

Opinions expressed in the signed columns contained in this Newsletter are the opinions of the authors of those columns and do not necessarily represent the opinions of the Society, its Officers or members with respect to any particular subject discussed in those columns.

B & Meeting

NEXT MEETING

MARCH 9, 1985

1ST UNITARIAN CHURCH

WOBURN, MA

8:00 P.M.

Entertainment will be provided by Mr. Walter Dunn, who will speak on his experiences working on the Boston & Maine Railroad.

APRIL 18, 1985

PLEASE NOTE CHANGE OF MEETING DATE AND LOCATION!!!

This is our annual joint meeting with the Mass Bay Railroad Enthusiasts. This year, it's their turn to host, and the entertainment will be provided by Larry Blanke, Eric Robison and Niels Johnson, who will present a slide/movie presentation entitled "*Steam in the Snow*" featuring Union Pacific and Southern Pacific steam. Directions next month.

MAY 11, 1985

Spring returns at last!!! Entertainment not set at press time.

MINUTEMAN STEAM ADDENDUM

B&MRRHS Historian Harry Frye has prepared an addendum to his book, *Minuteman Steam*. You may get one from Harry for \$1.00 and a stamped, self-addressed envelope.

Send to:

Harry Frye
Minuteman Steam Addendum
14 Riverside St.
Hooksett, N.H. 03106

FREIGHT CARS CLEARED FROM HOOSAC TUNNEL

Railroad crews finished clearing the wreckage of thirteen derailed freight cars from the east portal of the Hoosac Tunnel on February 5. The boxcars, which had been part of a 79 car freight bound from Selkirk, N.Y., to Portland, Maine, jumped the tracks about 9:00 p.m. Monday as the train was clearing the five-mile-long tunnel through the Berkshires Hills, according to Boston & Maine Railroad spokesman Dennis Coffey.

Boston & Maine president Charles R. McKenna said the tracks were cleared about noon the next day and the tunnel was reopened at 8:00 p.m. No injuries were reported in the derailment, and the cars were loaded with building supplies and agricultural products, did not contain any hazardous materials, according to Coffey. **From the Worcester Evening Gazette. Submitted by Thomas F. Fallon and Bill Frappier.**

U.S. SETS CONDITIONS FOR CLEARING SALE OF CONRAIL TO NORFOLK SOUTHERN

The Justice Department said it would approve a sale of government-controlled Consolidated Rail Corporation to the Norfolk Southern Corp. only if the merged railroad makes its tracks available to competing railroads in certain important Northeast and Midwest markets. Government officials said the department's report conditionally cleared the way for the Norfolk, Virginia-based railroad to acquire Conrail. It moved Transportation Secretary Elizabeth Dole one step closer to the picking which of the three contenders she will recommend to acquire Conrail. It has become clear in the past few weeks, however, that even after Mrs. Dole makes her choice, the Conrail sale faces a very long journey through Congress before it can be completed. Guilford Transportation Industries, Inc. is known to be interested in acquiring trackage rights or divested lines in the event of a Norfolk Southern merger. Mrs. Dole is expected to announce her decision soon. But Congress, which must approve the sale, is expected to debate it for months. **From the Wall Street Journal. Submitted by Jack Graney and Bill Frappier.**

Editor's Note: Just before press time, Mrs. Dole did indeed approve the sale of Conrail to the Norfolk Southern Corp.

HIGHLIGHTS OF THE JANUARY 1985 MEETING THE THE B&MRRHS BOARD OF DIRECTORS

Chairman Forrest Mack called the meeting to order. The B&MRRHS has acquired a computer, a Radio Shack TRS-80, through a lease-purchase agreement. Board members Don Clerke, Mal Houck and Dick Symmes have donated the first three months' payments toward this acquisition. The computer will be used for membership records, print mailing labels, maintain financial records and keep inventories.

The resignation of Board members Preston Johnson and Robert Allen were accepted with regret. The Board then voted Don Clerke and Joe Banas to fill out the remaining terms. Other matters discussed were:

The Society is looking for a place to store some of its merchandise in a central location to easily facilitate distribution to people working shows for the B&MRRHS. The matter was tabled until February. Plans for this summer's joint meetings are underway, and will appear in the Newsletter soon.

The next BULLETIN will be ready to be mailed by the first week in February. Since there was no further business to come before the Board, a motion to adjourn was made and seconded.

B&M 3713 HEADS FOR SCRANTON!!!

