

Boston & Maine Railroad Historical Society

19 *Incorporated* 71

NEWSLETTER

BUDDY WINIARZ, Editor • P.O. Box 2936 • Woburn, MA 01888 • Email: CPC835@JUNO.com

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— B&MRRHS CALENDAR —

- OCTOBER 17, 1998** The presentation for the month will be at the Boott Mills Auditorium and will either be one featuring **Operation Lifesaver** or one put on by the MBTA. **PLEASE NOTE THAT THERE IS AN EARLIER STARTING TIME OF 3:30 PM**
- NOVEMBER 14, 1998** At 3:30PM, Wayne Gagnon will present a slide show on the Boston & Maine. **PLEASE NOTE THE STARTING TIME OF 3:30PM**
- DECEMBER 12, 1998** This will be in the Boott Mills at 3:30 PM and is our Annual Members "Nite". Members and friends are invited to bring either 25-50 slides, or a 15 minute video which may be shown on the large projection screen.

Problems? Questions?

As a member do you have a problem not receiving Society material? Don't know who to write or call? Questions about your membership? If you have a problem or question please write to the following:

Board of Directors—Please address to the BoD or Paul Kosciolk-Chairman.

Membership—Membership Secretary, P O Box 9116 Lowell, Ma. 01852

Newsletter—"Newsletter" or Buddy Winiarz

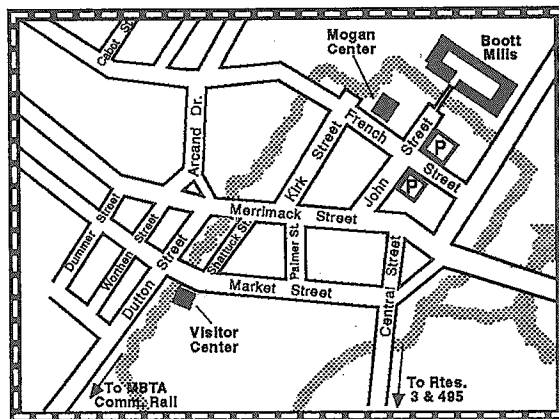
Bulletin—"Bulletin"

Historian—"Historian" or Harry Frye-Historian

Archives—"Archives Chairman"

Modelers Notes—Listed on the front of the MN's.

For a quick reply to any questions please include a large SASE. With the exception of the Membership and Modeler's Notes, all mail goes to the Woburn address. Remember do not use the Society phone for messages.



DIRECTIONS TO THE LOWELL MEETING PLACE—at the traffic light near the Mogan Center, take a right or left depending on which way you come down French St., go past the little guard shack (Parking lot is on right—Boarding House Park is to the left), Walk over the trolley tracks and bridge. Into the courtyard, bear to the right and go to the end. The doorway will be lighted. Also look for signs.

VISITORS MUST PARK IN THE LOT ON FRENCH STREET—NO PARKING IS ALLOWED IN THE COURTYARD.

ELECTION NOTICE

Due to the unfortunate circumstances with the membership, the Board of Directors have moved the DEADLINE for the closing of NOMINATIONS for Officers and Directors to October 31, 1998. The ballot will be in the Nov./Dec. Newsletter and the results of the votes will be counted at the ANNUAL MEMBERSHIP MEETING to be held on December 12, 1998.

The positions are: President, Vice-President, Treasurer, Secretary, Clerk, three Director positions and two Alternate Directors positions.

If you are interested in running for office or want to nominate someone please do so by sending your name or the persons name to "Nominations" in care of the Woburn PO Box. If nominating someone they must be a willing nominee and a member in good standing.

THE INTERCHANGE

The book "Through Covered Bridges to Concord" by Edgar T. Mead is available again. This is the historical recollection of this scenic branch of the B&M. The book retails for \$14.95 and can be ordered from: SoaNipi Publishing Shawn Elder/Marketing PO Box 18 Sunapee, N.H. 03872.

THANKS

Thanks this issue go to Brian Dame, Alden Dreyer, Jim Nigzus, Paul Kosciolk, Mike Lennon, Bob Warren, Joe Shaw.

