

B&M Photo Identification

Per Frye roster B&MRRHS 2001.27.8:

Headlight train numbers were abolished 2-1-1931.

ATS was put in operation on Fitchburg Div., 7-18-1926.

Last steam on Western Route. Haverhill to Boston, Train No. 156 2:15 PM May 23, 1955. B&M No. 3672 with coaches 4540, 4601, 4602, 4587, and combine 4585.

Last steam run Lowell to Boston, May 5, 1955. B&M No. 3672 with James Kirk engineer and Albert Dionne fireman.

Last time table run with steam, Lynn to Boston local 7-20-1955. No 3622 arrived on time 8:05 AM

Last service use of steam 7-23-1956.

Gasholders. There were two at Beverly, Mass. near tracks. Also at Worcester.

Registry of Motor Vehicles Building, 100 Nashua St., Boston, was built in 1932.

Engine Houses

East Deerfield: Square louvered stacks

East Somerville: Square stacks

E. Somerville: Large multipane side windows.

Rochester: oblong stacks with lids

Swanton, Vt.: Wood doors, oblong clerestory windows, finial stacks.

Westboro (West Lebanon): 12-pane clerestory windows

A GUIDE TO IDENTIFYING STEAM LOCOMOTIVE PHOTOGRAPHS

A good portion of locomotive prints come to the collector unidentified as to location or date. Here are some guidelines that may help to determine a time period. You are on your own as to location.

Diamond stacks. Invented 1856 or 1857. Became popular in 1870s and 1880s.

The B&M locomotives carried names on the cab panels until about 1892 at which time they were removed and replaced with the engine number in rather small gold figures. The legend "Boston & Maine" was on the tender sides in gold as well, with the engine number in gold on the tender rear.

Sometime in 1904 large white numbers appear on the tender sides and small "Boston & Maine" on the cabs, also in white. This style lasts through the 1911 renumbering until about 1927. From the period 1904-1927, the number was also found on the side of the sand box or steam dome.

In 1927 white numbers, a bit smaller, appear on the cab sides. A square herald is now on the tender, although for a time freight locomotives do not have this feature. Also a few machines have very small numbers on the cab which are soon replaced by the larger ones. The locomotive number also appears on the rear of the tender in various sized numerals.

"Speed" lettering style starts about 1940 for 3696-99, 3700s and 4100s only.

Division Markings and Classification Markings - small letters and numbers above and below the "Boston & Maine" on the cab - appear about mid 1913.

Slotted couplers on pilots appear about 1900 with the advent of the Janney Coupler and disappear about 1912.

The square oil headlights start to depart the scene as early as 1896, but some still linger as late as 1911. Acetylene headlights and the tanks on the pilot deck appear about 1912 and disappear shortly after WW I when electric headlights start being applied.

There will be, by necessity, some confusion with pre- and post-1911 numbers, particularly where duplicate numbers of the same class of engine exist. For example, both a pre- and post-1911 G-10 No.205 exist, and unless some other guideline exists, it would be impossible to distinguish between them based on the number alone. It is hoped that the above data may serve to help in that direction, however.

Adapted from "A Guide to Identifying Locomotive Photos" from Minuteman Steam by Harry A. Frye, p. viii.

WILLIAM MONYPENY'S photos often featured his car with registration plate No. 7504.



Peabody, Mass.



Winchester, Mass.



