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JANUARY 1983

B & Meeting

NEXT MEETING

JANUARY 8, 1983

8:00 PM

**1ST UNITARIAN CHURCH
 WOBURN, MA**

Entertainment will be provided by Mr. Frank Hussar, who will present **sound** movies of Boston & Maine, Canadian Pacific and other New England railroads during the late '70's to the present.

SPECIAL NOTICE TO CONNECTICUT B&MRRHS MEMBERS!!! The B&MRRHS announces its first Connecticut meeting on **JANUARY 21, 1983**, at the Warehouse Point firehouse in Warehouse Point, Conn. (directions inside). Speaker will be Mr. Bob Leavitt, Director of Connecticut operations for the B&M! Time is 7:30 p.m.

- February 12, 1983:** Entertainment will be provided by Mr. Dave Heinstrom and Mr. Doug Peters, who will show movies and slides on Maine Central & B&M operations.
- March, 1983:** **MEETING DATE NOT FIRM!** Guest speaker will be **MR. DAVID FINK**, President of the Maine Central, who will speak on the emerging New England Rail System. Meeting date dependent upon Mr. Fink's previous engagements, and will be announced as soon as possible.
- April 1983:** Annual joint meeting with the Mass Bay RRE. Date and program to be announced.

WELCOME TO 1983!!! This new year will prove to be a very interesting one as far as the Boston & Maine Railroad and the New England rail scene overall. And of course, the B&M BULLETIN and the B&MRRHS Newsletter will be there to bring you all the news!!! Happy New Year!!!

Dear members,

As the year draws to a close, it is time to reflect on another successful year, and one that saw the membership almost break the 1700 mark. It was hard to believe, back when the membership was 20, then 100, then 500 that we would have grown to our present size in such a short time. It has been mainly due to a dedicated group of members, who, year after year have given their time and effort to produce and maintain the quality of organization that we have today, and you, the membership, who have supported us in this endeavour, making the B&MRRHS one of the largest and most successful railroad historical societies in the country. For this, I extend a hearty thanks, and a prediction that we will grow stronger in the future with many new and exciting programs now in the planning.

On behalf of the Board of Directors, the Officers and all the committees and volunteers, may I extend our best wishes for the season and a happy and prosperous New Year.

Don Clerke
 Chairman

**ALAN DUSTIN'S GOAL:
 MAKE THE B&M MORE EFFICIENT**

In 1974, B&M's new president, Alan G. Dustin, could have recommended that his railroad be absorbed into Conrail. Instead, he saw potential in the wavering tracks and beat up equipment that characterized the B&M, and he proposed to the trustees that the railroad be given a final chance to chart its own

course. Since then B&M employees have come to regard Dustin as the saviour of their railroad, though they know that he has not kept the trains running by himself.

Indeed, in his quiet but determined way, Dustin has impressed on his staff that to survive, the railroad must streamline its operations in every way it can.

Improved equipment utilization has been one of the key factors in B&M's recent gains. But, while B&M has done much to improve its own equipment utilization, a significant part of the problems requires industry cooperation to solve. Here is what he had to say on the subject at this year's meeting of the National Association of Shippers Advisory Boards in Birmingham, Ala.:

"In the equipment area, it is essential that the railroads jointly work to improve the utilization of freight cars. The sensible utilization of equipment not only reduces costs, but opens up market opportunities which can make us more competitive. For example, B&M handles approximately 6,000 carloads of printing paper to the Southeast every year, and conversely, B&M terminates about 6,000 carloads of paper from the Southeast every year. The sensible and efficient thing for the southeast and New England lines to do is to balance these movements so that empty car mileage is minimized. Unfortunately, that is not the case. B&M delivers 6,000 New England cars into the Southeast and receives the bulk of them back empty. Therefore, it takes 12,000 loaded car movements and 12,000 empty car movements to accomplish moving 12,000 loads. This means that, with twice as many cars being involved, almost twice as much fuel is consumed, almost twice as much car maintenance is called for and, perhaps, even more than twice as much handling is needed.