NEXT ISSUE

The deadline for the Nov/Dec issue is October 10, 1998. Please send articles and items of information to Newsletter to the Woburn PO Box. Or e-mail them at CPC835@Juno.com.

FLYING YANKEE RESTORATION

VOLUNTEER DAY---After 40 years of inactivity and neglect, the Flying Yankee is poised to return to service. It is now being restored at the Claremont & Concord RR in Claremont, N.H. We are having "Volunteer Days" every third Saturday of the month from 8 AM to 4 PM. Anyone interested in help restore her is encouraged to join the FYRG on this project.

For directions or more information please contact the FYRG at PO Box 6000, Glen, N.H. 03838 or phone 603-383-4900 or e-mail fygroup@nica.net.

You may also visit their web site at www.flyingyankee.com
(Flying Yankee Restoration Group)

NOTICE TO THE MEMBERSHIP

The Board of Directors would like to apologize to the membership for the lateness of the July/August Newsletter. Due to a complete crash of the Membership Secretary's computer the entire membership list was lost. But fortunately we had it on a printout and we had to have someone completely redo it for us. We thank you for your patience and understanding.

Also at this time the BoD would like to say that a Bulletin has gone to the printers. At press time we can't say if the Bulletin or Newsletters will reach you first or at the same time. But this much can be said that you all will certainly have enough reading material for a while. Again the BoD would like to thank the membership for their patience and for sticking with us during this time of transition.

As Editor of the Newsletter I would like to apologize for the Sept/Oct. issue being late. Unforeseen circumstances put it on hold.

FALLEN FLAGS

Sarah May Burdett-Thomas

Dowling Park, Fl.---Sarah May Burdett-Thomas, Society member, wife of Past Newsletter Editor Alan Burdett-Thomas and mother of Douglas Wheeler and Deborah Wheeler, on June 25, 1998 after a long illness. The Society extends its deepest sympathies to the family.

Edward A. Clark

Lincoln, N.H.---Edward A. Clark, 52, passed away on June 30, 1998 after suffering a massive coronary. Born on January 18, 1946, Clark grew up working in the family business until he founded his own companies.

Word of Clark's passing traveled fast through the state where state officials and business leaders remembered Clark for his quality railroad operations.

Over the years, Clark has worked with the area Chamber's of Commerce and held promotional and trips for different charities on the trains.

As of late Clark and his crew at the Hobo RR in Lincoln have been doing work for the MBTA. Having reconstructed two plows for diesel generating operations along with new windows and a heating system to keep operators warm.

Ed Clark leaves his business partner and former wife Brenda Partridge, a son Benjamin and a daughter Jennifer. Also his father and many other relatives.

Edward A. Clark

From the President...

It is with much sadness that I compose these thoughts about the untimely passing of one of B&MRRHS good friends. On June 30, 1998, Edward Clark, 52, suffered a massive heart attack. "Eddie" is known for his ties to the North Country, his family's Clark's Trading post and his own ventures of the Hobo and Winnepesaukee RR's.

I had the pleasure of first meeting Eddie in 1989 when my wife and I stopped in, at that time, the newly built Lincoln RR Station at the Hobo Railroad. Eddie welcomed us and proceeded to show us around the new railroad. It was very obvious by his enthusiasm, that this was a labor of love. Everything was clean and neat, the equipment shined in the sun and the grounds and station were immaculate. I realized soon that this man took great pride in his efforts. Eddie comes from a family known in the Lincoln area for quality family entertainment; after all, who hasn't heard of Clark's Trading Post.

The B&MRRHS has run numerous trips over both the Winnepesaukee and Hobo RR's. Eddie was always a gracious host and made sure every detail was in order. When planning a trip, Eddie made room for any request for a special run-by, cab and caboos rides, etc. He would never say no right away, but would say "let me think about it for a minute," and chances were that he would somehow fulfill our requests. The service we received on board the excursions was second-to-none. Eddie always said "the train is yours for the day, whatever we can do to make your trip a happy one, we will."

