

## B & Meeting

### NEXT MEETING: FEBRUARY 13, 1982 1ST UNITARIAN CHURCH WOBURN, MA

Entertainment for the February meeting will be Russ Monroe, who will show a series of 8 mm movies on B&M subjects, also other films including logging railroads.

MARCH 13, 1982:

Entertainment will be provided by Mr. Robert Allen, who will present a slide show of B&M steam from the late '20s to the '40s, from the collection of his father.

APRIL, 1982

Time and Program not set at press time.

#### NEWSLETTER NOTES . . .

Some updates and corrections to our Alco article in the January NEWSLETTER, provided by Dwight Smith of the Conway Scenic Railroad in North Conway, N.H.: Central Vermont Alco's are found in the Grand Trunk terminal in Portland, ME, not CV as stated; Rigby Yard is in South Portland, ME; Otter Valley Alco S unit is now on the Cape Cod & Hyannis Railroad; North Strafford Railroad has ex-PT Alco #1008. Thanks, Dwight!

We are having a small problem with a few submissions to the Newsletter due to unreadable handwriting. **PLEASE** write or print legibly or even better, type your submissions. We don't like to not use potentially good news, but if we have any doubt as to whether or not we have "deciphered" correctly, we have no alternative but to not use the information. Please help us avoid this unpleasant dilemma. Thank you.

Effective immediately, the Post Office box in Reading, MA, will no longer be in use by the B&MRRHS. Any mail sent to P.O. Box 302 will automatically be delayed at least a month, and after June 1982, may never be found!!! Please do not send any correspondence to this address. In the March NEWSLETTER, we will run a complete listing of all the addresses presently in use by the B&MRRHS.

We would like to see a couple of new faces at NEWSLETTER mailing sessions. If you would be willing to donate a couple of hours a month to the B&MRRHS, contact either Joe Shaw at 888 Greenland Rd., Portsmouth, N.H., or Dennis Adams at the NEWSLETTER address.

At the present time, the B&MRRHS is in desperate need of someone or a group of people to handle the book mailings. The present staff must give it up to other workload and also serious illness. We would especially like someone in the vicinity of Harwood Station, MA to simplify the shipping. **PLEASE**, if you can spare a few hours a week for your Society, contact any of the B&MRRHS officers, or send your name, address and phone number to the NEWSLETTER and we will forward immediately!!!

For the present time, the B&MRRHS Newsletter

will be staying in its present 4 to 6 page format, due mainly to its ease in packaging and mailing, and also due to the lack of enough news to fill the full 8 pages. We would like to see more news coming in, especially from the west end, and also more photos! Any good quality photo can be used, and also short articles such as the Alco article in the January Newsletter. (Illustrated, of course!!!). Remember, your Society needs your help!!!

#### PURPOSED B&M OPERATIONS OF CONRAIL LINES IN NEW ENGLAND

Purchase of the following lines presently part of Conrail:

Springfield to East Longmeadow  
North Adams to Canan, CT via Pittsfield  
Hartford to Bloomfield, T.R. beyond  
Hartford to Wethersfield, T.R. beyond  
Berlin to Waterbury via Plainville  
North out to Plainville to Avon  
South out of Plainville to Mt. Carmel  
North of Waterbury to Torrington  
Woonsocket to Slatersville  
Providence to Washington  
Providence to Bristol  
Fall River to Portsmouth, T.R. to Newport  
Valley Falls east (within R.I.)

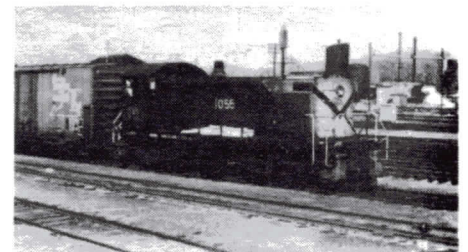
Trackage Rights:

Fitchburg to Mansfield via Framingham  
Mansfield to Providence  
Providence to New Haven  
Portsmouth to Newport, R.I.  
Springfield to New Haven  
Waterbury to Derby

From JOHN GOODWIN

Thanks, D&H!!! The Delaware and Hudson has returned to their classic color scheme of grey, blue and yellow. The scheme varies in that the unit's road number is now larger. Since 1977, the D&H has been a maze of colors as it experimented with a variety of paint schemes. About a year ago, they seemed to have settled on a solid blue body, black frame and underbody, with yellow "tiger stripe" on the hood ends.  
(Narragansett Newsletter)

#### CONWAY SCENIC RAILROAD ACQUIRES A SECOND DIESEL!!!



Portland Terminal Alco #1055 working at Rigby Yard. Photo by Bob Allen.

