



**Dear Members,**

**Beginning with this** issue of the Newsletter, we will be going to a bi-monthly printing schedule. The reason for this is to save the B&MRRHS approximately \$2000.00 per year. We will be publishing a six-page Newsletter each time, so you won't be getting **any less news** than before, but it will eliminate the redundant title page with events notices and the address label.

We have been faced with several crippling factors during the last year and one half. First, (and this is really good news), we finally paid off the last of the debts incurred from our last book, Minuteman Steam. Several major marketing errors were made with that excellent book, none the least of which was vastly overestimating the market. During the last year, we completely paid off the book and the interest charges, but that has left our treasury greatly depleted (but, definitely the lessor of the two evils!) Also, costs of keeping our publications at such high standards as we normally do have become almost impossible to keep up with. In the past couple of years, the money from dues has only covered about one half of the cost of printing the BULLETIN only, not to mention the Newsletter, mailing, etc. The rest of our funding is made up from sales of the BULLETIN at hobby shops, and other items such as back issues of the BULLETIN, model railroad car kits, books, t-shirts, hats and our other items. Sales of these items has tapered off greatly, which is probably due to the fact that almost everyone has purchased as many as they want of each, and with all our operating capital tied up in paying off our debts, we had no funding to begin new projects. This brings us to the point that now that we no longer have the cash flow to get the BULLETIN out as quickly as we would like to.

Enclosed with this Newsletter is a **very important** letter addressed to all members. Please read it and let us know your opinions. Also, on the last page, you will find our list of available items, and a couple of new surprises! We urge you all to order something for yourselves, or to give as Christmas gifts. We would also like all of you who can afford it to consider upgrading your present membership status. In closing, we urge you to support B&MRRHS fundraising projects that will be coming up in the next few months, as we will be producing a new book, and a new HO scale model railroad car (if there is interest, we will also consider producing an N scale car too! Let us know!) Remember, this is **your** Society, and we **all** sink or swim together! **Scott Whitney, President-B&MRRHS**

This will undoubtedly be one of the most unusual issues of the B&MRRHS Newsletter that you will ever receive. As you have read in Scott's editorial preceding this, with this issue, we begin a bi-monthly printing schedule for the Newsletter. We must again emphasize here that you will be receiving the same number of pages of news per year, what you will **not** be receiving is twelve full front pages of upcoming meetings, and twelve one-half page mailing flaps for your address label.

Scott has briefly touched on some of the reasons for the change in formatting, and here we'll go into it a little deeper.

The first reason for the change is the upcoming postal increase. Looking at it one Newsletter at a time, it doesn't look terribly bad, however multiplying the increase by sixteen-hundred, and multiplying that figure by twelve, the figures took on an appalling look. This, coupled with the cost increases in the printing industry over the past year (and no relief

in sight for next year), made it extremely clear that the Newsletter could not even hope to live within its budget, even staying with the four-page format. And in fairness to all concerned, we have worked with our printers to keep costs down, but we must remember that they are **not** non-profit like we are.

With a projected budget of almost \$10,000 for the Newsletter production and mailing alone, and the current BULLETIN budget of almost \$50,000, we have the awesome (for us, anyway,) figure of \$60,000 for just the basic Society operations. This does not take into account the cash flow needed for the actual operation of the B&MRRHS, telephone, postage, and other miscellaneous expenditures. Where is this money to come from? Grants are available, but they need to be applied to specific projects. We have a book in the works, but it has taken us several years to overcome the marketing errors made with our last book. We are at last free of the debt incurred, but at what a cost. Interest payments are a killer! We make decent money at shows, however we are very short on manpower to attend them. Our plea for help last January brought only a tiny response, aside from Messieurs Art Ellis, Bruce Stevens, Ed Felton and Brian Fons, the shows are mainly being attended by the usual crew, and that usual crew is starting to get a little burned out by wearing so many hats. There are still about fifteen shows a year we can't attend due to lack of personnel.