I remember one trip, we were backing into the station at Lincoln and Eddie and I were riding on the vestibule of the coach. As we approached the station, Eddie saw some litter on the platform. He immediately jumped from the car, ran ahead of the train, picked up the litter and ran back and jumped on the car. He did this so that none of the passengers would see any litter when the train pulled into the station. That's how he ran his operation--spotless.

On another occasion, my wife, daughter and I were vacationing in the Meredith area when we stopped in the Meredith station to visit Eddie. When he saw my daughter eyeing a toy Indian drum, he went to work. He took the tom-tom, started banging it and jumped up and down, pretending to be an Indian to entertain my daughter. Well, my 3 year-old laughed and smiled so much, that I still vividly remember the day.

This is the Eddie Clark we will remember and miss. I only had the pleasure of knowing Ed for ten years, but he made a lasting impression on myself and the B&MRRHS. Our sincere condolences go to Eddie's family.

Good-bye friend, you have touched more peoples lives than you will ever know.

—Jim Nigzus
President B&MRRHS



NH Governor's Councilor Dis. 1 Ray Burton, Brenda (Clark) Partridge and Eddie Clark at Lincoln, N.H. station.

SIDINGS

Mechanicville, N.Y.---On May 30, 1998, a tornado struck Mechanicville, N.Y. and destroyed what remained of the former Boston & Maine car shops, yard office and hump tower but left the diesel shops and XO tower undamaged. Damage from the "twister" also twisted the westbound signal mast at Noonans and a portion of the footbridge over the tracks at Noonans was lifted up and placed parallel to the tracks. Many trees were downed and halted service for two days.

(Trains Magazine Newswire)

Billerica, Ma.---Guilford Rail Systems won a gold award in the Class-C line-haul division for recognition in safety.

(Trains Magazine Newswire)

For those with computers here is another web-site to look at:
www.lightlink.com/sglap3

This is a listing of railroad stations in New Hampshire.

Montpelier, Vt. ---A fire on June 28, 1998 destroyed the historic shop building of the Washington County RR., a remnant of the old Montpelier & Barre and its predecessors. Two diesel locomotives, two track repair vehicles and a variety of other vehicles were inside the building. An investigation of the cause was underway by fire officials. *(TMN)*

Guilford News---Word has come to me that Guilford will be closing its Lawrence, Ma. yards for major track work. Train work will be split up between Fitchburg, Ma. and Nashua, N.H. yards.

Track crews have been using an "undercutter" machine on the B&M/GRS/MBTA Fitchburg line. While railfanning in mid-August I got to see it at work in the Shirley, Ma. area. This machine lifts the track up and sucks-up the ballast and processes it through several steps and finally shoots it alongside the right-of-way. The track is being lowered about a foot-and-a-half to two-feet at all overhead bridges so double stacks may travel the line.

I have heard that trains on GRS are being designated in a "number" mode instead of "letter" designation lately ala Norfolk Southern style !!!! Example: train ABYZ/YZAB is now 1290/9012.

PROBLEMS, PROBLEMS AND FIRE...

CAMBRIDGE, MA. 7-31-98---Emergency hazardous crews were sent to Guilford's freight yard at the end of Water St. for a tank car that derailed and leaked. The tank car was punctured by the rail and several local businesses were evacuated.

A "wrap-around blanket" was placed on the car to stem the leak but did not work at first. Crews worked late into the night and the next morning to clean up the site.

There were no reported injuries from the accident but one or two people complained of feeling ill. They were treated and released.

(New England News Channel)

EXETER, N.H. 8-7-98---Symbol train DHPO, made up of 54 cars derailed eight cars, 3 boxcars, 4 covered hoppers and 1 tank car carrying a hazardous chemical, as it headed to Rigby. The train had just passed through the town of Exeter when the accident occurred. The cars contained salt, plywood, news print and sodium hydroxide. Over 300 feet of track was ripped up in the first derailment in Exeter since 1966.