The Conway Scenic Railroad, located in North Conway, N.H., has acquired ex Portland Terminal Alco S unit #1055, which will be used to supplement their other locomotive; 262 #108, 060 #47, and GE 44 Tonner #15. The unit is now on the Conway Scenic property, and will be repainted and used as standby power for their passenger train. The unit's availability was the result of the Maine Central Railroad's acquisition of several ex Rock Island GE U25Bs, freeing up the MECs GP7s for yard duty, and also by the MBTA's release of B&M GP7s. MEC and B&M Geeps now handle the switching chores at Rigby Yard.



Ex-Portland Terminal Alco #1055 on the turntable at the Conway Scenic Railroad in North Conway, N.H., with GE 44 Tonner #15, December 22, 1981. Photo by Dwight Smith.

Here's some follow up information concerning GP9 #1733, which arrived too late to be included in our article in the December 1981 Newsletter. This information is provided to us by Gloria Stone, Director of Public Relations for the B&M: "Jerry Brennan of the locomotive shop tells me that #1733 was brought on line June 27, 1957 and was placed in service the next day. It has an order No. 7546, and has had an uneventful history."

### THE LOWELL SUN

(A.P. Release out of Boston) December 11, 1981 Representatives of more than a dozen unions will request the Boston and Maine to show them the financial books since the Massachusetts Bay Transportation Authority (MBTA) demand that members give up seven million dollars in wages and work rules to assure renewal of a contract with the B&M for commuter train service. The unions claim, "These demands as now set forth would set our people back forty years and make our working agreements null and void."

MBTA Chairman, James Carlin, who is the state Secretary of Transportation, says negotiators will refuse to renew the forty-six million dollar contract unless the unions make concessions.

The B&M is asking for fifty-four million dollars to operate the trains for the MBTA which serve 17,000 commuters a day.

### B&M ORDERED TO REPAIR 'UNSAFE' SPUR

The State of New Hampshire has declared a 12.5 mile stretch of track from Rockingham Junction to Portsmouth, N.H. unsafe for handling hazardous materials, and given the B&M a month to make repairs. On Thursday, December 18, 1981, the Public Utilities Commission ordered a five mile per hour speed limit on the line, for all trains carrying hazardous materials. Major users of "hazardous materials" on this line are: Pease Air Force Base, the Portsmouth Naval Shipyard and a Liquefied Propane Gas supplier. Most trains on the branch carry sand and gravel to the nuclear power plant being built at Seabrook.

The PUC called the track in Greenland, N.H. "a serious safety problem, requiring immediate attention." The railroad said the track is safe and it will appeal the PUC ruling. "It is a federal matter, in our interpretation, and not something the PUC has jurisdiction over," said B&M Vice President William Rennie. He said lawyers are studying whether the railroad should obey the new speed limit. "We can't run trains at 5 mph. It's not economically practical," Rennie said. He also said that the commission lacked specific complaints. "If they would like to go and point out to us where the track is not in compliance, we'll fix it. We think we're in complete compliance."

The PUC has also said that all trains with hazardous cargoes must be preceded by a B&M inspector in a trackcar. Rennie said nearly six miles of track have been replaced with heavier steel since 1979, and the track is inspected daily, even though the law requires only twice weekly inspections.

(Condensed from the Portland Me. Evening Express. Submitted by **CAPT. WM. J. FRAPPIER.**

**(Ed. Note . . . PUC** has temporarily backed down due to the fact that the B&M is making a great effort to repair and upgrade this track - Update in the March Newsletter.)

