

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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March - April 2015

Bob Warren, Editor (bmbobwarren@comcast.net)

Visit the B&MRRHS on the web at: [www.bmrrhs.org](http://www.bmrrhs.org)

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## B&MRRHS CALENDAR

Meetings commence at 3:30 pm on the second Saturday at Rogers Hall, Lowell, MA unless otherwise indicated.

**March 14<sup>th</sup>** Gregg McFarland will entertain us with a program of the B&M in the Dover, N.H., area in the mid 1980's plus views of Rigby Yard, the D&H and the Northern Railroad in the 1960's.

**April** Joint meeting with MassBayRRE--see enclosed flyer.

**May 9<sup>th</sup>** We will be meeting at the Pepperall Siding Club — see enclosed flyer.

## Member Meetings

December saw the Society's annual Christmas party. Our "caterers" of Fred and Quesen Brown, Karen Nigzus, Buddy and Kathy Winiarz, Wayne Gagnon, Carol and Rick Hurst and Bob Farrenkopf provided us with plenty to eat and enjoy while socializing.

We were taken to various places and scenes by Mal Sockol, Bob Farrenkopf, Richard Chase, Mike Lennon, Henry Marac and Justin Winiarz.

In January Mal Sockol took us for a ride around the Delaware & Hudson and the Boston & Maine showing equipment from the 1960s to the 2000s.

The February meeting was canceled by Mother Nature.

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The B&MRRHS made its annual sojourn to the BIG show in Springfield. Sales were down from previous years but then again Mother Nature had a hand in it. Snowy weather kept many away. The Society would like to thank Paul Kosciolk, Wayne Gagnon, James Nigzus, Dave and Don Hampton Mal Sockol, and Mal Sockol for working the Society

### Directions To The Rogers Hall Society Meeting Location

From Rt. 495 take exit 38 which is Rt. 38, go right, this is Rogers St. Depending if you come from the north or south there are six and seven sets of lights respectively. Approximately 1.3 miles from Rt. 495 is the last set of lights (working) bears to the left here. Rogers Hall is about 3 tenths of a miles on your right. Directly across the street is Rogers Fort Hill Park, parking is available there.

If you come from Rt. 133 (Andover St.) follow that until you intersect Rt. 38 in Lowell. Go through this intersection and take your third left which is High St. Go to the end and take a left and this will take you to Rogers Hall on your left and Rogers Fort Hill Park on the right.

If you come from Rt. 38 or Rt. 113 you need to get off at the overhead traffic circle as if going to St. Johns Hospital. Follow this to the intersection of Rts. 38 and 133 and follow the above directions to High St.

## MEMBER INFORMATION

**Newsletter**

Correspondence concerning the Newsletter can be sent to either  
2285 Stagecoach, Los Lunas, NM 87031  
or emailed to:  
bmbobwarren@comcast.net

**All Other Correspondence** goes to the following address (or by email) including catalog orders, correspondence with the Board of Directors, Archives, Historian, or Bulletin.

B&MRRHS, P.O. 469, Derry, NH 03038 or  
CPC835-DD@JUNO.com

In all instances involving money **DO NOT** send cash as the society will not be held responsible for if lost.

Make checks, etc. payable to **B&MRRHS**

**Address Change:** if you change your address please let the Society know by mail or email. When you do not let us know, it costs extra for postage: first mailing, returned postage and second mailing, i.e., three mailing costs to one person.

