

P.O. Box 2362, Harwood Station, Littleton, MA 01460

DENNIS ADAMS, EDITOR, 28 Summer St., Exeter, NH 03833

SCOTT WHITNEY, WEST END EDITOR, 230 Broad St., Claremont, NH 03743

MAY, 1982

B & Meeting

**NEXT MEETING:
MAY 8, 1982
1ST UNITARIAN CHURCH
WOBURN, MA**

Presentation will be by Prof. Charles Kennedy of the University of Nebraska at Lincoln. Prof. Kennedy, as you know, is the process of publishing an extensive series of research papers in book form on B&M Financial and Management history. Let's give our Mid-westerner a warm welcome!

JUNE 12, 1982: MEMBERS NIGHT. Members are encouraged to bring a maximum of 20 slides (projector will be provided) or a movie (Please bring your own projector).

JULY 10, 1982: To be announced.

SPECIAL ANNOUNCEMENT

A plea for Contributors: Those who have enjoyed many years of membership can appreciate the positive growth of our Society's **B&M BULLETIN**. Those who are new converts may be enthralled at the high quality and interesting format / material of our magazine. All appreciate the hard work and consideration that goes into each issue. All must appreciate that all this hasn't just evolved! **WE NEED YOU!!** If the present quality level of our publication is to be maintained, **WE NEED YOUR CONTRIBUTIONS OF MATERIAL ON OUR BELOVED B&M**. You don't have to be a literary genius, just a devotee of the B&M! Please send your material to the Editor, Dick Symmes, 16 Frankwood Avenue, Beverly, MA 01915. Together we can make a good thing even better, and perpetuate a fine tradition! Please Write **NOW!**

The following cabooses have been taken out of service as a result of fire damage from January 1982 to the present: 444, 459, and 479. All three were built in 1944. The latter two were reported fire damaged early this year in Mechanicville, while the 444's location was not presently known, but has happened recently.

Effective last month and now standard procedure all cabooses that get the new paint job and stencil will have the ends painted Imron blue. The so called flourescent red color is out. Also 70 to 80 percent of the B&M buggy fleet have been fitted with a new fire valve to shut the oil supply off in the event the unit gets too hot or malfunctions. There have been numerous incidents where there have been problems with these stoves.

The following is a listing of MBTA Budd RDC cars that were sent to Paducah, KY, for rebuilding and modernization during 1981: 6141, 6102, 6135, 6133 in the first batch; 6144, 6206, 6136, 6204 in the second; 6912, 6123, 6207, 6100, 6129, 6208 and 6104 in the third.

Submitted by **DON LeJEUNE**

RAILFACTS:

B&M named freight trains.

In 1928 the B&M had names for some of its more important freights, here are a few of them. BX-1 The Frontier, ran between Boston and Bellows Falls; its return train, XB-2 was The Champlain. Train N-1 was named The Newsboy and ran Rigby to Worcester; its return as P-2 was named The Dirgo. Do any members have some more for us?

On the West River RR which ran between Brattleboro and S. Londondery, VT, trains were sometimes plagued by a most unusual problem. During one point of its troubled history a mixed train ran the line and had one number for its northbound run and one for its southbound. Often times the northbound would become late and would run into the time of the southbound and was required to stop on a siding to wait for it to pass. The trouble arose because the northbound, upon reaching S. Londondery was to turn after servicing to become the southbound. Alas, rules will be rules and as ridiculous as it may seem the northbound mixed had to wait in the clear for itself!

Plenty of time was lost trying to contact the higher-ups for train orders giving it right to run against the southbound. Of course this could have been eliminated by making the northbound the superior train permanently. This was just too simple and just one more reason that the West River is no longer with us today!

CVIEWS:

From West End Editor: **SCOTT WHITNEY**

The Central Vermont 'Rocket' is still running strong, and has switched to a single crew between Palmer, MA and St. Albans, VT. They are considering a switch to six days a week, and they have also managed to acquire some U.S. Mail traffic. In addition to the mail, trailers are cropping up from all over the country. One of the more interesting to frequent the Rocket are trailers off the Crab Orchard and Egyptian Railroad. This is a railroad whose main power is steam, and its main traffic is piggybacks.

