

Boston & Maine Railroad Historical Society
Incorporated



NEWSLETTER



P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

20 April 1977

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

Our May meeting will be at 2000 hrs. on 14 May 1977 at the First Parish Unitarian Church, Woburn Square, Woburn, Mass. This will be the "nominating" meeting where the Nominations Committee will make its report and nominations for the four elected offices and the two directors' seats may be made. After the meeting's business shall have been transacted there will be a presentation of movies taken by Mr. Stan Whitney of operations in the Crawford Notch - White Mts. area in the 1940's and 1950's. These movies have played to rave reviews in past showings so this should be an especially interesting show. ● The June meeting will be at 2000 hrs. on 11 June 1977 at the usual location (the above church) and will be our "election" meeting.

- The Membership Secretary now has a Post Office box; granted to him the day the March News-letter went to press. All renewals, address changes, membership applications, and circulation correspondence are to go to: T. R. Engel, Membership Sec., P. O. Box 369, Belmont MA 02178

B&Meeting The regular monthly meeting of the B&MRRHS was called to order at 2012 hrs. in the First Unitarian Parish Church, Woburn, Mass., by President Leroy C. Hutchinson on Saturday, 9 April 1977. Approximately 100 members and guests were in attendance.

The Secretary's and Treasurer's reports were accepted as read.

Publications Editor R. Richard Conard announced that the Spring issue of the "Bulletin" was scheduled to be delivered to the printer within a couple of weeks. All Society members should have received their copies of the Winter issue by this time; if any member has not yet received his copy, he should contact Membership Secretary Thomas R. Engel.

Stephen K. Brayton, who will succeed Mr. Conard as Publications Editor in June, was then introduced to the meeting.

Membership Secretary Engel noted that the Society's membership stood at 907. He also announced that he had secured a post office box to which all membership and circulation correspondence should be directed: Box 369, Belmont MA 02178.

Business Manager John C. Hutchins reported that the response to the Society's \$20.00 prepublication offer for the book "New England Diesels" had been outstanding, with additional orders continuing to arrive.

Ellis E. Walker was introduced as the newly appointed Exhibit Coordinator, who will manage the Society's displays and promotional exhibits at various railway society meetings. He requested volunteers to aid him in these activities.

It was announced that volunteers are also still being sought to serve on the Program Committee to assist Program Chairman Donald G. Hills.

Former Chairman H. Bentley Crouch reported on the extensive collection of B&M railroadiana that the Society is negotiating to purchase. The membership unanimously approved the expenditure of \$2,000.00 for this purpose.

In answer to a question, Chairman Hutchins stated that the former B&M station whose purchase the Society had been considering was the one in Littleton, Mass. That building is no longer available under financially acceptable terms.

President Hutchinson appointed a Nominating Committee consisting of Donald C. Foley, Jr., Joseph R. DeRosa, and Robert J. DeRosa. The committee will announce its slate of nominees for Society offices at the May meeting, at which meeting nominations may also be made from the floor. The elections will be held at the June meeting.

It was announced that there was an exhibit of historical photographs at the Cambridge, Mass. City Hall with a section devoted to railways in that city. Many of the photographs in that latter section had been provided by former Chairman Crouch.

The meeting was adjourned at 2035 hrs. After the business meeting two motion pictures were shown. The first was a railway safety film produced by the Pennsylvania Railroad in the early '50's and included a number of scenes with steam locomotives. The second film was the award-winning "Portrait of a Railroad" produced by the Burlington Northern. Both films had been made available for the Society's use by the B&M.

Respectfully submitted, (signed) David Derow, Secretary

B&Matters There are no active RS-3's on the B&M at this time, John Luczynski reports. Units 1546 (1508) and 1519 are on the so-called "scrap track" behind the E. Deerfield engine house; locos. #1200, 1272, and 1170 also repose there. RS-3 1547 (1536) has been in the D&H half of the Mc'ville yard for some time, apparently with something wrong with it.

Minor derailments have plagued the B&M this past month: ca. 0730 21 March 5 cars carrying coal at the end of a 98-car train derailed near Usher's in NY, falling 25 ft. down an embankment and dumping coal over the area. 11 April NE-84 derailed 3 cars on the passing track at Graniteville, Ma (Stony Brook br) fortunately not blocking the line. 14 April fire broke out on a westward (that's right!) Buddliner in Wakefield doing damage to the car and setting fire to brush and track along the R/W near Greenwood.

