Boston and Maine Railroad

Roster of Steam Locomotives Acquired 1836 - 1865

Compiled by Rick Nowell, Archives Chairman, B&MRRHS

This roster of early locomotives, organized by the year of acquisition, combines “biographical” information about each locomotive with corporate changes occurring through 1865. B&M identified its earliest locomotives by name only. The road attempted to assign numbers to a group of new locomotives acquired between 1847 and 1850, but regular numbering of locomotives did not begin until 1865. From then until 1892 B&M locomotives bore names as well as numbers. Names were no longer assigned from 1892. When a locomotive was sold or scrapped a new locomotive was assigned to bear the old number and name, hence we have found it useful to label the names and numbers 1st, 2nd, etc. to keep them straight and to facilitate the identification of photographs.

**Andover and Wilmington Rail Road Corporation (incorporated March 15, 1833) opened from Wilmington to South Parish, Andover, on August 8, 1836**

1836

Andover (1st)

2-2-0. Built 1836 by Proprietors of Locks and Canals, Lowell, Mass., for Andover and Wilmington Rail Road Corporation. To Andover and Haverhill Rail-road Corporation 1837. To Boston and Portland Rail-road Corporation 1839. To Boston and Maine Railroad Company 1841. To Boston and Maine Railroad 1844. Scrap 1856

Haverhill (1st)

2-2-0. Built 1836 by Proprietors of Locks and Canals, Lowell, Mass., for Andover and Wilmington Rail Road Corporation. To Andover and Haverhill Rail-road Corporation 1837. To Boston and Portland Rail-road Corporation 1839. To Boston and Maine Railroad Company 1841. To Boston and Maine Railroad 1844. Scrap 1858

**Name of Andover and Wilmington Rail Road Corporation changed to Andover and Haverhill Rail-road Corporation in April 1837. A&H opened from south parish, Andover, to Bradford Oct. 26, 1837**

1837

Rockingham (1st)

2-2-0. Built 1837 by Proprietors of Locks and Canals, Lowell, Mass., for Andover and Haverhill Rail-road Corporation. To Boston and Portland Rail-road Corporation 1839. To Boston and Maine Railroad Company 1841. To Boston and Maine Railroad 1844. Sold to Newburyport RR 1850

**Name of Andover and Haverhill Rail-road Corporation changed to Boston and Portland Rail-road Corporation in April 1839. Opened from Bradford to Haverhill in Dec. 1839**

1839

Berwick

4-2-0. Built 1839 by Proprietors of Locks and Canals, Lowell, Mass., for Boston and Portland Rail-road Corporation. To Boston and Maine Railroad Company 1841. To Boston and Maine Railroad 1844. Rebuilt 1845 by Hinkley & Drury as Cocheco (1st)

Meteor

4-2-0. Built 1839 by Proprietors of Locks and Canals, Lowell, Mass., for Boston and Portland Rail-road Corporation. To Boston and Maine Railroad Company 1841. To Boston and Maine Railroad 1844. Sold 1848

**B&P opened from Haverhill, Mass. to Mass.-N.H. State Line Jan. 1, 1840. Boston and Maine Railroad (incorp. N.H., June 27, 1835) opened from Mass.-N.H. State Line to East Kingston, N.H. on Jan. 1, 1840 and from East Kingston to Exeter on June 26, 1840. Between Jan. 1, 1840 and June 26, 1840 B&M was operated by B&P under agreement. Boston and Maine Railroad was leased to B&P effective with the opening to Exeter and as lessor, B&P continued to operate Boston & Maine Railroad when the latter was opened to Dover on Sept. 27, 1841. On Nov. 5, 1841 Boston and Portland Rail-road Corporation was consolidated with Boston and Maine Railroad as Boston and Maine Railroad Company. The railroad was pushed forward to the N.H.-Me. State Line opening Feb. 2, 1843. In the meantime The Maine, New Hampshire, and Massachusetts Railroad Corporation was incorporated in Maine to build from the N.H.-Me. State Line, and opened Feb 2, 1843 to its terminus at the junction with the Portland, Saco and Portsmouth Railroad at South Berwick. B&M branch from Rollinsford to Somersworth opened Jul. 24, 1843**

1843

Portland (1st). No. 2 (1st)

4-2-0. Built 1843 by Hinkley & Drury for Boston and Maine Railroad Company. To Boston and Maine Railroad 1844. Rebuilt 1865. Scrap 1885