It costs nearly as much to handle an empty car as it does a loaded one, and yet, the industry runs up almost as many empty car-miles as they do loaded. That's just not an idle

investment, it's an idle investment being worn out running around empty. It's something like a paper manufacturer running a paper machine six months out of each year, but not making any paper. One half of the total investment in the railroad industry is in freight cars, and yet, we seem to lack the sophistication and maturity to use our freight equipment efficiently. **From Railway Age. Submitted by CHARLIE BRESLIN.**

RAILROAD RECEIVES BOOST FOR BOND

The Pioneer Valley Railroad's application for a state financed \$215,000 industrial revenue bond to build a maintenance building and garage at Depot Square station has won initial approval. The application, OK'd recently by the Westfield Industrial Finance Authority, will now go to Mayor Michael E. O'Connell and the City Council for approval. An enormous amount of paperwork still remains to be completed before the application is forwarded to the Massachusetts Industrial Financing Authority for final consideration for the railroad to receive its bond.

But, the approval of the project by the local board gives the railroad authorization to proceed with construction. Pioneer Valley, which is a subsidiary of the Pinsky Railroad Co. of Boston, began operation in July on two freight lines formerly owned by Conrail running between Westfield Holyoke and Easthampton.

The railroad plans to build a 7,500 square-foot building on its property off North Elm Street near the Old Colony Envelope plant. The building would be used to house and repair the locomotives used to carry freight over the 11 miles of trackage. Pioneer Valley General Manager Dennis Larson told the financial panel that it is hoped the new building would help reduce fuel costs by providing a garage to allow the locomotives to be shut down during the cold weather when not in use.

Submitted by CHARLIE BRESLIN.

MINUTES OF THE REGULAR MEETING OF THE B&MRRHS FOR NOVEMBER, 1982

The November meeting of the B&MRRHS was called to order on November 13, 1982 at the First Unitarian Church, Woburn, Mass. at 8:00 p.m. by President John Goodwin. There were 110 members and guests present. The minute of the October meeting were accepted as read.

John Goodwin read the Treasurers report for the first quarter. The report was accepted as read.

John Hutchins reported that the proofs for "Minuteman Steam" would be delivered to the printer by the end of the week. Softcover edition will be available mid-December, and hardcover in January.

Don Clerke announced that the first of hopefully many satellite meetings is to be held on January 21, 1983 at the Warehouse Point Firehouse, Warehouse Point, Conn. starting at 7:30 p.m. Guest speaker will be Bob Levitt, B&M trainmaster for the Connecticut River Valley. It is the hope of the board that these meetings will be held all over New England.

Don also announced that the artwork for the hopper kits is finished and on its way to the manufacturer. Don also told of a new boxcar paint scheme by Guilford Transportation Co. Boxcar is painted white with grey ends and lettered with Guilford Industries and Maine Central on sides.

John Alan Roderick then announced the forthcoming programs:

December - members night

(to be held every six months)

January - Frank Husser

February - Don Heinstran & Doug Peters

March - David Fink, Pres. of Maine Central

April - Joint meeting of B&MRRHS and

MBRRE on 3rd Thursday (April 21st) 8:00 p.m. First Congregational Church, Newton.

John then announced the evenings triple feature. The first slide show was a very well done show about the Great Bay Div., Dave & Dora Lamson HO layout in New Hampshire. This tracklevel tour, photographs by Dennis Adams, took us through all the yards and scenery on this most impressive layout.

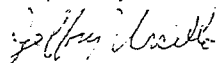
The second show of the evening was presented by Don Clerke, whose subject was B&M structures. As usual, Don's slides and commentary were very helpful to the modellers present. Don also included shots of layouts he had visited in the Albany-Ransaulier area. After his presentation, Don drew for two 10th anniversary hopper kits, which were won by Don LeJeune and Donald Crooker.

The third show was a very detailed account of the restoration of the 4266 into its maroon and gold livery. This show was narrated by Bob Allen and Dick Irish with some subtle attempts at humor by Phil Stockbridge. The show documented the arrival, sandblasting, clean-up, and painting of the 4266 at North Conway, including its very short time on the Maine Central roster.

Also on display at the rear of the hall were several excellent displays in HO & N scale.

The meeting was adjourned at 10:10 p.m.

Respectfully submitted,



Jeffrey Ursillo
Secretary

Winchester Tower has been permanently shut down. CTC (Centralized Traffic Control) from Boston West dispatcher is now from Winchester to Wilmington.

A new interlocking of crossovers was built at Mishawam, called Mishawam interlocking. This route will go north, closing Lowell Tower next (Cables are being put in at Lowell now). Plans to close Tower H and X are in the future. Tower X will be incorporated into Tower A - get your photos of these landmarks NOW!!!
Submitted by DON LEJEUNE.

