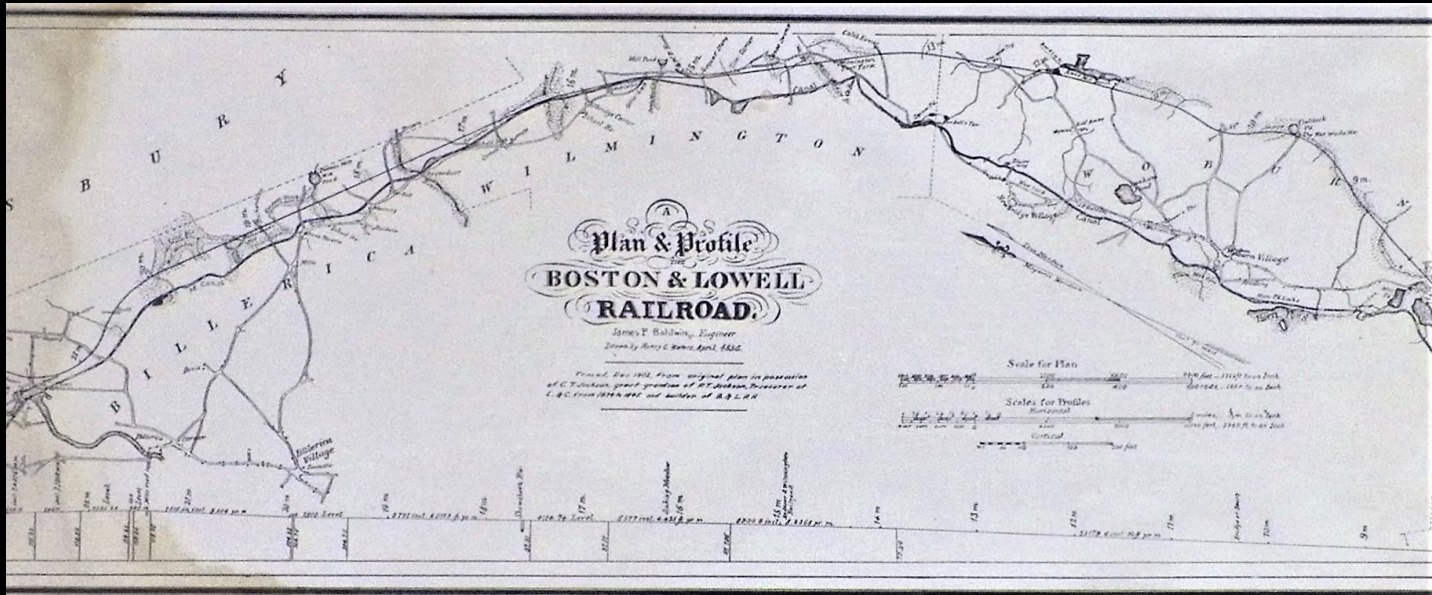


Boston & Maine Railroad
Historical Society Incorporated

File No. 9
Boston & Lowell Railroad
Locomotives, Maps

The Boston & Lowell Railroad

- Listing the History of the B.& L.R.R.
- The B.& L.R.R. was opened for the public accommodation on the 24th of June, 1835.
- The road was built originally with a single track, and was constructed of the iron edge-rail, supported by cast-iron chairs on stone blocks and stone sleepers, resting on stone foundation walls.
- The Boston & Lowell was one of the first three railroads chartered in Massachusetts. The others being the Boston & Worcester and the Boston & Providence.
- It was one of the first railroad in North America and the first major one in the state.
- The line later operated as part of the Boston & Maine Railroad Southern Division.
- Over the next four decades, the Boston & Lowell Railroad declined until the more successful Boston & Maine Railroad leased it on April 1, 1887.



Boston & Lowell Railroad

Plan & Profile

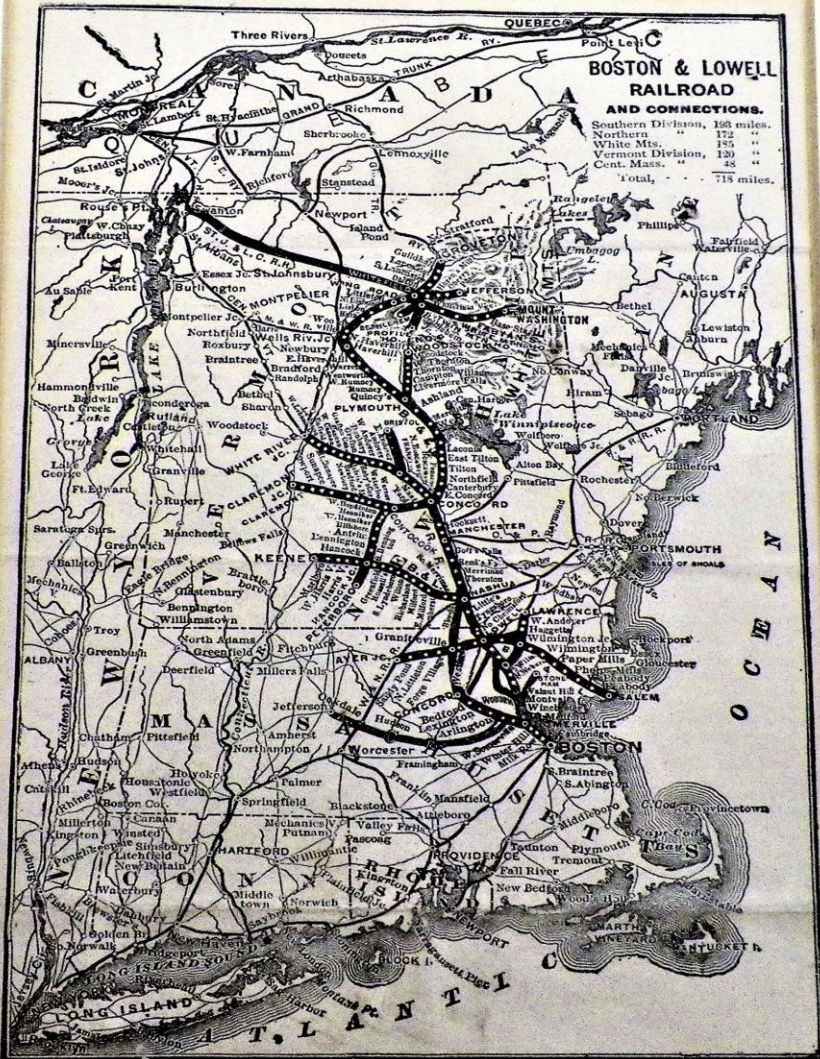
April 1832

Donation by; Center of Lowell History



Boston & Lowell Railroad and Connections

September 12, 1887



Boston & Lowell Railroad Corporation.