Vandal hordes have been at it again: latest outrage was on Easter when parties unknown started up an RDC train at Boston Engine Terminal and sent the train crashing into N. Sta. where it smashed past the track bumpers and into a passenger shelter. Damage was extensive. The Boston & Maine Corp. is offering rewards to persons supplying information leading to the arrest & conviction of those responsible for injury to passengers or employes and damage to or theft from property or trains. Information is to be forwarded to the RR police in Boston (tel. 227-6000, ext. 555 or 556). Rewards between \$100 and \$1000 will be given depending on the magnitude of the crime; amount to be determined by President Dustin.

The B&M is 'learning the ropes' of operating the former CR (PC, etc.) lines out of Boston. Another service halt threat was averted 18 April when union representatives of the CR employees agreed to support an application for federal subsidies of the service, their approval being required by law.

Commuter Comments: Reading branch service has been greatly altered eff. 4/10/77 with the opening of the MBTA's Orange Line (read Elevated) extension to Oak Grove. Off-peak trains now stop at Malden in the "T" station for connections. Service during the day is half-hourly (every other trip runs only from Malden to Reading); evenings all trains leave Boston stopping at Malden. An added fillip: Malden is now a high-platform station and, we believe this is the first high-platform station on the B&M. though Tufts has been listed on the public TT's since 28 Nov. the stop has still not been opened; problem reportedly is a tussle among Tufts, the MBTA, and the B&M over who would pay how much for what for the reopening. new 4/10/77 TT for the S. Acton line also presages great changes: the MBTA is seeking to have hourly service during the day and substantial scheduling changes have been made. Rumors are cropping up that a system of express and local stops is being planned for the future; currently many trains are local trains (i. e., make all stops), currently line has the least express service. track upgrading work is starting all over the commuter system; F. G. Fotta, Gen. Mgr., Commuter Service, had been issuing "Commuter Updates" to apprise commuters of what's going on and advising them of delays. The Bedford Budd has bit the bullet: the 'T' brought out a new transit map showing commuter rail; the Bedford branch is not shown; it is not known whether service will ever be restored. Line had always had passenger service since it opened in the 1850's and as late as ca. 1956 it even boasted of name trains (one was the Paul Revere).

The Boston & Maine Corp.'s reorganization plans have taken a surprising turn; the B&M Reorganization Trustees have made formal application for authorization to make a tender offer (proposed for May) for all outstanding 1st Mortgage bonds (\$46.3 m. 6s of 1970) at 85 (\$850 per \$1000 principal); if all bonds were tendered cost would be \$39.4 million; these moneys to come from over \$50 m. now in the Registry of the U. S. District Court. That court's approval is needed for the tender offer to be made. Tendering means the Trustees would buy in those bonds which bondholders offered them at that price. The bond market has already reacted (price is now hovering around 83) and it is expected the court would approve the tender; judging by market reaction the offer might be well-subscribed. The Trustees have also offered to purchase between 3,087 and 3,137 Northern RR of NH common shares at \$15/sh. This offer expired 28 April; the Trustees reserving the right either to not purchase any of the shares tendered or purchase all of them; if more than 3,137 shares are tendered the Trustees would take up the shares pro rata. Northern RR was leased by the B&M but that lease was disaffirmed in 1970; B&M currently owns 19,027 shares out of 30,684. Taken as a whole these actions would indicate the structure of the B&M's reorganization is undergoing great change and the original scheme of distributing cash and preferred and common stock (new) according to an algebraic formula might well be modified. However, that is just speculation on your Asst. Ed's part.

The March B&M (Corp.) Newsletter reports that the Bellows Falls tunnel clearance project will be completed 1 May. Grouting and underpinning work on the tunnel has already been completed. The work also involves lowering the approaches and modifying the floor system of the bridge over the canal near the tunnel's mouth. Completion of the Conn. River clearance improvement project will allow jumbo paper box-cars, tri-level auto carriers, TOFC, and other high & wide loads on that line.

