The Historical Herald

The Quarterly Newsletter of

The Bartlett Historical Society

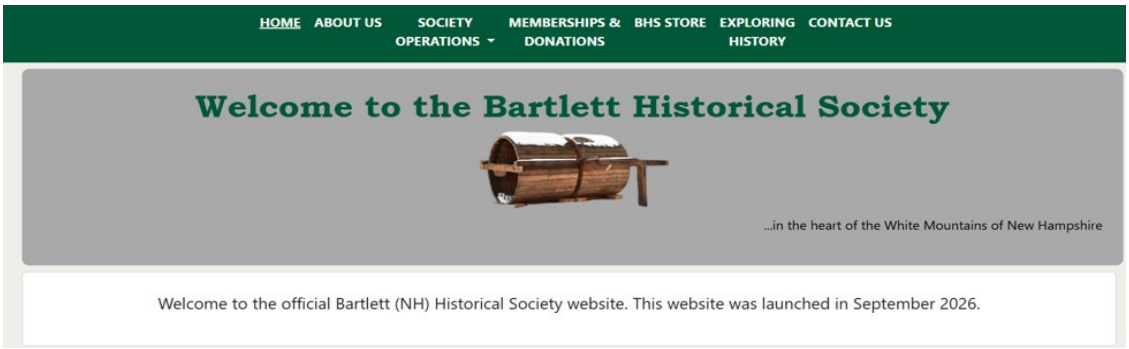
PO Box 514, 13 School Street
Bartlett, NH 03812
www.BartlettHistory.org
Fall 2026 Edition (2026:4)



The Bartlett Snow Roller—Restored 2015

Announcing Our New BHS Website!

Announcing the launch of our new official Bartlett Historical Society website – still at www.BartlettHistory.org! While our new BHS website has an updated look and different organization, please note that we used the articles, stories, and photographs (also known as "site content") from the old site as the base of information for the new site.



Also, please keep in mind that we are still adding information to the new site. Our Curator, Kathy Howard always reminds us, "We will always be updating this site with new information."

The new site contains capabilities to "search" for topical information. We've also added a capability for site visitors to "wander" through the site by looking at randomly shown photos and selecting a photo to get more information about the scene and connect to related articles.

So why did we make this change? New website technology and design standards were big factors. Plus, we have a new type of database employed with this site that allows for easy content update and management. Finally, we felt it was time for a change with a new look for the site.

In the land of steady habits, change is challenging but we hope that you'll take some time to explore our new site. You can't break anything by simply searching and reading.

We'd like to express our thanks to BHS members Jackie and Tom Connors for their insight, technical support, and patience with us in the development of this new site.

We also owe a note of thanks to BHS Board members, Kathy Howard (BHS Curator) and Sue Franklin (BHS Treasurer) for their work in organizing and updating the content from the old website to the new website, a task that took many, many hours.

Finally, we express our sincere thanks to Dave Eliason, our original website developer and designer for his work maintaining the original website. His work paved the path for this new site.

As you explore the new website, we welcome your feedback. If you come across any issues or think we should have information on a topic that isn't there, please let us know with an email to either BartlettHistoryNH@gmail.com, BHSCurator1890@gmail.com, or Phil@BartlettHistory.org.

Explore www.BartlettHistory.org



President's Message

This is my favorite time of the year primarily because of the beautiful palette of color that emerges from behind the shades of green that have blanketed the mountains for the summer. Regardless of the season, we are keeping busy here at BHS and in the museum.

Over the past three months, we have welcomed many visitors into our museum, several of them were first time visitors. Aside from many local folks, we had guests from California, North Carolina, Texas, New York, and New Jersey. We get to hear some great stories about the area from them. Some were members and others found us via our advertising in local visitors guides or were just out for a drive. Regardless, we were pleased to see the interest in our museum.

Our 2027 BHS Membership Drive will begin in November. We'll be sending out a letter to all current members asking for your continued support. We also hope that we receive membership support from people new to the area and BHS. Your support helps us keep our museum running. Your dues plus donations help us pay our normal museum expenses. To all we thank you for your continued support.

Speaking of membership. I've had a number of people remark to me that they enjoy our BHS newsletters and follow us through the newsletter. While we appreciate those compliments, in the next breath, they mention that they aren't members. Membership is very important to us as it is one way to demonstrate to foundations and other donors that BHS is valued in the community. I'm making a plea to those who read the newsletter online but aren't members, please keep reading the newsletter but please consider joining BHS as a member. It's a simple process and our membership fee is truly affordable at a starting level of $20.

