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DECEMBER 1983

SCOTT WHITNEY, WEST END EDITOR, 25 Maple Ave., Claremont, NH 03743

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:
DECEMBER 10, 1983
1ST UNITARIAN
CHURCH
WOBURN, MA
8:00 P.M.**

JANUARY 14, 1984

JANUARY 20, 1984

Tonight's entertainment will be a **Member's Night**. All members are invited to bring a maximum of 20 slides or 200' movie. A slide projector will be provided, but please bring a movie projector if you intend to show movies.

Entertainment will be provided by Arthur Purchase, who will show slides of shortline railroading around the country, and also samples of New England mainline railroading.

Connecticut meeting The first regional meeting of the year will be held on January 20, 1984, at 8:00 p.m. in St. Peter's Episcopal Church, South Windsor, CT. The church is located on Sand Hill Road. The program will consist of Stan Whitney's movie entitled **On the Trail of the Iron Horse Through the Four Seasons**. This film was made in color in the late 1940's and features B&M steam of many classes as well as some first generation diesel action. Don't miss it!!! Directions are on the map in this Newsletter. If you have any questions concerning the meeting, contact Don Clerke at (203) 644-4375.



The Boston & Maine Railroad recently unveiled their first Guilford paint scheme. GP40-2 317 carries the colors, and sports new ditch lights and a new Maine Central type Nathan 5 chime horn!!! Photo by Jerry Angier, courtesy of Robertson Books.

INTERCHANGE: a column for the exchange of information and opinion.

By way of introduction to this new column, let me first wish all of our members and friends the merriest of Christmases and a happy, healthy and peaceful New Year on behalf of the Society's officers.

And why, you may wonder, a regular column in the Newsletter? The answer is twofold. First, to provide a focus for the Society's officers to communicate to the membership future plans for meetings; publications; important archives acquisitions; shows; special projects; or other events about which the membership should remain informed. Second, the column is intended as a feedback vehicle from you, our members, to the Society's officers. Ideally, the volume of membership feedback should be about equal to that of the officers' comments. All letters or columns should be addressed to the President at the Society's Littleton, Mass., P.O. Box. Mark your envelope **Attention: INTERCHANGE.** The rules are simple:

Your comments/complaints should address your concern briefly, clearly, and in a civil manner.

The Society reserves the right to edit submissions; and will place a disclaimer with any material considered to be opinion.

If you do not receive a response within 30 days, contact the Corresponding Secretary (see announcement below), giving him a copy of your original correspondence.

The Society's first annual Railroad Show on October 22 was a resounding success. It and Dora Lamson, Art Purchase and their entire committee are to be congratulated. The Society owes it gratitude to them and all the following committee members/volunteers for a job well done:

- John Burroughs and the North Shore Model Railroad Club
- Bob Buchanon and the South Shore Model Railroad Club
- Bruce Alcock and the N-Trak folks
- Roger Robar and the Ammonoosuc bunch
- Stan Carroll and the Stony Brook club
- Paul Reilly and the Bristol "S" Gauge Railroaders
- Bob Shepard and his St. J&LC
- Leo Landry and friends
- Lawrence Howard
- Bill Crawford
- Abbott Lehti
- Dick Irish
- Earl Elsea
- Dick Hazzard
- Jim Lomatier
- Fred Kipper Jr.
- Virginia Allen
- Ed Dooks
- Jane Keller
- Barbara Hazzard
- Carroll Robbins
- John Alden
- Larry Kemp
- Henry Van Leer
- David Demerritt
- Eric Hartz
- Carl Byron
- Arnold Wilder
- Dick Sanders
- Phil Stockbridge
- Dick Bolan
- Jerry Putz
- Mike Rossi
- and the Officers and Committees of the B&MRRHS.

This list is as complete as we can make it. There may be some omissions due to our faulty memory, and if you were a volunteer and don't find your name on this list, please

contact the Newsletter editor at 28 Summer Street in Exeter, NH 03833, so that we may keep the record straight.

