

NEWSLETTER

Meeting/Membership Telephone Number (978) 454-3600

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March — April 2008

Bob Warren, Editor (bmbobwarren@comcast.net)

Visit the B&MRRHS on the web at: <http://www.trainweb.org/bmrrhs/>

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B&MRRHS CALENDAR

Meetings commence at 3:30 pm on the second Saturday at Rogers Hall unless otherwise indicated.

- Mar. 8** Dan Hyde will be showing videos of past fan trips on former B&M lines.
- April 12** Our joint meeting with MassBayRRE will have Michael Smith, President of the Finger Lakes Railroad as our guest speaker.
- May 10** Ira Laby will do a presentation on the B&M Conn River line and surrounding area.
- June 14** Working on a trip in Madison, NH on a portion of the former B&M Conway Branch.
- July 26—27** Lowell Folk Festival.
- Aug.** No Meeting.
- Sept.** Fall Foliage trip on the Conway Scenic RR, date not set as yet.
- Oct. 18*** Jerry Kelley will do a presentation on the Hoosac Tunnel Lining Towers
- Nov. 8** Gary Webster returns for another presentation. (Subject to be determined).
- Dec. 13** Members Night.
- * Date change from the 11th

Directions To The Rogers Hall Society Meeting Location

From Rt. 495 take exit 38 which is Rt. 38, go right, this is Rogers St. Depending if you come from the north or south there are six and seven sets of lights respectively. Approximately 1.3 miles from Rt. 495 is the last set of lights (working) bears to the left here. Rogers Hall is about 3 tenths of a miles on your right. Directly across the street is Rogers Fort Hill Park, parking is available there.

If you come from Rt. 133 (Andover St.) follow that until you intersect Rt. 38 in Lowell. Go through this intersection and take your third left which is High St. Go to the end and take a left and this will take you to

Rogers Hall on your left and Rogers Fort Hill Park on the right.

If you come from Rt. 38 or Rt. 113 you need to get off at the overhead traffic circle as if going to St. Johns Hospital. Follow this to the intersection of Rts. 38 and 133 and follow the above directions to High St.

NEXT ISSUE

The deadline for submitting material for the Newsletter is the first of each even month. Such material can be sent to the editor at the above email address or to 2285 Stagecoach St. SW, Los Lunas, NM 87031

The editor reserves the right to edit any submitted material.

MEMBER INFORMATION

Newsletter

Correspondence concerning the Newsletter can be sent to either
2285 Stagecoach, Los Lunas, NM 87031
or emailed to:
bmbobwarren@comcast.net

All Other Correspondence goes to the following address (or by email) including catalog orders, correspondence with the Board of Directors, Archives, Historian, or Bulletin.

B&MRRHS, P.O. 469, Derry, NH 03038 or
CPC835-DD@JUNO.com

In all instances involving money **DO NOT** send cash as the society will not be held responsible for if lost.

Make checks, etc. payable to **B&MRRHS**

Address Change: if you change your address please let the Society know by mail or email. When you do not let us know, it costs extra for postage: first mailing, returned postage and second mailing, i.e., three mailing costs to one person.

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- **Please renew your membership within the ninety-day renewal period or you will be deleted from the membership list.** • All renewing members are provided a preaddressed renewal envelope, containing your membership data on the flap. Please **DO NOT** over tape the flap.
- **Write any address changes on an additional piece of paper and include within the renewal envelope**
- **Payment is by check or money order ONLY... please do not send cash.** You may pay by cash if you attend a Membership meeting or train show at which the society has a presence.
- **If you do not get society publications after renewing contact the society at the address below.**
- **Prior to moving, please notify the society to insure continued receipt of society publications, etc. Failure to do so requires additional expenditures to have returned mail forwarded to you if your new address becomes known.**
- **A RED DOT on your address label indicates that this is the last item you will receive from the Society, as you have not renewed within the allotted timeframe.**
- **All questions regarding your membership should be addressed to:**

Membership

c/o B&MRRHS, PO Box 469

Derry, N.H. 03038

Buddy Winiarz, Membership Sec.

B&MRRHS Membership Dues

All values in US dollars. Dues are payable by check, money order, postal money order or cash. Sorry, but we are unable to accept charges. Please allow 4 to 6 weeks for processing.

Please send membership requests to:

B&MRRHS - Membership

PO Box 9116

Lowell, MA 01852-9116

Basic	\$32
Basic & Spouse	\$34
Contributing	\$35
Canada & Overseas	\$55
Sustaining	\$50
Supporting	\$75
Benefactor	\$100
Corporate	\$500

Company Business

Member Meeting Activities

In November Len Batchelder presented slides of the late Al Wynne of Amherst, Ma. The selection of slides in this presentation were scenes in New England, New York state and Penn. The last few weeks of operation of the Rochester Subway, fan trips on the Erie out of Rochester, the last days of steam on the PRR at Renovo, Pa., included Reading power. The long defunct Rail City in upstate NY and Canadian National steam in southwestern Ontario.

December saw the members watching videos of railroading in northern N.H. and Vt., on the Lamoille Valley and other railroads in that area, which most of is all gone today.

January had Buddy Winiarz taking us on a trip around five of the New England states. Included was a fan trip on the Providence & Worcester, Guilford's mainline from Rigby to Mattawaumkeag, a bit of the former BAR in Millinockett, the arrival of the Flying Yankee at the Hobo Railroad, CSX's Boston & Albany line, Gorham, NH, the old New Haven facilities at Readville and wrapping it up with some vintage B&M.

February was a presentation by Charles Dickie who took us on a bit of an archeology trip on the former New Haven/CSX Framingham secondary line to Sudbury, Ma. a trip on the former B&M Central Mass line in and around Berlin westward and winding up with train action in the Chicago area and Rochelle IL.

Victory, Craig Wilkie, Robert F. Wilner, We also received a cash donation from Jack Graney, also a cash donation from Mark A. Nickerson in memory of Eugene F. Matthews, a 40-year B&M employee. The Committee thanks all our donors for their generosity and encourages our members and friends to donate additional material to our growing collection. We will also appreciate receiving information about potential donors.