Just a reminder that after June 1, 1982, Post Office Box 302 in Reading, Mass. will no longer be in use by the B&MRRHS. Any mail sent to that box after that date may never get to the Society. As promised, here is a listing of current mailing addresses presently in use by the B&MRRHS:

P.O. Box 2362, Harwood Station, Littleton, MA 01460: This is our primary mailing address. All correspondence pertaining to book and periodical orders, membership (new and renewal), all billing and shipping inquiries, etc., should be addressed here.

B&M Bulletin, 16 Frankwood Avenue, Beverly, MA 01915: All submissions to our quarterly magazine, the **B&M Bulletin** should be sent to this address.

B&MRRHS Newsletter, 28 Summer Street, Exeter, N.H. 03833: All submissions to the monthly Newsletter should be sent to this address.

B&MRRHS Information Committee, P.O. Box 141, Epping, N.H. 03042 0141: Any questions pertaining to the Information Committee as outlined elsewhere in this Newsletter should be sent to this address.

Hopefully this may clear up any confusion that there may be as to where to mail to the B&MRRHS. Any mail submitted to the incorrect address will be subject to an automatic two to three week delay at best.

Help Wanted

I am looking for photographs of the Exeter NH railroad yards up to the present, especially the turntable, roundhouse, and complete freight house, for a proposed B&M Bulletin article. Any photos should be credited to the photographer, and will be given credit to both the photographer and owner of the photo, where applicable. If possible, please include dates, etc. All photos will be promptly returned. Thank you. Please send to **DENNIS ADAMS** at the Newsletter Address.

MINUTES

MARCH MEETING OF THE B&MRRHS

The March 1982 meeting of the B&MRRHS was called by order by Don Clerke on Saturday, March 13, 1982 at 8:00 PM at the 1st Parish Unitarian Church, Woburn Square. Approximately 85 members and guests were present.

Don Clerke thanked members for their help at the Amherst and Greenberg model shows and reminded those present of the upcoming shows in Cheshire, Bolton, and Albany. He also mentioned the car sales were doing well, there were few left, and the passenger cars that are in the works should be available sometime soon. The next few meetings will be membership renewal meetings and Don requested that anyone who could, should renew early to simplify the job a little for Dora Lamson.

Joe Shaw announced that those members who have not renewed will not receive any publications after August 31, 1982. A new committee has been formed to handle the large number of requests for information concerning the Society and the B&M. The committee will be headed up by Bob Allen and is titled, appropriately, the Information Committee.

The meeting was then turned over to Joe Shaw for his usual, successful and, as always entertaining auction.

John Alan Roderick announced that the April meeting will be in Woburn on April 10th, not the 15th and that Prof. Charles Kennedy will be providing the entertainment at the May meeting. He then introduced Bob Allen, who presented a fascinating show of B&M steam from his father's collection. Bob received a warm round of applause for his outstanding effort and all present let it be known that more showings of Bob's material would be welcome. The meeting adjourned at 10:00 PM.

Respectfully submitted,

Michael E. Gaudette

Michael E. Gaudette
Secretary, B&MRRHS

SPOTLIGHT ON BOSTON & MAINE RAILROAD HISTORY

(Compiled by John C. Alden from Boston & Maine Employees' Mag.)

**25 Years Ago .. MARCH-APRIL 1957
Vol. 25, No. 2**

Front Cover shows 3 Brothers - Ernest, Forrest, and Charles McLane - on the front end of engine #1512 - story of these 3 brothers given in the item: "Three Brothers are Engineers" - all on the Fitchburg Div. - total service 150 years - photo of them on front end of #3713. All three of these men have operated #3713 at times past ..

Inside front cover - "Roster of Active 50-Year Veterans" - 127 men and 4 women are listed, headed by George W. Ferguson, Chief of Pass Bureau...

Lead Article entitled: "New Freight Power" "First of 50 More Powerful Diesel Electric Units Arrive" photo and description of GP-9 No. 1700 H.P. 1750 ...

"New Record Controls" by Alburn J. Connell, Director - Methods and Research ..an account of removal of files from Charlestown to Billerica, Mass., many unneeded files eliminated, valuable space recovered for better use; photos of Custodian Sam O'Neill, and John J. Walsh, Director of New Records Center ...

Photos of "part of fleet of 53 New Piggyback trucks at East Camb." "B&M Coach no. 1306, along with 37 other coaches ... for shipment to South Korea..." Center-fold showing: "General Office Bowling League" - 6 teams included in listings...