**Society Officers, Directors and Staff**

President	Carl Byron
Vice President	Rick Nowell
Treasurer	Paul Kosciolik
Clerk	Michael Basile
Secretary	Paul Kosciolik

**Board of Directors**

Rick Hurst	Dan Hyde	Gerry Kelly
Paul Kosciolik	Russ Monroe	Richard Nichols
Jim Nigzus	Mal Sockel	Buddy Winiarz

**Alternate Directors**

Brian Bollinger & Bob Farrenkopf

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Hardware Archives Chair.	Richard Nichols
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Layout and Art Director	John Alan Roderick
410 Chairman	Jim Nigzus
Historian	Russell Munroe, Jr.
Membership Secretary	Buddy Winiarz
Modelers Notes	Bruce Bowden, Bob Warren
Model Projects Coordinator	Vacant
Newsletter Editor	Bob Warren
Program Chairman	Jim Nigzus, Buddy Winiarz
Show Coordinator	James Nigzus
Webmaster	Andrew Ryan

www.bmrrhs.org

## MEMBERSHIP

- Please renew your membership within the ninety-day renewal period or you will be deleted from the membership list. • All renewing members are provided a preaddressed renewal envelope, containing your membership data on the flap. Please **DO NOT** over tape the flap.
- Write any address changes on an additional piece of paper and include within the renewal envelope
- Payment is by check or money order **ONLY**... please do not send cash. You may pay by cash if you attend a Membership meeting or train show at which the society has a presence.
- If you do not get society publications after renewing contact the society at the address below.
- Prior to moving, please notify the society to insure continued receipt of society publications, etc. Failure to do so requires additional expenditures to have returned mail forwarded to you if your new address becomes known.
- A **RED DOT** on your address label indicates that this is the last item you will receive from the Society, as you have not renewed within the allotted timeframe.
- All questions regarding your membership should be addressed to:

**Membership**

c/o B&MRRHS, PO Box 469

Derry, N.H. 03038-0469

Buddy Winiarz, Membership Sec.

**B&MRRHS Membership Dues**

All values in US dollars. Dues are payable by check, money order, postal money order or cash. Sorry, but we are unable to accept charges. Please allow 4 to 6 weeks for processing.

Please send membership requests to:

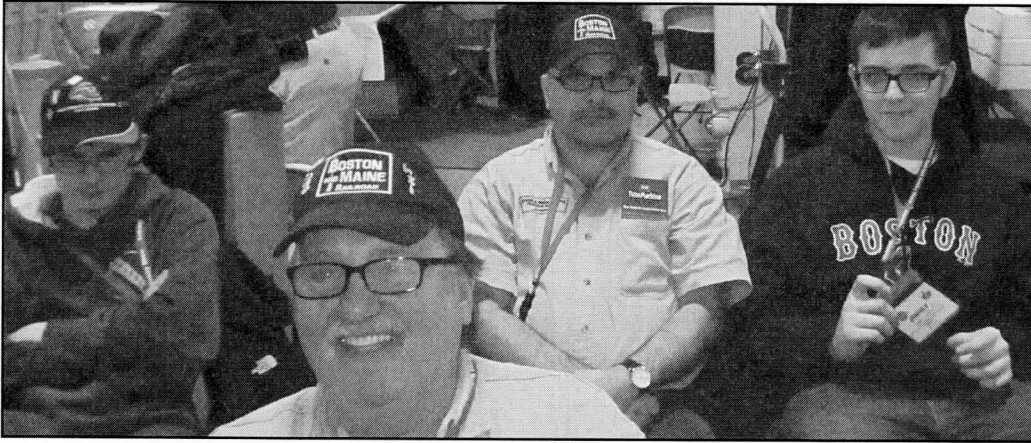
B&MRRHS - Membership

PO Box 469

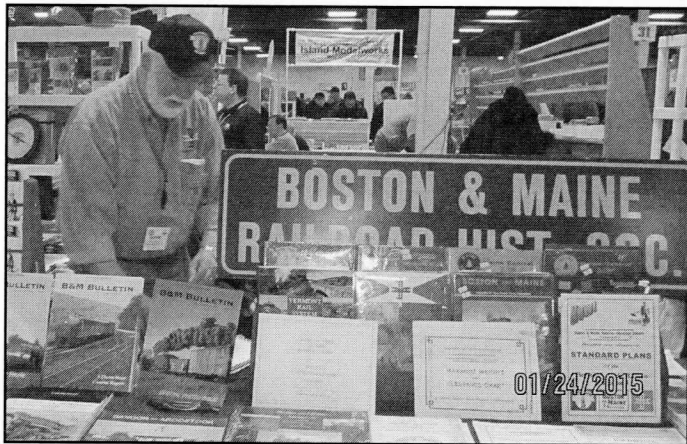
Derry, NH 03038-0469

Basic	\$35
Basic & Spouse	\$38
Contributing	\$40
Canada & Overseas	\$55
Sustaining	\$50
Supporting	\$75
Benefactor	\$100
Corporate	\$500

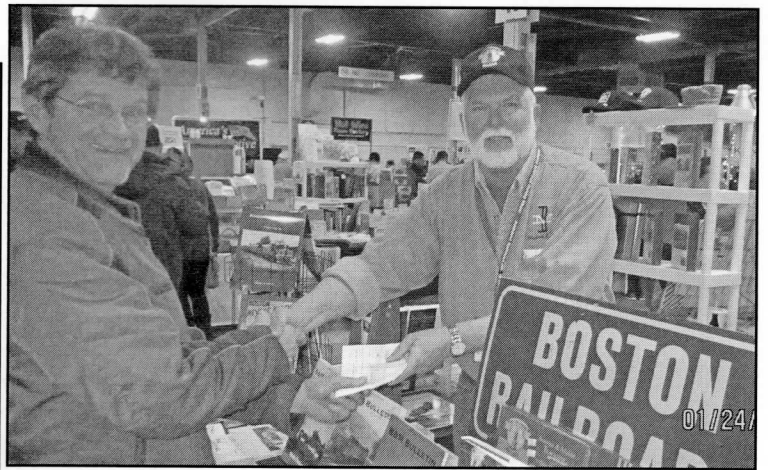
2015 SPRINGFIELD REPORT



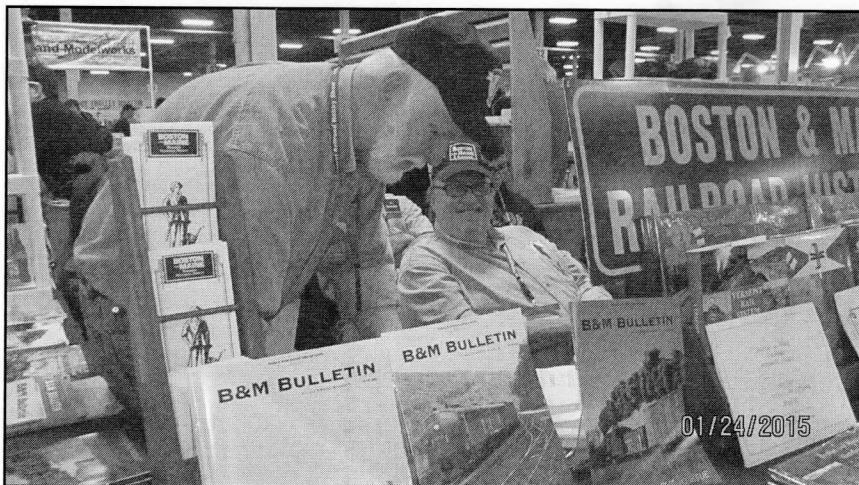
B&MRRHS “road crew” consisted of Fred and Quesin Brown, Carl Byron, Dave Hampton and his nephew, Paul Kosciolk. Jimmy Nigzus (Jr.), Wayne Gagnon, Russ Monroe, Mal Sockol, Richard Hurst, and Jim Nigzus could not make the show due to bad driving conditions.



