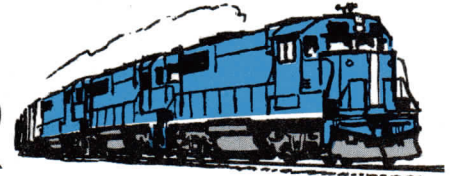


Boston & Maine Railroad Historical Society

Incorporated

NEWSLETTER



P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

25 February 1977

Thomas R. Engel, Asst. Editor

Dear B&M fans:

The March meeting of the B&MRRHS will be held Sat. 12 March 1977 at 2000 hrs. at the First Parish Unitarian Church, Woburn Square, Woburn, Mass. This meeting will be a members' night so members are encouraged to bring a reasonable number of slides (no hogging the projector, please!). The April meeting would probably be on Sat. 9 April unless further notice were given. Stay tuned..

MEETING OF 12 FEBRUARY 1977: The regular monthly meeting of the B&MRRHS was called to order at 2030 hrs. in the First Unitarian Parish Church, Woburn, MA by President Kenneth E. Patton. Approximately 110 members and guests were in attendance.

Both the Secretary's and Treasurer's reports were accepted as read.

Publications Editor R. Richard Conard reported that the Winter issue of the "Bulletin" was at the printer's and should be ready for distribution within about three weeks.

Membership Secretary Thomas R. Engel announced that the Society's membership stood at 854, an all-time high. He also noted that he has been able to establish the correct addresses for all present members, not an easy task in view of some members' neglect to inform the Society of address changes.

The March meeting will be a members' night, according to Program Chairman Donald G. Hills. Each member is urged to bring a reasonable number of slides to help provide the entertainment.

President Patton spoke about the proposal to change the Society's meeting night from the second Saturday to the second Tuesday of the month. The response to the questionnaire in the "Newsletter" has indicated an almost even division on the matter, leading to the possible compromise of alternating the Tuesday and Saturday dates. Action on the question was postponed until further responses have been received and tabulated.

The business meeting was adjourned at 2040 hrs.

After the business portion of the meeting Mr. Lloyd Keirstead, Superintendent of the Boston & Maine's Billerica Shops, addressed the gathering. By way of introduction, he provided an anecdotal account of his years on the railway, where he was first employed in 1942 as a laborer.

He then offered a brief history of the Billerica Shops, which were constructed in 1910 to consolidate the B&M's then scattered facilities into one. He noted that three 25 Hz alternators had been installed since the shops were centrally located to provide power for the then proposed electrification of the Boston & Maine.

The B&M's locomotive rebuilding and maintenance programs were described, as well as various aspects of the car building and rail welding activities carried out at Billerica.

Mr. Keirstead then showed illustrative slides, some of them his own, others provided by Mrs. Gloria Stone, the B&M's Public Relations Director.

At the conclusion of his excellent talk, Mr. Keirstead answered a goodly number of incisive questions from the floor.

Respectfully Submitted,
(signed) David Derow, Secretary

CALLBOY'S CORNER: 1) It has been over three months since your membership secretary put in an application for a post office box. So far, no dice (& no box). Therefore, until further notice of the granting of a post office box, send membership applications, address changes, or other mail delivery (excluding publications order) problems to: T. R. Engel, Memb. Sec., B&MRRHS, 179 Lewis Rd., Belmont, MA 02178. 2) No one new is missing this month; we have located three more missing people. 3) For those interested in joining memberships are \$10 per annum; Life Memberships are \$100 per life.

ANSWERS: Last month John put in a quiz question and your Asst. Ed. put in a joke. Since then things have been grinding to a halt as people puzzle over them. Herewith are the answers:

QUIZ: Underground Railroad. JOKE: Because he'd walk a mile for a Camel!!

● KEEP LAST MONTH'S MAP..it was inserted to aid our readers in locating places whereof we speak.