**On June 3, 1844 Boston and Maine Railroad Company consolidated with The Maine, New Hampshire and Massachusetts Railroad Corporation to form Boston and Maine Railroad**

1844

Medford (1st)

4-2-0. Built 1844 by Proprietors of Locks and Canals, Lowell, Mass. Said to have been built for Medford Branch which opened from Medford Jct. to Medford March 1, 1847. Sold to Newburyport RR 1850

Whistler (1st)

4-2-0. Built 1844 by Proprietors of Locks and Canals, Lowell, Mass. Rebuilt prior to 1849 by Hinkley & Drury as Augusta (1st)

Reading (1st) No. 3 (1st)

4-2-2. Built 1844 by Hinkley & Drury. Rebuilt as 4-4-0 in 1861. Demolished in wreck at Ballardvale Nov. 17, 1876 and scrapped

**Boston and Maine Rail-road Extension Company opened from Wilmington Junction to Haymarket Square, Boston, on July 1, 1845 and merged with Boston and Maine Railroad on Sept. 10, 1845**

1845

Dragon (1st) No. 1 (1st)

0-4-0. Built 1845 by B&MRR. Said to be a freight engine.[[1]](#footnote-1) Scrap 1883

Cocheco (1st)

4-2-0. Rebuilt 1845 from Berwick by Hinkley & Drury. Sold to Newburyport Railroad by 1860 [and/or] gone by 1863 [and/or] sold to United States Military Railroad

Malden (1st)

4-2-0. Built 1845 by Hinkley & Drury. Rebuilt 1861 as Medford (2nd) by B&MRR

Swamscot (1st) No. 6 (1st)

0-4-0. Built 1845 by Hinkley & Drury. Named for river that flows through Exeter, N.H. Scrap 1882

Antelope No. 7 (1st)

4-2-2. Built 1845 by Hinkley & Drury. First mile-a-minute run in U.S., 1848. Rebuilt 1856.Rebuilt to 4-4-0 in 1861. Rebuilt 1877 by Hinkley L. W. or B&MRR. Sold 1896 to Poulterer

Bangor (1st)

4-4-0. Built 1845 by Hinkley & Drury. Ran thru open draw at Boston Nov. 21, 1862. Rebuilt by Hinkley, Child, Ayer & Williams 1863 as Memecho (1st), No. 8 (1st)

1846

Massachusetts No. 9 (1st)

4-4-0. Built 1846 by Hinkley & Drury. Rebuilt after 1877. Scrap 1891

**B&M branch from Medford Jct. to Medford opened Mar. 1, 1847**

1847

New Hampshire (1st) No. 10 (1st)

4-6-0. Built 1847 by Hinkley & Drury. New Hampshire was the woodburner used in fuel trials with the coal-fired Goliath in late January and early February 1850. Rebuilt 1861 as 4-4-0. Scrap 1874

Maine (1st) No. 11 (1st)

4-6-0. Built 1847 by Hinkley & Drury. Rebuilt 1858 as 4-4-0. Scrap 1882

Lawrence (1st) • Wyoming (1st)

No. 12 (1st)

4-4-0. Built 1847 by Hinkley & Drury. Renamed Wyoming after 1877. Scrap 1885

Dover (1st) No. 21 (1st)

No. 44 (1st)

4-4-0. Built 1847 by Hinkley & Drury. Chaffin states this machine was built as No. 21 with no name but was named Dover and renumbered 44 (1st) prior to 1856. Sold to USMR 1862. Retained name Dover and sold to W.L. Scott 1865

1848

Ogiochook No. 22 (1st)

4-4-0. Built 1848 by Boston Locomotive Works. The name is a variant of Agiocochook, the Indian name for Mount Washington, which means "Home of the Great Spirit." Chaffin states this machine was built as No. 22 (1st) with no name but was named Ogiochook prior to 1856. Rebuilt 1863 by B&MRR as Wannalancet (1st), No. 13 (1st)

Boston (1st) No. 23 (1st)

No. 14 (1st)

4-4-0. Built 1848 by Ballardvale Locomotive Works. Chaffin states this machine was built as No. 23 with no name but was named Boston prior to 1856. Renumbered 14 (1st) at unknown date. Scrap 1866

Bay State (1st) No. 25 (1st)

No. 17 (1st)