Just after the February Newsletter went to press, we received confirmation of Steamtown U.S.A.'s intentions to relocate Boston & Maine P-4 Pacific 3713 from its display site in front of the Museum of Science in Boston to their new home in Scranton.

The first week in February saw the locomotive lifted from its display track by two cranes and placed on a centipede flatbed trailer and trucked the short distance to the nearest railroad. The engine was then rerailed, had its air brakes checked and was lubed and checked out for its journey.

As this is written early in the second week in February, the locomotive is slated to be removed later this week. There are one or two last-ditch attempts to keep the locomotive in New England, and the outcome of these attempts may determine when and if the locomotive is moved, but as this is written, the move is set for the second week in February. Member L. Peter Cornwall points out that with the departure of the 3713, there are now five B&M steam engines left in New England: B&M 4-4-0 494 at White River Junction; Mogul 1455 on display at Edaville, 0-6-0 410 at the B&M Billerica Shops; 0-6-0 444 at Fletcher's Quarry' and 3666, at the bottom of the Pisacataqua River in Portsmouth, N.H.

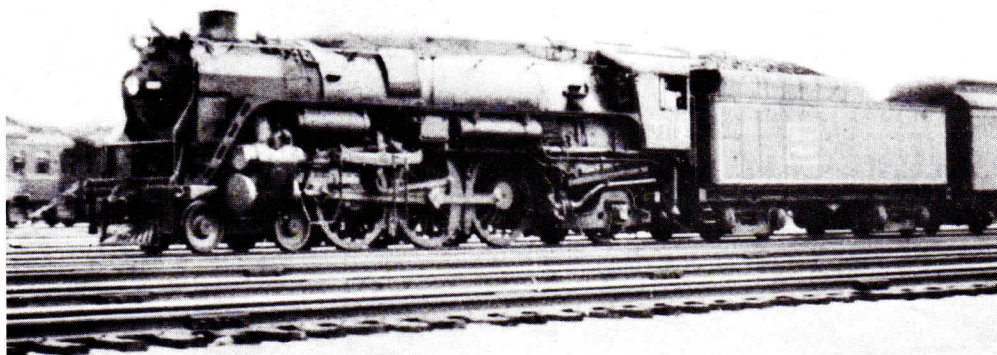
INTERCHANGE

... a column of opinion

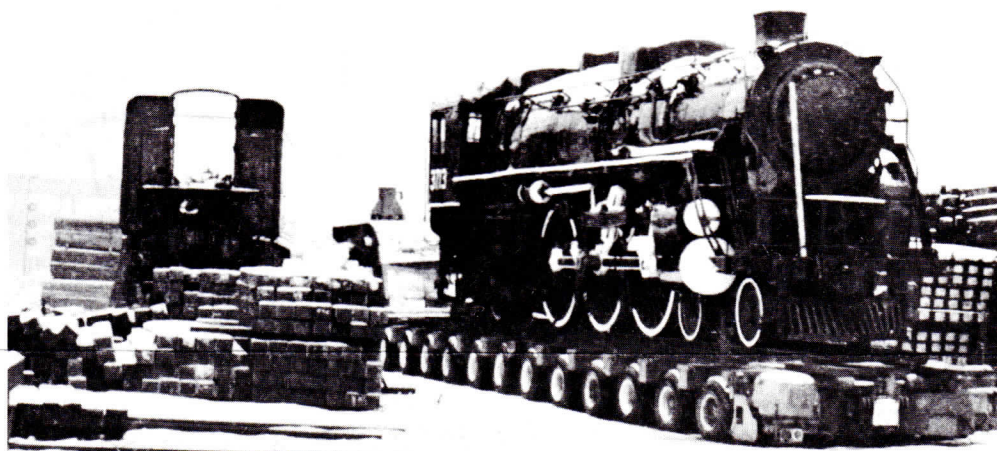
The Boston & Maine Railroad Historical Society could not survive without its volunteer staff. We are almost entirely dependent upon our volunteers, and as we have often pointed out, the B&MRRHS is gifted with an unusually competent and dedicated group. Occasionally, however, due to personal, job or other reason, it becomes necessary for some of our volunteers to step down, or at least take a less active role in Society operations. This month's INTERCHANGE column will be devoted to thanking some of our recent "retirees".