B&M NEWS: The ConRail commuter rail impasse mentioned in last month's Newsletter has been resolved with CR definitely out and the Boston & Maine contracting to operate the service using the equipment and rails of the MBTA, which bought the properties from PC about 4 years ago; takeover date has been pushed to 13 July. We have no information on the contract terms; it has been thought the B&M was not so much after profit as after improving its cash flow (the B&M has been investigating costs). The service carries about 6000 passengers on 5 lines south and west of Boston. Equipment being operated includes 8 RDC's, 25 locos. (8 E-8's, 17 GP-9's), and 103 passenger cars. The lines involved are Boston-Framingham (Boston & Albany main line), and the Boston-Providence line (New Haven main line, old Boston & Providence RR) with its branches (in order and point of junction) to Needham (Forest Hills), Franklin (Readville), and Stoughton (Canton Jct.). The Franklin branch is the remains of the New York & New England (NY&NE) main line to Hartford via Putnam and Willimantic which was a major freight route for the NYNH&H until hurricane flooding washed out many portions in 1954-5. ConRail will continue to provide all freight service on these lines; those 12-14 coaches sitting in yard 14 at Boston are in storage.

Passenger equipment improvements continue despite the storm problems. Budd car #6105 will be equipped with a completely new engine and drive train parts as a test; also, a contract should be awarded soon for equipping each Budd car with radios; the first ones would be appearing around June 1.

Many restrictions which had been placed on B&M trains due to snow problems have been removed now that the stuff's finally disappearing (it's fun to photograph but it's murder on the RR and photographer). The speed limit has been raised to 40 mph (had been 25) and the 50 car limit on freights has been removed. Some of the symbol freights which normally ran through to Rotterdam Jct. were cut back at Mechanicville due to 12-hour law problems (crews may only work 12 hours at a stretch). Temporarily, two new symbol freights were running between Ayer and Mechanicville; AM-1 leaving Ayer at 1530 hrs. and MA-2 leaving Mechanicville at 1900 hrs. These two may have been cancelled at this writing.

Operation of the former B&M Pemigewasset (Concord-Lincoln NH) branch has changed hands. As of 12 Feb. the Wolfborough RR is no longer operating it as their Central Division, Greg Mazzie writes. The Weaver Bros. construction firm is now running the line (the Weavers had done the washout repairs when the WRR took over); the Weavers may be buying Wolfborough's RS-3 #101 (ex-MEC); reportedly the WRR is interested in selling. The Weavers absolutely refuse passenger service of any sort at all. The line's problems trace to the New England Pulp & Paper mill's difficulties at Lincoln; the de-inking process on used newsprint resists all attempts to work it properly and the outlook is bleak; without the mill traffic the remaining traffic is very marginal. No name for the new operation has been decided; your Asst. Editor has heard Weaver Bros. RR and Boston Concord & Weaver RR Co. to start with.

The B&M's Freight Traffic Dept. is spotlighted in the B&M (Corp.) Newsletter in its Jan.-Feb. issue. Broadly, its function is to coordinate objectives and policies for profitable management of the Corporation's services. The department has 61 employees and 3 main subdivisions: Pricing, Sales, and Marketing. PRICING's function is establishing/concurring in rates that will maximize tonnage volume and profit. Freight rates are no simple matter; each rate must be looked at on an individual basis; there are many influencing factors: distance, article value, volume, competition, and profit (remember, the B&M is supposed to make money; one can't lose money forever, as the NYO&W demonstrated). Concurrence of each rail carrier participating in the movement must be obtained. The proposed movement must then be advertised publicly with the appropriate government agencies and sent through the various procedures for government approval. Rates are generally in cents per 100 lbs.; tariffs are groups of rates between similar geographic locations. SALES' function is promoting the services developed by the railroad to its existing and potential customers and providing feedback to management as to the effectiveness of the services offered; Sales is the vital link between the shipping public and the B&M. The salesman must have complete knowledge of the transportation services offered and the ingenuity to tailor them to the customers' needs. There are 6 regional and 4 district sales offices strategically located for maximum advantage. Paper traffic amounts to almost 30% of total tonnage; the Montreal, New York, and Portland sales offices especially keep tabs on this traffic. The Apollo piggyback campaign for Boston-Chicago traffic is waged by Sales; after a firm practical schedule was worked out, the sales division went out and got badly needed tonnage on the train. MARKETING (which was spotlighted in the B&M Newsletter for June 1976) differs from Sales in that Marketing looks at the "Big Picture" for trends and new innovations in services. Commodities are broken down into logical segments (e. g. food products, paper, chemicals, etc.) and their factors analyzed. Marketing maps the plans for the campaigns waged by Sales for business, noting feedback from the public and making necessary adjustments. (Our special thanks to the B&M's Public Relations Director Mrs. Gloria J. Stone.)