The 5100 to 5103 series depressed center flatcards have been officially taken out of interchange use. Plans are to do minimum work to get them up to standards, possibly a coat of Iron blue, and then put them into service with the Engineering Dept. to transport equipment and materials.

Presently, 5101 sits in the Salem, MA yard in the original scheme, so it's to our advantage to photograph them for posterity.

When completed, these cars may see a 2700 or 2800 series numbering. Presently the Car Dept. is working on a new numbering system to identify their car fleet. There are over 300 cars used for the B&M for this purpose, so a new numbering series will have to go to 2900 unless an alternate plan is devised.

B&M Members: From Dora Lamson, Membership Secretary. We welcome the following new members to the B&MRRHS:

- | | |
|--|--|
| George W. Birse
42 Lake Warren Drive
Littleton, MA | Gilbert P. Camp
1455 Penniman
Plymouth, MI |
| Martin E. Henderson
5 Clarence Road
Wayland, MA | Michael Kuchlewski
18 High Rock Road
Malden, MA |
| Anthony Chernenfsky
256 Lowell Avenue
Newtonville, MA | Ralph Morin
674 Olive Street
Venice, CA |
| Carl Kersting
26 Dorchester House
Beverly Commons
Beverly, MA | Wilbur Gershenson MD
435 Weaver Street
Larchmont, NY |
| Phillip E. Clifford
30 Canterbury Street
Manchester, CT | Raymond T. Higgins
33 Matabasset Drive
Meriden, CT |
| Roger J. Maurice
64 Judith Street
Springfield, MA | Ernest C. Poole
60 Pond Street
Nahant, MA |
| James P. Barber
5850 Dorchester Road
No. Charleston, SC | Edward T. Gay, Jr.
43 Foley Beach Road
Hingham, MA |
| Jay R. Ciampi
P.O. Box 634
Lake Placid, FL | Michael Connolly
1 Pine Plain Road
Georgetown, MA |
| | John D. Corrigan
1461 F Pawtucket B
Lowell, MA |

Manchester & Lawrence Branch Shutdown (or is it?). On January 5, 1982, the locomotive of CO 1 derailed and overturned on the northly causeway 1/4 mile north of Derry, NH. Damaged in the headlight area and the pilot, it was righted by a railroad wrecker and towed back to Manchester behind the buggy of northbound CO 1 on the 7th. The branch was supposedly shut down for the winter. However, before long, trains of salt were again running as far south as the salt shed just west of the I 93 overpass at Wilson (in Londonderry, N.H.).

Submitted by RICHARD HOISINGTON.

ON THE B&M, SAFETY IS A MATTER OF PRIORITIES!!!

You would expect that the lowest accident and damage ratios would be turned in by prosperous railroads operating in territory conducive to smooth train handling, particularly if their traffic could be handled at moderate speeds and with a minimum of those yard and local movements that tend to maximize the chance of collision or derailment while rolling up few miles to swell the denominator in the accident per train mile ratio. But this is not necessarily so. Noted for fast and frequent trains it must run for competitive reasons on its single track mains, running through (and over) the Rockies, The Rio Grande certainly hasn't achieved its sparkling safety record by being

straight, level or conservative in its scheduling.

Southern Norfolk & Western, Santa Fe, Missouri Pacific prosperous roads all, and you'd expect a good record from them all. But what is the Boston & Maine doing up there with them, in bankruptcy for these many years yet following through from its Hariman gold and silver awards with a damage ratio a full one third better than the average?

"The buck starts with the chief executive officer and goes right down through the departments to the first line supervisor who has to get the word to the man out in the field." That's Alan Dustin speaking, "we had a deplorable accident and personal injury record. Being broke is no excuse. From the work habit end, we had to make it clear, very cordially, to start with, that in everybody's interest many of the practices that had been tolerated were going to have to change. This couldn't happen overnight, it had to work its way down through the staff. In some cases it took formal disciplinary actions but in most cases it didn't."

"Overcoming the effects of long deferred maintenance had to go by stages. There were many things that simply couldn't be fixed at the time, there wasn't the money. We had to rely on inspection to determine the limits for safe operation, make sure everybody was aware of the problems, and see that the necessary restrictions were observed. Once the program was in place the turnaround in our safety record was more rapid than might have been expected, and it generated its own enthusiasm as things improved. Now we're at the point where if we didn't earn a medal we'd be disappointed."