MARKS AND NUMBERS.

Amherst Station Sept 12th 1887
4 1/2 Bbls of 60 67
& Bbls of 67 10
for
D. Bagun & Co.
Weight 159
150
1341
Care Frank Wilkins
Boston Mass

Received of	670
under the contract hereinafter contained, which is accepted and agreed to as just and reasonable, and which is entered into severally with each carrier, the property mentioned below, marked and numbered as per margin, in apparent good order and condition, (contents and value unknown), viz.:	1020 366
Assigned to	1341

to be transported by the Boston & Lowell Railroad Corporation to the point consigned to, or the same is on the Boston & Lowell Railroad, or leased lines, and there delivered to the consignee or assigns, on payment of freight and charges thereon.
If the ultimate destination of said goods be to a point not on the Boston & Lowell Railroad, or leased lines, they may be delivered to any other carrier to be transported to such ultimate point; and the carrier so selected shall be exclusively the agent of the owner or consignee. Each carrier, subject to the limitations and exceptions contained in this contract, shall be bound to deliver said goods in the same order and condition as that in which it received them, they paying freight and charges thereon, and average, if any.
It is mutually agreed that the liability of each carrier as to goods destined beyond its own route shall be terminated by proper delivery of them to the next succeeding carrier.
The carrier shall have liberty to transfer the goods to and transport them by lighters, barges, or any other vessel, and shall have liberty to tow and assist vessels in any situation, and to sail without pilots.
No carrier, or the property of any, shall be liable for gold, silver, precious stones or metals, jewelry, or treasures of any kind, bank notes, securities, paintings, or statuary; and other articles of great intrinsic or representative value, will only be taken upon the representation of their value, and by special agreement assented to by the superintendent or general freight agent; or for any loss or damage arising from any of the following causes, viz.: fire, from any cause, on water; jettison, ice, freshets, floods, weather, pirates, acts of God or of the country's enemies, riots, explosions, accidents to boilers or machinery, deviation, stranding, straining, any accident on or perils of the sea or other waters, or of steam or inland navigation. All liability under this receipt shall be estimated on the basis of the actual market value of the goods at the place and time of shipment.
No responsibility will be admitted, under any circumstances, to a greater amount upon any single article or package of freight than \$400.00, unless upon notice given of such amount, and a special agreement therefor.
All articles named in this receipt are subject to charges for necessary cooerage and repairs. No liability shall exist for wrong carriage or delivery of goods marked with initials or imperfectly marked, unless name and address of consignee be given at time of shipment; such marking being agreed to be taken as proof of contributory negligence.
Unless written demand for damages shall be made upon the company liable therefor, or upon the company which actually delivered the goods, within ten days after delivery, all claims for damage shall be taken to have been waived, and no suit shall thereafter be maintainable to recover the same. No agent or employe shall have authority to waive such demand.
If a carrier shall become liable to pay anything on account of goods which have been insured, it shall, to the extent of such liability, have the right of the assured as against the insurer.
In case of loss, detriment or damage to the goods, or delay in the transportation thereof, imposing any liability hereunder, the transportation company or carrier in whose actual custody they were at the time of such loss, damage, detriment, or delay, shall alone be responsible therefor. The usual receipt of any carrier for the goods shall be prima facie evidence of the condition in which he received them, in a suit against any other carrier.
The goods shall be received by the owner or consignee at the station or wharf of the carrier at the ultimate point of delivery; and if not taken away within 48 hours after their arrival, may, at the option of the delivering company, be sent to a warehouse, stored in cars, or be permitted to lie where landed; all at the expense of the shipper, owner or consignee, to be paid to said delivering company, which shall have a lien on said goods therefor; and at the sole risk of the shipper, owner, or consignee, from loss and damage from fire, and all other causes.
If no address of a person at the ultimate point of delivery immediately entitled to such delivery be disclosed by this receipt, the same must be furnished by the shipper, owner, or consignee, in writing, to the terminal carrier before the time at which in ordinary course of transportation the goods can arrive at such point. A failure to do this, or remove the goods within two days after their arrival, shall, in case of any subsequent loss of or injury to the latter, be treated as conclusive proof of negligence on the part of the shipper, owner or consignee, which contributed to such loss or injury.
The acceptance of this receipt is an agreement on the part of the shipper, owner and consignee, which contributed to such loss or injury, on the conditions, as fully as if they were all signed by such shipper, owner and consignee of the goods to abide by all its stipulations, exceptions and transportation severally, but not jointly, and each of them is to be bound by and have the benefit of all the provisions thereof as if signed by it, the shipper, owner and consignee.