The Portsmouth switcher was sent to remove cars from the front end of the train while crews were dispatched to clean up the area. There were no reported injuries from the derailment and temporary track was laid so traffic could by-pass the accident. Clean-up lasted for several days and the derailed cars were taken to a siding at Rockingham Jct.

According to town officials and local residents, complaints of the condition of the track has been a concern for years. "It's a wake-up call," said Robert Hall, a member of the town's train station committee. He called the derailment "an

excellent example of why the rail system on the seacoast needs to be upgraded." Tracey McGrail, Exeter Chamber of Commerce president said "freights have to go through certain areas at 15 to 25 mph because the track has deteriorated so badly."

(Union Leader & WMUR-TV9 Manchester, NH)

LAWRENCE, MA. 8-8-98---While railfanning the Lawrence yards, my inside spy told me of several cars derailed in the Lawrence yard while being switched. The cars stayed upright and were coaxed back on the tracks without incident.

and released.

(New England News Channel)

GREENFIELD, MASS 7-28-98---In 1900 the Boston & Maine RR leased the Fitchburg RR and built a new single story freight house in Greenfield, Ma. adjacent to the Bank Row Overpass on the Conn River division. Ninety-eight years later that building was destroyed by fire in which about 30 vehicles, most brand new or in "like new" condition also were destroyed.

The building was allegedly owned by James Petrin, service manager at Toyota of Greenfield for over a quarter of a century. The fire was of suspicious origin. Toyota of Greenfield, whose main sales and repair facilities are located on the site of the vintage 1846 Conn River RR enginehouse and turntable, was virtually undamaged and opened for business the day after the fire.

(Via the Internet)

*Selected
 Railroad
 Reading...*

**CAPITAL CITY
 STREETCAR DAYS**

Written by famed trolley author and historian O.R. Cummings, this book tells the story of the Concord (N.H.) & Manchester Electric Branch, the Concord Electric Railways, and their predecessors from the years 1878-1933.

This was one of the few electric operations in New England which came under the B&M mantra. A "must-have" for any B&M and traction fan!

\$12.00 each, plus \$2.50 P&H per book.

B&M Bulletin

— back issues available —

Fill in your collection of the award-winning *B&M Bulletin* while back issues are still available.

These special prices for the *B&M Bulletin* are available through this merchandise catalog offer only. Prices are not available at shows, and only while supplies last.

Order 1-3 Bulletins and Deduct .25¢ per magazine.

Order 4-7 Bulletins and Deduct .50¢ per magazine.

Order 8 or more and Deduct \$1.00 per magazine!

Spring 1983	\$3.25	Vol. XVII #4	\$4.95
Fall 1983	\$3.25	Vol. XVIII #1	\$5.95
December 1985	\$3.95	Vol. XVIII #2	\$5.95
July 1986	\$3.95	Vol. XVIII #3	\$5.95
October 86	\$3.95	Vol. XVIII #4	\$5.95
Vol. XV #3	\$4.95	Vol. XIX #1	\$5.95
Vol. XV #4	\$4.95	Vol. XIX #2	\$5.95
Vol. XVI #1	\$4.95	Vol. XIX #3	\$5.95
Vol. XVI #2	\$4.95	Vol. XIX #4	\$5.95
Vol. XVI #3	\$4.95	Vol. XX #1	\$5.95
Vol. XVI #4	\$4.95	Vol. XX #2	\$5.95
Vol. XVII #1	\$4.95	Vol. XX #3	\$6.95
Vol. XVII #2	\$4.95	Vol. XX #4	\$6.95
Vol. XVII #3	\$4.95		

Postage & Handling:

1-3 magazines:	add \$3.50
4-7 magazines:	add \$4.50
8-12 magazines:	add \$5.50
13 or more magazines	add \$8.00

Note: There is no sales tax on magazines in Massachusetts.