The letter from the B&MRRHS that is enclosed in this Newsletter is probably the most important piece of mail that we have ever sent, and it is very important that you read and respond to it. There will be a forum on the ideas in this letter at the January Board of Directors meeting at the Church in Woburn during the afternoon before the membership meeting. Please consider attending in person, or at least mail your opinions in. But, and at the risk of being blunt here, what we're looking for are suggestions and ideas, **not** blatant criticisms and gripes. Remember, we're all volunteers, and we're all **TRYING**. But we need you.

As far as the Newsletter is concerned, the six-page, bi-monthly format is an idea that your editors have kicked around for about a year, and as projected printing and mailing costs for 1988 started to come in, it became

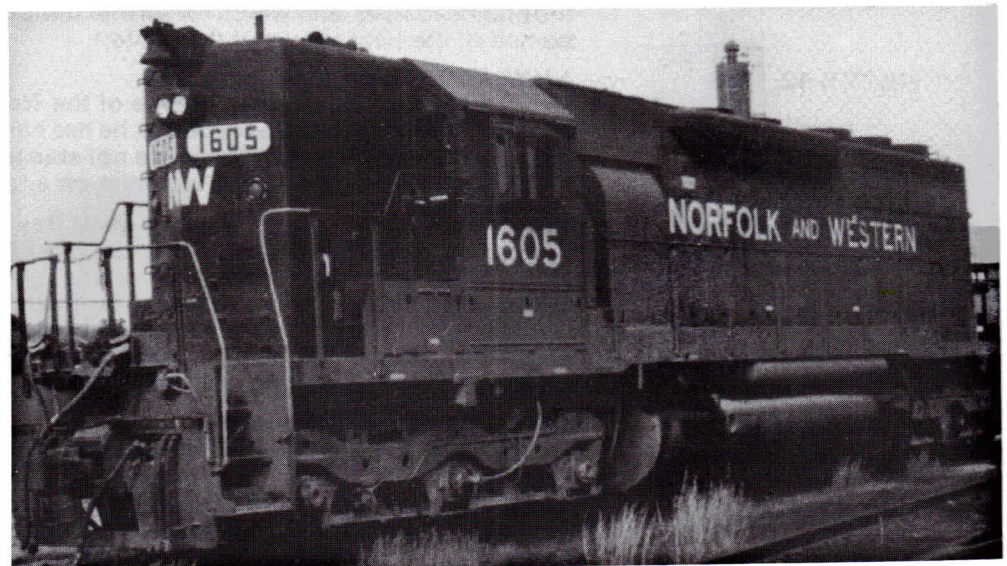
apparent that now was the time. To take money away from our pride and joy, the **B&M BULLETIN**, was not feasible.

With the six-page format, we hope to be able to print more diversified articles, our "Railroad Archaeologist" will become a regular feature (so start beating the bushes for those long lost, but still visible areas); also with the B&MRRHS becoming involved with restoration projects, a regular "Restoration Corner" will be featured, along with more articles of a historical nature. (We are, after all, a historical society!)

A major change will be our front page, instead of the "Next Meeting" format that we have used for the last fifteen years, we will be using a "B&MRRHS Calendar" feature, listing all B&MRRHS (and other organization's functions that are of interest to B&MRRHS members) activities, along with dates and locations, if away from Woburn, at least six months in advance. There will be no "next meeting" notices, you will have to make note of B&MRRHS functions that you wish to attend! This format is used by almost every other railfan organization, including the major magazines, so we don't anticipate too much confusion.