R. E. Smith Agent



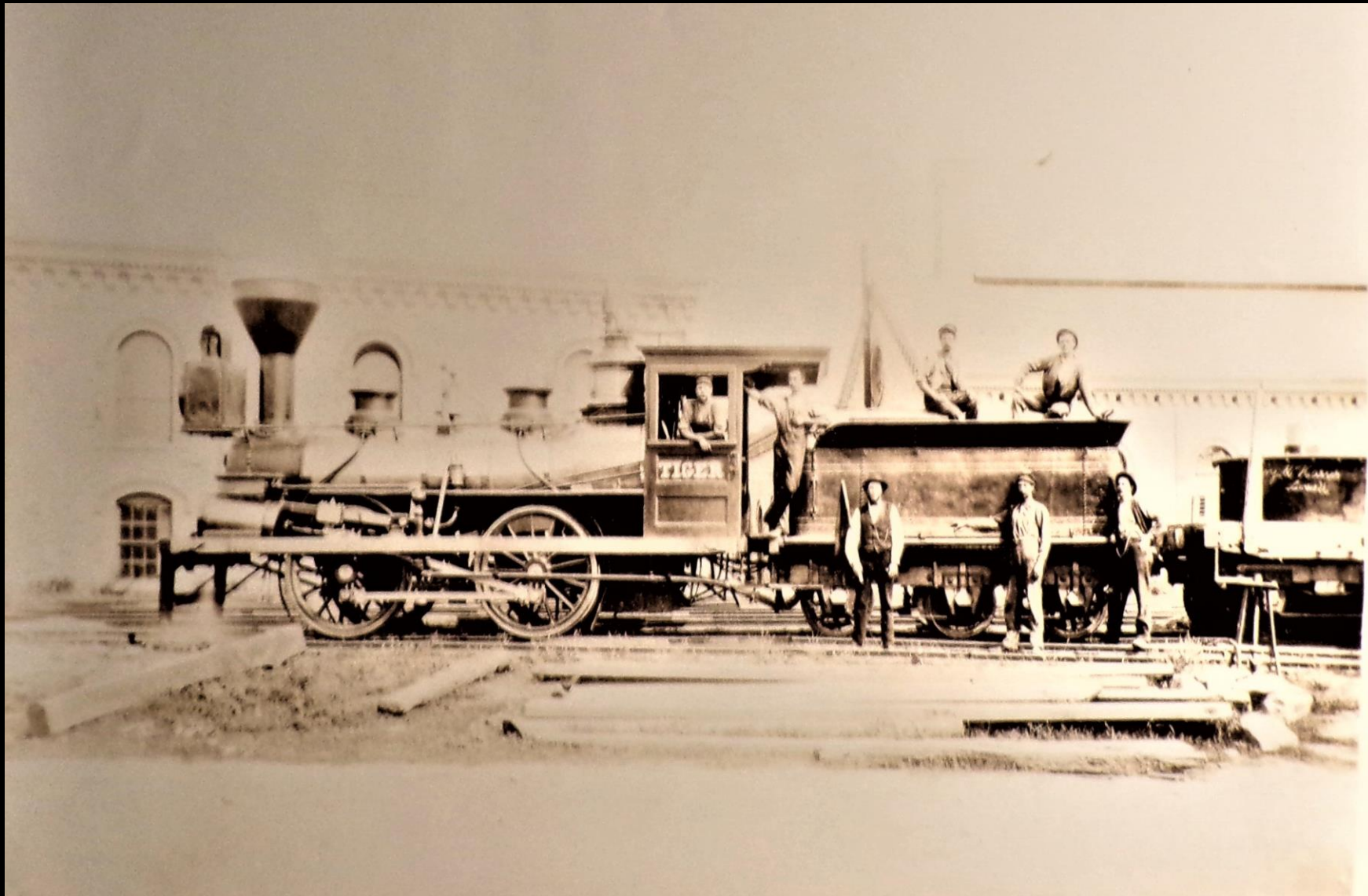
Boston & Lowell Railroad

Middlesex Street Station,
Lowell, MA Circa 1875

Boston & Lowell 4-4-0 #22
"Hillsboro" BLDR Hinkley 1874

B&MRR #322 "Hillsboro"
Sold to: Poulterer 1898

Donation by; Paul T. Kosciolek



Boston & Lowell Railroad

0-4-0 Switcher
66 "Tiger"

BLDR: Hinkley 1866
Scrap: 1885

Donation by; Paul T. Kosciolk



Boston & Lowell Railroad

4-4-0 Class A
2nd 25 "Boston"

BLDR: Mason 1862
B&M 325 "Stampede"
Scrap: 1905

Donation by; Paul T. Kosciolk



Boston & Lowell Railroad

4-4-0 A-31-a
80 "Aeolus"

BLDR: Rhode Island 2/2/1884

B&M 380 Pre: 1911 No.

B&M 831 1911 No.

Scrap: 1924

Donation by; Paul T. Kosciolk



Boston & Lowell Railroad

4-4-0 A-31-a
80 "Aeolus"

B. & L. Train on the
Lowell & Nashua Railroad 1887
On the Tyngsboro Curve.

The trackage between Lowell and
Nashua was built by the L. & N.