The B&M's Financial Results - 4th Quarter and 12 Months are in and reported in the Jan.-Feb. B&M Newsletter. (We believe these are the ICC figures; the ICC reports use different accounting rules than RR's generally use for their stockholder reports; the brouhaha over ConRail's losses is based on these differences.) 4th quarter freight revenues increased 12% over year earlier, principally from rate increases and an improved traffic mix. Total expense (operations, taxes, fixed charges) decreased \$485,000 (!), however 1975 had featured two bad derailments which inflated costs. All told, the 4th quarter ordinary loss was \$715,000, lowest in several years. The 12 month figures weren't so good:

ordinary loss of \$9,120,000 on revenues of \$101,523,000 (\$80 mil. freight, \$17.8 mil. pass.); total revenues were up almost \$11 m.; total expenses increased \$7.3 m. Ordinary loss was reduced over \$3.5 m. from 1975; there was a \$13.5 m. extraordinary charge (write-off loss on the commuter props. sale) for 1976.

While the B&M Corp. is getting closer to "paying its keep" the old capital stock is fast sinking into absolute worthlessness (even PC is worth something); a quarter and a share of B&M Corp. common might get you a cup of coffee at recent prices (until coffee goes up again). In retrospect the formation of Bomaine Corp. did salvage something for B&M stockholders who switched (no matter what it may have done to the railroad); Bomaine's solvent and its stock goes for ca. \$1 on the Boston Exchange. Company has a marginal string of auto-parts stores and some other retail outlets and some other nondescript businesses that don't do very well & which they close/sell every so often; plus their 97% of B&M Corp. which they wrote off long ago. Bomaine has failed in a racket which others (Lehigh Valley Industries, Katy Industries, Northwest Industries, etc.) succeeded in varying degrees. (The above opinions of Bomaine are your Asst. Ed's and not necessarily those of the B&MRRHS.)

A LOOK AT THE PAST: (As related by the Boston & Maine Railroad Employees' Magazine and other RR employes' magazines, from the collection of John C. Alden.)

50 years ago MARCH 1927 - Front cover picture shows 3 young ladies on open platform observation car on the Minute Man..inside front cover notes the passing of the Editor of the Employes' Magazine, Arthur A. Stebbins..the issue's feature story: "Big Brother" (Bob Emery - WEEL) rode the "Minute Man" - locomotive #3668...

25 years ago MARCH 1952 - Front cover shows North Station 4:45 PM (1645 hrs.) #19 and locals ready to depart..center spread - Feb. 18th blizzard - trains at North Station "snow-clad"..feature story about the Terminal Division-Operating-Mech., Engineering...

MAINE CENTRAL MATTERS: The Portland & Ogdensburg line through the White Mountains was nowhere near as snowbound as we reported last month, Mathew Rines writes us. Principal problems on that line were with motive power shortages, Rigby yard problems, and run-ins with the 12-hour laws. During the 29 Dec. snowstorm the westbound train drifted in at S. Windham, ME while switching and broke several knuckles while being freed; the train was set off and the crew returned to Rigby for the night. Trains were run west late in the evening when enough power was available to get the trains up the Notch; the helper returned to Rigby early AM for mainline jobs. Snow and ice in Portland necessitated constant use of a Jordan spreader in the yards. At the height of the crisis B&M power went to Deering Jct. and got a MEC train that canned on 12-hour law problems and stopped long enough at Rigby to set off cars and change crews and cabooses. Whole process from leaving Deering Jct. to rolling onto B&M took less than a half hour. A similar operation occurred with MEC power picking up a train at Ocean Park.