Counter set-up showing some of the society items for sale



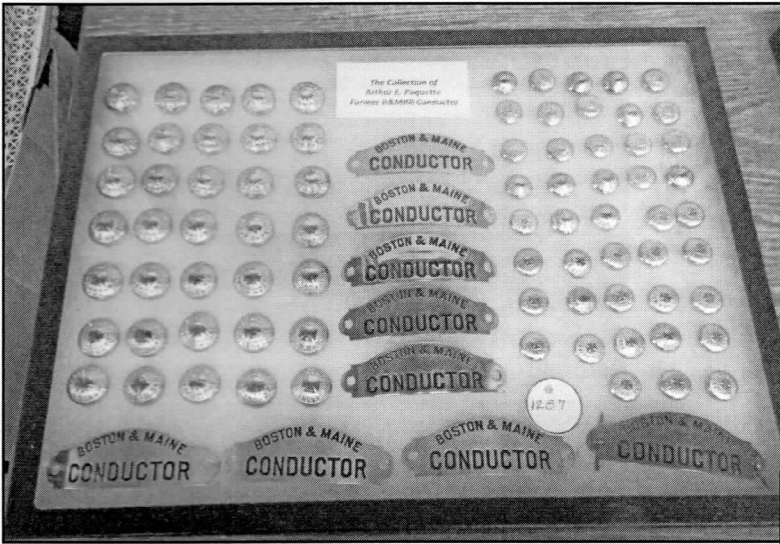
Wayne welcoming “Mike” from Winchester, NH as a new member to B&MRRHS



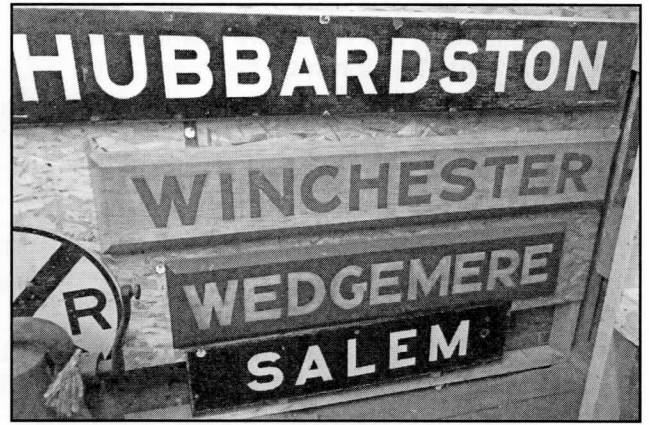
Wayne recording a “sale/transaction” after Paul has handled the cash transaction (with a lot of customers, it was sometimes one handling cash/checks/membership applications and renewals of members and others recording the transaction for Society records)

All pictures were taken by Mike’s companion, Ms. Laurie, also from Winchester, NH., their 1st time at train show after accepting an invite from Wayne to cross one off the “bucket list”..they enjoyed it and said it was overwhelming to see all the railroad/train related vendors and booths.

