

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

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

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

AUGUST, 1982

## B & Meeting

### NEXT MEETING: AUGUST 14, 1982 CONWAY SCENIC RR CONWAY, NH

This will be our annual jaunt to the north country and the Conway Scenic Railroad!!! This is always an exceptional all day event, and a real family fun day. The "Supper Chief" will run again, from North Conway to Conway and back, followed by the joint B&MRRHS/470 Railroad Club meeting in the Roundhouse. Entertainment will be movies by the late Stan Whitney, of B&M, and other New England railroad subjects.

September 11, 1982:	Entertainment will be provided by Mr. Carl Byron, who will present a slide show of railroading. "Here, there and everywhere!", a look at railroading around the country in the 1970's.
October, 1982:	Not set at press time
November, 1982:	The B&MRRHS Annual 'Modellers Night' Details to follow.
December 1982:	Not set at press time

## THIS IS THE LAST ITEM YOU WILL RECEIVE FROM THE B&MRRHS UNLESS YOU HAVE PAID YOUR 1982-1983 DUES!!!!!!

We've been warning you since April, if you have not paid your dues yet, your name has already been pulled from our active files. Don't take a chance missing out on your Bulletins and Newsletters, renew now!!!! Thank you!

- The Membership Committee

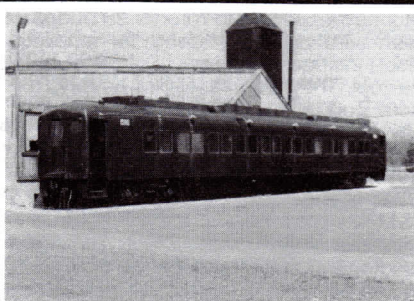
### A RAILFAN GUIDE TO VISITING RAILROAD PROPERTY

Here's a simple set of rules to follow when visiting railroad yards, engine terminals and other facilities, as developed by Rick Schroeder, national director of the Danville Junction Chapter, NRHS. We pass them along as sound advice:

- 1) Upon arrival at a major yard, park near the roundhouse or general office in the normal parking area. Leave all cameras and equipment in the car.
- 2) Ask the first person sighted where the roundhouse or terminal superintendent may be found. Upon locating the proper official, introduce yourself and those with you, explaining where you are from and what you are interested in obtaining. Only one person should do the talking, but everyone with you should be present. You will find that the railroad official will be very cooperative in granting permission or very courteous in denying it.
- 3) If given permission, ask about signing a release (if not already asked to do so). If no release is signed, ask for the person's name and, if possible, a business card. You may be stopped during your tour, and this will save time.
- 4) **Respect his instructions!** If he tells you not to cross tracks, do not cross. Do not drive into facilities; leave your car near the office and walk (unless directed otherwise). Do not go into buildings unless given permission. If there are two or more of you taking pictures, stay together and make your tour.

- 5) Upon leaving, return to the office where permission was obtained and thank them for the visit, advising them that you are finished and are leaving the property. Most railroads appreciate this very much.

From The 470.



In our July Newsletter we inadvertently left out this photograph of former B&M 'American Flyer' car, submitted by Jerome Rosenfeld. Please refer to your July Newsletter for information regarding this car. Our apologies to Mr. Rosenfeld.

Maine Central's Waterville wrecker visited the B&M on May 18 to retrieve an MBTA side dump car which rolled over when crews tried to dump a frozen load at Newington last winter. B&M's Holmes crane and bulldozer were unsuccessful in retrieving it at that time. Timber trestles on the Portsmouth Branch were not strong enough for the B&M's large wreckers, thus the smaller MEC crane was used.

From The 470.

Do you have a B&M or railroad related 'vanity' plate on your car? If so, send us a good clear shot of it, and we'll try and use it in an upcoming feature we have planned. Include your name and an explanation if needed. The feature will tentatively run around September or October, depending on response.

### ANNOUNCEMENTS ...

The 1983 'North of Boston' Calendar is now available from the Brass Whistle Gift Shop at the Conway Scenic Railroad, P.O. Box 947, North Conway, NH 03860. As in past years, the North of Boston calendar provides one with nostalgic views of railroading the way it used to be in Maine, New Hampshire and Vermont. The calendar is well done, as usual, and costs \$3.75 (\$4.25 post paid).