The membership should be aware of several new appointments and upcoming schedules:

In an effort to improve communication and participation for members outside the Boston area, four Regional Vice Presidents have been named to represent the Society to the membership and their respective areas. The role of these individuals is to be the local contact point to whom members first address their suggestions or problems concerning the Society's activities or policies to members and the Society's officers; and where practical, to organize one or more local B&MRRHS meetings annually. The four RVP's appointed to date are as follows:

CANADA:
Bruce P. Curry
23 Andrea Crescent
Nepean, Ontario K2V 1G8
Tel: (613) 825-4948

CONNECTICUT:
Donald A. Clerke
132 Laurel Street
South Windsor, CT 06074
Tel: (203) 644-4375

MAINE:
Jerry Angier
79 Hillside Avenue
South Portland, ME 04106
Tel: (207) 767-2271

WESTERN MASS.:
Robert A. Buck
c/o Tucker's Hobbies
8 Bacon Street
Warren, MA 01083
Tel: (413) 436-5318

As a need for additional RVP's is felt, more may be appointed at a later date.

Corresponding Secretary: Richard W. Symmes has been appointed to this position. Dick's function will be to answer general inquiries concerning the Society's activities, services, and products, and the railroad itself; to act as the Society's liaison to the B&M Corp. when information requests must be directed to the railroad; to insure that specific data requests (e.g. locomotive specifications, branch line abandonment dates, etc.,) are routed to the responsible B&MRRHS officers and get answered promptly; and to coordinate communication with the RVP's which falls into the above categories. Dick is well qualified for this role, having been an active officer of the Society since its inception. Dick's address:

16 Frankwood Avenue
Beverly, MA 01915
Tel: (617) 927-2701

1984 Connecticut Meetings: Don Clerke has organized four meetings. The first in January, 1984, will be in the Hartford area and is announced elsewhere in this Newsletter. The second is tentatively scheduled for Waterbury in March with the third tentatively scheduled for April in the New Haven area. The fourth meeting is scheduled for July 14 at the Valley Railroad in Essex, CT, and will include a barbecue, special trains with photo runbys, a softball game, etc. Don is also working to set this up as a joint meeting with NHRHTA. Keep your eye on the Newsletter for further details or contact Don directly at the above address.

Railroadiana Sale: Duplicate New England material from the B&MRRHS Archives will be made available to members only through a sale list to be published in the January 1984 Newsletter. The initial offering will be public

and employee timetables from most area lines.

1983-1984 BULLETIN schedule: As you've noticed, the B&M BULLETIN has fallen behind schedule. The B&MRRHS Board of Directors has acted to get the magazine back on schedule, a task that should be greatly eased now that we have a regular editor, Gloria Stone. You should expect to receive your B&M BULLETINS for this year on the following schedule:

Fall 1983 February 1
Winter 1983-1984 Apr 1
Spring 1984 July 1
Summer 1984 Sept. 1

Any further changes to this schedule will be announced in the Newsletter.

—John Hutchins

DAVID FINK: THE MAN WHO WILL RUN A NEW ENGLAND RAIL SYSTEM

David Fink, 47, is a big hearty man with a booming laugh who is doing exactly what he wants to do: run railroads. As chairman of the Boston & Maine, the Maine Central and soon to be chairman of the Delaware & Hudson, Fink's job is to make Timothy Mellon's dream of a New England rail system work. And, after years of talk, that dream is about to be realized.

Mellon, a member of the Pittsburgh banking family, has already paid \$24 million for the B&M and about \$16 or \$17 million for the Maine Central. In the next few weeks, his Guilford Transportation Industry will pay \$500,000 for the D&H plus an agreement with the federal government not to sell it. (If he did sell it, he would assume responsibility for an ever increasing debt of more than \$60 million over the years by the unprofitable carrier.)