We're working on getting our Annual Quarterly Presentation Series organized for 2027. While we are still working to confirm speakers, we are planning an interesting assortment of topics to offer for each of our four presentations. If you have any topics you'd like to have us consider, please let me know by dropping me a note at Phil@BartlettHistory.org.

We've received many donations of historical artifacts over the past quarter. Each item has helped us advance our understanding of our local history. We truly appreciate the support of the families who donated these items. If you have items that you think will help us expand our historical knowledge, please contact us or stop by the museum. We'd enjoy chatting with you.

Finally, don't forget to get your Quilt Raffle tickets. The drawing is on October 21st. Tickets are available online and at the museum.

Finally, on behalf of our BHS Board of Directors and myself, I would like to thank everyone for their continued support of BHS. If you have any questions, comments or ideas about BHS or Bartlett, Hart's Location or Livermore history, please let me know by dropping me an email at Phil@BartlettHistory.org. Thank you again for your support.

Sincerely,

Phil Franklin

President, Bartlett Historical Society

A color version of this newsletter is available on our website at www.BartlettHistory.org.

The Historical Herald by Email? If you would like to receive your BHS newsletter via your email, please let us know by dropping us an email at BartlettHistoryNH@gmail.com

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Please give them first consideration when searching for goods, services, dining, or entertainment.

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White Mountain Oil & Propane 2820 White Mountain Highway, North Conway, NH 03816 www.White MountainOil.com 603-356-6386		***Do you own a business?*** ***Please consider being a Business Member in 2027***

Thank You to all donors of the Bartlett Historical Society.
Your support is greatly appreciated. Donors from 07/11/2026—10/06/2026

Bill & Jeanne Duggan Bill & Ruth Fabrizio Linda & Samuel Frank Edward & Patricia Kelly Pauline Lombardi Scott & Linda Mallett Thomas & Cheryl Merrill	Honoring Bill & Jeanne Duggan Cheryl Alander Dave & Jeanne Mason Stan & Mary Ellen Szetela	Please consider making a year-end donation to BHS. Membership dues cover most but not all of our expenses so a donation of any amount is greatly appreciated. **As always, we thank you for your support.**

BHS Quarterly Presentation Series News

The BHS Quarterly Presentation Series is a way for the Historical Society to offer informative presentations on topics of local historical interest. We are always interested to know what you'd like to hear about. If you have an idea for a topic, please let us know.

2026 Presentation Line-Up—Last Presentation for 2026!

Wednesday, October 21, 2026: Abenaki: Past, Present & Future" with Bob Cottrell, Curator of the Henney History Room, Local Historian



The Abenaki Indian Nation occupied land from Canada through New Hampshire and Maine moving seasonally throughout the area. They had a settlement in Intervale. Join us to learn about this local Indian Nation, the issues of Native American culture in the area, and the efforts to preserve that culture.

Bartlett Historical Society & Museum, 13 School Street, Bartlett, Time: 7:00 p.m.

2027 Presentation Line-Up

Sunday, January 17, 2027: Pine Tree Riot with Dave Govatski

Before the Boston Tea Party, thought of as the start of the American Revolutionary War, a group of men in NH committed one of the first acts of resistance toward British Rule. In 1772, the Broad Arrow Policy made it illegal to cut down any white pine tree over 12" in diameter. A group of NH sawyers was caught milling large white pine. They were arrested and released. They then beat the sheriff and sent him out of town. This is the story of the incident that may have inspired the Boston Tea Party.

Bartlett Historical Society & Museum, 13 School Street, Bartlett, Time: 1:00 p.m.

Wednesday, April 21, 2027: TBD (any ideas??)

We're looking for a topic of local interest. If you have any ideas, please let us know.

Bartlett Historical Society & Museum, 13 School Street, Bartlett, Time: 7:00 p.m.

Wednesday, June 16, 2027: The History of the Bartlett Roundhouse with Scotty Mallett

The Bartlett Roundhouse was originally built by the Portland and Ogdensburg Railroad and later rebuilt by the Maine Central Railroad (MEC). Originally it was one of several engine houses scattered along the MEC tracks but over time, Bartlett became the central point as other sites were closed down. This is an interesting story of the glory days of railroading that fell into abandonment. Today, the roundhouse is being repaired by the Bartlett Roundhouse Preservation Society. We have an article in this edition of the newsletter but Scotty has the full story to tell.

Bartlett Historical Society & Museum, 13 School Street, Bartlett, Time: 7:00 p.m.