### HELP WANTED ....

Effective July 1, my business, 'Yankee Woodstoves', will start production in the former B&M freight depot at Mt. Whittier, NH. Present plans include only minimal structural changes and should not affect its "railroad" look, as plans are being made to save as much of the freight platform as possible. Would any members be able to supply a short history of the building, or supply tidbits of information? I shall be most grateful to hear of them. Also, anyone who would like B&M freight forms they need only send me a SSAE and I'll stuff and return. I've got more than I'll ever need. Thank you. **DON OSIER III, P.O. Box 19, West Ossipee, NH 03890.**

## MINUTES OF THE JUNE MEETING OF THE B&MRRHS

The June meeting of the B&MRRHS was called to order by President John Goodwin on Saturday, June 10, 1982 at 8:00 PM at the 1st Parish Unitarian Church, Woburn Square. There were approximately 45 members and guests present.

Dennis Adams opened the meeting with the announcement that night photo sessions were approved for the August meeting at North Conway!

John Goodwin announced that the B&M broke even for the first quarter of the fiscal year. He then read a portion of his report on Alan Dustin's speech at the Railroad Enthusiasts dinner.

Don Clerke gave the members a quick rundown of the Board of Directors meeting held earlier. He mentioned the budget, reorganization to give better service to the Society's members, the possibility of publication of about six books over the next 4-5 years, and Railfan Weekend on June 19 & 20 at Edaville.

Since there was a large number of members presenting slides, some of their names might have been missed. A warm round of applause was given to the following people for their efforts:

Richard Gerry Durnin (B&M passenger and freight)

Gerry Putz (Milwaukee Road)

Stan Carrol (B&M, BAR & Edaville)

Mr. & Mrs. John Alden (Pacific Northwest & Amtrak)

Frank Hussar (Steamtown, Cass, B&M)

Dick Nichols (Amesbury Branch)

Dennis Adams (B&M)

Dora Lamson (B&M)

Don Clerke (B&M in Conn.)

John Alan Roderick (B&M, Steamtown)

John W. Reading (moving 3713)

Arthur Purchase (B&M, CV, GM)

The meeting adjourned at 9:30 P.M.

Respectfully submitted,

Michael E. Gaudette  
Secretary, B&MRRHS

## REPORT OF MR. ALAN DUSTIN'S TALK TO MASS. BAY RRE May 19, 1982

The first quarter of 1982 saw the B&M about breaking even financially. The cash flow was the best in four years. It was the second best first quarter in the last fifteen years. It is hoped that next year will be less demanding.

Business conditions are currently poor, and are down across the nation. Carloadings are off 13.8% from last year. The southern district is down 13.4%. In New England, the B&M is off 7.8%, Maine Central is off 10.8% and the Bangor & Aroostook is off 17.3%. Out west, business is off about 16%. The new coal train for the Mt. Tom power station is a good plus for the B&M.

Mr. Dustin has seen his railroad grow from a bankrupt money loser that seemed hopeless a few years back to a viable transportation company that has recently gained new trackage and is on the threshold of reorganization. The decision to stay out of Conrail was the best thing that could have happened to the railroad, because if it had joined Conrail, "the show would have been over." In 1977, they were not sure if the railroad could meet the following week's payroll, in 1980 it made four million dollars!

There has been an improvement in marketing for the railroad, and they can develop better rates to attract business. The B&M now has an Apple 3 computer for simulation of train operation, which has saved over three million dollars per year in car rentals. By good programming, they can determine the best schedules, costs and shipping time - a model

for the rest of the country!

The reorganization plan has been submitted to the ICC, and Mr. Mellon is to pay 25 million dollars for the B&M. He has also looked at the Illinois Central Gulf. By now we are all aware of the following sequence of events: Mellon met with the B&M trustees relative to the purchase of the B&M; he purchased the Maine Central; New York state persuaded Guilford to acquire the Delaware & Hudson, which has serious cash problems. (D&H has a \$50,000,000 debt to the U.S. Government at 16% interest. If Guilford purchases the D&H, the debt would be paid.) The D&H will need concessions on their labor agreements. The B&M has to prove that they can operate the railroad with a reasonable amount left over so that they can settle their debts.

