1180.4. [↑](#endnote-ref-109)
110. The principal source for this section was the Report to ICC/Mass. DPU for 1959, pp. 400-400B, adjusted for changes between 12-31-1959 and 5-1-1964. [↑](#endnote-ref-110)
111. Ex Eastern Railroad [↑](#endnote-ref-111)
112. Remnant of the Dover & Winn. R.R. [↑](#endnote-ref-112)
113. Part of former Worcester, Nashua and Portland Div. [↑](#endnote-ref-113)
114. Date of sale established by memorandum Alan E. MacMillan to J. H. Watts etal, 2-22-1977 (B&MRRHS 2004.36). Sale authorized by CPC&N 1-27-1977. [↑](#endnote-ref-114)
115. F.D. 25029. [↑](#endnote-ref-115)
116. Ex-N.Y.N.H.&H.R.R., ex-New Haven and Northampton RR. [↑](#endnote-ref-116)
117. Waterbury to New Britain ex-N.Y.N.H.&H.R.R., ex-Hartford, Providence & Fishkill R.R. (23 mi.). New Britain to Berlin ex- N.Y.N.H.&H.R.R., ex-Hartford and New Haven R.R. (2 mi.). [↑](#endnote-ref-117)
118. Ex-N.Y.N.H.&H.R.R., ex-Naugatuck R.R. [↑](#endnote-ref-118)
119. B&M also secured freight trackage rights over (1) Amtrak's Springfield-Hartford line (joint with Conrail)[Springfield-New Haven?] (2) Connecticut Department of Transportation's Waterbury-Derby Junction Branch. [↑](#endnote-ref-119)
120. Ex-New York Central/Boston and Albany R.R., ex-Pittsfield and North Adams R.R. [↑](#endnote-ref-120)
121. Taken by eminent domain. [↑](#endnote-ref-121)
122. History of New Hampshire’s Railroad Activity. New Hampshire Railroad Revitalization Association. http://www.nhrra.org/resources/newhampshire.htm. As revised 1-12-1999. [↑](#endnote-ref-122)
123. Immediately resold to Central Vermont Railway. (Karr). Sale was forced by ICC. [↑](#endnote-ref-123)
124. History of New Hampshire’s Railroad Activity. New Hampshire Railroad Revitalization Association http://www.nhrra.org/resources/newhampshire.htm. As revised 1-12-1999. [↑](#endnote-ref-124)
125. History of New Hampshire’s Railroad Activity. New Hampshire Railroad Revitalization Association http://www.nhrra.org/resources/newhampshire.htm. As revised 1-12-1999. [↑](#endnote-ref-125)
126. History of New Hampshire’s Railroad Activity. New Hampshire Railroad Revitalization Association http://www.nhrra.org/resources/newhampshire.htm. As revised 1-12-1999. [↑](#endnote-ref-126)
127. History of New Hampshire’s Railroad Activity. New Hampshire Railroad Revitalization Association http://www.nhrra.org/resources/newhampshire.htm. As revised 1-12-1999. [↑](#endnote-ref-127)
128. A subsidiary of CSF Acquisitions under 10 year lease-purchase. [↑](#endnote-ref-128)
129. A subsidiary of CSF Acquisitions under 10 year lease-purchase. [↑](#endnote-ref-129)
130. History of New Hampshire’s Railroad Activity. New Hampshire Railroad Revitalization Association http://www.nhrra.org/resources/newhampshire.htm. As revised 1-12-1999. [↑](#endnote-ref-130)
131. History of New Hampshire’s Railroad Activity. New Hampshire Railroad Revitalization Association The N.H. Attorney General’s Department and Boston & Maine Corporation settled claims regarding various railroads within the State. Road acquired by State of N.H. www.nhrra.org/resources/newhampshire.htm [↑](#endnote-ref-131)
132. The N.H. Attorney General’s Department and Boston & Maine Corporation settled claims regarding various railroads within the State. Road acquired by State of N.H. www.nhrra.org/resources/newhampshire.htm [↑](#endnote-ref-132)
133. The N.H. Attorney General’s Department and Boston & Maine Corporation settled claims regarding various railroads within the State. Road acquired by State of N.H. www.nhrra.org/resources/newhampshire.htm [↑](#endnote-ref-133)