A financial crunch of the first magnitude is brewing on the MEC. Jan. 18 the First Series 1978 mortgage bonds reached 95 (highest since mid-'60's); none traded for a month then WHAM! - an avalanche of sell orders sent the price plummeting to 89 3/4 in 2 days the week of 14-18 Feb., sales \$69,000. Next week price stabilized at 90 on \$42,000 sales. This issue has seen 20% of its yearly volume (\$500,000 ca.) trade in 2 weeks' very active trading, which is continuing! 1 Feb. interest paid on schedule. Reasons are not hard to find: 1) The MEC's ICC report earnings-1976 came out ca. 15 Feb.; while rosy when compared to the B&M (\$270,000 net income, up \$38,000 from 1975) on a times charges earned after taxes basis they're dismal: (x fixed chgs. earned 1.33, x all chgs. 1.17; slight decline from 1975). 2) MEC passed its 4thly div. on its 5% absolutely cumulative preferred, this was expected; MEC has a history of that whenever things get tight, they once passed divs. for 19 years until arrears were 95% in 1950; they settled or paid off, by the way. 3) In Jan. the ICC ordered MEC to repay \$2.6 m. to its segregated fund, which is funded by a charge assessed on boxcar rentals and is to be used for future boxcar acquisitions. MEC had used the \$2.6 m. to lease boxcars from a maker; the ICC didn't like that and ordered that until the funds are repaid the MEC can't pay dividends, etc. (2-24-77 WSJ) 4) The news of the Indian land claims to most of Maine sank into the public consciousness just about then. Title to most land in Maine is in doubt and the MEC runs in the midst of the disputed land. 5) Finally, MEC has a major \$9 mil. refunding of the 1978 mortgage bonds due 1 Feb. 1978 (60 days' grace period); the high interest rates prevailing & the basis of the earnings picture clouds the picture of a successful refunding (selling new bonds to pay old) & the mortgage indenture forbids extending maturity (unlike the B&M's).

Lest one see the Maine Central as next to slip into ConRail's maw the MEC has a history of squeezing through financial crises every 20 years or so, it's never gone bankrupt, it's earning money & has a good though odd traffic mix, and pulled off a major \$20 m. refunding in 1935 with earnings virtually nil (x chgs. 1.01) without RFC aid! It is very capably managed by E. Spencer Miller, its President since 1952, who came up through the B&M ranks under Edward S. French. The MEC is one of the few Class I railroads that is not part of a real estate-natural resources-etc. holding company like so many others. Whether the MEC survives or is scalped by the ICC or the Noble/Bloodthirsty Savages or whatever is "iffy" right now; at any rate it's drama of the first rank probably not to be seen again and it is happening right here in New England where most US railfans think nothing ever happens. In this age when attention

is so often directed at "diversified transportation companies" and the western and southern lines I think we New Englanders may take pride in our Maine Central battling manfully against odds that have broken many another line and operating as a railroad when so many others have "turned tail and run". We will keep you posted on further episodes of "The Maine Central Saga". (The preceding financial paragraphs were written by your asst. ed. who is solely responsible for its content. Responsible opposing viewpoints will be given an opportunity to rebut if we have any room for same.)

NEW MEMBERS: It gives us pleasure to welcome the following new members to the B&MRRHS: Sydney B. Culliford, N. Billerica, MA; J. Leonard Plante, Holyoke, MA; Thomas Ellen, Glendale CA; Jon M. Landry, Greenland NH; Francis Paul Mahoney, Belmont MA; Robert B. Jackson, Woodbury CT; Kerwin E. Schmeiske, Tolland CT; Harry M. Vallas, Enfield CT; Robert L. Goyette, Ft. Meade MD; David R. Strom, Scotia NY; John C. Haven, Lakeport NH; Barry L. Sullivan, Arlington MA; Bob Mellish, Keene NH; John Schmelzer, Acton MA; Edward W. Churchill, Epping NH; Howard J. Babyok, Granby MA; Charles L. Currier, Melbourne FL; Bernard C. Harcourt, Tewksb'y MA Welcome aboard the B&MRRHS, gentlemen!