### 'RAILROAD INFORMATION' WANTS YOUR HELP!!!

To whom it may concern: I am in the process of compiling a new list of Model Railroad Shows, Railfan Days, Fan Trips, etc., for the winter and early spring season. I would like to include any events you may have scheduled not only for

the above period, but those in the future as I am planning to issue such lists on a quarterly basis. If possible, please provide the following information:

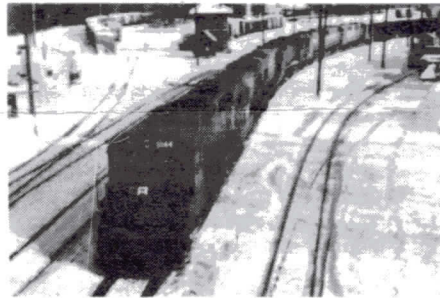
1. State
2. City
3. Sponsoring organization, name of event or meet, show, auction, etc.
4. Date, location, time and fees.
5. Name, address and telephone number of person to contact for information.
6. Signature and address of person submitting information about the event.

Please address the information to: Railroad Information, David Collinge, 77 Horne Street, Dover, N.H. 03820. In addition, I am willing to advise any organization of conflicts in scheduling or open dates. I can be reached most any weeknight after 6:00 PM at **(603) 749-4870**

Want to buy an Alco? B&M 1271 is for sale, it runs, but it won't be rebuilt, as financially one Alco isn't worth the bother. The 1731 will no longer be a B&M diesel. No hope whatsoever!! The 1731 was involved in the Beverly incident last year. All units awaiting shop will be done if the need arises. The B&M's slug will be ready sometime in 1982, will probably be numbered 100. GP40's will need modifications so they can run with the slug in between them, freeing a GP40 for use elsewhere on the system. The slug will look like a GP9 with no cab, and there will be no utilization with the GP38's.

**(DON LEJEUNE)**

### LIKE BIG POWER???



The B&M/Conrail unit coal train to and from the power generating station at Bow, N.H. usually runs with six to eight diesels, and most of the time has mixed B&M and CONRAIL power!!!

### MOUNT TOM UPDATE !!!

Mt. Tom is scheduled to start burning coal on December 1, 1981, but may not be able to do so due to an appeal to the DEQE by the Northampton, Mass., Conservation Commission concerning the danger of fly ash leaching from the ash storage basins into the Connecticut River, and the question whether the basin will change the pattern of the Connecticut Rivers' flood plain. These last two worries cap a series of delays by environmental bodies which started when the conversion of Mt. Tom back to coal was announced almost two years ago. Mt. Tom is currently not producing any power but is slated to start burning coal on Dec. 1 at the rate of 1 ton per minute. The ash from the burning coal will be stored until the HWP can determine its content (which will differ from the last time coal was burned due to the new pollution control equipment) and decide how to market the ash (which is used in repaving products and sometimes in fertilizers). The cost difference / day between burning coal and oil is \$70,000, or almost 1/2 million dollars per week. Coal has been coming into Mt. Tom in dribs and

drabs on southbound freights since early October. I have not seen any oil tanks there for at least a couple of weeks. The exB&M SW1 1849 was overhauled and painted at East Deerfield (to my knowledge) and is now in service. (it is painted yellow with white lettering and a black undercarriage. If previous practice tells, the B&M will need to maintain the old northbound between the Mt. Tom crossovers and Northampton South better as switching cuts of coal into the plant requires more trackspace and more power than has been used to switch the oil. The old northbound is used to store cars and to switch straight into the plant over one switch. To switch from the main into the plant requires backing cars down the main, across to the old northbound, and then through the switch from the northbound into the plant; rather difficult with long heavy cuts and poor visibility due to curvature.

Also, reading the September Newsletter, of the Lackawanna hopper still unrepaired brings to mind that after I got off the eastbound passenger extra at Greenfield on October 4, I watched a westbound freight pass by, and in its train was a black 50 or 70 ton hopper lettered **B&A**. How many such cars are still in existence and does B&A still mean Boston & Albany?