Recently resigning from the B&MRRHS Board of Directors were Preston Johnson and Robert Allen. Preston was employed by the Boston & Maine Railroad, and has served the B&MRRHS as both officer and Board member, also serving on several B&MRRHS committees. Bob has been a Board member and has assisted with mailing and distribution of the B&M BULLETIN and Newsletter for many years. Bob also was heavily involved with the joint B&MRRHS/470 Railroad Club 4266A restoration project, putting in well over 100 hours sandblasting and priming the unit.

We have also had a couple recent retirees from our "Officer's Corps". John Hutchins has retired from the B&MRRHS political arena to enjoy a fast flurry of fatherhood. John has held down just about every position that the B&MRRHS has, and he will be missed. He hasn't completely slipped into oblivion, though, as he still holds down a mean second base for the B&MRRHS softball team. (Now if we could only get him to show up for games wearing his **blue** shirt!!!) Our Secretary, Jeff Ursillo, has also had to give up his position due to a job change, but he still assists at as many B&MRRHS functions as he can, and is a regular photo contributor to the Newsletter, and serves as assistant coach for the "Flying Yankees" when our regular coach, Joe Shaw, can't make games. Bob Cowan has recently resigned from the Archives staff, a letter from Forrest Mack, our Archives chairman, is elsewhere in this Newsletter.



Boston & Maine P-4 Pacific at North Station during its heyday. B&MRRHS photo collection.



The 3713 sits atop its centipede trailer awaiting rerailing. Photo by Jeff Ursillo.

We have named here only a few of the many people that have made the B&MRRHS go over the years, some for only a short period of time, others for many years, but everyone just as important. We have not meant to slight anyone by omission, we have just picked upon our most recent retirees. Obviously, the B&MRRHS owes a great deal of thanks to everyone who helps or has helped to make the B&MRRHS one of the top railfan and railroad-related organizations in the country.

THANKS TO ALL OF YOU!!!

A top-notch organization also keeps a sharp lookout down the tracks, too. Somewhere down the tracks is a crew change for all of the currently active members of the B&MRRHS, and we are always looking for more people to take a more active role in the operation of the organization. How? Well, if you've ever wondered how the Board of Directors and officers operate, the Board of Directors meetings are open to all the membership, so feel free to stop by and sit in. You'll find it fascinating. Board meetings are usually at 4:00 p.m. on the day of the monthly membership meeting. If politics isn't your style, there's always any of the other activities that the B&MRRHS sponsors, such as shows, joint meetings, softball games, book and Newsletter mailing sessions, and other events. There's a place here for you!

ATTENTION! All rail enthusiasts who own and use VHF scanners that are mounted or hooked into your car. Beware of a New York State law prohibiting their use. If you own a scanner that is capable of receiving police frequencies it is illegal to use it in your car while in NY. All programmable units come under this ruling but it is rather vague on the crystal type unit as it is not going to get the police bands if you don't have the crystals in it. It would be best that you don't chance it if you have the crystal type as it may hinge on the mood of the judge whether or not he lets you go. It must be noted that **pocket** type scanners are ok to use but most likely only if they are not hooked to the car. If you do get caught you may be liable to up \$1000 and/or One Year in jail depending on the circumstances. This news is brought to your attention because one of our members who did not know of the law was stopped and fined one day while following a coal train near John-sonville, N.Y. Fortunately, the Judge was impressed with what a railfan was and only fined him \$50. If you do chance it be prepared to pay cash and carry a dime for your one phone call!

From Don Valentine of New England Rail Service comes the following:

As you are aware, the pilot models for our B&M caboose, both the narrow "monitor" and rebuilt, wide cupola style, were displayed at the Extravaganza in October. Unfortunately, an impatient builder did not wait for corrections he was cabled would be forthcoming after the pilot model was received and inspected here. Thus all 250 pieces ordered had all of the imperfections of the pilot models and were rejected for that reason. The imperfections are substantial and are as follows:

1. The underframe and trucks were both entirely incorrect for the B&M prototype.
2. The cupola on the rebuilt, full width style was far too high and otherwise incorrect as well.
3. The roof walks were incorrect, as were the ends.
4. The wide gap between the window castings and the actual side wall material was unacceptable.

