

# NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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July - August 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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The B&MRRHS is looking for a new Membership Secretary. He or she should have computer skills, attend Directors' meetings and live in a close proximity to Lowell. Please contact the Society by e-mail [CPC835-DD@JUNO.com](mailto:CPC835-DD@JUNO.com), US Mail or at a meeting.

## B&MRRHS CALENDAR

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

**March** – Gregg McFarland treated us to memories of the B&M in the late 1970's to 1980's. Gregg thrilled the audience with a terrific collection of photos of the White River Junction roundhouse/turntable/bunk house/sand tower, etc. There was still much activity going on when these photos were taken. We also saw a lot of railroad action in the Dover, NH area from regular freight to the gravel train. Mixed in throughout the show were many close-up shots of various railroad equipment, for those who model it was very informative. Thanks Gregg for a wonderful show.

### Events In The Coming Months

**July 25th and 26th** – Annual Lowell Folk Festival locomotive and railcar display will be open.

**July and August** – Railcar is open on Saturdays from 1 to 4 for exhibit. Volunteers are needed to man this exhibit.

Check society phone message for closures due to extreme heat.

**September** – Possible event on the Wolfeboro Railroad with the Cotton Valley Rail Trail Club to be announced.

**October 17th** – Third annual meeting at Plymouth, NH Railroad Station.

**November** – Gary Gursky railroad presentation (postponed from February)

**December** – Member Night

**\*\*\* If you are interested in volunteering to help with the #410 maintenance, (any skill level) please contact Jim Nigzus at the society phone 978-454-3600 (leave a message) or through the society website.**

### 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 Kosciolk
Clerk	Michael Basile
Secretary	Paul Kosciolk

**Board of Directors**

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

**Alternate Directors**

Brian Bollinger & Bob Farrenkopf

**Staff**

Archives Chairman	Frederick N. Nowell III
Hardware Archives Chair.	Richard Nichols
Bulletin Editor	Andrew Wilson
Distribution	Buddy Winiarz
Layout and Art Director	John Alan Roderick
410 Chairman	Jim Nigzus
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Membership Secretary	Buddy Winiarz
Modelers Notes	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



Paul K. wondering where his train is.



Society member Mal Sockol knows where his train is.

Both photos by James Nigzus

### MOTICE TO MEMBERSHIP

We had to go to a new Membership program due to problems with Windows XP. The database could not be opened so we had to redo the Membership from a print out. This did not have some updates as the database did. So please be patient and if your information is wrong please let us know.

We are still looking for someone to be Membership Secretary. You should have a computer and be able to use Excel. Contact the Society by e-mail or snail-mail.

### Conway Scenic Wheel Report

The North Conway station has a new look for a couple of reasons now. First, Pete Davis repainted the face of the clock that faces Schouler Park, giving it a nice fresh look. Second, the town of Conway just repaved Norcross Circle, and in the process we asked them to remove the granite paving stones that have long been on the street side of the station. While I hated to see the pavers go, it was really a safety issue as they had become so uneven that they presented a tripping hazard to those visiting the Station. They have been replaced by

*Wheel Report con't on pg. 4*

From the Archives:  
**"Wooding-Up" on the BC&M**  
 By Rick Nowell

C. E. Caswell, an enterprising newspaperman from Warren, N.H., began to run reminiscences of the Boston, Concord & Montreal Railroad in the *Warren News* about 1918. His initial personal offerings led to a stream of letters submitted by readers adding bit by bit to the story. Eventually the submissions were collected, organized, and published by Caswell as *Boston, Concord & Montreal: Its Early History and the Men Who Helped Make It*. (Warren, N.H.: The News Press, 1919).

The following vignette that appeared on pp. 79-80 of Mr. Caswell's book is a good illustration of the many anecdotes the reader will find there. The book is in our Archives collection at Lowell.

"It was the usual custom for the conductor, when a passenger train stopped to wood up, to have all those riding on free passes go out and help. By this method often times it was made a "short job" of.

"The company, to be economical, used to burn old ties, and every fall the ties were picked up and put into piles along the track where they got someone to saw them up; then the trains would stop wherever there were piles of ties and wood up.

Afterwards they built three ties sheds: one at Bridgewater, one at Woodsville, and one at Wing Road.

"As is mentioned elsewhere, Mr. Obadiah G. Smith of Plymouth was contracted with to saw the old ties at so much a cord. Soon as the summer trains were off, they would start out a train with ten or a dozen flat cars and twenty-five or thirty men, with boarding cars, and fill up these sheds, which usually took until snow flew. The crew would stop wherever night overtook them. Smith would put his sawing machine into the shed and saw up the ties during the winter. Smith was supposed to saw them sixteen inches long, but they say from the time he cut them until they were put into the fire box they generally grew up to be anywhere from 24 to 30 inches long. A larger part of these ties, in the handling, would fall to pieces, and every fall before the sheds were filled they

would shovel out a hundred carloads of chips and rotten rubbish.