With the aid of a large map of the three systems shown, Mr. Dustin pointed out the Maine Central generates a tremendous amount of traffic, primarily paper. Grand Trunk has siphoned off most of this traffic. Guilford plans to divert traffic from the Canadian roads to the B&M. The B&M will also try to get direct connections to CSX and N&W (NS). The Conrail connections are important too. Conrail is a much better railroad today and presently the B&M gets along well with it. (Conrail will eventually be sold off one way or another.) If the D&H is not acquired by GTI, it will go under. The north-south line would be acquired, the east-west line.... who knows!

The B&M owes \$7,000,000; has \$45,000,000 in hand, but the stockholders have a lien on it so that it cannot be used. There is some question to how much the B&M is really worth. It is planned to issue 25 million shares of new stock in the open market. Whoever owns 51% of the shares owns the railroad.

Mr. Mellon expects to make money. GTI will operate all three railroads as separate properties, but data processing will be consolidated. There will be three railroad presidents answering to Mr. Mellon and David Fink. Committees that include one member from each railroad currently meeting to plan for the post reorganization "D-Day".

### Some questions and answers:

**Future of Commuter Traffic?** In the commuter area there is too much demand and not enough seats. In April 1981 there were 170 units, in April 1982, only 132 units as a result of returning the GO cars to Toronto. 20 Budds have been sent to Boise, Idaho, for renovations, which includes the removal of the bubble on the roof. They are hoping for funding for 30 more Budds.

**Any plans to acquire the BAR?** The BAR would be a natural to include, however the present time is not a good time to buy.

**What is the motive power situation?** The B&M has some engines stored, however new areas will utilize more power. The B&M is building a slug for road work, and locomotives 300 and 301 are being modified to road slugs in the shop.

**What is the condition of the track?** The mainline track from Ayer west to Mechanicville is good, Portland end getting new ties. Welded rail is too expensive to install at this time, approximately \$500,000 per mile.

A big vote of thanks is due Mr. Alan Dustin, President of the Boston & Maine Corporation, for sharing with those present his thoughts of the Boston & Maine Railroad. Submitted by **JOHN A. GOODWIN.**

Though its lumber traffic is down, Bangor & Aroostook has instituted a piggyback train between Ashland and Bangor, ME, and is doing very well with it. From the Mass Bay RRE 'Callboy'.

## A NEW PINSLY SHORTLINE!

This new shortline will be known as the 'Pioneer Valley Railroad Company', and will operate over former New Haven/Conrail branches listed as the "Holyoke and Westfield", between those two cities, and the "Florence Secondary", between Westfield and Easthampton.

The new line will connect with the Boston & Maine at Holyoke and at Easthampton, and with the Conrail at Westfield. Their base of operations will be at Westfield. Reportedly, power for the PVRC will be an ex Montpelier & Barre 70 Tonner, and two ex Montpelier & Barre EMD switchers which were stored behind the Claremont & Concord engine-house last fall. I am sorry I don't have the unit numbers to give you. I believe that at least one or both of the EMD switchers is ex Boston & Maine. Submitted by **JOHN CALLAHAN, Westfield, MA**

### Note to Contributors:

We, the editors of the Newsletter wish to thank all of you who have sent contributions to the Newsletter. Unfortunately limited space and budget prevent us from printing all that is sent to us and sometimes we are forced to edit some items. Anyone wishing a personal letter in return as an answer to questions or for info should be sure to enclose a SSAE. All letters with SSAE's will be answered promptly, those without may take some time as our own personal budgets and schedules permit. Again, many thanks to all for making our Newsletter great!!! **DENNIS AND SCOTT.**

## B&M RAIL TAKEOVER HAS TORRINGTON BACK ON TRACK

Shortly before 11 a.m., June 1, a bright blue Boston & Maine locomotive pulled onto a siding in Torrington, CT., snapping a big red ribbon that was stretched across the tracks to mark the occasion. The High School band played and a crowd led by Gov. William A. O'Neill cheered as the locomotive ground to a halt near a makeshift podium in the parking lot of the Charter Oak Container Corp. Tuesday's trip up the 19 miles of aging, rusty track from Waterbury marked the B&M's takeover of almost 90 miles of Connecticut track operated sporadically by Conrail since 1976, including the main line from Springfield to New Haven.

