

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

1

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)	SEAT CAP.	REMARKS
<u>Parlor-Buffer Car, Wooden, Vestibule, SUF</u>						
95	D&H 1932	79' 8 1/4"	?	162500	14P 17D	"Mountaineer". Ex-D&H 163, sold to B&M (12/9/1942), changed to W3154 (3/1948), dest. B. S. (3/22/1956).
<u>Coaches, Wooden, Non-vestibule, SUF</u>						
599	B 1911	See coach 611				
600	" "	68' 5"	10' 0 1/4"	77400	75	
601	1/1911	68' 4"	9' 10 1/2"	88600	74	Changed to W3407 (2/1954).
602	" "	69' 4"	10' 0 1/2"	"	75	Dest. Billerica Shops (1/1953).
603	" "	68' 5"	"	"	"	" " " (12/1953).
604	" "	69' 0"	"	"	"	" " " (12/1951).
605	" "	68' 5"	10' 0 1/4"	"	"	" " " (12/1953).
606	" "	"	"	"	"	" " " (4/1953).
607	" "	"	"	"	"	" " " (2/1953).
608	" "	"	"	"	"	" " " (4/1953).
609	" 2/1911	68' 10"	10' 0 1/2"	"	"	" " " (12/1954).
610	" "	68' 11"	10' 0 1/4"	"	"	" " " (2/1953).
611	" 1/1911	"	"	77600	"	Ex-599, R/N 611 (1/1932), dest. Billerica Shops (9/24/1951).
612	" 2/1911	68' 5"	"	88600	"	Dest. Billerica Shops (1/1953).
613	" "	69' 4"	10' 0 1/2"	"	"	" " " (4/1953).
614	B 2/1911	69' 0 1/2"	10' 0 1/2"	88600	75	Dest. Billerica Shops (12/1953).
615	" "	69' 4"	"	"	"	" " " (2/1952).
616	" "	69' 0"	"	"	68	" " " (4/1953).
617	" "	69' 3 1/2"	10' 0 1/4"	"	"	" " " (4/1953).
618	" "	69' 0"	9' 10"	"	75	Changed to W3242 (12/1940).
619	" "	69' 4"	10' 0 1/2"	"	"	Dest. Billerica Shops (12/1951).
620	" "	"	10' 3/4"	"	"	Changed to M0505 (9/1953) Dest. Billerica Shops (2/1956).
621	" "	69' 2"	10' 0 1/4"	"	"	Dest. Billerica Shops (1/1953).
622	" "	68' 5"	"	"	"	" " " (4/1953).
623	" "	69' 0"	10' 0 1/2"	"	"	" " " (1/1953).
624	" "	68' 5"	"	"	"	" " " (6/1952).
625	" "	"	10' 0 1/2"	"	"	" " " (12/1951).
626	" 3/1911	68' 11"	10' 1"	"	"	" " " (3/1953).
627	" "	69' 4"	10' 0 1/2"	"	"	" " " (12/1951).
628	" "	"	"	"	"	" " " (12/1953).
629	" 4/1911	68' 11"	"	"	"	Changed to M0501 (10/1952) Dest. in fire at Middlesex (7/1953).
630	" "	69' 4"	"	"	"	Dest. Billerica Shops (4/1953).
631	" "	69' 3 1/2"	10' 0 1/4"	"	"	" " " (4/1953).
632	" "	68' 4"	"	"	"	" " " (12/1951).
633	" "	"	"	"	"	" " " (12/1951).
634	" "	69' 4"	10' 0 1/2"	"	"	" " " (12/1951).
635	" "	69' 1"	"	"	"	" " " (3/1953).

**Compiled by
Leroy C. Hutchinson and Clyde C. Smith**

PART I

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)	SEAT CAP.	REMARKS
636	B 4/1911	69' 0"	10' 3/4"	88600	75	Dest. Billerica Shops (4/1953).
637	" "	"	10' 0 1/2"	"	"	" " " (3/1953).
638	" "	69' 4"	10' 0 1/2"	"	"	" " " (12/1951).
639	" "	69' 0"	10' 0 1/2"	"	"	" " " (2/1953).
640	" "	68' 5"	10' 0 1/4"	"	"	" " " (3/1953).
641	" "	"	10' 0 1/2"	"	76	" in fire at Portsmouth, N. H., (10/1943).
642	" 5/1911	69' 4"	"	"	75	Dest. Billerica Shops (1/1953).
643	" "	68' 5"	10' 0 1/4"	"	"	" " " (4/1953).
644	" "	69' 4"	"	"	"	" " " (3/1953).
645	" "	68' 5"	"	"	76	" " " (12/1953).
646	" "	"	"	"	75	" " " (5/1952).
647	" "	69' 4"	"	"	"	" " " (1/1953).
648	" "	69' 0"	10' 1"	"	"	" " " (12/1951).
649	" "	"	10' 0 1/4"	"	"	" " " (1/1953).
650	" "	68' 10"	10' 0 1/2"	"	"	Changed to M0502 (10/1952), Dest. Billerica Shops (2/1956).
651	" "	68' 5"	10" 1"	77000	"	Sold to L. N. Johns, Auburn, Me. (8/1953).
652	" "	"	10' 0 1/4"	88600	"	Dest. Billerica Shops (12/1951).
653	" "	69' 1"	10' 0 1/2"	"	76	Changed to M0503 (10/1952), Dest. Billerica Shops (6/1956).
654	" "	68' 5"	10' 0 1/4"	67700	74	Dest. Billerica Shops (10/1937).
655	" "	"	"	88600	75	" " " (5/1952).
656	" "	"	"	"	"	" " " (1/1953).
657	" "	69' 1 1/2"	10' 1"	"	"	" " " (6/1952).
658	B 5/1911	69' 0"	10' 3/4"	88600	75	Dest. Billerica Shops (2/1953).
659	" "	69' 4"	10' 1"	77800	"	" " " (10/1937).
660	" "	69' 0"	10' 0 1/2"	88600	"	Changed to 0203 (12/1952), Dest. Billerica Shops (5/1954).
661	" "	68' 9"	"	"	"	Dest. Billerica Shops (4/1953).
662	" 6/1911	68' 4"	10' 0 1/4"	"	"	" " " (11/1953).
663	" "	69' 1"	"	"	"	" " " (3/1953).
664	" "	68' 4"	"	77700	"	" " " (2/1935).
665	" "	68' 11"	"	88600	"	" " " (2/1952).

TO BE CONTINUED

ABBREVIATIONS

B.S.	Billerica Shops	FRR	Fitchburg RR
C.S.	Concord Shops	C&M	Concord & Montreal RR
MSS	M. Schiavone & Sons (Scrap)	CM	Central Mass. RR
SC	Sullivan County RR	D&H	Delaware & Hudson RR
VV	Vermont Valley RR	B	Osgood Bradley Car Corp. also Pullman-Standard Car Mfg. Co.
NV	Non-Vestibule	L	Laconia Car Co.
BE	Blind End	P	Pullman Car Co.
SUF	Steel Underframe	W	Wason Car Co.
B&L	Boston & Lowell RR	RR	Local RR Car Shops, i.e., B&M, FRR, ERR, etc.
MS&N	Monadnock, Steamtown & Northern RR(S)		
ERR	Eastern RR		

Winter 1980-81

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)	SEAT CAP.	REMARKS
<u>Private Car, Vestibule-Observation, Wooden, SUF</u>						
666	RR 1895	74' 3"	10' 1"	126600		Ex-FRR 200, R/N 144, R/N 666, changed to W3280 (12/1941), to MSS (6/1958).
<u>Coaches, Wooden, Non-vestibule, SUF</u>						
667	B 6/1911	68' 5"	10' 0 1/4"	88600	75	Changed to M0504 (10/1952), dest. Billerica Shops (6/1956).
668	" "	69' 0"	10' 0 1/2"	"	"	Dest. Billerica Shops (6/1952).
669	" "	68' 5"	10' 0 1/4"	73000	"	" " " (10/1937).
670	" "	"	10' 0 1/2"	"	"	" " " (10/1937).
671	" "	"	10' 0 1/4"	88600	"	" " " (10/1951).
672	" "	68' 3"	"	"	"	" " " (3/1953).
673	" "	68' 5"	"	"	"	" " " (12/1953).
674	" "	68' 2"	"	75000	"	" " " (10/1937).
675	" "	68' 5"	"	88600	"	" " " (12/1951).
676	" "	69' 0"	"	"	"	" " " (5/1952).
677	" "	"	"	"	"	" " " (10/1937).
678	" "	"	10' 3/4"	"	"	" " " (11/1953).
679	" "	"	10' 1"	"	"	" " " (11/1953).
680	" "	68' 5"	10' 0 1/4"	73000	"	" " " (11/1938).
681	" "	"	"	"	"	" " " (10/1937).
682	" "	"	10' 0 1/2"	77600	"	" " " (10/1937).
683	" 7/1911	"	10' 0 1/4"	88600	"	" " " (10/1951).
684	" "	"	"	77600	"	" " " (10/1937).
685	" "	"	10' 1"	78000	"	" " " (10/1937).
686	" "	68' 1 1/2"	10' 0 1/4"	76900	"	" " " (11/1938).
687	" "	68' 4"	"	73000	"	" " " (2/1935).
688	" "	68' 5"	"	88600	"	Changed to W0211 (4/1954), sold to Edaville (9/1956), sold to Paul Cronin (1975), now stored at Billerica Shops.
689	" "	68' 4 1/2"	10' 1"	73000	"	Dest. Billerica Shops (10/1938).
690	" "	68' 5"	10' 0 1/4"	78000	"	Changed to M3058 (6/1929), Auth. (10/1956).
691	" "	68' 4"	10' 1"	73000	"	Dest. Billerica Shops (12/1938).
692	" "	68' 4 1/2"	10' 0 1/4"	"	"	" " " (9/1939).
693	" "	68' 5"	10' 0 1/2"	"	"	" " " (12/1938).
694	" "	68' 4"	10' 2"	88600	"	Changed to W0214 (1/1954), to MSS (8/1959).
695	" "	68' 5"	10' 0 1/4"	"	"	Dest. Billerica Shops (3/1953).
696	" "	69' 0"	10' 1"	"	"	" " " (8/1939).
697	" "	68' 4"	"	73000	"	" " " (10/1938).
698	" "	68' 5"	10' 0 1/2"	"	"	" " " (12/1938).
699	" "	69' 0"	"	88600	"	" " " (4/1953).
700	" "	68' 5"	10' 0 1/4"	"	"	" " " (12/1953).
701	" "	"	"	"	"	" " " (11/1953).
702	" "	"	"	"	77	Changed to W3222 (10/1937), Dest. Billerica Shops (3/1956).

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PART 2

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)	SEAT CAP.	REMARKS
703	B 8/1911	68' 4"	10' 0 1/4"	88600	76	Dest. Billerica Shops (6/1952).
704	" "	69' 4"	"	"	"	" " " (12/1953).
705	" "	"	"	"	77	Changed to W3223 (4/1939), Dest. Concord Shops (10/1948).
706	" "	68' 11"	10' 0 1/4"	"	"	Changed to W3219 (12/1937), Dest. Billerica Shops (2/1953).
707	" "	69' 4"	"	"	"	Dest. Billerica Shops (3/1953).
708	" "	69' 3 1/2"	10' 0 1/4"	88600	"	Dest. Billerica Shops (12/1954).
709	" "	68' 5"	"	76300	"	" " " (12/1938).
710	" "	69' 0"	"	88600	"	Changed to W3238 (4/1939), Dest. Billerica Shops (8/1949).
711	" "	68' 5"	"	73600	"	Dest. Billerica Shops (11/1938).
712	" "	68' 3"	"	77800	"	" " " (3/1939).
713	FRR 1893	63' 11"	10' 1"	57200	72	Ex-FRR 154, R/N B&M 713, Dest. Concord Shops (6/1939).
714	L 4/1892	64' 4 1/2"	10' 2"	58400	74	Changed to W3096 (7/1928), Dest. Billerica Shops (12/1938).
715	" 1887	65' 9 1/2"	9' 11"	57800	76	
716	" 1/1887	65' 9"	10' 1"	60700	"	Ex-B&L 187, R/N 716, then B&M 716, Changed to W3542 (6/1927), Dest. Billerica Shops (12/1938).
717	" "	"	10' 1 3/4"	59000	76	Ex-B&L 188, R/N 717, then B&M 717, Changed to W3480 (6/1927), Dest. Billerica Shops (12/1938).
718	" "	"	10' 3"	60800	"	
719	" 9/1890	64' 7"	10' 0 1/2"	55300	74	Changed to W3193 (10/1928), Dest. Billerica Shops (12/1938).
720	B&M 1882	63' 9 1/2"	10' 0"	50800	72	
721	L 2/1892	64' 7"	10' 1 1/2"	57700	74	Changed to W3100, Dest. Billerica Shops (10/1950).
722	RR 1895	63' 9 1/2"	10' 2"	"	70	Ex-FRR 172, R/N 722, changed to W3456, dest Billerica Shops(12/1938).
723	W 7/1887	64' 3 1/2"	9' 11"	55400	74	Changed to W3101, Dest. Mcville, N. Y. (10/1950).
724	B 2/1889	66' 6 1/2"	10' 1"	57600	72	See Baggage Car 2939.
725	L 10/1893	64' 5 1/2"	10' 2"	56800	"	Changed to W3250 (10/1928), Dest. Billerica Shops (9/1941).
726	FRR 1893	63' 11"	10' 1"	57100	"	Ex-FRR, R/N 726, changed to W3449 (5/1928), dest. Billerica Shops (9/1947).
727	W 6/1866	64' 5"	10' 1 1/2"	57400	74	Changed to W3491 (8/1928), dest. Worcester, Mass. (5/1939).
728	W 1889	62' 5 1/2"	10' 0"	54100	68	
729	L 8/1888	64' 5 1/2"	"	54200	76	Ex-424, R/N 729, changed to W3493 (5/1928), dest. Concord Shops (11/1941).
730	RR 1891	64' 3 1/2"	10' 1"	61500	72	Changed to W3104
731	L 1891	64' 5 1/2"	"	59900	74	
732	" 9/1891	65' 6"	10' 2"	73000	"	Ex-491, R/N 732, changed to W3255 (9/1941), dest. B. S. (12/1954).
733	" "	65' 7"	10' 1"	73100	"	Ex-490, R/N 733, dest. B. S. (9/1939).

Spring 1981

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)	SEAT CAP.	REMARKS
Coaches, Wooden, Non-vestibule, SUF						
734	RR 1892	63' 9 1/2"	10' 1"	60600	72	Changed to 0537 (11/1929), dest. Woodsville, N.H. (9/1938).
735	L 10/1893	64' 3 1/2"	"	64000	"	Ex-550, R/N 557, R/N 735, dest. Billerica Shops (9/1933).
736	RR 5/1893	63' 8 1/2"	9' 11"	61100	"	Ex-FRR 299, R/N 1072, R/N 736, changed to W3506 (5/1928), dest. Billerica Shops (12/1950).
737	" 4/1890	64' 6"	10' 1"	56400	74	Changed to W3106 (7/1928), dest. Billerica Shops (8/1939).
738	" 1880	65' 6"	10' 0"	57500	66	
739	" 7/1884	64' 6"	10' 1 1/4"	62300	74	Changed to W3548 (10/1928), dest. Billerica Shops (12/1938).
740	L 1888	64' 6 1/2"	10' 1"	63700	"	
741	RR 1893	64' 4 1/2"	10' 0"	59500	"	
742	B 7/1888	"	10' 1"	58000	72	Changed to 1st 0503 (4/1929), dest. Billerica Shops (9/1941).
743	" "	64' 6"	10' 0 1/2"	53900	74	Changed to W3114 (7/1928), dest. Billerica Shops (12/1938).
744	L 10/1892	65' 0 1/2"	10' 1"	73100	"	Ex-531, R/N 744, changed to W3215 (12/1936), dest. B.S. (8/1950).
745	L 7/1892	64' 5 1/2"	10' 1"	53900	72	Changed to W3563 (4/1928), changed to W3243 (3/1941), dest. B.S. (11/1946).
746	FRR 1892	63' 9 1/2"	"	56600	"	Ex-FRR 159, R/N 746, changed to W3204 (6/1935), Auth. (10/1956).
747	L 3/1893	64' 4 1/2"	9' 11"	58200	74	Changed to W3570 (10/1928), dest. Boston, Mass. (8/1937).
748	" 1/1893	65' 11"	10' 1"	73100	"	Ex-534, R/N 748, dest. B.S. (12/1936)
749	RR 1890	65' 2"	10' 0"	72300	"	Ex-C&M 68, R/N 1008, R/N 749, dest. Billerica Shops (12/1939).
750	L 1893	64' 4 1/2"	10' 2"	58900	72	
751	" 11/1889	"	10' 1"	55600	70	Changed to W3145 (1/1929), dest. Billerica Shops (9/1939).
752	B 4/1889	"	"	54900	72	Changed to W3276 (7/1929), dest. Boston, Mass. (8/1937).
753	L 4/1888	64' 6"	"	54700	74	Ex-413, R/N 753, Changed to W3565 (5/1928), dest. B.S. (8/1949).
754	B 3/1889	64' 5"	10' 0 1/2"	54000	"	Changed to W3566 (10/1928), changed to W3200 (7/1942), dest. Boston, Mass. (7/1948).

TO BE CONTINUED

ABBREVIATIONS

B.S.	Billerica Shops	FRR	Fitchburg RR
C.S.	Concord Shops	C&M	Concord & Montreal RR
MSS	M. Schiavone & Sons (Scrap)	CM	Central Mass. RR
SC	Sullivan County RR	D&H	Delaware & Hudson RR
VV	Vermont Valley RR	B	Osgood Bradley Car Corp. also Pullman-Standard Car Mfg. Co.
NV	Non-Vestibule	L	Laconia Car Co.
BE	Blind End	P	Pullman Car Co.
SUF	Steel Underframe	W	Wason Car Co.
B&L	Boston & Lowell RR	RR	Local RR Car Shops, i.e., B&M, FRR, ERR, etc.
MS&N	Monadnock, Steamtown & Northern RR(S)		
ERR	Eastern RR		

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

3

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)	SEAT CAP.	REMARKS
<u>Coaches, Wooden, Non-vestibule, SUF</u>						
755	L 1893	64' 5"	9' 11"	55600	72	
756	" 9/1892	64' 4 1/2"	10' 2"	59200	74	Changed to 0504 (4/1929).
757	" 3/1893	65' 6"	10' 1"	74000	"	Ex-249, R/N 757, dest. B.S. (10/1938).
758	" 8/1888	64' 6 1/2"	10' 3"	54400	72	Changed to W3597 (10/1928), dest. McVille, N. Y. (10/1950).
759	RR 1895	63' 8"	10' 1"	60100	"	Ex-FRR ---, R/N 759, changed to W3567 (1/1930), dest. C.S. (10/1948).
760	L 3/1893	64' 5"	"	73200	74	Ex-485, R/N 760, dest. B.S. (10/1938).
761	B 1888	"	10' 2"	56400	72	
762	L 1893	65' 11 1/2"	9' 11"	53500	74	Ex-399, R/N 762, dest. B.S. (10/1938).
763	B 2/1889	64' 5 1/2"	10' 1"	"	72	Changed to W3598 (10/1928), dest. Billerica Shops (3/1938).
764	B 5/1887	64' 4 1/2"	10' 0"	57600	78	Ex-C&M 166, R/N 764, changed to W3181 (8/1927), dest. B.S. (12/1938).
765	" "	65' 4"	10' 0 1/2"	71200	"	Ex-C&M 167, R/N 765, changed to W3224 (12/1937), to MSS (1/1959).
766	" "	64' 4 1/2"	10' 1"	53700	"	Changed to W3569 (10/1928), dest. Billerica Shops (5/1937).
767	" 1887	"	"	52500	"	
768	" 5/1887	"	"	72100	76	Changed to W3599 (10/1928), dest. East Deerfield, Mass. (8/1938).
769	" 1887	64' 5 1/2"	"	52500	78	
770	" "	64' 4 1/2"	10' 5"	57100	"	
771	" 5/1887	"	10' 1"	54600	"	Ex-C&M, R/N 771, changed to W3186 (8/1927), dest. B.S. (7/1942).
772	" "	"	"	55700	"	Changed to 0505 (4/1929), dest. Concord Shops (12/1942).
773	" 1887	64' 5"	"	57300	"	
774	" 6/1887	"	"	54200	"	Changed to W3724 (10/1928), dest. Billerica Shops (8/1949).
775	" "	64' 4"	"	51800	"	
776	" "	64' 4 1/2"	"	52900	76	See Baggage Car 2935
777	RR Prev. to 1867	47' 0 1/2"	9' 11"	62800	--	Pay Car. Ex-FRR---, R/N 777, changed to W3725 (10/1928), dest. Concord Shops (6/1936).
<u>Observation, Blind end, wooden, SUF</u>						
777	P 1912	81' 10"	10' 0 1/8"	164400	--	Ex-Pullman observation "California", sold to B&M., R/N 777 Official Car, sold to Edaville (7/24/1956).
<u>Coaches, wooden, Non-vestibule, SUF</u>						
778	B 6/1887	64' 5"	10' 1"	54500	76	Changed to W3571 (10/1928), dest. Billerica Shops (12/1938).
779	B 6/1887	64' 6 1/2"	10' 1"	55400	78	Ex-C&M 181, R/N 779, Changed to W3170 (9/1927); Dest. Concord (10/1940)
780	" "	64' 4 1/2"	"	59600	73	Changed to W3119 (6/1929); Dest. in fire at Ayer, Mass. (7/1937).

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART #3

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)	SEAT CAP.	REMARKS
<u>Coaches, wooden, Non-vestibule, SUF</u>						
781	" "	64' 6 1/2"	"	58900	78	Ex-C&M 183, R/N 781; Changed to M3483 (9/1926); Dest. B.S. (12/1946).
782	" "	64' 4 1/2"	10' 2"	52400	76	See Baggage Car 2938
783	" "	64' 5"	10' 1"	55600	78	Changed to W3121 (7/1928), Auth. (10/1956).
784	" "	64' 6 1/2"	"	61200	74	Changed to W3123 (7/1928), Dest. E. Deerfield, Mass. (11/1954).
785	L 3/1893	65' 4"	"	73100	"	Ex-484, R/N 785, Dest. B.S. (12/1936).
786	B 7/1886	64' 5 1/2"	10' 2"	59300	72	Changed to W3572; Dest. in fire at Ayer, Mass. (7/1937).
787	L 1893	"	"	58700	74	
788	J&S "	65' 2"	10' 1"	61700	"	
789	B 2/1889	64' 6"	"	53500	72	Changed to 0506 (4/1929), Dest. Billerica Shops (9/1939).
790	L 2/1893	65' 6 1/2"	10' 2"	73800	74	Ex-58, R/N 790, Dest. B.S. (12/1938).
791	B 8/1888	64' 5 1/2"	"	60100	"	See Baggage Car 2933
792	L 1893	"	10' 1"	81600	"	
793	" 6/1884	64' 6"	9' 11"	60500	"	Ex-168, R/N 356, R/N 793; Changed to W3175; Dest. Billerica Shops (12/1938).
794	B 8/1888	64' 5 1/2"	10' 2"	54700	"	Changed to 0507 (4/1929); Dest. Billerica Shops (8/1947).
795	L 1893	64' 4"	9' 11 1/2"	61600	72	
796	RR 1895	63' 10"	10' 1 1/2"	58000	"	Ex-FRR 177, R/N 796; Changed to W3574 (5/1928); Dest. B.S. (12/1948).
797	" 1893	"	10' 1"	57300	"	Changed to W3266.
798	" 1892	63' 8"	"	55500	"	
799	L 3/1893	60' 11"	10' 1 1/4"	73600	74	Ex-355, R/N 799; Dest. B.S. (9/1939).
800	B 9/1888	64' 4"	10' 2"	53500	72	Ex-430, R/N 800; Changed to W3575 (5/1928); Dest. in fire at Ayer, Mass. (7/1937).
801	L 1889	64' 6 1/2"	10' 1"	54600	74	Motor Car Trailer
802	RR 1895	63' 9 1/2"	9' 11"	61600	72	Ex-FRR 1076, R/N BM 802; Changed to W3225 (10/1927); Dest. C.S. (7/1936).
803	B 8/1888	64' 4 1/2"	10' 1"	54700	"	Ex-428, R/N 803; R/b by Wason to Baggage 2934 (4/1923); Dest. B.S. (6/1956).

TO BE CONTINUED

ABBREVIATIONS

B.S.	Billerica Shops	FRR	Fitchburg RR
C.S.	Concord Shops	C&M	Concord & Montreal RR
MSS	M. Schiavone & Sons (Scrap)	CM	Central Mass. RR
SC	Sullivan County RR	D&H	Delaware & Hudson RR
VV	Vermont Valley RR	B	Osgood Bradley Car Corp. also Pullman-Standard Car Mfg. Co.
NV	Non-Vestibule	L	Laconia Car Co.
BE	Blind End	P	Pullman Car Co.
SUF	Steel Underframe	W	Wason Car Co.
B&L	Boston & Lowell RR	RR	Local RR Car Shops, i.e., B&M, FRR, ERR, etc.
MS&N	Monadnock, Steamtown & Northern RR(S)		
ERR	Eastern RR		
J&S	Jackson & Sharp		

Summer 1981

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT 4

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)	SEAT CAP.	REMARKS
Coaches, Wooden, Non-vestibule, SUP						
804	B 3/1889	64' 5"	10' 1"	52400	72	R/B to combine 1911, changed to 0522 (4/1929); Dest. Billerica Shops (12/1938).
805	L 9/1892	64' 5 1/2"	"	57200	73	Changed to W3128 (7/1928); Dest. Billerica Shops (10/1950).
806	RR 1893	63' 10"	"	58200	72	Ex-FRR 165, R/N 806; Changed to W3576 (5/1928); Dest. B. S. (12/1950).
807	" 1895	"	10' 0 1/2"	58600	"	Ex-FRR 171, R/N BM 807, Dest. Billerica Shops (11/1938).
808	L 2/1893	64' 3 1/2"	10' 1"	59900	74	Changed to W3183 (1/1929); Dest. Billerica Shops (12/1938).
809	RR 1895	63' 9 1/2"	9' 10"	56100	72	
810	L 5/1889	64' 7"	10' 1"	59100	74	Ex-454, R/N 810; Changed to W3577 (5/1928); Dest. B. S. (9/1940).
811	" 9/1892	65' 11 1/2"	10' 1 1/2"	73500	"	Ex-517, R/N 811; Dest. B. S. (10/1938).
812	" 8/1887	64' 4 1/2"	9' 11"	58000	72	Ex-266, R/N 812; Dest. B. S. (11/1938).
813	RR 1892	63' 8 1/2"	10' 0"	56500	"	Ex-FRR 156, R/N 813; Changed to W3578 (5/1928); Dest. B. S. (12/1938).
814	L 1893	64' 4 1/2"	10' 2"	57900	74	
815	" 5/1888	64' 7"	10' 1"	54900	"	R/B to Combine 1913; Changed to W3267 (7/1929); Dest. E. Deerfield (1/1942).
816	B 7/1886	64' 8"	"	57300	"	Changed to W3726 (10/1928); Dest. Billerica Shops (12/1950).
817	L 2/1893	65' 2"	10' 2"	70200	74	Changed to 0538 (11/1929); Dest. Concord Shops (6/1939).
818	RR 1891	64' 5"	10' 0"	59000	"	Ex-C&M 73; R/N 1013; R/N 818, Dest. in fire at Boston (7/6/1927).
819	W 7/1886	64' 4"	10' 1"	60600	"	Ex-368, R/N 819; Dest. B. S. (12/1938).
820	L 6/1888	64' 6 1/2"	"	53000	"	Ex-403, R/N 820; Dest. B. S. (9/1933).
821	" 8/1892	64' 6"	10' 3"	57500	"	Changed to 0508 (4/1928).
822	" "	65' 3 1/2"	10' 2"	74100	"	Ex-516, R/N 822; Dest. B. S. (3/1939).
823	W 8/1887	64' 5 1/2"	9' 11"	54900	70	Ex-239, R/N 823, r/b by Wason to Baggage 2932 (5/1923); Dest. Billerica Shops (6/1956).
824	" 1889	62' 5 1/2"	10' 0"	56700	72	Changed to W3583 (10/1928); Dest. Mystic River (11/1936).
825	L 10/1891	64' 6"	10' 2"	61200	74	Ex-492, R/N 825; Dest. B. S. (11/1938).
826	" 3/1893	65' 5 1/2"	10' 1"	72300	"	Ex-481, R/N 826.
827	" 5/1889	64' 3 1/2"	"	56200	"	Changed to W3727 (10/1928); Dest. Billerica Shops (12/1938).
828	B 1888	64' 6 1/2"	"	52900	"	
829	W 7/1886	64' 5"	"	59800	"	Ex-365, R/N 829; Dest. B. S. (10/1938).
830	RR 1887	63' 9"	"	57800	72	Ex-FRR 130, R/N BM 830; Changed to W3465; Dest. Billerica Shops (2/1939).
831	B 3/1889	64' 5 1/2"	"	55100	"	Changed to W3129; Dest. in fire at Ayer, Mass. (7/1937).
832	RR 1893	65' 1 1/2"	"	63600	74	Changed to 0534 (6/1929); Dest. McVile (12/1947).

Fall 1981

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 4

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)	SEAT CAP.	REMARKS
Coaches, wooden, Non-vestibule, SUF						
833	L 6/1891	64' 6"	10' 0 1/2"	57800	74	Changed to 0555 (1/1930); Dest. Billerica Shops (12/1938).
834	W 1887	64' 3 1/2"	10' 0"	55700	"	
835	" 1886	63' 3"	10' 1"	50500	"	
836	L 1893	64' 5 1/2"	10' 3"	58600	72	
837	RR 1890	64' 2 1/2"	10' 0"	60300	74	Changed to W3131 7/1928; Dest. Mystic River 2/1935.
838	L 1891	64' 4 1/2"	10' 2"	58000	"	Changed to W3132; Dest. before 5/1949.
839	RR "	64' 2"	10' 0 1/2"	60100	"	Changed to 0509 4/1929; Dest. Billerica Shops 9/1939.
840	L 3/1892	64' 5 1/2"	10' 2"	57800	"	Changed to W3584 10/1926; Dest. Concord Shops 11/1941.
841	" "	64' 5"	10' 0 1/2"	58300	"	Ex-503, R/N 711, R/N 841, Changed to W3740 5/1928; Dest. fire at Ayer 7/1937.
842	" 6/1890	"	10' 2"	59000	72	Changed to W3278 10/1928; Dest. Billerica Shops 12/1948.
843	" 5/1890	64' 5 1/2"	"	59600	74	Ex-640, R/N 843, Changed to W3741 5/1928; Dest. Billerica Shops 9/1940.
844	" 8/1892	"	10' 1"	56900	"	Ex-514, R/N 844; Dest. B. S. 10/1938.
845	" 3/1892	"	10' 1 1/2"	58500	"	Changed to W3188 1/1929; Dest. Boston 8/1937.
846	" 4/1891	64' 6 1/2"	"	58000	"	Changed to 0531 4/1929; Changed to W3202 7/1942; Dest. C. S. 1/1953.
847	" 5/1889	64' 7"	10' 1"	59700	"	Changed to W3133 7/1928; Dest. Billerica Shops 9/1949.
848	" 5/1890	64' 5 1/2"	10' 0"	54800	"	Motor Car Trailer. Changed to 0556 11/1929; Dest. Billerica Shops 12/1950.
849	" 1889	64' 6"	10' 1"	54000	76	
850	B 4/1889	64' 6"	"	54700	72	Changed to M3189 1/1929; Dest. Mystic River 11/1936.