4-4-0. Built 1848 by B&MRR. Chaffin states this machine was built as No. 25 with no name but was named Bay State prior to 1856. Renumbered 17 (1st) at unknown date. Scrap 1884

Granite State No. 26 (1st)

No. 18 (1st)

No. B (1st)

No. 9 (2nd)

4-4-0. Built 1848 by B&MRR. Chaffin states this machine was built as No. 26 with no name but was named Granite State prior to 1856. Renumbered 18 (1st) in 1865. Renumbered B (1st) in 1888. Renumbered 9 (2nd) in 1891. Scrap 1892

Augusta (1st)

4-2-0. Rebuilt prior to 1849 from Whistler by Boston Locomotive Works. Scrap 1858

1849

Norris (1st) No. 5 (1st)

4-4-0. Built in 1849 by R. Norris. Rebuilt 1860. Said to be a freight engine.[[2]](#footnote-2) Sold 1884

Goliath (1st)

0-8-0. Built 1849 by Ross Winans. Chaffin states that she was a coal burner, received 1849 on trial, and was not purchased. Goliath was involved in a comparison of coal and wood fuels on the B&M in late January and early February 1850. Disposed of 1850

Ballardvale (1st) No. 24 (1st) No. 15 (1st)

4-4-0. Built 1849 by Ballardvale Locomotive Works. Ballardvale is a village in the Town of Andover, Mass. Chaffin states this machine was built as No. 24 with no name but was named Ballardvale prior to 1856. Scrap 1875

1850

Exeter (1st) No. 27 (1st)

4-4-0. Built 1850 by Boston Locomotive Works. Chaffin states this machine was built as No. 27 with no name but was named Exeter prior to 1856. Sold USMR Mar. 11, 1862. Abandoned White House, Va. June 1862, recovered in N.C. Named Gen. J B Pettigrew on paper only

Vermont (1st) No. 28 (1st)

4-4-0. Built 1850 by Boston Locomotive Works. Chaffin states this machine was built as No. 28 with no name but was named Vermont prior to 1856. Sold York and Cumberland Railroad Company 1861

1851

Essex (1st) No. 16 (1st)

4-4-0. Built 1851 by the Essex Company, Lawrence, Mass. Scrap 1880.

1852

Hinkley (1st) • Oak Grove (1st)

No. 19 (1st)

4-4-0. Built 1852 by Boston Locomotive Works. Renamed Oak Grove unknown date. Scrap 1885

1853

O.W. Bayley (1st) No. 20 (1st)

4-4-0. Built 1853 by Amoskeag Manufacturing Co., Manchester, N.H. Oliver W. Bayley was the head of Amoskeag’s machine shop, “and while there acquired and sustained a reputation for building locomotives second to no other manufacturer in the country.”[[3]](#footnote-3) Scrap 1880

Rockingham (2nd) No. 21 (2nd)

4-4-0. Built 1853 by Amoskeag Manufacturing Co., Manchester, N.H. Rebuilt 1863 by Manchester. Sold 1897 Poulterer

1854

United States (1st) No. 22 (2nd)

4-4-0. Built 1854 by Boston Locomotive Works. Scrap or rebuilt as No. 22 (3rd) in 1866

Thomas West No. 23 (2nd)

4-4-0. Built 1854 by Boston Locomotive Works. Rebuilt and new boiler 1880. Thomas West was president of the B&MRR from 1842 to 1850. Sold Poulterer 1895

Merrimac No. 24 (2nd)

4-4-0. Built 1854 by Boston Locomotive Works. Was last inside connected engine on the B&M. New boiler 1880. Rebuilt 1881. Scrap 1897

1855

Atlantic (1st) No. 25 (2nd)

4-4-0. Built 1855 by Boston Locomotive Works. Scrap 1890

Pacific (1st) No. 26 (2nd)

4-4-0. Built 1855 by the Essex Company, Lawrence, Mass. Scrap 1883

**Georgetown Branch Rail-road Company, incorp. Mar. 11, 1844; did not build; merged with Newburyport Rail-road Company 1846. Newburyport Rail-road Company incorp. Mar. 11, 1846; merged with Georgetown Branch Rail-road Company 1846 as Newburyport Rail-road Company; opened Newburyport to Georgetown May 23, 1850; opened Georgetown to Bradford Sept. 23, 1851; consolidated Feb. 22, 1855 with Danvers and Georgetown Railroad Company to form Newburyport Railroad Company. Danvers and Georgetown Railroad Company incorp. May 17, 1851. Opened Georgetown to Danvers Sept. 1854; operated 1854-1855 by Newburyport Rail-road Company; consolidated Feb. 22, 1855 with Newburyport Rail-road Company to form Newburyport Railroad Company. Newburyport Railroad leased to B&M effective Feb. 21, 1860.**