The rarely used Waterbury-Torrington line was chosen for the premier run because of the unique cooperative agreement between the federal, state and local governments, the railroad and area shippers that rescued the line from the oblivion it faced just a year ago.

Under the agreement, the state will buy the Waterbury-Torrington line for about \$110,000 and rehabilitate it with another \$890,000, \$600,000 of which comes from the federal Economic Development Agency. B&M officials will have exclusive operating rights on the line and guarantee 30 years of service with no rate increase for at least four years. Part of the state's commitment is to build a truck-train transfer station in Torrington to promote rail business from industries without sidings of their own along the line. The condition of the line is so poor that the train could not go much over 5 mph in some spots. With state ownership, and rehabilitation, the track will be able to handle speeds of at least 25 mph. From the **Hartford Courant, Wednesday June 2, 1982. Submitted by JIM KIDD, Wollaston, MA**

It has been said that familiarity breeds contempt, or at least familiarity makes one take things for granted. Perhaps this also applies to our top quality publication, the **B&M BULLETIN**. When you stop a minute and consider that Dick Symmes and his staff produce a commercial quality publication as a totally volun-

teer effort, and then stop and consider that the **BULLETIN** is considered by many to one of the **best** railfan related publications in the country, it is even more amazing.

Maybe we take for granted that the next **BULLETIN** will be better than the last (and we're never disappointed, are we?), but Dick and his staff don't, and each **BULLETIN** is the result of a lot of work and sweat and definitely a 'labor of love.' Why don't you take a minute and drop the **BULLETIN** staff a card, and tell them the effort is appreciated!!!

Our West End editor confirms the heritage of the Pioneer Valley's motive power; They are as follows: PV #'s 27 and 28, both SW-1's are ex Montpelier & Barre 27 and 28, ex B&M 1109 and 1110; and Alco RS-3 #203, ex B&M 203, ex St.J.&L.C 203, ex Great Northern 229. All units received full cosmetic work and some light repairs before they were sent out. We better keep a eye on this one. **SCOTT WHITNEY**

Did any B&MRRHS members miss the June meeting? Was it because you were on the Mass. Bay RRE trip to Rotterdam Junction? If you were on the trip, you caught a good show by the MBRRE! Your west end editor was on the trip and it was no less than outstanding! Good show, MBRRE!!!

Work is progressing well by Cainbro Corp. doing the replacement of the South Lyndboro trestle. By the time you read this, the change-over should have been made. The construction work has produced a large clear view of this trestle and should afford good pics. **From LARRY KEMP.**

Green Mountain's Ashuelot Branch operation looks poor as much freight traffic has been lost in the Keene Area. Branch may be cut back or dropped entirely. **From GERRY BABYOK.**

Monadnock Branch seems to be heading for hard times. Surcharges have been levied on some of the lines customers and one has been transloading from the Hillsboro Branch as an alternative. **From LARRY KEMP.**

A 10 car passenger train was sitting in White River Junction on June 30. Power was Amtrak F40PH and a CV diesel, cars were from assorted roads including Southern, Atlantic Coast Line, Kansas City Southern, and the American Coal Enterprises observation on the end. Can anyone give us more information on this?

The signals governing the (former) diamond at Rockingham Junction, NH have been retired permanently. One signal faced towards Manchester, the other towards Portsmouth.

We've all heard the old "good news/bad news" stories, and this letter I received from Arthur Stanhope sort of fits into that category. He writes in reference to the letter concerning the 'Flying Yankee' in the April 1982 Newsletter: "In the April 1982 Newsletter was a letter about the condition of the 'Flying Yankee' at Edaville. The letter was mainly concerned about broken windows, etc. While at the Edaville Railfans Weekend on Jun 19, I looked the Flying Yankee over and found that except for the windows in the boarding doors, most have been replaced. Of a more serious nature, is the fact that when the Flying Yankee was moved to Edaville 25 years ago, a soft roadbed for the ties, rails and train was prepared. As a result, over the years the ties in particular under the tracks have decayed and disintegrated, etc, until the train now appears to be resting in the ground, not on top of it. The front truck has settled so much that the bottom edge of the shovel nose is resting on the rails, in fact the

rails are pushing up into the nose. I suspect before long unless something is done, the nose will begin to buckle.