Wednesday, October 20, 2027: Hauntings but we don't have speaker lined up yet

We're planning on doing a presentation on local hauntings since this date is close to Halloween. We have a couple of speakers in mind but need to contact them so we'll fill in this detail as we get into 2027.

Bartlett Historical Society & Museum, 13 School Street, Bartlett, Time: 7:00 p.m.

BHS Curator's Report—BHS Curator Kathy Howard

The latest news is that the new website is live! Stories and photos from the old website are now available for you to explore at *www.BartlettHistory.org*. Clicking on "*Exploring History*" on the new website will allow you to search our collection of previous website stories and information on books, artifacts, photos and archival materials held by the Bartlett Historical Society.

Our holdings of over 500 books, 200 artifacts, 250 photos and almost 800 archival documents are now searchable through our new website. Here you will find full descriptions and location information for every item. In some cases, an image of the item or photo images related to the stories told have been added to the records. "*Exploring History*" also allows the user to browse "*Random Images*" where photos and postcard images are displayed for view. Clicking on the image takes you to the catalog record where a description of the image and, in many cases, a full story about the image is posted. Users can now search our "*People*" records. This is an extensive listing of over 10,000 mini-biographies for people with Bartlett, Hart's Location or Livermore connections. We also have listings for approximately 100 items (artifacts and archival papers) held by the Bartlett Public Library.

This database is currently "a work in progress" with changes and additions happening almost daily. Our goal is to review and update all current records to make sure that the user is getting the most accurate information available in their search. We know there are typos to correct and information to verify! New records are added each time a "piece of history" is added to our collection. The BHS collection currently contains hundreds of items, photos and documents that have yet to be cataloged. We are working on adding records as quickly as possible but could use your help.

One of the features in the database allows us to add "images" to the records. A very small percentage of our database records display a full photographic image of the item. Most of the current records show a simple icon depicting the item. We hope to eventually photograph all artifacts in our collection so that the image of the actual object is there for the user to see. We can scan copies of newspaper articles, obituaries, archival documents, and photos and display these images with the informational record. Users could then read these complete documents online. We are in the process of cataloging our postcard collection and have completed records for over 150 cards but we have yet to add a scanned image of each postcard.

The means to attach images to our records exist but we lack the manpower to finish the task. This is where we could use your help. If you can operate a simple "point and shoot" camera we could use your help as a photographer. If you know how to press a button to make a photocopy, you can help us scan images to be added to records. The work is easy to do and we will provide the training! We can work with you to find times that fit your schedule. An hour or two a week would help us attack the mountain of work to be done. In the process, you'll be sure to learn more about the history of Bartlett and the Mount Washington Valley. Why not give it a try? We would love to have you join the team and help us continue our goal to preserve the history of the area. If you can help, please contact us at bhscurator1890@gmail.com.

Help Wanted At the Museum!!

We are looking for help with tasks related to cataloging our collection of artifacts. The main tasks are scanning items and photographing artifacts. If you'd like to be a part of this effort, please drop a note to BHS curator1890@gmail.com or Phil@BartlettHistory.org.

The Bartlett Roundhouse

By Phil Franklin

with input from BHS Railroad Historian, Scotty Mallett

Note: An article on the building of the railroad through Bartlett and Crawford Notch was published in the summer 2025 BHS Newsletter (see www.BartlettHistory.org under the "Society Operations" you'll find Newsletters).

From the late 1700s through the decade of 1860, Bartlett and Hart's Location were quiet, small towns in northern New Hampshire. Agriculture was the main focus of the inhabitants. People traveled by foot, horse, horse and carriage, or stagecoach. That all changed in 1873 when the Portland and Ogdensburg Railroad (P&O) came to town building their railroad from Portland, ME. Their plan was to connect with the Boston, Concord, and Montreal Railroad that came from Vermont to the top of Crawford Notch. The impact on the town was an increase in tourism and industrial work with the logging operations and peg mill. Bartlett was growing with more people living and visiting here.

Crawford Notch was an obstacle that many thought could not be conquered by rail. Building a rail line along the side of several mountains with an ever increasing grade as the top of the Notch approached seemed impossible but Yankee ingenuity prevailed. On August 7, 1875, the final spike was driven and the rail connection between Portland, ME, the mid-west United States, and Canada was open for business. Both freight and passenger service started; steam engines passed through Bartlett and Hart's Location pulling heavily loaded freight trains, many nearly a mile long; passenger trains brought tourists to the area. A new era for this mountainous region opened. This section of track and railroad activity in Bartlett and Crawford Notch became known as Maine Central Railroad's "Mountain Division." In the 1900s, as railroad activity was slowing, the Mountain Division became known as the "Mountain Sub-Division."