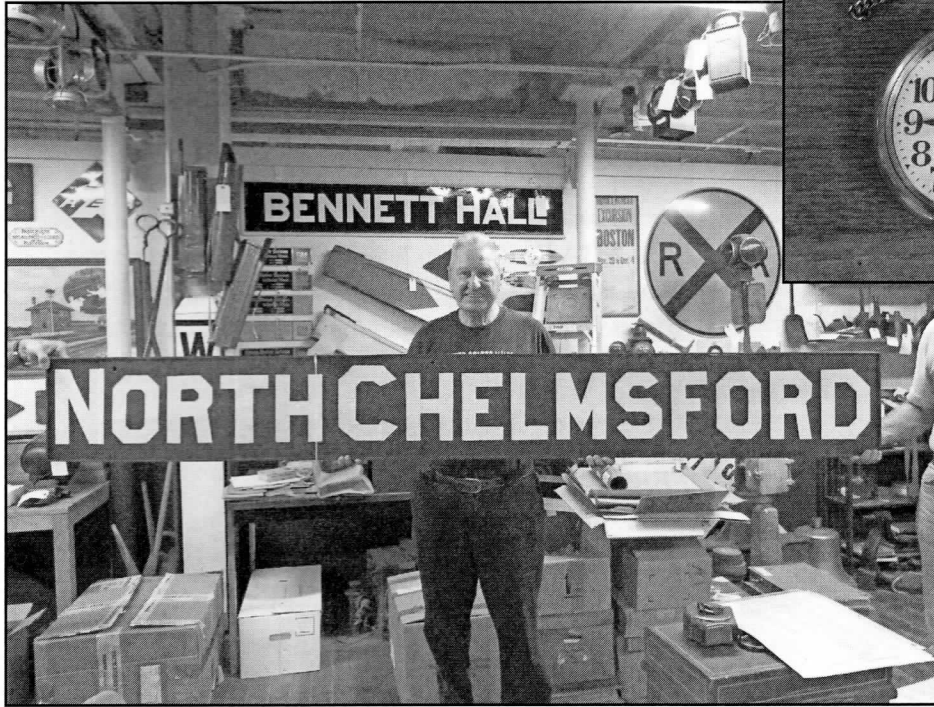




*Conductor Brass Buttons & Badges from Arthur E. Paquette collection*



*Display of B&MRR Station signs*



*Member Sandy Shepard holding a restored North Chelmsford Station Sign*



*Pocket Watch / Illinois / w watch fob / Grand Mason*

**Hardware Collection / Inventory List**

- File No. 1 Badge's / Buttons / Hats
- File No. 2 Coupling Devices
- File No. 3 Dining Car / Silver Wear
- File No. 4 Engine Builders & Number Plates
- File No. 5 Engine & Crew Maintenance Equipment
- File No. 6 Hand Tools / Railroad Equipment
- File No. 7 Lanterns / Marker Lamps / Switch Stand Lamps
- File No. 8 Miscellaneous
- File No. 9 Photographs / Posters / Notices

- File No.10 Rails / Ties / Spikes
- File No. 11 Signal Equipment
- File No. 12 Switching & other Equipment
- File No. 13 Tickets & Other Station Equipment
- File No. 14 Station Signs
- File No. 15 Railroad Signs & Models
- File No. 16 B&MRRHS Office Equipment Located in the Hardware Collection at North Chelmsford,

*Property of the B&M RR Society*

**Boston & Maine Railroad Historical Society  
Report Of Hardware Committee  
For The Month Of February 2015**

To the Board of Directors and Members of the Boston & Maine Railroad Historical Society:

The Hardware Committee staff is pleased to submit the following report February 14, 2015.

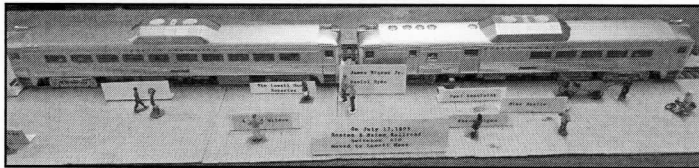
The committee staff of Daniel Hyde, Fred Brown and Richard Nichols has logged in two hours a day, once a week on January 8, 15, 22, 29, 2015

We have now photographed, tagged and cataloged 1392 items from the Hardware Collection, since July 17, 2013.

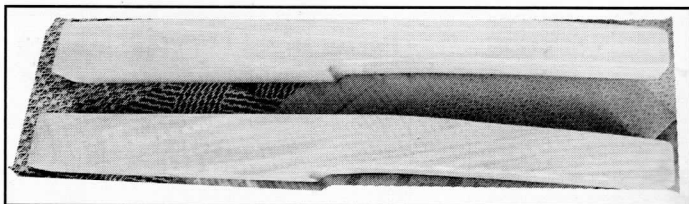
B&MRRHS Hardware Storage Center, North  
Chelmsford, Mass

Locomotive Bell no. 3665 and four locomotive whistles have been mounted on raised platforms, built by member James Nizgus.