To correct this problem will require heavy duty crane(s) in order to move the train, construct a new roadbed and replace the train. This will be complicated and costly and of a much greater magnitude than indicated in the April letter. Will the B&MRRHS and Edaville continue to ignore the sad condition of the 'Flying Yankee' or will they bite the bullet and do something before enough damage is done that this historic train in B&M history must be scrapped?"

While the opinions expressed above are those of Mr. Stanhope, it is of a general consensus that something should be done with the "Tin Fish". The request by B&MRRHS Historian Harry Frye this spring netted only two responses, so at this time, all plans for any kind of restoration are on indefinite hold. The major stumbling block seems to be the distance to and from the train for most B&MRRHS members. Perhaps an arrangement could be worked out with Edaville to do the work with their staff, or provide overnight accommodations for B&MRRHS members working on the 6000, but as it stands now, nothing will get done in 1982. Well, maybe next year .....

#### VERMONT ASKS ICC TO ORDER MAINE CENTRAL TO RESUME 'ABOLISHED' TRAIN SERVICE

The state of Vermont has asked the ICC to order the Maine Central Railroad to reinstitute scheduled train service over its so-called "Mountain Division" line between Portland, ME and St. Johnsbury, VT. However, the state's plea may be rendered moot, as Maine Central officials contend that the service at issue was never actually abolished.

In its complaint and petition filed recently with the ICC, the state charges that the MEC "abolished" two daily train runs without giving the state or other interested parties statutorily required prior notice. The state based its charge on a teletype advisory sent to the Lamoille Valley Railroad Co. on May 20, in which the MEC advised the LVRC that "effective May 27," the MEC will discontinue operating daily scheduled service on the Mountain Division between Portland, ME and St. Johnsbury, VT., and will in its place, provide special service on an 'as needed' basis. LVRC has since received assurances from MEC's parent company, Guilford Transportation Industries, Inc., that regular Mountain Division service will be reinstated. Maine Central officials have contended throughout that the change in the Mountain Division service was instituted in order to facilitate track repairs, and was not a deliberate attempt to downgrade service in that area.

Vermont's Assistant Attorney General, Thomas R. Viall, says the state "does not feel (the case) is moot now," because the Attorney General's office has not received any official response from the MEC informing the state the original service has been restored. Mr. Viall also noted that there have been unconfirmed reports that the service has been reinstated. LVRC officials said that trains were running but could not confirm if they were running on a scheduled basis. The state of Vermont filed the complaint order to protect the interests of citizens who might be adversely affected by reduced railroad services. **From Traffic World, June 21, 1982. Submitted by TED FISK.**

Officially the B&M well cars will stay away from the cutters torch, they will be used primarily as work train cars carrying wheels, trucks and heavy equipment. One catch, no interchange will be permitted.

The recent sightings of Delaware & Hudson

power into Lawrence, MA, has come to a halt in the last few weeks. These freights come from Binghamton, NY into East Deerfield. But when travelling over 500 miles they have to be inspected, and from Binghamton, NY to Lawrence, MA is way over the limit and its just not feasible to do that.

The new B&M slug's progress has been slow due to winter shutdown. A situation has come up on how to effectively weigh down the GP-9 to give it tractive effort close to a GP-40. The solution will be rails encased in cement forms. As previously mentioned, this slug will only be used between two GP-40's. This will also require special wiring to these units.

**Submitted by DON JEJUNE.**

Mass. Bay RRE will sponsor an excursion on the Delaware Otsego's former DL&W Utica Branch from Binghamton to Utica NY on August 28. Bus connections from Utica before and after the trip and a chartered bus from the Boston area are being arranged. Save this date, and plan to ride this very rare trackage (95.1 miles). There has been no passenger service on the Utica branch for at least two decades. A detailed flyer will be available shortly. Also in the works is a trip from Boston to Bellows Falls, VT, on October 2. Mass. Bay trips are always great, and a real class act, too!