Bartlett Becomes a Railroad Hub

Bartlett was an ideal location for one of several railroad hubs along the P&O and eventually Maine Central Railroad (MEC) tracks. Situated at the eastern entrance to Crawford Notch, it was the last stop before the steep climb up the Notch and first stop coming down out of the Notch. A smaller railyard was built in Bretton Woods/Fabyan near Crawford Station at the top of the Notch. Bartlett Village offered wide, flat land aside the main line track. This facilitated the building of a matrix of sidetracks and a wye (a curved section of track, shaped like a "Y" that allowed train engines and cars to be turned around without the use of a turntable). It also provided a location for a "roundhouse," also referred to as an "engine house."



Six bay Bartlett Roundhouse pre-1912 courtesy of Bartlett Roundhouse Preservation Society

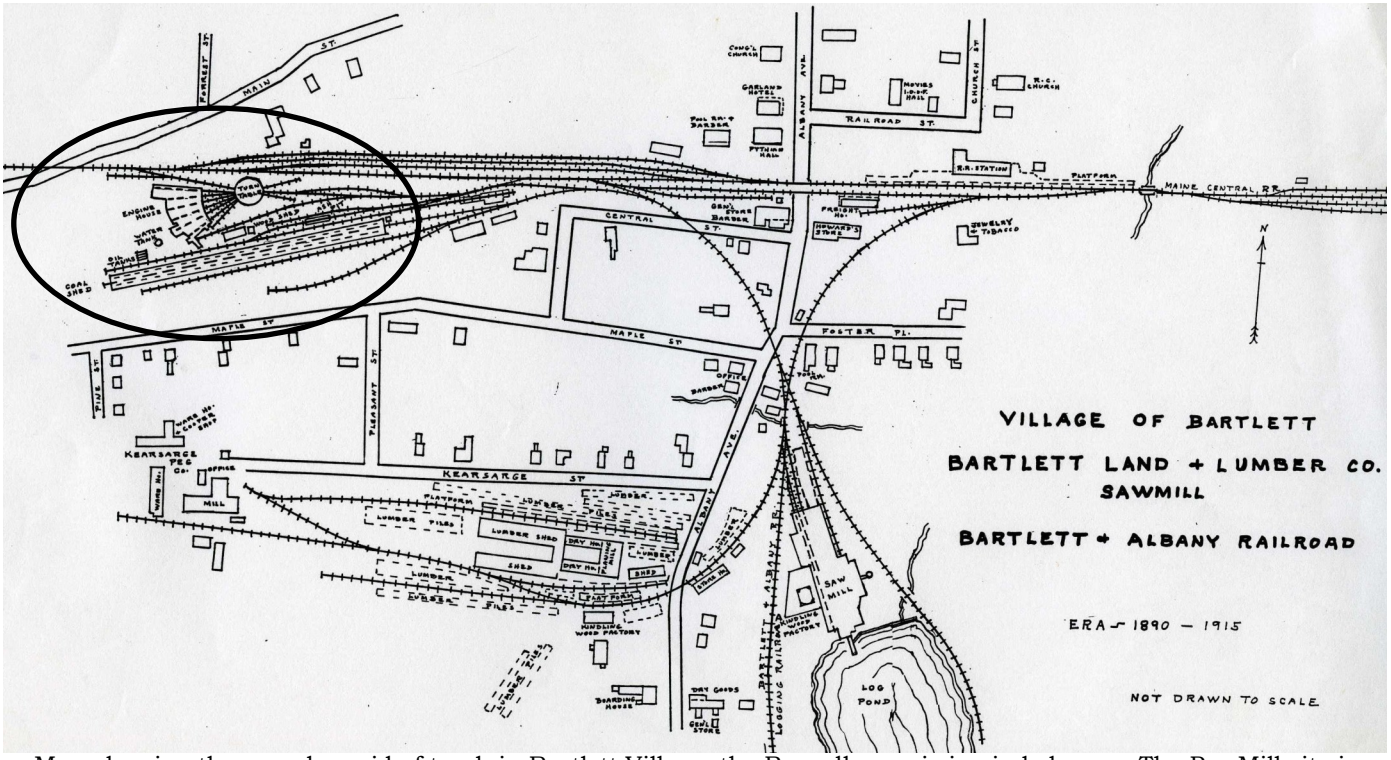
A roundhouse is basically a repair shop and maintenance facility for train engines. The front of the building is curved with maintenance bays or stalls aligned to tracks that enter each bay so locomotives can be backed in for service. In this case, the Bartlett roundhouse was used to work on the MEC steam engines that were used to help push heavy trains grinding up the Crawford Notch grade and to do repairs on engines needing service as they were pulling trains through town.