We responded to 119 requests for information this year, compared to 156 in 2006, 153 in 2005, 114 in 2004, and 140 in 2003. Dick Lynch, our indefatigable indexer, updated his B&M Bulletin index and completed his comprehensive index of the B&M Railroad Employees Magazine, both of which have become "go-to" sources for answering research questions.

Several committee members have volunteered "off-hours" time to answer research questions. In addition to "homework" provided by the members who attended our meetings, Vin Bernard, Carl Byron, Adrian Gintovt, Paul Kosciolk, Jon Miner, Jim Nigzus, and Buddy Winiarz fielded research questions and picked up donations.

As with all libraries storage space is at a premium. Our emerging "master plan" is to make the most popular materials in our collection available for use in the Archives at 40 French Street, Lowell. Our location at North Chelmsford will continue to be used for unprocessed materials, but also in future for cataloged overflow materials, less likely to be called for by our patrons. We continue to prioritize the processing of materials so as to make the most interesting and significant materials ready to use as soon as possible. We appreciate the continuing efforts made by Jim Nigzus and members of the hardware committee to make the storage facility at North Chelmsford a pleasant place to work.

New committee members are welcome. We will supply on-the-job training. Our volunteers have the opportunity to work with some extremely valuable and interesting materials, and our monthly meetings are always accompanied with a lively interchange on Boston and Maine and New England railroad subjects. We offer generalists the opportunity to organize our collection and reply to requests for information, while specialists are needed for cataloging, data entry, and photo conservation. Those who might find any or all of this work enjoyable are urged to contact the chairman and to plan a visit to one of our monthly meetings.

Your chairman is again impressed and inspired by how much can be done by volunteers.

Respectfully submitted,

/s/

Frederick N. Nowell, III

Chairman, Archives Committee

Boston & Maine Railroad Historical Society

fnowell3@yahoo.com

Boston & Maine Railroad Historical Society

Report Of Archives Committee

For The Year Ended December 31, 2007

The Archives Committee scheduled 10 meetings in 2007, one of which was cancelled because of snow. By way of comparison, we met 10 times in 2006, and 8 times in 2005. The average attendance at our meetings, inclusive of guests, was 6, somewhat less than last year's 8. Regular attendees at our meetings were David Ashenden, Len Batchelder, Rick Conard, Ron dePierre, Dick Lynch, Henry Taves, Gareth Thomas, and Ellis Walker. Several meetings also included one or more guests.

The work at our Archives sessions consists of researching requests for information, organizing our collection, and processing and filing new acquisitions. We added about 200 items to our electronic catalog and plan to introduce a version of the catalog to the society's website in 2008. The electronic catalog includes items in our collection that we have processed since 1998. David Ashenden continued his work to organize our collection of architectural drawings and introduced a list of station drawings. This list was posted on the web site and we have received several requests for copies of station drawings as a direct result.

We logged in a total of 43 donations in 2007, as compared to 60 in 2006 and 53 in 2005, including material donated by The 470 Railroad Club, J. Leonard Bachelder, Carl Byron, William Crawford, Kathy Cunningham, Danbury Railway Museum, Jonelle DeFelice, Nelson Dionne, Jim Dufour, Mike Dunton, Kevin Farrell, Edward A. Felten, F.X. Giacomina, Robert P. Fuller, Robert F. Gould, Edmund Lawson, Michael Lennon, Lewis A. Marre, Theodore Martin, Madelyn Mitton, John Philip, John R. O'Donnell, Jr., John Alan Roderick, Samuel Vaughan, Jr., Peter F.

Condolences to John Alan Roderick and family on the passing of his father on the 8th of Feb. John's dad was 88.

BERKSHIRE EXPRESS

May 17, 2008 the MassBayRRE will sponsor the "BERKSHIRE FLYER." This will cover trackage from Lenox to Pittsfield, Ma. Canaan, Ct and return over the former New Haven "Berkshire Line." Operated in conjunction with the Berkshire Scenic railway Museum and the Housatonic Railroad.

Train leaves Lenox station at 10:30 am with a return of 6:00 pm. (approx.)

Seats are LIMITED!!

For more information and fares go to: massbayrre.org

Email: massbayrre@comcast.net or call 978-470-2066

IN MEMORIAM

MacMillan Helped Build Salem Railroad Tunnel

By Paul Leighton

The next time you drive through Salem and realize you never had to stop at a railroad crossing, you can thank Alan MacMillan.

MacMillan, a longtime Ipswich resident who died recently at age 85, was the project engineer for the construction of the nearly half-mile-long railroad tunnel under the city in the mid-1950s.

The tunnel eliminated about a half-dozen railroad crossings at busy intersections in the downtown area. It also left a lasting legacy to a man who dedicated his life to working for the railroad.

In 1954 he was hired by the Boston & Maine Railroad. The next year he was assigned by the railroad as project manager for construction of the tunnel under Salem, an undertaking that some historians have called Salem's equivalent of the Big Dig. The tunnel replaced a smaller tunnel and eliminated the railroad crossings that were creating congestion as cars became more popular in the 1950s.

MacMillan Jr. said, "He considered the tunnel one of his greatest achievements."

MacMillan did take action, however, when McGinnis ordered the company's records destroyed. As the files and old photos were piled into several dump trucks, MacMillan instructed the drivers to drop them off at his house on Maple Avenue in Ipswich, filling up the family's two-car garage. Many of those records are now preserved at the Boston & Maine Historical Society in Lowell.

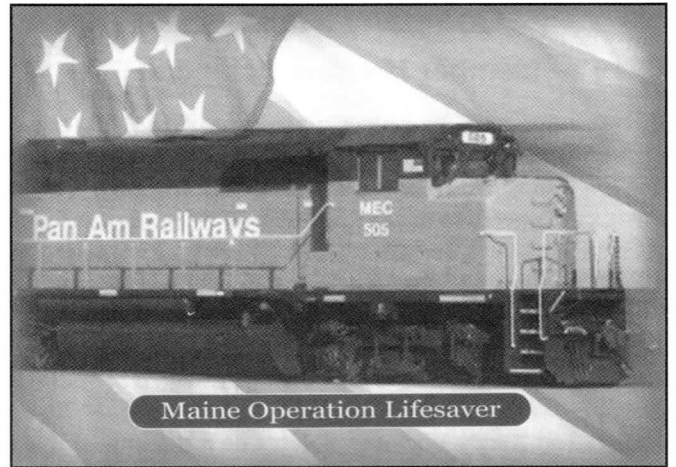
MacMillan passed on his love of trains and travel, his son said.