1860

Mystic (1st) No. 28 (2nd)

4-4-0. Built 1852 by Boston Locomotive Works as Merrimac for Newburyport Rail-road Company. To Newburyport Railroad Company 1855 which was leased to B&MRR effective 1860. Re-named Mystic by B&M at time of the lease and numbered 28 by 1865. Scrap 1882

Newburyport No. 29 (1st)

No. 510 (1st)

No. 610 (2nd)

4-4-0. Built 1854 by Boston Locomotive Works for Newburyport Rail-road Company. To Newburyport Railroad Company 1855 which was leased to B&MRR effective 1860. Renumbered 510 (1st) in 1892. Renumbered 610 (2nd) in 1893. Scrap 1893

Camilla (1st) No. 30 (1st)

4-2-2. Built 1848 by Boston Locomotive Works. Was tried out on Boston and Lowell RR before sale to Newburyport Rail-road Company. To Newburyport Railroad Company 1855 which was leased to B&M RR effective 1860. Rebuilt as 4-4-0 by Boston Locomotive Works c1860. Scrap 1884

Yankee

4-4-0. Built 1854 by Boston Locomotive Works for Newburyport Rail-road Company. To Newburyport Railroad Company 1855 which was leased to B&MRR effective 1860. Rebuilt 1862 by B&MRR and re-named Haverhill (2nd)

Hercules No. 33 (1st)

4-4-0. Built 1860 by Boston Locomotive Works. Scrap 1894

1861

Andover (2nd) No. 31 (1st)

4-4-0. Built 1861 by B&MRR with parts provided by Boston Locomotive Works. Scrap 1884

Ajax (1st) No. 32 (1st)

4-4-0. Built 1861 by Boston Locomotive Works. Scrap 1882

Medford (2nd) No. 4 (1st)

4-4-0. Rebuilt 1861 from Malden (1st) by B&MRR. Scrap 1891

1862

Haverhill (2nd) No. 27 (2nd)

4-4-0. Rebuilt 1862 from Yankee by B&MRR. Scrap 1885

**Cocheco Railroad Company, incorp. Jul. 2, 1847; opened Dover to Farmington on Sept. 21, 1849, Farmington to Alton Bay on Sept. 1851. Sold to Dover & Winnipiseogee Railroad on April 22, 1863. Dover and Winnipiseogee Railroad leased to Boston and Maine Railroad effective Nov. 1, 1863**

1863

Memecho (1st) No. 8 (1st)

4-4-0. Rebuilt 1863 from Bangor by Hinkley, Child, Ayer, & Williams. Second hand boiler in 1874. Scrap 1875

Wannalancet (1st) No. 13 (1st)

Stoneham (1st) No. 13 (1st)

4-4-0. Rebuilt 1863 from Ogiochook by B&MRR. Renamed Stoneham (1st) after 1877. Scrap 1884

Alton Bay (1st) No. 36 (1st)

4-4-0. Built 1849 by Taunton Locomotive Manufacturing Company for Cocheco Railroad Company. To Dover & Winnipiseogee Railroad 1863 which was leased to B&MRR 1863. New boiler 1864. Scrap 1880

Rochester (1st)

4-4-0. Built 1851 by Taunton Locomotive Manufacturing Company for Cocheco Railroad Company. To Dover & Winnipiseogee Railroad 1863 which was leased to B&MRR 1863. Sold 1867 according to Chaffin, but why no number?

1864

Exeter (2nd) No. 34 (1st)

4-4-0. Built 1864 by B&MRR. Scrap 1885

1865

Strafford (1st) No. 35 (1st)

4-4-0. Built 1865 by B&MRR. Scrap 1882

Sources

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1. “The Old Railroad,” Andover Townsman, undated clipping in B&MRRHS Archives. [↑](#footnote-ref-1)
2. “The Old Railroad,” Andover Townsman, undated clipping in B&MRRHS Archives. [↑](#footnote-ref-2)
3. Freedley, Edwin T. *Leading Pursuits and Leading Men.* Phila.: Edward Young, 1856, pp. 313-14 [↑](#footnote-ref-3)