Another B&M improvement project is a big one: the RR hopes to start work this year on \$2-3m. of repairs on the Hoosac Tunnel and the rest of the Ayer-Mc'ville line. Funds would come from a \$25m. loan from the federal gov't. under a program where the US DOT would purchase trustee certificates which would be convertible into "redeemable preference shares" once the B&M reorganized, both bearing favorably low interest rates. The B&M is drawing up a comprehensive list of repairs & improvements eligible for federal financing. Tunnel work would consist of installing about 300 new feet of liner plate near the brick-lined western end, scene of a roof collapse in 1972. Cost of this work is estimated at ca. \$400,000; this lining project is to reinforce the century-old brickwork and channel off seepage. (from N. Adams Transcript)

HISTORICAL BOSTON & MAINE R.R. ITEMS: (Boston & Maine RR. Employes Magazine, source)

- 50 years ago MAY 1927 - Pacific type P-2 #3680 ran 10,600 miles during the month of March - crews involved given boxes of cigars - Lawrence Richardson appointed Mech. Supt., list of Board of Directors given in connection with Annual Meeting at Tremont Temple.. Timothy S. Sughrue appointed Division Engineer on Portland Division...
- 25 years ago MAY 1952 - Edward S. French retires as President, T. S. Sughrue new President of the Boston & Maine; Mr. French Board Chairman.. Front cover - shows large group of Cub Scouts from Littleton, Mass. on the diesel loco. 1566 at BET.. new passenger station at Lynn, Mass. feature story with many photos.. center spread picture story of Conn. River flood barriers tested...

MAINE CENTRAL MATTERS: To follow up on an earlier story I (your Asst. Ed.) have recently seen an inkling of what may be the MEC's bond-refunding scheme: \$9.5m. in 5% of 1978, \$940,000 4% of 1978, and \$1.6m. 5% due 1980 would be paid off with ca. \$2m. of company funds and ca. \$10m. to be raised by selling \$4.5m 1st Mort. bonds due 1987, \$4.5m. equipment trusts due 1991, and \$1m. in collateral trust notes due 1991. The ICC exempted MEC from competitive bidding requirements on these proposed securities on 28 Dec.; the securities would be sold as a package to be pro-rated. This scheme is ingenious; I doubt equipment trusts have ever been used to raise cash before; usually they are used to buy equipment. The Maine Central has a large fleet of paid-up locomotives and freight cars. Since equipment trust interest must be paid in order to continue using the equipment (it's a landlord-tenant relationship) the Maine Central's proposed eq. trusts amount to an extremely secure "mortgage" somewhat independent of the lien of the 1st Mortgage bonds. (Equipment trusts are arrangements where a company sets up a trust which acquires equipment; the trust then pays for it by selling eq. trust certificates whose interest and sinking fund payments are paid by the trust's leasing the equipment to the company. When the certificates are all retired the equipment is deeded over to the company.)

The Maine Central's Annual Meeting (held during the week of 24 April) was reported by the Wall St. Journal on 28 April. It reported that MEC management had outlined a bond-refunding plan to stockholders but the WSJ didn't report what that plan was; thus I don't know whether it was the above plan or what. Maine Central President E. Spencer Miller told the meeting that 1st quarter earnings were "well in the black"; severe winter weather resulted in a hefty loss in Jan. but Feb. and March showed a "surprising upturn" into the black. Mr. Miller further projected 1977 net income to rise to about \$1.5m., assuming satisfactory refunding of the bonds at substantially higher interest rates.

The MEC's former Beecher Falls branch between North Stratford and Beecher Falls is now owned by the State of NH and the North Stratford Railroad Company has been awarded the contract to operate the line. Curran Construction Co. of Littleton, NH will be the newly-appointed operator of the RR. (As an aside on the matter of NH-owned RRs, the Goodwin RR Co. is the name of the outfit running the B&M's former Pemigewasset br.; they have a 5-year contract with NH. - both items from B&M(Corp.) Newsletter)

- COMING 13 May 1977: Annual Collectors' Night, Boston Chapter NRHS; 1930-2330 hrs., at Newton Highlands Cong. Church, Lincoln & Hartford Sts., Newton Highlands, Mass.
- EVENTS 17 May 1977: Alan Dustin will speak at the Amherst RR Society at 2000 hrs. in the Auditorium of the Engineering East Bldg. at Univ. of Mass. - Amherst. Building is at Parking Lot #65. Open to the public.
- OF 6 June 1977; B & MRRHS Directors' meeting, at 1945 hrs. at the 1st Parish Church Unitarian, Woburn Sq., Woburn, MA. (where we regularly meet). Open to interested membs.
- NOTE 18 June 1977: 8th Annual Railfan's Day (& Giant Flea-Market); Edaville RR, Rte. 58, South Carver MA; admission: proof of membership to some Rail Club or Assn. + normal entrance fee. New this year: Giant Flea Market (Don't bring Giant Fleas!) & Model Show. Sponsored by Bemis St. Ry. For further info. write Bemis St. Ry., Mr. "Skipper" Clark, 21 Endicott St., Newton Highlands MA 02161.
- 20 June - 5 July 1977: "The Rail roader" special tour of rail in Switzerland put on by Swiss-air for Railroad Enthusiast Members only. More details in next Newsletter in 2 weeks.