Alan Jr., who is now 61, has continued his father's legacy. He has worked for the railroad for 37 years, most of them as a locomotive engineer.

Four times per day he drives his train through the Salem tunnel that his father helped to build.

Salem Evening News

Submitted by Peter Victory and Buddy Winiarz

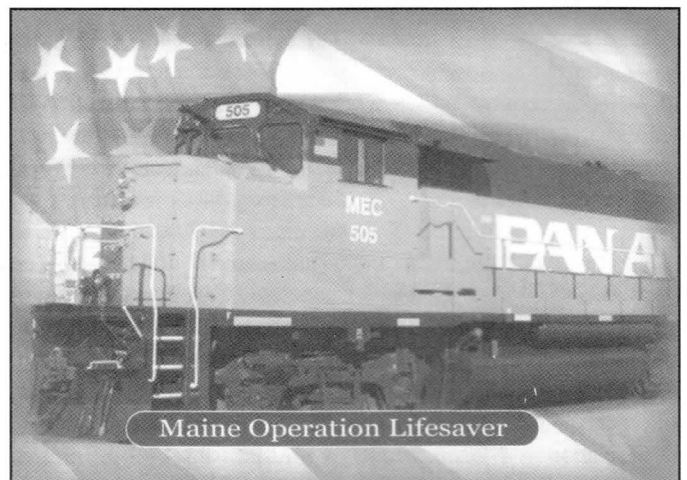


New Railroad Trading Cards Promote Watching Trains Safely

The second edition of Maine railroad trading cards which delight youngsters and adults, but carry an important safety message, are available in 12-card sets from Maine Operation Lifesaver, the state's non-profit rail safety organization.

The colorful cards feature pictures of locomotives which can be seen regularly plying the rails through Maine's cities and towns over mountains, through passes, alongside lakes and brushing by the seashore. Represented are Maine's six railroads and Amtrak's popular Downeaster service. New to the collection of otherwise modern horsepower is a Swedish steam locomotive featured on passenger excursions along the Belfast & Moosehead Lake Railroad. Also, one card features a remote control unit reminiscent of a caboose used by the Montreal, Maine & Atlantic Railway. On the backs of the cards are safety messages to drive home the fact that trains are fun to watch from a distance, but trespassing on railroad property is dangerous and illegal. Also on the backs of cards are brief descriptions of the rail lines the locomotives represent.

A sneak peak of the picture cards can be seen at www.MaineOL.org and clicking "OL trading cards 07" on the home page. For the 12-card set, donations of up to \$5.00 covering all costs may be mailed as cash or by check or money order payable to Maine Operation Lifesaver, and sent to Maine Operation Lifesaver, 23 Park Street, Old Town, Maine 04468.



Memories

By Ted Houghton

The Intervale Post Office back in the 50's was in a little building just north of the station. The B&M track was on the west side of the station, and ended at the NW corner of the station. The PO was in a direct line with the B&M tracks, with a paved parking parking between the two. Extending about 2/3 of the way northward across the parking lot was a deep set of grooves in the pavement, about 4' 8 1/2" apart. Ted Drew, the old Postmaster, told me of their origin. One day a train didn't quite stop when it should have, and went off the end of the track, headed right for the Post Office. Ole Ted saw it coming and bailed out the side window of the PO. Fortunately the loco stopped before making it all the way across the parking lot.

My folks bought an inn in Intervale in 1950, when I was 6 years old. I remember picking up guests at the Intervale station in the very early 50's, and then the B&M cut passenger service back to North Conway, so we had to go down there. A little later, service on the Conway was totally curtailed, so then for a year a two, Dad would go to Berlin to pick up folks.

Several times I rode trains from Intervale or North Conway down to North Station, all by myself, to visit my grandparents who lived out in Dover MA.

And then there were the ski trains. What a sight it was when the train pulled into North Conway in the morning and hundreds of skiers, with their skis over their shoulders, would trudge up Kearsarge Street to Cranmore, where they would spend the day on the Skimobile. I had some Snow Train paper (schedules, menus, etc.), which I sold on eBay a couple of years ago - went like hotcakes.

It was interesting to watch the fortunes of the North Conway depot rise and fall. In the early 50's, it was fairly well kept up and was a dark green. After a paint conversion to the more modern tan and maroon, it fell into disrepair and was boarded up for several years. Then Dwight Smight, with the backing of some local businessmen, brought the Conway Scenic RR to life and beautifully restored the station.

That's the extent of my recollections of B&M activity in Intervale/North Conway. My big regret is that I didn't start taking pictures much sooner. (*Don't we all have that regret-ed*).

Pan Am Railways

NS & ST appear to be planning some joint activity. A mobile trainer the size of a Greyhound bus belonging to Norfolk Southern was situated in the East Deerfield yard, the first part of December. Inside, a few at a time, NS trainers are putting ST engineers into simulators enabling them to learn how to operate locomotives which use dynamic braking. Like the "Jake brake" on a truck, locomotive dynamic braking uses the resistance of the engine - reversing the polarity in the electric traction motors in this case to generate current which is dissipated as heat - to slow the train. This is much more efficient than power braking.

All NS engines use dynamic braking, but ST's mechanical shops have disconnected the dynamic braking on its engines. This could indicate that NS power would run through on the intermodal train, as it does now on the coal trains delivering coal to Bow, NH. ST,

as noted by many is woefully short of power.

At the end of November, NS ran its geometry train from Mechanicville to Ayer. Sources described this train is much more sophisticated than the FRA track geometry train. All sources agreed that NS and ST have reached agreement on a trackage rights program similar to that between NS and the Kansas City Southern Railroad on the Meridian Speedway in Mississippi. In return for NS investing more than \$10 million in track between Ayer and New York, ST will grant NS trackage fights.