TO BE CONTINUED

ABBREVIATIONS

B.S.	Billerica Shops	FRR	Fitchburg RR
C.S.	Concord Shops	C&M	Concord & Montreal RR
MSS	M. Schiavone & Sons (Scrap)	CM	Central Mass. RR
SC	Sullivan County RR	D&H	Delaware & Hudson RR
VV	Vermont Valley RR	B	Osgood Bradley Car Corp. also Pullman-Standard Car Mfg. Co.
NV	Non-Vestibule	L	Laconia Car Co.
BE	Blind End	P	Pullman Car Co.
SUF	Steel Underframe	W	Wason Car Co.
B&L	Boston & Lowell RR	RR	Local RR Car Shops, i.e., B&M, FRR, ERR, etc.
MS&N	Monadnock, Steamtown & Northern RR(S)		
ERR	Eastern RR		
J&S	Jackson & Sharp		

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

5

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)	SEAT CAP.	REMARKS
<u>Coaches, Wooden, Non-vestibule, SUF</u>						
851	B 3/1889	64' 5 1/2"	10' 1"	55,400	72	Changed to 0535 6/1929; Dest. Mystic River 6/1940.
852	? 1884	64' 6"	"	59,900	74	Changed to W3742 5/1928; Dest. Mystic River 2/1935.
853	B 1886	64' 6"	10' 0"	57,800	74	
854	W 7/1887	64' 4 1/2"	10' 0"	54,800	"	Changed to W3135 7/1928; Dest. Billerica Shops 12/1938.
855	" 8/1887	64' 2 1/2"	9' 10 1/2"	55,900	"	Ex-405, R/N 855, Changed to W3743 5/1928; Dest. Billerica Shops 8/1949.
856	" 6/1886	64' 4"	10' 1"	55,100	"	Changed to 0510 4/1929' Dest. Billerica Shops 6/1936.
857	" 8/1887	64' 5"	9' 11"	54,900	"	Ex-406, R/N 857, r/b by Wason to Baggage 2931 5/1923; Dest. Accident at Lowell 8/1955.
858	L 7/1888	64' 6 1/2"	10' 0"	54,600	72	Changed to 0511 4/1929; Dest. Bedford 2/1941.
859	" 4/1891	64' 5 1/2"	10' 1 1/2"	60,800	74	Changed to 0512 4/1929; Dest. Billerica Shops 7/1938.
860	" 5/1891	64' 6"	10' 0 1/2"	55,800	"	Changed to W3744 4/1928; Dest. Billerica Shops 3/1939.
861	" 5/1885	61' 7"	10' 1"	58,900	68	Changed to W3136 7/1928; Dest. Billerica Shops 12/1948.
862	" 3/1892	64' 5"	"	59,300	74	Ex-505, R/N 862 6/1901; Dest. Billerica Shops 9/1933.
863	" 6/1884	"	10' 1 1/2"	61,200	"	Changed to W3137 7/1928; Dest. Billerica Shops 9/1949.
864	" 1/1892	64' 4 1/2"	10' 1"	59,200	"	Changed to 0557 12/1929; Dest. Billerica Shops 12/1938.
865	" 1893	64' 6"	10' 1 1/2"	57,400	"	
866	" 10/1893	65' 6"	10' 2"	72,500	"	Ex-554, R/N 866 4/1901; Changed to M3290 10/1934; Dest. B.S. 7/1949.
867	" 6/1889	64' 4 1/2"	10' 2"	58,000	"	Changed to W3745 4/1928; Dest. Billerica Shops 8/1949.
868	" 5/1891	64' 5 1/2"	"	60,600	"	Changed to 0539 11/1929; Dest. Mystic River 2/1935.
869	" 1893	64' 6"	"	55,400	"	
870	FRR 1892	63' 9 1/2"	10' 0"	60,200	72	Changed to W3747
871	L 8/1892	64' 5 1/2"	10' 2"	64,300	74	Ex-512, R/N 871; Changed to W3749 5/1928; Dest. B.S. 8/1949.
872	L 8/1891	64' 4 1/2"	10' 2"	60,100	74	Changed to W3138 7/1928; Dest. Concord Shops 10/1948.
873	" 3/1892	64' 5"	10' 1"	61,300	"	Changed to W3139 7/1928; Dest. Billerica Shops 2/1947.
874	" 1894	64' 8"	10' 2"	56,600	"	
875	" 9/1893	64' 7"	10' 1 1/2"	57,500	"	Changed to 0586 3/1930; Dest. Billerica Shops 7/1938.

**Compiled by
Leroy C. Hutchinson and Clyde R. Smith**

PART #5

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)	SEAT CAP.	REMARKS
Coaches, wooden, Non-vestibule, SUF						
876	FRR 1898	64' 1"	9' 11"	66,100	72	Changed to W3832 2/1929; Sold to STJ&LC 7/1949.
877	" "	64' 3"	10' 0"	69,000	"	Changed to 580 12/1929; Dest. Concord Shops 10/1939.
878	" "	64' 0"	"	68,300	"	Changed to W3729 5/1929; Dest. Billerica Shops 12/1938.
879	" "	64' 1 1/2"	9' 11"	68,600	"	Ex-FRR 181, R/N BM 879; Changed to W3757 5/1928; Dest. fire at Henniker, N.H. 6/1936.
880	" "	64' 0"	10' 0"	61,800	"	Changed to 0587 3/1930; Dest. Billerica Shops 7/1938.
881	" "	"	9' 11"	68,400	"	R/N BM 881, Changed to W3146 7/1928; Dest. Billerica Shops 9/1941.
882	" "	64' 2"	"	65,200	"	
883	" "	64' 1"	"	67,600	"	Changed to 0585 3/1930.
884	" "	64' 0 1/2"	"	67,400	"	Ex-FRR 186, R/N BM 884; Changed to W3758 5/1928; Dest. B.S. 7/1942.
885	" "	64' 0"	10' 0"	"	"	Changed to W3320 3/1929; Dest. Billerica Shops 8/1949.
886	" "	"	10' 1"	69,500		
887	" "	64' 2"	9' 10 1/2"	67,500	72	Changed to 0589 3/1930; Dest. Billerica Shops 8/1940.
888	RR "	47' 10 1/2"	10' 0"	58,100		Private Car.
889	B 1889	64' 5 1/2"	10' 1"	52,800	72	
890	L 7/1891	64' 5 1/2"	10' 1"	59,300	74	Changed to W3201 1/1929; Dest. Billerica Shops 8/1939.
891	B 7/1886	64' 6 1/2"	10" 0"	60,200	"	Ex-370, R/N 891; Changed to W3759 5/1928; Dest. Concord Shops 10/1950.
892	" 8/1888	64' 5 1/2"	9' 11"	59,500	72	Changed to 0540 11/1929; Dest. Billerica Shops 8/1940.
893	" "	64' 6"	10' 1 1/2"	54,200	"	Changed to 0541 11/1929; Changed to W3208 8/1942; Dest. B.S. 8/1949.
894	" 1887	64' 3 1/2"	10' 0"	54,700	74	
895	L 6/1889	64' 5 1/2"	"	52,500	"	Ex-457, R/N 52, R/N 895; Dest. Concord Shops 6/1936.

ABBREVIATIONS

B.S.	Billerica Shops
C.S.	Concord Shops
MSS	M. Schiavone & Sons (Scrap)
SC	Sullivan County RR
VV	Vermont Valley RR
NV	Non-Vestibule
BE	Blind End
SUF	Steel Underframe
B&L	Boston & Lowell RR
MS&N	Monadnock, Steamtown & Northern RR(S)
ERR	Eastern RR
J&S	Jackson & Sharp

FRR	Fitchburg RR
C&M	Concord & Montreal RR
CM	Central Mass. RR
D&H	Delaware & Hudson RR
B	Osgood Bradley Car Corp. also Pullman-Standard Car Mfg. Co.
L	Laconia Car Co.
P	Pullman Car Co.
W	Wason Car Co.
RR	Local RR Car Shops, i.e., B&M, FRR, ERR, etc.

TO BE CONTINUED

winter 1981-82

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BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)	SEAT CAP.	REMARKS
<u>Coaches, Wooden, Non-vestibule, SUF</u>						
896	L 6/1889	64' 5 1/2"	10' 0"	55,100	74	Changed to 0513 4/1929; Dest. Billerica Shops 1/1951.
897	" 5/1891	64' 4"	10' 1"	57,000	"	Changed to 0558 11/1929; Dest. Billerica Shops 10/1950.
898	" 1892	"	10' 2"	58,200	"	Sold to Suncook Valley 2 ca. 1924
899	" 1891	64' 8 1/2"	"	60,400	"	
900	" 1888	64' 6"	10' 0 1/4"	53,700	"	
901	J&S 1893	65' 1 1/2"	10' 1"	62,600	"	Ex-C&M 83, R/N BM 1023, R/N 901; Dest. Billerica Shops 9/1933.
902	B 7/1888	64' 6"	"	52,600	72	Changed to 0514 4/1929; Dest. Concord Shops 12/1938.
903	RR 6/1892	63' 9 1/2"	"	57,000	"	Ex-FRR 153, R/N BM 903, Changed to W3760 5/1928; Dest. B.S. 12/1938.
904	L 7/1890	64' 6 1/2"	10' 0 1/2"	55,900	74	Ex-642, R/N 904; Changed to W3770 5/1928; Dest. Billerica Shops 7/1949.
905	" 1893	"	10' 2"	56,500	"	
906	" 1892	64' 6"	10' 1"	60,500	"	
907	B 7/1886	64' 5"	"	59,300	70	Ex-27, R/N 907; Changed to W3779 5/1928; Dest. Billerica Shops 8/1939.
908	" 1888	64' 5 1/2"	"	51,400	72	
909	L 1889	64' 5"	"	60,800	74	
910	W 7/1887	64' 8"	10' 0"	55,000	74	Changed to W3730 10/1928; Dest. Billerica Shops 8/1949.
911	B 1889	64' 5 1/2"	10' 1"	59,600	72	
912	" 6/1888	64' 6 1/2"	10' 2"	54,400	"	Changed to 0515 4/1929; Dest. Billerica Shops 8/1940.
913	L 1892	64' 5 1/2"	"	56,800	74	
914	B 1889	64' 6"	10' 1 1/2"	55,700	72	Changed to 0516 4/1929; Dest. McVile 9/1949.
915	L 6/1891	64' 5"	10' 1"	62,000	74	Changed to 0581 12/1929; Dest. Concord Shops 7/1936.
916	" 1899	63' 6"	10' 0"	51,000	72	
917	" 9/1892	65' 5 1/2"	10' 1"	71,900	"	Ex-527, R/N 917, Changed to W3234 12/1937; to MSS 8/1958.
918	" 1895	"	"	59,500	74	Ex-219, R/N 918, 5/1901; Dest. Billerica Shops 9/1933.
919	W 7/1886	64' 5"	"	64,600	72	Changed to 0585 1/1930; Dest. Billerica Shops 12/1946.
920	L 3/1892	64' 4"	10' 2"	59,400	74	Changed to W3731 11/1928; Dest. Mystic River 11/1936.
921	" 9/1890	64' 5 1/2"	10' 0"	59,000	"	Ex-693, R/N 921, r/b by Wason to Baggage 2937 4/1923; Dest. B.S. 12/1955
922	" 5/1891	65' 5"	10' 2"	73,800	"	Ex-467, R/N 922; Dest. B.S. 9/1939.
923	" 8/1892	65' 2"	"	73,900	"	Ex-511, R/N 923, Changed to W3226 10/1936; Auth. 2/1961.
924	" 1888	64' 5 1/2"	10' 0"	57,000	76	

**Compiled by
Leroy C. Hutchinson and Clyde R. Smith**

PART 6

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)	SEAT CAP.	REMARKS
Coaches, wooden, Non-vestibule, SUF						
925	L 4/1893	65' 5"	10' 2"	73,800	75	Ex-486, R/N 925; Dest. B.S. 12/1936.
926	W 6/1886	64' 5 1/2"	"	55,200	"	Ex-367, R/N 926, Changed to W3178 9/1927; Dest. Billerica Shops 9/1939.
927	L 1893	64' 6"	"	58,000	"	
928	" 7/1888	64' 5 1/2"	10' 1"	53,700	72	Changed to W3772 3/1930; Dest. No. Adams 4/1947.
929	RR 1892	63' 10"	"	56,400	"	
930	B 4/1889	64' 4 1/2"	10' 0"	53,900	72	Ex-448, R/N 930, r/b to Combine 1915 2/1927; Sold to STJ&LC 4/1932.
931	L 2/1893	64' 6 1/2"	10' 1 1/2"	57,200	74	Changed to 0559 12/1929; Dest. Billerica Shops 3/1938.
932	" 4/1890	64' 5 1/2"	10' 1"	53,200	"	Changed to W3773 11/1928; Dest. Billerica Shops 12/1938.
933	B 3/1899	"	"	53,800	72	Changed to 0560 10/1929; Dest. in wreck at E. Deerfield 10/1930.
934	L 1/1893	64' 6 1/2"	10' 0"	55,600	74	Ex-537, R/N 934; Changed to W3299 12/1927; Dest. Billerica Shops 12/1950.
935	B 3/1889	64' 7"	10' 1"	54,900	72	Ex-439, R/N 936, r/b to Combine 1910 8/1926; Sold to M&WR 9/1931.
936	L 1891	64' 3 1/2"	9' 11"	59,500	74	Ex-C&M 72, R/N 1012, R/N 936; Changed to W3256 3/1928; Dest. Concord Shops 6/1936.
937	W 1887	"	10' 0"	55,000	"	Changed to W3406 7/1928; Dest. E. Deerfield 10/1941.
938	L 2/1893	66' 0 1/2"	10' 2"	73,800	"	Ex-171, R/N 938 11/1924, Changed to W3206 4/1936; Dest. B.S. 8/1950.
939	B 7/1886	64' 5 1/2"	10' 1"	61,500	"	Ex-37, R/N 939, Changed to W3029 8/1927; Dest. Billerica Shops 1/1951.
940	" 1895	65' 1 1/2"	10' 0"	66,600	"	Ex-C&M 90, R/N 1069, R/N 940; Dest. Billerica Shops 9/1933.
941	L 4/1893	64' 7 1/2"	10' 2"	59,400	"	Changed to 0561 10/1929; Dest. Mystic River 2/1935.
942	" 1893	64' 6 1/2"	10' 1 1/2"	55,500	"	
943	FRR 1895	63' 11"	10' 1"	58,300	72	
944	L 1893	65' 2 1/4"	10' 0"	71,700	74	Ex-C&M 81, R/N 1021, R/N 944; Dest. Billerica Shops 10/1938.
945	W 8/1887	64' 3 1/2"	9' 10"	54,800	"	Changed to W3732 10/1928, Dest. Billerica Shops 9/1939.

ABBREVIATIONS

B.S.	Billerica Shops
C.S.	Concord Shops
MSS	M. Schiavone & Sons (Scrap)
SC	Sullivan County RR
VV	Vermont Valley RR
NV	Non-Vestibule
BE	Blind End
SUF	Steel Underframe
B&L	Boston & Lowell RR
MS&N	Monadnock, Steamtown & Northern RR(S)
ERR	Eastern RR
J&S	Jackson & Sharp

FRR	Fitchburg RR
C&M	Concord & Montreal RR
CM	Central Mass. RR
D&H	Delaware & Hudson RR
B	Osgood Bradley Car Corp. also Pullman-Standard Car Mfg. Co.
L	Laconia Car Co.
P	Pullman Car Co.
W	Wason Car Co.
RR	Local RR Car Shops, i.e., B&M, FRR, ERR, etc.

TO BE CONTINUED

Spring 1982

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 7

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)	SEAT CAP.	REMARKS
Coaches, Wooden, Non-vestibule, SUF						
946	L 10/1893	65' 4 1/2"	10' 2"	72500	74	Ex-551, R/N 558, R/N 946, Dest. Billerica Shops 9/1939.
947	RR 1893	64' 4"	10' 0"	60400	"	
948	FRR 5/1893	63' 10 1/2"	10' 1"	57900	72	Ex-FRR 161, R/N BM 948, changed to W3227 10/1927; Dest. in accident, E. Deerfield 10/194
949	L 4/1892	64' 5 1/2"	10' 2"	58800	74	Changed to 0562 11/1929; Dest. Concord Shops 12/1938.
950	B 2/1889	64' 6"	10' 2"	55000	72	Changed to W3733 10/1928; Dest. Billerica Shops 12/1938.
951	L 7/1888	64' 6 1/2"	9' 10 1/2"	55800	74	Ex-422, R/N 951, changed to W3192 9/1927; Dest. Billerica Shops 8/1949.
952	" 4/1893	65' 8"	10' 1"	73800	74	Ex-487, R/N 952, Changed to W3292 8/1942; Dest. fire at Lowell 11/1950.
953	" 1890	64' 8"	10' 0"	54300	"	Changed to W3459.
954	" 10/1893	65' 8"	10' 2"	71800	"	Ex-552, R/N 559, R/N 954, Changed to W3237 10/1937; to MSS 1/1959.
955	" 1888	64' 6"	10' 0"	54500	"	Changed to W3438 2/1929; Dest. Billerica Shops 3/1938.
956	" 5/1888	64' 6 1/2"	10' 1"	56100	"	Changed to W3734 10/1928; Dest. Concord Shops 2/1934.
957	FRR 5/1893	63' 10"	10' 1"	55300	72	Ex-FRR 163, R/N BM 957, Changed to W3249 10/1927; Dest. Billerica Shops 2/1939.
958	B 7/1886	64' 8 1/2"	"	59500	74	Changed to W3774 5/1928; Dest. Concord Shops 1/1939.
959	L 2/1893	65' 4 1/2"	10' 2"	70940	"	Ex-210, R/N 959, Changed to W3228 12/1937; Sold to Edaville 6/1959; R/N MS&N 228; named "Mount Lafayette," 6/1961, to Steamtown Museum 1967.
960	FRR 7/1892	63' 9 1/2"	10' 0"	55100	72	Ex-FRR 160, R/N 1692, R/N 960.
961	B 2/1889	64' 6 1/2"	"	53900	"	Changed to W3464; Dest. C. S. 4/1937.
962	FRR 7/1895	64' 0"	"	57000	"	Changed to W3231 1/1929; Dest. Billerica Shops 12/1939.
963	J&S 1893	65' 1"	"	62800	74	Changed to 0517 4/1929; Dest. Concord Shops 9/1951.

ABBREVIATIONS

TO BE CONTINUED

B.S.	Billerica Shops	FRR	Fitchburg RR
C.S.	Concord Shops	C&M	Concord & Montreal RR
MSS	M. Schiavone & Sons (Scrap)	CM	Central Mass. RR
SC	Sullivan County RR	D&H	Delaware & Hudson RR
VV	Vermont Valley RR	B	Osgood Bradley Car Corp. also Pullman-Standard Car Mfg. Co.
NV	Non-Vestibule	L	Laconia Car Co.
BE	Blind End	P	Pullman Car Co.
SUF	Steel Underframe	W	Wason Car Co.
B&L	Boston & Lowell RR	RR	Local RR Car Shops, i.e., B&M, FRR, ERR, etc.
MS&N	Monadnock, Steamtown & Northern RR(S)		
ERR	Eastern RR		
J&S	Jackson & Sharp		

Summer 1982

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 8

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)	SEAT CAP.	REMARKS
<u>Coaches, Wooden, Non-vestibule, SUF</u>						
964	L 1/1892	64' 5½"	10' 2"	57500	74	Changed to 0532 4/1929; Dest. Billerica Shops 10/1948.
965	W 1887	64' 5½"	10' 0"	56100	"	
966	RR 1891	64' 4½"	10' 2"	57700	"	Changed to 0518 4/1929; Dest. Billerica Shops 7/1938.
967	L 4/1892	64' 5½"	10' 2"	55100	"	Changed to 0519 4/1929' Dest. Billerica Shops 7/1938.
968	B 7/1888	64' 5½"	10' 1"	58100	72	Changed to W3735 11/1928; Dest. Concord Shops 11/1941.
969	L 3/1890	64' 6½"	10' 0"	55100	"	Ex-238, R/N 969, r/b by Wason to Baggage 2936 3/1923; Dest. B. S. 5/1955.
970	B 4/1889	64' 2½"	10' 1"	54200	"	Changed to 0520 4/1929; Dest. Billerica Shops 6/1936.
971	L 1892	64' 5½"	10' 2"	56100	74	
972	W 8/1887	64' 3½"	10' 0"	54500	"	Changed to W3512 7/1928; Dest. Boston 8/1937.
973	C&M ?	66' 4½"	9' 10"	57800	"	Ex-C&M 28, R/N BM 973; Dest. Billerica Shops 9/1933.
974	L 1893	64' 4½"	10' 2"	59300	"	
975	" 4/1888	64' 6½"	10' 1"	57700	"	Changed to W3736 10/1928; Changed to W3293 12/1944; Dest. B. S. 8/1949.
976	" "	64' 6½"	9' 11"	52000	"	
977	" 7/1891	64' 5½"	10' 2"	58100	"	Ex-472, R/N 977; Dest. B. S. 9/1933.
978	" 10/1891	64' 5½"	10' 2"	56900	"	Changed to W3232 1/1929; Dest. Billerica Shops 8/1949.
979	W 1887	64' 5½"	10' 1"	55000	74	
980	L 9/1891	64' 5½"	10' 1"	59800	74	Ex-478, R/N 980, Changed to W3776 5/1928; Dest. fire at Bardwells 11/1937.
981	J&S 1893	65' 1½"	10' 2"	60500	"	
982	L 1890	64' 3½"	9' 11"	61500	"	Changed to W3737 10/1928; Dest. Concord Shops 4/1937.
983	L 1890	64' 3½"	9' 11"	57800	74	Changed to W3513 7/1928; Dest. Billerica Shops 8/1958.
984	L 9/1891	64' 5½"	10' 2"	57100	"	Changed to 0564 10/1929; Dest. accident at Mystic River 8/1940.

ABBREVIATIONS

TO BE CONTINUED

B.S.	Billerica Shops	FRR	Fitchburg RR
C.S.	Concord Shops	C&M	Concord & Montreal RR
MSS	M. Schiavone & Sons (Scrap)	CM	Central Mass. RR
SC	Sullivan County RR	D&H	Delaware & Hudson RR
VV	Vermont Valley RR	B	Osgood Bradley Car Corp. also Pullman-Standard Car Mfg. Co.
NV	Non-Vestibule	L	Laconia Car Co.
BE	Blind End	P	Pullman Car Co.
SUF	Steel Underframe	W	Wason Car Co.
B&L	Boston & Lowell RR	RR	Local RR Car Shops, i.e., B&M, FRR, ERR, etc.
MS&N	Monadnock, Steamtown & Northern RR(S)		
ERR	Eastern RR		
J&S	Jackson & Sharp		

Fall 1982

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 9

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)	SEAT CAP.	REMARKS
<u>Coaches, Wooden, Non-vestibule, SUF</u>						
985	FRR 6/1892	63' 9½"	10' 1"	56500	74	Ex-FRR 149, R/N BM 985; Changed to W3777 5/1928; Dest. B.S. 7/1942.
986	L 1895	64' 3½"	9' 11"	64500	"	Ex-C&M 45, R/N BM 986; Dest. Billerica Shops 10/1938.
987	L 1/1892	64' 5½"	10' 2"	59200	"	Changed to 0565 10/1929 Dest. E. Deerfield 8/1938.
988	L 1891	64' 2"	10' 0"	54500	"	Changed to W3515 7/1928; Dest. Billerica Shops 12/1950.
989	" 1891	64' ½"	"	61400	"	Ex-1009, R/N 989 1/1912; Changed to W3442 10/1929; Dest. fire at East Somerville 1/1934.
990	L 1892	64' 2½"	10' 2"	59000	"	Changed to W3817.
991	" 5/1891	64' 4½"	10' 1"	61400	"	Ex-464, R/N 991, Changed to W3780 5/1928; Dest. Billerica Shops 2/1939.
992	B 3/1889	64' 4½"	"	55200	72	Changed to W3821 7/1928; Dest. E. Fitchburg 7/1936.
993	FRR 6/1892	63' 9½"	10' 1"	56400	"	Ex-FRR 150, R/N BM 993, Changed to W3781 5/1928; Dest. B.S. 3/1938.
994	B 3/1889	64' 5½"	"	54600	74	Changed to 0566 11/1929; Dest. fire at Johnsonville 6/1944.
995	L 1892	64' 5½"	10' 2"	59500	"	
996	L 8/1890	64' 5½"	"	54800	73	Ex-679, R/N 996, Changed to W3786 5/1928; Dest. Billerica Shops 7/1946.
997	" 7/1890	64' 4½"	10' 1"	54500	74	Changed to W3822 7/1928; Dest. accident at No. Adams 5/1934.
998	" 1892	64' 5½"	10' 2"	58900	"	
<u>Invalid Car, Vestibule, Wooden, SUF</u>						
999	RR 11/1906	68' 5"	9' 9½"	97100	—	
<u>Coaches, Wooden, Vestibule, SUF</u>						
1000	P 3/1908	67' 2" (o.s.)	9' 11¼" (o.s.)	97500	76	Ex-2427, R/N 1000, R/N 0567 11/1929; Dest. Billerica Shops 10/1940.
1001						See car 1078.
<u>Coaches, Wooden, Non-vestibule, SUF</u>						
1002	W&N 1873	61' 5½"	9' 11"	63000	31	Ex-WN&R 16 "City of Worcester," R/N 393, R/N 597; Changed to Instruction Car 1002, R/N 333 (1/1928); Dest. Billerica Shops 8/1937.
1003						See car 1208.

ABBREVIATIONS

B.S.	Billerica Shops
C.S.	Concord Shops
MSS	M. Schiavone & Sons (Scrap)
SC	Sullivan County RR
VV	Vermont Valley RR
NV	Non-Vestibule
BE	Blind End
SUF	Steel Underframe
B&L	Boston & Lowell RR
MS&N	Monadnock, Steamtown & Northern RR(S)
ERR	Eastern RR
J&S	Jackson & Sharp

FRR	Fitchburg RR
C&M	Concord & Montreal RR
CM	Central Mass. RR
D&H	Delaware & Hudson RR
B	Osgood Bradley Car Corp. also Pullman-Standard Car Mfg. Co.
L	Laconia Car Co.
P	Pullman Car Co.
W	Wason Car Co.
W&N	Worcester & Nashua RR
RR	Local RR Car Shops, i.e., B&M, FRR, ERR, etc.

TO BE CONTINUED

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 10

NO.	BUILDER	DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)	SEAT CAP.	REMARKS
Coaches, Wooden, Vestibule, SUF							
1004	P	5/1907	68' 2"	10' 1"	90000	28 *	R/N 4(6/1934), R/N 501 (2/1937), Dest. Billerica Shops 2/1952.
1005	P	5/1907	68' 2"	10' 1"	90000	30 *	R/N 5(4/1930), R/N 515 (2/1937); Dest. Billerica Shops 5/1950.
1006	P	5/1907	68' 2"	10' 1"	90000	30 *	R/N 6(6/1934), R/N 503 (1/1937), R/N M0290 (6/1951); Retired 10/1956.
1007	P	5/1907	68' 2"	10' 1"	90000	30 *	R/N 7(8/1935), R/N 530 (12/1936), Dest. Billerica Shops (12/1946).
1008	L	9/22/1910	62' 1½" (o. s.)	9' 11¼"	95900	76	Ex-2404, R/N 1008, R/N 8 (9/1930), R/N 498 (3/1937); Dest. on Aberdeen & Rockfish RR 7/1943.
1009	L	8/1910	61' 1½" (o. s.)	9' 11¼"	95900	76	Ex-2400, R/N 1009, R/N 9 (10/1930), R/N 522 (1/1937); Dest. B.S. (1/1948).
1010	B&M	?	68' 1½"	9' 11"	72000	76	R/N 10(1930), R/N 508 (1/1937), Dest. Billerica Shops 11/1946.
1011	L	3/3/1893	65' 8"	10' 1½"	67600	74	Ex-313, R/N 1011, R/N 11(6/1930), Changed to W3263 (11/1941), Dest. Billerica Shops 12/1954.
1012	L	1892	65' 7"	10' 1½"	67400	70	Ex-499, R/N 1012, Changed to W3270 (11/1941), to MSS (3/1957).
1013	P	10/1893	67' 0"	10' 1"	71700	74	Ex-546, R/N 1013, R/N 13(9/1930), R/N 529 (12/1936), Dest. B.S. 4/1950.
1014	P	10/1893	67' 0"	10' 1"	71600	74	Ex-547, R/N 1014, R/N 14(10/1936), R/N 526 (12/1936), Sold to MEC 963 (4/1950).
1015	P	1895	68' 1"	10' 1"	73000	74	Ex-561, R/N 1015, rebuilt to combine 2143 (12/1927), Dest. B.S. (12/1950).
1016	P	1895	68' 2½"	10' 1"	72100	72	Ex-562, R/N 1016, rebuilt to combine 2144 (3/1928), Dest. B.S. (12/1950).
1017	P	1895	68' 4"	10' 1"	73300	74	Rebuilt to combine 2145; Dest. Billerica Shops (1/1952).
1018	P	10/1893	67' 0"	10' 1"	72000	74	Rebuilt to combine 2146 (3/1928); Dest. Billerica Shops (12/1950).
1019	P	10/1893	67' 0"	10' 1"	74400	72	Ex-540, R/N 1019, R/N 19, (3/1935), Changed to W3251 (5/1941), to MSS (3/1957).
1020	P	10/1893	67' 0"	10' 1"	70900	72	Ex-541, R/N 1020, R/N 20(10/1930), R/N 509 (1/1937), Dest. B.S. (12/1946).
1021	P	10/1893	67' 0"	10' 1"	71400	72	Ex-542, R/N 1021, R/N 21 (6/1934), R/N 489 (11/1937), Dest. B.S. (12/1946).
1022	P	10/1893	67' 0"	10' 0"	72000	72	Ex-543, R/N 1022, R/N 22(12/1930), R/N 494 (12/1937); Dest. B.S. (12/1946).

*Parlor Car

ABBREVIATIONS

B.S.	Billerica Shops	FRR	Fitchburg RR
C.S.	Concord Shops	C&M	Concord & Montreal RR
MSS	M. Schiavone & Sons (Scrap)	CM	Central Mass. RR
SC	Sullivan County RR	D&H	Delaware & Hudson RR
VV	Vermont Valley RR	B	Osgood Bradley Car Corp. also Pullman-Standard Car Mfg. Co.
NV	Non-Vestibule	L	Laconia Car Co.
BE	Blind End	P	Pullman Car Co.
SUF	Steel Underframe	W	Wason Car Co.
B&L	Boston & Lowell RR	W&N	Worcester & Nashua RR
MS&N	Monadnock, Steamtown & Northern RR(S)	RR	Local RR Car Shops, i.e., B&M, FRR, ERR, etc.
ERR	Eastern RR		
J&S	Jackson & Sharp		

TO BE CONTINUED

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 11

NO.	BUILDER/ DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)	SEAT CAP.	REMARKS
Coaches, Wooden, Vestibule, SUF						
1023	P 10/1893	67' 0"	10' 1"	71000	72	Ex-544, R/N 1023, R/N 23 (4/1931), R/N 512 (2/1937), Dest. B.S. (12/1948).
1024	P 10/1893	67' 0"	10' 1"	71100	72	Ex-545, R/N 1024, R/N 24 (6/1931), R/N 491 (11/1937), Dest. B.S. (10/1947).
1025	P 1893	67' 0"	10' 1"	74000	74	
1026	P 10/1893	67' 0"	10' 1"	71600	72	Ex-549, R/N 1026, R/N 26 (2/1931), R/N 488 (11/1937), Changed to W3151 (12/1947) Sold to Edaville (4/1959??)
1027	P 1893	67' 0"	10' 1"	71500	72	Ex-550, R/N 1027, R/N 482, Dest. Billerica Shops (2/1948).
1028	P 10/1893	67' 0"	10' 1"	72000	72	Ex-551, R/N 1028, R/N 28 (5/1930), R/N 516 (2/1937), Dest. B.S. (12/1950).
1029	P 10/1893	67' 0"	10' 1"	71400	72	Ex-552, R/N 1029, R/N 29 (6/1930), R/N 485 (11/1937), Dest. B.S. (12/1946).
1030	P 10/1893	67' 0"	10' 1"	70200	70	Ex-553, R/N 1030, R/N 30 (12/1930), R/N 505 (1/1937), Dest. B.S. (11/1946).
1031	P 6/1895	68' 2"	10' 1"	72400	72	Ex-564, R/N 1031, R/N 31 (9/1930), R/N 511 (2/1937), Dest. B.S. (5/1946).
1032	P 6/1895	68' 2"	10' 1"	73100	72	Ex-565, R/N 1032, R/N 32 (11/1930), R/N 500 (2/1937), Dest. B.S. (12/1946).
1033	P 6/1895	68' 2"	10' 1"	72400	70	Ex-566, R/N 1033, R/N 33 (8/1930), R/N 486 (11/1937), Dest. B.S. (10/1946).
1034	P 6/1895	68' 2"	10' 1"	73100	72	Ex-567, R/N 1034, R/N 34 (12/1930), R/N 495 (12/1937), Dest. B.S. (2/1948).
1035	P 6/1895	68' 2"	10' 1"	78100	72	Ex-568, R/N 1035, R/N 35 (8/1930), R/N 483 (11/1937), Dest. B.S. (12/1946).
1036	P 6/1895	68' 2"	10' 2"	72800	72	
1037	P 10/1906	68' 1½"	10' 1"	79000	72	R/N 37, R/N 516 (2/1937), Dest. Billerica Shops (12/1951).
1038	P 10/1906	68' 1½"	10' 1"	79000	68	R/N 38, (2/1930), R/N 518 (2/1937), Dest. Billerica Shops (5/1950).
1039	P 10/1906	68' 1½"	10' 1"	79000	68	R/N 39, (4/1931), R/N 507 (1/1937), Dest. Billerica Shops (12/1946).
1040	P 10/1906	68' 1½"	10' 1"	79000	72	R/N 40 (8/1935), R/N 534 (12/1936), Dest. Billerica Shops (12/1948).
1041	P 10/1906	68' 1½"	10' 1"	79000	72	R/N 41, (4/1931), R/N 504 (1/1937), Sold to MEC 956 (10/1949).