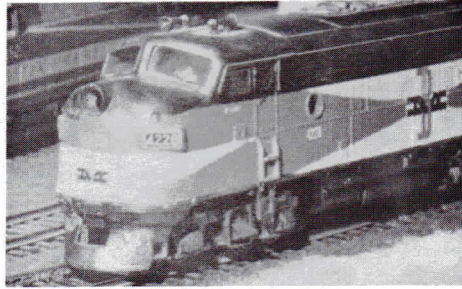
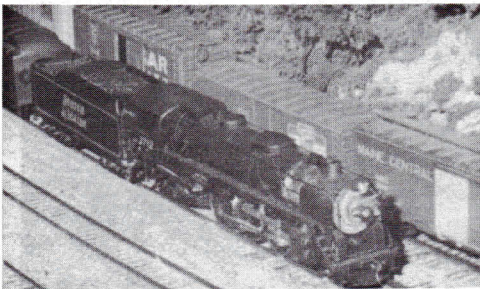
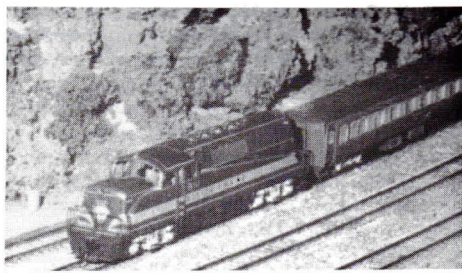
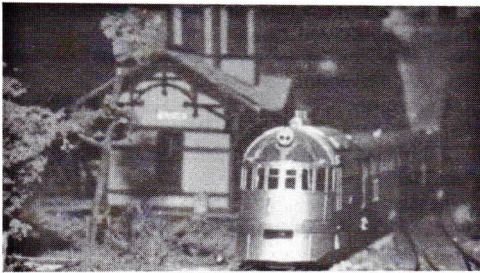
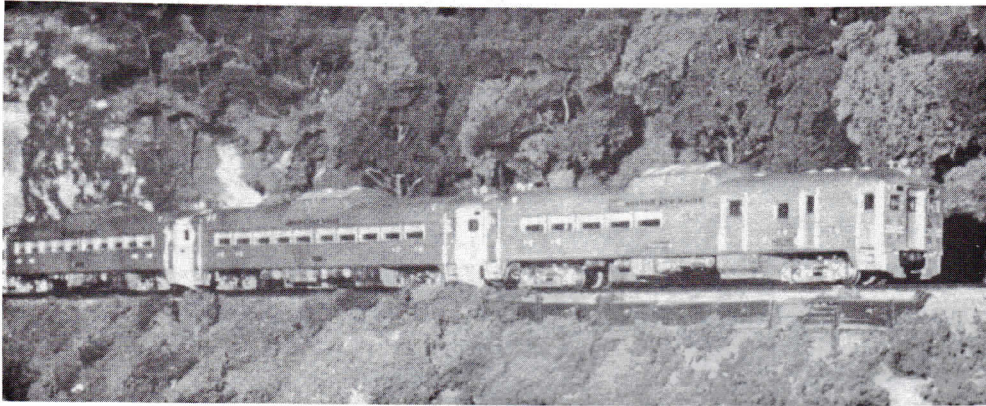
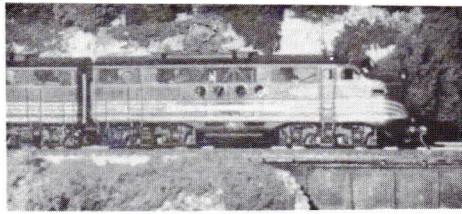
The projected mailing schedule for the Newsletter will be November/December 1987; January/February 1988, and so on. If we can maintain our projected delivery schedule, the Newsletter will be mailed approximately in the middle of the two-month coverage period, for example, the January/February Newsletter should get to you sometime around the first or second week in February. Of course, Newsletter deadlines will be changed accordingly, also please be aware of the new schedule if you would like to enclose mailings with our Newsletter! **Plan ahead or forever hold your peace!**

In conclusion, Scott and I will be resigning as Newsletter editors at the end of 1988, at this time we will have been at the helm for over seven years, and that's long enough for any one job. A little new blood never hurts, and we would like to have the new editor(s) breaking in as soon as possible, and definitely by next fall. We will be glad to help you through the teething period, and here's the perfect chance for those vocal few of you who have been writing in that you could do a better job in your sleep to put your money where your mouth is!