Two separate sources with direct knowledge reported that ST has over the past few months considerably improved the track, which at one point had so many slow orders that trains were never able to move faster than 25 miles per hour. The track west of Ayer had last received major investment in the 1970s with funds from the federal 4R Act when Alan Dustin was running the Boston & Maine. Thereafter, ST had dealt with the wear in the curves, which was considerable, by single-tracking the line and using the extra rail to replace the worn rail,

The 470 The 470 Railroad Club

Bellows Falls Tunnel Grand Reopening

The grand reopening was held on Friday, October 10th. The governor cut the ribbon and the ceremony was on. Through the tunnel came NECR locomotive, #3M; P&W locomotive #4003; a CN double stack, an auto rack; and the Green Mountain passenger-observation car. The P&W locomotive was on site for the obvious reason that the P&W has a vested interest in the tunnel because its expectations to run auto racks up from Providence, RI, through the tunnel. The grade into the tunnel and out of the tunnel is 4%. In order to make the 4% work, the first third of the ties on the adjacent canal bridge had to be notched accordingly to lower the track in order to maintain that 4% grade. Although it has been stated that double stacking was "modified" by having only one domestic container on board, the reality is that two domestic containers will, indeed, fit through the tunnel clearance wise.

The Short Line via THE 470 The 470 Railroad Club

ST Getting Better

Mike Bostwick, ST vice-president market and sales, outlined ST improvements, David Fink, president since November 2006, had taken the railroad in a new direction in marketing, operations and mechanical. Despite the fact that lumber shipping is "in the tank" as it is for all railroads, ST has shown growth of 3-4%. Paper is up, with a new customer on line in Old Town, Red Shield. Intermodal continues to increase as it has since 1999, up 5%. Bostwick noted that the line from Ayer to Mohawk Yard, used by the intermodal traffic has had speed improvements. The railroad has put in 18,000 ties between Portland and North Leeds; the crew worked so rapidly it was able to extend the improvements up the Rumford branch. Bostwick confirmed the report of Rigby as a "ghost town"; much switching is moved to East Deerfield, and trains run through Portland. ST has rebuilt the Lawrence, MA, Yard, including three miles of new track where it is switching CSX traffic.

*Atlantic Northeast Rails & Ports via THE 470
The 470 Railroad Club*

U.S. DOT Ready To Pull Boston-Maine's License To Fly

By Shir Haberman

The U.S. Department of Transportation has found that Boston-Maine Airways Corp. (BMAC), which operates flights out of Pease International Airport, is not fit to fly. Boston-Maine is the successor to Pan Am, which formerly operated aircraft from the Pease location.

The DOT said in its Feb. 1 show cause order that Boston-Maine "is not financially fit and does not possess the managerial competence to conduct any air transportation operations and has failed to comply with the regulations governing its operations."

The DOT is proposing to revoke the air carrier's certificate and has given Boston-Maine 30 days to submit rebuttal information. The decision was made based on a filing by the Air Line Pilots Association back in 2004, and the pilots union will have seven days after the receipt of Boston-Maine's information to offer a rebuttal of its own.

When asked about the DOT order, Stacy Beck, a spokesperson for Boston-Maine said the company had "no comment at this time." Beck confirmed that Boston-Maine operates one flight daily from Pease and flies only to Hanscom Field in Bedford, Mass. and Trenton Mercer Airport in Trenton, NJ.

"Specifically, we find that BMAC's authority to operate large aircraft was based on false financial information submitted to the department, without which the air carrier would not have been found fit to hold such authority when it first sought to expand," the DOT order states. "We find further that BMAC's management knew or should have known about the false financial information and it, therefore, ... lacks the competence necessary to oversee the air transportation authorized in the air carrier's certificate.

"Finally, not only was BMAC's financing insufficient to be found fit in 2004, but the air carrier has, since that time, been in extremely poor financial condition, placing undue risk on consumers and their funds, and, therefore, has failed to demonstrate its financial fitness at this time," the order goes on to say.

"Over the past several years, companies owned and managed by the Mellon Group (the name given by the pilots' association to the individuals mentioned above) have been found to have violated a number of federal laws, including the Railway Labor Act," the ALPA action filed on Dec. 29, 2004 stated. "Specifically, ... companies owned and managed by the Mellon Group have repeatedly transferred work from unionized to non-union groups to avoid their collective bargaining obligations under the RLA, repeatedly discharged pilots because they were unwilling to fly in violation of FAA (Federal Aviation Administration) safety rules, repeatedly refused to comply with final and binding decisions of system boards of adjustment as required under the RLA and willfully violated environmental laws."

That, the pilots association contended, showed a lack of "compliance disposition," a requirement for holding a certificate to operate aircraft.

"This record ... clearly establishes that the management of BMAC has absolutely no respect for its legal obligations and is willing to violate them whenever it believes it can 'get away with it,'" the court document filed by ALPA indicates.

In September 2004, when ALPA brought action against Pan Am, Boston-Maine and Guilford in the U.S. District Court for New Hampshire for allegedly attempting to transfer airline routes from the unionized Pan Am to the nonunionized Boston-Maine. The union sought and obtained a court order that stopped the transfer of 727 operations from Pan Am to Boston-Maine, and forced the organizations to cease violating the status quo with respect to rates of pay, rules and working conditions of Pan Am pilots.

However, Pan Am ceased operations in October of that year and turned its routes over to Boston-Maine in an action the pilots association claims violated the injunction. Pan Am appealed the district court decision and oral arguments were heard Dec. 7 in the U.S. First District Court of Appeals in Boston and won.

In a 2001 case, a Pan Am pilot determined that he could not complete a flight leg he had been assigned without violating the FAA flight time restrictions. For failing to fly, Donald Simonds was fired.

The arbitration board that heard the case sided with Simonds and ordered his reinstatement. Pan Am appealed the verdict to the U.S. District Court in the District of Columbia, but that court refused to hear the case, indicating the arbitration panel was well within its rights to make the decision it did.