Two and a half years ago, when Mellon first started building his system by making a bid for the bankrupt B&M, Guilford's headquarters were in Durham, Conn., and Mellon lived in Guilford, Conn. Recently, the company moved to the B&M's old brick headquarters in Billerica and Mellon moved to New Hampshire though the corporate name remains the same. The shift to the Boston area makes sense geographically, Fink said, and moving the previously divided B&M operation to Billerica from North Station in Boston will save \$500,000 a year in rent alone. The railroads, though centrally controlled, will retain their separate identities. Considerable savings are expected to be realized by pooling resources, quoting single freight rates from one end of the system to the other and by being able to run trains from one railroad to the other within the system with only crew changes to delay trips.

The two railroads lost a "tremendous" amount of traffic in the recession, Fink said in an interview, and have not yet recovered. "Historically," he said "the paper industry always goes into recessions later, six months to a year, and comes out later, six months to a year." Paper and paper products are the B&M and Maine Central's biggest cargoes.

Nonetheless, Fink is optimistic. "We see a real upturn in autos," he said, a real increase in intermodal containers and piggybacks and we're starting to see an upturn in coal but, our basics, our foundation being paper products, agriculture, this type of thing has not come back, although building materials - lumber - is starting to show an upturn. Two intermodal "piggyback" trains, The East Wind from Bangor and The Rocket from Vermont, are carrying increasingly heavy loads. The milk train - the only one running, according to Fink - has

(continued on page 3)

been reintroduced. "We're just starting to gear up," Fink said.

Guilford has no present plans for more acquisitions, Fink said - "We have a pretty full plate now" - although a move in trucking would "make a great deal of sense in the future."
From the Boston Globe.

Several Boston & Maine freight cars are now stored on the old Claremont & Concord Railroad tracks east of Claremont. Also, the rails north of Keene on the old Cheshire branch of the B&M are being taken up, this apparently ending any rumors that the branch might ever be re-opened. From Glen Kidder.

Member Mert Stearns writes in: "Came down through Whitefield NH last week returning from Maine and stopped at the new combined Boston & Maine - Maine Central freight office which is located across the street from the Old B&M station where I started my railroad-ing career in 1940. The office is in a store front and contains both the B&M agent (formerly from Groveton) and the MEC agent, formerly from Gilman. There is talk of combining both jobs and the Caledonian (a St. Johnsbury VT newspaper) had an item in the previous week stating that the St. Johnsbury and Lamoille County (Lamoille Valley) was going to lease the Maine Central line from St. Johnsbury to Whitefield. With the Maine Central's Mountain Division gone, the Lamoille Valley is about out of business and they would like to get the paper business from Gilman which now comes into Whitefield and down through Wells River."

With the adoption of the latest B&M employees timetable, some interesting changes have taken place. The most notable is the renaming of most of the main lines. The longest of the B&M routes is the Freight Main Line, which extends from Rotterdam Junction to Portland, Maine. This eliminates the sections of the Fitchburg Route, the Stony Brook Branch, the New Hampshire route, the Lowell branch and the Western Routes that it overlaps. The Fitchburg Branch now extends only from Boston to the Willows, the New Hampshire route from Boston to Lowell, and the Western Route from Boston to Lowell Junction. Interestingly, the trackage from North Chelmsford to White River Junction is now the Northern Main Line (which brings to mind memories of another "Northern" line, which is part of the new one!!!) Over on the Connecticut River Line, the Berlin Route Main Line has been eliminated, and the Conn River Main Line extends all the way to Berlin.

The B&M used to give other roads some trouble when they were pooling their power. The CV and B&M had some good scraps too. Back in the 1930's, a CV man was near Portland - and he saw the "Flying Yankee" come ripping thru Old Orchard Beach, with a Big U-1 a CV Mountain Type. She had come into Boston that morning on the "New Englander", the B&M was caught short - and just sent the CV Mountain type up to Portland on the "Flying Yankee". They had a fight about that. Another thing that got the CV hot was - one night the B&M Pacific, #3700 stripped herself at Meriden, CT. on the "Montrealer". If there was one train the CV and CN always tried to get thru on time - it was the CV, and it was filthy dirty - so the CN cleaned the engine - and sent the B&M a bill for it. They paid - but yelled about it. What blew the lid off the deal was - when the B&M got the big new 3700 series Pacifics, in the 1930's, they told the CV they WOULD NOT - allow them to run north of