From DON MAXNER: On Friday, October 29, two small incidents plagued the Boston & Maine at the Lawrence, Mass. yard. In the early morning, the power for MELA (Mechanicville-Lawrence) - D&H #7324 and #2314 - stumbled on a switch and went on the ground. The units were rerailed later in the morning. In the afternoon, a teenage boy, playing on a bulkhead lumber flatcar became wedged between the load and the bulkhead. He was rescued by the Lawrence Fire Department Rescue Squad assisted by B&M personnel and transported to a local hospital, suffering what appeared to be leg or ankle injuries. On November 23, D&H Alco #414, worn and grimy but still wearing Lehigh Valley colors of maroon and white, laid over for a crew change before continuing to Portland.

From SCOTT GORDON: 11/12/82: The Boston & Maine has been up on the Hollis Branch and has taken a string of boxcars off line. They have also shifted the remaining cars closer into Pepperell, the last string of cars is at East Street N.

Also earlier this fall, Pepperell Paper had a private railroad construction company remove their siding from the Mill Street crossing in. Bennis Company still has its tracks.

The Little Station on the Fitchburg Division is now owned by Mr. Dave Erickson, who is restoring the station. The outside has been painted and very shortly will have an order board on the station once again. Thanks to the Stony Brook Railroad Club.

The first regional B&MRRHS meeting will be held Friday, January 21, 1983, at the Warehouse Point fire house just off I-91 at 7:30 p.m.

Speaker will be Robert Leavitt-trainmaster for the B&M Connecticut River and Connecticut operations, and Don Clerke will show some slides of B&M equipment. Take the Bridge St. Exit off I-91, and park across the street.

MASS BAY RRE 'CALLBOY' RIDES NEW ENGLAND METROLINER

The Massachusetts Bay Railroad Enthusiasts was most graciously invited to ride on the New England Metroliner in a publicity excursion to New York City on November 9, just 10 days after the train went into service. (The B&MRRHS Newsletter also received an invitation, but we were unable to ride due to business engagements and the inability to get anyone on short notice. We thank Bill Crawford of the MBRRE for the ticket offer anyway. Herewith an account via Paul Shackford, editor of the MBRRE 'Callboy').

The train set out from Boston on a clear, mild day with two F-40's pulling an Amdinette, three 60-seat Amcoaches, and another Amdinette.

We were wine and dined by Amtrak all the way down and back, and given a bus tour of New York City as well, but what we saw en route was just as interesting as the train ride itself.

In Providence, we passed a Providence & Worcester freight that was towing the small switcher, coaches and parlor car "Nobska" of the Cape Cod & Hyannis Railroad. We saw the pilings and approaches for the new drawbridge at Mystic, and a P&W train at New London. We were switched over to the eastbound iron from Lyme to Old Saybrook, just before meeting the eastbound Metroliner; good timing; and saw that the track going around the depot in Old

Saybrook being removed. The train was going about 100 mph through Madison and Guilford. West of New Haven we kept being switched from one track to another, and got into New York 15 minutes late.

In conversation with Amtrak officials, it was found out that indeed, china and silverware are being restored on long-distance dining cars, and that first-class passengers will be getting complimentary meals on trains to Florida.

On the return trip, we saw Manhattan from the Hell Gate Bridge, sparkling in the twilight, as good a sight to see in America as any, and were subjected once more to the train being switched back and forth from track to track, costing us another 15 minutes.

Passengers on the Metroliner get a complimentary Continental breakfast at their seats, or they can opt for a full breakfast in the Amdinette at extra cost. The breakfast was an omlette, Canadian bacon, sausage, croissant and real fried potatoes. (find that on an airplane!!) Dinner was a choice of cold meat and ratatouille or seafood platter of sole, shrimp and devilled crab. For food that had to be prepared ahead of time and warmed up, it was superior to anything found on an airliner. The linen and stainless steel tableware compensate for the plastic crockery.

The New England Metroliner is a noble effort to capture the trade of business clientele who otherwise fly to New York for an afternoon of business. Only a dedicated right-of-way would assure it of better performance between New Haven and New York, but the 60-seat coaches with their curtained windows and the dinette-lounge with its graciously set tables are certainly steps in the right direction. It is sincerely hoped that it will prove successful.
From the MBRRE 'Callboy'

While glancing through TRAINS magazine recently, we were pleasantly surprised to see a photo in the "Railroad News Photo" section of a Maine Central U25B poking its nose out of the East Portal of Hoosac Tunnel, taken by Scott Hartley. The photo drove home just how interesting train watching has become here in the Northeast over the past few months!!! (The only thing that detracted from the overall beauty of the scene was the terrible "graffiti" on the tunnel's face.) New England railroading is coming of age!!!