"The startling number and nature of the legal violations by the Mellon Group compels the conclusion that they are not fit to operate an air carrier and that revocation of Boston-Maine's certificate is appropriate," the court documents state.

shaberman@seacoastonline.com

Submitted by Buddy Winiarz

Hoosick Junction

Vermont Railway was not able to open the Hoosick Junction interchange with ST on November 1, as the two railroads had hoped. The needed bridgework was not finished. At last report they were shooting for Dec. 1 but were not sure that would happen.

An item on the Internet states that new ties are being laid along the Rutland and Bennington branch to Hoosick Junction. There is no indication of exactly when the track work is to be started or when trains will arrive at Hoosick Junction. Nevertheless the ties are a very hopeful sign.

Northeast Rails & Ports via *THE 470 The 470 Railroad Club*

Rail Yard Gone

Pan Am Systems will sell the former Boston & Maine yard in Cambridge and Somerville to Archon Group, which is a real estate arm of the investment bank Goldman Sachs. Archon won a stiff competition, agreeing to pay more than \$175 million. The former rail yard includes 44 acres already permitted and ready to go for 5 million square feet of office, lab, residential, retail, and hotel development.

Northeast Rails & Ports via *The 470 The 470 Railroad Club*

Railroad Bridge Guts Will Be Replaced

By Bobby Gates

A permanent fix for the Beverly railroad drawbridge that will replace cogs and gears with a simpler hydraulic-opening system will begin this summer, MBTA officials announced at a meeting Wednesday morning.

Until then, Keystone Construction workers with the parts and skills to fix the bridge's 120-year-old mechanical system are standing by around the clock.

A streak of problems with the bridge first began in December when a barge working on a dredging project in Danvers struck it. Since then, MBTA General Manager Dan Grabauskas said problems with the bridge have not subsided. Workers have been replacing parts — piece by piece — to try to pin down what's causing the problems.

"This has our full attention," Grabauskas said. "I do not want to see interruptions in service."

Last weekend, a part known as a "torque-limiting coupling" was installed that essentially blocks further damage to the bridge's gearbox, which had been damaged and replaced twice since the barge accident.

But about 90 percent of the fixes that are being done now will likely be replaced by a project this summer that would make the bridge operate hydraulically.

The current system with multiple gears and cogs makes it difficult to pinpoint problems.

The hydraulic system, should something go wrong, would make it easier to spot and fix problems.

John Ray, the MBTA's director of railroad operations, said the hydraulics aren't being installed now because they need to be designed and in the meantime the bridge needs to open and close without problems.

"We need to know in the short term it will work, while we go

through the design process," Ray said.

Now, it's virtually a hunt-and-peck process to find the problem.

"Anything that we can find that needs to be replaced we are replacing," Ray said, estimating that dozens of pieces are being replaced.

Many of those pieces are original and need to be specifically made for the bridge.

The drawbridge over the Danvers River is one of five commuter rail drawbridges between Boston and Gloucester. It was built in 1887. It burned in the 1980s, was repaired, but the area where the problems are happening survived the fire.

While Grabauskas didn't outline exactly how the barge strike led to the continued problems, he said the bridge had been a "work-horse" for more than 100 years until the crash.

"We have things failing on a bridge that haven't failed in over 100 years," he said.

Grabauskas said "a lot" of attention has been diverted from other areas of the T to the Beverly drawbridge.

Ray and Grabauskas said the entire bridge isn't being replaced because it is structurally sound and the problems are confined to the mechanism that open and close it.

A similar bridge in Connecticut that is being replaced cost \$100 million, Ray said.

After the temporary fixes and the hydraulic system is installed, all the work will cost between \$1.4 and \$1.8 million, Grabauskas said.

Last December's crash happened because the tug boat operator asked the bridge tender to move the bridge as the tug pushed a barge through to make it easier to pass, Grabauskas said. Since then, bridge tenders have been ordered not to move the bridge at all after it has been opened.

Submitted by Scott Currier and Nelson Dionne



B&M 4117 Class R1d, blt. 1942 First trip – Rigby, ME 8/41 editor's collection

From Big Deal To No Deal

By Robert MacDonald

The York & Cumberland RR was proposed back in the late 1840s to build a rail connection from Portland, Maine to the Berwicks to provide competition with the Portland, Saco & Portsmouth RR. Capital was scarce, and the two railroads they would connect with in the Berwicks, the Boston & Maine and the Eastern, showed no interest whatever in the project since they were joint owners of the PS&P. When the Eastern acquired complete control of the PS&P, the B&M built its own line to Portland (which still survives to date.). The struggling York & Cumberland had to be reorganized in 1865 as the Portland & Rochester RR with ambition to build, not just to the Berwicks, but all the way to connections with the Fitchburg RR's "Hoosac Tunnel Route".

This proposal really excited the town fathers of Portland, Maine, who opted to invest heavily. But the cash-strapped P&R kept calling for more investment money from the city until no more was available. By 1871, the P&R finally reached Rochester where it connected with two other carriers from Portsmouth to inland points in New Hampshire. No more investment cash was available to build south. This might have been an end to their ambitions.

Fortunately during all this struggle to build south, another enterprise equal ambitious was building north toward Rochester. The Worcester & Nashua (chartered in 1848) and its extension The Nashua & Rochester RR, (chartered in 1871), would in principle fulfill the dreams of the builders from Portland by reaching Rochester in 1874. This included an extension to connect with the Grand Trunk Ry. by its Back Cove bridge (which became known as P&R Jet). After merging with the Portland & Rochester RR in 1883, the completed connection to Portland from Worcester became the Worcester, Nashua & Rochester RR. Meanwhile the B&M built its own line into Portland. Both the Eastern and the B&M sought control of this threat to their volume of Portland traffic. Inevitably mergers beget mergers and the B&M eventually gained control of the WN&P and even the Eastern itself. When leased to the Boston & Maine in 1886, the WN&P became the Worcester-Nashua-Portland Division.

The B&M diverted much of its western traffic to the W-N-P, especially after acquiring the Fitchburg RR in 1900. This went on for a few years, but so very little local traffic was generated on this division that it rapidly became down-graded: all interline service was then routed to the Stoney Brook line to and from Ayer Jet. via North Chelmsford, Bleachery and Lowell Jet., and to the Portland Division to and from Portland, Maine. The W-N-P languished for years with declining business from local stations; the last passenger service ran in 1932 with a gas-electric rail car. Many stations were closed and abandonment's began in 1935, effectively ending the line as a division.