The following donations to the Hardware Collection have been received:



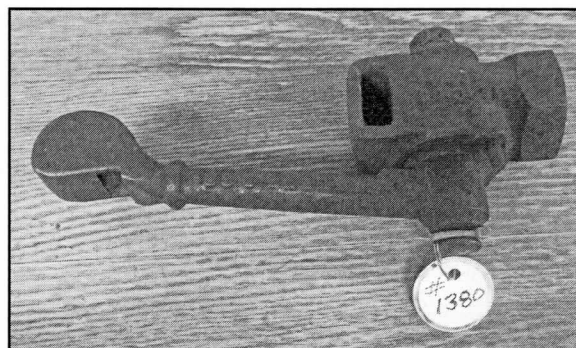
Two HO-scale Models B&MRR Budd Cars, by  
Frederick Brown



Two wood replacement handles made for Railroad  
Hand Cart by Robert Grodzicki



Furniture: Maple Hutch, by Mr. Robert Farrenkopf



Air Control Caboose Whistle used on Rutland  
Railroad



Four: MTA Destination Scrolls, by Mr. Henry Marrec.  
Two Lantern Globes ( Red & White) - Boston & Northern  
Street Railway Co. Money Bag - Metal Sign "Passenger  
not allowed to Stand on the Platform", by Mr. William  
Drury.

Respectfully Submitted,  
Richard Nichols  
Hardware Chairman  
Boston & Maine Railroad Historical Society

### Fallen Flags

William Patton, a charter member of the Society passed away on December 25<sup>th</sup>. Mr. Patton was also a member of the Friends of Bedford Depot Park, prior to landing the job of his dreams – working after school for the Boston & Maine Railroad at Belmont Crossing. His responsibilities were those of caretaker and mail handler, and he split his time between the railroad and work as a civil defense messenger until he was drafted into the Army in 1945. Bill served stateside, overseeing camp maintenance crews as well as editing the camp periodicals.

## The Annual B&M Modelers Group Meeting

Saturday, January 24, 2015

Hampton Inn

West Springfield, MA

Attending: Ted Anderson, John Greene, Ross Hall, Pete Magoun, Bob Shaeff, Irv Thomas, Gary Weymss, James Van Bokkelen, George Anderson.

We had a good gathering this year. We started at about 7:45p.m. with introductions and a brief summary of individual interests.

Gary Weymss brought several passenger coaches, both streamlined and heavyweight. His MEC "Passamaquoddy" featured operating doors, with steps that extended and retracted as the trap door was opened or closed.

His heavyweight collection featured both scratch built and reworked models, including wood coach 518, RPO 3010 (reworked), RPO 2396 (scratch) and paired window coach 176.

James Van Bokkelen brought two RDC conversions in process, using P2K models as the donors, and Model Railroader's November, 1958 article on converting Athearn models as the inspiration (MR, 11/58, pp. 56ff).

Ross Hall brought his converted East Wind tavern/lounge car, with a complete interior.

Ted Anderson discussed, with photographs, the Illinois Railroad Museum restoration process for café coach 1094. He also brought and showed a drawing for a 33' 6" / 50 ton pulpwood car, circa 1956.

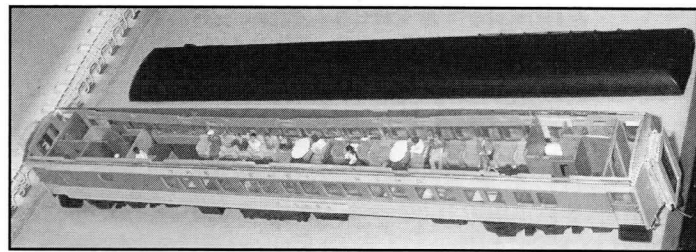
John Greene brought his in-process resin car sides using the Branchline 14-1 car as a basis. The car has no pediment on the roof, uses Shapeways 3D printed components for pattern work, was assembled by Colonel Thompson, and will build into the "Tree" series Pullmans (B&M Maple, Birch, and Elm, and MEC Spruce and Pine). The B&M versions will have the vertical bar in the door windows; the MEC versions will not.