Guilford has purchased 15 former Southern SD45's, to be renumbered and repainted into Guilford colors. They will be renumbered 670 to 684, formerly the units were Southern (five of them) and ten were Norfolk & Western. All are high hood units, and were stored at Bellville, Ohio and Decatur, Illinois. Story from Don LeJeune, photo by Jerry Cook.

The November meeting of the B&MRRHS was held at the North Shore Model Railroad Club in Wakefield, Mass., and an enjoyable evening was had by all in attendance. The North Shore crew once again went out of their way to make us feel welcome, and we thank them for their hospitality! We hope you enjoy the photographs as a reminder of an exceptional evening!



### VIDEO SHOW; YES OR NO?

Over the past couple of years, we have witnessed a virtual explosion in the preponderance of video-taped material available for our hobby. Because of its cost-effectiveness, videotape has become perhaps the premier medium for moving-subject photography. This has

proven to be a mixed blessing, however. At least from a program-planning point of view. Videotape's popularity has come about for many reasons, not the least of which are its cost, its convenience, and its quality. These have made it a boon for the Armchair railfan. Unfortunately, however, the logistics involved in doing a video presentation for a large audience

are a little more complicated than just popping a tape in and sitting down in front of the tube. The equipment needed to do this is both expensive and cumbersome. Using a 19" color TV to show a tape to 75 or more people just doesn't cut it. Even a conventional 25" set would present quite a challenge to those in attendance. There are projector-to-screen models available (the kind you see in lounges, etc.) but if you're like me, you haven't been impressed by their lack of vibrancy and less-than-marginal optical quality. Put yourself to the far-right or far-left of the audience and the image is almost unacceptable.

There are large-screen rear projection TVs available. These offer a larger format than conventional sets and have considerably better brightness and peripheral resolution. They also, however, weigh several hundred pounds, are large in size, and their cost (\$2,000-\$3,000) precludes that these techno-marvels are not something that the Society is going to run right out and buy. Likewise, it's altogether likely that such an investment would become technically obsolete before the Warranty expired! Rental is possible, but at what cost? And such cost to be borne by whom?

The dividends of delving into this new and exciting medium for large audiences presentations are awesome to contemplate. But so are the difficulties; technical, financial, and last-but-not-least; political! Do we show vintage or contemporary material? Do we allow just one person to do an hour-and-a-half long presentation of his own material or several commercially available tapes.

I look forward to some sort of feedback on this; be it constructive or critical. Suggestions regarding where to obtain the necessary equipment for an effective presentation or an alternate meeting place where the facilities are already available. (Such places exist, I'm sure.) What to show, etc. The problems are formidable, but the potential rewards are tremendous. Think about it and let me know what your feelings are. And, as always, Thanks for your consideration...

**John Alan Roderick**  
Program Chairman

**Guilford Glances:** The purchase of 15 N&W SD45's is about to close another chapter in the purchase of 6 axle power. An inside source informed me that this is the last of the 6 axle purchases and any further acquisitions would very likely be in the form of GP38's in used but satisfactory condition. Conrail has a lot for sale but they're asking too much money at present. The old number series of the 10 N&W and 5 Southern units are as follows and will be renumbered in this order from **675 to 689** 1712, 1719, 1720, 1735, 1753, 1758, 1771, 1779, 1801, 1811, 3151, 3152, 3154, 3165, 3166. They will be sent to Binghamton, East Deerfield, and Waterville for radios and some servicing. Also most of these have dual stands one could expect them either long hood or HIGH hood forward!