To avoid abandonment of track between Rochester and Gorham, Maine, the shortline operator, Samuel Pinsley, formed the Sanford & Eastern RR and managed it between 1949 and 1961. With the closing of the Goodall-Sanford mills in Sanford came the end of the Sanford & Eastern, including its former York Utilities line between Springvale and Sanford. This essentially obliterated the Portland & Rochester section of the W-N-P Division. As a traveling freight agent for the Canadian National, I made calls at a brickyard in West Gonic back in 1967. It was at the end of a spur from Rochester.



NH, once a part of W-N-P Division. This too was closed in 1981, the only portion of this line I ever had the opportunity to cover by rail was the line from Ayer Jet. to Hollis, NH. It was as on the "Five Star" branchline excursion out of Boston on April 25, 1948, where we headed up and backed down to Ayer with Mogul 1496 and a string of wood open-platform coaches. The Hollis, NH section was last used in 1981.

Back in late November 1939, a friend and I took a trip from our home in Massachusetts up to Maine to inspect the narrow gauge Bridgton & Harrison Ry. On the return we took back roads through Rochester, NH where we traveled over a section of newly paved road beyond Rochester. There we saw a couple of railroad buildings still standing as if served by highway transport. Much of the wire fencing remained intact all along the highway. It was not difficult to discern that our exceptionally level and straight road had been a section of the recently-abandoned right-of-way of Boston & Maine's former W-N-P Division. Except for a few segments including Portland Terminal Co. tracks serving industries in Westbrook and Deering Jet., the W-N-P rails are almost entirely gone.

From a Portland and Worcester Line time table for 1877, the combined schedules of the Worcester & Nashua RR- Nashua & Rochester RR and the Portland & Rochester is a brag about its superior service over that provided via the Boston railroads (Eastern and the B&M). "Don't Swear. Don't Use Profane Language. Because of transfers in Boston!" Yes, you could take a train from New York to P&R Jet., Portland, Maine, on the Grand Trunk and then take another from there direct to Montreal. And yes, they also had the much-desired connection at Ayer Jet. with the "Hoosac Tunnel Route", the Fitchburg RR and its connections. This sounded great, giving Portland that coveted direct route from and to the West it hoped when it attempted to bankroll the P&R back in the early post Civil War days.

But the B&M had other ideas. Buy out the competition and then dump it. Any line could become a redundancy if acquired by another company with its own competitive services. With due respect for the B&M, they definitely had the better line located close to the

coast, serving more industrialized and populated communities. In a competitive age with multi-choice for transport, the B&M Portland Division (Guilford Rail) serves well, even with Amtrak passenger trains to Boston. But the W-N-P will always live on in history with stories of its ambitions: though once realized, they were ultimately dashed by circumstance.

Light Iron Digest

Packinghouses And The B&M

By John Alan Roderick

The largest packinghouses on the B&M were in Somerville. These were New England Dressed Meat & Wool (Kosher beef & lamb), North Packing Co. (beef) and J.P. Squires Co. (pork). There were other packers in the same area (Swift & Co., etc.) but those three constituted the largest of the abattoirs. Much of this business had its beginnings in West Cambridge near Fresh Pond in the mid-1800s and relocated to Somerville in the 1890s.

For their time, the packing plants were state-of-the-art high volume efficient operations, which utilized a very high percentage of the animal products. Associated industries which relied on the by-products, such as the tanneries in Woburn and Peabody, Atlantic Gelatin in Stoneham and elsewhere, and others were supplied from here.

The Miller River "flowed" (it was a tidal estuary) through this area and saw the discharge of some of the waste products making for a rather odiferous and unpleasant situation as I am told. The euphemism told to me by the late Isobel Cheney, long-time Somerville City Historian, was that the trip to Lechmere on the 88 or 89 streetcar, which ran via the Northern Artery (Rte. 28), cost 10 cents, but was only 9 cents coming home in the Summer when the car windows were open--as you always got a "scent" back on the return trip!

There were stockyards over in Allston/Brighton that were served by the B&A. To a considerable degree, the livestock were supplied from these. Photos of the plants I've seen from the early 20s feature NYC stock cars, although certainly there were numerous other road names that could be found.

The Somerville packinghouses were primarily located in the Boynton Yards area, which is on the border with E. Cambridge where Somerville Ave., Medford Street and Gore Street join. Buildings stood on either side of Medford Street and Gore Street creating a veritable redbrick canyon. There is very little to tell of the extent of this once-vast business, since the buildings have largely been lost to fires over the years. A few do remain, however. Much of the land has been re-developed. In 1981, I worked for a couple of weeks (while were on strike at Cambridge Electric--one day after I started there) at a fat rendering plant off of South Street. This was perhaps the last of the meat-related manufactories. They received their raw material from a plant in Rhode Island.

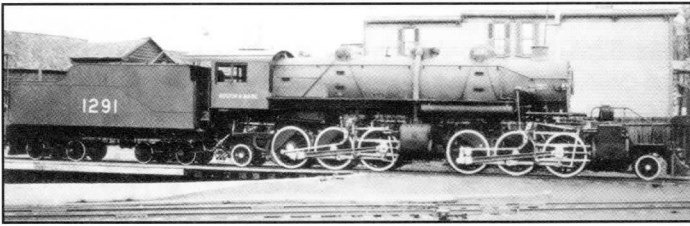
The last really large blaze that I know of was in the summer of 1978 when what was left of the Squires went up. All of those beams soaked with years of lard renderings and such served to fuel the conflagration. I believe it was a 6-banger or more at the time. It was right around late August as I recall.

"Swift" interlocking, located at the entrance to the MBTA/MBCR maintenance facility (beneath Rte. 28) where the B&A (CSX) Grand Junction crosses the Fitchburg Div. is so named due to its proximity to the (former) Swift Packing plant.

BTW, the fire there which I spoke of started around midnight, Sept. 1, 1978. The all out was declared late in the day on Sept. 3rd. It was a 10-alarm blaze.