BLDR: Rhode Island 2/2/1884
B&M 380 Pre-1911 No.
B&M 831 1911 No.
Scrap: 1924

Donation by; Paul T. Kosciolk

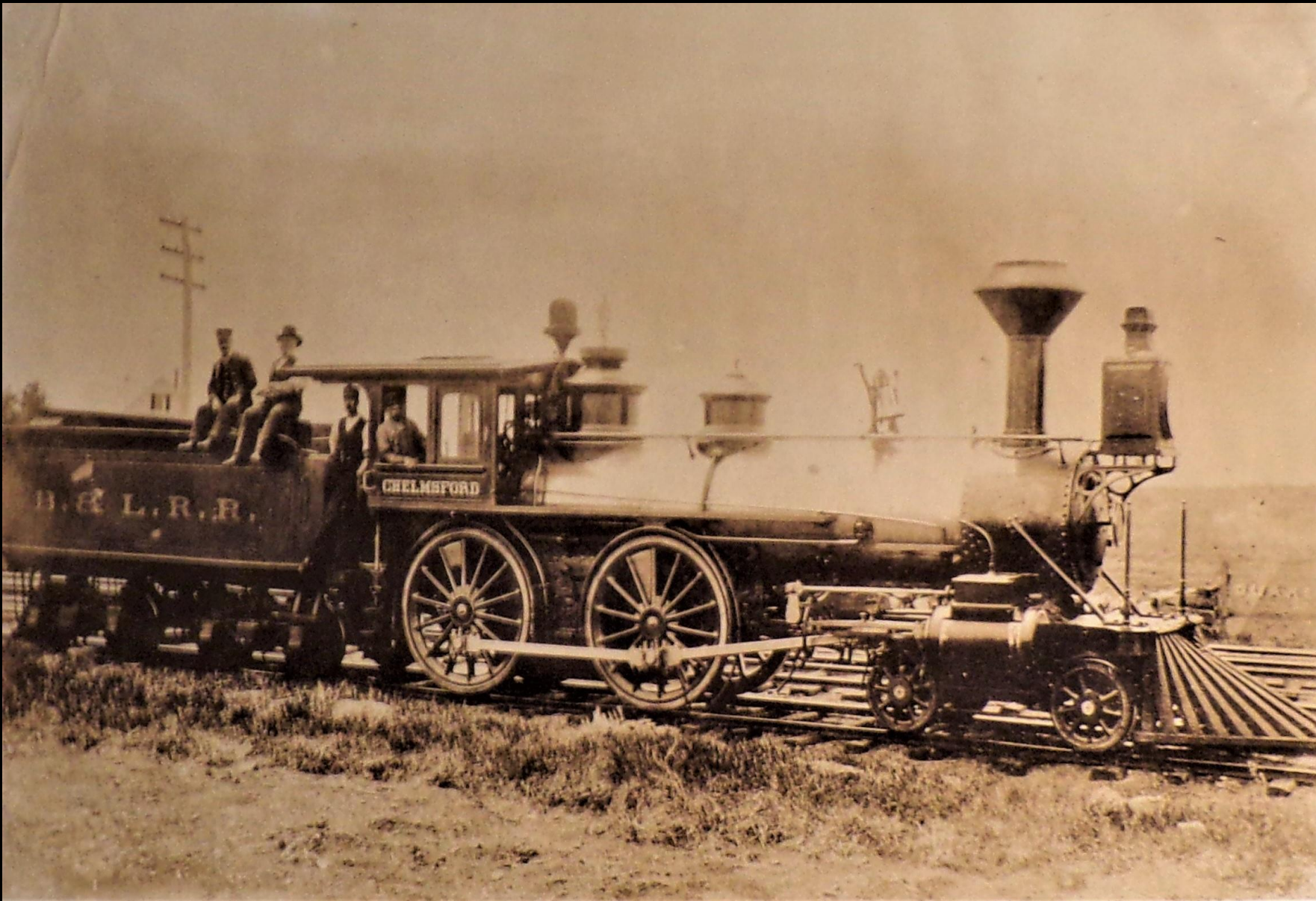


Boston & Lowell Railroad

4-4-0 Class A
44 "Cloud"

BLDR: Rhode Island 1870
ex-Boston, Lowell & Nashua 44
B&M 344 "Cloud" Pre-1911 No.
Scrap: ?