White River Jct. - so after that, the CN, CV and CP pulled out. Once an engine got on the B&M - they used it on any train they wanted to. A B&M Pacific, #3633 spent a lot of time running up to Montreal on the "Ambassador" - in 1932. But - even tho the B&M got kind of careless about cleaning their engines - one engine that was always kept very attractive - was the famous Green # 3689 of the "Flying Yankee". About 1930 or 1931, she was the pet. She was never seen with any dirt on her. What raised such a rumpus was - the CV were very careful about keeping their engines fixed up - especially the big Mountain Types. Did you know, when they had the big Flood in November 1927, while they were rebuilding the CV - the Mountain types were sent up to Canada to run. Once the tracks were fixed up - they came back to work the "Washingtonian" and "Montrealer". Before they got the Mountain Types - the CV used borrowed Pacifics from the CN and GT for the "Montrealer" and "Washingtonian".

GT, Pacifics, #234-238, relettered CV, returned to the GT in 1927. (These were just like the DV, Pacifics, Nos. 230-231).

CN, Pacifics, #5077-5079, got these in 1927, kept on CN lettering. These were class J-3-b, with 69" Drivers.

The CV kept their own Pacifics, #230-232 busy on the then new "Ambassador" - which was a little too heavy for the heavy CV 4-6-0's, and the Schedule was too tight. The Pacifics, 73" drivers came in handy on this train - and at that time the "Ambassador", from St. Albans to Montreal, with a CN crew, to even up all summer long. She glittered like new. **Anonymous source.**

The wheels at Steamtown, U.S.A. seem to be still pointed in the direction of Scranton, Pennsylvania, but they aren't turning yet and there are still a lot of questions to be answered before the trains roll out. Work on getting the steam train equipment ready for the move is continuing under the direction of David Conrad, director of motive power for the Illinois Railway Museum, who is supervising a crew of three, but initial plans developed last spring called for a crew of eight to be working on the collection all summer.

"As originally envisioned, we came up with a timetable and costs based on eight people working to get the equipment ready," Steamtown's Executive Director and Chief Operating officer Don Ball said, but added, "We really wanted to use twelve people". "The costs of getting stock ready to roll for the journey and transportation costs are not secret," Ball said. There is no mystery about what

it will cost, and the last revised budget concerning the cost of preparing and moving the collection to Scranton was forwarded to the appropriate parties in Scranton and to the Steamtown trustees in late July." The move and preparations will cost slightly less than three quarters of a million dollars. Roughly half of this amount will be put toward the cost of transporting the equipment on the Green Mountain Railroad, Boston & Maine Railroad and Delaware & Hudson Railroad lines, while the balance of the budgeted amount will be used to prepare the equipment. The railroad's fees and internal costs involved have been figured right down to the "nuts and bolts" needed to put the collection's equipment, including some forty steam locomotives, back into shape, according to Ball.

When asked about moving the "Big Boy", the largest locomotive on earth, which is part of the collection, Ball said that it will be able to be moved on its own wheels and will have no problems with trackage or tunnels along the route. The monster locomotive weighs over one million pounds and had to be shipped to Bellows Falls on a special route because of weight and size restrictions.

Steamtown, U.S.A. is the largest operating steam locomotive museum in the world and may also be the world's largest single collection of steam railway equipment, hence the concern about the collection's condition and preservation. **Submitted by Dennis Snook.**

COMMUTER RAIL PLAN AIRED

Massachusetts Governor Michael Dukakis and state transportation officials unveiled a \$100 million program to improve commuter rail service to North Shore communities. Dukakis is called the commuter rail service supplied under a joint agreement between the Massachusetts Bay Transportation Authority and the Boston & Maine Railroad "one of the great transportation stores."

The package includes \$20 million in improvements around North Station, improvements in tracks, signals and bridges between Boston and Salem, work on Park & Ride facilities in Beverly and station improvements in Lynn and Salem.

The improvements are scheduled to be completed in 1986.