Dustin sees the physical rebuilding of the B&M's plant, primarily the track structure on its main line, as a process very much guided by priorities related to safe operation. Slow orders have been largely eliminated; mail line track is rated at Class 3, since the 40 mph which that allows fits its present scheduling needs, but much of it is actually Class 4 condition and could be uprated should higher speeds be useful. Meanwhile, there is an element of conservatism in present limits. The B&M does have spirited safety contests between its departments, frequently won by the freight Transportation forces despite the inherent hazards of being around moving equipment, with appropriate awards at luncheons and ceremonies "to which Indians are more likely to be invited than chiefs." The continuing challenge, as Dustin sees it, is in keeping up interest in what is basically a "dry and mundane" subject. "We need all the novelties we can think of to keep peaked up throughout the organization. Nobody wants to get hurt, but we have to keep pushing over a long period of time for the development of safe working practices to the extent that they become habitual and those lapses that lead to accidents just don't occur."

There's no question on the Boston & Maine where that push originates!

Condensed from Railway Age, January 1982. Submitted by JOE SHAW.

Adirondack Railway has been sold lock, stock, and caboose. All equipment has been sold off from the bankrupt road at auction which brought in more than \$179,000. One 70 year old Pullman parlor car went to the Cape Cod and Hyannis for \$23,500.

The Mopac caboose at EDF had the reporting mark of ZGR painted on the side. Standard practice is to use the buying party's initials as the reporting mark. So who is ZGR?

Thanks to Railroad Information, 77 Horne Street, Dover, NH for our Announcements Listings:

May 2, 1982:

East Providence, RI - Train Show East Providence High School - From I95 take I95 East at Exit 6 Broadway go left. At the Firstlight take a left onto Pawtucket Avenue. After the first light the school is on the right. Info: Barry Isodore, P.O. Box 4171, East Providence, RI 02914 (401) 438-4564.

May 14, 1982:

Newton Highlands, MA - **Boston Chapter NRHS Flea Market & Collector's Night** - 7:00 PM to 11:00 PM - Newton Highlands Congregational Church, Lincoln & Hartford Streets. Info: Richard Gassett, 4 Craigie Street, Natick, MA 01760

May 15 & 16, 1982:

Railroad Excursion - Boston-Whitefield, Berlin & Groveton, NH. Info: Mass Bay RRE, Box 136, Ward Hill, MA 01830

May 21 - 23, 1982:

Northeastern Region Convention, Albany, NY

May 29, 1982:

North Conway, NH - **North Conway Depot Model Railroad Club Show** - 10:00 AM to 4:00 PM - Red Jacket Motor Inn, Clinics, Photo & Model Contest, Info: Robert Low, Seavey Street, North Conway, NH 03860 (603) 356-5961

There has been a great proliferation of Conrail power seen recently on the B&M, mainly on the MEPO and SPPO trains. Under the pool power agreement, you can expect to see more CONRAIL power mu'd with B&M power. The Contail locomotive roster boasts over 4600 diesels!

The B&M has opened a new bulk lumber unloading facility on the Westover railhead. It is not uncommon to see several bulkhead flat cars being unloaded every day. Service on the entire railhead has been picking up tremendously. **From GERRY BABYOK.**

B&Marketplace

All "For Sale" listings in B&Marketplace require a \$5.00 fee. Please submit all B&Marketplace ads to: **B&Marketplace**, P.O. Box 2362, Harwood Station, Littleton, MA. Payment must accompany listing. Thank you.

MAIN CENTRAL CREWS AT DERAILMENT SITE

A broken rail was the apparent cause of a 19 car derailment Monday, March 22, which blocked three Auburn, Me streets and damaged five automobiles, and a warehouse, Maine Central officials said. No one was injured, and heavy equipment had righted four of the cars by late afternoon. "We do expect to be working through the night," said MEC vice president Bradley Peters, who speculated that all the cars might be back on the track by Tuesday (March 23) night. A tanker carrying chloroline was uprighted soon after the 2:45 a.m. derailment, Peters said, adding that none of the chlorine was spilled. Four of the other derailed cars were carrying corn and starch, but none leaked, he said. The other cars were empty. Peters said three of Auburns streets would be closed at least until Tuesday while MEC crews worked to remove derailed cars from the crossings. The train was on its way from South Portland to Bangor. **From the Portland Maine Press Herald. Submitted by CAPT. WILLIAM J. FRAPPIER.**

Up on the Conway Branch, after a long, snowy winter, power on the Gravel Train out of the pit in Ossipee is back up to three units due to the extra tonnage.