TO BE CONTINUED

ABBREVIATIONS

B.S.	Billerica Shops	FRR	Fitchburg RR
C.S.	Concord Shops	C&M	Concord & Montreal RR
MSS	M. Schiavone & Sons (Scrap)	CM	Central Mass. RR
SC	Sullivan County RR	D&H	Delaware & Hudson RR
VV	Vermont Valley RR	B	Osgood Bradley Car Corp. also Pullman-Standard Car Mfg. Co.
NV	Non-Vestibule	L	Laconia Car Co.
BE	Blind End	P	Pullman Car Co.
SUF	Steel Underframe	W	Wason Car Co.
B&L	Boston & Lowell RR	W&N	Worcester & Nashua RR
MS&N	Monadnock, Steamtown & Northern RR(S)	RR	Local RR Car Shops, i.e., B&M, FRR, ERR, etc.
ERR	Eastern RR		
J&S	Jackson & Sharp		

Summer 1983

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by

Leroy C. Hutchinson and Clyde R. Smith

PART 12

NO.	BUILDER/ DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)	SEAT CAP.	REMARKS
1042	P 10/1906	68'1½"	10'1"	91,100	72	R/N 42 (10/1930), R/N 519 (2/1937), Des. Billerica Shops (12/1946)
1043	P 10/1906	68'1½"	10'1"	90,800	72	R/N 43 (6/1934), R/N 510 (1/1937), Des. B.S. (2/1948)
1044	P 10/1906	68'1½"	10'1"	95,000	72	R/N 44 (5/1930), Des. B.S. (9/1939)
1045	P 10/1906	68'1½"	10'1"	91,600	72	R/N 45 (11/1930), R/N 524 (2/1937), Des. B.S. (12/1951)
1046	P 10/1906	68'1½"	10'1"	90,800	72	R/N 46 (5/1931), R/N 520 (2/1937), Des. B.S. (12/1946)
1047	P 10/1906	68'1½"	10'1"	91,000	72	R/N 47 (8/1930), R/N 532 (12/1936), Changed to W3134 (5/1949), to MSS (8/1957)
1048	P 10/1906	68'1½"	10'1"	95,800	72	R/N 48 (7/1931), R/N 513 (2/1937), Des. B.S. (12/1951)
1049	P 10/1906	68'1½"	10'1"	95,600	72	R/N 49 (6/1934), R/N 528 (12/1936), Des. B.S. (12/1948)
1050	P 10/1906	68'1½"	10'1"	91,300	72	R/N 50 (10/1931), R/N 492 (11/1937), Des. B.S. (12/1946)
1051	P 10/1906	68'1½"	10'1"	95,600	72	R/N 51 (8/1935), R/N 490 (11/1937), Des. B.S. (12/1946)
1052	P 10/1906	68'1½"	10'1"	95,600	72	R/N 52 (4/1931), R/N 487 (11/1937), Des. B.S. (12/1946)
1053	P 10/1906	68'1½"	10'1"	95,600	72	R/N 53 (12/1930), Changed to W3233 (12/1940), Des. B.S. (2/1954)
1054	P 10/1906	68'1½"	10'1"	91,000	72	R/N 54 (8/1935), R/N 535 (12/1936), Des. B.S. (12/1946)
1055	P 10/1906	68'1½"	10'1"	93,600	72	R/N 493, Des. B.S. (12/1946)
1056	P 10/1906	68'1½"	10'1"	93,600	72	Changed to Examiner's Car 333 (6/1937), R/N 1002 (6/1940), Sold to MEC 2000 Examiner's Car (12/1949), R/N 100
1057	P 10/1906	68'1½"	10'1"	93,600	72	
1058	P 10/1906	68'1½"	10'1"	95,600	72	R/N 58 (12/1930), Changed to W3201 (12/1940), Retired (5/1965), Sold to Narragansett Pier RR

ABBREVIATIONS

B.S.	Billerica Shops	C&M	Concord & Montreal RR
C.S.	Concord Shops	CM	Central Mass. RR
MSS	M. Schiavone & Sons (Scrap)	D&H	Delaware & Hudson RR
SC	Sullivan County RR	B	Osgood Bradley Car Corp also Pullman-Standard Car Mfg. Co.
VV	Vermont Valley RR	L	Laconia Car Co.
NV	Non-Vestibule	P	Pullman Car Co.
BE	Blind End	W	Wason Car Co.
SUF	Steel Underframe	W&N	Worcester & Nashua RR
B&L	Boston & Lowell RR	RR	Local RR Car Shops, i.e., B&M, FRR, ERR, etc.
MS&N	Monadnock, Steamtown & Northern RR(S)	R/N	Renumbered
ERR	Eastern RR	DES.	Destroyed
J&S	Jackson & Sharp		
FRR	Fitchburg RR		

TO BE CONTINUED

Fall 1983

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 13

NO.	BUILDER	DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)*	SEAT CAP.	REMARKS
Coaches, Wooden, Vestibule, SUF							
1059	P	6/1907	68' 1½"	10'1"	95,600	72	
1060	P	6/1907	68' 1½"	10'1"	91,900	72	R/N 60 (3/1931), R/N 481 (1/1942) Des. B.S. (11/1946)
1061	P	6/1907	68' 1½"	10'1"	95,600	72	R/N 61 (5/1931), R/N 480 (9/1942), Sold (12/1946)
1062	P	6/1907	68' 1½"	10'1"	95,600	72	
1063	P	6/1907	68' 1½"	10'1"	95,600	72	R/N 62 (11/1930), R/N 484 (11/1937) Des. B.S. (12/1946)
1064	P	6/1907	68' 1½"	10'1"	92,800	72	R/N 63 (10/1930), R/N 502 (1/1937) Des. B.S. (12/1946)
1065	P	6/1907	68' 1½"	10'1"	91,700	72	R/N 64 (6/1934), R/N 533 (12/1936) W3143 (1/1949), to MSS (3/1957)
1066	P	6/1907	68' 1½"	10'1"	92,900	72	R/N 65 (4/1931), R/N 514 (2/1937) Des. B.S. (1/1952)
1067	P	6/1907	68' 1½"	10'1"	92,900	72	R/N 66 (6/1934), R/N 527 (12/1936) Des. B.S. (12/1946)
1068	B&M	1895	65' 1½"	9'11"	67,600	70	Narrow vestibule
1069-1076							No cards. Numbers probably not used.
1077	P	6/1907	68' 1½"	10'1"	91,600	72	
1078	P	6/1907	68' 1½"	10'1"	92,000	72	R/N 67 (8/1935), R/N 531 (12/1936) Des. B.S. (12/1951)
1079	P	6/1907	68' 1½"	10'1"	95,600	72	R/N 78 (6/1930), Changed to Examiner's Car 222 (6/1937), R/N Exam. Car 1001 (10/1940), MSS (3/1959)
1080	P	6/1907	68' 1½"	10'1"	92,800	72	R/N 79 (2/1931), R/N 506 (1/1937) Des. B.S. (1948)
1081	P	6/1907	68' 1½"	10'1"	92,800	72	R/N 80 (12/1930), R/N 523 (12/1937) Des. B.S. (2/1948)
1082	P	6/1907	68' 1½"	10'1"	92,600	72	R/N 521 (2/1937), Des. B.S. (2/1948)
							R/N 82 (6/1931), R/N 496 (12/1937) Des. B.S. (12/1946)

* After steel frames were added by 9/1/1926, all except 1068 were 79,000 before addition of steel underframes.

ABBREVIATIONS

B.S.	Billerica Shops	C&M	Concord & Montreal RR
C.S.	Concord Shops	CM	Central Mass. RR
MSS	M. Schiavone & Sons (Scrap)	D&H	Delaware & Hudson RR
SC	Sullivan County RR	B	Osgood Bradley Car Corp. also Pullman-Standard Car Mfg. Co.
VV	Vermont Valley RR	L	Laconia Car Co.
NV	Non-Vestibule	P	Pullman Car Co.
BE	Blind End	W	Wason Car Co.
SUF	Steel Underframe	W&N	Worcester & Nashua RR
B&L	Boston & Lowell RR	RR	Local RR Car Shops, i.e., B&M, FRR, ERR, etc.
MS&N	Monadnock, Steamtown & Northern RR(S)	R/N	Renumbered
ERR	Eastern RR	DES	Destroyed
J&S	Jackson & Sharp		
FRR	Fitchburg RR		

TO BE CONTINUED

March 1985

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 14

NO.	BUILDER	DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)*	SEAT CAP.	REMARKS
Coaches, Wooden, Vestibule, SUF * After steel frames were added by 9/1/1926							
1083	P	6/1907	68' 1½"	10'1"	95,600	72	R/N 83 (9/1930), R/N 525 (1/1937), Des. B.S. (5/1950)
1084	P	6/1907	68' 1½"	10'1"	95,600	72	R/N 75 (11/1930), R/N 497 (3/1927), Sold to MEC 962 (4/1950)
1085	P	6/1907	68' 1½"	10'1"	95,600	72	R/N 76 (7/1930), R/N 499 (3/1937), Des. B.S. (5/1950)
1086							No card.
1087							No card.
Coaches, Wooden, Non-Vestibule, WUF							
1100	C&M		66' 11½"	9'11"	68,000	78	
1101	C&M	1886	67' 0½"	10'1"	57,900	66	Ex-parlor car 361 "Magnolia", Des. B.S. (9/1939)
1102	C&M		66' 11½"	10'1"	70,100	76	
1103	C&M		67' 0½"	10'1"	69,300	78	
1104	C&M	1891	68' 0½"	10'1"	62,500	76	Changed to 0583 (1/1930) Des. B.S. (12/1938)
1105	C&M		66' 10½"	10'1"	72,300	78	Changed to 3790 (4/1928) Des. E.D. (3/1940)
1106	C&M		67' 0½"	10'1"	65,200	78	
1107	C&M		66' 10½"	10'1"	66,000	78	
1108	C&M		68' 8½"	10'1"	62,500	76	Ex-C&M 44, R/N 985, R/N 1108, Changed to W3203 (9/1927) Des. E.F. (7/1936)
Coaches, Wooden, Non-vestibule, SUF							
1109	P	5/1896	68' 5"	10'1"	86,200	74	Ex-570, R/N 1109, R/N 109 (9/1931), Des. B.S. (12/1940)
1110	P	5/1896	68' 5"	10'1"	83,400	72	Ex-571, R/N 1110, R/N 110 (7/1931), Changed to W3230 (12/1937), Des. B.S. (3/1956)
1111		Pre-1895	59' 6½"	10'1"	86,800		Ex-599, R/N, WN & P 399, Air Brake Instr. Car, Changed to Examiner's Car 1111, Des. B.S. (8/1937)
1112	P	5/1896	68' 5"	10'1"	86,200	72	Ex-572, R/N 1112, R/N 112 (3/1931), Changed to M0298 (7/1937), Des. B.S. (1/1953)

ABBREVIATIONS

B.S.	Billerica Shops	MEC	Maine Central RR
CAP.	Capacity	MSS	M. Schiavone & Sons (Scrap)
C&M	Concord & Montreal RR	P	Pullman Car Co.
Des.	Destroyed	R/N	Renumbered
E.D.	East Deerfield	SUF	Steel underframe
E.F.	East Fitchburg	W	Work
Instr.	Instruction	WN&P	Worcester, Nashua & Portland RR
		WUF	Wooden underframe

TO BE CONTINUED

March 1985

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 14-A†

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)*	SEAT CAP.	REMARKS
Dining Cars, Wooden, Vestibule, SUF					* After steel frames were added by 9/1/1926	
1088	P 6/1907	80' 7½"	10'1"	129,600	30	R/N 88 (6/1931), Des. B.S. (4/1940)
1089	P 6/1907	80' 7½"	10'1"	129,600	30	R/N 89 (11/1930), Des. B.S. (11/1941)
1090	P 6/1907	80' 7½"	10'1"	129,600	30	R/N 90 (11/1930), changed to M3285 (3/1948), sold to Central N.Y. Chapter NRHS, Martisco, N.Y., 1981
1091	P 6/1907	80' 7½"	10'1"	129,600	30	R/N 91 (6/1931), changed to W3294 (12/1942), Des. B.S. (3/1953)
1092	P 6/1907	80' 7½"	10'1"	129,600	30	R/N 92 (12/1933), changed to W3291 (5/1942), Des. B.S. (2/1954)
1093	P 6/1907	80' 7½"	10'1"	129,600	30	R/N 93 (6/1932), Des. B.S. (4/1940)
Dining-Passenger Cafe Cars, Wooden, Vestibule, SUF						
1094	P 7/1906	80' 7½"	10'1"	129,600	24 36	Cafe R/N 94 (1930), changed to Pass M3288 (2/1942), still in use, E.Dfld. wreck train
1095	P 7/1906	80' 7½"	10'1"	124,600	28 12	Cafe Changed to 2222 (Air Brake Inst. car) 4/1926, Des. B.S. 12/50
1096	P 7/1906	80' 7½"	10'1"	124,600	24 36	Cafe R/B to Diner-Lounge-Obs. Pass car for <i>Minute Man</i> named <i>Lexington</i> in 1926-27, R/N 96 (6/1930), changed to W3231 (12/1940), to MSS (5/1958)
1097	P 7/1906	80' 7½"	10'1"	124,600	24 36	Cafe R/B to Diner-Lounge-Obs. Pass car for <i>Minute Man</i> named <i>Concord</i> in 1926-27, R/N 97 (6/1930), changed to W3239 (12/1940) Des. B.S. (12/54)
1098	P 7/1906	80' 7½"	10'1"	129,600	24 36	Cafe R/N 98 (1930), Des. B.S. Pass (4/1940)
1099	P 7/1906	80' 7½"	10'1"	124,600	30 36	Cafe R/N 99 (8/1930), Des. B.S. Pass (4/1940)

† Note: These cars were inadvertently omitted from the roster, Part 14, in the March 1985 B&M BULLETIN.

ABBREVIATIONS

B.S.	Billerica Shops	R/B	Rebuilt
CAP.	Capacity	Ret.	Retired
Des.	Destroyed	R/N	Renumbered
MSS	M. Schiavone & Sons (Scrap)	SUF	Steel underframe
P	Pullman Car Co.	W	Work

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
 Leroy C. Hutchinson and Clyde R. Smith

PART 15

NO.	BUILDER	DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)*	SEAT CAP.	REMARKS
Coaches, Wooden, Vestibule, SUF * After steel frames were added by 9/1/1926							
1113	P	5 1896	68' 6"	10'1"	83,600	74	Ex-573, R/N 1113, R/N 113 (2/1932), Changed to W3247 (6/1941), to MSS (5/1957)
1114	P	5/1896	68' 8"	10'1"	86,200	74	Ex-574, R/N 1114, R/N 114 (5/1931), Changed to W3209 (7/1936), to MSS (1/1958)
1115	P	5/1896	68' 6"	10'1"	86,200	74	Ex-575, R/N 1115, R/N 115 (10/1930), Changed to W3248 (6/1941, to MSS (4/1957)
1116	P	5/1896	68' 4"	10'1"	83,400	74	Ex-576, R/N 1116, R/N 116 (2/1932), Changed to W3189, Kitchen car of E.D. wreck train. Ret. (5/1962). To Naukeag RR Museum, Ashburnham, Mass.
1117	P	5/1896	68' 4"	10'1"	86,200	74	Ex-577, R/N 1117, R/N 117 (6/1930), Ret. B.S. (8/1947)
1118	P	5/1896	68' 4"	10'1"	84,600	74	Ex-578, R/N 1118, R/N 118 (5/1930), Des. B.S. (3/1939)
1119	P	5/1896	68' 4"	10'1"	83,800	74	Ex-579, R/N 1119, R/N 119 (8/1930), Des. B.S. (9/1939)
1120	P	5/1896	68' 5"	10'1"	86,200	74	Ex-580, R/N 1120, R/N 120 (2/1933), Des. B.S. (9/1939)
1121	P	5/1896	68' 4"	10'1"	84,800	74	Ex-581, R/N 1121, R/N 121 (8/1930), Des. B.S. (2/1937)
1122	P	5/1896	68' 5"	10'1"	83,400	74	Ex-582, R/N 1122, R/N 122 (7/1931), Des. B.S. (11/ 1938)
1123	P	5/1896	68' 4"	10'1"	86,200	74	Ex-583, R/N 1123, R/N 123 (8/1930), Changed to W3211 (1/1940), to MSS (8/1958)
1124	P	5/1896	68' 4"	10'1"	86,200	74	Ex-584, R/N 1124, R/N 124 (8/1931), Changed to W3217 (8/1937), Des. B.S. (10/1954)
1125	P	5/1896	68' 4"	10'1"	86,200	74	R/B to Combine 2173 (4/1929)
1126	P	5/1896	68' 4"	10'1"	86,200	74	R/B to Combine 2174
1127	P	5/1896	68' 4"	10'1"	83,800	74	R/B to Combine 2175 (3/1929)
1128	P	5/1896	68' 4"	10'1"	86,200	74	R/B to Combine 2176 (11/1928)
1129	P	5/1896	68' 4"	10'1"	86,200	74	R/B to Combine 2177 (1/1929)
1130	P	5/1896	68' 4"	10'1"	86,200	74	R/B to Combine 2178 (12/1928)
1131	P	5/1896	68' 4"	10'1"	86,200	74	Ex-846, R/N 1131, R/N 131 (7/1931), Changed to W3214 (2/1937), Des. B.S. (12/1950)

ABBREVIATIONS

B.S.	Billerica Shops	R/B	Rebuilt
CAP.	Capacity	Ret.	Retired
Des.	Destroyed	R/N	Renumbered
MSS	M. Schiavone & Sons (Scrap)	SUF	Steel underframe
P	Pullman Car Co.	W	Work

TO BE CONTINUED

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 16

NO.	BUILDER	DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)*	SEAT CAP.	REMARKS
Coaches, Wooden, Vestibule, SUF * After steel frames were added by 9/1/1926							
1132	P	5/1896	68' 4"	10'1"	86,200	74	Ex-847, R/N 1132, R/N 132 (4/1931), Changed to W3249 (6/1941), to MSS (5/1957)
1133	P	6/1896	68' 4"	10'1"	84,300	74	Ex-848, R/N 1133, R/N 133 (8/1930) Des. B.S. (2/1937)
1134	P	6/1896	68' 4"	10'1"	86,200	74	Ex-849, R/N 1143, R/N 143 (6/1931), Changed to W3268 (11/1941) Des B.S. (2/1956)
1135	P	7/1896	68' 4"	10'1"	86,200	74	Ex-850, R/N 1135, R/N 135 (11/1935) Des B.S. (10/1938)
1136	P	6/1896	68' 4"	10'1"	86,200	74	Ex-851, R/N 1136, R/N 136 (10/1930) Des B.S. (2/1937)
1137	P	6/1896	68' 4"	10'1"	86,200	74	Ex-852, R/N 1137, R/N 137 (11/1931), Des. B.S. (12/1946)
1138	P	6/1896	68' 4"	10'1"	86,200	74	Ex-853, R/N 1138, R/N 138 (11/1931), Changed to W3281 (1/1942), Ret. (2/1961)
1139	P	7/1896	68' 4"	10'1"	86,200	74	Ex-855, R/N 1139, R/N 139 (7/1931), Changed to W3259 (9/1941), to MSS (8/1957)
1140	P	6/1896	68' 4"	10'1"	83,800	74	Ex-854, R/N 1140, R/N 140 (3/1932), Changed to W3210 (12/1939), Des. B.S. (10/1950)
1141	P	7/1896	68' 4"	10'1"	86,200	74	Ex-856, R/N 1141, R/N 141 (6/1931), Changed to W3205 (6/1937), Ret. (4/1966) and sold to Strasburg RR. Named "Hello Dolly."
1142	P	7/1896	68' 5"	10'1"	83,000	74	Ex-857, R/N 1142, R/N 142 (6/1932), Changed to M0296 (10/1937), Des. B.S. (5/1951)
1143	P	7/1896	68' 6"	10'1"	83,800	74	Ex-858, R/N 1143, R/N 143 (8/1930), Des. B.S. (5/1937)
1144	P	6/1896	68' 5"	10'1"	84,000	74	Ex-859, R/N 1144, R/N 144 (9/1930), Des. B.S. (5/1937)
1145	P	7/1896	68' 6"	10'1"	84,000	74	Ex-860, R/N 1145, R/N 145 (6/1932), Changed to W3212 (8/1936), Des. B.S. (1/1953)
1146	P	7/1896	68' 6"	10'1"	83,600	74	Ex-861, R/N 1146, R/N 146 (8/1931), Des. B.S. (9/1939)

ABBREVIATIONS

B.S.	Billerica Shops	R/B	Rebuilt
CAP.	Capacity	Ret.	Retired
Des.	Destroyed	R/N	Renumbered
MSS	M. Schiavone & Sons (Scrap)	SUF	Steel underframe
P	Pullman Car Co.	W	Work

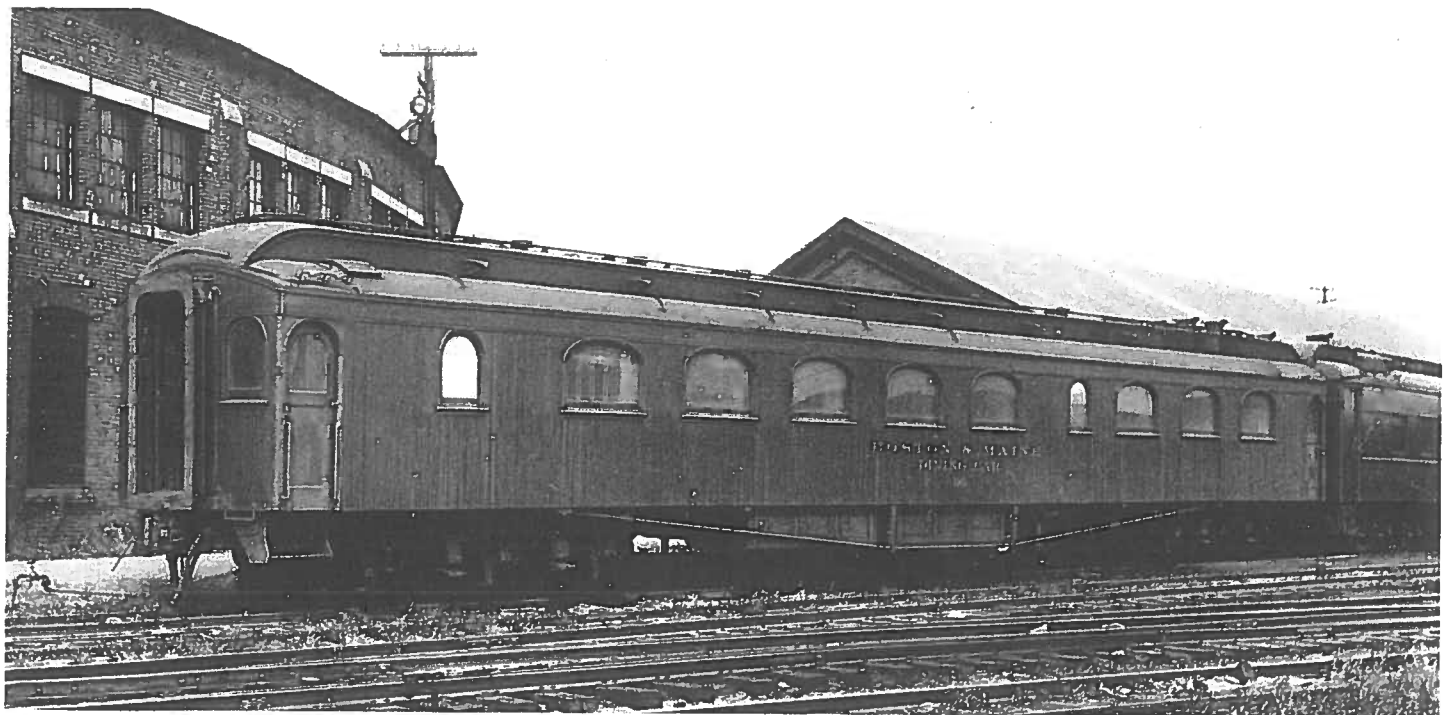
TO BE CONTINUED

RAILROAD PASSENGER EQUIPMENT (Continued)

NO.	BUILDER	DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)*	SEAT CAP.	REMARKS
			Coaches, Wooden, Non-Vestibule, SUF			* After steel frames were added by 9/1/1926	
1147	P	7/1896	68' 6"	10'1"	83,600	74	
1148	P	7/1896	66' 11"	10'1"	66,600	74	Ex-863, R/N 1148, R/N 148 3/1932, changed to MO295 4/1938, dest. Billerica Shops 1/1953
1149	P	7/1896	66' 11"	10'1"	66,600	74	Ex-864, R/N 1149, R/N 149 3/1931, changed to W3241 9/1937, to MSS 8/1958
1150	P	7/1896	66' 11"	10'1"	66,600	74	Ex-865, R/N 1150, R/N 150 8/1930, changed to W3225 9/1937, to MSS 8/1958
1151	P	7/1896	66' 11"	10'1"	66,600	74	Ex-866, R/N 1151, R/N 151 6/1930, changed to MO294 8/1937, dest. Billerica Shops 1/1953
1152	P	7/1896	66' 11"	10'1"	66,600	74	Ex-867, R/N 1152, R/N 152 10/1930, dest. Billerica Shops 9/1939
1153	P	7/1896	66' 11"	10'1"	66,600	74	Ex-868, R/N 1153, R/N 153 9/1930, changed to W3236 8/1937, to MSS 9/1957
1154	P	7/1896	66' 11"	10'1"	66,600	74	Ex-869, R/N 1154, R/N 154 9/1930, dest. Billerica Shops 11/1946
1155	P	7/1896	66' 11"	10'1"	66,600	74	Ex-870, R/N 1155, R/N 155 2/1932, dest. Billerica Shops 12/1938

TO BE CONTINUED

Lawrence I. Beake



BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
 Leroy C. Hutchinson and Clyde R. Smith

PART 18

NO.	BUILDER	DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)*	SEAT CAP.	REMARKS
Coaches, Wooden, Non-Vestibule, SUF						* After steel frames were added by 9/1/1926	
1156	P	7/1896	66' 11"	10' 1"	66,600	74	Ex-871, R/N 1156, R/N 156 8/1930, changed to W3213 6/1937, dest. Billerica Shops 3/1956
1157	P	7/1896	66' 11"	10' 1"	66,600	74	Ex-872, R/N 1157, R/N 157 3/1932, changed to W3218 8/1937, dest. Billerica Shops 1/1953
1158	P	7/1896	66' 11"	10' 1"	66,600	74	R/N 158 12/1931, changed to W3076 6/1937, retired 12/1966 and sold to Allan Thomas, Winchester, Mass.
1159	P	7/1896	66' 11"	10' 1"	66,600	74	Ex-874, R/N 1159, R/N 159 5/1930, changed to W3203 2/1937, to MSS 8/1957
1160	RR	1888	68' 10½"	10' 1"	75,200	72	Changed to W3823 7/1928, dest. Billerica Shops 3/1939
1161	RR	Pre 1880	66' 9½"	10' 1"	67,400	77	Changed to W3792 10/1928, dest. Billerica Shops 7/1938
1162	RR	Pre 1880	66' 11"	10' 1"	66,500	74	
1163	RR	Pre 1880	66' 11"	10' 1"	67,500	72	Ex-C&M 49, R/N 990, R/N 340, R/N 1163, R/N 163 4/1931, dest. B.S. 5/1937
1164	RR	Pre 1880	66' 10½"	10' 1"	65,000	72	Ex-ERR 107, R/N 307, R/N 1164, R/N 164 12/1931, changed to W3256 9/1941, dest. B.S. 4/1956
1165	RR	Pre 1880	66' 10½"	10' 1"	65,000	74	
1166	B&M	7/1904	66' 11½"	10' 1"	63,800	74	Ex-C&M 27, R/N 972, R/N 575, R/N 1166, R/N 166 8/1931, changed to W3221 12/1939, dest. B.S. 10/1950
1167	P	8/1904	66' 11"	10' 1"	74,500	74	R/N 167 9/1931, changed to W3297 11/1945, dest. B.S. 1/1953
1168	P	8/1904	66' 11"	10' 1"	74,800	74	R/N 168 11/1930, dest. B.S. 5/1937

TO BE CONTINUED

ABBREVIATIONS

B.S. Billerica Shops
 CAP. Capacity
 Des. Destroyed
 MSS M. Schiavone & Sons (Scrap)
 P Pullman Car Co.

RR Local railroad car shops
 R/B Rebuilt
 Ret. Retired
 R/N Renumbered
 SUF Steel underframe
 W Work

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 19

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)*	SEAT CAP.	REMARKS
Coaches, Wooden, Non-Vestibule, SUF				* After steel frames were added by 9/1/1926		
1169	P 8/1904	66' 11"	10' 1"	73700	74	R/N 169, changed to W3738 10/1928, dest. Concord Shops 1/1939
1170	P 8/1904	66' 11"	10' 1"	74,900	74	R/N 170 5/1932, changed to W3276 11/1941, retired 4/1971, sold to Paul Hardiman, No. Reading, Mass., and shipped to Jefferson, N.H. 9/1971
1171	P 8/1904	66' 11"	10' 1"	74,900	74	R/N 171 8/1931, dest. B.S. 12/1946
1172	P 8/1904	66' 11"	10' 1"	71,500	74	R/N 172 4/1931, changed to W3216 7/1937, to MSS 6/1957
1173	P 8/1904	66' 11"	10' 1"	74,000	74	R/N 173 4/1931, changed to W3261 11/1941, retired 4/1966 and sold to Strasburg RR. Named <i>Daffodil Spring</i>
1174	P 8/1904	66' 11"	10' 1"	74,800	74	R/N 174 9/1930, changed to W3012 1/1940, retired 8/1960
1175	P 8/1904	66' 11"	10' 1"	73,800	74	R/N 175 5/1930, changed to M3253 8/1941, assigned to wreck train service Retired 9/27/1977
1176	P 8/1904	66' 11"	10' 1"	75,000	74	R/N 176 8/1930, dest. B.S. 9/1951
1177	B&M 1/1908 Concord	67' 5"	10' 1"	77,600	74	Ex-1086, R/N 1177, R/N 177 8/1931, retired, B.S., 10/1947
1178	P 8/1904	66' 11"	10' 1"	73,800	74	R/N 178 2/1932, dest. B.S. 10/1946
1179	P 8/1904	66' 11"	10' 1"	73,800	74	R/N 179 1/1932, changed to W3146 9/1948, retired 5/1962, sold to MS&N 146 <i>Mount Kilburn</i> 6/8/1962, sold to Strasburg RR 12/23/1968, named <i>Cherry Crest</i> .
1180	P 8/1904	66' 11"	10' 1"	74,700	74	R/N 180 2/1932, changed to W3157 9/1947, dest. B.S. 2/1956
1181	P 8/1904	66' 11"	10' 1"	75,400	74	R/N 181 6/1931, dest. B.S. 11/1946
1182	B&M 9/1904	66' 11"	10' 1"	66,000	72	R/N 182 2/1931, changed to W3262 11/1941, sold to Strasburg RR No. 22 <i>Grass-hopper Level</i> 3/1959

ABBREVIATIONS

B.S. Billerica Shops
CAP. Capacity
Des. Destroyed
MSS M. Schiavone & Sons (Scrap)
P Pullman Car Co.

RR Local railroad car shops
R/B Rebuilt
Ret. Retired
R/N Renumbered
SUF Steel underframe
W Work

TO BE CONTINUED

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 20

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)*	SEAT CAP.	REMARKS
Coaches, Wooden, Non-Vestibule, SUF				* After steel frames were added by 9/1/1926		
1183	P 7/1905	66' 11"	10' 1"	75,400	72	R/N 183 6/1930, dest. B.S. 10/1938
1184	P 7/1905	66" 11"	10" 1"	74,700	72	R/N 184 1/1931, changed to M0299 7/1937, dest. B.S. 3/1951
1185	P 7/1905	66' 11"	10' 1"	73,800	72	R/N 185 4/1932, changed to W3077 2/1941, to MSS 1/1959
1186	Erased from Class Book prior to July 5, 1921					
1187	Erased from Class Book prior to July 5, 1921					
1188	P 7/1905	66' 11"	10' 1"	72,500	72	R/N 188 3/1932, dest. B.S. 11/1946
1189	P 7/1905	66' 11"	10' 1"	74,500	72	R/N 189 7/1930, changed to W3155 9/1947, dest. B.S. 12/1953
1190	P 7/1905	66' 11"	10' 1"	74,900	72	R/N 190 7/1931, dest. B.S. 1/1947
1191	P 7/1905	66' 11"	10' 1"	75,000	72	R/N 191 8/1931, changed to W3274 11/1941, dest. B.S. 1/1953
1192	P 7/1905	66' 11"	10' 1	75,300	72	R/N 192 1/1931, dest. B.S. 8/1947
1193	P 7/1905	66' 11"	10' 1"	74,000	72	R/N 193 7/1931, changed to W3131 5/1949, dest. B.S. 3/1956
1194	P 7/1905	66' 11"	10' 1"	73,800	72	R/N 194 2/1931, dest. B.S. 3/1939
1195	P 7/1905	66' 11"	10' 1"	73,300	72	R/N 195 9/1930, dest. B.S. 11/1945
1196	P 7/1905	66' 11"	10' 1"	75,000	72	R/N 196 4/1932, changed to W3022 3/1940, to MSS 3/1957
1197	P 7/1905	66' 11"	10' 1	73,300	72	R/N 197 6/1932, changed to M0297 2/1938, dest. B.S. 1/1953

TO BE CONTINUED

ABBREVIATIONS

B.S. Billerica Shops
CAP. Capacity
Des. Destroyed
MSS M. Schiavone & Sons (Scrap)
P Pullman Car Co.