Massachusetts Bay Transportation Authority General Manager James F. O'Leary said more than 1 million passengers rode the North Shore commuter rail system last year. **From the Worcester Telegram. Submitted anonymously.**



Bangor & Aroostook GP38 #84 leads Boston & Maine GP40-2's 313 and 314 out of the B&M's Lawrence, Mass yard on October 18, 1983. The units were in charge of freight LASE (Lawrence to Selkirk). BAR 87 has also been used on the NWLA/LASE turn. Photo by Don Maxner.

B&MRRHS RAILROADING EXTRAVANGA PHOTO & MODEL CONTEST WINNERS!!!

Prototype Photo Contest

First Place Dora Lamson
Second Place Arthur Purchase
Third Place Dave Heinstrom

Model Photo Contest

First Place Roger Robar
Second Place A. Darrow Latham
Third Place A. Darrow Latham

Model Contest

First Place TIE Roger Robar
& John Medland
Second Place TIE #65 and #66
Third Place #67

Would the people who had #65, 66 and 67 in the model contest please contact Arthur Purchase immediately so that your names can be recorded and prizes awarded. Arthur's address is:

Arthur Purchase Jr.
90 Medford Street
Medford, MA



While most of the B&MRRHS brass were holding the fort at their first annual Railroad Extravaganza, the Green Mountain was running its first triple headed Alco RS-1 lash-up at the head of a 21-car passenger train on a "Farewell to Steamtown" trip along with the Steamtown Foundation's #1246. The scene was repeated the next day also (but with much worse weather), when a second trip (Welcome Back???) was run. Still to be seen is the move of any equipment, but during the first week of November, Steamtown's #2713 was fired up. Should the sign read "Scranton or Bust"???

The article in the September 1983 Newsletter about a new engine on the Mt. Washington Cog Railway needs some clarification.

The engine dedicated on July 3, 1969 (#10, Col. Arthur S. Teague) was far from complete and did not actually begin operation until the Fall of 1972. This was a new engine and did not replace another. It took over six years and \$75,000 to build #10. Contrary to the Newsletter, #10 was the first cog engine to have a five-grate boiler. An excellent article in the May 1973 issue of **TRAINS** gives many details and photos about the building of #10.

The newest engine #8, the Tip Top, was complete when dedicated on July 3, 1983, and I saw it in use on October 3, 1983 when riding on the Mountain in front of #9. This new #8 is a copy of #10, including the five-grate boiler and replaces the old #8 Tip Top built in 1892. According to the Newsletter there are now seven steam cog engines while a booklet I bought at the base station (1980 date) indicated that there should be eight engines - 1, 2, 3, 4, 5, new 8, 9, 10. Does anyone know which other engine has been retired? I saw engines 2, 3, new 8 and 9 in operation on October 3. **From Arthur Stanhope.**

The B&M has been purchasing ballast jointly with the MEC from Lane Construction at Hampden, ME. Rock has been traveling in revenue trains from Northern Maine Junction to Rigby, then in B&M work trains to its destination.

Portland Terminal hopper cars, normally used in MEC and Portland Terminal ballast service, have been placed in revenue service to the Seabrook NH power plant.

Effective September 30, the B&M's New England and Boston Divisions were combined into one division, the Central Division, along with a general shuffling of related officials and titles.

Bids will be opened on November 22, 1983, for changes to Boston's South Station. Included in the proposal are renovations to the existing building as well as additions to both east and west wings of the stations reconstruction of 11 tracks, canopies, concourse, and or foundation for a future building to be erected above the tracks.

Bangor and Aroostook GP38's 84 and 85 were seen working west on October 6 enroute to the D&H.

With the exception of the Lifesaver Express, the Maine Central's Mountain Division has been quiet between Intervale and Fabyan. Extras operate from Rigby as required, usually to Steep Falls and occasionally as far as North Conway one to three days a week. Local freights Y2/Y1 out of Whitefield operates to Gilman and St. Johnsbury as required five to six days per week. This train has also made several Saturday morning trips to Fabyan with coal for the Cog Railway.