Donation by; Paul T. Kosciolk

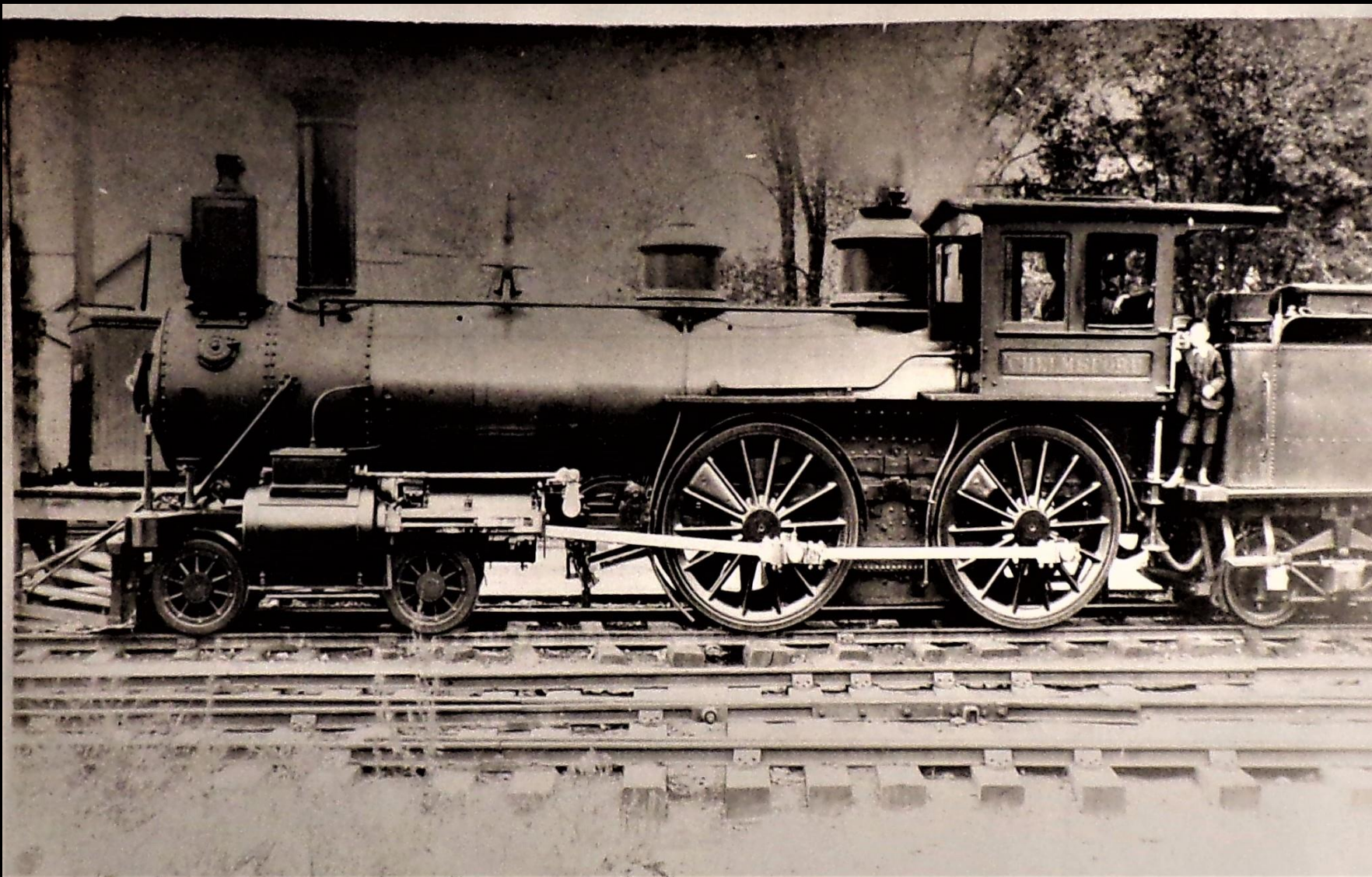


Boston & Lowell Railroad

4-4-0 Class A
56 "Chelmsford"

BLDR: Mason 1868
ex-Nashua & Lowell 12
ex-Boston & Lowell & Nashua 34
B&M 356 "Chelmsford"
B&M 278 Pre-1911 No.
Scrap: 1904

Donation by; Paul T. Kosciolk



Boston & Lowell Railroad

4-4-0 Class A
56 "Chelmsford"

BLDR: Mason 1868
ex-Nashua & Lowell R.R. 12
ex-Boston, Lowell & Nashua 34
B&M 356 "Chelmsford"
B&M 278 Pre-1911
Scrap: 1904

Donation by; Paul T. Kosciolk

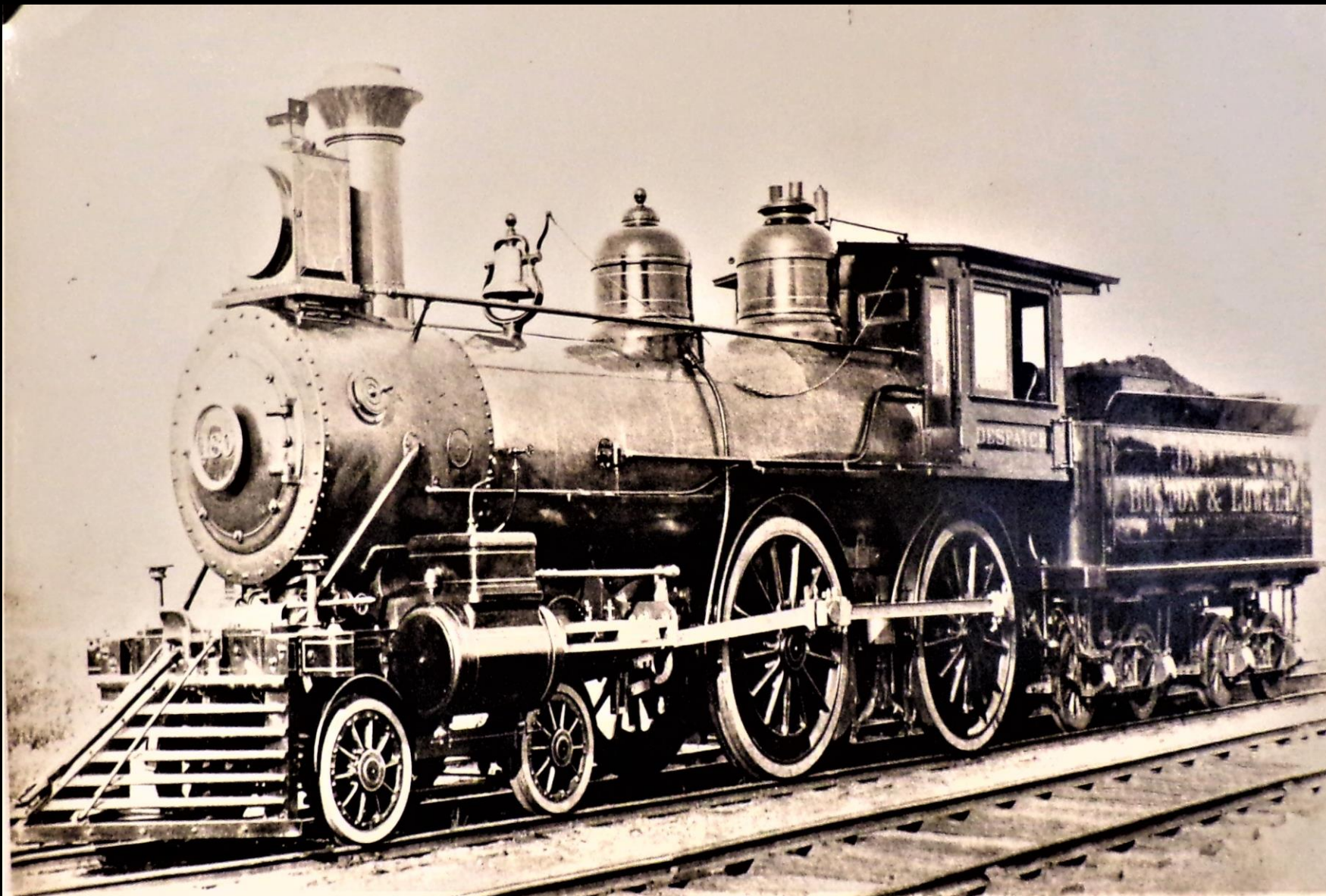


Boston & Lowell Railroad

4-4-0 Class A
72 "Daniel Abbott"

BLDR: B.L. & N.R.R. 1872
ex-Nashua & Lowell 2
ex-Boston & Lowell & Nashua 13
B&M 372 "Daniel Abbott"
Sold: Poulterer 1899