Old Tower H. The stock cars in the background (which are on the GJ Branch). The JP Squires is the building in the background. Close study shows shadows from the Northern Artery (Rte 28) bridge structure. This photo was taken in the morning.





#1201 Class M Blt. Alco 1912 editor's collection

Train Control Systems On The Boston And Maine.

By Brian Dame

Although various schemes for train control may have been contemplated for the Boston and Maine, there are two systems that were actually applied to the Boston and Maine. They were Intermittent Inductive Train Stop applied to the electrified territory of the Hoosac Tunnel, and the Continuous Inductive Cab Signal System applied to the Fitchburg Division from Cambridge to East Deerfield.

General Information:

Carl Byron writes: The Hoosac Tunnel was electrified in 1910, with construction starting on November 11th. On May 11 of 1911, all construction was complete, and a light engine ran on May 18th. In 1926, US&S installed new signaling in the tunnel district. Williamstown to Soapstone, tying in to the Armstrong interlocking towers at East Portal and West Portal, with CTC (remote control?) to east end of Soapstone. At that time, Automatic Train Stop was applied to the electric motors. This was an intermittent system.

Sometime in the 1920s, the ICC ordered 49 Class I railroads to install a train control system. The B&MRR territory to be modified with a Continuous Cab Signal System was the Cambridge to East Deerfield portion of the Fitchburg Division Main Line. At that time, signaling was previously implemented with US&S Style B semaphore signals for automatic block, and a variety of interlockings along the route. The new cab signal system was overlaid upon the existing system, rather than replacing the existing system.

Confusion arises because the latter system included two items that the first system featured: audible warning, and automatic brake application. For the audible warning, a whistle would sound, using air from a timing reservoir. If the engineman did not acknowledge the warning, a valve would operate to initiate a full service application of the automatic brakes. What the second system added was continuous operation throughout the territory and an actual signal displayed in the cab of the locomotive/Budd car. The former system only worked while passing signals, thus it was known as an intermittent system.

We can learn much about the two systems by studying the rule-books of the time. The March 1st 1917 rule book has no mention of either system, only of Automatic Block and of Interlocking Rules. The B&M rule book of February 1st 1931 called the train control system "Automatic Train Stop", probably as a carryover from the Hoosac Tunnel installation. Rule 400 set the stage for confusion by stating that "Automatic Train Stop cab signals...", a combination of the two distinct concepts. Aspects in the cab were green for proceed, and red for stop. Rule 409A makes reference to both concepts: "...in either automatic train stop territory or non-automatic train stop territory...". But the 1948 rule book has the 400 series of rules called "Automatic Cab Indicator Rules", with rules

describing a cab signal system. Lunar white replaced red as the Restricting aspect. Further on in the book, "Automatic Train Stop Rules" include rules 420 to 427, and clearly define an intermittent train stop system. A later rule book showed the color position version of the aspects, three vertical green lights and three horizontal lunar white lights. Additionally, we find that Bulletin Order No. 4 of February 5 1951 accompanies a pamphlet that revises the rules (402-411 and 421-424) in the April 25, 1948 rule book. These revisions would appear in the next ETT to be issued.

Train Stop System Description:

The Train Stop wayside equipment consisted of a track-mounted inductor located to the field side of the rail. The coil was wired to a contact of the associated signals control relay. When the signal displayed an aspect other than proceed, the circuit was opened. Thus, the locomotive would sense the restrictive aspect of the signal.

The Train Stop on-board equipment consisted of a receiver located under the bearing of an axle, either on the tender of a steam locomotive or the second axle of the lead truck of a diesel locomotive. The receiver was wired up to a control box, located on the top of the boiler of a steamer or in the nose of a cab unit or the walkway of a Geep. Steamers had steam driven turbo generators to provide 32 and 350 Volts of direct current, while Diesels used motor-generator sets to convert the engine's 72 Volts to the required 32 and 350 Volts DC. Both types of engines had a whistle for announcing a restricting signal aspect, and either a pneumatic acknowledging valve for steamers or an acknowledging switch for Diesels.

Cab Indicator System Description:

The Cab Indicator wayside equipment was by far more extensive than that for the intermittent system. Since AC was needed to operate the system, a 550 Volt AC feeder was installed for the entire length of the main line. Multiple feed locations were installed, with automatic switching to keep the system up and running should one feed point fail. At each signal and relay case, a pole-mounted transformer stepped the 550 VAC down to 110 VAC. After fusing the circuit, a transformer stepped the 110 VAC down to 6 VAC, and one of the legs of the was routed through an "acknowledgment loop" at the rails behind the signal and associated insulated joints. This loop opposed the current in the rails, and effectively sounded a warning in the cab as the engine passed a signal. Any loss of this loop would result in a failure of the Indicator system in the preceding block, as the 6 volts was again stepped back up to 110 for feeding the track transformers.

This 110 volt feed was controlled by the signal, similarly to the intermittent system. If the signal was cleared, 110 VAC was fed to the track transformers through a V wire, and if the signal was at stop, the V wire was deenergized. If there was more than one track circuit in the preceding block, each track circuit was fed from the V wire, but only if the preceding track circuits were clear. This provided protection from hitting the rear of a train standing ahead of a following train. Incidentally, it should be noted that due to the hardwiring required, the Cab Indicator system was best suited for single direction running, as track circuits would have to be reversed for double direction signaling.)

The Cab Indicator on-board equipment consisted of receiver coils, amplifier and relay unit, acknowledgement/control switch, warning whistle, electro pneumatic valve, and cab signal indicator. The control switch was operated by a removable lever, similar to a

brake valve handle. Thus, the engineer would be able to turn the system on or off, based on whether or not the train was operating in Cab Signal territory. The receiver coils were mounted above the rails ahead of the leading wheels, and would pick up the flux from the current in the rails. This electrical signal was then brought to the amplifier and relay unit, where it was amplified by a vacuum tube: the first commercial non-communications application of vacuum tube electronics. A relay would then be energized, setting the indicator to display a Proceed aspect. Should the locomotive lose the signal from the rails, this relay would drop and display a Restricting aspect, sound the whistle, and begin the timing before applying the brakes.