Currently some units at Billerica are ready for the scrap torch. Those ready are: 1565, 1574, 1561, 1556, 1700, 1701, 1737, 1740, 1739, 336. B&M 210 shopped for accident damage is awaiting steel for cab fabrication and is shopped. B&M 208 remains outdoors awaiting its turn for collision repairs, B&M 203, 204 remain out of service at the shop for repairs. MEC 253, 254 are currently being worked on for main generators. The 254 also has a cracked block and will probably receive a different engine from another unit. Worked on in the shop are the following: 1568, 1562, 7418, 631, 325. The 7418 will get the engine from the 364, which was wrecked at

Fitchburg early this year. Also ST 53 (1848) stored at Billerica yard will positively be rebuilt ....but in due time. The B&M 1838 escaped the changeover to ST ownership. The paint program at Oneonta will continue until all the serviceable GP7's and 9's are painted! Presently the D&H 452 and 454 are at Waterville being readied for service again after storage at Colonie Shops. They will be painted in the ST70's series. When Colonie finally is closed, the stored engines will be sent to Billerica for final disposition. The B&M 1850 is notably one unit that the shop at Billerica would like to get its hands on for parts!! The 453 remains at Colonie with a bad main generator.

MEC 286 is at Oneonta awaiting paint and will be sent to Billerica for fire damage repairs. Also at Oneonta on 10/7/87 is the D&H 7419, 7405, B&M 332. The B&M 1223 which a few years ago was restored to its original paint scheme at Billerica and remained a "tradition" for years is now ST 1421.

GP 40 # 325 is still at Billerica and should be released soon for service and paint. Also being worked on in the shop are the: 1562, 1568, 7418, 631, 253, 254. The 7418 will get the engine from the 364 which was severely damaged in the Fitchburg wreck.

Oneonta Shops just released ST # 902 a refurbished coach and is now at Billerica. Other units near the shop doors awaiting repairs are the: 1712, ST 4618, 1742, 1744, 302, 1715, 1734, 309.

Still as of this date ST # 51, Ex B&M 1825 has not been renumbered.

As of this date the following units are classified as STORED: 501, 502, 503, 504, 505, 507, 508, 754, 755, 756, 757, 760, 5000, 5002, 5006, 5007, 5008, 5009, 5010, 5013, 5014, 5020, 5021, 5022, 7316, 453. At Binghamton: 5001, 5004, 5005, 5018, 5019, 506.

At Waterville, MEC 283 is out of service for a traction motor fire. Also out of service are the 1732, 601, 690, 366, 228, 403, 407, 658, 653, 229, 230, 232, 201, 190. Units that are out of service but are not going to be repaired are : 282 for fire damage, 292, wreck damage, 291 severe engine damage. The 658 in for C1104 test also is in need of a new main generator. **Don LeJeune**

**With new numbers** on Guilford's mileposts, many of us are lost when listening to scanners. Here are some of the more common "CP" points (Control Points) and terms used:

District 1 dispatcher - Maine Central Waterville and East

District 2 dispatcher - Maine Central West of Waterville

District 3 dispatcher - Boston & Maine Rigby to North Chelmsford

District 4 dispatcher - Boston & Maine North Chelmsford to East of East Deerfield including New Hampshire route

District 6 dispatcher - Boston & Maine Connecticut River Line

CPF 58 - Calais Jct (Bangor)

CPF 66 - Herman Center

CPF110 - Fairfield

CPF114 - North St. (Waterville)

CPF119 - Oakland

CPF185 - Royal Jct.

CPF194 - Allen Ave. (Portland)

CPF196 - Mountain Jct.

CPF200 - PT Tower 1

CPF244 - Dover

CPF256 - Rockingham Jct.

CPF273 - Plaistow, NH

CPF-AS - Andover Street (Lawrence)

CPN-71 - Bow Jct. (Concord, NH)

Guilford rules went into effect on the rest of the B&M October 11, along with a new timetable for the whole system.