RR Local railroad car shops
R/B Rebuilt
Ret. Retired
R/N Renumbered
SUF Steel underframe
W Work

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
 Leroy C. Hutchinson and Clyde R. Smith

PART 21

NO.	BUILDER DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT (lbs.)*	SEAT CAP.	REMARKS
				Coaches, Wooden, Non-Vestibule, SUF	* After steel frames were added by 9/1/1926	
1198	P 7/1905	66' 11"	10' 1"	74,200	72	R/N 198 4/1931, dest. B.S. 10/1946
1199	P 7/1905	66' 11"	10' 1"	73,100	72	R/N 199 6/1931, dest. B.S. 11/1946
1200	P 7/1905	66' 11"	10' 1"	74,800	72	R/N 200 5/1930, dest. B.S. 5/1937
1201	P 7/1905	66' 11"	10' 1"	74,300	72	R/N 201 7/1930, dest. B.S. 5/1937
1202	P 7/1905	66' 11"	10' 1"	73,600	72	R/N 202 10/1931, changed to W3195, 6/1948, dest. B.S. 4/1956
1203	B&M 4/1906 Lyndonville	66' 11"	10' 1"	69,600	72	R/N 203 8/1931, dest. B.S. 5/1937
1204	P 4/1906	66' 11"	10' 1"	74,000	72	R/N 204 9/1930, dest. B.S. 2/1947
1205	P 4/1906	66' 11"	10' 1"	72,500	72	R/N 205 10/1/1931, changed to W3295 9/1934, to MSS 6/1957
1206	P 4/1906	66' 11"	10' 1"	74,400	72	R/N 206 10/1931, changed to W3094 11/1941, to MSS 9/1957
1207	P 4/1906	66' 11"	10' 1"	73,800	72	R/N 207 12/1930, dest. B.S. 5/1937
1208	P 4/1906	66' 11"	10' 1"	73,000	72	R/N 208 1/1931, changed to Examiner's Car 1003 1/1947, to MSS 3/1957
1209	P 4/1906	66' 11"	10' 1"	74,000	72	R/N 209 9/1930, dest. B.S. 10/1946
1210	P 4/1906	66' 11"	10' 1"	72,800	72	R/N 210 8/1930, changed to W3272 11/1941, dest. B.S. 11/1953
1211	P 4/1906	66' 11"	10' 1"	74,200	72	R/N 211 12/1932, changed to W3153 12/1947, sold to MS&N 135 Mount Ascutney, 6/1959, acquired by GMRC 4/1/1965, R/N 435 11/15/1968, sold to Strasburg RR. 11/1969, named <i>Mill Creek</i> .
1212	P 4/1906	66' 11"	10' 1"	72,800	72	R/N 212 11/1930, changed to W3254 9/1941, to MSS 8/1957

ABBREVIATIONS

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 CAP. Capacity
 Des. Destroyed
 MSS M. Schiavone & Sons (Scrap)
 P Pullman Car Co.

RR Local railroad car shops
 R/B Rebuilt
 Ret. Retired
 R/N Renumbered
 SUF Steel underframe
 W Work

TO BE CONTINUED

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 22

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP	REMARKS
Coaches, Wooden, Non-Vestibule, SUF				*After steel frames were added by 9/1/1926		
1213	P 4/1906	66' 11"	10' 1"	74,400	72	R/N 212 11/1932, dest. B.S. 12/1946
1214	P 4/1906	66' 11"	10' 1"	74,200	72	R/N 7/1931, dest. B.S. 2/1947
1215	P 4/1906	66' 11"	10' 1"	74,200	72	R/N 215 12/1930, dest. B.S. 5/1937
1216	P 4/1906	66' 11"	10' 1"	74,400	72	R/N 216 3/1932, changed to W3265 11/1941, sold to MS&N 265 "Mount Washington," 6/1959, now at Steamtown.
1217	P 4/1906	66' 11"	10' 1"	74,400	72	R/N 217 7/1930, changed to W3260 10/1941, dest. Billerica Shop 1/1953
1218	P 4/1906	66' 11"	10' 1"	72,800	72	R/N 218 8/1931, changed to 0216 10/1948, to MSS 8/1957
1219	P 4/1906	66' 11"	10' 1"	73,800	72	R/N 219 10/1930, changed to M3175 3/1947, sold to Trojan Scrap & Iron 9/1958
1220	P 4/1906	66' 11"	10' 1"	72,700	72	R/N 220 4/1931, changed to W3150 4/1948, to MSS 3/1957
1221	P 4/1906	66' 11"	10' 1"	74,400	72	R/N 221 3/1932, dest. B.S. 10/1946
1222	P 4/1906	66' 11"	10' 1"	72,800	72	R/N 228 4/1931, changed to W3158 6/1947, to MSS 3/1957
1223	P 4/1906	66' 11"	10' 1"	73,800	72	R/N 223 3/1932, changed to W3269 11/1941, to MSS 8/1958
1224	P 7/1907	66' 11"	10' 1"	75,500	72	R/N 224 2/1932, dest. in accident at Portsmouth, N.H., 9/10/1939. (Went through bridge with engine 3666 into Piscataqua River, still there.)
1225	P 7/1907	66' 11"	10' 1"	75,500	72	R/N 225 1/1931, dest. B.S. 5/1937
1226	P 7/1907	66' 11"	10' 1"	75,500	72	R/N 226 3/1932, changed to W3168, 6/1948, R/N W3208 7/1972, retired 7/1973, sold to Wolfeboro RR 10/11/1973
1227	P 7/1907	66' 11"	10' 1"	75,500	72	R/N 227 4/1931, dest. B.S. 12/1950
1228	P 7/1907	66' 11"	10' 1"	75,500	72	
1229	P 1907	66' 11"	10' 1"	75,500	72	

1230	P	7/1907	66' 11"	10' 1"	75,500	72	R/N 230 7/1930, changed to W3078 2/1941, dest. by fire at Mystic River 5/1943, r/b and returned to service as Pile Driver Tender at Concord Shops 6/1944, to MSS 6/18/1958
1231	P	7/1907	66' 11"	10' 1"	75,500	72	R/N 231 7/1931, dest. B.S. 12/1940
1232	P	7/1907	66' 11"	10' 1"	75,500	72	R/N 232 3/1931, dest. B.S. 12/1939
1233	P	7/1907	66' 11"	10' 1"	75,500	72	R/N 233 6/1930, changed to W3147 9/1948, to MSS 8/1958
1234	P	7/1907	66' 11"	10' 1"	75,500	72	R/N 234 7/1931, changed to W3173 6/1947, to MSS 5/1957
1235	P	7/1907	66' 11"	10' 1"	75,500	72	R/N 235 5/1931, changed to W3172 6/1947, dest. Laconia, N.H. 1/1953
1236	P	7/1907	66' 11"	10' 1"	75,500	72	R/N 236 10/1930, dest. B.S. 12/1950
1237	P	7/1907	66' 11"	10' 1"	75,500	72	R/N 237 1/1931, sold to J.R. Associate 1/1947
1238	P	7/1907	66' 11"	10' 1"	75,500	72	R/N 238 6/1931, dest. B.S. 12/1940
1239	P	7/1907	66' 11"	10' 1"	75,500	72	
1240	P	7/1907	66' 11"	10' 1"	75,500	72	R/N 240 7/1931, changed to W3149 4/1948, to MSS 5/1957
1241	P	7/1907	66' 11"	10' 1"	75,500	72	R/N 241 4/1931, dest. B.S. 12/1950
1242	P	7/1907	66' 11"	10' 1"	75,500	72	R/N 242 12/1931, dest. B.S. 12/1940
1243	P	7/1907	66' 11"	10' 1"	75,500	72	R/N 243 11/1930, dest. B.S. 12/1950
1244	P	7/1907	66' 11"	10' 1"	75,500	72	R/N 244 6/1930, changed to M3031 9/1946, retired 5/1962
1245	P	7/1907	66' 11"	10' 1"	75,500	72	R/N 245 7/1931, changed to W3179 6/1950, sold to Strasburg RR 4/1966, named "Pleasant View."
1246	P	7/1907	66' 11"	10' 1"	75,500	72	R/N 246 8/1931, changed to W3238 1/1950, sold to MS&N 243 "Mount Sunapee," 6/1959, now at Steamtown.
1247	P	7/1907	66' 11"	10' 1"	75,500	72	R/N 247 3/1931, changed to W3171 6/1947, sold to Kenneth Celpey, Salem, Mass. 9/1966, scrapped at Topsfield, Mass. 1/12/1978
1248	P	7/1907	66' 11"	10' 1"	75,500	72	R/N 248 8/1932, changed to W3277 11/1941, dest. Billerica Shops 1/1953

ABBREVIATIONS

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 CAP. Capacity
 Des. Destroyed
 MSS M. Schiavone & Sons (Scrap)
 P Pullman Car Co.

RR Local railroad car shops
 R/B Rebuilt
 Ret. Retired
 R/N Renumbered
 SUF Steel underframe
 W Work

TO BE CONTINUED

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 23

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP	REMARKS
		Coaches, Wooden, Non-Vestibule, SUF			*After steel frames were added by 9/1/1926	
1249	P 7/1907	66' 11"	10' 1"	75,500	72	
1250	P 7/1907	66' 11"	10' 1"	75,500	72	R/N 250 11/1931, dest. B.S. 12/1946
1251	P 7/1907	66' 11"	10' 1"	75,500	72	R/N 251 4/1931, dest. B.S. 12/1950
1252	P 7/1907	66' 11"	10' 1"	75,500	72	R/N 252 7/1931, dest. B.S. 8/1947
1253	P 7/1907	66' 11"	10' 1"	75,500	72	R/N 253 12/1930, changed to M3252 6/1942, to MSS 9/1958
1254	L 3/1909	67' 11"	10' 2 1/4"	83,600	76	R/N 222 (Pay Car), r/b to Combine 2172 11/1928, changed to W3214 9/1952, sold to Strasburg RR #104 7/1972
1255	L 3/1909	67' 11"	10' 2 1/4"	83,600	76	R/N 255 9/1930, changed to W3156 3/1949, to MSS 4/1957
1256	L 3/1909	67' 11"	10' 2 1/4"	83,600	76	R/N 256 4/1931, changed to W3278 11/1941, to MSS 8/1958
1257	L 3/1909	67' 11"	10' 2 1/4"	83,600	76	R/N 257 1/1932, changed to W3287 3/1949, to MSS 6/1958
1258	L 3/1909	67' 11"	10' 2 1/4"	83,600	76	R/N 258 8/1930, dest. B.S. 2/1935
1259	L 3/1909	67' 11"	10' 2 1/4"	83,600	76	R/N 259 6/1930, changed to W3127 6/1949
1260	L 3/1909	67' 11"	10' 2 1/4"	83,600	76	R/N 260 6/1930, changed to W3120 4/1950, to MSS 9/1958
1261	L 4/1909	67' 11"	10' 2 1/4"	83,600	76	R/N 261 12/1930, changed to W3279 4/1950, dest. B.S. 2/1956
1262	L 4/1909	67' 11"	10' 2 1/4"	83,600	76	R/N 262 10/1931, dest. B.S. 12/1950
1263	L 4/1909	67' 11"	10' 2 1/4"	83,600	76	R/N 263 1/1931, changed to W3220 1/1950, to MSS 3/1957
1264	L 4/1909	67' 11"	10' 2 1/4"	83,600	76	R/N 264 2/1932, changed to W3283 2/1950, to MSS 8/1957
1265	L 4/1909	67' 11"	10' 2 1/4"	83,600	76	R/N 265 8/1931, changed to W3243 1/1949, to MSS 3/1957
1266	L 4/1909	67' 11"	10' 2 1/4"	83,600	76	R/N 266 7/1930, dest. B.S. 9/1939
1267	L 4/1909	67' 11"	10' 2 1/4"	83,600	76	R/N 267 12/1930, changed to W3266 11/1941, to MSS 8/1958

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP	REMARKS
	Coaches, Wooden, Non-Vestibule, SUF			*After steel frames were added by 9/1/1926		
1268	L 4/1909	67' 11"	10' 2¼"	83,600	76	R/N 268 6/1933, changed to W3144 9/1948, to MSS 8/1958
1269	L 4/1909	67' 11"	10' 2¼"	83,600	76	R/N 269 3/1931, changed to W3192 6/1950, retired 5/1966, sold to W. Sullivan
1270	L 4/1909	67' 11"	10' 2¼"	83,600	76	R/N 270 6/1931, changed to W3289 3/1950, to MSS 3/1958
1271	L 4/1909	67' 11"	10' 2¼"	83,600	76	R/N 271 7/1930, changed to W3135 5/1949, retired 4/1972, sold to Strasburg RR 102
1272	L 4/1910	68' 3"	10' 2¼"	90,600	76	R/N 272 10/1931, changed to W3273 11/1941, to MSS 8/1958
1273	L 5/1910	68' 3"	10' 2¼"	90,600	76	R/N 273 5/1932, dest. B.S. 1/1952
1274	L 5/1910	68' 3"	10' 2¼"	90,600	76	R/N 274 5/1931, dest. B.S. 2/1953
1275	L 5/1910	68' 3"	10' 2¼"	90,600	76	R/N 275 9/1930, dest. B.S. 12/1951
1276	L 5/1910	68' 3"	10' 2¼"	90,600	76	R/N 276 4/1931, dest. B.S. 6/1952
1277	L 5/1910	68' 3"	10' 2¼"	90,600	76	R/N 277 11/1931, dest. B.S. 4/1953
1278	L 5/1910	68' 3"	10' 2¼"	90,600	76	R/N 278 3/1932, dest. B.S. 4/1953
1279	L 5/1910	68' 3"	10' 2¼"	90,600	76	R/N 279 5/1930, dest. B.S. 3/1953
1280	L 5/1910	68' 3"	10' 2¼"	90,600	76	R/N 280 6/1930, dest. B.S. 12/1953
1281	L 5/1910	68' 3"	10' 2¼"	90,600	76	R/N 281 9/1931, dest. B.S. 3/1953
1282	L 5/1910	68' 3"	10' 2¼"	90,600	76	R/N 282 5/1932, dest. B.S. 6/1952
1283	L 5/1910	68' 3"	10' 2¼"	90,600	76	R/N 283 10/1931, dest. B.S. 11/1951
1284	L 5/1910	68' 3"	10' 2¼"	90,600	76	R/N 284 1/1932, changed to W3138 6/1950, to MSS 5/1957
1285	L 5/1910	68' 3"	10' 2¼"	90,600	76	R/N 285 3/1932, changed to W3279 11/1941, retired 8/1949
1286	L 5/1910	68' 3"	10' 2¼"	90,600	76	R/N 286 5/1930, changed to W3194 12/1950, retired 4/1971 sold to William Kelishek, Lunenburg, Mass. 7/1971

TO BE CONTINUED

ABBREVIATIONS

B.S. - Billerica Shops
 CAP. Capacity
 Des. Destroyed
 MSS M. Schiavone & Sons (Scrap)
 P Pullman Car Co.

RR Local railroad car shops
 R/B Rebuilt
 Ret. Retired
 R/N Renumbered
 SUF Steel underframe
 W Work

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 24

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP	REMARKS
	Coaches, Wooden, Non-Vestibule, SUF			*After steel frames were added by 9/1/1926		
1287	L 5/1910	68' 3"	10' 2¼"	90,600	76	R/N 287 4/1930, dest. B.S. 5/1952
1288	L 5/1910	68' 3"	10' 2¼"	90,600	76	R/N 288 9/1931, dest. B.S. 12/1950
1289	L 6/1910	68' 3"	10' 2¼"	90,600	76	R/N 289 10/1930, dest. B.S. 6/1953
1290	L 6/1910	68' 3"	10' 2¼"	90,600	76	R/N 290 7/1931, changed to W3191 1/1951, to MSS 12/1959
1291	L 6/1910	68' 3"	10' 2¼"	90,600	76	R/N 291 10/1930, dest. B.S. 12/1951
1292	L 6/1910	68' 3"	10' 2¼"	90,600	76	R/N 292 10/1932, dest. B.S. 10/1951
1293	L 6/1910	68' 3"	10' 2¼"	90,600	76	R/N 293 7/1932, changed to W3208 12/1949, R/N W3168 7/1972, retired 7/1972, sold to Strasburg RR 105, named "Henry K. Long"
1294	L 6/1910	68' 3"	10' 2¼"	90,600	76	R/N 294 9/1932, dest. B.S. 6/1952
1295	L 7/1910	68' 3"	10' 2¼"	90,600	76	R/N 295 5/1932, dest. B.S. 10/1951
1296	L 7/1910	68' 3"	10' 2¼"	90,600	76	R/N 296 9/1930, dest. B.S. 1/1953
1297	L 7/1910	68' 3"	10' 2¼"	90,600	76	R/N 297 5/1932, dest. B.S. 4/1953
1298	L 7/1910	68' 3"	10' 2¼"	90,600	76	R/N 298 9/1931, dest. B.S. 6/1952
1299	L 7/1910	68' 3"	10' 2¼"	90,600	76	R/N 299 3/1932, changed to W3141 3/1949, sold to MS&N 141 "Mount Monadnock" 6/1959, sold to "The Station" Restaurant, Ithaca, N.Y., 5/1968
1300	L 8/1910	68' 3"	10' 2¼"	90,600	76	R/N 300 8/1931, dest. B.S. 2/1953
1301	L 7/1910	68' 3"	10' 2¼"	90,600	76	R/N 301 4/1931, dest. B.S. 3/1953
1302	L 7/1910	68' 3"	10' 2¼"	90,600	76	R/N 302 5/1932, dest. B.S. 3/1953
1303	L 8/1910	68' 3"	10' 2¼"	90,600	76	R/N 303 10/1932, dest. B.S. 4/1951
1304	L 7/1910	68' 3"	10' 2¼"	90,600	76	R/N 304 5/1932, changed to W3188 1/1951, retired 5/1962, sold to MS&N 188 "Mount Holly" 6/8/1962, sold to "The Station" Restaurant, Ithaca, N.Y. 5/1968
1305	L 7/1910	68' 3"	10' 2¼"	90,600	76	R/N 305 7/1930, dest. B.S. 3/1953
1306	L 8/1910	68' 3"	10' 2¼"	90,600	76	R/N 306 9/1931, changed to W3232 1/1950, dest. Billerica Shops 2/1956

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP	REMARKS
Coaches, Wooden, Non-Vestibule, SUF				* After steel frames were added by 9/1/1926		
1307	L 8/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 307 8/1931, dest. B.S. 4/1953
1308	L 8/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 308 6/1931, dest. B.S. 12/1951
1309	L 8/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 309 7/1930, dest. B.S. 2/1952
1310	L 8/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 310 4/1932, dest. B.S. 4/1953
1311	L 8/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 311 6/1930, dest. B.S. 3/1953
1312	L 8/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 312 4/1931, dest. B.S. 10/1948
1313	L 8/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 313 3/1932, changed to W3145 9/1948, retired 4/1972 and sold to Strasburg RR 103
1314	L 8/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 314 11/1930, dest. B.S. 3/1953
1315	L 8/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 315 2/1932, dest. B.S. 12/1953
1316	L 8/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 316 3/1933, dest. B.S. 3/1953
1317	L 8/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 317 9/1930, changed to W3264 3/1949, to MSS 8/1959
1318	L 8/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 318 1/1932, dest. B.S. 12/1951
1319	L 8/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 319 6/1930, dest. B.S. 12/1951
1320	L 8/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 320 7/1932, dest. B.S. 2/1952
1321	L 8/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 321 12/1931, dest. B.S. 2/1952
1322	L 8/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 322 6/1932, dest. B.S. 5/1952
1323	L 8/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 323 12/1930, dest. B.S. 10/1951
1324	L 8/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 324 1/1931, dest. B.S. 11/1951
1325	L 8/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 325 1/1931, dest. B.S. 12/1951
1326	L 9/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 326 7/1931, changed to W3139 11/1949, to MSS 8/1958
1327	L 9/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 327 11/1930, changed to W3113 11/1949, to MSS 6/1958

TO BE CONTINUED

ABBREVIATIONS

B.S.	Billerica Shops	RR	Local railroad car shops
CAP.	Capacity	R.B	Rebuilt
Des.	Destroyed	Ret.	Retired
MS&N	Monadnock, Steamtown & Northern RR	R/N	Renumbered
MSS	M. Schiavone & Sons (Scrap)	SUF	Steel underframe
L	Laconia Car Co.	W	Work
P	Pullman Car Co.		

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 25

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
	Coaches, Wooden, Non-Vestibule, SUF			*After steel frames were added by 9/1/1926		
1328	L 9/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 328 7/1932, changed to W3200 5/1949, retired 4/1971, sold to Branding Iron Restaurant, Tewksbury, Mass. 4/28/1971. Dest. fire 7/14/1980
1329	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 329 10/1930, dest. B.S. 1/1952
1330	L 9/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 330 4/1931, dest. B.S. 3/1952
1331	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 331 7/1931, dest. B.S. 3/1953
1332	L 9/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 332 3/1933, changed to 0217 10/1948, to MSS 6/1958
1333	L 1910	68' 3"	10' 2 1/4"	90,600	76	
1334	L 9/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 334 11/1930, dest. B.S. 2/1952
1335	L 9/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 335 9/1930, changed to W3184 3/1954, to MSS 9/1957
1336	L 9/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 336 9/1931, dest. B.S. 2/1952
1337	L 9/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 337 3/1932, dest. B.S. 12/1953
1338	L 9/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 338 9/1931, dest. B.S. 12/1951
1339	L 9/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 339 1/1932, set on ground at East Deerfield 2/1949
1340	L 9/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 340 5/1932, dest. B.S. 10/1951
1341	L 9/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 341 2/1933, dest. B.S. 2/1952
1342	L 7/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 342 7/1930, changed to W3015 1/1950, to MSS 8/1957
1343	L 9/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 343 7/1931, dest. B.S. 12/1953
1344	L 9/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 344 6/1931, changed to W3130 6/1949, to MSS 8/1957
1345	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 345 2/1932, dest. B.S. 4/1953
1346	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 346 10/1930, dest. B.S. 12/1951
1347	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 347 9/1931, dest. B.S. 5/1951

B&M RAILROAD PASSENGER EQUIPMENT (Continued)

PART 25

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Coaches, Wooden, Non-Vestibule, SUF				*After steel frames were added by 9/1/1926		
1348	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 348 4/1931, dest. B.S. 1/1953
1349	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 349 6/1930, dest. B.S. 12/1951
1350	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 350 12/1931, dest. B.S. 11/1953
1351	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 351 10/1930, dest. B.S. 4/1953
1352	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 352 8/1931, dest. B.S. 12/1951
1353	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 353 2/1932, dest. B.S. 11/1953
1354	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 354 12/1930, dest. B.S. 12/1951
1355	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 355 11/1930, dest. B.S. 12/1951
1356	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 356 12/1930, dest. B.S. 12/1951
1357	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 357 4/1931, dest. B.S. 12/1951
1358	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 358 7/1932, dest. B.S. 2/1953
1359	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 359 8/1930, dest. B.S. 5/1952
1360	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 360 6/1930, dest. B.S. 12/1953
1361	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 361 3/1931, dest. B.S. 11/1951
1362	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 362 (Date unknown), dest. B.S. 12/1950
1363	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 363 11/1930, dest. B.S. 3/1953
1364	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 364 10/1931, dest. B.S. 12/1953
1365	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 365 8/1930, changed to W3040 6/1949, retired 6/1974, sold to Ed Loye's Auto 6/28/1974
1366	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 366 8/1930, dest. B.S. 10/1938
1367	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 367 2/1932, dest. B.S. 11/1953

TO BE CONTINUED

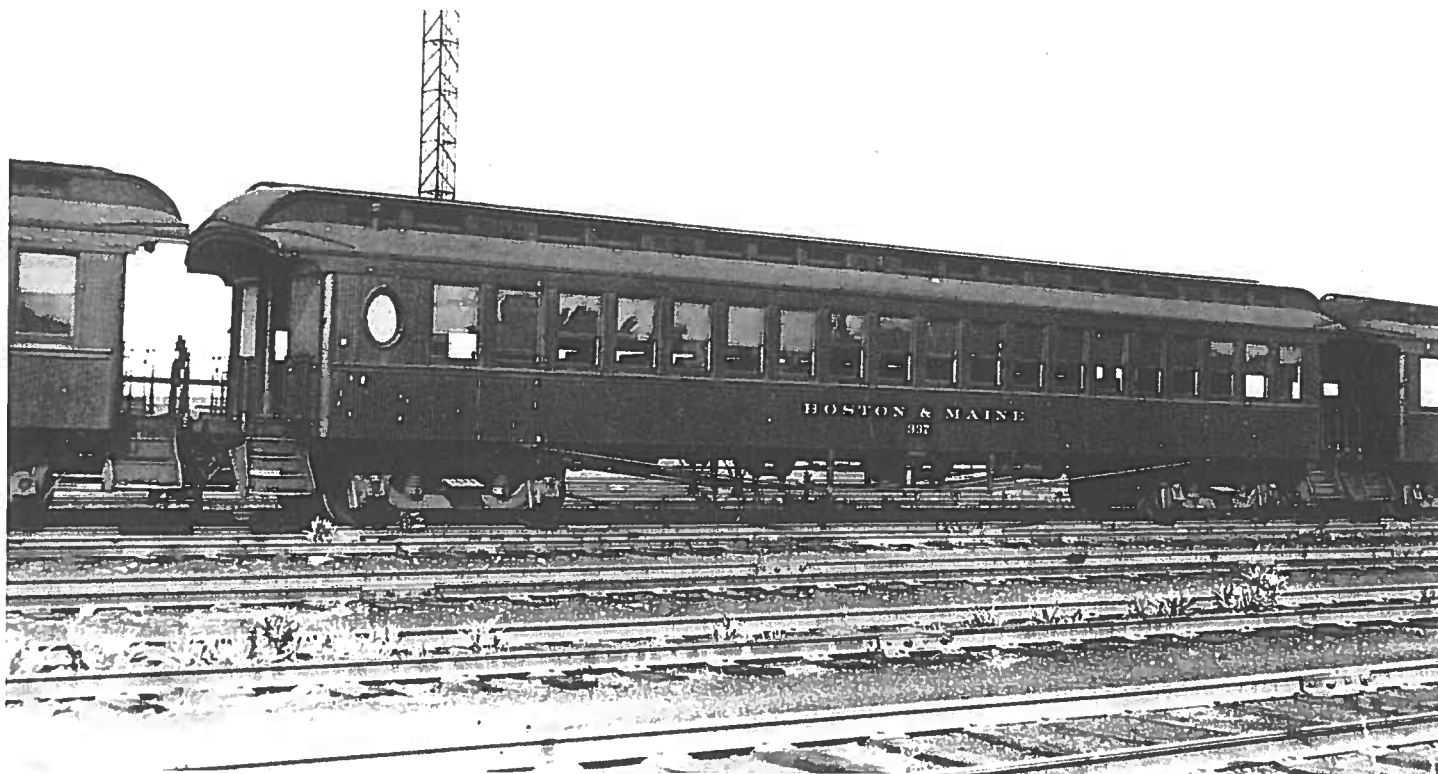
ABBREVIATIONS

B.S.	Billerica Shops	Ret.	Retired
CAP.	Capacity	R/N	Renumbered
Dest.	Destroyed	SUF	Steel underframe
L	Laconia Car Company	W	Work
MSS	M. Schiavone & Sons (Scrap)		

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
 Leroy C. Hutchinson and Clyde R. Smith

PART 26



East Somerville, Mass., June 6, 1953

Collection of Harry A. Frye

B&M non-vestibule coach No. 337 (originally No. 1337, Laconia Car Company, 9/1910) typical of those found in this number series.

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Coaches, Wooden, Non-Vestibule, SUF				*After steel frames were added by 9/1/1926		
1368	L 10/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 368 2/1932, dest. B.S. 7/1952
1369	L 11/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 369 5/1931, dest. B.S. 12/1951
1370	L 11/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 370 1/1931, dest. B.S. 2/1952
1371	L 11/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 371 1/1931, dest. B.S. 4/1953
1372	L 11/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 372 12/1931, dest. B.S. 11/1953
1373	L 11/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 373 12/1930, dest. B.S. 12/1951
1374	L 11/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 374 10/1931, changed to W3223 4/1949, to MSS 6/1958
1375	L 11/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 375 7/1930, dest. B.S. 12/1953
1376	L 11/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 376 4/1931, dest. B.S. 2/1952

B&M RAILROAD PASSENGER EQUIPMENT (Continued)

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Coaches, Wooden, Non-Vestibule, SUF				*After steel frames were added by 9/1/1926		
1377	L 11/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 377 1/1931, changed to W3290 3/1950, to MSS 8/1958
1378	L 11/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 378 7/1931, dest. B.S. 10/1951
1379	L 11/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 379 9/1930, dest. B.S. 12/1950
1380	L 11/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 380 2/1931, dest. B.S. 12/1951
1381	L 11/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 381 1/1933, dest. B.S. 12/1953
1382	L 11/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 382 1/1931, changed to W3293 4/1950, to MSS 12/1957
1383	L 11/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 383 11/1930, dest B.S. 4/1953
1384	L 11/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 384 2/1932, dest. B.S. 5/1950
1385	L 11/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 385 8/1930, changed to W3126 6/1949, sold to Edaville and MS&N 4/1959, set on ground at Riverside, Vt., snack bar at Steamtown.
1386	L 11/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 386 3/1932, dest. fire at Concord, N.H. 11/1938
1387	L 11/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 387 10/1932, dest. B.S. 3/1953
1388	L 12/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 388 10/1930, dest. B.S. 12/1951
1389	L 12/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 389 1/1934, dest. B.S. 3/1953
1390	L 12/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 390 3/1932, dest. B.S. 3/1953
1391	L 12/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 391 2/1932, dest. B.S. 4/1953
1392	L 12/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 392 4/1932, dest. B.S. 12/1951
1393	L 12/1910	68' 3"	10' 2 1/4"	90,600	76	R/N 393 7/1932, changed to W3193 5/1950, to MSS 11/1957, sold to Narraganset Pier (No. 22) in 1965, sold to J.A. Hannold 1970, thence to Strasburg R.R. 1971, renamed <i>Pequea Creek</i> .