Having rejected all due to these problems, the Korean builder, Woo Yang, then tried to convince me to accept them at a lower price and then a still lower price upon continued refusal. One doesn't build a reputation by offering sub-standard quality, yet I did not wish to see the builder take a complete loss. Thus the offer was made to take them and sell them as rejected or distressed merchandise **after** he had produced the model in the quality he assured me we would have in the first place. While my understanding was that this would be done and that the corrected models would be completed in February as soon as he completed another project for another importer, once again he did not wait. Instead the rejected models were sold for something on the order of \$15.00 each to Models Express, of Manhattan Beach, CA. This firm is offering the rejected models at \$49. each without telling the public that they are rejects, a fact of which they are fully aware. Kalmbach Publishing is also now aware of the fact and has received at least two complaints concerning the Model Express advertisement in the February issue of **Model Railroader**. Having talked with Kalmbach's Jim King on the subject I expect the California firm will have to advertise its goods as "importer's rejects" whenever they are in the future. The trouble is the average fellow may not be aware of what the problems are with the goods from the February ad, the GN caboose being a reject also, but from Oriental Limited.

Having first promised to have acceptable models shipped by the end of this month (February), the builder called Friday seeking a two week extension of his Letter of Credit as it expires on the 28th and he now feels it will be March 15th before they are delivered. He has been granted an extension subject to a reduction in price due to all the problems he has created. Thus we will be able to reduce the price to \$70.00 each including shipping when acceptable models are received. Due to the continued problems with this small builder, however, it is suggested that anyone who has not already bought and paid for one of our cabooses who wishes to have one should simply write advising of that fact and include an S.S.A.E. so that we can bill them when the models arrive. (continued next month).

We are proceeding much more smoothly with our motive power projects with the Samhongsang firm, which is one of the few honorable and ethical model builders in Korea. Unfortunately, their pricing on rolling stock is prohibitive, so one must deal with the smaller builders for such items. I have worked with

the Samhongsang firm on several projects for other importers, most recently the Rutland 2-8-0 from Key Imports. Time and again the firm has shown me that it can produce models that are second to none, which is why New England Rail is relying solely on that firm for motive power projects. Our New Haven 2-6-0 should be here in two versions in May at a price comparable to the "dealer net" charged by most importers today. This will be followed in late August by our B&M K-7 class 2-8-0 in two versions at similar pricing. What we are doing is selling the models on a direct basis only to keep the cost as low as possible for the modeler. All models, however, are sold on a money-back within thirty days guarantee if the purchaser is for any reason dissatisfied. We are also offering models somewhat like a book publisher with a pre-publication price in that once we have our contract price with a model builder we will offer models at a "pre-production" price with a substantial savings and the same money back guarantee still applicable. Thus our "pre-production" price on the New Haven 2-6-0 in either the K-1b or K-1d version is \$250.00 until April 1st, after which it will be \$290.00. The B&M Class K-7 with either the high running boards and arch window cab or the low running boards and four window cab will be \$260.00 until July 1st, after which it will be \$299.00. Thus the "pre-production" pricing will save the modeler almost 15%, selecting what it saves us, while the elimination of the middle man reduces the final cost still further to try an offer quality models of New England prototypes by people who know the prototypes at prices the average modeler can more easily afford.

Sincerely yours,
Donald B. Valentine, Jr.

BOB COWAN CONCLUDES SERVICE AS B&MRRHS ARCHIVES CATALOGER

We who rode the B&M during the 1950's and 1960s remember the names R.F. Cowan, Pas-

senger Traffic Manager, in our public timetables. After he retired from the B&M, Bob Cowan became active in the B&MRRHS. He wrote an exceptionally fine paper on the B&M Milk service, which was serialized in the Winter '77/78 and Spring '78 issues of the **B&M Bulletin**. When the B&MRRHS Archives found a home at the University of Lowell, Bob undertook the massive task of cataloging the collection. His insider's knowledge of the railroad ideally qualified him for the job, and his enthusiasm and seemingly boundless energy enabled him to cope with documenting a collection which grew faster than anyone would have expected. Although Bob was assisted in checking for duplicates and in filing, he processed many new acquisitions and typed most of the file cards at home. Bob built our catalog virtually from scratch, and it is his work which makes it possible for us to find our way around the archives today. Recently, Bob's wife Hazel has suffered ill health, and Bob realized that he could no longer devote much time to the B&MRRHS. Last Saturday, was Bob's last day as our cataloger. However, Bob will always retain his interest in our archives, and as an active member of the B&M Old Wheels he will continue to guide prospective donations to the archives from his railroading colleagues.

We want to take this opportunity to thank Bob for all that he has done for the B&MRRHS, and to wish him the best in the years ahead.

Forrest Mack
Chairman, B&MRRHS Archives Com.