Donation by; Paul T. Kosciolk

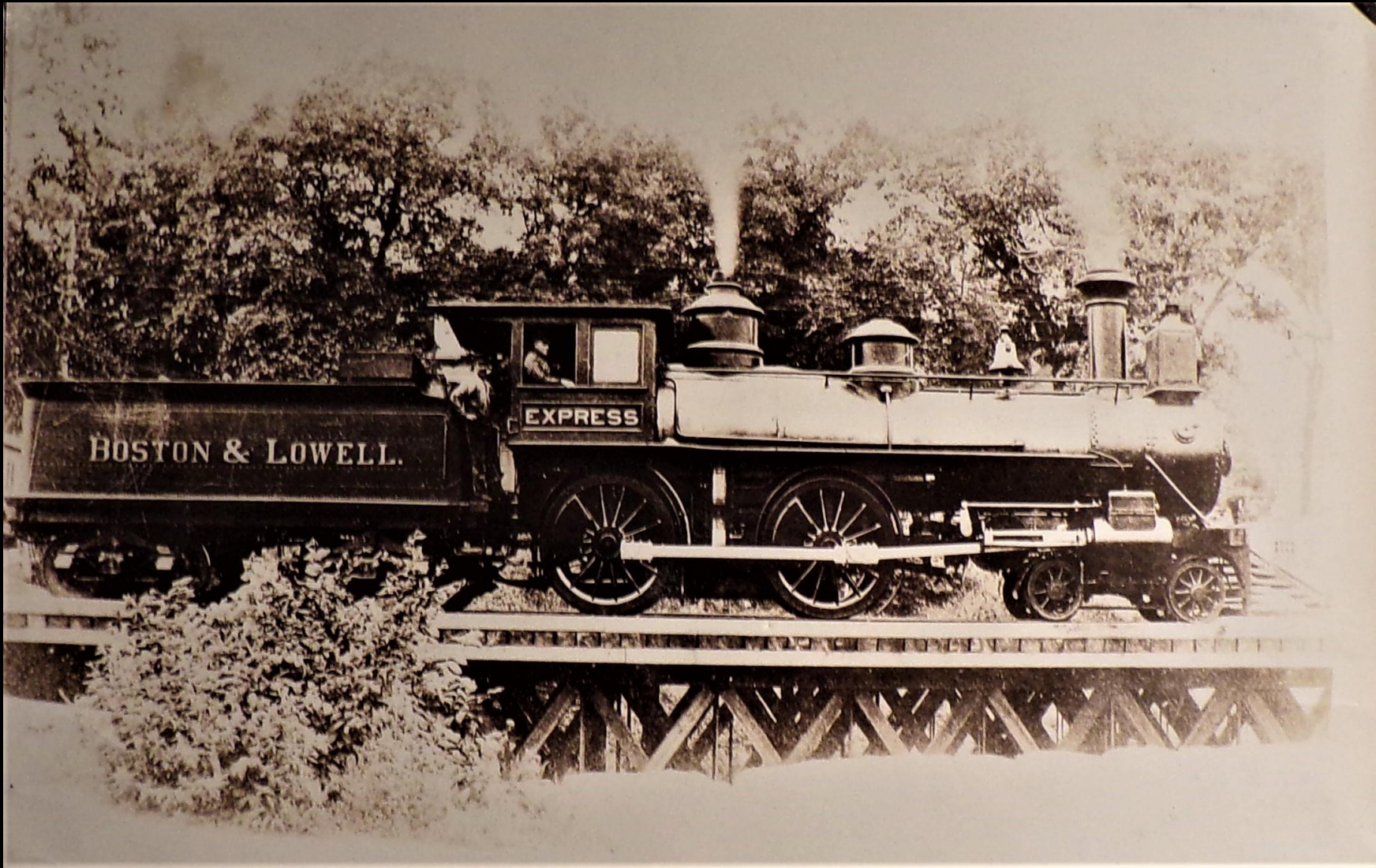


Boston & Lowell Railroad

4-4-0 Class A
180 "Despatch"