"At a directors meeting one time the matter of using old ties for fuel was brought up. Some thought it was not economical, but the management thought it best to keep on using them. One of the directors expressed his opinion that, although the ties would probably make just as **much** steam as good hard wood, **the steam was undoubtedly of poorer quality**. They later became somewhat enlightened, and the business of picking up old ties was abandoned and they bought hard wood instead. They seemed to have an idea that cord wood was not worth anything until it had laid beside the track for three or four years."

The Archives Committee meets monthly to organize and preserve our growing collection of material about the B&M and other New England railroads. Volunteers and visitors are always welcome. Contact Rick Nowell, Chairman, Archives Committee, [fnowell3@yahoo.com](mailto:fnowell3@yahoo.com).

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### **New Grant For Sarah Long Bridge**

U.S. Senator Susan Collins says a new \$1 million federal grant should expedite construction of the new bridge, replacing the existing one that connects Kittery, ME to Portsmouth, NH. Collins said this funding from the Federal Highway Administration will allow the Maine DOT to hire a construction manager/general contractor to hasten the design process and to consult with the private sector. This two level bridge includes a lower structural element that supports the active rail line that connects to the Kittery Naval Ship Yard for transportation of materials needed for the submarine base.

*Portland Press Herald via The 470 470 Railroad Club*

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### *Wheel Report con't from pg.3*

new blacktop. Another project in the works at the station is the installation of underground utility service. As part of the repaving project, new conduit was installed under the road to a new vault located adjacent to the boarding platform. As soon as we install conduit from the vault to the building, we will be able to retire, then remove, the existing utility pole and overhead service. Much credit is due to our senior management for continuously making major improvements and reinvesting in this historic property!

Submitted by **Paul Hallett**

## Rubber Tired Machine Clears Track

By Steve Butterworth

The branch from Salem over to Peabody Square and on to the former Eastman Gelatin (now Rousselot) in Peabody was snowed under from the Feb. 14 weekend until it was cleared by rubber-tired machine during the week of March 10.

On March 19, it was finally revived with steel wheels. Two GP 40's and 12 covered hoppers of bone chips were in Salem about 4:30 PM. The units were headed toward Peabody without cars.

Salem has only one customer adjacent to the former Castle Hill yard, Univar, a chemical distribution company that receives tank cars.

I believe these are the only freight customers on the Eastern Route.

## Norfolk Southern Announces Purchase Of Delaware & Hudson

Norfolk Southern and the Delaware & Hudson Railway, a subsidiary of Canadian Pacific Railway announced a proposed transaction under which NS would acquire 282.55 miles of D&H rail line between Sunbury, Pa., and Schenectady, N.Y.

The lines to be acquired connect with NS' network at Sunbury, Pa., and Binghamton, N.Y., and would give NS single-line routes from Chicago and the southeastern United States to Albany, and NS' recently built Mechanicville, N.Y., intermodal terminal. NS also would gain an enhanced connection to its joint venture subsidiary Pan Am Southern, which services New England markets. Additionally, NS would acquire D&H's car shop in Binghamton along with other facilities along the corridor.

*NS News Release*

## Report Of Hardware Committee For The Year Ended December 31, 2014

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

The Hardware Committee is pleased to submit the following report to the calendar year ended December 31, 2014.

Our Hardware Collection is housed and maintained in an annex in North Chelmsford, MA.

We occupy an area about 1,000 square feet for storage, work and research.

We collect material related to the Boston & Maine Railroad, its predecessors and successors, and other New England railroads. The Collection is owned by the Society and managed by the Hardware Committee, made up of volunteers who are interested in railroad history and the preservation of historical materials. The Hardware Committee members are Frederick Brown, Daniel Hyde, Mal Sockol, Richard K. Hurst, James Nigzus and Richard Nichols.

We scheduled weekly meetings in 2014. The average

attendance at our meetings, inclusive of members, was 3 in 2013 and 5 in 2014. The work at our meetings consists of registering railroad hardware, organizing our collection and processing and filing new acquisitions.

We have logged in a total of 760 donations in 2014, as compared to 670 donations in 2013.

708 Hours spent in 2013 6 Months - 1,382 Hours Spent in 2014 12 Months.

Total Hours spent in 2013-2014 by Hardware Committee 2,090 Hours.