CALLBOY'S CORNER: 1) The Membership Secretary's new P. O. box address is: T. R. Engel, Memb. Sec., B & MRRHS, P. O. Box 369, Belmont MA 02178. It's necessary to put Memb. Sec. or B & MRRHS in the address or the P. O. has a fit & returns the mail. This box is for all membership and circulation matters and will be where renewals (& address changes especially) are to be sent. 2) No one new is missing! 3) We Deserve It Dept.: After dunning you all to send us news items & having a veritable drought, the last 2 weeks we have been inundated. In fact we are having to pare things down to fit them in 6 pages! So-o, keep up the good work, folks; that magic address for news items is: John C. Alden, Newsletter Editor, 11 Riverside Ave., Concord MA 01742. 4) The May Newsletter will contain the ballot and will also have an Advance Section Dues Renewal Notice; so that our members may vote the May Newsletter is going out early; we are planning on a 18 May mailing, which is 24 days before the meeting. 5) The March Newsletter was mailed 28 March; this one is going out later than planned (or expected) and will be mailed May 4th or 5th.

D&H HAPPENINGS: Two of the four Alco PA's the D&H owns (units #16 & 17) are now running TOFC trains between Binghamton and Buffalo; use of #18 & 19 is still up in the air, Richard Walker reports. Mr. Walker further notes that the turbos now running on the Adirondack are a definite improvement over the previous conventional equipment. The D&H crews like the Turbos and more importantly patronage has increased since they were put into service. Furthermore, previous equipment did not always function properly, the rebuilt diners being an especial problem, and it was a rare time both the diner and the dome were on the same train north of Rensselaer. The new double-axle turbos are a pleasure to ride; the food service cars serve more people in less time and eliminate the "table hogs" who'd ensconce themselves at a table and refuse to budge after finishing eating. Food is microwave oven airline fare but as Mr. Walker writes, "Let's face it, chaps, the good old days are really gone. Let's learn to live with and even learn to like what's new". The new turbos photograph well, especially along the lake; story is however that conversion to Amfleet equipment is not very far away on this run and may have already happened. (Important Note: these are not the United Aircraft turbos which ran along the Shore Line. Those turbos rode very poorly on single-axle trucks and spent much time in the repair shops. Basically they were turbine-electric Talgo trains; currently the 3 turbo units are rusting away in a yard in Providence.

The D&H suffered serious washouts in March, Gary Webster writes, the Adirondack having been "bussed" north of Whitehall on 14 & 15 March. Mr. Webster was also impressed by the new Turbos.

B&MMembers

We welcome the following new members to the B&MRRHS: Robert Driscoll, Concord MA; Edward M. Powell, Jr., E. Northfield MA; Raymond J. Palleschi, Swampscott MA; William F. Lavoie, Salem NH; Doran A. Jones, N. Haverhill NH; Richard Sanders, Anchorage AK; James C. Barnes, Acton MA; AB Robert R. Quagan, Lowry AFB, CO; William A. Wright, Portland ME; Gary Westgate, Acushnet MA; William D. Foss, Waltham MA; Robert S. England, Hingham MA; Edmund Lawson, Chelmsford MA; E. F. Capron, Dover NJ; Samuel Vaughan, Prides's Crossing MA; Dennis Lyons Stoughton MA; Mr. & Mrs. Allan R. Catheron, Concord MA; Clayton D. Sargent, Goffstown NH; Patrick Drew, Van Nuys CA; Pliney N. Granger, Littleton NH; Lionel Goddu, Nashua NH; Richard Ouellette, Westville NH; Robert E. Lockwood, W. Roxbury MA; Stephen Demboske, Sudbury MA; Francis E. Blaney, Methuen MA; Charlie Scott, Prescott, Ontario, Canada; Geoffrey Bolton, Shirley MA; Carl J. Faulkner, Plymouth MA; Carl D. Smith, Lincoln MA; R. T. Lynch, Monsey NY; Frank J. Curran, Idaho Springs CO. Welcome aboard the B&MRRHS, ladies and gentlemen! The society now has 925 members.