Bangor & Aroostook's ex Conrail GP38's should be in service shortly. 90 is expected in early November, with 91 and 92 following by the end of November. **Above news items from the 470.**

MASS CENTRAL RAILROAD ON A ROLL

People driving by the Depot Restaurant have been doing a double take recently, for sitting on a rail siding next to the restaurant is a 50-seat Amtrak passenger car. It is there because soon, for the first time in 30 years, a passenger-carrying train will roll through the Ware River Valley from Palmer to South Barre over the 24-mile long Massachusetts Central Railroad.

Dan Moscato said the Ware Valley Rail Association will lease the larger of the two Mass Central's two diesel locomotives for the trip, he said he has lots of other things planned if the initial trips are a success. Under consideration are special Christmas trip, dance trains, and bike trains to take bikers up to one end of the line so they can pedal back to the starting point. Also in the works is the purchase of a second coach, a 44-seat unit formerly owned by the Union Pacific. And, adds Moscato, perhaps someday excursion rides behind a steam locomotive. **From the Worcester Gazette, Submitted by Harold Judkins via John Alden.**

In probably the most interesting showing of foreign road power on the B&M yet, the Pittsburgh & Lake Erie has started sending units through on the cabooseless Mr. Tom coal train. Six P&LE & U28B's were seen on October 27 by member Gerry Babyok in Northampton, MA.

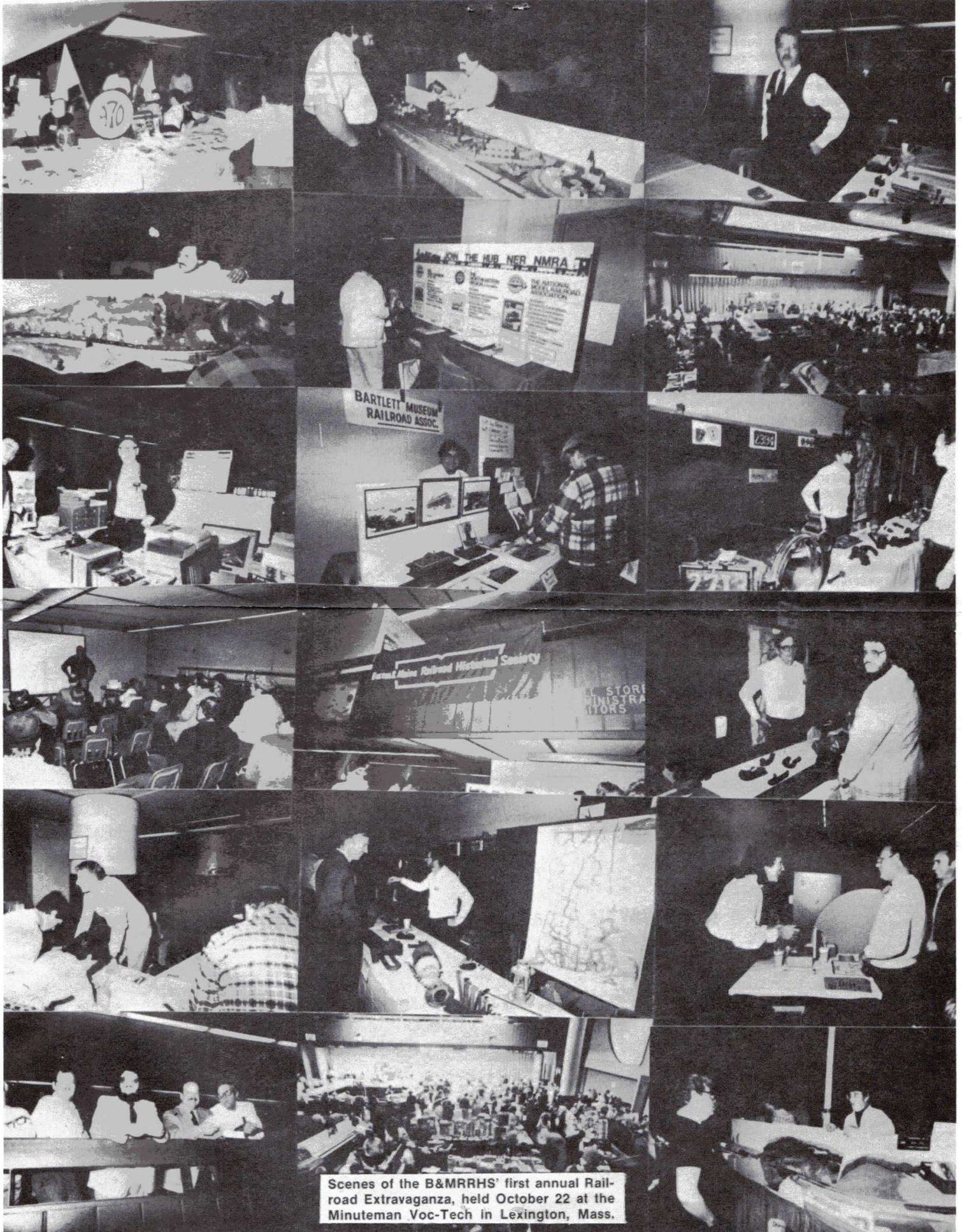
The Mass Bay RRE announces Mr. Frederick C. "Buck" Dumaine, past president of the New York, New Haven & Hartford and current chairman of the Bangor & Aroostook will address the Mass Bay RRE at their annual banquet on Wednesday, December 7, 1983. Make plans to attend!!!