Several members wrote in to tell us that we have a celebrity among us, on the New Hampshire North Coast. TRAINS magazine has a story about NHNC's former Conrail Geep 7093! You never know what you'll find in your own back yard! Photo by Steven Cook

Train changes: PORU (Rigby-Rumford) now leaves Rigby at 11:00 PM meeting RUPU from Rumford (11:00 PM) on the road, usually at Leeds Jct. where the crews swap trains and return to their home terminals. NMPO/PONM no longer running regularly, MAPO leaves Bangor later to pick up the traffic carried on these trains. Service on the former B&M lines west of Rigby is unpredictable due to a shortage of qualified crews and serviceable power. The October 4 snowstorm in the Albany, NY area aggravated the problems. Unit coal trains to the Bow, NH power plant are again running over Conrail to the B&M at Rotterdam Jct., NY. These trains have been changing back and forth between the D&H and Conrail in recent years. **From the 470.**

For Vice President  
**Carl Byron** ..... 138 votes  
 For Secretary  
**John Alan Roderick** ..... 139 votes  
 For Treasurer  
**Al Hale** ..... 141 votes  
 For Clerk of the Corporation  
**Jeff Ursillo** ..... 2 votes  
 For Board of Directors:  
**Ed Felton** ..... 104 votes  
**Jim Nigzus, Jr.** ..... 67 votes  
**Charles Smith** ..... 115 votes  
**Jeff Ursillo** ..... 112 votes  
 For Alternates to the Board of Directors:  
**Dennis Adams** ..... 97 votes  
**Donald Robinson** ..... 94 votes  
 At the November 1987 Board of Director's meeting, the resignations of Directors Dave and Dora Lamson were accepted with much regret, and alternate Dennis Adams was appointed to finish Dave's term ending in 1989, and Donald Robinson was appointed to finish Dora's term ending in 1988. Jim Nigzus, Jr., was appointed as an alternate, and we still have one

**RESULTS OF THE 1987-1988 B&MRRHS ELECTIONS**

A total of 143 ballots were cast.  
 For President:  
**Scott Whitney** ..... 138 votes



Jeff Ursillo receives the Chairman's Gavel from outgoing Chairman Joe Shaw. Jeff was elected Chairman, with John Alan Roderick the Assistant Chairman.

other opening for an alternate. Anyone interested in applying for this position should contact any Director or Officer as soon as possible.

**ANNOUNCING...**

**The Best of the B&M BULLETIN 1971-1980**

For those who joined the B&MRRHS in recent years and missed out on some of the early issues of the B&M BULLETIN, we are planning a new book, the Best of the B&M BULLETIN! We are currently putting together the very best articles up to 1980, from BULLETINS that are out of print or very hard to find.

This special production is being offered at a special pre-production price of only \$17.95, which is \$2.00 off the projected list price of \$19.95 (and that figure could go higher!)

We are expecting an early spring delivery date, but we need your orders now to insure that we will have enough capital to begin production on the book. What's more, the more advance reservations we receive, the more articles we'll be able to include, and the sooner the book will be sent to the printer!

Mass. residents must add 5% sales tax to each book ordered. Please enclose \$2.50 postage & handling for each book ordered.

**B&MRRHS ARCHIVES ANNOUNCES VIDEO LEASING SERVICE!**

The B&MRRHS takes great pleasure in announcing the availability of leasing videotapes from our Archives library. There is **no charge** for the leasing of the tapes, however we must ask for \$5.00 postage, handling and insurance.

The first two tapes that we have available are:

**On the Trail of the Iron Horse Through Crawford Notch**, by Stanley Y. Whitney.

**On the Trail of the Iron Horse Through the Four Seasons**, also by Stanley Y. Whitney.

These movies are each approximately 90 minutes long, in full color from Mr. Whitney's excellent quality originals! There is no sound track, and these movies are unedited from the originals! You've seen these before at B&MRRHS meetings, now enjoy them in your living room! VHS format only!