OOPS!!!

In the December 1982 Newsletter story about the refurbishing of B&M F-7A 4266, one photo was incorrectly credited. Photo #4 should be credited to Jim Lamatier. Our apologies.

Gil Payson sends us a news clipping stating that the Martin-Marietta Cement plant in Thomaston, Maine will be closing by March 3, 1983. The closing will affect 135 workers, not to mention the Maine Central, as the plant was a big shipper on the Rockland Branch.

NEW B&M BANCH LINE

Conrail's ex Lowell branch is now being cut up into smaller branches by the B&MRR who purchased the line last summer. The section between Sudbury and West Concord has been placed out of service. At Sudbury several rails have been lifted from both the Mass. Central branch and the Lowell branch. At West Concord the crossing with the Fitchburg Div. has been taken up, but the transfer track was left because this section of track is going to be kept open as far as Chelmsford. This fall B&M Crews were putting down new ties and ballast in the Concord Acton area. The B&M doesn't plan to open the few miles between Chelmsford and Lowell, in fact rails have been lifted by all crossings in this section. **BEN CAMPBELL.**

B&M Members

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

Thomas W. Smithers
18 Farragut Ave.
Medford, MA
John A. Walsh
505 Cypress Pt. Dr.
Mountain View, CA

Robert F. Cooley
RD 1 Box 165U
Greenfield Ctr., NY
John C. Rogers
P.O. Box 27
Ninevah, NY

Peter F. Nay
118 Tolman St.
Canton, MA
P. Phillip Kelley
225 Franklin St.
Reading, MA

Cy Merrill
Box 77
Sandown, NH
Richard E. Costa
24 Lancaster Ave.
Plymouth, MA

Howard V. Bedwell Jr.
45 Madison Ave.
Mount Holly, NJ
Ronald J. Willey
G-35 North Village
Amherst, MA

Richard Russack
RD 1
Fremont, NH
Edward Deveau
RT 1 Box 121
Sandown, NH

David A. West
45 E. Ridgewood Ave.
Paramus, NJ
Mark Swasey
232 Storey Ave.
Newburyport, MA

Kenneth D. Johnson
4202 W. Van Buren
Phoenix, AZ
Donald L. Leard
44 Taplin Ave.
Wilmington, MA

Edwin W. Brill Jr.
7 Ithaca Dr.
Pittsford, NY
Robert E. Hays
21 Bradwood St.
Roslindale, MA

Arthur E. Jackson
Concord High School
Concord, NH
Douglas Hanson
Colby Rd. P.O. Box 322
Danville, NH

Daniel J. Lawecki
2487 Bow Ct.
South Bend, IN

The B&MRRHS has learned of the passing of Mr. George C. Smith of Melrose, Mass., and Mr. Stephen C. Budwitis, of Cambridge, Mass. We extend our deepest sympathy to their family and friends.

If you have been listening to the ol' railroad scanner lately, you have undoubtedly heard some unusual symbol freights on the B&M. The Newsletter staff had been attempting to catalog and list them, but the symbols would change so fast with all the new run-throughs that it was virtually impossible to keep up. We therefore give you this list of two-letter symbols for origin and destination:

- ME-Mechanicville NY
- BA-Bangor ME
- LA-Lawrence MA
- ED-East Deerfield MA
- PO-Portland (Rigby) ME
- SA-Salem Mass.
- CO-Concord NH
- SE-Selkirk NY
- EB-East Binghamton NY
- RU-Rumford ME
- PY-Potomac Yard
- SP-Springfield MA
- BO-Boston MA
- DO-Dover NH
- NA-Nashua NH
- BE-Berlin NH
- WJ-White River Jct.
- CH-Cedar Hill
- CP-Canadian Pacific
- CV-Central Vermont
- WO-Worcester
- PI-Pittsfield
- WH-Whitefield
- WA-Waterbury CT

We're sure that there are more that we've missed, please feel free to submit any more that you know of!!!

The Modeling Update for November 1982 is ready and may be obtained free by sending a Stamped Self-Addressed Envelope to Don Clerke, P.O. Box 674, South Windsor, CT 06074.