The mighty B&MRRHS Softball team has been challenged to another game, this time against the Bartlett Museum staff in Amesbury Mass. Game will be sometime in June, and more details will follow next month!!!

Rail is being taken up on the remainder of the North Weare Branch from Manchester to Goffstown, NH. this month. The last freight to traverse this line was hauled by engine 1557 on September 9, 1980.

Rail was also being removed in October on the Woodsville-North Haverhill line. This was remnant of the Plymouth-Woodsville line and up to a few years ago serviced a First National grocery warehouse. This was the route of the Canadian Pacific Montreal-Boston day and night trains in the old days. **From Gardner Lamson.**

Happy Holidays!!! It certainly doesn't seem possible, but here it is the holiday season again. And, once again, it's time to run down the rolls of volunteers who make the B&MRRHS go, and don't get anywhere near the recognition they deserve. First, we have the Board of Directors: Don Clerke, Dave Lamson, Bob Allen, Harry Frye, Mal Houck, Dick Symmes, Forrest Mack, Preston Johnson and Jim Reardon, the Officers: John Hutchins, bob Hago-pian, Jeff ursillo and John Goodwin, Our new BULLETIN editor Gloria Stone, and her staff, Dora Lamson, our Membership Secretary, Ellis Walker and Dave Demerriit, our show committee, Forrest Mack and his Archives staff, Dennis Adams and Scott Whitney, the Newsletter editors: Joe Shaw and his happy bunch of Merry Mailers, who try their best to get your Society publications out to you; Bruce Curry, our Canadian rep; and last but not least all of the members who come out of the woodwork when a volunteer is needed. I'm sure we missed somebody, let us know!!! We regret that we can't send greetings during this holiday season to each and every member, but please accept this Newsletter with our sincere wishes for a joyous holiday season and a prosperous New Year. Happy Holidays!!!



