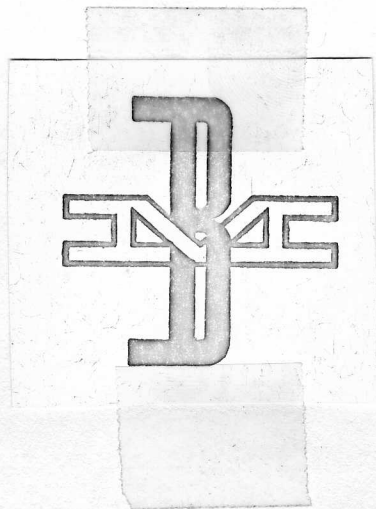


RAILROADING AT ROCHESTER, N. H.

BOSTON & MAINE

1934



R. E. Fisher

BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
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## RAILROADING AT ROCHESTER, N.H.

Three and a half decades ago Rochester, N.H. was an important rail center. Picture the scene on any week day during the summer of 1934. We are at Rochester station in the early morning.

6.32 AM Train 2903 arrives from Dover by way of Rollinsford and Somersworth. (Refer to map) This train turns here.

6.50 AM Train 2932 arrives from Wolfboro. Also turns.

7.02 AM Train 1706 arrives from Lakeport via Alton Bay.

Now we have three trains here.

7.03 AM Train 2908 (was 2903) leaves for Dover and Boston via Somersworth and Rollinsford.

7.06 AM Train 1706 leaves for Dover via Gonic.

7.08 AM Train 2931 departs north for Wolfboro.

Now there's a breathing space.

9.21 AM Train 2916 arrives from Intervale.

9.29 AM This train (2916) leaves for Boston via Salmon Falls Portsmouth and the East Route thru Salem.

9.57 AM Train 1701 arrives from Dover via Somersworth.

10.02 AM Train 1701 leaves for Laconia.

10.32 AM Train 2907 arrives from Boston via Portsmouth.

10.38 AM Train 2907 leaves for Intervale over Conway Branch.

11.51 AM Train 1703 (a dead head job) arrives from Dover via Gonic.

This train turns here. Becomes 2910

12.33 PM Train 2910 leaves for Dover via Somersworth.

2.05 PM Train 2917 arrives from Boston via Portsmouth.

2.09 PM Train 2917 leaves for Intervale.

3.16 PM Train 1708 arrives from Laconia and departs immediately for Dover via Somersworth.

Now we have a space of a little over two hours.

5.29 PM Train 2918 arrives from Intervale.

5.35 PM Train 2918 leaves for Portsmouth where it puts up.

6.20 PM Train 1705 arrives from Dover via Somersworth.

6.24 PM Train 1705 leaves for Laconia.

This ends the passenger trains for this day. As of a month before March 1934, the passenger trains between Nashua and Rochester over the old WN&P had been taken off. Add to all this the local freights which ran over all the branches and one can see what a busy place this was.

In April 1934 the old WN&P line only went toward Nashua as far as West Gonic but the other way it went all the way to Portland.

Rochester had one of the distinctive ball signals. It's operation as taken from the employees time card was as follows:

"One ball or one red light; Lakeport Branch and Conway Branch trains and engines may pass. Two balls or two red lights; Main line Worcester and Portland trains and engines may pass.

"Three balls or three red lights allows trains and engines to use route from main line Worcester & Portland to Conway Branch, over main line Worcester & Portland tracks and around connection, crossing Lakeport Branch tracks and in reverse direction."

Engines that we might have seen around Rochester ranged from 4-4-0 (Class A-4) up to the Pacifics 4-6-2 (Class P3) in passenger service. There were probably a goodly number of Moguls 2-6-0 (Class B15) and P-2 Pacifics. It is interesting to note that the largest engines allowed on the Wolfboro trains were the Class J-1 Atlantics, 4-4-2. Freight service used 0-6-0s and the big K-8s, 2-8-0s

With with all these trains turning, taking water, switching cars, handling baggage, swapping passengers, and what not this must have been a great place for a rail fan. This is the way it was - -

#### RAILROADING AT ROCHESTER, N.H.

Information taken from Employees  
time card No. 16, April 29 1934