134. As a result of the settlement between the State and Guilford Transportation Industries. www.nhrra.org/resources/newhampshire.htm [↑](#endnote-ref-134)
135. As a result of the settlement between the State and Guilford Transportation Industries. www.nhrra.org/resources/newhampshire.htm [↑](#endnote-ref-135)
136. www.nhrra.org/resources/newhampshire.htm [↑](#endnote-ref-136)
137. STB FD No. 35147 [↑](#endnote-ref-137)
138. (STB Docket No. AB-32 (Sub-No. 93X), STB Docket No. 355 (Sub-No. 31X, decided March 22, served March 29, 2005). In 2001 B&M Corp. filed for abandonment (STB Docket

No. AB-32 (Sub-No. 92), served Dec. 21, 2001), but withdrew after agreeing to sell the property to Massachusetts Port Authority and took back a perpetual easement to operate service. STB Finance Docket

No. 34276 (STB served Mar. 25, 2003) [↑](#endnote-ref-138)
139. STB Finance Docket No. 35147. Includes 15.80 mi. of trackage rights over MBTA between Willows, Ms. to Fitchburg, Ms. Also includes 2.3 mi. of trackage rights over MBTA Willows, Ms. to Littleton, Ms. [↑](#endnote-ref-139)
140. STB Finance Docket No. 35147. Includes 18.3 miles of trackage over Canadian Pacific Railway Company between Mohawk Yard in Schenectady, NY and Mechanicville, N.Y. [↑](#endnote-ref-140)
141. STB Finance Docket No. 35147. [↑](#endnote-ref-141)
142. STB Finance Docket No. 35147. Includes 72.8 miles of trackage rights over New England Central Railroad (NECR) between White River Junction, VT and East Northfield, MA; 49.7 miles of track to be owned by PAS on the Connecticut River Mainline between East Northfield, MA and Springfield, MA; and 62.0 miles of trackage rights over the National Railroad Passenger Corporation (Amtrak) between Springfield, MA and New Haven, CT. [↑](#endnote-ref-142)
143. STB F.D. 35147. Ex Boston, Barre and Gardner Railroad Corporation. [↑](#endnote-ref-143)
144. STB F.D. 35147. Ex Worcester, Nashua and Rochester Railroad Company. Also trackage rights over the Groton Industrial, which consists of trackage rights over MBTA extending approximately 5 miles between Ayer, Ms. and Groton, Ms. [↑](#endnote-ref-144)
145. STB F.D. 35147. Including 18.60 miles of trackage rights over Metro-North Commuter Railroad Waterbury to Derby. [↑](#endnote-ref-145)
146. STB F.D. 35147. [↑](#endnote-ref-146)
147. Abandonments 1955 to 1971, Feb. 14, 1972. Alan E. Macmillan Collection, B&MRRHS, 2004.37. [↑](#endnote-ref-147)
148. Ashuelot Branch [↑](#endnote-ref-148)
149. Karr. [↑](#endnote-ref-149)
150. Karr. [↑](#endnote-ref-150)
151. Abandonments 1955 to 1971, Feb. 14, 1972. Alan E. Macmillan Collection, B&MRRHS, 2004.37. [↑](#endnote-ref-151)
152. Per bulletin order SY-15 dated 2-17-1972. F.D. 25990 [↑](#endnote-ref-152)
153. Abandonments 1955 to 1971, Feb. 14, 1972. Alan E. Macmillan Collection, B&MRRHS, 2004.37. [↑](#endnote-ref-153)
154. In 1995, as a result of a settlement between State of New Hampshire and Guilford Transportation Industries, Inc., the State of New Hampshire acquired the line from the Ms.-N.H. border to Walpole. [↑](#endnote-ref-154)
155. ICC doc. AB-32 (Sub. No. 3-F) [↑](#endnote-ref-155)
156. ICC doc. AB-32 (Sub. No. 4-F), plus 3 mi. of trackage rts. [↑](#endnote-ref-156)
157. Ashuelot Branch leased to Green Mountain Railroad in 1982. The latter abandoned in 1983. [↑](#endnote-ref-157)
158. Karr. [↑](#endnote-ref-158)
159. Karr. [↑](#endnote-ref-159)
160. After 1985 customers south of the bridge received service from Salem while those north of the bridge were served from Wakefield Jct. via Danvers Jct. Karr. [↑](#endnote-ref-160)
161. www.nhrra.org/resources/newhampshire.htm. See also Road Sold. [↑](#endnote-ref-161)