**B&M MEMORIES Volume 6:
 The Films of Frank Ellis**

The B&MRRHS is pleased to announce the release of Volume 6 of our B&M Memories series of videotapes. This volume features a short selection of all-color films taken by Mr. Frank Ellis spanning the time period from 1952-55. Scenes include North Station, Boston Engine Terminal during the final days of steam power, and Madbury, N.H. with sand loading of hoppers for construction of I-93 in 1962. Also shown are views of Clinton Tunnel and viaduct on the Central Mass. and the tragic wreck at Swampscott in 1955, scenes at Eastern Gas & Fuel in Everett with 0-6-0 steam switchers in operation! As an added highlight, there is a black & white segment taken by Mr. Henry Gibson showing Hoosac Tunnel Electric locomotives in operation circa 1940. Terrific stuff!

*Approximate running time 15 minutes: Color & B&W:
 VHS only: \$12.00 + \$3.50 P&H*

B&M Memories: The Affordable Video Alternative
 Our 'B&M Memories' videotapes are transferred directly from original 8mm and Super 8mm movie footage. In order to keep production costs down, these tapes feature a musical soundtrack with no narration. A fact sheet containing the locations and dates of scenes is included with each tape. Although the color and clarity may not match up to some of the top-shelf (and more expensive) offerings, the content of these videos is unsurpassed!

B&M 410 Restoration Effort

Help support the ongoing cosmetic restoration of 0-6-0 No. 410—All proceeds from the sale of the items advertised below go directly to the 410 Restoration project.

PATCHES

410 "Manchester Locomotive Works" Cloth Patch

2 1/2" Round embroidered cloth sew-on patch. Blue with silver trim. \$2.50 each plus .50 P&H (up to 3 patches)

TEE-SHIRTS

Screen printed front and back with original drawings, sketched at Iron Horse Park by our friend Sandy Shepard, these distinctive shirts are available in either Ash (light gray), Jade Green, or Paprika. Sizes M (Jade Green only), L, XL and XXL \$12.00 plus \$3.50 P&H (up to two shirts or per one shirt and one hat combination).

BASEBALL HATS

Made in U.S.A. Blue with custom-embroidered 410 logo, Manchester Locomotive Works, B&M Lowell on front. Available in the following styles:

Corduroy-\$13.00 Twill-\$12.00 Mesh Blue-\$12.00

All hats are "One-size-fits-all". Please add \$3.50 P&H (for up to two shirts, or per one shirt and one hat combination).

**PLEASE USE THE FORM ON REVERSE
 SIDE TO ORDER ITEMS LISTED HERE.**

ORDER FORM

Order From:

B&MRRHS Catalog

P.O. Box 2936

Woburn, MA 01888-2936

SHIP TO: (Please Print Clearly)

Name _____

Address _____

City _____ State _____ Zip _____

Qty.	Item / Size	Price	Total

- All Prices in this catalog are subject to change without notice.
- Items available while supplies last.
- Please allow 4-6 weeks for delivery.
- Payment must be made in U.S. funds.
- We are not responsible for typographical errors.
- Outside U.S. postage will be higher.

Sub Total	_____
5% Sales Tax (MA Residents Only*)	_____
Total Shipping & Handling	_____
Total Enclosed	_____

Bill to my Visa MasterCard

Card Number _____ Exp. _____

Signature _____

*Note: There is NO SALES TAX ON CLOTHING in Mass.
B&MRRHS Newsletter

CHANGES AT GUILFORD

Iron Horse Park, North Billerica, Ma.---Guilford Rail System plans a change in its top management to allow top executive, David A. Fink, to concentrate on Guilford's acquisition of Pan Am. Fink will be promoted from GRS president and chief executive to president of GTI and PanAm, moving from the Guilford's headquarters in North Billerica to GTI's offices in Nashua, N.H.

Replacing Fink will be Thomas Steiniger, who will be named president of the 1,500 mile railroad. Steiniger was hired by Fink in 1989 and is currently GRS senior vice-president of marketing and sales. He came to GRS from a marketing position with the Union Pacific Railroad.