The B&M intends to begin operating the following Conrail lines on April 1, 1982:

North Adams - Pittsfield - Canaan
Springfield - Hazardville

They are to be purchased for a rather nominal sum. There are apparently some problems with a large portion of the North Adams branch. It sounds like advanced deterioration. Initial operations are to be:

Mechanicville North Adams Adams 3 times a week, return next day

Pittsfield - Canaan probably 3 round trips a week

Springfield - Hazardville probably 3 round trips a week

The Adams to North Adams Jct. portion will not be operated on a regular basis because it needs to be rehabilitated and with the current economic conditions the upgrading will not begin as early as anticipated. The initial plan was to run a through North Adams Canaan local.

June 1, 1982 is the scheduled start up date of more Connecticut operations. B&M will run a through freight from Springfield to New Haven and return with set offs and pick ups at Hartford, Berlin and New Haven. The B&M will not do any local work on the old Springfield line. Business will be only for B&M locals at Hartford and Berlin. I haven't figured out what is to be done at New Haven yet. There is talk of reaching industries through reciprocal switching agreements with Conrail. Those agreements are somewhat unusual around here. What is planned for Hartford I haven't found out yet. However two locals are to be headquartered at Waterbury. One will run to Berlin and back and interchange with the Springfield New Haven through job. The other will complete the "X" as I heard it called ... The former Canal Line to the north and south of Plainville.

Submitted by FAST EDDIE of the B&M.

Would anyone like to buy a B&M bridge? According to the March newsletter of the New Hampshire Historical Society the one located over the Stony Brook on the Hillsborough branch in S. Lyndeborough is for sale. State of N.H. has contracted Cianbro Corp. of Maine to build a new one at the same spot and Cianbro has offered to make the bridge available to anyone willing to pay to remove it. The bridge is wrought iron and dates from about 1883 by the Boston Bridge Co. Also known as the Gulf Viaduct this bridge is 257 ft. long and the hopes are that someone will preserve part or all of the bridge. **Thanks to FRED BRISCOE** for bringing this info to us.

B&Matters:

Near disaster hit the Westover railhead when on March 30 B&M 1120 hauling six loaded cars of lumber crept upgrade from Williamansette to Rt. 33 at about four mph. The poor engine was loaded to the max and threw sparks all over that ignited several brush fires enroute. Spurred on by high winds the fires sent several residents running for safety until local fire departments could contain them all.

Where would you least expect to see a B&M Minute Man paint scheme engine? Well, B&M 1220 has changed its territory to the now ex CR line between Springfield and Hazardville, Conn. It was spotted on April 1 hauling about seven cars northbound. Both stories on site reports by **GERRY BABYOK.**

Mystery Photo Quiz:

As of this time we have received a few responses to our Mystery Photo. A few folks we have spoken to were quite perplexed by it but here is the answer as best summed up by Don Robinson: "The location is Keene, N.H. with an eastbound Cheshire Branch train passing under the Nashua & Keene Branch and crossing Eastern Ave. While the east abutment is still in place, the west abutment and the fill which brought the N&K down to ground level were removed forty-odd years ago to improve visibility at the crossing. Why the same was not done with this one is a good question, but was probably the fact that it comes off the side of a hill which would obstruct visibility anyway and, therefore, the little advantage to be gained would not be worth the expense of razing. Westbound trains would already be slowing for the yard at this point."

As a final point, today this location is the eastern terminus of the trackage in Keene. This being the result of the removal of trackage south of there. The automatic flashers are still in place but almost completely destroyed by needless vandalism. A string of Greene Mt. RR boxcars sit on the main line as far as the switch to the Wetterau foods warehouse which, when constructed, eliminated all traces of the N&K roadbed. Special thanks to all who have responded to this, our first, photo quiz for the newsletter. We hope that we can continue these for the enjoyment of all. **W.E.ED.**



Practicing a tradition as old as railroading itself, the tower operator in Ayer, Mass., hands up orders to westbound B&M symbol freight POSP on Feb. 27, 1982

B&MRRHS Newsletter photo.