ROSTER CONTINUES ON PAGE 18

ABBREVIATIONS

B.S.	Billerica Shops	MSS	M. Schiavone & Sons (Scrap)
CAP.	Capacity	Ret.	Retired
Dest.	Destroyed	R/N	Renumbered
L	Laconia Car Company	SUF	Steel underframe
MS&N	Monadnock, Steamtown & Northern	W	Work

B&M RAILROAD PASSENGER EQUIPMENT (Continued)

PART 26

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Coaches, Wooden, Non-Vestibule, SUF				*After steel frames were added by 9/1/1926		
1394	L 12/1910	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 394 8/1931, changed to W3400 3/1953, to MSS 6/1957
1395	L 12/1910	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 395 3/1932, dest. B.S. 11/1953
1396	L 12/1910	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 396 6/1930, dest. B.S. 4/1953
1397	L 12/1910 ¹ / ₂	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 397 1/1931, dest. B.S. 11/1953
1398	L 12/1910	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 398 4/1932, dest. B.S. 12/1950
1399	L 12/1910	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 399 4/1932, dest. B.S. 11/1951
1400	L 12/1910	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 400 5/1931, dest. B.S. 3/1953
1401	L 12/1910	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 401 12/1930, dest. B.S. 2/1953
1402	L 12/1910	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 402 1/1932, dest. B.S. 2/1953
1403	L 1/1911	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 403 6/1931, dest. B.S. 12/1951
1404	L 1/1911	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 404 1/1931, dest. B.S. 4/1953
1405	L 1/1911	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 405 9/1932, dest. B.S. 4/1953
1406	L 1/1911	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 406 7/1931, dest. B.S. 3/1953
1407	L 1/1911	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 407 3/1931, dest. B.S. 5/1952
1408	L 1/1911	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 408 2/1931, dest. B.S. 3/1953
1409	L 1/1911	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 409 8/1930, dest. B.S. 3/1953
1410	L 1/1911	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 410 12/1930, dest. B.S. 12/1951
1411	L 2/1911	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 411 3/1932, dest. C.S. 8/1951
1412	L 2/1911	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 412 2/1931, dest. B.S. 11/1953
1413	L 2/1911	68' 3"	10' 2 ¹ / ₄ "	90,600	76	R/N 413 5/1930, dest. B.S. 12/1951
1414	L 9/1910	68' 5"	10' 0 ¹ / ₄ "	77,700	76	Originally 1333, R/N 1414, R/N 414 7/1931, dest. B.S. 10/1951
1415	L 9/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	
1416	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	R/N 416, changed to 0542 11/1929, dest. E. Deerfield, Mass. 12/1942
1417	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	R/N 417 7/1930, dest. B.S. 2/1935
1418	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	R/N 418, 2/1932, dest. B.S. 12/1939

B&M RAILROAD PASSENGER EQUIPMENT (Continued)

PART 26

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
		Coaches, Wooden, Non-Vestibule, SUF		*After steel frames were added by 9/1/1926		
1419	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	
1420	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	
1421	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	
1422	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	
1423	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	
1424	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	R/N 424, changed to 0543 11/1929, dest. Billerica Shops 12/1949
1425	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	
1426	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	R/N 426 8/1930, dest. B.S. 9/1939
1427	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	
1428	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	
1429	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	R/N 429 9/1930, dest. B.S. 9/1939
1430	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	R/N 430 8/1931, dest. B.S. 12/1951
1431	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	R/N 431 11/1931, dest. B.S. 9/1939
1432	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	R/N 432 7/1932, dest. B.S. 3/1953
1933	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	
1434	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	R/N 434 7/1932, dest. B.S. 1/1952
1435	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	R/N 435 2/1933, dest. B.S. 12/1951
1436	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	R/N 436 12/1930, dest. B.S. 1/1952
1437	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	
1438	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	R/N 438 4/1932, dest. B.S. 11/1953
1439	L 10/1911	68' 5"	10' 0 ¹ / ₄ "	77,700	76	R/N 439 9/1931, dest. B.S. 11/1953

TO BE CONTINUED

ABBREVIATIONS

B.S.	Billerica Shops	Ret.	Retired
CAP.	Capacity	R/N	Renumbered
Dest.	Destroyed	SUF	Steel underframe
L	Laconia Car Company	W	Work
MSS	M. Schiavone & Sons (Scrap)		

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 27

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Coaches, Wooden, Non-Vestibule, SUF			*After steel frames were added by 9/1/1926			
1440	L 11/1911	68' 5"	10' 0 1/4"	77,700	76	R/N 440 2/1932, dest. B.S. 5/1952
1441	L 11/1911	68' 5"	10' 0 1/4"	77,700	76	
1442	L 11/1911	68' 5"	10' 0 1/4"	77,700	76	R/N 442 2/1933, dest. B.S. 2/1953
1443	L 11/1911	68' 5"	10' 0 1/4"	77,700	76	R/N 443 10/1930, dest. B.S. 12/1951
1444	L 11/1911	68' 5"	10' 0 1/4"	77,700	76	
1445	L 11/1911	68' 5"	10' 0 1/4"	77,700	76	R/N 445 1/1931, dest. B.S. 12/1951
1446	L 11/1911	68' 5"	10' 0 1/4"	77,700	76	R/N 446 10/1930, dest. B.S. 12/1951
1447	L 11/1911	68' 5"	10' 0 1/4"	77,700	76	R/N 447 ? dest. B.S. 12/1953
1448	L 11/1911	68' 5"	10' 0 1/4"	77,700	76	R/N 448 9/1931, dest. B.S. 9/1939
1449	L 11/1911	68' 5"	10' 0 1/4"	77,700	76	R/N 449 11/1931, dest. B.S. 3/1939
1450	L 11/1911	68' 5"	10' 0 1/4"	77,700	76	R/N 450 5/1932 dest. B.S. 2/1953
1451	L 11/1911	68' 5"	10' 0 1/4"	77,700	76	
1452	L 11/1911	68' 5"	10' 0 1/4"	77,700	76	R/N 452 ? changed to 0545 11/1929, dest. at E. Deerfield, Mass. 2/1941
1453	L 11/1911	68' 5"	10' 0 1/4"	77,700	76	R/N 453 1/1932, dest. B.S. 10/1951
1454	L 11/1911	68' 5"	10' 0 1/4"	77,700	76	R/N 454 6/1930, changed to W3240 5/1939, to MSS 6/1958
1455	L 11/1911	68' 5"	10' 0 1/4"	77,700	78	
1456	L 11/1911	68' 5"	10' 0 1/4"	77,700	78	
1457	L 11/1911	68' 5"	10' 0 1/4"	77,700	78	R/N 457 ? changed to W3207 1/1940, retired 12/1969
1458	L 11/1911	68' 5"	10' 0 1/4"	77,700	78	R/N 458 8/1930, dest. B.S. 3/1939
1459	L 11/1911	68' 5"	10' 0 1/4"	77,700	78	

No cards exist for passenger cars Nos. 460-479. Possibly these numbers were not used.

Passenger cars Nos. 480 through 535 appear in the 1000 series (Vestibule cars, Wooden) portion of the roster. The complete listing for this group of cars is found in Volume XIII, Number 2 (page 6), XIII, Number 3 (page 34) and XIII, Number 4 (page 30) of the *B&M Bulletin* (B&M Passenger Equipment, Parts 13, 14 and 15 respectively).

1500	P 1916	79' 5 3/4"	10' 1"	118,500	88	
1501	P 1916	79' 5 3/4"	10' 1"	118,500	88	
1502	P 1916	79' 5 3/4"	10' 1"	118,500	88	
1503	P 1916	79' 5 3/4"	10' 1"	118,500	88	
1504	P 1916	79' 5 3/4"	10' 1"	118,500	88	
1505	P 1916	79' 5 3/4"	10' 1"	118,500	88	

(UNEXPLAINED BREAK IN SEQUENCE)

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Coaches, Wooden, Non-Vestibule, SUF				*After steel frames were added by 9/1/1926		
1532	P 1910	79' 5 ³ / ₄ "	10' 1"	118,200	92	
1533	P 1910	79' 5 ³ / ₄ "	10' 1"	118,200	92	
1534	L 1911	68' 5"	10' 0 ¹ / ₄ "	81,700	78	
1535	L 1911	68' 5"	10' 0 ¹ / ₄ "	92,900	78	
1536	L 8/1911	68' 5"	10' 0 ¹ / ₄ "	81,700	78	R/N 536 5/1930, dest. B.S. 10/1951
1537	L 8/1911	68' 5"	10' 0 ¹ / ₄ "	92,900	78	R/N 537 9/1930, dest. B.S. 11/1950
1538	L 8/1911	68' 5"	10' 0 ¹ / ₄ "	79,800	78	R/N 538 10/1930, sold to MEC 10/1949 and renumbered 957
1539	L 8/1911	68' 5"	10' 0 ¹ / ₄ "	81,700	78	
1540	L 8/1911	68' 5"	10' 0 ¹ / ₄ "	81,700	78	R/N 540 6/1930, dest. B.S. 4/1950
1541	L 8/1911	68' 5"	10' 0 ¹ / ₄ "	81,700	78	R/N 541 1/1933, dest. B.S. 5/1949
1542	L 8/1911	68' 5"	10' 0 ¹ / ₄ "	81,700	78	R/N 542 11/1931, dest. B.S. 12/1951
1543	L 8/1911	68' 5"	10' 0 ¹ / ₄ "	81,700	78	R/N 543 10/1931, sold to MEC 10/1949 and renumbered 958.
1544	L 8/1911	68' 5"	10' 0 ¹ / ₄ "	81,700	76	R/N 544 4/1931, dest. B.S. 11/1950
1545	L 8/1911	68' 5"	10' 0 ¹ / ₄ "	81,700	76	R/N 545 6/1931, dest. B.S. 12/1951
1546	L 8/1911	68' 5"	10' 0 ¹ / ₄ "	81,700	76	R/N 546 5/1931, dest. B.S. 5/1950
1547	L 8/1911	68' 5"	10' 0 ¹ / ₄ "	81,700	76	R/N 547 6/1930, dest. B.S. 12/1951
1548	L 8/1911	68' 5"	10' 0 ¹ / ₄ "	81,700	76	R/N 548 8/1930, sold to MEC 10/1949 and renumbered 959
1549	L 8/1911	68' 5"	10' 0 ¹ / ₄ "	81,700	76	R/N 549 6/1930, dest. B.S. 5/1950
1550	L 8/1911	68' 5"	10' 0 ¹ / ₄ "	81,700	76	R/N 550 6/1930, dest. B.S. 11/1950
1551	L 8/1911	68' 5"	10' 0 ¹ / ₄ "	92,900	76	R/N 551 9/1931, dest. B.S. 12/1950
1552	L 8/1911	68' 5"	10' 0 ¹ / ₄ "	81,700	76	R/N 552 11/1931, dest. B.S. 5/1950
1553	L 8/1911	68' 5"	10' 0 ¹ / ₄ "	81,700	76	R/N 553 2/1932, sold to MEC 4/1950 and renumbered 964
1554	L 9/1911	68' 5"	10' 0 ¹ / ₄ "	92,900	76	R/N 554 10/1931, dest. B.S. 12/1950
1555	L 9/1911	68' 5'	10' 0 ¹ / ₄ "	81,700	76	R/N 539 9/1930, dest. B.S. 4/1950
1556	L 9/1911	68' 5"	10' 0 ¹ / ₄ "	81,700	76	R/N 556 12/1931, sold to MEC 10/1949 and renumbered 960

TO BE CONTINUED

ABBREVIATIONS

B.S.	Billerica Shops	RR	Local railroad car shops
CAP.	Capacity	R.B.	Rebuilt
Dest.	Destroyed	Ret.	Retired
MEC	Maine Central R.R.	R/N	Renumbered
MSS	M. Schiavone & Sons (Scrap)	SUF	Steel underframe
L	Laconia Car Co.	W	Work
P	Pullman Car Co.		

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 28

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Coaches, Wooden, Non-Vestibule, SUF			*After steel frames were added by 9/1/1926			
1557	L 9/1911	68' 5"	10' 0 1/4"	92,900	76	R/N 557 4/1931, sold to MEC 4/1950 and renumbered 965, acquired by Conway Scenic RR 7/1969
1558	L 9/1911	68' 5"	10' 0 1/4"	81,700	76	R/N 558 2/1931, dest. B.S. 4/1950
1559	L 9/1911	68' 5"	10' 0 1/4"	92,900	76	R/N 559 7/1931, dest. B.S. 4/1950
1560	L 9/1911	68' 5"	10' 0 1/4"	81,700	76	R/N 560 5/1932, dest. B.S. 12/1951
1561	L 9/1911	68' 5"	10' 0 1/4"	81,700	76	R/N 561 2/1931, dest. B.S. 12/1950
1562	L 9/1911	68' 5"	10' 0 1/4"	81,700	76	R/N 562 12/1931, dest. B.S. 11/1951
1563	L 9/1911	68' 5"	10' 0 1/4"	81,700	76	R/N 563 9/1931, dest. B.S. 12/1951
1564	L 9/1911	68' 5"	10' 0 1/4"	92,900	76	R/N 564 12/1932, dest. B.S. 11/1950
1565	L 11/1911	68' 5"	10' 0 1/4"	92,900	76	R/N 565 11/1931, dest. B.S. 12/1950
1566	L 9/1911	68' 5"	10' 0 1/4"	81,700	76	R/N 566 6/1931, dest. B.S. 12/1951
1567	L 9/1911	68' 5"	10' 0 1/4"	81,700	76	R/N 567 5/1932, dest. B.S. 5/1950
1568	L 9/1911	68' 5"	10' 0 1/4"	81,700	76	R/N 568 11/1931, dest. B.S. 3/1950
1569	L 9/1911	68' 5"	10' 0 1/4"	92,900	76	R/N 569 9/1930, dest. B.S. 5/1949
1570	L 9/1911	68' 5"	10' 0 1/4"	81,700	76	R/N 570 5/1930, dest. B.S. 4/1950
1571	L 9/1911	68' 5"	10' 0 1/4"	81,700	76	R/N 571 8/1931, dest. B.S. 12/1951
1572	L 4/1910	69' 0 1/2"	10' 2 1/4"	95,900	76	R/N 572 12/1930, dest. B.S. 2/1948
1573	L 4/1910	69' 0 1/2"	10' 2 1/4"	95,900	76	R/N 573 8/1931, dest. B.S. 12/1951
1574	L 4/1910	69' 0 1/2"	10' 2 1/4"	95,900	76	R/N 574 6/1932, dest. B.S. 12/1951
1575	L 4/1910	69' 0 1/2"	10' 2 1/4"	95,900	76	R/N 575 8/1930, dest. B.S. 1/1948
1576	L 4/1910	69' 0 1/2"	10' 2 1/4"	95,900	76	R/N 576 1/1932, dest. C.S.3/1948
1577	L 5/1910	69' 0 1/2"	10' 2 1/4"	95,900	76	R/N 577 10/1930, dest. B.S. 1/1948
1578	L 5/1910	69' 0 1/2"	10' 2 1/4"	95,900	76	R/N 578 9/1932, dest. B.S.11/1951
1579	L 6/1910	69' 0 1/2"	10' 2 1/4"	95,900	76	R/N 579 11/1930, changed to W3132 5/1949, dest. B.S. 3/1956
1580	L 5/1908	68' 0 1/2"	10' 2 1/4"	87,700	72	R/N 580 3/1931, dest. B.S. 11/1950
1581	L 5/1908	68' 0 1/2"	10' 2 1/4"	87,700	72	R/N 581 12/1930, dest. C.S. 6/1947
1582	L 5/1908	68' 0 1/2"	10' 2 1/4"	87,700	72	R/N 582 6/1930, dest. B.S. 3/1950
1583	L 6/1908	68' 0 1/2"	10' 2 1/4"	87,700	72	R/N 583 5/1932, changed to W3148 1/1949, to MSS 3/1957
1584	L 6/1908	68' 0 1/2"	10' 2 1/4"	87,700	72	R/N 584 7/1932, dest. B.S. 2/1948
1585	L 6/1908	68' 0 1/2"	10' 2 1/4"	87,700	72	R/N 585 4/1931, dest. B.S. 11/1950
1586	L 6/1908	68' 0 1/2"	10' 2 1/4"	87,700	72	R/N 586 5/1932, dest. B.S. 5/1949

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Coaches, Wooden, Vestibule, SUF				*After steel frames were added by 9/1/1926		
1587	L 6/1908	68' 0 1/2"	10' 2 1/4"	87,700	72	R/N 587 5/1930, dest. B.S. 5/1950
1588	L 6/1908	68' 0 1/2"	10' 2 1/4"	87,700	72	R/N 588 6/1931, dest. B.S. 12/1948
1589	L 6/1908	68' 0 1/2"	10' 2 1/4"	87,700	72	R/N 589 9/1932, sold to MEC 10/1949 and renumbered 961
1590	L 6/1908	68' 0 1/2"	10' 2 1/4"	87,700	72	R/N 590 1/1932, dest. B.S. 1/1952
1591	L 7/1908	68' 0 1/2"	10' 2 1/4"	87,700	72	R/N 591 5/1932, dest. B.S. 12/1951
1592	L 7/1908	68' 0 1/2"	10' 2 1/4"	87,700	72	R/N 592 9/1932, dest. B.S. 1/1952
1593	L 7/1908	68' 0 1/2"	10' 2 1/4"	94,700	72	R/N 593 12/1931, dest. B.S. 1/1948
1594	L 7/1908	68' 0 1/2"	10' 2 1/4"	87,700	72	R/N 594 5/1932, dest. B.S. 5/1950
1595	L 7/1908	68' 0 1/2"	10' 2 1/4"	87,700	72	R/N 595 12/1930, dest. B.S. 8/1940
1596	L 7/1908	68' 0 1/2"	10' 2 1/4"	87,700	72	R/N 596 6/1932, dest. B.S. 10/1951
1597	L 7/1908	68' 0 1/2"	10' 2 1/4"	93,000	72	R/N 597 6/1932, dest. B.S. 11/1950
1598	L 8/1908	68' 0 1/2"	10' 2 1/4"	87,700	72	R/N 598 12/1932, dest. B.S. 12/1948
1599	L 8/1908	68' 0 1/2"	10' 2 1/4"	87,700	72	R/N 599 1/1932, dest. B.S. 5/1950

Note: The apparent break in the sequence of numbers does not include certain groups of cars that did exist, but which were, for one reason or another, not listed in this roster. These include cars numbered in the 1700's which were used in Milk Train service, and a group of cars numbered in the 1800's which were Combines. A listing of these will appear in an upcoming issue.

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER SHEATHING	WEIGHT IN POUNDS	SEAT CAP.	REMARKS
Combinations, Wooden, Non-Vestibule, SUF						
1900	W 1876	50' 2"	9' 8"	55,500	38	
1901	RR 1894	50' 3"	9' 7"	54,200	40	Changed to W3861
1902	RR 1877	50' 1"	9' 8"	48,500	34	
1903	RR 11/1885	52' 0"	9' 8"	59,100	38	Changed to W3265 9/1929, dest. B.S. 2/1939
1904	L 1880	50' 1"	9' 9"	52,100	44	

CONTINUED ON NEXT PAGE

ABBREVIATIONS

B.S.	BillERICA Shops	R.B.	Rebuilt
CAP.	Capacity	Ret.	Retired
C.S.	Concord, N.H. Shops	R/N	Renumbered
Dest.	Destroyed	SUF	Steel underframe
MEC	Maine Central R.R.	W	Wason Car Co. (In Builder Column)
L	Laconia Car Co.	W	Work (In Remarks Column)
RR	Local railroad car shops		

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER SHEATHING	WEIGHT IN POUNDS	SEAT CAP.	REMARKS
Combinations, Wooden, Non-Vestibule, SUF						
1905	1883	54' 1"	9' 7"	54,600	46	
1906	L 1881	50' 5"	9' 8"	51,600	44	Orig. B&M 32, R/N 744, R/N 1906, changed to M1118 7/1927, dest. B.S. 11/1938
1907						Orig. B&M 110, R/N 1049, R/N 1907, changed to W3889 5/1911, Auth. 10/1956
1908						(No listing of disposition)
1909	RR 1895	57' 0"	9' 6"	58,750	50	Dest. in fire at Ayer, Mass. 7/1937
1910 (1st)	1882	54' 1"	9' 7"	56,900	32	
1910 (2nd)*	B 3/1880	57' 7"	9' 8"	54,900	?	See coach 935. To StJ&LC 107, 11/1931, scrapped 7/1957
1911*	B 3/1880	57' 7"	9' 8"	?	?	See coach 804
1912 (1st)	? 1881	54' 1"	9' 7"	54,400	38	Gone by 1926
1912 (2nd)*	B&M 1881	60' 1"	9' 7"	67,900	48	Changed to W3474, ex-2064, R/N W3285 3/1944, dest. B.S. 12/1945
1913 (1st)	RR ?	50' 2"	9' 4"	43,000	24	See coach 815
1913 (2nd)*	L 5/1888	57' 8"	9' 8"	54,900	?	
1914*	L 3/1890	?	?	?	?	Originally 457, R/N VV No. 3, R/N 589, R/N 1914 9/1926, set on ground at Ayer, Mass. 6/1942
1915	B 4/1889	57' 7"	9' 6"	53,900	72	See coach 930. To StJ&LC 108, 5/1932, scrapped 7/1957
1916 (No listing)						
1917	ERR 1872	51' 1"	9' 7"	58,500	25	
1918	RR 1893	51' 0 1/2"	9' 9"	52,700	40	Changed to M3963
No listing for cars 1919-1957 inclusive. Possibly these numbers were not used.						
1958	FRR 1888	56' 0"	9' 6"	56,700	50	
1959	L 8/1893	57' 7"	9' 8"	60,700	48	Changed to 0582 12/1929, dest. in fire at W. Cambridge, Mass. 11/1933
1960	? 1884	55' 1"	9' 8"	58,200	38	
1961	FRR 6/1891	57' 0"	9' 7"	55,600	50	Originally FRR 330, R/N BM 1961, changed to W3263 4/1928, dest. Mystic River 2/1935
1962	FRR 1887	55' 10"	9' 6 1/2"	53,000	48	R/N to Caboose 104585 9/1927, dest. B.S. 9/1933

*These cars were renumbered from the 2000 series in 1926 for use as Motor Car Trailers.

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER SHEATHING	WEIGHT IN POUNDS	SEAT CAP.	REMARKS
Combinations, Wooden, Non-Vestibule, SUF						
1963	W 1883	54' 8"	9' 5"	59,900	38	
1964	RR 1898	57' 0"	9' 8"	67,900	36	Orig. FRR 302, R/N BM 1964, changed to M1124 7/1927, dest. B.S. 11/1938
1965	L 6/1891	57' 9"	9' 8½"	59,700	36	Changed to 0549 11/1929, dest. Mystic River 11/1936
1966	L 1893	57' 8"	9' 8"	57,500	50	
1967	RR 6/1891	57' 0"	9' 6½"	56,800	46	Orig. FRR 327, R/N BM 2170, R/N 1967, changed to W3830 5/1928, Auth. 10/1956
1968	RR 1888	55' 11"	9' 7"	53,400	48	Changed to M3739 12/1928, dest. at Woodsville, N.H. 1/1937
1969	L 1893	57' 7½"	9' 7½"	60,500	50	
1970	L 1893	57' 8½"	9' 7"	60,600	50	
1971	RR 1893	57' 0"	9' 6½"	53,500	48	Orig. FRR 345, R/N BM 1971, changed to 0594 5/1930, R/N to caboose 104577 10/1934, dest. B.S. 12/1942
1972	RR 1888	55' 10"	9' 6"	53,400	48	
1973	L 8/1893	57' 10"	9' 7"	60,100	40	Orig. 27, R/N 1973, R/N to caboose 104578 9/1927, changed to W3200 10/1933, dest. at E. Deerfield, Mass. 4/1942
1974	FRR 1895	56' 11"	9' 6"	58,500	48	
1975	? 6/1884	?	?	?	?	Orig. 353, R/N 1975, changed to W3415 2/1911, sold to M&WR 6/1931
1976	FRR 1887	56' 0"	9' 6½"	53,100	50	R/N to caboose 104579 9/1927, dest. B.S. 11/1938
1977	FRR 1887	55' 10½"	9' 6"	53,300	50	R/N to caboose 104580 8/1927, dest. at B.S. 11/1938
1978	FRR 1895	56' 11"	9' 7"	57,800	50	
1979	FRR 1888	55' 11"	9' 6½"	53,400	48	R/N to caboose 103510 1/1944, dest. Concord Shops 12/1948

TO BE CONTINUED

ABBREVIATIONS

B	Bradley Car Co.	M&WR	Montpelier & Wells River R.R.
B.S.	Billerica Shops	Ret.	Retired
CAP.	Capacity	R/N	Renumbered
Dest.	Destroyed	RR	Local railroad car shops
ERR	Eastern R.R.	St. J&LC	St. Johnsbury & Lake Champlain R.R.
FRR	Fitchburg Railroad	SUF	Steel underframe
J&S	Jackson & Sharpe Car Co.	VV	Vermont Valley R.R.
L	Laconia Car Co.	W	Wason Car Co.
M	Maintenance of Way	W	Work
MEC	Maine Central R.R.		

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 29

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Coaches, Wooden, Vestibule, SUF				*After steel frames were added by 9/1/1926		
1980	J&S 1893	58' 3"	9' 10"	60,600	36	
1981	RR 1893	56' 11"	9' 6"	59,100	48	
1982	L 1884	55' 0"	9' 8"	56,700	18	Sold to Suncook Valley #1, Ret. 10/1930
1983	RR 1887	56' 0"	9' 9"	52,300	48	R/N to caboose 104581
1984	L 1893	57' 7"	9' 7½"	58,700	50	
1985	RR 1888	56' 11"	9' 6½"	54,000	48	
1986	B 7/1886	57' 7"	9' 8"	60,600	40	Orig. 343, R/N 1986, changed to W3756 5/1924, dest. B.S. 12/1938
1987	? ?	?	?	?	?	
1988	J&S 1892	55' 1"	9' 10"	60,800	32	Changed to 0568 11/1929, dest. Concord Shops 4/1937
1989	FRR 11/1894	57' 1"	9' 6"	58,400	48	Orig. FRR 348, R/N BM 1989, changed to S3171 2/1902, dest. B.S. 9/1939
1990	FRR 1888	55' 11"	9' 6½"	57,400	48	Orig. FRR 323, R/N BM 1990, R/N 2003 6/1932, dest. at White River Jct., Vt. 5/1939
1991	FRR 1894	56' 11"	9' 6½"	57,900	50	Orig. FRR 347, R/N BM 1991, changed to W3269 1/1918, dest. at Mystic River 11/1936
1992	? ?	?	?	?	?	
1993	J&S 1893	58' 3"	9' 9"	61,500	36	Orig. C&M 123, R/N 1061, R/N 1993, dest. in accident at Worcester, Mass. 3/1934
1994	FRR 1894	57' 0"	9' 6"	60,100	48	R/N to Caboose 104582
1995	FRR 1895	56' 11"	9' 7"	57,900	42	
1996	FRR 1891	56' 11"	9' 6½"	58,500	48	
1997	FRR 1891	56' 11"	9' 6½"	56,100	48	
1998	FRR 1893	57' 0"	9' 7"	62,100	48	R/N to Caboose 104576 6/1929, dest. at Mystic River 11/1936
Combination, Wooden, Vestibule, SUF						
1999	P 5/1907	60' 1"	9' 9½"	90,000	48	R/N 2149 6/1932, dest. B.S. 12/1950
Combinations, Wooden, Non-Vestibule, SUF						
2000	NRR pre-1887	60' 1"	9' 5"	65,400	54	Orig. B&L 80, R/N 756, R/N 2000, changed to W3437 2/1927, dest. Billerica Shops 2/1939
2001	NRR pre-1887	60' 3"	9' 7"	65,600	54	Changed to W3746 10/1928, dest. Billerica Shops 1/1951
2002	C&M 2/1894	60' 6"	9' 7"	60,200	46	Changed to 0523 3/1930, dest. Billerica Shops 7/1946

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Combinations, Wooden, Non-Vestibule, SUF				*After steel frames were added by 9/1/1926		
2003	B&M (SA.) 11/1900	60' 1"	9' 9½"	66,200	38	Changed to W3864 7/1928, dest. Billerica Shops 9/1939
2004	B&L 4/1887	60' 4½"	9' 7½"	60,700	54	Orig. B&L 16, R/N 730, R/N 2004 12/1900, changed to M0293 11/1937
2005	RR 4/1889	60' 9"	9' 7"	60,200	58	Changed to 0569 12/1929, dest. Billerica Shops 8/1949
2006	RR 4/1890	60' 8"	9' 8"	61,400	58	Changed to 0524 4/1929, dest. Billerica Shops 8/1949
2007	B&M (SA.) 4/1892	60' 8"	9' 8"	62,800	54	Ex-521, R/N 2007 11/1900, dest. Concord Shops 10/1939
2008	B&M (C.S.) 9/1899	60' 1"	9' 10"	64,800	50	Ex-763, R/N 2008 11/1900, R/N to Caboose 103500 10/1943, dest. Billerica Shops 10/1948
2009	RR 6/1896	60' 2"	9' 9"	64,000	46	Changed to 0525 4/1929, dest. Billerica Shops 10/1948
2010	B&M (C.S.) 4/1901	60' 2"	9' 8"	71,100	50	Changed to W3170 12/1947, sold 8/1960
2011	B&M (C.S.) 5/1901	60' 1"	9' 10"	69,500	50	Changed to W3006 1/1948, dest. Billerica Shops 1/1953
2012	NRR 1877	60' 2"	9' 7"	64,600	62	Dest. Billerica Shops 2/1935
2013	B&L 8/1877	60' 2"	9' 8"	62,500	44	Ex-B&L 84, R/N 760, R/N 2013, changed to W3831 5/1928, dest. Billerica Shops 2/1947
2014	B&M (SA.) 4/1901	60' 2½"	9' 9½"	64,200	50	Changed to W3125 6/1949, dest. Billerica Shops 3/1951
2015	B&M (SA.) 5/1901	60' 2"	9' 8"	64,400	50	Changed to W3169 6/1949, to MSS 5/1957
2016	B&M (SA.) 6/1901	60' 3"	9' 10"	72,700	50	Set on ground at Yard 3, Charlestown, Mass. 1/1948
2017	B&M(LA.) 6/1892	60' 7"	9' 7½"	62,100	38	Ex-519, R/N 2017 11/1900, dest. Billerica Shops 1/1940
2018	RR 4/1889	60' 6"	9' 9"	63,300	52	Changed to W3285 8/1929, dest. Billerica Shops 12/1942
2019	RR 1892	60' 7"	9' 7"	61,300	53	R/N to Caboose 104583
2020	B&M 4/1887	60' 8"	9' 7"	63,500	54	Ex-372, R/N 2020 12/1900, dest. Billerica Shops 12/1942

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ABBREVIATIONS

B&L	Boston & Lowell RR Shops	M	Maintenance of Way
B&M	Boston & Maine RR Shops	NRR	Northern (of N.H.) RR Shops
B.S.	Billerica Shops	P	Pullman Car Co.
C&M	Concord & Montreal RR Shops	R.B.	Rebuilt
CAP.	Capacity	Ret.	Retired
C.S.	Concord, N.H. Shops	R/N	Renumbered
Dest.	Destroyed	RR	Local railroad car shops
FRR	Fitchburg RR Shops	SA.	Salem, Mass. Shops
J&S	Jackson & Sharpe	SUF	Steel underframe
L	Laconia Car Co.	W	Wason Car Co. (In Builder Column)
LA.	Lawrence, Mass. Shops	W	Work (In Remarks Column)

B&M RAILROAD PASSENGER EQUIPMENT (Continued)

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Combinations, Wooden, Non-Vestibule, SUF				*After steel frames were added by 9/1/1926		
2021	RR 1890	60' 6"	9' 8"	60,000	52	
2022	B&L 12/1886	60' 2"	9' 7"	63,400	54	Changed to W3279 1/1929, dest. Mystic River 11/1936
2023	RR 4/1889	60' 7"	9' 8"	59,600	48	Changed to W3871 7/1928, dest. Concord Shops 10/1940
2024	RR 9/1886	60' 6"	9' 8"	56,900	46	Changed to W3428 1/1919, dest. Concord Shops 11/1941
2025	RR 5/1887	60' 6"	9' 7½"	60,100	44	Ex-378, R/N 2025, changed to 0546 11/1929, dest. Billerica Shops 9/1940
2026	RR 8/1885	60' 6"	9' 8"	60,100	44	Ex-39, R/N 2026, changed to 0550 11/1929, dest. Billerica Shops 9/1939
2027	B&M (L.A.) 5/1888	60' 8"	9' 8"	59,500	54	Changed to 0596 6/1930, dest. accident at S. Lawrence, Mass. 12/1930
2028	B&M 7/1895	60' 6"	9' 7"	59,700	38	Ex-55, R/N 2028 12/1900, dest. Billerica Shops 9/1933
2029	? 1873	61' 9"	9' 9"	66,600	30	
2030	? 1886	60' 7"	9' 8"	55,500	44	
2031	B&M (L.A.) 6/1889	60' 6"	9' 8"	58,700	48	Ex-33, R/N 2031 1/1901, dest. Billerica Shops 11/1938
2032	RR 1890	60' 7"	9' 8"	63,200	48	
2033	RR 1/1886	60' 7"	9' 8"	58,200	44	Changed to 0527 4/1929, dest. Billerica Shops 8/1949
2034	NRR 1887	60' 1½"	9' 7"	65,100	22	
2035	B&M 4/1889	60' 6"	9' 8"	60,900	48	Ex-260, R/N 2035 1/1901, dest. Billerica Shops 11/1938
2036	B&M 1887	60' 8"	9' 5"	63,100	54	
2037	B&M 6/1890	60' 8½"	9' 7½"	59,900	52	Changed to 0528 4/1929, dest. Billerica Shops 12/1941
2038	B&M (S.A.) 7/1891	60' 6"	9' 8"	68,000	48	Ex-742, R/N 2038 1/1901, changed to W3289 3/1936, dest. Billerica Shops 8/1949
2039	B&M 6/1894	60' 8"	9' 7½"	64,600	54	Changed to W3568 1/1929, dest. Concord Shops 7/1936
2040	B&M 10/1889	60' 7"	9' 8"	63,300	52	Changed to 0551 11/1929, dest. Billerica Shops 10/1940
2041	B&M (L.A.) 7/1887	60' 6"	9' 8"	58,400	52	Ex-374, R/N 2041 2/1901, dest. Billerica Shops 9/1939
2042	B&M (L.A.) 1/1897	60' 6½"	9' 9½"	61,100	46	Ex-590, R/N 2042 2/1901, changed to W3257 9/1941, to MSS 9/1958
2043	P 6/1897	60' 3"	9' 10"	71,500	38	Ex-878, R/N 2043 2/1901, R/N to Caboose 103501 at Concord Shops 6/1944, to MSS 11/1957
2044	? 12/1885	60' 6"	9' 8"	59,400	34	Ex-40, R/N 2044 2/1901, dest. Billerica Shops 12/1938