The Massachusetts Central is operating the exB&A Ware River Line and had petitioned to take over the B&M's Wheelwright Branch from Northampton. **Submitted by GREGORY COX, Hawley, MA.**

B&M train POME-B has been using a rear end helper out of Rigby yard in Portland, Me several times in the past few weeks. A crew is called for the Biddeford Switcher's engine, runs light to Rigby, pushes the train to Lowell, MA, and then returns light to Biddeford. MEC trains have also needed a push to Deering Jct. **(The 470)**

**Somerville**-Lots of track work being done here in the last 2 months. the classification hump has been leveled and new track laid. Several switches have been replaced and tracks have been extended. Could this mean the return of heavy freight to the Boston yards? **Submitted by J. Ursillo, Malden.**

The 1500's (GP7s) are being used to their capacities now more than ever as layoffs and manpower shortages are evident. A few places where they have been noted: Boston Switcher Biddeford Switcher, BO 4, Nashua Switcher, DO 2, Salem 1459 Switcher, and at Rigby Yard, 4 GP7s are kept there for switching purposes. A question from Craig Bossler prompted me to look into this question concerning B&M's "well cars". Info given me concerning the 5000 to 5007 series cars as well as the depressed center flatcars comes from the Senior Mechanical Engineer Cars at the Billerica shops. The person in charge is Owen Finnegan, who holds this position and is a very able person for this job on the B&M. His help providing me information to our members is very rewarding and appreciated. Mr. Finnegan's letter to me, dated 12/4/81 states: The B&M 5000 series well cars were all sold to General Electric of Lynn, MA in early 1973. The 5010 car was originally purchased for the Barre & Chelsea. Currently the B&M still has its original 5100 series cars, numbered 5100, 5101, 5102, and 5103. These were the only ones manufactured at the Concord Shops back in 1941. At this writing, the 5102 has new trucks and work is being done on it to bring it back into revenue service. The 5100 is still shopped and needs considerable work. The 5103 is in route back from Louisiana, and the 5100 sits in the GE

yards at Lynn. As I'm told, on January 1, 1982, all four of these well cars are restricted to home road use. The plan now is to decide whether these 40 year old cars will be worth repairing for maintenance of Way use, or if an extension is granted by the AAR, the shops will completely rebuild the cars. Another point is that not many railroads still have these available for special purpose use. Prints were lost on the 5010, but if any info can be found on it, it will be put in the Newsletter. What little I have is that it has a 40,000 lb. capacity, can accommodate up to 21 ft. objects in length, but for safety reasons usually only took up to 19 ft. GP40 #313 is the only unit in the new scheme to have a black painted short hood top, for a non glaring shield for the engine crew. This is an experimental unit with the flat black. (GP38 207 also has this black non glare hood. Ed.). Switcher 1123 is in blue paint and visually good shape, but I was told that it is ready for the scrap track due to unreliability. Update from spring: Units stored at Billerica awaiting disposition are Springfield Terminal #1, B&M 119, 802, 1205, 1204, 1207, 1272, 805, 1127, **1558 and 1561!!!** The 1740 cannibalized had first been designated for use on the 1825 and 1826, but it was determined that the uniformity of a GP9 long hood without dynamic blisters would not be practical for the B&M in more ways than one, so there it sits. The 1731 awaiting disposition while being completely salvaged where applicable. The first B&M slug is still being wired up, a long way to go .. **DON LEJEUNE**

#### MAINE CENTRAL ANNOUNCES IMPROVEMENTS FOR 1982

Portland, Maine... Maine Central Railroad Company announced today (Friday, October 30, 1981 ) that the board of directors has approved a \$4.1 million rail improvement program, which was larger than previous years. John F. Gerity, Maine Central president, said today that "This program is in anticipation of increased traffic for the Maine Central which is expected from recent expansion and modernization of pulp and paper mills in Maine, and future conversion of major industrial plants to coal." Gerity added that, "Even in what is generally considered to be a soft economy, our business has held up very well over the past few months. Looking in the near future toward increased rail traffic from a vigorous New England economy our Board has made a commitment to improve even further what already is a fine railroad property." The 1982 track program includes eight miles of new rail and twelve miles of relay rail. This compares to eight miles and 5.6 miles respectively for 1981. In addition to the rail program, Gerrity said that "The Railroad will continue a vigorous program of tie and ballast renewal and rolling stock rehabilitation and modernization. It is our objective to have a plant and equipment to provide now and in the future the best possible service to the customers of the Maine Central." Official release from the **Maine Central**.