MAIL CAR: We have received several letters from members very pleased with our "new look" Newsletter We went to 6 pages to enable us to report more news and society business and carry some regular features now that we no longer have to cut things out for lack of space. People like this expanded coverage; for one it brought back memories of the St. Johnsbury & Lamoille County; for another an ad in the Newsletter brought increased business to his fledgling concern. Thank you very much, Readers. In answer to recent questions: ● First class mailing for Newsletters would up our mailing costs from \$18 / mailing to over \$113 / mailing. The bugs seem to be getting squeezed out of Third Class Bulk (the way the Newsletter is currently sent) now that the UPS strike is over and the snow is melting. For information Newsletters were mailed the following days, # days before meeting, and days to Belmont:

Aug. 1976	9 Sept.	2	6	Dec. 1976	31 Dec.	8	18
Sept. "	2 Oct.	7	14	Jan. 1977	3 Feb.	9	7
Oct. "	30 Oct.	14	13	Feb. "	ca.4 Mar.	8	? We hope to get this one off then!
Nov. "	26 Nov.	15	5				

The February 3 mailing set some records; it got to the Editor in Concord MA one day after it was mailed from Reading MA; Beverly MA got theirs in two. ● The other question is a little more pointed; we have not run any photos yet because of expense, time, and lack of suitable subject matter. We have occasionally mulled over various subjects: FIAT car (by the way, any word as to its whereabouts will be greatly appreciated), snow (we have recently come upon some good pictures); we will probably try some photos soon. Running photos in the Newsletter lengthens the time in printing at least a day; the cost of producing a negative for photo offset is as much as an extra sheet of paper. Finally, Confucius was wrong, one picture is not worth a thousand words. We feel our readers would prefer hot-off-the-wire flashes about the Vermont Northern or the Wolfeborough to more pictures; our criteria for inclusion of a photo will be high, but not unattainable. ● ERRATA: That Fairmont one cylinder section car mentioned in the Oct. Newsletter is owned by Mr. Arthur E. Lassonde. .we apologize to E. Robert Hornsby and Lloyd Keirstead for misspelling their names in past Newsletters, though for Mr. Keirstead we have a very good excuse. .

- COMING 7 March 1977- B&MRRHS Directors' meeting; 2000hrs., 117 Cabot St., Beverly MA
- 12 March 1977- South Shore Model Railway Club Open House, 54 Whitman St., E. Weymouth Mass. (Sons of Italy Hall) Show date Sat. 12 March 1000-2000 hrs.; Open House Sat. 1000-2000 hrs.; Sunday 1000-1700 hrs.; Donations 99¢
- EVENTS 23 April 1977- NHRTIA (or NHRHTA) 15th Annual Reunion Wallingford CT at NYNH&H station more details will be forthcoming. Time: 0930-1830 hrs.
- OF 17 March 1977- Mass. Bay RRE monthly meeting (monthly meetings are 3rd Thurs. in month)
- NOTE Newton Highlands Cong. Church, 54 Lincoln Ave., Newton Highlands, MA features "End of An Era", ITT-Rayenier-Northwest Timber Div. film on last days of steam RR logging.