#### B&M Members ...

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

John B. Ross RR3 Puslinch, Ont.	William Verry 34 Bartlett Somerville, MA
Henry Pickul 42 Whitin St. Springfield, MA	Wayne Tasse 418 McConnell Rd. Aylmer, Quebec
Tracy P. Jones 3464 Western Ave. Park Forest, IL	Francis Winiarz Jr. 8 Edith Ave. Everett, MA
Roland Willey 11 Bacon St. Winchester, MA	Richard M. Joyce 1 Captain Road Wilbraham, MA
Earl O. Carta 104 Mapleridge Dr. Waterbury, CT	Paul D. Rogers 195 Snow's Cove Rd. Sedgwick, ME
Robert C. LeBlanc 3 Blackhorse Ln. Burlington, MA	Normand Petit 16 Douglas Way Exeter, NH
Robert C. Miller 11 Crofut Rd. Orange, CT	Robert Farrington 34 Dalton Rd. Chelmsford, MA
Michael O'Connor 23 Albro Street Foxboro, MA	Richard Anderson Jr. 47 Prospect St. Woonsocket, RI
Paul A. Rocheville Sr. 503 Broad St. Nashua, NH	Steve Karlson 1771 E. Pearl St. Hazel Park, MI
H.L. Bougaard Jr. P.O. Box 278 Glen Mills, PA	Robert Mahn 116 W. Broadway South Boston, MA
Paul H. Merritt 223 S. Main St. Newmarket, NH	John W. Donaldson 4 Jennies Rd. Hampton, NH
Denis Wogan 52 Lee Street Cambridge, MA	John Simpkins 26 Winchester St. Portsmouth, NH
Robert Sheperdson 9 Embassy Lane Yarmouthport, MA	Arthur Stanhope 120 N. Woodstock Dr Cherry Hill, NJ
John S. Woodcock 1061 Mowhawk Rd. Schenectady, NY	Tom Buckner 11 Waverly Place New York, NY

Have you ever wondered how addicted you were to railfanning? Well, the Newsletter staff has come up with a short quiz to help you find out. Score 1 point for each question answered with #1, 2 points for each #2 answer, 3 points for each #3, and so on.

- 1.) The first thing I do on Saturday morning is:
  1. Kiss my wife/husband.
  2. Let the dog out.
  3. Check the weather.
  4. Turn on the scanner to find out where POME-A is.
- 2.) My bathroom contains the following:
  1. No reading material.
  2. National Geographic.
  3. One or two railroad magazines.
  4. Every copy of 'Railfan' ever printed.

- 3.) A typical conversation with my wife/husband is about:
  1. The kids.
  2. The bills.
  3. The Boston & Maine railroad.
  4. We don't talk anymore.
- 4.) My favorite aftershave lotion or perfume is:
  1. Brut or Chanel
  2. Musk
  3. Old Spice or Aviance
  4. A blend of creosote and diesel exhaust (or steam exhaust!!!)
- 5.) When I argue with my mate about going train-chasing, I usually:
  1. Give in and don't go.
  2. Threaten divorce.

3. Lock her/him in the closet and go anyway.
4. My mate goes with me willingly.
- 6.) The walls of our living room are covered with:
  1. Paint.
  2. Wallpaper.
  3. A railroad photograph or two.
  4. Erection drawings of every class of B&M steam power ever made.
- 7.) The colors maroon and gold:
  1. Bore me.
  2. Complement each other fairly nicely.
  3. Mildly excite me.
  4. Bring a tear to my eye.

Now add up your score. Results are as follows:

- 0- 7 Not much interest. Might as well take up model airplanes.
- 7-14 Mildly interested in trains. Recommend a weekend on the bridge at East Deerfield to further interest.
- 14-21 Getting there fast. A visit to Hoosac Tunnel would probably put you over the edge.
- 21-28 You're a bona-fide railfan. You probably drop everything at the sound of a train whistle, stand in the cold for hours waiting for a train and your heart beats just a little faster when MEPO-B rolls by!!! Congratulations!!!!

We hope that you enjoyed our little quiz, hopefully an enjoyable way to fill some space on what turned out to be a very slow news month!

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

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