#### SKI ? TAKE THE SKI TRAIN !!!

The Ski Train leaves North Station, Boston, Mass. at 8:20 AM for Wachusett Mountain and Mount Watatic. Here's a great way to combine two favorite activities : railfanning and skiing !!! Special rates available to Ski Train passengers too !!! You can't lose !!! For information write : Massachusetts Bay Transportation Authority, Railroad Operations, 50 High Street, Boston, MA 02110. For ski information call : **(617) 464-2355 (Wachusett ) and (617) 386-7921 (Watatic )**.

On Friday, November 13, service ended to Townsend and West Townsend, MA. Two of the industries are using trucks between Townsend and Ayer or Nashua, N.H. The coal dealer will use trucks all the way, as transfer would be too costly. There are hopes, however slim, that the line will reopen in March. This depends on the Transportation bill in the Mass. legislature which would allocate \$11 million for purchase and rehabilitation of rail lines. Service continues from Ayer to West Groton with the paper mill there paying the necessary extra costs. Also in the local paper this week was news that Conrail may consider abandonment of the line from Framingham to Fitchburg Mass. If this is done, several options may be available: the State; the Boston & Maine; or the Providence & Worcester. Also, the B&M has 100 new two bay covered hoppers numbered 5200 to 5299, all are painted blue. They are Pullman Standard type, 44 feet 5 inches overall length, and 100 ton capacity. Can some reader tell me what service these cars are intended for ? **Submitted by HOWARD PAULSON, Townsend, MA.**

Trackwork is continuing on the Conway branch of the B&M at this writing. Track restoration, grade crossing work and rebalasting is taking place, along with the installation of some 112 pound rail at grade crossings, as a prelude to replacing the rest of the track at a later date. The Conway branch has been a busy place lately, with up to three trains a day on it, including DO-1 and DO-2, plus a Stone Extra, carrying nothing but crushed stone out of the pit at Ossipee.

**Sent from ROBERT WARREN, Clearwater Florida;** who spotted a reference to some ex B&M and D&H rolling stock: "Recently received a copy of MDDE Maryland & Delaware RR Transportation notice #81-02 in which I found reference to former B&M and D&H rolling stock." (A combine and a baggage car now owned by the Maryland and Delaware Railroad.) Response from the Maryland & Delaware RR states: "The ex B&M combine is former B&M no. 2084, built by B&M in 1899, purchased by J.A. Hannold for use on Narragansett Pier RR in 1964, later Bath & Hammondsport RR, then Virginia and Maryland, finally Maryland and Delaware RR. The D&H baggage car is thought to be D&H no. 415, built by D&H in Nov. 1891, rebuilt 1925." MD & DE Railroad.

"I greatly appreciated Don Clerke's presentation on the various paint jobs on B&M rolling stock at the November 14 B&MRRHS meeting. Curiously enough, I noticed during the past several months a number of other paint variations on another New England railroad, the Central Vermont. At the South Paris, Maine yards of the Grand Trunk (which is a division of the Canadian National, as is the Central Vermont), there was an engine painted in the traditional green and gold of the CV, plus a boxcar of the CV in maroon with white lettering. In the Springfield, Mass., yards of the B&M, I recently saw a CV boxcar painted blue with white lettering. In Amherst, Mass. siding of the Central Vermont there was a traditional CV boxcar in green and gold. **Contributed by JOHN BEEBE.**

#### HELP WANTED

"I am trying to locate information and pictures on the railcycle or railroad velocipede. I have built one of these and would like to learn about their history. Any information or assistance that you could give me would be appreciated. Thank you. **RON FORSTER**