John also announced that he has "plans" for a CN diner to run with the "Ambassador."

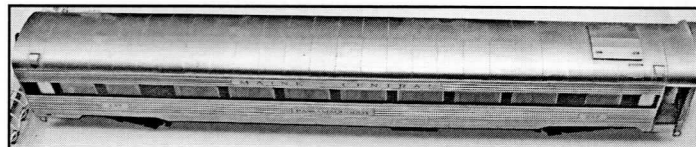
One major item of interest was the Rapido Trains announcement on Friday of an impending RDC, with both Minuteman and McGinnis markings. After a lot of discussion, James Van Bokkelen volunteered his assistance and that of the Society to ensure that the pieces were "done right" for the B&M. As an aside, I introduced James to Rapido's Bill Schneider (formerly of Branchline) on Sunday. Bill immediately graciously and gratefully accepted James's offer of assistance. I noted this on the B&M Yahoo group and was immediately inundated with data from several knowledgeable B&M folk. The data has been passed to Rapido.

There being no other business to come before the meeting for the good of the order, the meeting was adjourned at approximately 9:30p.m.

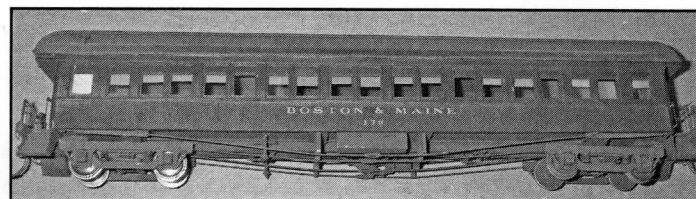
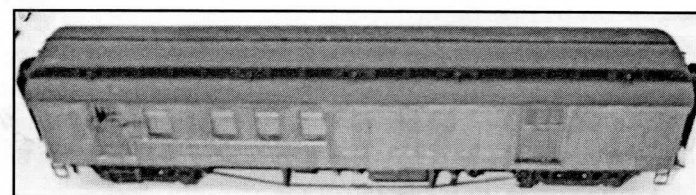
Pete Magoun



Ross Hall East Wind



James VanBokkelen RDC



Gary Wemyss coach & combine

## The MBTA Finally Suspends All "Out-Of-Doors" Rail Transportation

This follows a series of January and February snow storms resulting in unprecedented amounts of snow.

Commuter rail from South and North Station ended, as well as trolley routes.

At venerable North Station, a recent train board had the word *canceled* adjacent to familiar B&M destinations: Fitchburg, Lowell, Haverhill, and Newburyport. Surprisingly, a published photo at No. Sta. showed everything canceled except the Amtrak *Downeaster* to Portland. (no word if it actually ran). All Amtrak trains were not operating from So. Sta. either.

Submitted by *Mal Sockol*

## PanAm Acquires LTEX GP40 #6528

The engine was built as B&O 3752, to CSX 6528, to Gulf & Ohio 6528, and then to Carolina Coastal 6528.

*Midwest Rail Scene Report*

## Arlington's Little Local Railroad

*Written by John L. Worden III*

*Reviewed by Charlie Rapport*

*Published by the Arlington Historical Society - 1991*

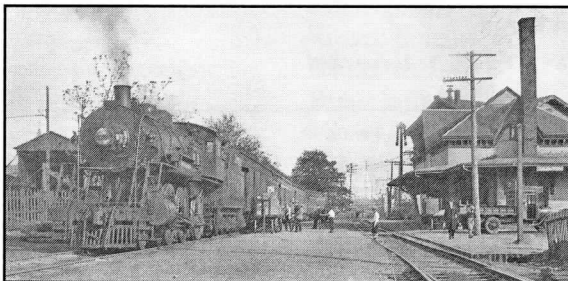
This modest 26 page, but well documented and illustrated volume interested me, as during the 1960s I lived in East Arlington, a few short blocks from the right of way of this branch. Then it was still active with a little freight and a couple of commuter roundtrips a day. I could follow the leisurely progress of the pair of Budd RDCs, announced by the mournful wails of the horn at each grade crossing. During most of my residency they did not stop in Arlington, but, nonetheless, I now regret never having managed to ride them.