NEWS STORIES: We want you as a correspondent for the B&MRRHS Newsletter! The supply of B&M news forwarded to us dipped this month, as did all news. We had to stick in some filler material and some proposed articles that had been sitting around for awhile. We'd like to cover Maine, Northern New Hampshire, Vermont, and other areas better and cover other roads such as the Maine Central and Delaware & Hudson. We need correspondents! Your Editor has an unparalleled ear for news and the Asst. Editor is used to putting things in declarative sentences (though occasionally the syntax gets garbled, you don't go through 3 years of Latin and German each and emerge unscathed). But we can't do it alone! This is your Newsletter and we need your help. .think of the adventure, Joe Schmo, Newsman. .imagine yourself to be Tom Wicker, Bill Buckley, Harry Reasoner, or just Clark Kent. anyways, send your news flashes to John C. Alden, Editor, B&MRRHS Newsletter, 11 Riverside Ave, Concord, MA 01742. (You and us will be glad you did.)

SYMBOL FREIGHTS: Things are still up in the air with this project; schedules are still being changed at the drop of a coupling iron. Upon advice I deferred it to a future issue. -TRE

CLASSIFIED ADS: We will publish advertisements by members as space permits. Please keep them as short as possible and send them on a separate piece of paper. Don't forget to include your name and address with the ad!

- **INFORMATION WANTED:** When (if ever) did the RRE run a fantrip over the Franklin & Tilton Branch. Rumor has it it was in 1956. Gary L. Webster, 45 West St., Milford NH03055
- **WANTED:** 2 copies of "The Covered Bridge Road" (on the St. J. & L. C.); Ken Mudgett, 18 Linda Avenue, Dover NH 03820.
- **COMING:** New England Rail Service, P. O. Box 701, Keene NH 03431, 603-352-6111, is still taking reservations for its HO scale class T1-a 2-8-4's and class K-8 2-8-0's. The T1-a's are scheduled for delivery next summer; there is now a "firm commitment from a well known and respected importer" to produce the K-8 for delivery early in 1978. Anticipated price range at today's exchange rates is ca. \$150 but price cannot be guaranteed to 1978. Other locos. in planning stages include a B&M class P-2, a Rutland 2-8-0 and a NYNH&H 4-8-2

CONRAIL NEWS: Though it seemed improbable, rehabilitation of South Station has produced a gem. The old waiting room on the Summer St. side is back in use as a waiting room/ticket office. The spacious new ticket booths on the Summer St. side have natural wood counters with large plate glass windows. The eastern end which had been knocked down when Stone & Webster expanded has been filled with large (ca 10'x20') plate glass windows; the exterior is being landscaped. On the Atlantic Ave. side the plaster molding around the clock has been painted, the clock's marble face cleaned, and the clock runs on the exact time! The wall plaster is painted off-white, the marble walls have been cleaned; only sore spot was the ceiling where chipped plaster had not yet been repaired. New fluorescent lights have been hung from the ceiling. Everything surprisingly has been tastefully done, a far cry from the usual Amtrak practice of imitating our garish airports. But the piece de resistance is the train shed side of the room: What had appeared for years to be painted over windows (done during McGinnis' usurpation) now stand revealed as large mirrors, except the top rank which are windows; the original wood framing has been restored. The effect of these mirrors' reflecting the full height and breadth of the waiting room is positively stunning.

In light of the (in your asst. ed.'s opinion) awful refurbishing of Back Bay Station- that awful blue, what it is reminiscent of is obscene- with our "New" South Station Boston now has a proper and cultured place to wait for trains; we hope it becomes fashionable. Of course for the die-hards they may still watch the pigeons in the concourse, though even that may fall before the onslaught of Good Taste. -TRE