In 2014, donations have been received from the following: William Coffey, David Donovan, Robert Farrenkopf, Francis Giacomia, Robert Grodzicki, Daniel Hyde, Richard K. Hurst, Preston S. Johnson via Rick Hurst, Jack Keene, Mary Ellen McGrath via Rick Nowell, Dave McMillian, John Parkhurst, Richard Nichols, James Nigzus,

David C. Paquette, Sandy Shepard, Michael & Carolyn Tokarz, Robert Warren, Arnold Wilder via Rick Hurst, Newton Wesley, John Whitworth.

The Hardware Committee is organizing the collection into sixteen files:

File No. 1 Badge's - Buttons - Hats - Uniforms

File No. 2 Coupling Devices

File No. 3 Dining Car-Silverware

File No. 4 Engine Builders and Number Plates

File No. 5 Engine and Crew Maintenance Equipment

File No. 6 Hand Tools and 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 and Other Equipment

File No. 13 Tickets and Other Station Equipment

File No. 14 Railroad Station Signs

File No. 15 Railroad Signs - Models

File No. 16 Furniture

During the year we have uploaded a variety of the Hardware's Collection to the Society's web site, [bmrhhs.org](http://bmrhhs.org). This involved preparing a copy of photo's form each file with the help of the Webmaster, Frederick N. Nowell, III and shares responsibility for updating the site with Richard Nichols (Hardware).

Our Committee welcomes new members. We need researchers, catalogers, and organizers.

No experience required-just an interest in railroad History. Contact the chairman for details and times.

Respectfully submitted,

(s) Richard Nichols

Chairman, Hardware Committee

Boston & Maine Railroad Historical Society

[railroad.nichols@gmail.com](mailto:railroad.nichols@gmail.com)



### Recent Additions To The Societies' Hardware Collection

Cloth Cash & Check Bag from South Station Boston - N.Y.N.H.& H.R.R. by Richard K. Hurst



Two Signal and line testing - Built by Gray Boston - Donated by Richard K. Hurst.



Assortment of Railroad Keys

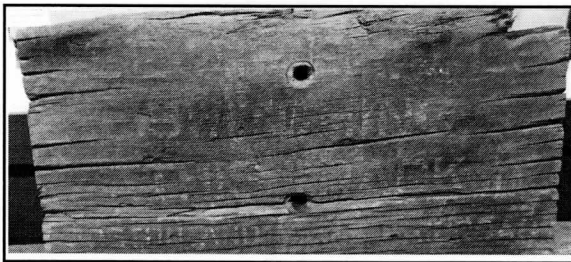


Reproduction Sign B&MRR Located by the Mack Bridge on Dutton St in Lowell MA by Robert Grodzicki



SW-1 Number Board 1401 from Springfield Terminal, Former B&MRR SW-1

**USE AIR BRAKES  
SWITCHING  
THIS TRACK  
BOSTON AND MAINE RAILROAD**



Original B&MRR Sign which was located by the Mack Bridge on Dutton St in Lowell Ma repaired by Robert Grodzicki



Assortment of Railroad Tie Clips used in repairing split railroad ties.

## Steam Age Shortline Lore

When the Northern Railroad of New Hampshire was proposed in the Mid-Nineteenth Century, assurance of success came from beyond the Granite State borders. It was a much needed rail link between Boston and Montreal. The rails between Concord, NH and White River Junction, Vermont would provide that vital link for a continuous rail corridor, sought by both Boston and Montreal principals. When first proposed in 1844, there was no question of funding from the State Street financial center of Boston. Before reaching Montreal, there would be no fewer than a half dozen or so different carriers involved in the route. From Boston to Concord, there were the Boston & Lowell, Lowell & Nashua and the Concord RR. From White River Jct, connections were made with both the Vermont Central and the Connecticut & Passumpsic Rivers RR, and their Canadian counterparts beyond.

A prominent New Hampshire business figure, Onslow Stearns, not only was in charge of construction in 1845, but also served as the Northern's president for twenty-six years. With Boston capital behind it, construction was completed in just four years (short for the time). A patriotic gesture was added by using some US manufactured rails (usually rails were rolled in the UK). After completion of all connecting lines in 1851, a grand three-day celebration was held in Boston, including the Northern RR, in commemoration of Boston's first rail link to Montreal. Present were the Governor General of Canada, President Millard Fillmore and the much touted political orator, Daniel Webster.