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They also serviced the train engine from the Bartlett and Albany Railroad, a logging railroad connected with the Bartlett and Albany Lumber Company, a large mill in Bartlett. The roundhouse required an infrastructure of additional tracks and, often, a turntable. The sidetracks were used to store train cars and engines that were temporarily not in service, to park active trains heading west, for example, as an east bound train was coming down the Notch on the single-track design, and to move engines in and out of the Roundhouse.

The turntable was a feature found in many trainyards positioned several yards in front of the roundhouse. Designed like a "Lazy Susan" on a kitchen table, the railroad turntable spins engines to align them with assigned maintenance bays in the roundhouse. Bartlett's state-of-the-art turntable was powered by air pressure, where others, known as "Armstrong Turntables," were pushed manually by one or two strong men.

A map of the Village in the 1880s shows numerous sidetracks, the wye, and connections with track from the Bartlett & Albany Railroads, a logging railroad for the Bartlett & Albany Lumber Company as well as the Kearsarge Peg Mill. Today, the main line is still used by the Conway Scenic Railroad. Some of the sidetracks are still in place but most are either buried or have been removed. The turntable was removed in 1912. The wye is still in place but the tracks connecting with the logging railroad and peg mill are gone.



Map showing the complex grid of track in Bartlett Village; the Roundhouse is in circled area. The Peg Mill site is below the Roundhouse on the map. The Bartlett Land & Lumber Company is in the lower, center of the map.