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Combinations, Wooden, Non-Vestibule, SUF				*After steel frames were added by 9/1/1926		
2045	B&M 7/1891	60' 7"	9' 8"	60,500	50	Changed to 0588 2/1930, dest. Billerica Shops 12/1938
2046	? 1896	60' 7½"	9' 7"	61,300	54	Sold to St. J&L.C. RR
2047	B&M 7/1889	60' 8"	9' 7½"	63,700	52	Changed to W3748 10/1928, dest. Billerica Shops 9/1939
2048	B&M 1887	60' 1"	9' 7"	62,000	54	
2049	P 1897	60' 3"	9' 9"	70,000	50	Ex-875, R/N 2049 3/1901, changed to M3246 12/1945, Auth. 5/1962, sold to Strasburg RR Fall 1962 and named <i>Gobbler's Knob</i>
2050	B&M (LA.)6/1901	60' 2"	9' 9"	65,500	50	Changed to W3023 4/1948, to MSS 3/1957
2051	B&M (SA.)6/1888	60' 8"	9' 7½"	66,800	52	Ex-257, R/N 2051 3/1901, dest. Billerica Shops 12/1938
2052	RR 1890	60' 2"	9' 8"	60,200	52	
2053	P 6/1897	60' 2"	9' 10"	70,600	50	Ex-876, R/N 2053 5/1901, changed to W3167 6/1948, to MSS 8/1957
2054	P 6/1897	60' 2"	9' 10"	72,800	50	Changed to W3166 6/1947, to MSS 3/1957
2055	B&M (LA.)6/1896	60' 7"	9' 9½"	62,400	38	Ex-591, R/N 2055 3/1901, dest. Billerica Shops 3/1939
2056	RR 6/1890	60' 7"	9' 7½"	58,500	50	Changed to 0529 4/1929, dest. Billerica Shops 8/1949
2057	RR 7/1899	60' 2"	9' 10½"	66,700	38	Changed to W3294 7/1929, dest. at East Fitchburg, Mass. 7/1936
2058	RR 6/1888	60' 7"	9' 7½"	62,300	52	Ex-273, R/N 2058, changed to 0552 11/1929, dest. at Lawrence, Mass. 2/1932
2059	RR 8/1895	60' 7"	9' 7½"	61,000	46	Changed to 0570 11/1929, dest. Billerica Shops 12/1938
2060	RR 1887	60' 3"	9' 8"	61,000	34	R/N to Caboose 104584 8/1927, dest. Billerica Shops 9/1940
2061	RR 1893	60' 6"	9' 7"	61,300	37	Changed to 0553
2062	B&M (LA.)6/1898	60' 0"	9' 9"	60,600	40	Ex-387, R/N 2062 4/1901, R/N to Caboose 103503 11/1943, dest. at East Deerfield, Mass. 12/1946

TO BE CONTINUED

ABBREVIATIONS

B&L	Boston & Lowell RR Shops	P	Pullman Car Co.
B&M	Boston & Maine RR Shops	R.B.	Rebuilt
CAP.	Capacity	Ret.	Retired
Dest.	Destroyed	R/N	Renumbered
FRR	Fitchburg RR Shops	RR	Local railroad car shops
LA.	Lawrence, Mass. Shops	SA.	Salem, Mass. Shops
M	Maintenance of Way	St. J & LC	St. Johnsbury & Lake Champlain RR
MSS	M. S. Schiavone (Scrap)	SUF	Steel underframe
NRR	Northern (of N.H.) RR Shops	W	Work (In Remarks Column)

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 30

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
	Coaches, Wooden, Vestibule, SUF			*After steel frames were added by 9/1/1926		
2063	B&M (SA.) 6/1893	60' 7"	9' 7½"	61,400	32	Ex-20, R/N 2063 4/1901, changed to 0286 2/1936, set on ground at Nashua, N.H. 9/1942
2064	B&M (SA.)	60' 1"	9' 7½"	67,900	48	R/N 1912-1926
2065	RR 1892	60' 6½"	9' 7"	62,400	50	Changed to W3778, dest. 1/12/1939
2066	B&M (LA.) 6/1900	60' 2"	9' 9"	68,500	38	Ex-729, R/N 2066 4/1901, R/N to Caboose 103504 12/1943, dest. at East Deerfield, Mass. 5/1947
2067	W 1886	61' 2"	9' 7"	63,000	36	
2068	B&M (SA.) 6/1900	60' 2½"	9' 9"	66,400	46	Ex-626, R/N 2068 4/1901, changed to W3165 8/1947, sold to MS&N 268 (1963), set on ground at Riverside, Vt. (1968), office car at Steamtown
2069	RR 1892	60' 7"	9' 8"	64,100	52	Sold to St. J&LC 103, to Steamtown 12/1973
2070	B&M (CS.) 7/1899	60' 2"	9' 9"	68,500	38	Ex-1039, R/N 2070 5/1901, changed to M3298 at Concord 11/1945
2071	RR 1894	60' 8"	9' 7½"	59,900	44	Ex-69, R/N 2071, changed to W3041 6/1921, dest. Billerica Shops 8/1940
2072	RR 7/1892	60' 7"	9' 7½"	59,600	22	Changed to 0533 4/1929, dest. Mystic River 2/1935
2073	RR 1/1893	60' 5"	9' 8"	61,800	36	Changed to W 3582 1/1929, dest. Billerica Shops 12/1938
2074	RR 7/1885	60' 8"	9' 8"	61,800	46	Changed to 0571 11/1929, dest. at Madbury, N.H. 11/1949
2075	? ?	?	?	?		
2076	B&M (LA.) 12/1888	60' 6½"	9' 7½"	59,100	48	Ex-28, R/N 2076 (1901), dest. Billerica Shops 11/1938
2077	B&M (LA.) 10/1891	60' 7"	9' 7½"	62,200	36	Ex-168, R/N 2077 7/1901, dest. Billerica Shops 12/1938
2078	B&M (SA.) 6/1896	60' 1"	9' 10"	63,000	46	Ex-297, R/N 2078, changed to W3164 6/1947
2079	B&M (C.S.) 9/1900	60' 1"	9' 9"	65,600	50	Ex-632, R/N 2079 5/1901, changed to W3163 9/1948, to MSS 8/1958
2080	RR 6/1896	60' 2"	9' 10"	63,900	46	Changed to 0530 4/1929, dest. Billerica Shops 12/1938
2081	RR 1901	60' 2"	9' 9"	66,700	38	Ex-PASS No. 4, R/N 805, R/N 2081 8/1901, dest. Billerica Shops 12/1938

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Combinations, Wooden, Non-Vestibule, SUF				*After steel frames were added by 9/1/1926		
2082	B&M (LA.) 3/1888	60' 7"	9' 7"	61,200	54	Changed to M3834 5/1930, set on ground at Claremont Jct., N.H. 12/1932
2083	B&M (C.S.) 6/1900	60' 1"	9' 10"	70,000	50	Ex-616, R/N 2083 6/1901, changed to W3162 5/1949. Still a good car at Billerica as of 1981
2084	B&M (C.S.) 9/1899	60' 2"	9' 9½"	62,400	50	Ex-737, R/N 2084 6/1901, changed to W3161 9/1947, Auth. 5/1965, sold to Narragansett Pier RR 5/1965, to J.A. Hannold for use on Bath & Hammondspport RR (1970-76). Presently on Virginia & Maryland RR (1981)
2085	RR 11/1889	60' 7"	9' 7"	59,900	48	Changed to W3835 1/1929, dest. Billerica Shops 9/1949
2086	B&M (LY.) 4/1903	60' 1½"	10' 0"	69,300	34	Dest. Billerica Shops 2/1935
2087	B&M (C.S.) 1902	60' 3"	9' 9"	67,700	50	
2088	B&M (C.S.) 5/1902	60' 2½"	9' 9½"	65,200	50	Changed to W3160 3/1949, to MSS 6/1957
2089	B&M (C.S.) 5/1902	60' 3"	9' 9½"	62,400	50	Dest. Billerica Shops 12/1953
2090	B&M (C.S.) 6/1902	60' 2"	9' 10"	64,500	50	Changed to W3007 3/1949, dest. Billerica Shops 3/1956
2091	B&M (C.S.) 4/1903	60' 2"	9' 10"	66,900	50	Dest. Concord Shops 7/1947
2092	B&M (C.S.) 3/1903	60' 2"	9' 9"	65,600	50	Changed to W3159 6/1948, to MSS 9/1957
2093	B&M (C.S.) 3/1903	60' 2"	9' 10"	73,000	50	R/N to Caboose 103502 2/1949, sold to Strasburg RR 25, named <i>Eshleman Run</i> in 1960.
2094	B&M (SA.) 6/1903	60' 1"	9' 10"	64,400	38	Dest. Billerica Shops 12/1953
2095	B&M (LY.) 3/1904	60' 1"	9' 10"	70,300	50	Dest. accident at Haverhill, Mass. 6/1938
2096	B&M (C.S.) 7/1904	60' 2"	9' 10"	67,500	50	Changed to W3210 5/1952, dest. Billerica Shops 6/1956

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ABBREVIATIONS

B&L	Boston & Lowell RR Shops	M	Maintenance of Way
B&M	Boston & Maine RR Shops	MS&N	Monadnock, Steamtown and Northern RR
B.S.	Billerica Shops	MSS	M. S. Schiavone Co. (Scrap)
C&M	Concord & Montreal R.R. Shops	NRR	Northern (of N.H.) RR Shops
CAP.	Capacity	R.B.	Rebuilt
C.S.	Concord, N.H. Shops	Ret.	Retired
Dest.	Destroyed	R/N	Renumbered
FRR	Fitchburg Railroad Shops	RR	Local railroad car shops
J&S	Jackson & Sharpe	SA.	Salem, Mass. Shops
L	Laconia Car Co.	SUF	Steel underframe
LA.	Lawrence, Mass. Shops	W	Wason Car Co. (In Builder Column)
LY.	Lyndonville, Vt. Shops	W	Work (In Remarks Column)

B&M RAILROAD PASSENGER EQUIPMENT (Continued)
PART 30

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
	Combinations, Wooden, Non-Vestibule, SUF			*After steel frames were added by 9/1/1926		
2097	B&M (C.S.) 7/1904	60' 2"	9' 10"	67,500	50	Dest. Billerica Shops 5/1952
2098	B&M (C.S.) 6/1904	60' 1"	9' 10"	67,900	38	Dest. Billerica Shops 3/1939
2099	B&M (LY.) 6/1904	60' 2"	9' 9½"	72,100	32	Dest. Billerica Shops 12/1938
2100	B&M (C.S.) 7/1904	60' 2"	9' 9½"	68,000	38	Dest. Billerica Shops 1/1953
2101	B&M (C.S.) 3/1906	61' 0"	9' 10"	72,400	30	Dest. Billerica Shops 1/1952
2102	B&M (C.S.) 3/1906	60' 2"	9' 10"	72,400	34	Dest. Billerica Shops 11/1953
2103	B&M (C.S.) 8/1906	61' 0"	9' 10"	72,300	22	Sold to St. J & LC 1/1931
2104	B&M (E.F.) 6/1907	60' 2"	9' 10"	71,400	50	Dest. Billerica Shops 12/1953
2105	B&M (E.F.) 6/1907	60' 2"	9' 9"	71,400	36	Dest. Billerica Shops 12/1953
2106	B&M (LY.) 2/1907	60' 1½"	10' 0"	74,400	38	Changed to W3074 6/1935, dest. Billerica Shops 8/1949
2107	B&M (C.S.) 6/1907	60' 2"	9' 10"	73,200	50	Dest. Billerica Shops 5/1952
2108	B&M (C.S.) 7/1907	60' 2"	9' 10"	73,100	50	Changed to M0291 6/1948, dest. Billerica Shops 1/1953
2109	B&M (C.S.) 7/1907	60' 2"	9' 10"	73,000	50	Dest. Billerica Shops 12/1953
2110	B&M (C.S.) 8/1907	60' 2"	9' 9½"	74,400	50	Dest. Billerica Shops 6/1952
2111	B&M (SA.) 10/1907	60' 2"	9' 10"	82,000	50	Dest. Billerica Shops 6/1952
2112	B&M (SA.) 10/1907	60' 2"	9' 9½"	82,300	50	Dest. Billerica Shops 12/1953
2113	B&M (LA.) 10/1907	60' 2"	9' 9½"	79,700	38	Dest. Billerica Shops 1/1952
2114	B&M (LA.) 10/1907	60' 1"	9' 9"	79,400	38	Dest. Billerica Shops 1/1952
2115	L 9/1909	61' 2"	10' 0"	83,800	46	Dest. Billerica Shops 1/1952
2116	L 9/1909	61' 2½"	9' 11½"	83,800	50	Changed to W3017 10/1952, Auth. 2/1961
2117	L 9/1909	61' 2½"	10' 0"	83,800	50	Dest. Billerica Shops 11/1953
2118	L 9/1909	61' 2"	9' 11½"	83,800	50	Changed to W3005 9/1952, to MSS 9/1959
2119	L 9/1909	61' 2"	9' 11"	85,000	38	Dest. Billerica Shops 1/1952
2120	L 9/1909	61' 2"	10' 0"	86,200	38	Dest. Billerica Shops 12/1953
2121	W 8/1910	61' 2"	10' 0"	91,200	38	Changed to 0204 1/1953, dest. Billerica Shops 12/1953
2122	W 8/1910	61' 2"	10' 0"	85,000	38	
2123	W 8/1910	61' 2"	10' 0"	96,100	38	Dest. Billerica Shops 3/1953
2124	W 8/1910	61' 2"	10' 0"	90,100	38	Dest. Billerica Shops 3/1953
2125	W 9/1910	61' 2"	10' 0"	90,000	38	Dest. Billerica Shops 12/1953
2126	W 9/1910	61' 2"	10' 0"	91,200	38	Dest. Billerica Shops 12/1953

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Combinations, Wooden, Non-Vestibule, SUF				*After steel frames were added by 9/1/1926		
2127	W 9/1910	61' 2"	9' 10"	90,000	38	Dest. Billerica Shops 12/1953
2128	W 9/1910	61' 2"	10' 0"	91,200	38	Dest. Billerica Shops 2/1953
2129	W 9/1910	61' 2"	10' 0"	90,000	38	Dest. Billerica Shops 12/1953
2130	W 9/1910	61' 2"	10' 0"	90,000	38	Dest. Billerica Shops 3/1953
2131	W 9/1910	61' 2"	9' 11"	90,000	50	Changed to W3011 10/1952, Auth. 2/1961
2132	W 9/1910	61' 2"	9' 11"	75,600	50	Changed to M0500 10/1952, to MSS 5/1957
2133	W 10/1910	61' 2"	9' 11"	90,000	50	Dest. Billerica Shops 3/1953
2134	W 9/1910	61' 2"	9' 11"	90,000	50	Dest. Billerica Shops 11/1953
2135	W 10/1910	61' 2"	9' 11"	90,000	50	Dest. Billerica Shops 1/1953
2136	W 10/1910	61' 2"	9' 11"	90,000	50	Dest. Billerica Shops 12/1953
2137	W 10/1910	61' 2"	9' 11"	90,000	50	Dest. Billerica Shops 1/1953
2138	W 1910	61' 2"	9' 11"	95,800	50	
Combinations, Wooden, Vestibule, SUF						
2139	W 8/1910	61' 1"	9' 11 1/4"	94,700	38	Dest. Billerica Shops 5/1951
2140	W 8/1910	61' 2"	9' 11 1/4"	94,700	38	Dest. Billerica Shops 10/1947
2141	W 2/1912	61' 0"	9' 9 1/2"	76,500	54	Dest. Billerica Shops 1/1952
2142	W 2/1912	61' 0"	9' 9 1/2"	76,500	54	Dest. Billerica Shops 11/1950
2143	See Coach 1015					
2144	See Coach 1016					
2145	See Coach 1017					
2146	See Coach 1018					
2147	L 8/1911					Ex-Coach 1534, Rebuilt to Combine 2147 2/1929, dest. Billerica Shops 12/1950
2148	L 8/1911					Ex-Coach 1535, Rebuilt to Combine 2148 1/1929, dest. Billerica Shops 5/1951

TO BE CONTINUED

ABBREVIATIONS

B&L	Boston & Lowell RR Shops	MSS	M .S. Schiavone (Scrap)
B&M	Boston & Maine RR Shops	NRR	Northern (of N.H.) RR Shops
B.S.	Billerica Shops	R.B.	Rebuilt
CAP.	Capacity	Ret.	Retired
C.S.	Concord, N.H. Shops	R/N	Renumbered
Dest.	Destroyed	RR	Local railroad car shops
E.F.	East Fitchburg Shops	SA.	Salem, Mass. Shops
FRR	Fitchburg R.R. Shops	St. J & LC	St. Johnsbury & Lake Champlain R.R.
L	Laconia Car Co.	SUF	Steel underframe
LA.	Lawrence, Mass. Shops	W	Wason Car Co. (In Builder Column)
M	Maintenance of Way	W	Work (In Remarks Column)

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

PART 31

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
	Coaches, Wooden, Vestibule, SUF			*After steel frames were added by 9/1/1926		
2063	B&M (SA.) 6/1893	60' 7"	9' 7 1/2"	61,400	32	Ex-20, R/N 2063 4/1901, changed to 0286 2/1936, set on ground at Nashua, N.H. 9/1942
2064	B&M (SA.)	60' 1"	9' 7"	67,900	48	R/N 1912-1926
2065	RR 1892	60' 6 1/2"	9' 7"	62,400	50	Changed to W3778, dest. 1/12/1939
2066	B&M (LA.) 6/1900	60' 2"	9' 9"	68,500	38	Ex-729, R/N 2066 4/1901, R/N to Caboose 103504 12/1943, dest. at East Deerfield, Mass. 5/1947
2067	W 1886	61' 2"	9' 7"	63,000	36	
2068	B&M (SA.) 6/1900	60' 2 1/2"	9' 9"	66,400	46	Ex-626, R/N 2068 4/1901, changed to W3165 8/1947, sold to MS&N 268 (1963), set on ground at Riverside, Vt. (1968), office car at Steamtown
2069	RR 1892	60' 7"	9' 8"	64,100	52	Sold to St. J & LC 103, to Steamtown 12/1973
2070	B&M (C.S.) 7/1899	60' 2"	9' 9"	68,500	38	Ex-1039, R/N 2070 5/1901, changed to M3298 at Concord 11/1945
2071	RR 1894	60' 8"	9' 7 1/2"	59,900	44	Ex-69, R/N 2071, changed to W3041 6/1921, dest. Billerica Shops 8/1940
2072	RR 7/1892	60' 7"	9' 7 1/2"	59,600	22	Changed to 0533 4/1929, dest. Mystic River 2/1935
2073	RR 1/1893	60' 5"	9' 8"	61,800	36	Changed to W3582 1/1929, dest. B. S. 12/1938
2074	RR 7/1885	60' 8"	9' 8"	61,800	46	Changed to 0571 11/1929, dest. at Madbury, N.H. 11/1949
2075	?	?	?	?		
2076	B&M (LA.) 12/1888	60' 6 1/2"	9' 7 1/2"	59,100	48	Ex-28, R/N 2076 (1901), dest. B.S. 11/1938
2077	B&M (LA.) 10/1891	60' 7"	9' 7 1/2"	62,200	36	Ex-168, R/N 2077 7/1901, dest. Billerica Shops 12/1938
2078	B&M (SA.) 6/1896	60' 1"	9' 10"	63,000	46	Ex-297, R/N 2078, changed to W3164 6/1947
2079	B&M (C.S.) 9/1900	60' 1"	9' 9"	65,600	50	Ex-632, R/N 2079 5/1901, changed to W3163 9/1948, to MSS 8/1958
2080	RR 6/1896	60' 2"	9' 10"	63,900	46	Changed to 0530 4/1929, dest. Billerica Shops 12/1938
2081	RR 1901	60' 2"	9' 9"	66,700	38	Ex-PASS No. 4, R/N 805, R/N 2081 8/1901, dest. Billerica Shops 12/1938

B&M RAILROAD PASSENGER EQUIPMENT (Continued)
PART 31

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
	Combinations, Wooden, Non-Vestibule, SUF			*After steel frames were added by 9/1/1926		
2082	B&M (LA.) 3/1888	60' 7"	9' 7"	61,200	54	Changed to M3834 5/1930, set on ground at Claremont Jct., N.H. 12/1932
2083	B&M (C.S.) 6/1900	60' 1"	9' 10"	70,000	50	Ex-616, R/N 2083 6/1901, changed to W3162 5/1949.
2084	B&M (C.S.) 9/1899	60' 2"	9' 9½"	62,400	50	Ex-737, R/N 2084 6/1901, changed to W3161 9/1947, Auth. 5/1965, sold to Narr. Pier RR 5/1965, to J.A. Hannold for use on Bath & Hammondsport RR (1970-76). Presently on Va. & Md. RR.
2085	RR (11/1889)	60' 7"	9' 7"	59,900	48	Changed to W3835 1/1929, dest. Billerica Shops 9/1949
2086	B&M (LY.) 4/1903	60' 1½"	10' 0"	69,300	34	Dest. Billerica Shops 2/1935
2087	B&M (C.S.) 1902	60' 3"	9' 9"	67,700	50	
2088	B&M (C.S.) 5/1902	60' 2½"	9' 9½"	65,200	50	Changed to W3160 3/1949, to MSS 6/1957
2089	B&M (C.S.) 5/1902	60' 3"	9' 9½"	62,400	50	Dest. Billerica Shops 12/1953
2090	B&M (C.S.) 6/1902	60' 2"	9' 10"	64,500	50	Changed to W3007 3/1949, dest. Billerica Shops 3/1956
2091	B&M (C.S.) 4/1903	60' 2"	9' 10"	66,900	50	Dest. Concord Shops 7/1947
2092	B&M (C.S.) 3/1903	60' 2"	9' 9"	65,600	50	Changed to W3159 6/1948, to MSS 9/1957
2093	B&M (C.S.) 3/1903	60' 2"	9' 10"	73,000	50	R/N to Caboose 103502 2/1949, sold to Strasburg RR 25, named <i>Eshleman Run</i> , in 1960
2094	B&M (SA.) 6/1903	60' 1"	9' 10"	64,400	38	Dest. Billerica Shops 12/1953
2095	B&M (LY.) 3/1904	60' 1"	9' 10"	70,300	50	Dest. accident at Haverhill, Mass. 6/1938
2096	B&M (C.S.) 7/1904	60' 2"	9' 10"	67,500	50	Changed to W3210 5/1952, dest. Billerica Shops 6/1956
2097	B&M (C.S.) 7/1904	60' 2"	9' 10"	67,500	50	Dest. Billerica Shops 5/1952
2098	B&M (C.S.) 6/1904	60' 1"	9' 10"	67,900	38	Dest. Billerica Shops 12/1939
2099	B&M (LY.) 6/1904	60' 2"	9' 9½"	72,100	32	Dest. Billerica Shops 12/1938
2100	B&M (C.S.) 7/1904	60' 2"	9' 9½"	68,000	38	Dest. Billerica Shops 1/1953
2101	B&M (C.S.) 3/1906	61' 0"	9' 10"	72,400	30	Dest. Billerica Shops 1/1952
2102	B&M (C.S.) 3/1906	60' 2"	9' 10"	72,400	34	Dest. Billerica Shops 11/1953

CONTINUED ON NEXT PAGE

B&M RAILROAD PASSENGER EQUIPMENT (Continued)
PART 31

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
	Combinations, Wooden, Non-Vestibule, SUF			*After steel frames were added by 9/1/1926		
2103	B&M (C.S.) 8/1906	61' 0"	9' 10"	72,300	22	Sold to St.J&LC 1/1931
2104	B&M (E.F.) 6/1907	60' 2"	9' 10"	71,400	50	Dest. Billerica Shops 12/1953
2105	B&M (E.F.) 6/1907	60' 2"	9' 9"	71,400	36	Dest. Billerica Shops 12/1953
2106	B&M (LY.) 2/1907	60' 1½"	10' 0"	74,400	38	Changed to W3074 6/1935, dest. Billerica Shops 8/1949
2107	B&M (C.S.) 6/1907	60' 2"	9' 10"	73,200	50	Dest. Billerica Shops 5/1952
2108	B&M (C.S.) 7/1907	60' 2"	9' 10"	73,100	50	Changed to M0291 6/1948, dest. Billerica Shops 1/1953
2109	B&M (C.S.) 7/1907	60' 2"	9' 10"	73,000	50	Dest. Billerica Shops 12/1953
2110	B&M (C.S.) 8/1907	60' 2"	9' 9½"	74,400	50	Dest. Billerica Shops 6/1952
2111	B&M (SA.) 10/1907	60' 2"	9' 10"	82,000	50	Dest. Billerica Shops 6/1952
2112	B&M (SA.) 10/1907	60' 2"	9' 9½"	82,300	50	Dest. Billerica Shops 12/1953
2113	B&M (LA.) 10/1907	60' 2"	9' 9½"	79,700	38	Dest. Billerica Shops 1/1952
2114	B&M (LA.) 10/1907	60' 1"	9' 9"	79,400	38	Dest. Billerica Shops 1/1952
2115	L 9/1909	61' 2"	10' 0"	83,800	46	Dest. Billerica Shops 1/1952
2116	L 9/1909	61' 2½"	9' 11½"	83,800	50	Changed to W3017 10/1952, Auth. 2/1961
2117	L 9/1909	61' 2½"	10' 0"	83,800	50	Dest. Billerica Shops 11/1953
2118	L 9/1909	61' 2"	9' 11½"	83,800	50	Changed to W3005 9/1952, to MSS 9/1959
2119	L 9/1909	61' 2"	9' 11"	85,000	38	Dest. Billerica Shops 1/1952
2120	L 9/1909	61' 2"	10' 0"	86,200	38	Dest. Billerica Shops 12/1953
2121	W 8/1910	61' 2"	10' 0"	91,200	38	Changed to 0204 1/1953, dest. Billerica Shops 12/1953
2122	W 8/1910	61' 2"	10' 0"	85,000	38	
2123	W 8/1910	61' 2"	10' 0"	96,100	38	Dest. Billerica Shops 3/1953
2124	W 8/1910	61' 2"	10' 0"	90,100	38	Dest. Billerica Shops 3/1953
2125	W 9/1910	61' 2"	10' 0"	90,000	38	Dest. Billerica Shops 12/1953
2126	W 9/1910	61' 2"	10' 0"	91,200	38	Dest. Billerica Shops 12/1953
2127	W 9/1910	61' 2"	9' 10"	90,000	38	Dest. Billerica Shops 12/1953
2128	W 9/1910	61' 2"	10' 0"	91,200	38	Dest. Billerica Shops 2/1953

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
		Combinations, Wooden, Vestibule, SUF			*After steel frames were added by 9/1/1926	
2129	W 9/1910	61' 2"	10' 0"	90,000	38	Dest. Billerica Shops 12/1953
2130	W 9/1910	61' 2"	10' 0"	90,000	38	Dest. Billerica Shops 3/1953
2131	W 9/1910	61' 2"	9' 11"	90,000	50	Changed to W3011 10/1952, Auth. 2/1961
2132	W 9/1910	61' 2"	9' 11"	75,600	50	Changed to M0500 10/1952, to MSS 5/1957
2133	W 10/1910	61' 2"	9' 11"	90,000	50	Dest. Billerica Shops 3/1953
2134	W 10/1910	61' 2"	9' 11"	90,000	50	Dest. Billerica Shops 11/1953
2135	W 10/1910	61' 2"	9' 11"	90,000	50	Dest. Billerica Shops 1/1953
2136	W 10/1910	61' 2"	9' 11"	90,000	50	Dest. Billerica Shops 12/1953
2137	W 10/1910	61' 2"	9' 11"	90,000	50	Dest. Billerica Shops 1/1953
2138	W 10/1910	61' 2"	9' 11"	95,800	50	
2139	W 8/1910	61' 1"	9' 11¼"	94,700	38	Dest. Billerica Shops 5/1951
2140	W 8/1910	61' 2"	9' 11¼"	94,700	38	Dest. Billerica Shops 10/1947
2141	W 2/1912	61' 0"	9' 9½"	76,500	54	Dest. Billerica Shops 1/1952
2142	W 2/1912	61' 0"	9' 9½"	76,500	54	Dest. Billerica Shops 11/1950
2143	See Coach 1015					
2144	See Coach 1016					
2145	See Coach 1017					
2146	See Coach 1018					
2147	L 8/1911					Ex-Coach 1534, R/B to Combine 2147 2/1929, dest. B.S. 12/1950
2148	L 8/1911					Ex-Coach 1535, R/B to Combine 2148 1/1929, dest. B.S. 5/1951
2149	See Combine 1999					

ABBREVIATIONS

B&M	Boston & Maine RR Shops
B.S.	Billerica Shops
CAP.	Capacity
C.S.	Concord, N.H. Shops
Dest.	Destroyed
E.F.	E. Fitchburg, Mass. Shops
L	Laconia Car Co.
LA.	Lawrence, Mass. Shops
LY.	Lyndonville, Vt. Shops
M	Maintenance of Way

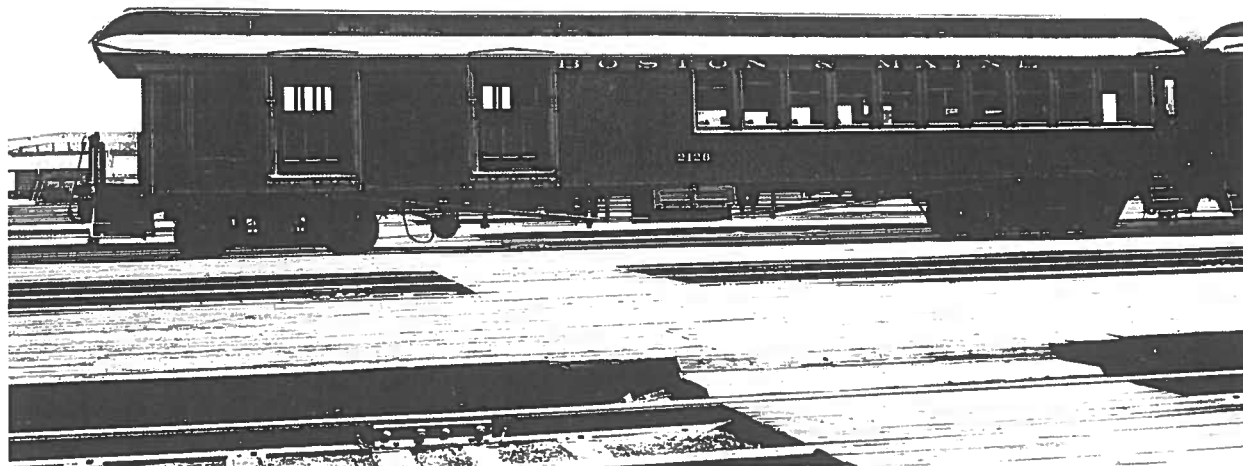
MSS	M.S. Schiavone (Scrap)
R/B	Rebuilt
Ret.	Retired
R/N	Renumbered
RR	Local railroad car shops
SA.	Salem, Mass. Shops
St. J & LC	St. Johnsbury & Lake Champlain R.R.
SUF	Steel underframe
W	Wason Car Co. (in Builder Column)
W	Work (In Remarks Column)

TO BE CONTINUED

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

Part 32



Boston, Mass. May 31, 1937

Photo by George E. Votava
Collection of Harry A. Frye

B&M Combine No. 2126 was built by the Wason Car Co. in September, 1910. It was scrapped at Billerica Shops in December, 1953.