The distance between Concord and White River Jct. is about 70 miles. For some 130 years, this segment of the Boston & Maine's New Hampshire Division was a major artery for all kinds of rail traffic, both passenger and freight, moving between Boston and Canadian destinations, as well as that moving through the US, via Northern New York junctions, such as Ogdensburg. With the acquisition of the Boston & Maine RR by Guilford Transportation Industries in 1980, the Northern became obsolete when GTI concentrated on its western connections through Massachusetts, as well as the Connecticut River lines from East Deerfield, Mass. Except for short segments out of White River Jct. to Lebanon and Concord to Boscawen, the GTI ended any further use of the Northern and sought abandonment. But the State of New Hampshire's interest in the Northern long delayed its final disposition - at least favoring the use of its roadbed for a recreational trail. The Northern RR's original lease to the Boston & Lowell RR on January 1, 1890 for 99 years, was assigned to the B&M after acquiring the B&L so the lease continued in effect. As a Northern RR investor, New Hampshire had a legitimate claim against the property. Eventually, through efforts of the State, sixty miles of roadbed has been acquired between Boscawen and Lebanon, which is

available for public use through New Hampshire Bureau of Trails. Local skimobile clubs worked long hours to remove ties and prepare the former roadbed for recreational purposes.

My memories of the Northern RR are many. I have ridden over the entire line several times in the 1940s, both on through trains and locals between Grafton, Caanan and Concord. From a late uncle, a town clerk, living in Grafton, I have souvenirs including a wax sealer stamp for Grafton, a Northern RR lantern (so marked), and a Northern RR timetable. In my early years as a fan, I often watched those heavy freighters, through East Woburn, Mass. (closest to my hometown of Stoneham) headed by Lima 2-8-4s moving toward White River Jct. in the early evening. I would watch an inbound Montreal name train, Ambassador, with Pullmans and an observation lounge car on the rear, moving at speed, often with a CV or CNR engine. The milk trains with long lines of refrigerators, lettered for various dairies in Boston, headed north with a huge passenger engine, usually a B&M P-4 Class, 3710 series Pacific with all cars and Caboose riding on passenger trucks, moving at passenger train speeds. Mail trains with solid lines of RPO cars dashed past my train watching vantage point in East Woburn late at night with similar power as the milk and passenger jobs. Perhaps they might also be moving over the once rival Boston, Concord & Montreal tracks between Plymouth and Woodsville, New Hampshire, but I would have bet on its being White River Jct. direction over the Northern for most of this traffic. The Woodsville connection was limited to a single Canadian carrier beyond the B&M, whereas White River Jct. served both the CV-CN and the CP, as well as other interchanges along the Connecticut River, including those at St. Johnsbury. Always redundant in that respect, the Woodsville line became obsolete following decline of local traffic after World War II, and was abandoned in favor of the exclusive use of the Northern. When natural disasters, such as floods and hurricanes, involving heavy washouts, especially east of Deerfield, Mass., B&M's Northern provided a detour via the Connecticut River line to White River Jct. for movement over the New Hampshire division through Concord to Boston. This provided a great show of heavy B&M power moving through East Woburn after New England's worst ever hurricane in the Fall of 1938, Fitchburg Division mile-long freighters from and to the West, involved Santa Fe's, Mountains and Lima Berkshires in abundance.

All this is history, but it is interesting to know the Northern RR of New Hampshire, though long gone as a rail corridor, nevertheless survives today as a public property, thanks to successful efforts by the State of New Hampshire.

*Light Iron Digest submitted by Frank Klock*

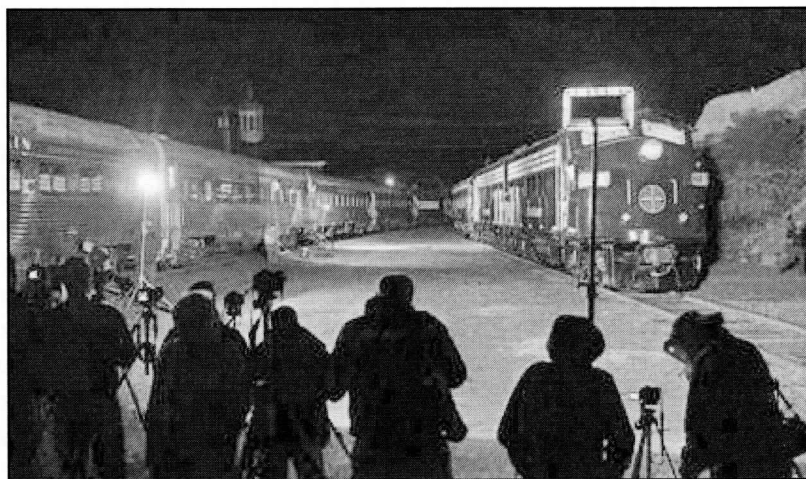


Photo By Eric Francis

*More than two dozen rail fans braved the chilly air Friday evening to attend a special night photography session that was set up for special trains that were arriving at the Amtrak depot in downtown White River Junction for Saturday's 22nd annual Glory Days Festival.*

### White River Junction 22nd Annual Glory Days Festival

The centerpiece of the event was Amtrak's 40th anniversary "Exhibit Train" crammed with memorabilia and displays from four decades of serving as America's passenger railroad.