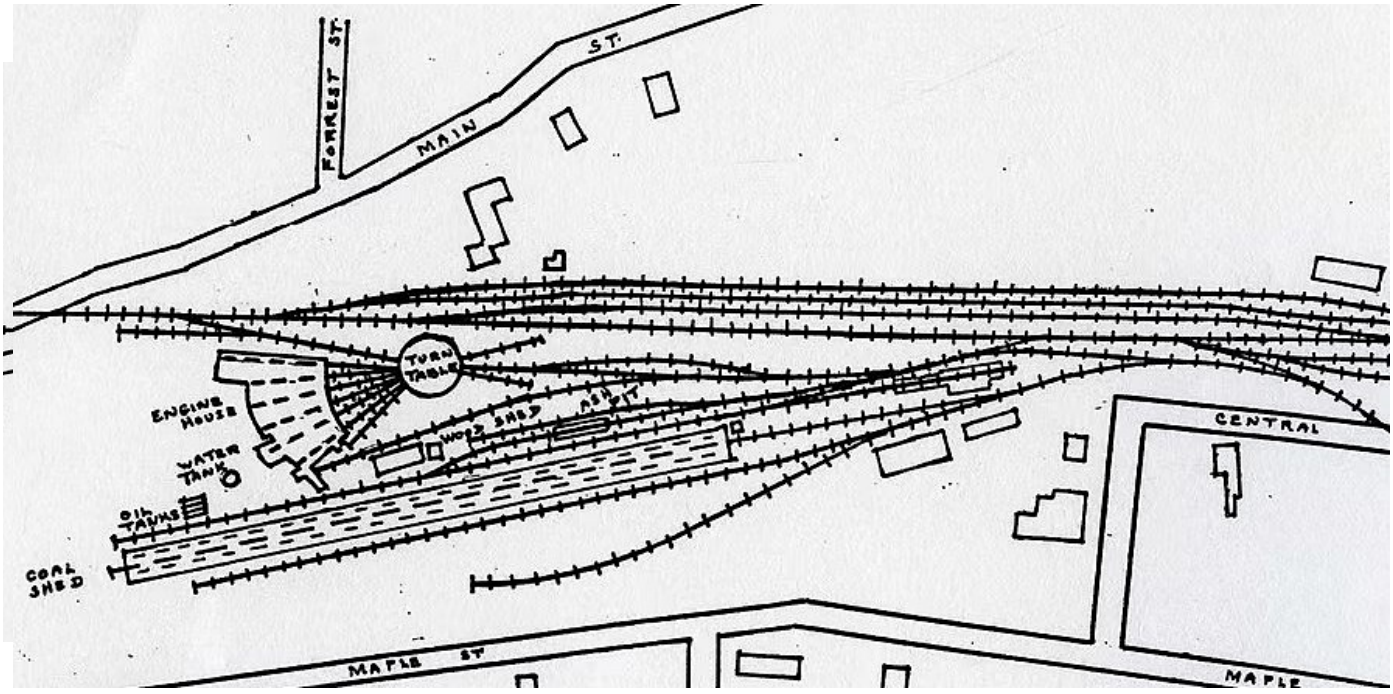
The Bartlett Roundhouse

The Bartlett roundhouse was constructed in 1887 on a landlocked 3.25-acre parcel between Albany Avenue and Pine Street in Bartlett Village. This structure replaced the original roundhouse that was built with the construction of the railroad to Bartlett in 1873. The original railyard construction consisted of the turntable and a small roundhouse that was expanded to a three-bay facility in 1884. The original building was moved across the street (across the current Route 302) and became a facility for the railroad bridge repair crew. continued on next page

The 1887 roundhouse, the one that exists today, was built as a part of a reconstruction of the railroad to add stronger tracks for heavier trains and improve the safety for trains crossing bridges and trestles in the Notch. This new roundhouse, built primarily from wood, was a six-stall facility equipped with "modern improvements" for water and steam heating. Windows were placed in the exterior walls to provide natural light for the workers in the shop. Each bay had two doors opening inward with windowpanes at the top for light and a canvas strip at the bottom to prevent the wooden doors from freezing closed in the winter. The roundhouse had a machinist shop and eventually included a foreman's/mechanic's office and telegraph key that allowed communications into and out of the facility. There was also a dedicated telephone line that ran from Bartlett Station to the roundhouse as well as the Willey and Crawford stations, each having their own unique ringtone.

Inside the roundhouse, the floor was originally cinders and later sections of the floor were paved with asphalt while other sections were concrete. Each bay had rails for the engines to get in and out of the bay. The roof had ventilation stacks to remove smoke and steam from the building.

In the railyard outside the building, a new 56-foot iron turntable was built. This turntable was removed and replaced by a series of tracks with switches in 1912 when longer Mallet engines were brought into service by MEC. These larger engines were too big for the 56-foot turntable.



Closeup on the Roundhouse trainyard; Main Street is todays Route 302; Albany Avenue (a.k.a Bear Notch Road) is out of the image on the right

The introduction of these engines also necessitated the extension of two roundhouse bays to 105 feet (other bays were about 60' long) . One of these longer bays was equipped with a "maintenance pit" so workers could get under the engine to perform maintenance tasks. A 17,870-gallon water tank (tower) was installed behind the building. This tank serviced engines in the facility and also engines pulling trains passing through Bartlett preparing for the trip through Crawford Notch. A coal trestle was beside the roundhouse. Trains with coal carrying hopper cars backed up onto the trestle and dropped coal onto a conveyor belt that loaded the coal into the tender cars behind each steam engine. This belt was electrified in the early 1900s. Sand bins were constructed to supply sand for the engines. The sand was fed into sand domes on top of each engine. Sand was sprayed on

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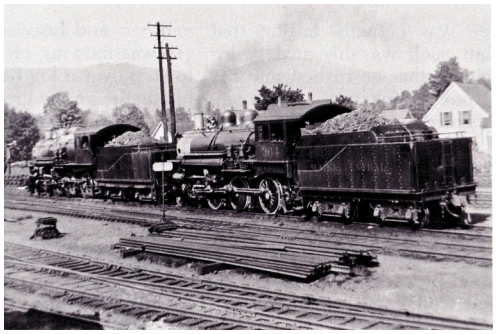
the tracks just before the engine's steel wheels to provide a better grip on slippery slopes. The roundhouse trainyard also had an ash pit for the coal cinders that were cleaned out of the engines fire box. Finally, steel drums stored oil needed for engine lubrication.



94' Mallet (pronounced "Malay") engine. This engine caused the removal of the 56' Bartlett Engine House turntable

The Bartlett roundhouse crew was equipped to handle all sorts of steam engine maintenance except major engine overhauls. This work was done at the Maine Central facilities in Portland, ME or Waterville, ME.

In 1888, when the MEC took over the operation of the rail line from the bankrupt P&O, it designated Bartlett as one of the points of "motive power" for the line. This meant that trains needing assistance climbing the grade in Crawford Notch would have locomotives attached to them, sometimes at the front of the train, sometimes mid-train, and sometimes at the end of the train, to add additional pushing power to get the train to the top of the Notch. When the train landed at the top of the Notch, the "pusher" engines would usually be disconnected in the Fabyan trainyard and returned to Bartlett. With the responsibility for providing added horsepower to large trains, Bartlett became a very important hub in the MEC operation.