OTHER NEWS: Vermont - Green Mountain RR also suffered severe washouts, Gary Webster reports; had seen a sizeable one just east of Cullingsville Center. Very definite possibility: Steamtown to Florida, Jack Bowles writes us. There have been newspaper articles and TV news stories (including an interview with Steamtown's Robert A. Barbera) in the Orlando area. Mr. Bowles sent us an article from "The Flat Wheel" (pub. by Central Fla. Chapter, NRHS) which reported on Barbera's talk at that group's regular meeting which exposes his reasonings: Steamtown could get 2 million visitors annually in FL due to its climate and proximity of Disney World, Sea World, and such like, compared to the 200,000 annually in VT. Barbera further said Steamtown has more than 100 pieces of rolling stock & the largest fleet of operating steam locos in the country; moving to FL he estimated to cost ca. \$400,000 and erecting buildings for them at the new site ca. \$4 to 5 million. Local politicians are reported enthused at the prospects.

ConRail - Winter walloped CR, CSM reports extra cost is over \$100 m. in overtime & repairs; grapevine says CR 1st quarter will not look good. Last CR passenger service in New England up for discontinuance: CR posted notice the Providence-Westerly round trip (W. to P. mornings, reverse in evenings) would be discontinued on 5 June 1977 unless subsidy were forthcoming; better than even chance the money will be forthcoming we've heard, though patronage is curious: respectable haul eastward but westward it's niggardly because an Amfleet Train with Amclub follows a little over an hour later and does most of the same stops in greater comfort, usually.

BOOK REVIEW: The B&MRRHS has received a copy of a new book from Kalmbach Publishing Co., Milwaukee WI which should be of interest to model railroaders among our members.

It is titled Railroad Station Planbook, is 8 1/4 x 11 1/4 and set up in a horizontal format. Within are drawings, photos, and information on 28 railroad stations in North America. Unfortunately, the only New England structure presented is the tiny shelter at Lakewood RI on the Warwick RR.

That aside however, this 96 page, soft cover book presents a wide range of architectural styles from the crude board and batten flag stops to grand affairs such as the mission style Union Pacific station at Boise, Idaho.

Most of the drawings are in HO scale, but a few are in TT scale. All dimensions are in feet and inches however, so a scale conversion is no problem.

Many of the stations included in the book could be considered to be "typical" and so the modeler can use certain details from several plans in scratchbuilding a local favorite. There is certainly a wealth of information to draw upon.

A reasonable price of \$4.00 shouldn't put a crimp in anyone's wallet, and is well worth the amount of information you'll get from this book.

--Reviewed by Richard W. Symmes

B&Memos BOARD MEETINGS— In accordance with Article VII, Section E of the Society's By-Laws, there will be a meeting of the Board of Directors at 1945 hrs. on Monday, June 6, 1977, at the First Parish Unitarian Church, Woburn Square, Woburn MA. Interested members are invited to attend. A summary of the minutes of that meeting will appear in the July (June) Newsletter. There will be a brief meeting of the Board following the general membership meeting on June 11. Purpose of this meeting will be to elect a new Chairman for the 1977-78 fiscal year.

PUBLICATIONS— Response to our pre-publication offer on New England Diesels has been excellent. Another flyer is included with this issue of the Newsletter for those who didn't take advantage of last month's. Remember, the book will not be offered at the \$20.00 rate again. Your order must be postmarked not later than May 31, 1977, in order to be accepted at \$20.00. A further reminder: Please do not include any other order on the order blank for this book.

Our apologies to those of you who ordered copies of Up-Country Line during the past month. We ran out and had to order more which explains the lengthy delay in filling some orders.

B&Marketplace We'll 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!

WANT TO SWAP: Have duplicate blue & white porcelain enamel station sign from "North Berwick". I will swap even for any other sign of equal quality from a station in NH, ME, or VT. I prefer a sign from the Conway branch, if possible. My sign is in good condition, has not been used for target practice. Dwight Smith, c/o Conway Scenic Railroad, P. O. Box 947, North Conway NH 03860.
Wanted: B&MRRHS Bulletins - Vol. 1, No. 1,2,3,4; Vol. 2, No. 1 **For Sale:** HO brass, unbuilt kits, books, timetables and other RR memorabilia. Large SSAE for list. Art Benedict, 100 - 98th Ave., Apt. B3, Bellevue, Wash. 98004.

B&Musings John Walker Barriger—/ TRAINS March 1977.. His life-story related in detail on page 6. His enthusiasm in promoting the Monon at the Chicago Railroad Fair in 1948-49 with the Monon Music provided by glee club and band will long be remembered by Ye Editor. Mr. Barriger also made up list of M. I. T. Alumni in Railroading in 1950..