Amtrak officials expressed delight with the turnout despite the sudden appearance of a fall chill in the air and the hint of impending rain that began to fall during the final hour of the event.

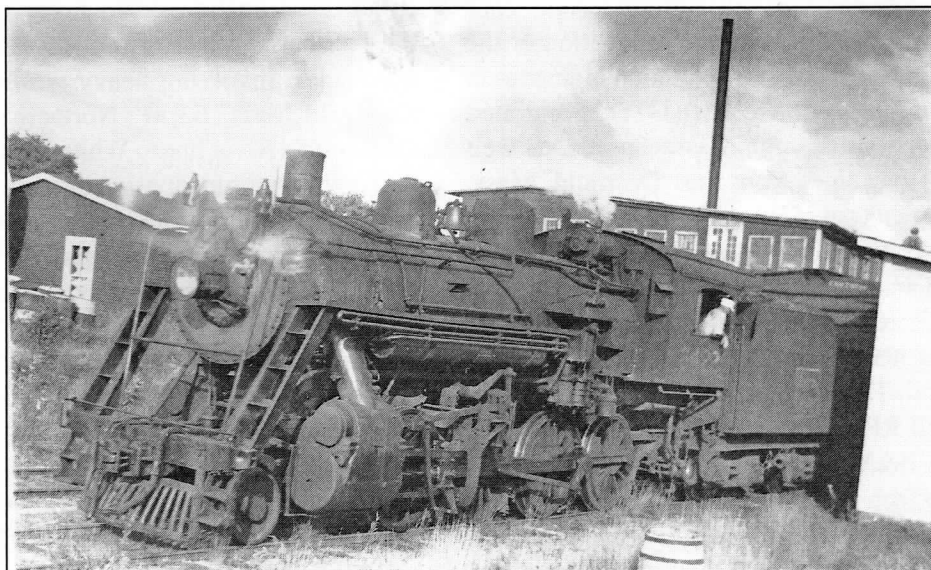
"Amtrak's communications person noted that for a small town this was the best flow of people they've had through the Exhibit Train all year," Nunez said.

For the first time a "night shoot" event was added to the festival this year, drawing more than 24 photographers.

Rail fans stood out in the frigid air Friday evening to take pictures of the trains that had arrived throughout the day. Trains included the Pan Am Southern's "Presidential Train," which travelled in from Waterville, Maine, a pair of "heritage" locomotives from Boston and Maine in original paint schemes, and a bright red Vermont Rail Systems' commemorative 50th anniversary locomotive pulling a special train made up of Green Mountain excursion rail passenger cars.

Rail photographer Kevin Burkeholder, whose company Steel Wheels Photography organized the event and brought out the large sets of generator-powered lights that made it possible to photograph the long lines of trains under the stars, said he hopes to make the night shoot an ongoing part of the Glory Days Festival in the years to come.

*Barre Montpelier Times Argus via AAR News Brief*



It's 1945 and 2-8-0 #2422 doing some local switching



# **Boston & Maine Railroad Historical Society** *Incorporated*

May 9, 2015 -The Pepperell Siding Model Railroad Club hosted our meeting. They welcomed us at their layout and even provided sandwiches and treats. Once upstairs at the layout we were all treated to a wonderful afternoon of running trains and storytelling. Some B&MRRHS members brought along their own locomotives and equipment to run. The PSMRRC members showed us how to operate the trains and what a great time we all had. This event is a great way for the two organizations to get together and promote our hobby. Thank you so much for a terrific afternoon. Photos on page 3 of newsletter: Paul Kosciolk and Mal Sockol enjoying the afternoon at the model railroad layout.

## Calendar:

July 25 and 26 –Annual Folk Festival locomotive and railcar display will be open.

July and August – Railcar is open on Saturdays from 1 to 4 for exhibit. Volunteers are needed to man this exhibit. Check society phone message for closures due to extreme heat, or scheduling problems.

September 26, 2015– Motor car ride on the Wolfeboro Railroad with the Cotton Valley Rail Trail Club. See enclosed flyer for details.

October – Third annual meeting at Plymouth, NH Railroad Station. Entertainment will be provided by Dwight Smith. Flyer to follow in newsletter.

November – Gary Gursky railroad presentation.

December – Member's night.