The policy for the use of the B&MRRHS Video Leasing Library are as follows:

- 1) You may take any tape, one at a time.
- 2) There is no charge for the leasing of the tape, however there is a \$5.00 charge for postage, handling and insurance.
- 3) Tapes will be distributed on a first-come, first-served basis, please list an alternate choice in case the tape you want is out on lease.
- 4) Please return the tape(s) promptly, as others will be waiting for the tapes you have and vice-versa. One week is a good turn-around time.
- 5) You must return the tapes to the address provided with the tapes.
- 6) We regret that we do not have copies of these tapes for sale.
- 7) You are responsible for return postage.
- 8) Enjoy!

We expect initial demand to be heavy, and we only have a limited number of tapes, so please be patient! Please list alternates, We will be filling orders on a first-come, first-served basis, we'll get to your order as soon as we have tapes available! (But, please be aware that it could be **several weeks** before you receive your tape!)

**ANNOUNCING...**

**Video railfanning** on the Boston & Maine... In stereo!

Volume 1: **The West End - Fitchburg to Rotterdam Junction.**

**CROSSING SHANTY RESTORATION PROCEEDS FULL SPEED AHEAD!**

Restoration of the B&MRRHS' crossing shanty has proceeded full speed ahead, despite a steady stream of bad weather and lack of help (mostly due to not being able to get a schedule out because of the aforementioned bad weather).

A large number of clapboards have been replaced, the windows have been glazed and covered with plastic for the winter, and all replaced boards have been given a coat of stain.

Wood for the floor has been procured, and the front door has been refinished. A tarp has been placed over the roof to protect it from the winter snows, and will be worked on in the spring.

All in all, despite the problems in restoring a building over one hundred years old, work has gone extremely smoothly! (and several interesting discoveries have been made, which will be reported on later. Also Don Robinson has corrected himself, and has concluded that this shanty was indeed once located at Main Street in Exeter, NH, rather than Front Street. If any members have photos showing the shanty in use, we would like to borrow them to have them duplicated and displayed inside the shanty when restoration is complete. Full credit will be given and the photos will be promptly returned.

Compare the following photos with the photos taken of the shanty in last summer's Newsletter!



**Volume 2: The Connecticut River and The Berlin Route.**

Both are approximately one-hour long videotapes produced by Ashpit Productions for the exclusive use of the B&MRRHS! Priced at only \$29.95 each (Mass. residents include 5% sales tax!) they give you twice the footage of most other tapes on the market today! Order early and get both for only \$55.00. Tapes are available on VHS format only, but please specify VHS Normal stereo or VHS Hi-Fi stereo. (both formats will work on any machine.) Please add \$2.50 for postage and handling for each tape you order. We expect to begin delivery sometime in December 1987.

Come railroading with the B&MRRHS through the four seasons on the Boston & Maine!

The editor of the Bulletin has received a review copy of the 1988 all color RDC calendar. Published by The Weekend Chief Publishing Company, it is an outstanding collection of 14 Budds of various configurations in dramatic poses. At least three pages have local interest: a 1973 RRE charter of eight B&M Budds at East Portal, a New Haven local at Buzzards Bay with two of the rare RDC-4's in the consist, and a CP Dayliner reminiscent of Budds in Boston-Mont-

real service. It is a beautiful gallery of rapidly disappearing Budds. Order the calendar by sending a check for \$6.50 (plus \$1 domestic, \$1.25 foreign postage) to

The Weekend Chief Publishing Co.  
P.O. Box 1676 RDC-9  
Mineola, NY 11501.

**The Sandown Historical Society** of Sandown, N.H. planted a time capsule on the grounds of the old W.N. & P. railroad station on June 13th, 1987. The B&MRRHS contributed a xerox copy of the Boston & Maine Railroad schedule of train service to Sandown as of October 1919 during an impressive ceremony that involved local, state and national organizations and individuals.