162. Karr. [↑](#endnote-ref-162)
163. Karr. [↑](#endnote-ref-163)
164. Karr. [↑](#endnote-ref-164)
165. In 1995, as a result of a settlement between State of New Hampshire and Guilford Transportation Industries, Inc., the State of New Hampshire acquired the line from the Ms.-N.H. border to Walpole. [↑](#endnote-ref-165)
166. December 29, 1997 filed application for permission to abandon. Abandoned 1998 per Trains, Mar. 2010, map p.42. [↑](#endnote-ref-166)
167. Notice of the exemption was served and published in the Federal Register on December 3, 1997 (62 FR 64042-43). The exemption became effective on 2 January, 1998. [↑](#endnote-ref-167)
168. STB Docket No. AB-32, Sub No. 88X, decided February 16, served February 28, 2000 [↑](#endnote-ref-168)
169. STB Docket No. AB-32, Sub No. 89, decided May 15, served May 18, 2000 [↑](#endnote-ref-169)
170. STB Docket No. AB-355, Sub No. 28X, decided May 20, served May 27, 2003. An earlier source (STB Docket No. AB-32, Sub No. 90, decided June 27, served July 5, 2001) notes B&M Corp. to abandon the Manchester and Lawrence Branch from MP 1.4 in Lawrence, Mass to MP 4.4 in Salem, New Hampshire, a distance of 3 miles. Comments due by July 30, 2001. (STB Docket No. AB-32, Sub No. 90, decided June 27, served July 5, 2001) [↑](#endnote-ref-170)
171. STB Docket No. AB-32 (Sub-No. 97X); STB Docket No. AB-355 (Sub-No. 29X, decided Feb. 5, 2004, served Feb. 13, 2004 [↑](#endnote-ref-171)
172. Effective on December 7, 2006. (STB Docket No. AB-32 (Sub-No. 99X), decided October 31, served November 7, 2006) [↑](#endnote-ref-172)
173. STB Docket No. AB-32 (Sub-No. 95X), decided February 23, served March 7, 2007. [↑](#endnote-ref-173)
174. Effective on August 8, 2007. STB Docket No. AB-355 (Sub-No. 5X), decided June 29, served July 9, 2007 [↑](#endnote-ref-174)
175. STB Docket No. AB-355 (Sub-No. 36X), STB Docket No. AB-32 (Sub-No. 102X, decided January 17, served January 25, 2008. [↑](#endnote-ref-175)
176. STB Docket No. AB-32 (Sub-No. 101X), STB Docket No. AB-355 (Sub-No. 35X, decided January 18, served January 25, 2008) [↑](#endnote-ref-176)
177. STB docket no. AB-32 (sub no. 85X); STB docket no. AB-355 (sub no 37X) decided Nov. 4, 2008, served Nov. 13, 2008. [↑](#endnote-ref-177)
178. Arthur Hurd, “Hampton Branch No More,” in B&MRRHS Newsletter, Nov.-Dec. 2013, p. 3. [↑](#endnote-ref-178)
179. Jones, Robert C. *Railroads of Vermont, Vol. I*, 1993, p. 322. [↑](#endnote-ref-179)
180. Edward T. LeVay, Jr. email to Frederick N. Nowell, III, Dec. 23, 2010. [↑](#endnote-ref-180)
181. Edward T. LeVay, Jr. email to Frederick N. Nowell, III, Dec. 23, 2010. [↑](#endnote-ref-181)
182. Source materials include notice of special meeting of Boston and Maine Industries, Inc. dated Oct. 10, 1969 and clippings from MacMillan Collection, B&MRRHS lot 2004.37 [↑](#endnote-ref-182)
183. Edward T. LeVay, Jr. email to Frederick N. Nowell, III, Dec. 23, 2010. [↑](#endnote-ref-183)
184. Source materials include notice of special meeting of Boston and Maine Industries, Inc. dated Oct. 10, 1969 and clippings from MacMillan Collection, B&MRRHS lot 2004.37 [↑](#endnote-ref-184)
185. Parker, John. Historical Notes on the Springfield Terminal Railway. B&M Bulletin, Fall 1974, pp. 20-29. [↑](#endnote-ref-185)
186. Parker, John. Historical Notes on the Springfield Terminal Railway. B&M Bulletin, Fall 1974, pp. 20-29. [↑](#endnote-ref-186)
187. Edward A. Lewis, American Shortline Railway Guide., 5th Edition. Milwaukee: Kalmbach Pub. Co., 1996, p.173. [↑](#endnote-ref-187)
188. Map. Boston and Maine Railroad, Lines Owned, Leased, or Controlled, Jan. 1, 1921. [↑](#endnote-ref-188)