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
	Coaches, Wooden, Vestibule, SUF			*After steel frames were added by 9/1/1926		
2150	W 7/1911	61' 1½"	9' 9¾"	76,500	54	Dest. Billerica Shops 1/1953
2151	W 7/1911	61' 1½"	9' 9¾"	76,500	54	Dest. Billerica Shops 12/1953
2152	W 7/1911	61' 1½"	9' 9¾"	76,500	54	Dest. Billerica Shops 4/1953
2153	W 7/1911	61' 1½"	9' 9¾"	76,500	54	Dest. Billerica Shops 2/1953
2154	W 7/1911	61' 1½"	9' 9¾"	76,500	54	Dest. Billerica Shops 2/1939
2155	W 7/1911	61' 1½"	9' 9¾"	76,500	54	Dest. Billerica Shops 1/1953
2156	W 8/1911	61' 1½"	9' 9¾"	76,500	54	Dest. Billerica Shops 3/1953
2157	W 8/1911	61' 1½"	9' 9¾"	76,500	54	Dest. Billerica Shops 12/1953
2158	W 8/1911	61' 1½"	9' 9¾"	76,500	54	Dest. Billerica Shops 4/1953
2159	W 8/1911	61' 1½"	9' 9¾"	76,500	54	Dest. Billerica Shops 4/1953
2160	W 8/1911	61' 1½"	9' 9¾"	76,500	54	
2161	W 8/1911	61' 1½"	9' 9¾"	76,500	54	Dest. Billerica Shops 2/1935
2162	W 8/1911	61' 1½"	9' 9¾"	76,500	54	Dest. Billerica Shops 12/1953
2163	W 8/1911	61' 1½"	9' 9¾"	76,500	54	Dest. Billerica Shops 1/1953

B&M RAILROAD PASSENGER EQUIPMENT (Continued)

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
		Combinations, Wooden, Non-Vestibule, SUF		*After steel frames were added by 9/1/1926		
2164	W 8/1911	61' 1½"	9' 9¾"	76,500	54	Dest. Billerica Shops 11/1938
2165	W 9/1911	61' 1½"	9' 9¾"	76,500	54	Dest. Billerica Shops 2/1935
2166	W 9/1911	61' 1½"	9' 9¾"	76,500	54	Dest. Billerica Shops 4/1953
2167	W 10/1911	61' 1½"	9' 9¾"	76,500	54	Dest. Billerica Shops 3/1953
2168	W 10/1911	61' 1½"	9' 9¾"	76,500	54	Changed to W3235 10/1952, Auth. 2/1961
2169	W 12/1911	61' 1½"	9' 9¾"	76,500	54	Dest. Billerica Shops 11/1938
2170	W 1/1912	61' 1½"	9' 9¾"	76,500	54	Dest. Billerica Shops 11/1953
2171	P 7/1907					Ex-Coach 1228, R/B to Combine 2171 11/1927, dest. B.S. 2/1953
2172						See Coach 1254
2173						Ex-Coach 1125, R/B to Combine 2173 4/1929, R/N to Caboose 103506 12/1944, changed to M3099 5/1951, dest. in fire at Boston, Auth. 6/1974
2174						Ex-Coach 1126, R/B to Combine 2174, dest. Billerica Shops 12/1950
2175						Ex-Coach 1127, R/B to Combine 2175 3/1929, changed to W3275 11/1941, dest. Billerica Shops 1/1935
2176						Ex-Coach 1128, R/B to Combine 2176 11/1928, R/N to Caboose 103507 10/1944, changed to W3199 3/1946, still a good car.
2177						Ex-Coach 1129, R/B to Combine 2177 1/1929, R/N to Caboose 103508 7/1944, dest. in accident at E. Deer field, Mass. 3/1946
2178						Ex-Coach 1130, R/B to Combine 2178 12/1928, R/N to Caboose 103509 12/1943, dest. B.S. 2/1952
<p>Note: Combines 2143-2148 and 2171-2178 were rebuilt from coaches. 2179-2191, no cards. Probably these numbers not used.</p>						
2192	W 12/1911	61' 1½"	9' 9¾"	78,500	54	Dest. Billerica Shops 1/1953
2193	W 12/1911	61' 1½"	9' 9¾"	78,500	54	Dest. Billerica Shops 1/1953
2194	W 1/1912	61' 1½"	9' 9¾"	78,500	54	Dest. Billerica Shops 12/1953

CONTINUED ON NEXT PAGE

B&M RAILROAD PASSENGER EQUIPMENT (Continued)

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Combinations, Wooden, Non-Vestibule, SUF				*After steel frames were added by 9/1/1926		
2195	W 12/1911	61' 1½"	9' 9¼"	78,500	54	Dest. Billerica Shops 12/1953
2196	W 1/1912	61' 1½"	9' 9¼"	78,500	54	Dest. Billerica Shops 12/1953
2197	W 2/1912	61' 1½"	9' 9¼"	78,500	54	Dest. Billerica Shops 1/1953
2198	W 2/1912	61' 1½"	9' 9¼"	78,500	54	Dest. Billerica Shops 2/1953
2199	W 2/1912	61' 1½"	9' 9¼"	78,500	54	Dest. Billerica Shops 4/1953
Mail Cars, Wooden, Blind-End, SUF						
2200	RR 1895	45' 1"	9' 8"	70,200		
2201	RR 1887	42' 2"	9' 10"	70,700	N/A	Rebuilt to Milk Car 1671 (2nd), 1924, dest. Billerica Shops 5/10/1956
2202	RR	42' 8"	9' 6"	66,300	N/A	
2203	RR 1897	45' 1"	9' 10"	57,600		
2204	L 1888	42' 0"	9' 8"	63,300	N/A	Rebuilt to Milk Car 1670 (2nd) 1923
2205	RR 1897	45' 1"	9' 10"	67,700	N/A	
2206	RR 1897	45' 0"	9' 10"	70,500	N/A	
2207	? 1882	42' 2"	9' 8"	63,800	N/A	
2208	L 1888	42' 0"	9' 8"	50,100	N/A	Rebuilt to Combine 1888
2209	RR 1877	45' 4"	9' 7½"	50,000	N/A	Rebuilt to Combine 1877
2210	RR 1877	45' 8"	9' 10"	?	N/A	
2211	RR 9/1888	?	?		N/A	Ex-B&M XE-6-7, changed to W3427 11/1910, dest. C.S. 4/1937
2212	RR 1886	42' 0"	9' 8"	63,800	N/A	
2213	B&M 1885	45' 1"	9' 7"	50,800	N/A	
2214	Not Listed					
2215	B&M 1890	42' 2"	9' 8"	63,800	N/A	
2216	B&M(LA.)1903	45' 2"	9' 9"	70,200	N/A	
2217	Not Listed					
2218	Not Listed					
2219	Not Listed					
2220	RR Pre 1891	51' 2½"	9' 7½"	56,700	N/A	
2221	B&M 1902	51' 2"	9' 9½"	74,600	N/A	

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Combinations, Wooden, Vestibule, SUF				*After steel frames were added by 9/1/1926		
2222	P 1906	80' 7½"		135,800	N/A	Company Service Car (Air brake Instruction car—not a combine) Ex Diner 1095, R/N 2222 1926. Scrapped 1950-'51
2223	B&M (E.F.)9/1907	61' 3½"	9' 11"	105,800	N/A	See Baggage Car 2912
2224	B&M (E.F.)9/1907	61' 3½"	9' 11"	105,800	N/A	See Baggage Car 2910
2225	RR 1899	51' 1"	9' 5"	78,500	N/A	
2226	RR 1899	51' 0"	9' 8"	86,600	N/A	
2227	B&M (LA.)3/1905	60' 10"	9' 10"	101,400	N/A	See Baggage Car 2905
2228	B&M (LA.)5/1905	60' 11"	9' 11"	96,600	N/A	See Baggage Car 2906
2229	B&M (C.S.)1906	45' 3"	9' 10"	68,700	N/A	
2230	RR 1892	56' 2"	9' 6½"	57,600	N/A	
2231	RR 1883	56' 2"	9' 6½"	86,700	N/A	
2232	RR 1887	56' 1"	9' 6"	57,600	N/A	
2233	B&M (E.F.)7/1908	61' 3"	9' 11"	102,800	N/A	See Baggage Car 2914
2234	B&M (E.F.)7/1908				N/A	See Baggage Car 2913
2235-2239 and 2244-2260, no cards. Probably these numbers not used.						
2240	RR 9/1888	61' 1"	9' 11"	96,600	N/A	See Baggage car 2911
2241	RR 1881	60' 1"	9' 10"	96,600	N/A	See Baggage Car 2908
2242	RR 8/1881	61' 2"	9' 11"	96,600	N/A	See Baggage Car 2909
2243	B&M (LA.)6/1903					
2261	B&M (SA.)11/1888					Changed to M3018, dest. Concord Shops 6/1944

2262-2281, no cards. Probably these numbers not used.
 2282-2303, steel Mail Cars. See steel cars section of roster

TO BE CONTINUED

ABBREVIATIONS

B&M	Boston & Maine RR Shops	P	Pullman Standard Co.
B.S.	Billerica Shops	R/B	Rebuilt
CAP.	Capacity	Ret.	Retired
C.S.	Concord, N.H. Shops	R/N	Renumbered
Dest.	Destroyed	RR	Local railroad car shops
E.F.	E. Fitchburg, Mass. Shops	SA.	Salem, Mass. Shops
L	Laconia Car Co.	St.J&LC	St. Johnsbury & Lake Champlain R.R.
LA.	Lawrence, Mass. Shops	SUF	Steel underframe
LY.	Lyndonville, Vt. Shops	W	Wason Car Co. (in Builder Column)
M	Maintenance of Way	W	Work (In Remarks Column)
MSS	M.S. Schiavone (Scrap)		

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

Part 33

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER SHEATHING	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Baggage & Mail Cars, Wooden, SUF* (B.E. – Blind End; N.V. – Non-Vestibule)				*After steel frames were added by 9/1/1926		
2303	RR	45' 0"	9' 7"	50,300	NV	
2304						
2305	RR 1872	46' 2½"	9' 6"	52,000	NV	Ex-C&M 131, R/N 17, R/N 2305, changed to W3046 7/1923, Auth. 10/1956
2306						
2307						
2308						Changed to M3008 8/1908, dest. at E. Deerfield, Mass. 7/1932
2309-2319, no cards. Probably these numbers not used.						
2320	RR 1885	54' 0"	9' 7½"	55,400	NV	
2321	RR Pre-1895	52' 0"	9' 7"	54,300	BE	Changed to 0577 12/1929, dest. at E. Deerfield, Mass. 8/1940
2322	L 1887	54' 0"	9' 7½"	?	NV	
2323	RR Pre-1895	52' 1"	9' 8"	55,500	NV	
2324	L 1887	54' 3"	9' 9½"	?	NV	
2325	RR 1893	54' 3"	9' 6"	50,800	NV	
2326	RR 1883	52' 0"	9' 6"	54,900	NV	
2327	W 1881	50' 2"	9' 7"	57,800	NV	
2328	RR 1883	52' 2"	9' 6"	55,500	NV	Sold to B&ML No. 14 9/1927, converted to tool car (1943), retired 12/1949, now a carpenter shop, set on ground at Belfast, Me.
2329	RR 1894	52' 1"	9' 8"	59,200	NV	Sold to St.J&LC
2330	RR 1887	51' 0"	9' 8"	58,300	NV	Ex-FRR 333, R/N BM2330 5/1901, dest. Billerica Shops 9/1933
2331	RR 1884	52' 0"	9' 6"	64,500	NV	Sold to St.J&LC
2332						
2333						
2334	L 1884	55' 1"	9' 8"	78,700	BE	Original No. unknown, R/N 2334 5/1906, dest. Billerica Shops 11/1938
2335	L 1884	55' 2"	10' 0"	74,200	BE	Ex-B&L 41, R/N 753, R/N 1992, R/N 2335 2/1912, r/b to baggage car 2670 12/1942, dest. Billerica Shops 3/1949
2336	RR 1892	56' 2"	9' 6"	82,000	BE	
2337	RR 1883	56' 2"	9' 6½"	82,000	BE	Ex-FRR 337, R/N 2231, R/N 2337 9/1915, changed to W3271 9/1941, dest. Billerica Shops 12/1953
2338	RR 1887	56' 1"	9' 6"	80,600	BE	
2339						

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER SHEATHING	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Baggage & Mail Cars, Wooden, SUF* (B.E. – Blind End; N.V. – Non-Vestibule)						*After steel frames were added by 9/1/1926
2340	P 1895	55' 0"	9' 10"	62,700	NV	
2341	L 1881	55' 0"	9' 8"	53,400	NV	
2342–2349, no cards. Probably these numbers not used.						
2350	? 1889	NV				
2351	RR 1893	60' 2"	9' 8"	83,400	BE	Changed to 0572 11/1929, dest. Billerica Shops 11/1949
2352	B&M (L.A.) 4/1898	60' 1"	9' 10"	86,500	BE	Ex-917, R/N 2075, R/N 2352 4/1912, r/b to baggage car 2671 11/1941, dest. Billerica Shops 8/1949
2353	P 1889	65' 1½"	9' 10"	91,400	BE	Ex-P&R 21, R/N 57, R/N 2086, R/N 2353 9/1902, r/b to baggage car 2675 12/1941, dest. B.S. 8/1949
2354	B&M (C.S.) 6/1902	60' 1"	9' 10"	82,900	BE	R/B to baggage car 2673 11/1941, dest. Billerica Shops 5/1950
2355	B&M (C.S.) 3/1903	60' 2"	9' 10"	75,500	BE	Changed to W3417
2356	B&M (C.S.) 2/1905	60' 2"	9' 9½"	70,800	BE	R/B to baggage car 2672 11/1941, dest. Billerica Shops 3/1953
2357	B&M (C.S.) 3/1905	60' 2"	9' 10"	73,800	BE	R/B to baggage car 2674 11/1941, dest. Billerica Shops 7/1952
2358	B&M (C.S.) 6/1906	60' 1"	9' 10"	82,500	BE	Dest. Billerica Shops 9/1949
2359	B&M (C.S.) 6/1906	60' 1"	9' 10"	82,500	BE	Dest. Billerica Shops 9/1949
2360	RR 1892	60' 8"	9' 8"	61,100	NV	Sold to B&ML RR, No. 15 9/1927, converted to Tool Car (1949), retired and dismantled (1957)
2361–2363, no cards. Probably these numbers not used.						
2364	W 9/1911	61' 1½"	9' 11"	90,000	BE	R/B to baggage car 2669 1/1947, dest. Billerica Shops 9/1954
2365	W 9/1911	61' 1½"	9' 11½"	90,000	BE	Dest. Billerica Shops 12/1953
2366	B&M (C.S.) 1907	61' 2½"	9' 11½"	86,400	BE	
2367	B&M (C.S.) 1907	61' 1"	10' 0"	98,900	BE	
2368	B&M (C.S.) 12/1907	61' 2"	10' 0"	87,100	BE	Dest. Billerica Shops 12/1953
2369	B&M (C.S.) 2/1908	61' 11"	10' 0"	87,800	BE	Dest. Billerica Shops 2/1952
2370	B&M (C.S.) 11/1907	61' 1"	10' 0"	87,600	BE	Changed to W3258 9/1941, to MSS 8/1958
2371	B&M (C.S.) 11/1907	61' 1"	10' 0"	86,500	BE	Dest. Billerica Shops 2/1952
2372	B&M (C.S.) 10/1907	61' 1"	9' 11"	86,200	BE	Dest. Billerica Shops 9/1949
2373	L 7/1909	61' 3"	9' 11"	86,200	BE	Leased to Suncook Valley RR 5/1952-12/1952
2374	L 7/1909	61' 1"	10' 0"	86,200	BE	Dest. Billerica Shops 12/1953
2375	L 7/1909	60' 2"	10' 0½"	87,600	BE	Dest. Billerica Shops 2/1952
2376	L 9/1909	61' 2½"	9' 11½"	94,300	BE	Dest. Billerica Shops 2/1952

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B&M RAILROAD PASSENGER EQUIPMENT (Continued)
Part 33

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER SHEATHING	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Baggage & Mail Cars, Wooden, SUF* (B.E. – Blind End; N.V. – Non-Vestibule)					*After steel frames were added by 9/1/1926	
2377	L 9/1909	61' 2"	9' 11½"	89,200	BE	Dest. Billerica Shops 1/1952
2378	L 9/1909	61' 2"	9' 11½"	89,600	BE	Dest. Billerica Shops 2/1952
2379	L 1909					
2380-2391, no cards. Probably these numbers not used.						
2392	W 8/1911	61' 1½"	9' 11¼"	90,000	BE	Changed to 0578 12/1929, dest. in fire at Ayer, Mass. 7/1937
2393	W 1911	61' 1½"	9' 11¼"	90,000	BE	Sold to Suncook Valley RR, No. 3 (1930), r/b to Coach/Baggage/RPO (1930) by B&MRR for SVRR
2394	W 9/1911	61' 1½"	9' 11¼"	90,000	BE	Dest. Billerica Shops 12/1953
2395	W 1911	61' 1½"	9' 11¼"	90,000	BE	Dest. Billerica Shops 12/1953
2396	W 9/1911	61' 1½"	9' 11¼"	90,000	BE	Dest. Billerica Shops 12/1953
2397	W 9/1911	61' 1½"	9' 11¼"	90,000	BE	Dest. Billerica Shops 3/1950
2398	W 9/1911	61' 1½"	9' 11¼"	90,000	BE	Dest. Billerica Shops 9/1949
2399	W 1911	61' 1½"	9' 11¼"	90,000	BE	
Coaches, Wooden, Vestibule, SUF* (St. John & Boston Line, Montreal & Boston Line)					*After steel frames were added by 9/1/1926	
2400	L 1910	61' 1½"	9' 11¼"	95,900	76	See Coach 1009
2401	L 1910	61' 1½"	9' 11¼"	95,900	76	Sold to MEC RR
2402	L 1910	61' 1½"	9' 11¼"	95,900	76	Sold to MEC RR
2403	L 1910	61' 1½"	9' 11¼"	95,900	76	Sold to MEC RR
2404	L 1910	61' 1½"	9' 11¼"	95,900	76	See Coach 1008
2426	P 1908	67' 2"	9' 11¼"	97,500	76	
2427	P 3/1908	67' 2"	9' 11¼"	97,500	76	See Coach 1000
2428	P 1908	67' 2"	9' 11¼"	97,500	76	
2429	P 1908	67' 2"	9' 11¼"	97,500	76	
2435	P 1908	67' 2"	9' 11¼"	97,500	76	
2436	P 1908	67' 2"	9' 11¼"	97,500	76	
2437	P 1908	67' 2"	9' 11¼"	97,500	76	
2438	P 1908	67' 2"	9' 11¼"	97,500	76	
2439	P 1908	67' 2"	9' 11¼"	97,500	76	Changed to W3835, dest. prior to 1/1929
Baggage Cars, Wooden, Blind End, SUF*						
2446	P 1908	60' 2"	9' 11¼"	87,300		
2447	P 1908	60' 2"	9' 11¼"	87,300		
2448	P 1908	60' 2"	9' 11¼"	87,300		
2449	P 1908	60' 2"	9' 11¼"	87,300		

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER SHEATHING	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Coaches, Wooden, Vestibule, SUF*						*After steel frames were added by 9/1/1926
2486	P 8/1903	65' 0"	9' 10½"	102,300	64	Ex-500, R/N 2486, changed to W3806 10/1928, dest. Billerica Shops 9/1939
2487	P 8/1903	65' 0"	9' 10½"	102,300	64	Ex-501, R/N 2487, changed to W3807 10/1928, dest. Billerica Shops 12/1938
2488	P 8/1903	65' 0"	9' 10½"	101,700	72	Ex-502, R/N 2488, changed to W3808 10/1928, dest. Billerica Shops 12/1950
2489	P 8/1903	65' 0"	9' 10½"	101,700	72	Ex-503, R/N 2489, changed to W3809 10/1928, dest. Concord Shops 6/1936
Cafe Coaches, Wooden, Vestibule, SUF*						
2490	P 1903	65' 0"	9' 10½"	107,800	40S/12D	Ex-Coach 504, r/b to Cafe-Coach 2490, changed to W3836
2491	P 1903	65' 0"	9' 10½"	107,800	40S/12D	Ex-Coach 505, r/b to Cafe-Coach 2491, returned to CPR in 1927
Coaches, Wooden, Vestibule, SUF*						
2492	P 8/1903	65' 0"	9' 10½"	101,500	72	Ex-506, R/N 2492, changed to W3862 10/1928, dest. at Mystic River 11/1936
2493	P 1903	65' 0"	9' 10½"	101,500	72	Ex-507, R/N 2493, returned to CPR
2494	P 1903	65' 0"	9' 10½"	101,500	72	Ex-508, R/N 2492, returned to CPR
2495	P 1903	65' 0"	9' 10½"	101,500	72	Ex-509, R/N 2495, returned to CPR
Baggage & Express Cars, Wooden, Blind-End, SUF*						
2496	P 7/1903	60' 0"	9' 10½"	89,000		Ex-510, R/N 2496, changed to W3879 7/1928, dest. B.S. 8/1938
2497	P 7/1903	60' 0"	9' 10½"	89,000		Ex-511, R/N 2497, changed to W3886 7/1928, dest. B.S. 8/1938
2498	P 1903	60' 0"	9' 10½"	89,000		Ex-512, R/N 2498, changed to W3887
2499	P 1903	60' 0"	9' 10½"	89,000		Ex-513, R/N 2499, changed to W3894 7/1928, dest. B.S. 8/1938

Note: 2400-series cars were built for joint service on B&M, MEC, and CPR. The 500-series of cars were originally built for the crack passenger train *The Dude*.

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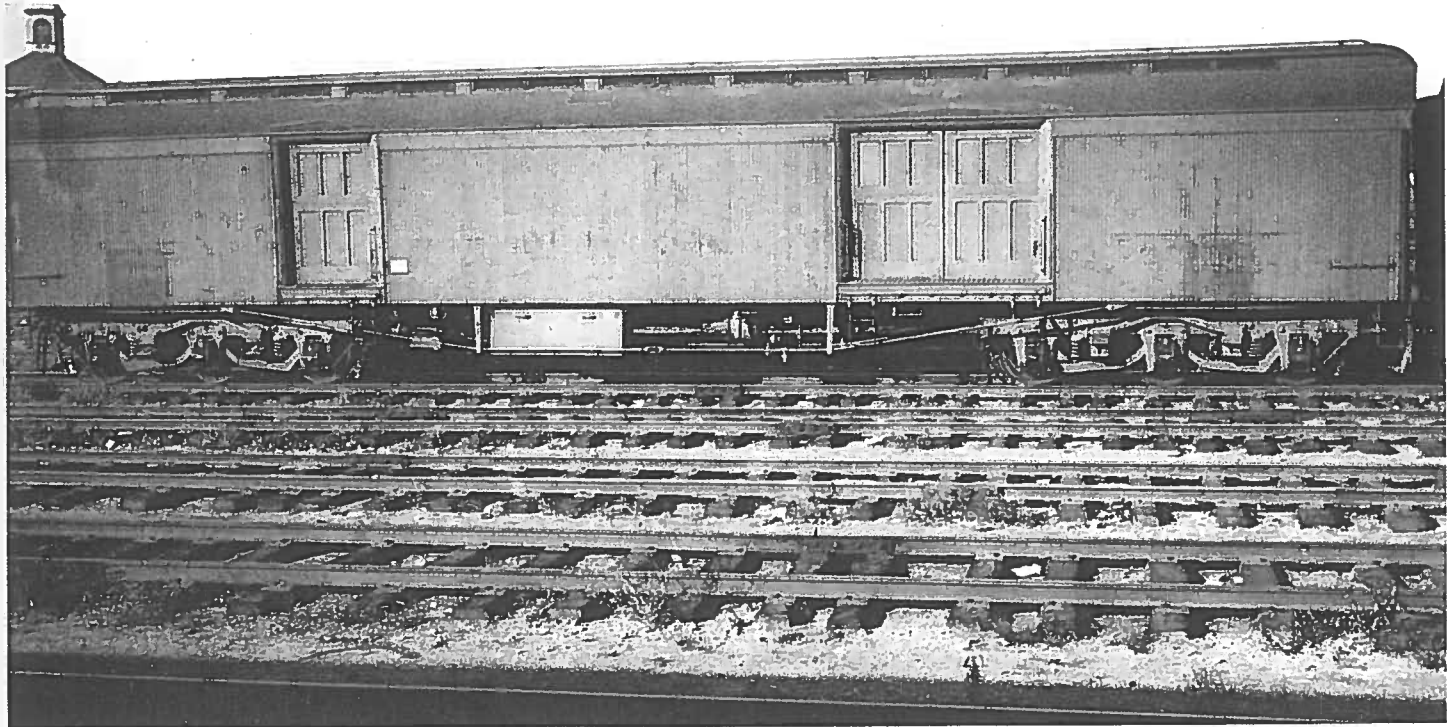
ABBREVIATIONS

B&M	Boston & Maine RR Shops	MSS	M.S. Schiavone (Scrap)
B.S.	Billerica Shops	R/B	Rebuilt
CAP.	Capacity	Ret.	Retired
C.S.	Concord, N.H. Shops	R/N	Renumbered
Dest.	Destroyed	RR	Local railroad car shops
E.F.	E. Fitchburg, Mass. Shops	SA.	Salem, Mass. Shops
L	Laconia Car Co.	St. J & LC	St. Johnsbury & Lake Champlain R.R.
LA.	Lawrence, Mass. Shops	SUF	Steel underframe
LY.	Lyndonville, Vt. Shops	W	Wason Car Co. (in Builder Column)
M	Maintenance of Way	W	Work (In Remarks Column)

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Part 34

Compiled by
Leroy C. Hutchinson and Clyde R. Smith



Collection of Harry A. Frye

B&M wooden Horse Car No. 2688 at Boston, Mass., September 6, 1937.

NUMBER	BUILDER AND DATE	LENGTH OVER COUPLERS	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Baggage Cars, Wooden, Blind-End, SUF				*After steel frames were added by 9/1/1926		
2503	RR 1873	46' 2"	9' 7"	49,500	NV	
2511	? Pre-1873	46' 10"	9' 6"	54,700	NV	
2513	RR 1869	36' 4"	9' 7 1/2"	48,500	NV	
2514	RR Pre-1887	45' 0"	9' 1 1/2"	52,800	NV	
2516	RR Pre-1887	45' 4"	9' 8 1/2"	50,800	NV	
2522	Pre-1873	46' 10 1/2"	9' 8"	55,800	NV	
2525	RR 1875	45' 4"	9' 5"	50,100	NV	
2527	RR 1868	44' 4"	9' 11"	51,400	NV	
2529	RR ?	46' 3"	9' 8 1/2"	48,500	NV	
2531	RR 1872	45' 1"	9' 8"	51,300	NV	
2533	ERR 1871	44' 0"	9' 10"	50,100	NV	
2534	FRR 1878	46' 1"	9' 4 1/2"	48,800	NV	
2536	? 1885	45' 1"	9' 5"	49,300	NV	
2537	FRR 1878	46' 2"	9' 5 1/2"	49,700	NV	
2597	FRR 1883	48' 1 1/2"	9' 6"	51,000	NV	

B&M RAILROAD PASSENGER EQUIPMENT (Continued)
Part 34

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Baggage Cars, Wooden, Blind-End, SUF				*After steel frames were added by 9/1/1926		
2598	FRR 1882	48' 2"	9' 6"	50,000	NV	
2599	FRR 1889	50' 0"	9' 9"	53,100	NV	
2600	FRR 1881	51' 2"	9' 6'	55,400	NV	
2602	FRR 1889	50' 4"	9' 9 ½"	52,000	NV	
2603	FRR 1889	54' 2"	9' 6 ½"	59,400	NV	
2606	FRR 1890	50' 2"	9' 7 ½"	56,500	NV	
2607	FRR 1888	51' 2"	9' 4"	49,500	NV	
2608	FRR 1886	52' 2"	9' 8"	59,800	NV	
2610	L 6/1889	50' 2"	9' 7 ½"	53,800	NV	Ex-109, R/N 2610, changed to W3290 5/1923, dest. C.S. 2/1934
2611	B&M (SA.) 11/1889	52' 1"	9' 8"	54,000	NV	Ex-74, R/N 2611 1/1901, dest. at E. Deer- field, Mass. 4/1939
2612	B&M (SA.) 1890	52' 2"	9' 9"	56,500	NV	Ex-95, R/N 2612 1/1900, dest. Billerica Shops 9/1933
2614	RR 1882	51' 1"	9' 6"	42,800	NV	
2615	RR 1882	50' 5"	9' 7 ½"	56,700	NV	
2616	RR 1886	52' 2"	9' 8"	58,200	NV	
2617	RR Pre-1873	50' 1"	9' 5"	53,700	NV	Ex-26, R/N 1873, R/N 2617 2/1901, dest. Billerica Shops 9/1939
2618	RR Pre-1895	50' 1 ½"	9' 8"	51,200	NV	Ex-CM 167, R/N 204, R/N 2618 2/1901, dest. Billerica Shops 9/1939
2619	ERR 1880	50' 3"	9' 7"	51,300	NV	
2620	ERR 1889	52' 2 ½"	9' 8"	57,600	NV	
2621	B&M 1887	52' 2 ½"	9' 7 ½"	56,500	NV	
2622	B&M 1887	50' 1"	9' 6"	52,900	NV	
2623	FRR 1881	51' 1"	9' 6"	52,400	NV	Ex-FRR, R/N BM 2623 3/1901, dest. Bil- lerica Shops 10/1938
2624	RR ?	50' 1"	9' 8"	54,900	NV	
2625	RR ?	50' 1"	9' 7"	58,100	NV	
2626	RR 1890	51' 1"	9' 7"	50,000	NV	
2627	ERR 1/1881	50' 2"	9' 9"	55,200	NV	Ex-ERR 73, R/N BM 2627 3/1901, changed to M3008 7/1932, Auth. 12/1962
2628	RR 1875	52' 11"	9' 7 ½"	55,900	NV	
2629	RR 1896	51' 3"	9' 6"	53,000	NV	
2630	RR 1881	51' 1"	9' 6 ½"	50,400	NV	Ex-FRR 368, R/N BM 2630, changed to W3105 11/1923, dest. at Ayer, Mass. 7/1937

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B&M RAILROAD PASSENGER EQUIPMENT (Continued)

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Baggage Cars, Wooden, Blind-End, SUF				*After steel frames were added by 9/1/1926		
2631	? 1885	54' 11"	9' 7 1/2"	56,700	NV	
2632	RR ?	51' 2"	9' 7"	51,200	NV	
2633	RR 1887	51' 0"	9' 8"	51,700	NV	Ex-2876, R/N 2633 4/1901, dest. at White River Jct., Vt. 5/1939
2634	? Pre-1872	50' 1"	9' 6"	55,000	NV	
2635	RR Pre-1891	51' 1"	9' 8"	49,900	NV	
2636	L 1891	50' 1"	9' 8"	56,100	NV	
2637	B&M 12/1902	50' 6"	9' 8"	55,200	NV	Changed to 0573, R/N M3488 1/1930, dest. Billerica Shops 12/1941
2638	FRR 1888	51' 0"	9' 8"	49,400	NV	Ex-FRR 379, R/N to BM 2638, changed to 0863 6/1921, to MSS 12/1959
2640	FRR 1887	51' 0"	9' 7"	50,900	NV	Ex-FRR 373, R/N to BM 2640, dest. Billerica Shops 9/1939
2641	RR Pre-1887	51' 0"	9' 9"	54,400	NV	
2643	RR Pre-1895	50' 2"	9' 4"	55,500	NV	
2644	? Pre-1880	51' 2"	9' 8"	47,200	NV	
2645	FRR Pre-1890	51' 8"	9' 6"	56,000	NV	
2646	RR 1886	51' 1"	9' 6"	53,000	NV	Changed to 0574 11/1929, dest. at Madbury, N.H. 4/1941
2647	RR 1893	54' 4"	9' 6"	50,900	NV	
2648	RR 1889	52' 2"	9' 6"	59,200	NV	
2649	RR 1892	51' 0"	9' 6"	52,800	NV	
2650	RR 1892	51' 2"	9' 7"	53,400	NV	Ex-FRR 275, R/N BM 2650, dest. Billerica Shops 9/1933
2651	RR 1890	54' 2"	9' 8"	54,000	NV	
2653	RR 1890	51' 1"	9' 6"	51,400	NV	Ex-2868, R/N 2653 11/1900, dest. Billerica Shops 9/1939
2669	See Baggage & Mail Car 2364					
2670	See Baggage & Mail Car 2335					
2671	See Baggage & Mail Car 2352					
2672	See Baggage & Mail Car 2356					
2673	See Baggage & Mail Car 2354					
2674	See Baggage & Mail Car 2357					
2675	See Baggage & Mail Car 2353					
2676	B&M (FRR) 6/1907	61' 2"	10' 1"	96,000	BE	R/B to Horse Car 2676 12/1941, changed to W3045 1/1954, Auth. 4/1971
2677	B&M (FRR) 1907	61' 2"	10' 1"	95,500	BE	R/B to Horse Car 2677 1/1942, changed to 0260 10/1953, to MSS 3/1957

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Baggage Cars, Wooden, Blind-End, SUF				*After steel frames were added by 9/1/1926		
2678	B&M (FRR) 1907	No listing				
2679	B&M (FRR) 6/1907	61' 2"	10' 1"	93,200	BE	Changed to M3004 11/1940, R/N M3031 (1946), to MSS, sold to MS&N 331 10/15/1962
2680	B&M (FRR) 7/1906	61' 2"	10' 1"	96,000	BE	Changed to M3108 7/1937, Auth. 7/1970
2681	B&M (FRR) 7/1906	61' 2"	10' 1"	96,000	BE	R/B to Horse Car 2681 2/1942, dest. Billerica Shops 7/1952
2682	B&M (FRR) 7/1906	61' 2"	10' 1"	96,000	BE	R/B to Horse Car 2682 1/1942, dest. Billerica Shops 7/1952
2683	B&M (FRR) 7/1906	61' 2"	10' 1"	96,000	BE	R/B to Horse Car 2683 3/1942, dest. Billerica Shops 2/1954
2684	B&M (FRR) 7/1906	61' 2"	10' 1"	96,000	BE	R/B to Horse Car 2684 2/1942, dest. in fire on NYCRR 12/1947
2685	B&M (FRR) 8/1906	61' 2"	10' 1"	96,000	BE	R/B to Horse car 2685 4/1942, dest. Billerica Shops 2/1954
2686	B&M (FRR) 9/1906	61' 2"	10' 1"	96,000	BE	Dest. Billerica Shops 3/1939
2687	B&M (FRR) 8/1906	61' 2"	10' 1"	96,000	BE	Changed to W3006 11/1940, dest. Billerica Shops 11/1946
2688	B&M (FRR) 9/1906	61' 2"	10' 1"	100,400	BE	Changed to W3080 9/1941, to MSS 9/1958
2689	B&M (FRR) 10/1906	61' 2"	10' 1"	96,000	BE	Changed to M3003 2/1940, Auth. 5/1962
2690	B&M (FRR) 10/1906	61' 2"	10' 1"	96,000	BE	R/B to Horse Car 2690 4/1942, dest. in fire on NYCRR 9/1951
2691	B&M (FRR) 10/1906	61' 2"	10' 1"	96,000	BE	R/B to Horse Car 2691 12/1941, dest. Billerica Shops 10/1954
2692	RR (FRR) 1899	57' 1½"	10' 1"	89,100	BE	Ex-FRR 398, R/N BM 2692 3/1912, dest. Billerica Shops 11/1938
2693	RR (FRR) 1899	57' 1½"	10' 1"	89,100	BE	Ex-FRR 399, R/N BM 2693 (1901), dest. Billerica Shops 11/1938
2694	RR (FRR) 1899	57' 1½"	10' 1"	71,000	BE	Ex-FRR 400, R/N BM 2694 4/1910, dest. Billerica Shops 11/1938

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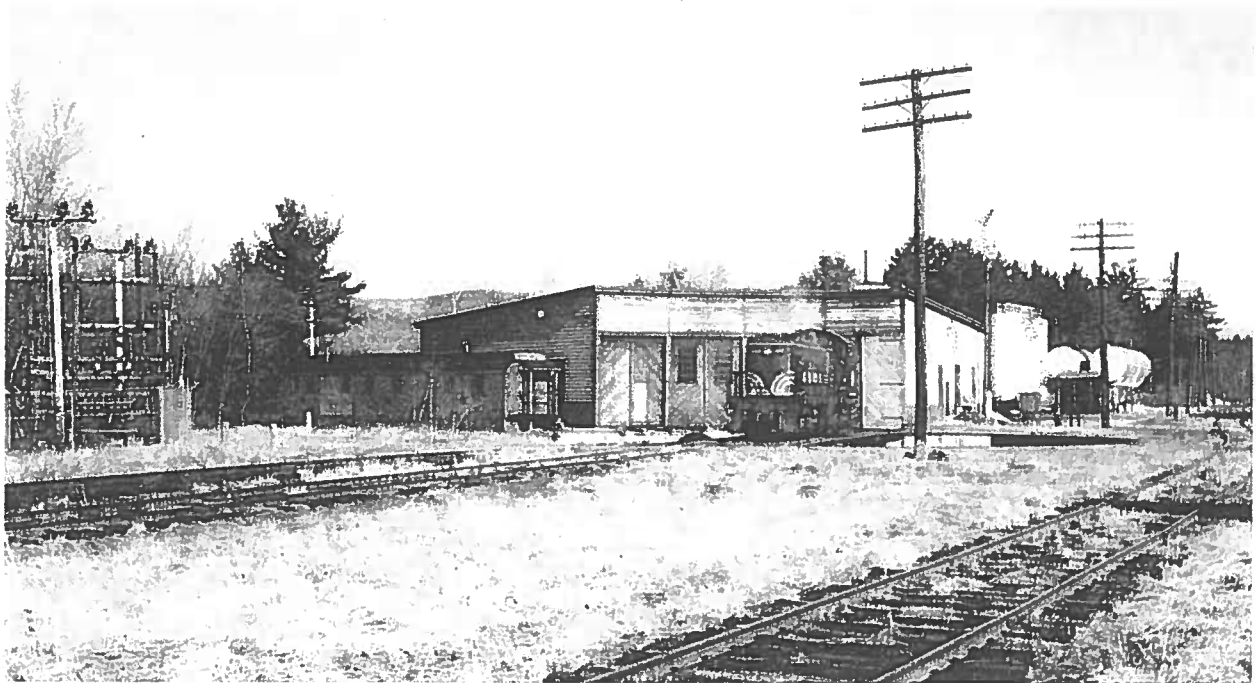
ABBREVIATIONS

BE	Blind End car	NV	No Vestibule
B&M	Boston & Maine RR Shops	R/B	Rebuilt
B.S.	Billerica Shops	Ret.	Retired
CAP.	Capacity	R/N	Renumbered
Dest.	Destroyed	RR	Local railroad car shops
ERR	Eastern RR Shops	SA.	Salem, Mass. Shops
FRR	Fitchburg RR Shops	SUF	Steel underframe
L	Laconia Car Co.	W	Wason Car Co. (in Builder Column)
M	Maintenance of Way	W	Work (In Remarks Column)
MSS	M.S. Schiavone (Scrap)		

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

Part 35



Collection of Harry A. Frye

The Alco switcher on the turntable aside, this photo of the roundhouse at North Conway is significant in that it shows former B&M vestibule coach No. 2748, which was set on the ground there in January, 1949.