Some notes from the Billerica shop, sent to us by Martin LaCarbonara, Agent, Billerica Shops: On October 18, 1982, at about five or six am., a Boston & Maine #3107 40 foot wooden boxcar, built about 1906, was destroyed by fire. This car was in the lower yard at the Billerica Shops.

Also, on November 1, 1982, the shop supervisor requested that I (the agent) find and place the Jordan Spreader (Boston & Maine 3593) in freight shop 3 for repairs. Rumor has it that it was sold, but nobody knows to who.

At this time, all Maine Central run-throughs have been discontinued indefinitely, with the exception of one through freight, BASE/SEBA (with power swapped at Rigby). The Newsletter has no firm reason for this, and will not speculate until we have a VERIFIED story from an OFFICIAL source, however lack of Maine Central diesels can be confirmed visually. Delaware & Hudson power is still seen regularly, but only as far as Rigby Yard in South Portland.

B&M GETS ITS FIRST PASSING GRADE IN CONNECTICUT OPERATIONS

The Boston & Maine Railroad hasn't been raking in big profits since it took over most of Conrail's operations in Connecticut last June. But the B&M has been making believers out of many who doubted its ability to improve rail service in the region.

"I'm pleasantly surprised," says Vance Taylor, executive director of the Northwest Connecticut Chamber of Commerce in Torrington. "They're demonstrating real eagerness to work with rail users".

"They're a very aggressive bunch," says Anthony D. Portanova, head of a Waterbury trucking firm, Portanova, Inc. "they're doing what should have been done many years ago. They're making a concentrated effort to have things shipped by rail."

At the B&M's headquarters in Billerica, Mass. there is optimism - though nothing like euphoria about prospects in Connecticut.

"We've seen some improvement, even in the recession, but it's certainly not happening overnight," says B&M president Alan Dustin, conceding that in its new Connecticut markets

"we haven't done as well as our projections."

"As the recession subsides and business improves, if we can earn the confidence of the people down there and apply some innovative marketing we can develop more rail business."

When the B&M moved into the Naugatuck Valley, it acquired a system that had been coasting on a downgrade for years. Many one-time rail customers had shifted to trucks, and stiff surcharger imposed by Conrail had alienated those that remained. The track had deteriorated to the point where traffic on many lines, when it came, could move only at a snail's pace. A year ago, the B&M, just coming out of bankruptcy seemed unlikely candidate to succeed Conrail. The railroad's reorganization plan was bouncing between the Interstate Commerce Commission, the bankruptcy court in Boston and the B&M's creditors. That plan, now based on the \$24 million purchase of the B&M by Timothy Mellon of Guilford, has been approved by the ICC and is now awaiting endorsement by the court and its creditors.

Senior management at the B&M takes its cues from Dustin, who insists he remains confident, despite a 10 percent to 20 percent decline in traffic levels from last year. System-wide, the B&M's revenues have flattened, at \$29.9 million for the quarter and \$91.4 million for the first nine months of 1982, about the same as last year. And the stagnant business has continued operating losses that totalled \$1,592,125 in the quarter and \$2,229,306 for nine months. A year earlier, the losses were \$1,757,612 in the quarter and \$1,497,118 for the nine months.

Despite its operating losses, the B&M posted a net profit of \$1,068,552 for the nine months, largely on the strength of its income from about \$50 million in assets being held to pay off bankruptcy debts after the railroad's reorganization plan is approved. That cushion will disappear when the reorganization goes through, and Dustin looks to the Connecticut service to help make up the difference.

"We believe the Connecticut lines have a stable transportation base, but not one that will automatically use rail," said Dustin. "The B&M will have to constantly hone its operations, costs and rates if we want to keep that base. Industrial growth will come, but we can't sit and wait for it. **From the Hartford (CT) Courant. Submitted by JACK GRANEY, and also by DON CLERKE.**

GIVE A GIFT MEMBERSHIP IN THE B&MRRHS!!!

With the holiday gift giving season rapidly approaching, here is a new idea from the B&MRRHS! This year, gift memberships are available through the Membership Secretary. With each gift membership, a special "Welcome Aboard" card announcing your gift will be sent to the recipient. Don't delay, act now before the holiday rush!! Use the handy form below.