The book follows the railroad from its creation during the mid-1840s, through growing in length and relevance and being absorbed by other entities, to becoming a branch line of the B&M. It is a typical story of increasing activity and importance into the twentieth century, followed by slow decline behind the proliferation of paved highways and byways. Included are relevant and helpful maps that originally appeared in the "Hub Headlight", published by the National Model Railroad Association.

And the end - the deterioration of the right of way being reclaimed by nature, as it was at the time of publication, is vividly described. However, years ago the seemingly unlikely occurred, and the right of way became the promised and popular Minuteman Commuter Bikeway to Alewife Station, West Cambridge terminus of the MBTA's rapid transit Red Line.

Mr. Worden is a railfan, a model railroader, and an involved resident of Arlington, which has enabled him to meld the history of the railroad deftly into the tapestry of the towns it served, as well as to include an addendum on modeling it (which he, himself, has also done). His well rounded, detailed, and informed narrative brings the little railroad back to life for readers, particularly this one.

Copies of the book may be purchased from the Arlington Historical Society, 7 Jason St., Arlington, MA 02476 for \$6 plus \$5.50 s&h.



*Loco #2109 - 4 cars on train #3215 at Arlington Center -  
May 22., 1926*

©B&MRRHS

## Rail Trails – NO Cars Allowed

Slowly but surely, abandoned railroad beds throughout the Merrimack Valley are being transformed into rail trails where walkers, runners and cyclists can travel for miles without being accosted by cars, trucks or motorcyclists. The 2.4-mile Methuen Rail Trail goes from Manchester St. Park in Lawrence to the Salem, NH line. The Bradford Rail Trail, on the southern side of the Merrimack River in Haverhill opened in 2011 as a rudimentary path that follows an abandoned railroad spur, Next spring it will be expanded to a multi-use trail on the southern side of the river that will connect to a boardwalk on the northern side. In North Andover, the town approved funding to build a mile long multi-use trail between High St. and Weir Hill. And in New Hampshire officials and recreation activists envision a 115 mile Granite State Trail, extending from the Methuen line to Lebanon, NH, on the Connecticut River

*The 470 470 Railroad Club via LAWRENCE EAGLE  
TRIBUNE via Len Bachelder*

## Rail Panel Unveils Website

Commuter Train Ridership Predicted

By Iain Wilson Monitor Staff

The Rail Panel, recently announced the launch of its passenger rail informational website. The site is a one-stop source for benefits of passenger rail and provides detailed information about current projects, including the N.H. Capitol Corridor Study. The corridor study will evaluate the feasibility of passenger rail service between Concord and Boston, and is slated for release later this fall.

The authority also offered a first glimpse at data from the corridor study. A commuter rail from Boston to Manchester could have more than 3,100 daily riders, according to estimates. That would mean 800,000 riders annually, or about 250,000 more than the Amtrak Downeaster that runs from Portland, Maine, to Boston.

The study estimated the commuter rail would attract 1,650 each way on weekdays, a number considered very conservative."

The report will identify specific station locations, financing options and data related to the economic impact of passenger rail expansion. A February survey by UNH found that 68 percent of residents still favor commuter rail, which was estimated to cost \$100 million initially and \$6 to \$8 million annually.

"It could be significant for Concord and Manchester in terms of its economic impact and in terms of quality of life," said Pappas, executive councilor for District 4. "I'm happy we were able to move forward with the study. I think the more information we have the better decisions we can make in the long run."

*Submitted by Wayne Gognon*