



## DECEMBER BOD MEETING

One of the largest snowstorms in recent years leaving close to two feet of snow in the Lowell area forced cancellation of the B&MRRHS Annual Member's Night on December 12, and postponement of the Board of Directors Meeting which was to be held on the afternoon ahead of the member's meeting. The BOD meeting was made up on Thursday, December 17th. Chairman Paul Kosciolk opened the meeting with some discussion of the vacancies for a Director and an Alternate Director. Although a quorum was present, the Board decided to table the action until suggested nominees could accept nomination.

President Al Burdett-Thomas reported that the November meeting at the North Shore Model Railroad Club at Wakefield was pretty well attended. Al and John Alan Roderick also reviewed with the group the storm emergency radio cancellation procedures. Everyone was reminded to listen to WBZ & WHDH in Boston, and WCAP in Lowell. Al also reminded the group that the main source for your decision in these matters, is of course, your own common sense. As a bereaved parent who buried one of his daughters five days before her eighteenth birthday from a "black-ice" accident a few years ago, it doesn't take much hesitation on Al's part to say, "forget it, I'm not going out in this!!!". Another item that Al discussed was the donation of an REA baggage cart, and the need to find a secure storage location for it before it arrived. (see related story below)

B&M Bulletin Editor John Alan Roderick reported that he expects to have an article on Lakeport, New Hampshire in the next issue. John, acting as outgoing Clerk of the Corporation, handed over to Chairman Paul Kosciolk the Clerk's papers to be relayed over to newly appointed Clerk, Dick Nichols.

Richard Conard, Chairman of the Society Archives, passed around among the board some of the different methods of restoration of damaged volumes, and letters of estimates from the Northeast Document Conservation Center. He also distributed a copy of the agreement between UMass - Lowell and the Society discussing the provisions regarding custody and responsibilities of each party relative to the Society Archives.

Joe Shaw had recently resigned as Chairman of the Hardware Committee. Dan Hyde and Jim Nizgus are taking up the slack as Co-chairmen. It is hoped that Joe will consider staying on as a consultant.

The BOD, in the interest of avoiding confusion, decided to strike the word "Honorary" from the member designation of Honorary Life Membership. From this day forward, those having been awarded that particular member designation shall be recognized as full, regular life membership status. [ABT 1/6/93]

## SOCIETY RECEIVES REA BAGGAGE CART

Through the generous gift by long-time member David Decker, the Society took delivery of a Railway Express Agency baggage cart for its hardware collection. On one of the coldest days of the young winter season, Sunday morning, December 27, 1992, Jim Nizgus, Dan Hyde, your President Al Burdett-Thomas and his wife, Sara met both David Deckers, father and son, near the Mogan Center to receive the baggage cart. They were assisted by a few National Park Service folks who helped with the unloading of the cart from it's travel trailer, and putting it into a secure area. Senior David had just arrived the day before, after towing the cart behind his car from Dayton.

Although the history of that cart is unknown, the cart appears to be in pretty good shape; the wood, the moving metal parts and handle. It even arrived with the red diamond-shaped REA logo enameled nameplate, which was removed for safekeeping. With the removal of some rust from the all steel wheels, and the repainting of the edges of the cart, it will, together with the B&M baggage cart, complement the B&M combine #3010 on the tracks alongside Dutton Street in Lowell. In speaking for the Society, we are very grateful for the gift, David, including delivering it to Lowell. We plan to give a lot of TLC. [ABT 1/3/93]

## ARCHIVE STORAGE CONTAINERS NEEDED

B&MRRHS Archives Committee Chairman Richard Conard has expressed an almost urgent appeal for additional plan files for storage of engineering drawings, blueprints, linen drawings and other archive material. The rain/roof leak damage occurring in the Mogan Cultural Center in late October and early November, combined with the general need to be a little more diligent in adequately securing every historical item, has raised the concern. For the most part, the archives are well protected, but there remain several boxes of items that need better storage.

We are looking for steel files of the following types:

1. Steel 5-drawer blueprint flat files at least 72" wide, at least 37-1/2" deep and 20" high.
2. Steel 5-drawer blueprint flat files at least 54" wide, at least 40-3/4" deep and 17-1/2" high.
3. A steel multiple drawer flat file (preferably with 10 or 11 drawers) with inside drawer dimensions approximately 24-1/2" wide, 19-1/4" deep and 2" high.
4. Steel blueprint roll files for storing rolled drawings. Dimensions are 15-1/4" wide, 15-1/4" high, 44" deep, with 16 tubes each with 3-1/4" diameter.
5. A multiple drawer steel card file cabinet with inside drawer dimensions of 6" wide, by 4-1/4" vertical clearance. With center steel rod 3/8" from bottom of each drawer (not in a recessed channel) for 1/4" diameter hole in cards. Total depth of all drawers combined is 30 linear feet (360 linear inches).  
If drawers are 25" deep, would require 15 drawers.  
If drawers are 26-1/2" deep, would require 14 drawers.  
If drawers are 28-1/2" deep, would require 13 drawers.