Two steam engines in Bartlett Yard waiting to be connected to a train heading into Crawford Notch

With Bartlett Village being a railroad hub for the Maine Central Railroad, workers were needed to staff the facility. It is generally reported that there were 50 men working at the roundhouse facility but other reports state as many as 100 men were employed. This higher number may have included workers at the freight house, station, car shop, section crew, railroad police, signal crew, and train operators. The railroad was a major employer in Bartlett, providing a major boost to the economy of Bartlett and the area. This boom of economic stability would later see a reversal in the 1950s as rail service declined along the Mountain Division tracks.

The Roundhouse in the Twentieth Century

Where the railroads were central to the transportation of goods and people in the later part of the 1800s and early 1900s, the introduction of better roads, cars, and trucks started to eat away at the need for rail service. In 1933, MEC closed its engine house and maintenance shop in Lancaster, NH. This made the Bartlett roundhouse the focal point for all locomotive maintenance on the Mountain Division. Work at the Bartlett roundhouse was a 24-hour per day, seven days per week operation with three shifts of workers. During WWII, the Mountain Division tracks between the mid-west and Portland, ME were in constant use with freight service hauling equipment and supplies needed for the war effort from factories in the heartland to the ports and ship building facilities along the coast of Maine. During this time, the Bartlett roundhouse was extremely busy with engine maintenance.

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100 Years Ago ...

From the 1926 Bartlett Annual Report:

- Selectmen's Report, Town Inventory valued Bartlett property at $1,274,724; of that buildings and land were valued at $1,141,155
- A bounty for a bear was $20 while a hedgehog was $.020
- The Hill School District sold their school building for $175; the Garland Ridge School sold for $30

Following the war, with the increased competition from the truck hauling business and car travel becoming much more in vogue, the need for railroad service was severely dented. Additionally, in the 1950s the replacement of the steam engines with the more modern and economical diesel locomotives further reduced the need for engine maintenance at the Bartlett roundhouse. With the decline in the need for rail service and the subsequent decline in the need for engine maintenance, the two southernmost bays of the roundhouse were demolished in 1950. Work on other upgrades to the roundhouse were also stopped but the structure remained in use.

On April 26, 1958, the last passenger train headed for St. Johnsbury, VT passed through Bartlett. The last freight train rolled through the old railyard on September 2, 1983. With that, a long history of railroad service ended in Bartlett. In 1959, with the ending of passenger service, the roundhouse and all the other railroad buildings were sold to the state of New Hampshire. All the roundhouse tracks except one were removed, the ventilation stacks were also removed, and the engine maintenance pit was filled in. The state used the facility as a storage shed for winter sand and salt from 1960 – 1980. The building was left to deteriorate with that aging process helped by the presence of the road salt and harshness of winter weather on the unheated and unmaintained structure.



The Roundhouse as it looked for several years, windows boarded, bay doors in disrepair

The building no longer in use, water infiltrated the structure causing the wood to rot. Vandals accelerated the deterioration of the building by smashing the windows and causing other damage. For a period in the 1980s, a make-shift skateboard park was assembled in the building by local youth, but this was short-lived. The future of this structure looked dim.

The Effort to Save This Historic Structure

With the turn of the twenty-first century, the New Hampshire Bureau of Rail and Transit made two unsuccessful attempts to secure Scenic Byways funding to repair the roundhouse and turn it into a visitor's center. The Conway Scenic Railroad had plans to utilize the building, but these plans never materialized. In March 2008, the Roundhouse Preservation Society, a non-profit 501 (c) 3 organization, was formed with our own Scotty Mallett as the driver of the effort. The focus of the Preservation Society was to first, save, restore, and protect this structure as it has historic value, and second, to offer educational opportunities for people to learn about the roundhouse, railroad history in Bartlett and the region, and the role that railroads played in regional transportation development.

While the building is still owned by the state of New Hampshire, the Bartlett Roundhouse Preservation Society has undertaken several projects to restore this structure. Most recently, they restored the large doors on two of the maintenance bays using the original hardware from the 1887 doors to complete that project. Through their efforts and working with representatives from the state, they saw the building added to the NH State Register of Historic Places in 2008 and, in 2015, the building was listed on the National Register of Historic Places. The Society was also awarded the Spirit of New Hampshire award in 2016. Work on the restoration of this structure is still underway with more projects planned for development as funding is obtained. While the building is looking better than ever, it is still closed to the public as there are ongoing hazardous materials and structural issues that need to be resolved.