Leaving GRS is general manager and executive vice-president Colin Pease, who would have seemed to be in line for the presidency. Both Pease and Steiniger strongly denied any suggestion that Pease is leaving because he did not get the top operational job. "That had nothing to do with my leaving," said Pease. "At 54, I wanted to do something on my own. [GTI] is in a period of transition. There will be a lot of shift-

ing with the airline. The railroad is running extremely well and we brought a lot of things to conclusion." He added that his departure is amicable and he remains close friends with Fink and Steiniger.

Replacing Pease will be David A. Fink, son of GTI's and PanAm's new president. He is currently president of both Perma Treat Corp., a railroad-tie-processing plant in Durham, Ct. and Aroostook and Bangor Reload Co., a rail service firm in Mattawamkeag, Me.

Pease joined GRS in 1983 from the Federal Railroad Administration. As Deputy Commissioner of Transportation in Connecticut, Pease first met Fink in the early 1970's. At that time Fink had just come off the Penn Central Railroad and was doing transportation consulting.

He was best known as spokesman for GRS, which endured two strikes in the 1980's, as well as long disputes with AMTRAK, one of which was recently settled with the planned resumption of passenger service between Boston and Portland.

(Boston Globe)

COG RAILROAD NEWS

Crawford's Purchase, N.H.---A piece of New Hampshire's railroad history was lost late Monday 8-25, 1998 when the original base station was destroyed by fire." I would say we lost one of the most historical structures in the state," said Charles Kenison, general manager of the cog-railroad. Cause of the fire was under investigation but according to reports it started in a work area.

Upon arriving at the scene, firefighters found the building completely engulfed. They immediately turned their attention to the wooden trestle next to the building. Due to a lack of water, it was pumped from a local stream and more shuttled from six miles away.

The log base station was built in the late 1930's and was supposedly built from logs of trees that were blown down in the hurricane of 1938. It had been the ticket office and museum until 1994 when a larger, more spacious station was built and opened in time for the 125th anniversary of the Cog.

Most artifacts were removed from the building but a special bell was recovered, melted down. "This really bothers me," said Kenison. "It was from an old B&M locomotive and it sat on the roof of the building for 67 years. I was going to mount it on the new station but just never got around to it."

Firefighters from Franconia, Littleton, Whitefield, Jefferson, Twin Mountain and Bethlehem were on the scene for several hours. All that remained was the enormous field-stone fireplace and chimney.

(Union Leader)

JOYRIDE ENDS IN DISASTER

HART'S LOCATION, N.H.7-21-98---Six young people went for a late-nite joyride on a small flat-car down the former MEC Mountain Division and ended up getting injured, one seriously. The "Sally Cart," similar to a hand-push rail vehicle, had been commandeered from the Cog Railway by the six who are summer employees of the Cog. The car had a mattress and makeshift brake to slow it down on the track's sharp descents and narrow trestles.

The trip started at Crawfords and ended about six miles down the line when the car hit a stationary rail repair vehicle that is used to repair ties. The accident occurred in front of the only house on the remote section of track near the Arethusa Falls hiking trail. Bill and Carolyn King operate an ice cream stand in the summer at the site.

Bill said he was just going to sleep when he heard the clickity-clack of the small car coming down the track in the pitch-black of nite. He knew that the CSRR had a repair vehicle on the tracks and that a crash was imminent. "You could hear it coming, it might have been going 15 - 20 mph, not really fast. I knew the machine was out on the tracks and then there was a loud bang. I told my wife to call for an ambulance and to get two, because I knew there were several people out there hurt," said King.

He said that when he got to the tracks he found two people trying to get up and four more lying in and around the tracks with one appearing seriously injured.

An investigation by Federal Investigators will be done.

(Union Leader)

LOWELL FOLK FESTIVAL...



Above: Sandy "Engineer" Shepherd and Buddy "Hobo" Winiarz pose in front of the B&M 410.

Right Manning the hardware collection in the "combine" is Arnold Wilder, Allen Klatsky and Russ Monroe. (Paul Kosciolok photos)



On July 25 and 26, 1998, your Society once again participated in the annual Lowell Folk Festival. B&MRRHS volunteers staffed our exhibitions in the B&M combine and the #410. Supplementing the wall panels, which depict the Railroad's history in the Lowell area, there was a sampling of our hardware and archives collection. This year we featured a special collection of B&M railroad dining car artifacts.