MR. GRAUSTEIN'S MILK: To conclude we offer this little story, reprinted from the Winter 1977 Maine Central Messenger, with permission of the author, Eric Parkman Smith.

The proper assignment of railroad costs to the commodities handled has always been a difficult thing for the average citizen to grasp. In thinking about this matter, my mind turns back some forty years to the days when I sat in the classroom of Prof. William J. Cunningham of Harvard, a much loved professor with long practical railroad experience.

Prof. Cunningham used to tell the story of his friend in New Hampshire, Mr. Graustein, a gentleman farmer and member of a family noted for brilliant scientific achievement, who appeared at a hearing to protest a proposed increase in charges by the Boston & Maine Railroad for the movement of his milk to a Boston distributor. Said Mr. Graustein, "There is no reason for this increase—the Boston & Maine incurs no expense in moving my milk to Boston."

Invited to take the stand, Mr. Graustein said, "You see, it is like this. I hitch up my horse to the wagon, load the cans of milk and drive down to the station. I get there at a quiet moment of the day. The agent, who is on duty and not doing anything helps me unload the milk onto the platform. No cost there. Pretty soon the train comes along. It is a regularly scheduled train which is running anyhow.

"It always carries a baggage car with a baggageman in charge. He doesn't get any more money because of my cans of milk being on the train and there is plenty of room in the baggage car. Well, the train stops; the baggageman opens the door and the agent and I help him load the cans of milk into the car. The train runs along to Boston, just as it always does. All of this doesn't cost any more because my milk in on the train than it would if it wasn't.

"After a while it pulls into the North Station and the baggagemaster with his hand truck comes out to get the trunks and other baggage and my milk off the train and takes them all to the platform. He comes out every day—he is there anyhow, regardless of whether I have any milk on the train or not.

"Pretty soon my consignee comes along and with the help of the baggagemaster, who is still on duty, loads the milk onto his wagon and takes it away. So you see, nothing has cost the Boston & Maine a penny that they wouldn't have spent anyhow.

"Of course, on the other hand I really have probably helped the B&M some too. My milk is packed in ice with a little salt in it. As the train goes along to Boston the ice melts and the brine runs out on the floor of the baggage car. After a while it goes down through the weep holes in the floor and drips along the track where it kills some of the weeds the B&M would have to pay a man to pull up if my salt didn't kill them.

"So you see, there isn't any reason why the charges I pay should be increased, and actually I ought to get some credit for the weeds."

No doubt Mr. Graustein has long gone to his reward, as has my dear friend Prof. Cunningham, who chuckled over this story as he told it first in class and then again years later as he repeated it to me at his retirement home in the hills of New Hampshire.

If there is a railroad problem today, I fear that an appreciable part of it lies in the fact that too many of today's railroad patrons are, at least philosophically, relatives of Mr. Graustein.

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 Winter 1974-5 (only 13 left!), Spring, Summer, Fall, 1975, Winter '75-6 (34 left)
BULLE TINS Spring 1976, PRICE: \$1.75 to members, \$2.00 to non-members.
Summer, Fall 1976, Winter 1976-7; PRICE: \$2.00 to members, \$2.25 to non-members
1900 Springfield Terminal Ry. timetable reprint - 25¢ (only 8 left!)
OTHER Scale drawing of Mogul 1388 - 70¢
Drawing of Mogul 1470 at Milford NH - 70¢ (only 15 left!)
1860 Woburn Branch election poster - 70¢ (only 29 left!)
B&MRRHS 1932 Snow Train menu - 25¢
Copies of the poem "The Canaan Wreck" available at 50¢ per copy including postage. Only 18 copies available, order fast!
PUBLICATIONS Reprinted Montpelier & Wells River / Barre & Chelsea RR employes' timetable No. 62B of January 22, 1928. Members \$1.50; Non-members \$1.75.
BOOKS Vanishing Markers, a 128 page illustrated description of Boston & Maine rail-
roading, 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
BY 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.
OTHER The Up-Country Line, Edgar Mead's short, illustrated history of the Boston,
Concord & Montreal published by Stephen Greene Press. 64 pages, hardbound.
PUBLISHERS Retail price to non-members is \$6.50. Members' price is \$4.75.

BOSTON & MAINE R.R.

Historical Society, inc.

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(APRIL 1977)

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