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… In Closing

The Bartlett Roundhouse is one of the last remaining engine houses from the days of steam locomotion, the glory days of railroading. It has survived years of continuous use and years of continuous neglect. Now, with the efforts of the Bartlett Roundhouse Preservation Society, the structure is slowly being restored. While it will never be used as a roundhouse again, it stands as a reminder of the days when railroads were central to the expansion of our nation during the industrial revolution and the growth of Bartlett from an agricultural town to a one-time central point for rail service.



Roundhouse front showing restored doors

Article Sources:

- Bartlett, New Hampshire … in the valley of the Saco, Aileen Carroll, 1990
- Maine Central Railroad – Mountain Division (history book), Ron Johnson & the 470 Railroad Club
- National Register of Historic Places – Application document by Lisa Mausolf, NH DOT, 2014
- Bartlett Historical Society records
- Interview with Scotty Mallett, September 2026
- Bartlett Roundhouse Preservation Society website: *www.bartlettroundhouse.org*.

BHS Notes

"Town of Bartlett" Safe



After working out the logistics for moving the old "Town of Bartlett" safe from the Town Hall to our museum, we finally completed the move on September 23rd. With the help of three members of the Bartlett Road Crew and BHS member, Bill Duggan, the safe was lifted into the museum and rolled over our heavily padded 1890 floor. With a little muscle and leverage, the safe moved onto a landing pad where it now sits. The safe, made by the Mosler Safe Company, is being cleaned and soon the lock will be repaired. Our thanks to Bill plus the town Selectmen and Town Crew Chief Travis plus workers Steve, Andrew, and Skip from the town crew for their help in getting this move completed.

Our Bartlett Snow Roller—Ready for Winter



Our Bartlett Snow Roller is in the Water Precinct Park at the corner of Route 302 and Albany Avenue. Restored by BHS volunteers in 2015, the roller, a rare piece of snow management antiquity from the late 1800s to early 1900s, has been a curiosity for visitors to the town ever since. Recently, one of the original restoration crew did an annual check on the roller, applied a new coat of oil stain, and did a little maintenance on its wooden planks.



The Bartlett Snow Roller—Restored 2015

The Historical Herald

www.BartlettHistory.Org

Facebook: Bartlett NH Historic-Society

BHS Endowment Fund Support—Request by Phil Franklin

We have a lot to be proud of here at the Bartlett Historical Society. With your help as members, our list of 2026 accomplishments is long as we continue to focus on our mission to research, preserve, and share the stories of our local history. A few highlights from 2026 include:

- Welcoming over 350 visitors, from near and far, into our museum
- Completing two major and well received changes in museum exhibits
- Receiving generous donations that enhanced our collection of historically significant artifacts
- Conducting our own historical research and assisting on larger projects such as contributing research materials for books and documentaries.

A look to the past certainly brings a sense of fulfillment. We hope that our current success will inspire the next generations of historians to carry our mission forward. While this requires a continual focus on our local history, it also requires us to be on a solid financial footing. This is where our BHS Endowment Fund comes to light.

An endowment provides long-lasting financial stability, allowing BHS leaders to confidently plan for the future knowing that emerging needs, whether they are sudden emergencies or exciting opportunities, can be managed. Several BHS members have already made donations to our BHS Endowment Fund. While we are off to a good start, we are asking for your help to build this fund.

On behalf of the BHS Board of Directors, I invite you to consider making a gift to the BHS Endowment Fund. Whether it is a one-time gift or sustained annual support, your generosity will help BHS continue to be a positive community asset for many decades to come.

If you would like to discuss an endowment gift with me, please contact me at Phil@BartlettHistory.org.

Thank you for your continued support for BHS. If you'd rather give to one of our other funds such as our General Operating Fund, Maintenance Reserve, or Collections and Artifacts Reserve, we welcome your support for those funds also. ***As always, we thank you for your support!***

Bartlett Historical Society is a 501 (3) 3 non-profit organization. Donations may be deductible.

Bartlett Historical Society—Board of Directors	
Philip Franklin, President	Hannah Chandler, Vice President
Susan Franklin, Treasurer	Kathleen Howard, Curator
Scotty Mallett, Secretary	A.H. "Buzz" Query, Director
John Chanley, Director	



In the fall, the white hydrangea blossoms outside the front door of our BHS Museum turn a beautiful shade of pink.