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER SHEATHING	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Coaches, Wooden, Vestibule, SUF				*After steel frames were added by 9/1/1926		
2695	B&M (FRR) 1902	57' 1½"	10' 1"	89,100	BE	
2696	B&M (FRR) 11/1902	57' 1½"	10' 1"	71,500	BE	Changed to W3017 1/1937, dest. B.S. 1/1952
2697	B&M (FRR) 11/1903	57' 1½"	10' 1"	89,100	BE	Changed to W3045 1/1937, dest. B.S. 12/1951
2698	RR (FRR) 11/1903	57' 1½"	10' 1"	89,100	BE	Ex-C&M 022, R/N 2698, changed to W3057 1/1937, dest. C.S. 10/1950
2700	RR 1893	60' 6"	9' 7"	67,400	BE	Ex-38, R/N 2700 3/1920, dest. B.S. 9/1933
2701	RR 1893	60' 10"	9' 7"	67,500	BE	
2702	RR 1893	60' 3½"	9' 8"	67,300	BE	
2703	RR 1893	61' 2"	9' 7"	79,200	BE	
2704	RR 1893	60' 1½"	9' 7½"	79,400	BE	
2705	RR 1895	60' 3"	9' 7½"	66,900	BE	
2706	B&M (SA.) 6/1895	60' 3"	9' 7½"	77,500	BE	Set on ground at Springfield, Mass. 11/1942
2707	RR 1895	60' 3"	9' 7½"	64,500	BE	
2708	RR 1895	60' 0"	9' 7½"	77,400	BE	Ex-CM 173, R/N 210, R/N 2708 11/1907, dest. Billerica Shops 12/1950
2709	RR 1888	61' 2"	9' 11"	77,400	BE	Ex-31, R/N 2613, R/N 2709 12/1912, dest. Billerica Shops 9/1933
2710	RR 1903	61' 0"	9' 9½"	91,900	BE	

B&M RAILROAD PASSENGER EQUIPMENT (Continued)

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Combinations, Wooden, Non-Vestibule, SUF				*After steel frames were added by 9/1/1926		
2711	RR 1888	61' 2"	10' 0"	81,100	BE	Dest. Billerica Shops 2/1952
2720	B&M (SA.) 2/1901					
2721	RR 1891	60' 1"	9' 8"	65,900	NV	Changed to W3488
2722	B&M (SA.) 9/1885	60' 1"	9' 8"	89,300	BE	Dest. Billerica Shops 3/1949
2723	B&M (C.S.) 4/1901	60' 2"	9' 10"	68,100	NV	Dest. Billerica Shops 9/1939
2724	B&M (C.S.) 4/1901	60' 2"	9' 10"	62,200	NV	Dest. Billerica Shops 2/1954
2725	B&M (C.S.) 4/1901	60' 3"	9' 10"	65,800	NV	Dest. Billerica Shops 9/1954
2726	B&M (C.S.) 4/1901	60' 2"	9' 10"	66,400	NV	Dest. Billerica Shops 10/1938
2727	B&M (C.S.) 3/1901	60' 1"	9' 10"	67,300	NV	Dest. Billerica Shops 10/1951
2728	B&M (C.S.) 3/1901	60' 2"	9' 10"	67,100	NV	Dest. Billerica Shops 10/1954
2729	RR 1898	61' 4"	9' 6"	78,800	NV	
2730	RR 1892	60' 1"	9' 8"	79,300	BE	
2731	B&M (SA.) 3/1899	60' 1½"	9' 9"	63,500	NV	Dest. Billerica Shops 3/1949
2732	B&M (SA.) 5/1892	60' 1"	9' 8"	89,300	NV	Ex-53, R/N 2732, dest. B.S. 12/1950
2733	B&M (LA.) 7/1894	60' 7"	9' 7"	74,400	BE	Ex-154, R/N 2733, changed to 0207 10/1940, set on ground at E. Cambridge, Mass. 4/1942
2734	OBC 1887	60' 3"	9' 7½"	60,600	BE	
2735	FRR 1897	61' 4"	9' 7"	79,900	NV	
2736	RR Pre-1890	60' 1"	9' 6½"	73,300	BE	Changed to 0579 12/1929, dest. Concord Shops 2/1934
2737	W 1893	60' 1"	9' 8"	57,500	NV	
2738	Not Listed					
2739	B&M (SA.) 6/1888	60' 2"	9' 8"	62,000	NV	Dest. Billerica Shops 6/1952
2740	RR 1896	60' 6"	9' 5"	67,300	NV	
2741	P 1897	60' 2½"	9' 9½"	72,300	NV	Ex-29, R/N 241, R/N 2741, changed to M3020 1/1927, dest. B.S. 11/1946
2742	P 6/1897	60' 2½"	9' 9½"	72,300	NV	Ex-91, R/N 2742, dest. B.S. 5/1952
2743	RR 1889	61' 1"	9' 7½"	60,600	NV	
2744	P 6/1897	60' 0"	9' 10"	72,300	NV	Ex-213, R/N 2744, dest. B.S. 8/1949
2745	B&M (C.S.) 6/1899	60' 2"	9' 9½"	62,100	NV	Ex-206, R/N 2745, dest. B.S. 3/1949
2746	B&M (SA.) 4/1897	61' 3"	9' 8"	78,000	NV	Dest. B.S. 2/1949
2748	B&M (C.S.) 6/1900	60' 2"	9' 10"	69,200	NV	Ex-112, R/N 2748, set on ground at No. Conway, N.H. 1/1949, now owned by Conway Scenic RR.
2749	RR 1896	60' 6"	9' 7½"	59,600	NV	
2750	B&M (C.S.) 6/1899	60' 2"	9' 7½"	65,200	NV	Ex-205, R/N 2750, dest. B.S. 12/1950
2751	P 6/1897	60' 2"	9' 10"	72,000	NV	Ex-211, R/N 2751, dest. B.S. 8/1949
2752	P 1897	60' 2"	9' 10"	67,400	NV	

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NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Combinations, Wooden, Non-Vestibule, SUF				*After steel frames were added by 9/1/1926		
2753	P 6/1897	60' 2"	9' 10"	73,500	NV	Ex-215, R/N 2753, dest. B.S. 2/1949
2754	B&M (SA.) 3/1902	60' 1"	9' 10"	63,300	NV	Changed to 0207 8/1951, dest. B.S. 7/1952
2755	B&M (C.S.) 6/1900	60' 1"	9' 10"	73,400	NV	Ex-60, R/N 2755, dest. B.S. 2/1954
2756	B&M (C.S.) 6/1900	60' 1"	9' 10"	67,100	NV	Ex-89, R/N 2756, dest. B.S. 2/1949
2757	B&M (LA.) 9/1900	60' 0"	9' 10"	66,500	NV	Ex-21, R/N 2757, dest. B.S. 3/1949
2758	RR 1898	60' 2"	9' 10"	65,600	NV	
2759	? Pre. 1870	60' 4"	9' 9½"	67,100	NV	Ex-23, R/N 2759, changed to M3095, R/N M3037, retired 9/27/1977
2760	RR 1891	60' 2"	9' 8"	62,600	NV	
2761	B&M (SA.) 11/1890	60' 2"	9' 8"	60,200	NV	Dest. B.S. 8/1949
2762	RR 7/1899	60' 2½"	9' 9"	64,200	NV	Changed to 0547 11/1929, dest. at Portsmouth, N.H. 4/1953
2763	B&M (SA.) 10/1898	60' 0"	9' 8"	61,100	NV	Ex-67, R/N 2763, dest. B.S. 2/1952
2764	B&M (C.S.) 7/1899	60' 2"	9' 9½"	66,900	NV	Ex-164, R/N 2764, dest. B.S. 2/1949
2765	B&M (LA.) 10/1899	60' 2"	9' 10"	64,000	NV	Dest. B.S.) 12/1950
2766	B&M (SA.) 4/1899	60' 2"	9' 10"	64,100	BE	Dest. B.S. 5/1952
2767	RR 1891	60' 2"	9' 7½"	66,400	NV	Ex-C&M 172, R/N 209, R/N 2767, dest. B.S. 9/1933
2768	RR 8/1899	60' 2"	9' 10"	63,800	NV	Changed to M3564 1/1925, dest. at White River Jct., Vt. 8/1937
2769	B&M (LA.) 1896	60' 6"	9' 9½"	64,900	NV	Ex-72, R/N 2769, dest. B.S. 12/1950
2770	B&M (SA.) 8/1891	60' 2½"	9' 11"	58,700	NV	Ex-17, R/N 2770, dest. B.S. 12/1950
2771	RR 1886	60' 7"	9' 8"	64,900	BE	
2772	RR 1886	60' 7"	9' 8"	65,900	BE	
2773	B&M (LA.) 12/1891	60' 8"	9' 8"	61,000	NV	Ex-111, R/N 2773, dest. B.S. 2/1953
2774	RR 1889	61' 1"	9' 7"	78,600	BE	
2775	RR 1889	60' 8"	9' 7"	61,000	NV	
2776	B&M (C.S.) 6/1900	60' 1"	9' 10"	66,900	NV	Ex- 113, R/N 2776, dest. B.S. 12/1950
2777	B&M (C.S.) 5/1902	60' 1"	9' 10"	73,800	BE	Dest. B.S. 10/1951
2778	B&M (C.S.) 7/1902	60' 4"	9' 10"	74,500	NV	Dest. B.S. 11/1954
2779	RR (C.S.) 5/1902	60' 2"	9' 10"	66,300	NV	Changed to M3489 12/1924, dest. at E. Deerfield, Mass. 11/1937
2780	B&M (C.S.) 1902	60' 2"	9' 10"	65,000	NV	
2781	B&M (C.S.) 3/1902	60' 2"	9' 10"	67,200	NV	Dest. Billerica Shops 10/1951
2782	B&M (C.S.) 3/1902	60' 2"	9' 10"	66,100	NV	Dest. Billerica Shops 11/1954
2783	B&M (SA.) 4/1902	60' 3½"	9' 10"	63,800	NV	Dest. Billerica Shops 10/1951
2784	B&M (SA.) 7/1902	60' 2"	9' 9"	67,200	NV	Dest. Billerica Shops 2/1954
2785	B&M (SA.) 8/1902	60' 2"	9' 9½"	64,700	NV	Dest. Billerica Shops 7/1952
2786	B&M (C.S.) 3/1903	60' 2"	9' 9½"	73,000	NV	Dest. Billerica Shops 9/1939

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Combinations, Wooden, Vestibule, SUF				*After steel frames were added by 9/1/1926		
2787	B&M (C.S.) 3/1903	60' 2"	9' 9½"	67,100	NV	Dest. Billerica Shops 2/1954
2788	B&M (C.S.) 3/1903	60' 2"	9' 9½"	65,800	NV	
2789	B&M (C.S.) 1903	60' 2"	9' 9"	71,400		
2790	RR 6/1903	60' 2"	9' 10½"	79,200	BE	Changed to 0548 11/1929, dest. C.S. 7/1950
2791	B&M (C.S.) 6/1903	60' 3"	9' 10½"	76,800	BE	Dest. on NYCRR 8/1948
2792	B&M (C.S.) 6/1903	60' 0"	9' 9"	74,500	NV	
2793	B&M (C.S.) 5/1904	60' 2"	9' 10"	67,700	NV	Changed to 0575 11/1929, dest. at Madbury, N.H. 4/1941
2794	B&M (C.S.) 5/1904	60' 2"	9' 10"	68,100	NV	Changed to 0576, dest. C.S. 4/1937
2795	B&M (C.S.) 5/1904	60' 2"	9' 10"	65,600	NV	Changed to W3866 7/1928, Auth. 10/1956
2796	B&M (SA.) 5/1904	60' 1"	9' 10"	68,000	NV	Dest. Billerica Shops 12/1951
2797	B&M (C.S.) 4/1905	60' 2"	9' 10"	71,800	NV	Dest. Billerica Shops 12/1951
2798	B&M (C.S.) 5/1905	60' 2"	9' 10"	71,800	NV	Changed to W3055 12/1953, Auth. 12/1966, sold to D.S. Robinson (1968) R/N 3579, sold to P.J. Cronin, Billerica Shops (1975), RN PJCX 2798
2799	B&M (C.S.) 5/1905	60' 2"	9' 10"	71,800	NV	Dest. Billerica Shops 7/1952
2800	B&M (C.S.) 6/1905	60' 2"	9' 9½"	71,800	NV	Dest. Billerica Shops 7/1952
2801	L 10/1906	60' 2"	9' 9½"	71,800	NV	Dest. Billerica Shops 9/1954
2802	L 11/1906	60' 2"	9' 9½"	71,800	NV	Dest. Billerica Shops 10/1954
2803	L 12/1906	60' 2"	9' 9½"	71,800	NV	Dest. Billerica Shops 6/1952
2804	L 12/1906	60' 2"	9' 9½"	71,800	NV	Dest. Billerica Shops 2/1954
2805	L 1/1907	60' 2"	9' 9½"	71,800	NV	Dest. Billerica Shops 6/1956
2806	L 1/1907	60' 2"	9' 9½"	71,800	NV	Changed to W3025 12/1952, Auth. 4/1966, sold to W. Sullivan, Holyoke, Mass. 4/1966
2807	L 8/1907	60' 2"	9' 9½"	74,500	NV	Dest. Billerica Shops 6/1952
2808	L 8/1907	60' 2"	9' 9½"	74,500	NV	Dest. Billerica Shops 2/1954
2809	L 9/1907	60' 2"	9' 9½"	74,500	NV	Dest. Billerica Shops 6/1952
2810	L 9/1907	60' 2"	9' 9½"	74,500	NV	Dest. Billerica Shops 12/1950
2811	L 9/1907	60' 2"	9' 9½"	74,500	NV	Dest. Billerica Shops 2/1949
2812	L 9/1907	60' 2"	9' 9½"	74,500	NV	Dest. Billerica Shops 2/1954

TO BE CONTINUED

ABBREVIATIONS

B&M	Boston & Maine RR Shops	P	Pullman Car Co.
B.S.	Billerica Shops	R/B	Rebuilt
CAP.	Capacity	Ret.	Retired
C.S.	Concord, N.H. Shops	R/N	Renumbered
Dest.	Destroyed	RR	Local railroad car shops
L	Laconia Car Co.	SA.	Salem, Mass. Shops
LA.	Lawrence, Mass. Shops	SUF	Steel underframe
M	Maintenance of Way	W	Work (In Remarks Column)
MSS	M.S. Schiavone (Scrap)		

BOSTON & MAINE RAILROAD PASSENGER EQUIPMENT

Compiled by
Leroy C. Hutchinson and Clyde R. Smith

Part 36



Blind-end baggage car No. 2907 at Boston, Mass. ca. 1930's

Sydney Towle Photo:
Collection of Harry A. Frye

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER SHEATHING	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
		Baggage Cars, Blind End, Wooden, SUF		*After steel frames were added by 9/1/1926		
2813	L 11/1911	61' 1½"	9' 11¼"	83,800	NV	Dest. Billerica Shops 6/1956
2814	L 11/1911	61' 1½"	9' 11¼"	92,500	BE	Damaged in fire on NYCRR 2/1954, dismantled at Billerica Shops 4/1955
2815	L 11/1911	61' 1½"	9' 11¼"	84,500	BE	Dest. Billerica Shops 6/1956
2816	L 11/1911	61' 1½"	9' 11¼"	83,800	BE	Dest. Billerica Shops 12/1954
2817	L 11/1911	61' 1½"	9' 11¼"	83,800	BE	Dest. Billerica Shops 10/1954
2818	L 12/1911	61' 1½"	9' 11¼"	92,500	BE	Dest. Billerica Shops 9/1956
2819	L 12/1911	61' 1½"	9' 11¼"	83,800	BE	To MSS 11/1956
2820	L 12/1911	61' 1½"	9' 11¼"	83,800	BE	Dest. Billerica Shops 9/1956
2821	L 12/1911	61' 1½"	9' 11¼"	92,500	BE	To MSS 11/1956
2822	L 12/1911	61' 1½"	9' 11¼"	92,500	BE	Dest. Billerica Shops 6/1956
2823	L 1/1912	61' 1½"	9' 11¼"	83,800	BE	Changed to 0261 10/1953, to MSS 3/1957
2824	L 1/1912	61' 1½"	9' 11¼"	83,800	BE	Dest. Billerica Shops 3/1956
2825	L 1/1912	61' 1½"	9' 11¼"	83,800	BE	Damaged in fire on NYCRR 2/1954, dismantled at Billerica Shops 4/1955
2826	L 1/1912	61' 1½"	9' 11¼"	92,500	BE	Used on Snow Train for several seasons, to MSS 3/1957
2827	L 2/1912	61' 1½"	9' 11¼"	83,800	BE	Dest. Billerica Shops 5/1955
2828	L 1912	61' 1½"	9' 11¼"	83,800	BE	
2829	L 8/1911	61' 1½"	9' 11¼"	92,500	BE	Dest. in fire at Melrose, N.Y. 4/1947

B&M RAILROAD PASSENGER EQUIPMENT (Continued)

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Baggage Cars, Blind End, Wooden, SUF				*After steel frames were added by 9/1/1926		
2830	L 8/1911	61' 1½"	9' 11¼"	92,500	BE	To MSS 3/1957
2831	L 8/1911	61' 1½"	9' 11¼"	83,800	BE	Dest. Billerica Shops 5/1955
2832	L 8/1911	61' 1½"	9' 11¼"	92,500	BE	Dest. Billerica Shops 7/1952
2833	L 1911	61' 1½"	9' 11¼"	92,500	BE	
2834	L 8/1911	61' 1½"	9' 11¼"	83,800	BE	Damaged in fire on NYCRR 2/1954, dismantled at Billerica Shops 5/1955
2835	L 8/1911	61' 1½"	9' 11¼"	92,500	BE	Dest. Billerica Shops 9/1956
2836	L 8/1911	61' 1½"	9' 11¼"	92,500	BE	To MSS 3/1957
2837	L 9/1911	61' 1½"	9' 11¼"	83,800	BE	Dest. Billerica Shops 6/1956
2838	L 9/1911	61' 1½"	9' 11¼"	83,800	BE	To MSS 11/1956
2839	L 9/1911	61' 1½"	9' 11¼"	92,500	BE	Dest. on NYCRR 2/1939
2840	L 9/1911	61' 1½"	9' 11¼"	83,800	BE	Dest. Billerica Shops 6/1952
2841	L 9/1911	61' 1½"	9' 11¼"	83,800	BE	Dest. Billerica Shops 6/1952
2842	L 9/1911	61' 1½"	9' 11¼"	92,500	BE	Changed to 0259 4/1954, to MSS 5/1957
2843	L 1911	61' 1½"	9' 11¼"	92,500	BE	
2844	L 9/1911	61' 1½"	9' 11¼"	83,800	BE	Dest. Billerica Shops 6/1956
2845	L 9/1911	61' 1½"	9' 11¼"	92,500	BE	Dest. Billerica Shops 6/1956
2846	L 10/1911	61' 1½"	9' 11¼"	92,500	BE	Dest. Billerica Shops 2/1954
2847	L 10/1911	61' 1½"	9' 11¼"	92,500	BE	Dest. Billerica Shops 6/1956
2848	L 10/1911	61' 1½"	9' 11¼"	92,500	BE	Dest. Billerica Shops 11/1954
2849	L 10/1911	61' 1½"	9' 11¼"	92,500	BE	Dest. Billerica Shops 6/1956
2850	L 10/1911	61' 1½"	9' 11¼"	92,500	BE	Dest. Billerica Shops 3/1953
2851	L 10/1911	61' 1½"	9' 11¼"	92,500	BE	Dest. on CV Rwy. 4/1949
2852	L 10/1911	61' 1½"	9' 11¼"	92,500	BE	Dest. Billerica Shops 6/1956
2853	L 10/1911	61' 1½"	9' 11¼"	92,500	BE	Dest. Billerica Shops 9/1956
2854	B&M (C.S.) 4/1910	61' 1½"	9' 11¼"	85,100	BE	Dest. Billerica Shops 9/1956
2855	B&M (C.S.) 5/1910	61' 1½"	9' 11¼"	85,100	BE	Dest. Billerica Shops 10/1954
2856	B&M (C.S.) 5/1910	61' 1½"	9' 11¼"	85,100	BE	Dest. Billerica Shops 5/1954
2857	B&M (C.S.) 6/1910	61' 1½"	9' 11¼"	81,600	BE	Changed to W3029 11/1952, Auth. 3/1961
2858	B&M (C.S.) 6/1910	61' 1½"	9' 11¼"	85,100	BE	Dest. on NYCRR 3/1950
2859	B&M (C.S.) 7/1910	61' 1½"	9' 11¼"	85,100	BE	To MSS 3/1957
2860	B&M (FRR) 4/1910	61' 1½"	9' 11¼"	85,100	BE	Dest. Billerica Shops 11/1954
2861	B&M (FRR) 4/1910	61' 1½"	9' 11¼"	85,100	BE	Dest. Billerica Shops 11/1954
2862	B&M (FRR) 5/1910	61' 1½"	9' 11¼"	85,100	BE	Dest. Billerica Shops 12/1954
2863	B&M (FRR) 5/1910	61' 1½"	9' 11¼"	85,100	BE	Dest. Billerica Shops 6/1956
2864	B&M (FRR) 6/1910	61' 1½"	9' 11¼"	85,100	BE	Dest. Billerica Shops 10/1954
2865	B&M (FRR) 7/1910	61' 1½"	9' 11¼"	85,100	BE	Dest. Billerica Shops 11/1954
2866	L 6/1909	61' 1½"	9' 11¼"	84,200	BE	Dest. Billerica Shops 5/1954

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B&M RAILROAD PASSENGER EQUIPMENT (Continued)

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER SHEATHING	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS	
		Baggage Cars, Blind End, Wooden, SUF			*After steel frames were added by 9/1/1926		
2867	L 6/1909	61' 1½"	9' 11¼"	84,200	BE	To MSS 3/1957	
2868	L 6/1909	61' 1½"	9' 11¼"	84,200	BE	Dest. Billerica Shops 5/1954	
2869	L 7/1909	61' 1½"	9' 11¼"	84,200	BE	Dest. Billerica Shops 7/1952	
2870	L 7/1909	61' 1½"	9' 11¼"	84,200	BE	Dest. on NYCRR 4/1952	
2871	L 7/1909	61' 1½"	9' 11¼"	84,200	BE	Dest. Billerica Shops 3/1953	
2872	L 7/1909	61' 1½"	9' 11¼"	84,200	BE	Changed to W3037 11/1952, Auth. 5/1961, sold to Norman Jutras, Newburyport, Mass. Scrapped at Topsfield, Mass. 1/12/1978	
2873	L 7/1909	61' 1½"	9' 11¼"	84,200	BE	Dest. Billerica Shops 2/1954	
2874	L 7/1909	61' 1½"	9' 11¼"	84,200	BE	Dest. Billerica Shops 10/1954	
2875	L 7/1909	61' 1½"	9' 11¼"	84,200	BE	Changed to W 3038 11/1952, Auth. 5/1962	
2876	L 7/1909	61' 1½"	9' 11¼"	84,200	BE	Dest. Billerica Shops 10/1954	
2877	L 7/1909	61' 1½"	9' 11¼"	84,200	BE	Dest. Billerica Shops 6/1952	
2878	L 7/1909	61' 1½"	9' 11¼"	84,200	BE	Dest. Billerica Shops 6/1952	
2879	L 8/1909	61' 1½"	9' 11¼"	84,200	BE	Dest. Billerica Shops 11/1954	
2880	L 8/1909	61' 1½"	9' 11¼"	88,500	BE	Dest. Billerica Shops 5/1951	
2881	L 8/1909	61' 1½"	9' 11¼"	84,200	BE	Dest. Billerica Shops 9/1956	
2882	L 8/1909	61' 1½"	9' 11¼"	84,200	BE	Dest. Billerica Shops 10/1954	
2883	L 8/1909	61' 1½"	9' 11¼"	84,200	BE	Changed to 0258 4/1954, dest. B.S. 9/1956	
2884	L 8/1909	61' 1½"	9' 11¼"	84,200	BE	Dest. on MoPac RR 12/1942	
2885	L 8/1909	61' 1½"	9' 11¼"	84,200	BE	Dest. Billerica Shops 6/1952	
2886	B&M (FRR) 1907	61' 1½"	9' 11¼"	88,200	BE		
2287	B&M (FRR) 11/1907	61' 1½"	9' 11¼"	88,200	BE	Dest. Billerica Shops 11/1954	
2888	B&M (FRR) 11/1907	61' 1½"	9' 11¼"	88,200	BE	Dest. Billerica Shops 12/1954	
2889	B&M (FRR) 11/1907	61' 1½"	9' 11¼"	88,200	BE	Changed to W3041 12/1952, Auth. 4/1972, sold to Strasburg RR 101 4/1972, scrapped.	
2890	B&M (FRR) 11/1907	61' 1½"	9' 11¼"	88,200	BE	Dest. Billerica Shops 7/1952	
2891	B&M (FRR) 11/1907	61' 1½"	9' 11¼"	88,200	BE	Dest. Billerica Shops 5/1954	
2892	B&M (FRR) 1907	61' 1½"	9' 11¼"	88,200	BE	Dest. in wreck at Winona, N.H. 2/1928	
2893	B&M (FRR) 12/1907	61' 1½"	9' 11¼"	88,200	BE	Dest. Billerica Shops 6/1952	
2894	B&M (FRR) 12/1907	61' 1½"	9' 11¼"	83,700	BE	Dest. Billerica Shops 9/1954	
2895	B&M (FRR) 1/1908	61' 1½"	9' 11¼"	88,200	BE	Dest. Billerica Shops 12/1954	
2896	B&M (FRR) 1/1908	61' 1½"	9' 11¼"	88,200	BE	Dest. Billerica Shops 10/1954	
2897	B&M (FRR) 1/1908	61' 1½"	9' 11¼"	88,200	BE	Dest. Billerica Shops 7/1952	
2898	B&M (FRR) 11/1908	61' 1½"	9' 11¼"	88,200	BE	Dest. Billerica Shops 3/1954	
2899	B&M (FRR) 12/1908	61' 1½"	9' 11¼"	88,200	BE	Dest. Billerica Shops 11/1954	
2900	L 2/1912	61' 1½"	9' 11¼"	88,200	BE	Dest. Billerica Shops 10/1954	
2901	L 2/1912	61' 1½"	9' 11¼"	88,200	BE	Dest. Billerica Shops 2/1954	
2902	L 3/1912	61' 1½"	9' 11¼"	88,200	BE	Dest. Billerica Shops 3/1953	
2903	L 3/1912	61' 1½"	9' 11¼"	88,200	BE	Dest. Billerica Shops 9/1956	
2904	L 3/1912	61' 1½"	9' 11¼"	88,200	BE	Dest. Billerica Shops 10/1954	

B&M RAILROAD PASSENGER EQUIPMENT (Continued)

NUMBER	BUILDER AND DATE	LENGTH OVER SHEATHING	WIDTH OVER EAVES	WEIGHT IN POUNDS*	SEAT CAP.	REMARKS
Baggage Cars, Blind End, Wooden, SUF Rebuilt from Non-Vestibule Coaches				*After steel frames were added by 9/1/1926		
2905	B&M (LA.) 3/1905	60' 10"	9' 10"	101,400	BE	Ex-Mail Car 2227, r/b to Baggage Car 2905 9/1914, dest. B.S. 7/1952
2906	B&M (LA.) 5/1905	60' 11"	9' 11"	96,600	BE	Ex-Mail car 2228, r/b to Baggage Car 2906 8/1914, dest. B.S. 6/1952
2907	B&M (FRR) 12/1909	61' 3"	9' 11"	102,800	BE	Dest. Billerica Shops 9/1954
2908	RR 1881	60' 1"	9' 10"	96,600	BE	Ex-ERR No. 1 (Mail Car) R/N 77, R/N 2241, r/b to Baggage Car 2908 18/1914, dest. B.S. 12/1950
2909	RR 8/1881	61' 2"	9' 11"	96,600	BE	Ex-ERR No. 2 (Mail Car), R/N 78, R/N 2242, r/b to Baggage Car 2909 9/1914, dest. B.S. 12/1950
2910	B&M (FRR) 9/1907	61' 2½"	9' 11"	97,600	BE	Ex-Mail Car 2224, r/b to Baggage Car 2910 10/1915, dest. B.S. 3/1953
2911	RR 9/1888	61' 3"	9' 11"	97,600	BE	Ex-Mail Car 2240, r/b to Baggage Car 2911 10/1915, dest. B.S. 6/1952
2912	RR 9/1907	61' 3"	9' 11"	106,600	BE	Ex-Mail Car 2223, r/b to Baggage car 2912 10/1919, dest. B.S. 6/1956
2913	RR 7/1908	61' 3"	9' 11"	106,600	BE	Ex-Mail Car BM 2234, R/N SC 999 at Concord Shops 3/1909, r/b to Baggage Car BM 2913 10/1919, dest. B.S. 10/1954
2914	B&M (FRR) 7/1908	61' 3"	9' 11"	106,600	BE	Ex-Mail Car BM 2233, R/N VV 9 at Concord Shops 3/1909, r/b to Baggage Car BM 2914, dest. B.S. 9/1956
2931	See Coach 857					
2932	See Coach 823					
2933	See Coach 791					
2934	See Coach 803					
2935	See Coach 776					
2936	See Coach 969					
2937	See Coach 921					
2938	See Coach 782					
2939	See Coach 724					

END OF ROSTER

ABBREVIATIONS

B&M	Boston & Maine RR Shops	M	Maintenance of Way
BE	Blind End	MSS	M.S. Schiavone (Scrap)
B.S.	Billerica Shops	R/B	Rebuilt
CAP.	Capacity	Ret.	Retired
C.S.	Concord, N.H. Shops	R/N	Renumbered
Dest.	Destroyed	RR	Local railroad car shops
ERR	Eastern R.R.	SC	Sullivan County R.R.
FRR	Fitchburg R.R. Shops	SUF	Steel underframe
L	Laconia Car Co.	VV	Vermont Valley R.R.
LA.	Lawrence, Mass. Shops	W	Work