BLDR: B. & L.R.R. 1887
B&M 401 – Pre-1911 No.
B&M 800 – 1911 No.
Scrap: 8/1912

Donation by; Paul T. Kosciolek

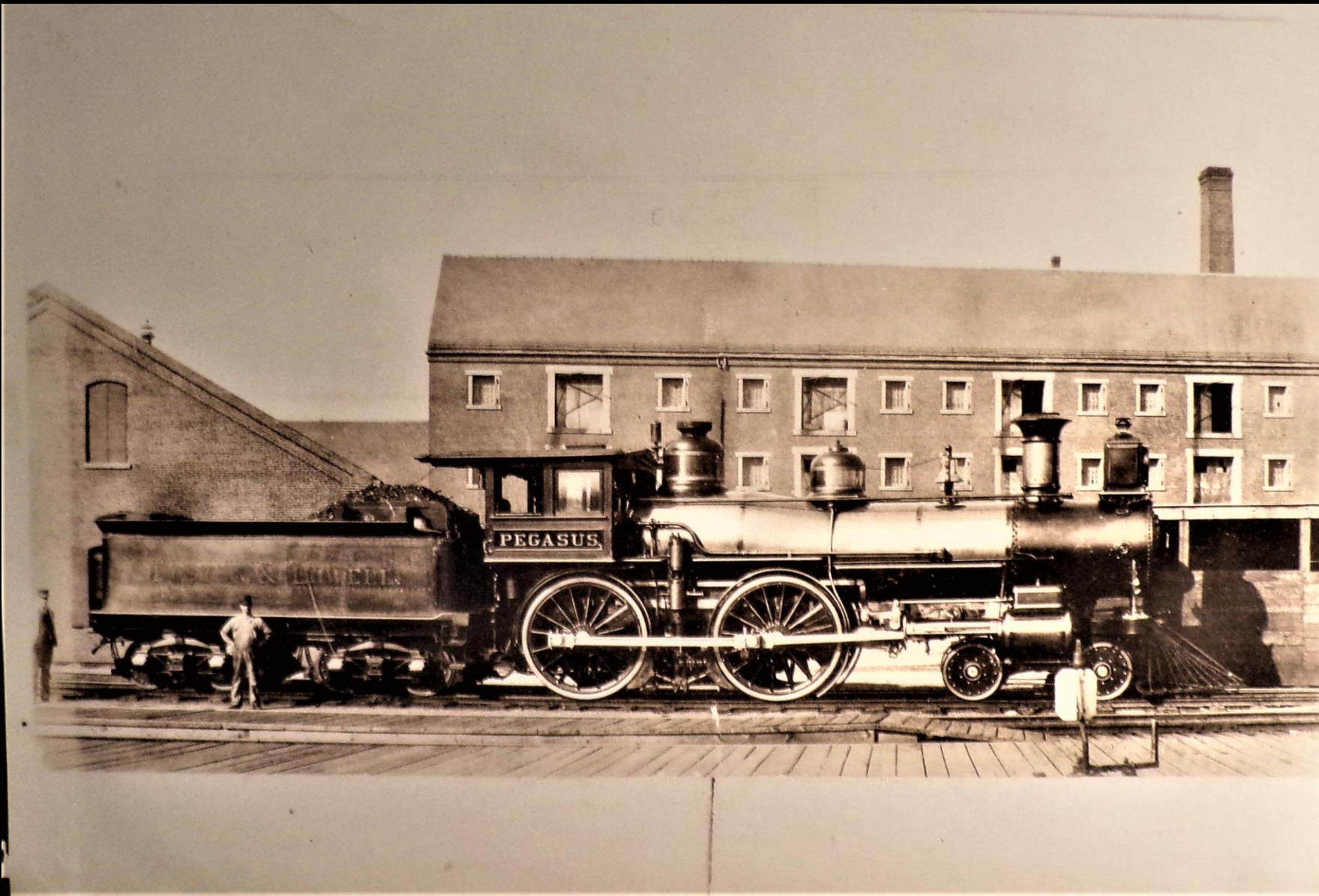


Boston & Lowell Railroad

4-4-0 Class A
53 "Express"

BLDR: Rhode Island 12/15/1880
B&M 353 Pre-1911 No.
B&M 807 1911 No.
Scrap: 9/1911

Donation by; Paul T. Kosciolek



Boston & Lowell Railroad

4-4-0 A-34-a
76 "Pegasus"

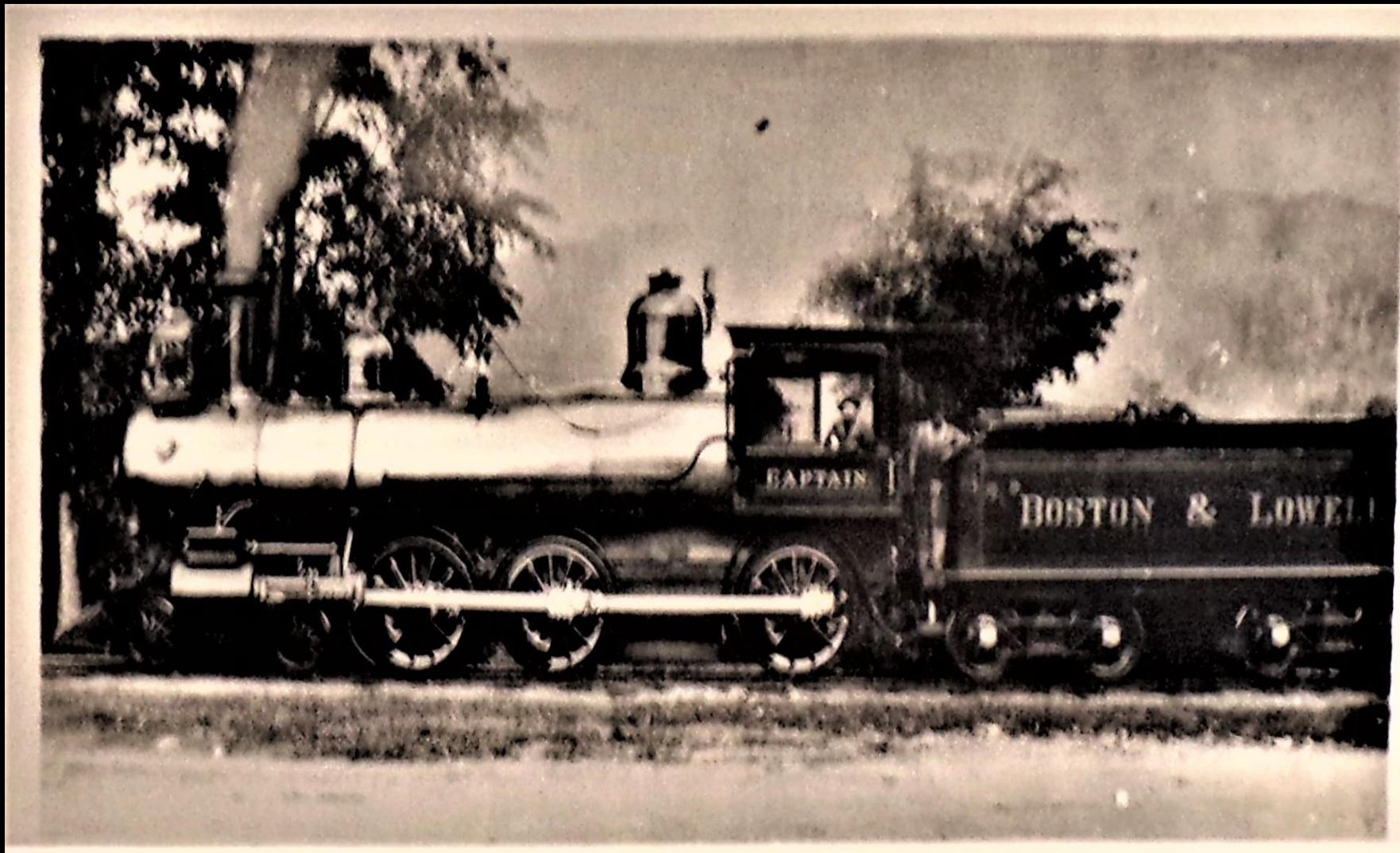
BLDR: Rhode Island 6/27/1883

B&M 376 Pre-1911 No.