Annual Dues: United States	\$13.00	Send to: Dora Lamson, Membership Sec'y P.O. Box 2362, Harwood Station Littleton, MA 01460
Canada	15.00	
Foreign Countries	18.00	
(U. S. currency)		

NAME _____ Date _____

Address _____

City/Town _____ State _____ Zip _____

Phone # _____

(Make Check or Money Order payable to B&MRRHS)

Check one _____ New Or _____ Renewed

This GIFT MEMBERSHIP is from: _____
(Leave this space blank if you do not want your name to appear on card)

Make Check or Money Order payable to B&MRRHS

NOTICE: All gift subscriptions run July 1, 1982 to June 30, 1983. All back issues of the Bulletin and Newsletter from July 1, 1982 will be sent to all new members as soon as the memberships are processed.

Member Lyman Jackson sends us this newsnote from the Wall Street Journal concerning the build-up of Railbox and other boxcars on the B&M's and other railroad's sidings:

The Wall Street Journal reported on December 6, 1982 that "Railbox Co.," a freight car supplier owned by the nation's railroad industry, said it will start defaulting on its annual \$80 million of debt-service payments next month unless it reaches an accord with creditors at a hearing scheduled for December 16.

"The company's difficulties reflect very weak demand for rail shipment of freight. An industry official said nearly 268,000 freight cars stand idle on sidings across the country."

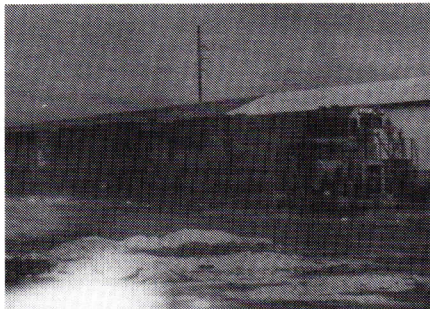
"Trailer-Train" is owned by thirty railroads, including all the nations major ones, and the estates of three bankrupt railroads (B&M?). It was established in 1955 to operate a pool of flat freight cars, which it leases to railroads on demand. Railbox was created in 1974 to provide the same service, specializing in boxcars.

"But in recent years, shippers have increasingly moved away from boxcars to more flexible "piggyback" rail transportation, in which truck trailers and containers are loaded onto flat railroad cars for intercity transport. In addition, the recession has hurt companies in the industry. As a result about 75% of Railbox' 25,000 car fleet is idle.

Trailer-Train officials asserted that Railbox' debt problems aren't hurting the parent company. "It obviously isn't therapeutic, but Trailer-Train is financially strong"....

This offers a partial explanation for the build-up of these cars on sidings in New Hampshire and elsewhere on the B&M.

From LYMAN JACKSON.



LASE (Lawrence MA to Selkirk NY) power put up on the #2 field track at Lawrence with three Delaware & Hudson units in different paint schemes. Units are GE U23B 2311, GP-39 7409, and GP-38-2 7602.



B&M train POSP (Portland ME to Springfield, MA) has B&M GP38-2 211 and Maine Central GP38 260 picking up cars on 1 and 2 Flannagans at Ayer. Conrail buggy #23259 holds the westbound main. Note reflectors on top of buggy. Photo by DON LEJEUNE.



B&M switcher 1223 idling at East Deerfield, Mass., in its new maroon and gold livery. The 1223's 'new look' is the result of efforts by the Amherst Railway Society. Well done!!!! Photo by GERRY BABYOK.

The B&M has acquired a new piece of motive power!!! No, it's not another GP40, or a GP-9 or even a SW-9. It's a Trackmobile!!! Smaller than a conventional locomotive, the Trackmobile can push, pull and add cost efficiency to the railroad, said B&M spokesman Dennis Coffey. The two man car was purchased by the Springfield Terminal Railway Co., a subsidiary of the B&M, for around \$100,000, Coffey said. It will be employed throughout the entire Boston & Maine system. **Submitted by JAMES C. BARNES.**

MASS BAY RRE ANNOUNCES A RAIL TRIP TO SANBORNVILLE AND OSSISPEE NH!!!

Renew the tradition of the snow trains on the Boston & Maine's Conway Branch for the first time in over ten years!!! Other winter activities and railfan amenities are planned.

For information, call (617) 581-0411, 6-10 PM EST, or write to the Mass. Bay RRE at P.O. Box 525, Bedford, MA 01730.

See you aboard!!!

Boston & Maine Railroad Historical Society

Incorporated

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