EXTRAS: The Maine Central has now abandoned its Beecher Falls branch; the last train ran over it Wed. Feb. 16(?), line was a loser for some time; flood damage last spring finished it off. The B&M is planning to buy the Coos Jct. -Waumbek Jct. portion to connect with the rest of its line to Groveton. Symbol freight schedules out of Boston to the west are in upheaval again: BE-1 still goes through Belmont ca. 2400 hrs. but AP-3 now pulls out afterwards in the wee hours of the morning. Passing of An Era: ConRail has posted discontinuance notices for the Chicago-Valparaiso locals on the PRR main line eff. 10 April. CSS&SB is also nearing a possible date with its Builder with a possibility of cessation of all electric passenger service 8 April; diesel freight service would continue; line is The Last Interurban. Closer to home we do not know whether the Adirondack (the Albany-Montreal Amtrak train that has been virtually a D&H pass. train) was finally Turbo-ized (Turbidized?) on March 1; original date for turnover from D&H conventional (But Good) consist to double-truck Turbo was 15 Feb. but problems were encountered and the date pushed back; judging by the curving track and its proximity to Lake Champlain there is a joke that Amtrak may suddenly find itself operating Submarine Service. during the recent snow problems the B&M was running some RDC trains locomotive hauled with the RDC's chortling away in neutral .. Flash! this just in! The Bedford Budd (Bedford branch 1 round trip daily 1 car train), which hasn't been running due to snow & ice problems on the branch (nothing has been running) may end up being cancelled altogether! Patronage isn't heavy, though it's regular, and the MBTA is taking a hard look at whether the service justifies the cost; the Budd car idles away nights and weekends out in Bedford; it has frozen up overnight on occasion; its sister train on the Central Mass. branch stopped running Nov. 1971; the Bedford run is the B&M's last "once-in-the-morning-and-evening-does-it" run. Historical Notes from John Alden: 22 Feb. 1936 Four sections of Snow Train departed N. Conway NH for Boston. 26 Jan. 1908 a special train from Concord NH to Chestnut Hill MA did not enter N. Sta. but ran via Grand Junction branch (B&A), Allston, and Brookline Jct.!. Here's a puzzler: Did any of you ride the last passenger runs of the Bessemer & Lake Erie? They had a regular passenger train until comparatively recently. Continuing our running commentary on RR decor restaurants The Stockyard in Brighton MA at 135 Market St. on the B&A right-of-way is described by Gus Saunders as friendly and informal; some of their dining facilities are from old steel RR coaches. for those of you wondering the Talgo cars have become a restaurant in Chelsea MA near the produce terminal; haven't eaten there but some of the Talgo cars are still unconverted. best place to eat in New York City is the Schaeffer Restaurant in Hoboken hard by Lackawanna Terminal. DL&W electrics still have a few years of life in them!...

PUBLICATIONS: The following publications are available postpaid (unless otherwise noted) by ordering direct from the address which follows: **Business Manager, B&MRRHS, P. O. Box 223, Harwood Station, Littleton, MA 01460.** Publications orders sent through the Reading address will be subject to an automatic delay of at least two weeks.

THE CENTRAL MASS. Members \$6.00
Non-members \$7.95 plus 50¢ for postage and handling

B & M
BULLETINS Winter 1974-75, Spring, Summer, Fall, 1975, Winter 1975-76, Spring 1976
PRICE: \$1.75 to members, \$2.00 to non-members
Summer, Fall 1976; PRICE: \$2.00 to members, \$2.25 to non-members

OTHER 1900 Springfield Terminal Ry. timetable reprint - 25¢
Scale drawing of Mogul 1388 - 70¢
Drawing of Mogul 1470 at Milford, NH - 70¢
B&MRRHS 1860 Woburn Branch election poster - 70¢
1932 Snow Train menu - 25¢
PUBLICATIONS Copies of the poem "The Canaan Wreck" available at 50¢ per copy including postage. Only 20 copies available, order fast!

NEW Vanishing Markers, a 128 - page illustrated description of Boston & Maine railroading, 1948-1952, by a former B&M brakeman. This is a captivating account of B&M operations during one of the most interesting periods of the company's history. By special arrangement with the publisher (Stephen Greene Press), we are able to offer this \$14.95 book to our members for \$12.50. Non-members rate is \$14.95.

- **NEWNEWNEWNEW!!** The Up-Country Line, Edgar Mead's short, illustrated history of the Boston, Concord & Montreal published by Stephen Greene Press. 64 pages, hardbound.
- Retail price to non-members is \$6.50. Members' price is \$4.75.

BOSTON & MAINE R.R.

Historical Society, inc.

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