B&M 830 1911 No.

Retired: 11/24/1926

Donation by; Paul T. Kosciolk

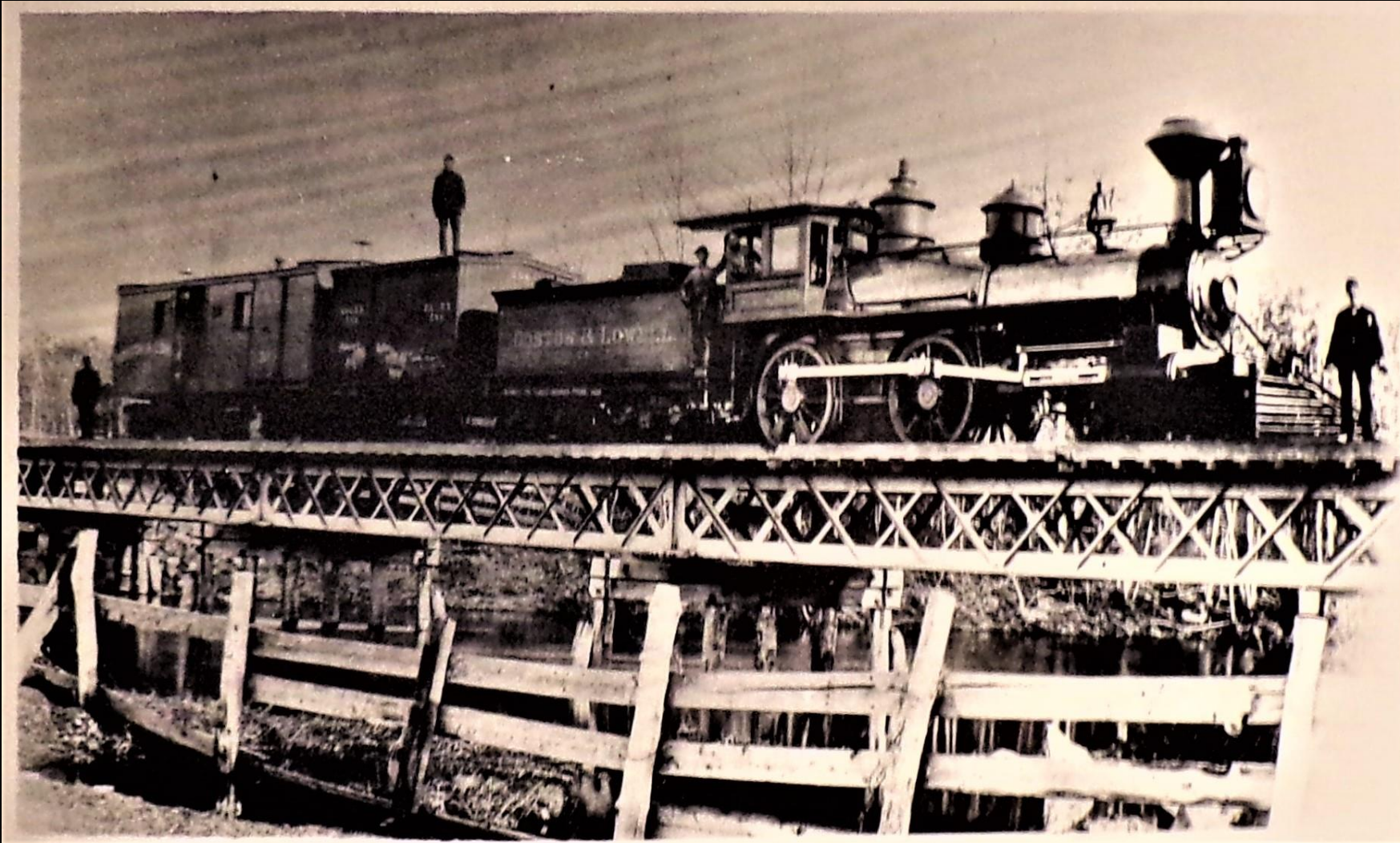


Boston & Lowell Railroad

4-6-0 Ten-Wheeler C-3-a
188 "Captain"

BLDR: Manchester 3/1887
B&M 409 Pre-1911 No.
B&M 1908 1911 No.
Scrap 3/1916

Donation by; Paul T. Kosciolk



Boston & Lowell Railroad

4-4-0 Class A
2nd 59 "Wilton"

BLDR: Rhode Island 1880
Nashua & Lowell R.R. 19
Boston & Lowell R.R. 59
B&M 359 "Wilton" Pre-1911 No.
B&M 693 1911 No.
Scrap: 6/30/1923

Donation by; Paul T. Kosciolk



CABOOSE CAR ON THE BOSTON AND LOWELL IN DAYS OF "MILK ROW"

A rare picture of much interest to railroaders. Note the flag used as marker on top — also bracket on side of car near center to hold lanterns or marker at night. Coupling pin at end of car is suspended from top to permit man on top to uncouple car. Note also outside brake rigging

Boston & Maine Railroad Historical Society

Acknowledgement

- The following donations have made it possible to preserve the “Boston & Lowell Railroad” as part of our New England railroad history.
- Anonymous Donors:
- Donors: Center of Lowell History, Paul T. Kosciolk

- Submitted by;
The Hardware Committee
Boston & Maine Railroad Historical Society