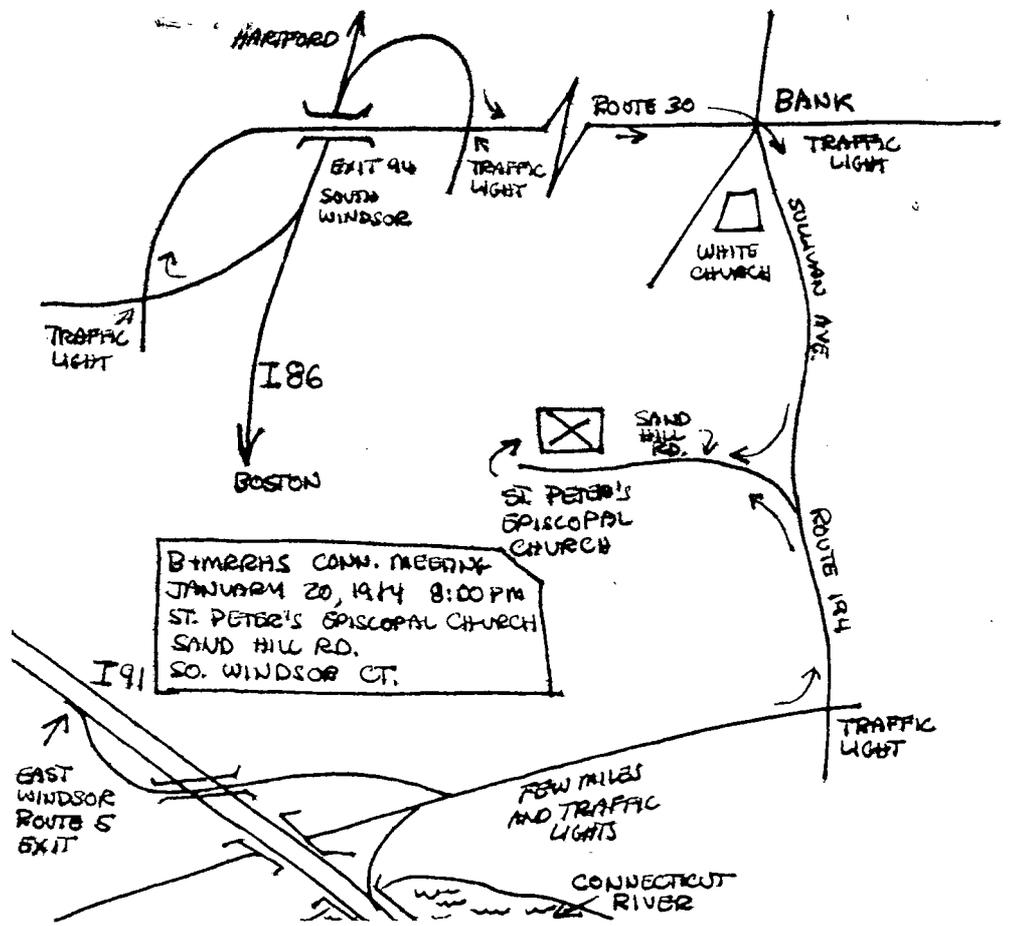
Scenes of the B&MRRHS' first annual Railroad Extravaganza, held October 22 at the Minuteman Voc-Tech in Lexington, Mass.

White River Junction's railroad row may be rehabilitated. The three major land owners are the B&M, Twin State Fruit and Allied Floors. An engineering firm has been hired to determine the best use for the property, residential, commercial, manufacturing or a combination. A railroad museum is definitely part of the plans. From Valley News, via the 470.

A safety project called "Operation Lifesaver" was officially launched Sept. 26 when it left North Conway for a three day trip. The first leg was from No. Conway to Bartlett and Whitefield. On the second day, the trip was from Berlin to W. Lebanon with stops along the way, and the final day began at Concord to Lowell Mass, and then over to Manchester, Nashua, Plaistow, Exeter and ended at Rochester. This was a campaign to improve safety at the states 1,284 public and private railroad crossings. The trip was provided by the Boston & Maine, Maine Central and Guilford Transportation Industries System News Item from Bill Holman.

\$25 MILLION PROJECT TO RESTORE COMMUTER TRAIN TO CAPE COD

A \$25 million railroad project that will allow commuters to take the train to Cape Cod should be underway shortly, Massachusetts governor Michael Dukakis announced recently. The money will be used to restore existing railroad track between Attleboro and Hyannis, Dukakis said, and that link should be operating by the summer of 1986. This will be a tremendous boon to tourism on the Cape, since the line will be linked to Amtrak's Washington-New York-Boston route," said Dukakis, who committed himself to reinstating the rail service when he was last governor. From the Boston Herald.



Boston & Maine Railroad Historical Society

Incorporated

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