If you have appropriate containers or know some person or business that has "pre-owned" flat files or other appropriate containers that might be donated or made available at low cost to the Society, please notify: Richard Conard, Chairman of the B&MRRHS Archives Committee, P.O. Box 2936, Middlesex-Essex GMF, Woburn, MA 01888.

## DOUBLE-STACK AGREEMENT

Norfolk Southern (NS) and CP Rail have announced an agreement to provide double-stack service between Chicago and Buffalo, as part of a link-up to compete with Conrail for traffic to Boston. NS will provide the crews, and CP the locomotives.

From Buffalo, the service will continue east on the CP "Bridge Line Division" (former D&H) with overhead rights on Conrail's Southern Tier to Binghamton, and from there to Rotterdam Junction, outside of Schenectady for connection to Boston by Guilford.

Before the service becomes operational, clearances must be improved at a couple of locations in Ohio. This routing promises a 38-hour service from Chicago into Boston that will provide serious competition to Conrail and the trucking industry.

The recent acquisition by CP Rail of the D&H system from Montreal and Buffalo to New York City and Philadelphia allows it to serve the international trade market more economically than through the east coast Canadian ports. CP sees real growth in the United States market; not so in Canada where the recession is perhaps more severe, and lingering longer than that of New England. This connection to the Port of Boston through Ayer's Fort Deven's facility where it will be changed to truck or single stack provides another outlet for CP, which is reportedly a day less shipping to European ports.



Sign on automatic flashing light post on U.S. #302 grade crossing in Bartlett, NH, October 18, 1992, advising that crossing will be active in the spring 1993. Not true, as GTI reportedly withdrew its offer of the line. Apparently the Crawford Notch Railroad ceased to exist without a revenue run. [ABT photo 10/92]

## FROM THE MACK TOWER

Ten years ago, I was President of the Boston Chapter of the Society for Technical Communication, the largest chapter of the largest international professional society of technical writers, editors, graphic designers and other publishing professionals. As such, one of my executive duties was to write a few inches of copy for the monthly newsletter. Other railroad newsletters have similar columns. The content varied, but generally consisted of those knocks and kudos, and thoughts about those things that happen for and to the society.

It's also time to reflect and take notice of some of the changes that have occurred as we march forward with a B&M flag of proud tradition, which at times appears to be faltering. The growth in the Society both in program and public visibility has been dramatic since our move from our former meeting place in downtown Woburn. Most of the credit for this goes, of course, to the tireless efforts of Jim Nigzus, and Dan Hyde as well as the developing symbiotic relationship with the U.S. Department of the Interior, more specifically, the National Park Service.

Generally, the NPS often takes a bum rap from some segments the public, such as the things we hear of the goings-on at Scranton. Perhaps some of it might be justified because of limited funding, and poor planning, but from what I've heard and observed of the NPS in both the Charlestown Navy yard and the Lowell National Historical Park, the whole operation has the appearance of a well-oiled machine. What helps keep the operation going well is the people power, not just the NPS folks, but you folks, the volunteers of experience, knowledge and sweat glands. The 410 project is an example of an exciting project moving forward. As the weather starts to improve and the days become longer, become a steward to the restoration offering your time, if you can't part with dollars.

Speaking of dollars, Jim Nigzus reported at the January BOD meeting that contributions toward helping the NPS restore former B&M 0-6-0 switcher stand at \$3169.25. We plan to include a list of contributors (without dollar amounts) of those folks who have contributed sweat equity and/or financial support on this project.

Carl Byron mentioned that he is trying to work out with Howard Pincus, President of the Railroad Museum of New England an extra, possible B&M day in Essex, Connecticut, possibly this summer in July. The Railroad Museum of New England, south of the Border of the old B&A/NYC, reportedly has a fair amount of B&M equipment.

On a discordant note from the way Society activities have been going, Paul Kosciolk, Chairman of the B&MRRHS Board of Directors, mentioned at the January member's meeting that Donald B. Valentine, Jr. of Newbury, Vermont has served a complaint upon several Directors or Former Directors of the B&MRRHS. The defendants have contacted legal counsel, and have been advised to discuss the case only with said legal counsel.

Have a safe, happy and prosperous New Year,  
*Allen Burdett-Thomas, President, B&MRRHS*

## MODEL RAILROAD SHOW SCHEDULE

*Various members of the Society plan to staff the B&MRRHS tables at the following shows (barring severe storms), scheduled through early April 1993.*

February 6 & 7 - West Springfield, MA; Amherst Railway Society, Better Living Center, Eastern States Exposition grounds. (historically the most profitable of the year for the Society, now for two days) See flyer enclosed with this Newsletter.

March 14 - Portland, Maine; Portland Terminal Railroad Club Model Railroad Show, Stevens Avenue Armory

March 14 - Haverhill, MA; Haverhill High Band Association, Haverhill High School

March 28 - Topsfield, MA; Tracks and Trains '93 Masconomet Regional High School

April 4 - Lebanon, NH; Connecticut Valley 8th Annual Model RR Show, Lebanon High School.

The B&MRRHS always needs help at these shows. Give it a try for a day or two a year, and if you can give it that kind of time, if you are attending any of these shows and give a staff member a few minutes of respite.

[ABT]