A total of 3,029 people viewed the exhibit, many of which had quite an interest in railroads. This is a great way for the Society to reach out into the community and tell our story.

Our Newsletter Editor dressed up as a hobo while Alternate Director Sandy Shepard dressed as an engineer to the delight of many visitors.

The #410 is still a great attention-grabber, we were answering questions about her all weekend.

Many thanks go to our volunteers who make this event possible:

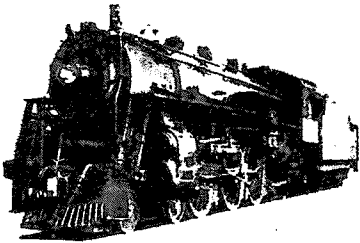
H. Arnold Wilder
Paul Kosciolok
Joe Shaw
Fred Brown
Russ Monroe
Allan Klatsky

Buddy Winiarz (as the hobo)
Mike Basile
Dick Nichols
Sandy Shepard (as the engineer)
Rick Conard
Peter Victory

Thank You,
Jim Nigzus
President, B&MRRHS

UPCOMING EVENTS OF INTEREST...

- | | |
|------------------|---|
| Oct. 18, 1998 | Pepperell Siding Model RR Show, North Middlesex Reg, High School, Rt. 119 Townsend, Ma. 10-4. |
| Nov. 21-22 1998 | Greenberg Shows at Shriners Auditorium Fordham Rd. (exit 39 of Rt. I-93), Wilmington, Ma. 11-5 & 11-4. |
| Jan. 30-31, 1999 | Amherst Railway Society "Big Railroad Show" at the Eastern States Expo Grounds West Springfield, Ma. 9-5. |



Boston & Maine Railroad Historical Society

Incorporated

P.O. BOX 2936 • MIDDLESEX ESSEX, WOBURN, MA 01888-9998

A MESSAGE FROM THE CHAIRMAN OF THE BOARD

In reading about the transistion of our B&MRRHS which appeared in the October 1988 issue of Trains Magazine, I wish to respond to a few misconceptions which appeared in the article. For the record, all the Officers, Directors and Staff serve the membership of our Society in a non-remunerative capacity. The Board is comprised of approximately 20 volunteers who are a dedicated group who care about the longevity of our Society.

Many hours are devoted to maintaining our archives, promoting the Society, sponsoring rail-excursions, producing the Newsletter with Modelers Notes. This includes labeling and sorting for mailing almost 1,400 Newsletters. Filling catlog orders, restoring the 410, maintaining and cataloging our hardware collection, and doing train shows. And lastly, responding to inquiries on membership, historical and general questions regarding the Boston & Maine Railroad and the Society by our Archival Chariman, Historian and Secretary, whether it be via postal or e-mail.

Last but not least, our *Bulletin*, which was delivered to the membership in January of 1997. Yes, the Society has been in a state of transition with regards to the *Bulletin* and we have asked not just in this position but others for people to help out. We are all volunteers and to help make the Society better we need your help. As I have stated in the past, we will not sacrafice quality for quantity. I would like to give a round of applause to John Goodwin, Brian Bollinger, Harry Frye and myself for getting it out. We do apologize for errors.

The *Bulletin* does not contain one advertisment and for those who think that their membership dues are for a magazine subscription, please re-read the prior contents of this message as your membership dues receive a fair rate of return.

As Chairman, I feel that our members are owed an explanation for the lateness of the July-August Newsletter. As both the Newsletter and *Bulletin* were going to press, the membership computer had a hard-drive crash. A new memembr data-base had to be created as back-up files and disks also failed. What a learning experience we had with computers, trying to have three separate computers converse with one another at various levels of software applications.

In closing, I wish to thank the membership once again for their patience, understanding and staying with us during our hard times.

Respectfully submitted,
Paul T. Kosciolk,
Chairman, B&MRRHS