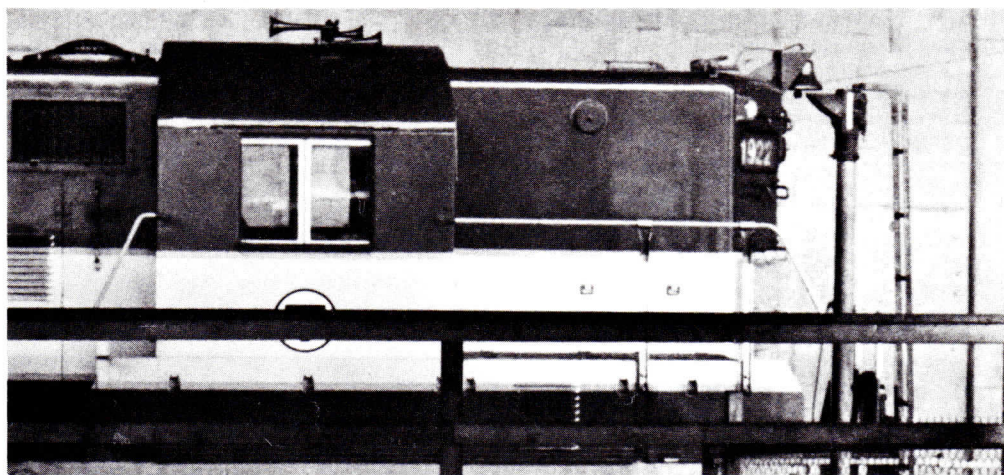
If you are interested in visiting the B&MRRHS Archives please note that the collection is open to all Monday - Friday, 9AM - 4:30 PM; also Tues. eves. in the Special Collections Dept., Alumni Lyndon Library, Univ. of Lowell North Campus.



North Station reconstruction continues, with a target date for reopening of April 1985. Photo by Jeff Ursillo.

CONWAY SCENIC RAILROAD UPDATE

NJ Transit recently placed three different lots of retired commuter coaches up for sale, by bid. On the first lot a bid was placed on four cars by CS and it was awarded one, namely former CNJ 1304, a round roof car designed for electric MU service... and yet never electrified. The car was built in 1931, and seats 72 in flip-over seats and an additional 14 persons in fixed end seats. On the second lot a bid was placed on four cars, and CS was awarded three, former CNJ 1308, a twin to the 1304, as well as two former DK&W MU trailer cars, Nos. 3202 and 3209. The two DL&W trailers were built in 1925 as steam-hauled coaches, and were converted in 1931 to MU trailers. The 1304 is in the CS yard at North Conway, and the other three are enroute from Mahwa.. to Intervale. CS hopes they will get to Intervale ... CS has kept their portion of the line plowed, but the Maine Central portion from Seavey Street in North Conway north to Intervale has yet to see a plow. Diesel No. 1055 was found to have two cracked cylinder heads and they have been removed, soon to be replaced with two good ones. In addition, all six heads have had a water test, valves are being ground, valve guides are being replaced as necessary, and injectors are being overhauled. The middle pair of drivers are out of No. 108. They have been sent to a machine shop to have the journals turned. New crown bearings have been poured and when the wheels are back the bearings will be matched to the axles, as well as some box work done to put the middle set back in tip-top shape. No. 47 is slated to receive new water feed



MBTA 1922 shows off its new paint, a classy maroon with silver stripe, separated by yellow trim.
Photo by Jeff Ursillo.

lines and check valves.

No. 15, the 44 tonner, is the only operable locomotive at the moment.

Before everything froze up and got snow covered the season's tie renewal project was finished. Almost 800 ties were replaced in 1984. After that, much needed brush cutting took place.

On Thanksgiving weekend a 1:30 PM train was run on Sat. and Sun. with No. 15 and two coaches. It is anticipated that these runs will be made a permanent part of the CS schedule in the future. **Dwight Smith via The 470.**

NEW RAILFAN ORGANIZATION!!!

The Guilford Technical Society announces that memberships are now open. The Society will issue a monthly newsletter and a bi-annual magazine. For more information contact the Guilford Technical Society at:

Guilford Technical Society

P.O. Box 663

Methuen, MA 01844

The Guilford Technical Society is not affiliated with Guilford Transportation Industries, Incorporated.

Boston & Maine Railroad Historical Society

Incorporated

P.O. BOX 2362 • Harwood Station • Littleton, MA 01460

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B&M 3717 HEADS
FOR SCRANTON, PA
Story on Page 2

DEADLINE FOR APRIL NEWSLETTER IS MARCH 9