**WISCASSET TO HEAD TIDE:
THE LITTLE ENGINE THAT MIGHT!**

There's talk of reconstructing a narrow gauge railway between Wiscasset and Head Tide, a portion of what was once the Wiscasset, Waterville and Farmington railroad, and operated from 1894 to 1933. Frank Menair of Wiscasset and Bruce Marcus of Alna were telling of their ideas for the reconstruction at the Maine Art Gallery on Saturday, March 13. They see the railway as a non profit corporation organized for historic education and a teaching tool. Students would become involved and learn the railroad industry and trades.

Frank and Bruce said the old right of way is intact and some rolling stock is still in existence. They would like first to see the train operate the five miles to Sheepscot, and then expand another five miles into Head Tide. Bruce Marcus is taking names of railroad buffs and others interested in this venture. **From the Maine Sunday Telegram. Submitted by CAPT. WILLIAM J. FRAPPIER.**

B&M and New England Modelling:

Those of you who model in N-Scale and don't know where to get B&M and other N.E. decals can get them from **NORTHEAST DECALS** Box 33, Springfield, MA 01101.

Additions to Enginehouse-roundhouse list:

A B&M enginehouse still stands in Essex, Mass. It is two stall and has been little changed from its B&M days except for the substitution of smaller doors. It is used by the town for maintenance vehicles and equipment.

DICK SYMMES

Another enginehouse is reported to still be in Contoocook, N.H. in back of the town's fire station and is owned by Aerotronic Associates.

BRUCE DAVIDSON

A B&M roundhouse is still in East Somerville and another is in Revere just south of the junction of the E. Boston branch with the main line. It is visible from Rt. 1 but is best reached by Railroad Ave. off the Revere Beach Parkway. It is a brick structure that had five stalls, turntable removed.

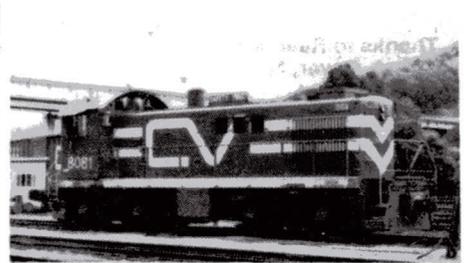
LARRY BEAKE

ICC SPEEDS B&M

An expedited ICC hearing schedule will lead to an April 26 decision on the future of the Boston & Maine. Guilford Transportation Industries, Inc., owned by Pittsburgher Timothy Mellon, seeks permission to obtain control of the B&M upon consummation of the trustees plan. Guilford owns the Maine Central and has purchased the Delaware & Hudson. The D&H sale is subject to approval of operating unions along with wage concessions and changes in work rules.

Some utilities in New England look upon the formation of a Mellon system as a key in coal movements. With the purchase of some Conrail lines, the Mellon network of the MEC, B&M and D&H could provide utilities with the service they insist is necessary.

From January, 1982 Modern Railroads.



CVIEWS:

CV Alco S-4 was spotted at Brattleboro during March 17-20, according to Dick Benson of Brattleboro. West End ED saw her too and she was running with hardly a trace of smoke from her stack. Anyone wondering why it has a square stack vs the normal Alco round? Well, that is because it has a GE turbo rather than the normal Alco one. This also causes the unit to sound a bit different. She is now in work train service for the upgrading of the track south of Brattleboro.

At this writing, the B&M and CP Rail are no longer pooling power. The FRA has ended this practice due to the different types of sanders on each roads locomotive (B&M's are air powered, CP's are electrical).

The Mass Bay RRE announces a Railroad Excursion from North Station in Boston, Ma., to Rotterdam Jct., NY, the westernmost point on the B&M!!! We'll round famous Ashburnham Hill, follow the Deerfield River, and to top it all off, run through famous Hoosac tunnel, pass through Mechanicville to Rotterdam Jct!!! Date for the trip is June 12, 1982. Information can be obtained from **Mass Bay RRE**, P.O. Box 136, Ward Hill, MA 01830. Be on board!!!

MEMBERSHIP RENEWAL (July 1, 1982 to June 30, 1983)

Annual Dues: United States	\$13.00	Send to: Dora Lamson, Membership Sec'y
Canada	15.00	P.O. Box 2362, Harwood Station
Foreign Countries	18.00	Littleton, MA 01460
(U.S. currency)		

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