#### B&M Marketplace

**FOR SALE:** "I have complete back issues of "Rails Northeast" to August 1978, plus "Conrail Power" Volume 2 (damaged) and "Short Line" bulletins. BO will take all or individually. **PAUL LEVASSUER, 21 Heritage Circle, Hudson, N.H. 03051 (603) 883-4798.**

#### ANNOUNCEMENTS

**AMHERST RAILWAY SOCIETY BIG RAILROAD HOBBY SHOW!** Eastern States Exposition Grounds, the New England Center Building, Memorial Avenue, West Springfield, MA. Featuring: Operating layouts, displays, dealers, manufacturers, a flea market, the huge Amherst HO modular layout and an N TRAK system. Admission: Adults \$2.00, Children \$1.00, under 5 free. **SUNDAY, FEBRUARY 21, 1982** Noon to 5 PM. Contact **BOB BUCK**, Show Director, P.O. Drawer A, Warren, MA 01083, **(413) 436-5318** for info on tables, displays and the flea market.

**GREENBURG TRAIN SHOW** at the Northeast Trade Center in Woburn MA. on **February 27-28, 1982** 11AM-5PM.

In this day and age of watching our fuel consumption, it is interesting to see just how different modes of transportation compare:

<b>Moped</b> (motorized bicycle)	120 MPG
<b>Hark Davidson 1200</b> (motorcycle)	50MPG
<b>Volkswagon Rabbit Diesel</b>	42 MPG
<b>Model A Ford</b>	25MPG
<b>Piper Cherokee</b> (light plane)	15 MPG at 144 MPH
<b>Maserati Quattroporte</b> (auotmobile)	8 MPG
<b>GMC Astro</b> (tractor/semitrailer combination)	5.4MPG
<b>GM Deisel Locomotive</b> ..632 Yards per Gallon (at 70 MPH, pulling 40 to 50 fully loaded freight cars.)	
<b>Boeing 747</b> ..280 Yards per Gallon (carrying 385 passengers at 39,000 feet.)	
<b>Crude Oil Supertanker</b> ..31 Feet per Gallon at 17 MPH fully loaded. (This ship needs 41 gallons of fuel to travel its own length.)	
<b>Saturn V Rocket</b> ..10 inches to infinity in space. (While the Saturn V consumes enormous quantities of fuel in its early stages, once it escapes the earth's gravitational pull, fuel consumption is minimal.)	

Let us also note that the Boeing 747 consumes an enormous amount of fuel in getting from the ground to 39,000 feet.

**From WBRC Order Board(Originally from Readers Digest)**

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

Benjamin Campbell  
150 Prospect St.  
Belmont, MA

John R. Graney  
21 Greenfield Dr.  
South Windsor, CT

Bruce E. Whitacre  
Box 345  
College Park, MD

Edward F. Hemingway III  
220E 7th St.  
Auburn, IN

George Lopez Cepero  
915 E. Monte Cristo  
Phoenix, AZ

Dr. George M. Smerk  
1507 South Downs Dr.  
Bloomington, IN

Royal F. Bunker  
51 Lawrence St.  
Portsmouth, N.H.

Peter Tuttle  
33 Stockholm Ave.  
Pigeon Cove, MA

John A. Wendt  
6 Algonquin Ave.  
Chelmsford, MA

Sumner T. Carlson  
P.O. Box 321  
Friendship, ME

William R. Glendon  
3 Lockwood Rd.  
Scarsdale, NY

Barry M. Burbank  
6 Tudor Ct.  
Bradford, MA

Peter C. McLachan  
3 Schoolhouse Hill  
Newtown, CT

William C. Howard  
60 Fair Oaks Ave.  
Lynn, MA

Gary Montminy  
818 Broadway  
Haverhill, MA

David H. Desilets  
RFD 1 Box 288A  
Manchester, NH

Richard S. Phillips  
P.O. Box 190  
West Ossipee, NH

Peter Dennechuk Jr.  
4 Boston Rd.  
Westford, MA

Cliff Gregor  
Portland St.  
Yarmouth, ME

Mark M. Mahoney  
22 Roger St.  
New Bedford, MA

Albert Tayler  
East Rd.  
Atkinson, N.H.