The Sandown Historical Society is to be commended for its restoration of the railroad station and the installation of several lengths of rail in front of the station on which two Maine Central flangers are sitting. They have collected some artifacts pertaining to the railroad which are on display inside the station. This keeps the memories of the railroad through their town alive so that those who were not around when the railroad was a reality can have some insight into what used to be a regular thing about town.  
**From John Goodwin.**



# **Boston & Maine Railroad Historical Society** *Incorporated*

P.O. BOX 2362 • HARWOOD STATION, LITTLETON, MA 01460-3362

Dear Friends and Fellow Members,

For over 16 years the Boston & Maine Railroad Historical Society has risen to the task of preserving the history, artifacts, and anecdotes of our beloved Boston & Maine Railroad; a task made even more important since its identity is slowly but surely being absorbed into Guilford Transportation Industries. To our credit we have 3 books published, the renowned "Bulletin", and our expanding archives at the University of Lowell, Mass.

These successes, however, make the necessity of writing this letter all the more difficult. Unfortunately, our successes have helped cover up the financial fact that as an organization we have lived beyond our means for several years: bluntly, we-like the B&M of 1971-are BROKE.

The financial report on the reverse of this letter itemizes our Society's true operating costs. Dues do not meet even the base expenses and the financial loss incurred on the "Minuteman Steam" book wiped out the operating capital we had generated up to approximately 1982. A couple of dues increases and some Railroad Shows have only served to postpone this day of reckoning.

YOUR input is urgently and thoughtful requested by the Officers and Board of Directors. Below are listed some possible steps discussed in length at the November Board meeting. Your review of them, plus adding your thoughts and suggestions will be greatly appreciated. This subject will be the major topic of discussion at the January 1988 Board meeting, so please send your responses by the end of December, 1987.

## OPTIONS

- A: Assess the present membership and increase the dues for all new members. (See dues schedule below).
- B: Cut Bulletin production to 2 or 3 issues per year, with the possibility of adding 4-8 pages per issue.
- C: Develop and reproduce various packets of information from the information in our archives for sale at train shows and through mail order. However, to SUCCEED this effort must have additional MEMBERSHIP HELP in selecting the materials to be reproduced. The present handful of people that do the Society's work cannot do it alone, and should not be taken for granted.
- D: In line with Option C, solicit from our members movie footage of the B&M, MEC and D&H to be combined into a video(s). The Society has access to professional quality equipment, which would allow a first class job to be done. Due credit would be given, a token royalty paid and initial publication costs would be covered by a paid and "pre-publication" offer to Society members.

The B&MRRHS has weathered other crises in the past 16 years, and will survive this one, too. In what form, however, will be largely determined by your response to this letter. Kindly address all replies to the Society's address, c/o Carl Byron, V.P.

Sincerely,

Scott Whitney, President

Jeff Ursillo, Chairman  
Board of Directors

APPROXIMATION OF EXPENSES FOR 1 YEAR.

B&M Bulletin per issue:			
Typesetting	\$1,000		
Paste-up	\$1,300		
Printing	\$8,000		
	\$10,300	X 4 =	\$41,200
B&M Newsletter per issue:			
( <del>ex</del> cl. Modelers Notes)	\$600	X 12 =	\$7,200
Misc. Monthly Exp.:			
(incl. postage, stationary, phone, computer, rent for meetings, etc.)			
	\$400	X 12 =	\$4,800
			-----
			\$53,200
			=====

APPROXIMATION OF INCOME FOR 1 YEAR WITH NEW DUES STRUCTURE

Dues ( at \$25 base rate)	
1,600 Members	\$40,000
Bulletin sales to dealers/back issues	\$6,000
Sales at model train shows	\$2,000
Raffles, car kits, bldg. kits	\$2,000
Donations, grants	?\$2,000
Other (video sales, etc.)	\$1,200
	-----
	\$53,200
	=====

SUGGESTED DUES STRUCTURE CHANGES

BASIC: \$25 +SPOUSE: \$27 CONTRIBUTING: \$35  
SUSTAINING: \$50 SUPPORTING: \$75 BENEFACTOR: \$100

CANADIAN & FOREIGN: BASIC:\$30 +SPOUSE: \$35  
Remaining catagories same as U.S. members.