George M. Blake  
P.O. Box 539  
Brunswick, ME

Brian Vita  
38 Washington St.  
Gloucester, MA

John L. Lawlor  
490 Park St.  
North Reading, MA

William S. Robinson  
19 Summer St.  
Rockport, MA

Warren Harding  
P.O. Box 183  
Harvard, MA

Joseph J. O'Donnell  
23790 Avenue 184  
Porterville, CA

William P. Burroughs  
P.O. Box 344  
Eastham, MA

Steven W. Ziegler  
699 Great Rd.  
Littleton, MA

Donald E. Hersey  
111 Crescent Way  
Portsmouth, NH

William L. Styles  
32 Pine St.  
Peabody, MA

Hugh Putnam, Jr.  
242 Highland St.  
Milton, MA

Arnold L. Greenleaf  
P.O. Box 648  
Sidney, ME

Kenneth F. Coombs  
8110 Storm King Peak  
Littleton, CO

George K. Barrett  
2 Country Charm Rd.  
Cumberland Ctr., ME

Duncan K. Alexander  
633 Watchung Rd.  
Bound Brook, NV

Robert S. Merritt  
30 Holland Dr.  
E. Longmeadow, MA

John S. Clement  
45 Central St.  
Franklin, N.H.

Burton C. Coburn  
66 Dyer St.  
North Billerica, MA

Carroll L. Robbins  
3 Harris St.  
Wilmington, MA

Robert B. Croston  
4115 NW 19th Place  
Gainesville, FL

R.E. Dugle  
P.O. Box 372  
Hoopeston, IL

J.G. Kucsma  
2229 Elizabeth Ave.  
Westfield, NJ

Douglas R. Barron  
P.O. Box 112  
Voorheesville, NY

Arthur Hallowell  
356 Boston Post Rd.  
Weston, MA

Michael Provine  
721 North Chestnut  
McPherson, KS

Dennis F. Ryan  
51 Sherwood Ave.  
Rensselaer, NY

Ralph F. Johnson Jr.  
9 Wainwright St.  
Ipswich, MA

Donald R. Douglass  
Cochran Hill  
Bradford, NH

Dick Gassett  
4 Craigie St.  
Natick, MA

Joseph P. Szytkonis Jr.  
28 Pond Rd.  
Medway, MA

Dennis Holt  
156 Natchaug Dr.  
Meriden, CT

Robert B. Tyman  
38 Pond Cir.  
Jamaica Plain, MA

Roger M. Weibenga  
1819 Maness Ct.  
Sycamore, IL

Raymond J. Noonan  
37 Story Ave.  
Beverly, MA

Foster K. Robbins Jr.  
45 Portland St.  
Yarmouth, ME

Rev. John Finnigan  
Mary Mother Rectory  
Newton, N.H.

The B&MRRHS has learned of the passing of members Morris E. Director of Stoughton, MA, and Alvin Macaulay of Exeter, N.H. We extend our deepest sympathy to their family and friends.

Roland J. Trotter  
205 Tanglewood Dr.  
Somerville, NJ

John S. Lauzon  
P.O. Box 372  
Holyoke, MA

Bill Garvin  
99 Gilcrest Rd.  
Londonderry, N.H.

Clifton L. Shuttle  
7 Wendell Place  
Barre VT

Marvin F. Blake  
1852 Zanzibar Ln.  
Plymouth, MN

Warren L. Kohl  
8 Meadow Ln.  
Eliot, ME

Henry Teele  
641 Mass. Ave.  
Acton, MA

Catherine LeBlanc  
3 Blackhorse Ln.  
Burlington, MA

Stephen Laraway  
64 6th Ave.  
Milford, CT

K.W. Luther  
195 Virginia Farms  
Carlisle, MA

# Boston & Maine Railroad Historical Society

*Incorporated*

P.O. BOX 2362 ● Harwood Station ● Littleton, MA 01460

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NON-PROFIT  
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TIME-VALUE  
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