Wayside equipment was maintained by the Signal Department maintainers, while on-board equipment was maintained by the Mechanical Department electricians

An interesting requirement for locomotives in the overlap period from 192x to 1946 was that they needed to have both systems available. Field observations of a B&M F unit in the 1980s revealed a selector switch in the nose, near the cab signal box. There were three positions: CONT, OFF, and INT. Thus, when in the tunnel district, INT was selected, when between Cambridge and East Deerfield in the CONT position, and at other times in the OFF position.

Engine houses and servicing facilities were equipped with test facilities for the testing of an engine's system prior to being dispatched. Both Train Stop inductors and Cab Indicator loops were provided for testing, but inductors were probably located at fewer locations. See various timetable instructions for Rules 407, 408, and 427, testing prior to departure. Since locomotives traveling over this territory often originated elsewhere, test loops were installed at Portland, Concord, White River Jct, North Walpole, to name just a few locations. These loops consisted of a single conductor of wire clipped to the web of the rail for a length of 50 feet, similar to the loops at signal locations. As the locomotive approached the loop, the coils picked up the 60 Hz flux, and operated the relay to provide a Proceed aspect. As the locomotive left the loop, the flux dropped off, and the cab signal would change from Proceed to Restricting.

System Discontinuances:

The Automatic Train Stop system was the first to go. Bulletin Order No. 5 of January 27, 1954 cancels the Rules 420-427 for Train Stop, and provided for the discontinuance of Train Stop territory effective 12:01 AM, February 1, 1954. The Cab Indicator system was discontinued in two stages, first from East Deerfield to Ayer, and later Ayer to Cambridge. Timetable #21 of May 18, 1975 is the last timetable to identify this system. Wayside equipment was gradually removed as new construction allowed, and locomotive and Budd car equipment can still be found in older units.

Reference:

Byron, Carl "A Pinprick of Light"

Boston and Maine RR, various employee magazines, rule books and employee timetables

Boston and Maine Railroad bulletins.

General Railway Signal Co., Elements of Railway Signaling

General Railway Signal Co., Intermittent Inductive Auto-Manual System catalog section

State Kicks In \$400K To Buy Unused Railroad Bed In Bradford

By Shawn Regan The Eagle-Tribune

It's a picture dreamy-eyed residents, business owners and city officials have painted many times in recent years: crowds of people walking and biking along a pathway looping the Merrimack River on the downtown and Bradford sides of the waterway.

Ian Bowles, state secretary of energy and environmental affairs, arrived with news the state is pitching in with \$400,000 to help Haverhill purchase a soon-to-be abandoned railroad bed on the Bradford side of the river. The 1.1-mile railroad bed runs from the Comeau Bridge at the western end of downtown to the Haverhill Paperboard company just east of the Basiliere Bridge.

The city hopes to replace the dilapidated railroad bed with a recreational trail and eventually connect it to boardwalks and pathways on the downtown side of the river. The 2.5-mile loop would be connected on both ends of the downtown at the Basiliere and Comeau bridges, forming a continuous loop.

The city is negotiating to buy the unused railroad bed from Pan Am Railways, Mayor James Fiorentini said. The railway is part of the old "Georgetown Branch" line, which was built in 1851. It has not been used in three decades.

The railway land is expected to cost more than \$400,000, but the city has secured private donations to pay for the remainder, Fiorentini said. The Greater Haverhill Foundation has committed an unspecified donation and the Crescent Yacht Club has donated \$20,000, city officials said.

The next step is for the city to find the money to build the trail, the mayor said. He was unable to estimate that cost.

The company that owns the railroad bed, Pan Am Railways, recently struck a deal with National Grid to sell off the transportation corridor to the highest bidder, Dempsey said. An agreement from 1926 would have given the line back to the electric company once abandoned by the railroad.

But the city got federal transportation officials to prevent Pan Am from selling any part of the railroad bed on the open market until Feb. 4, Dempsey said. The company can sell parts of the corridor to any buyer after that date, he said. Someone else buying the property would effectively kill the recreational trail, city officials said.

The downtown rail trail could also eventually be part of a regional, 30-mile continuous recreational pathway that is being planned along the Merrimack River from Amesbury to Lowell.

Submitted by Scott Currier

Vermont Scuttles Plan To Purchase DMUs

The State of Vermont has dropped its plan to purchase five diesel multiple-unit (DMU) cars to upgrade Amtrak's Vermonter service. Vermont's Agency of Transportation said on Friday it had decided not to make the \$17.5 million purchase, because car builder Colorado Railcar Manufacturing and Amtrak could not provide sufficient guarantees to buy back the cars or resell them at 90% of the purchase price after three years of service.

Submitted by Alden H. Dreyer,

Photos! Photos!! Photos!!!

Now being offered is over 2800 (yes, that's over TWENTY EIGHT HUNDRED!) black and white images of railroading in and around the northeast from the mid 20's to the mid 50's (with just a handful from the 60's and 70's). Many of you have already seen just a few of these images in various locations such as some of the various Yahoo e-mail groups and a couple popular historical publications. These images are being supplied by myself and a handful of others that, like myself, believe in sharing photos and information rather than hoarding.

Now, a word of explanation is in order. The vast majority of these images have not been in circulation for people to see. Many of them are not good enough for publication purposes because of their overall quality of exposure and sharpness. Do NOT expect to see perfect photos. They are produced from both negatives and/or prints (you may see a few duplicates where I missed removing the lesser image). However, the sheer number of them and the subject matter is what is astounding. They are being presented in their as-scanned manner in TIFF format so that anyone with an image program may crop, tune and sharpen the photos to their liking. They are being distributed WITHOUT captioning. In the future as time permits I will attempt to make up a listing but with 2800 images it will be a daunting task!! Best of all is that the images are FREE with just a modest charge for labor, materials and shipping. Because of the quantity, they are being offered as four separate collections:

Boston & Maine - 5 CD set - 1648 images;
 Rutland - 3 CD set - 707 images;
 Delaware & Hudson - 2 CD set - 407 images;
 Central Vermont Railway - 2 CD set - 116 images;
 Misc - which includes BAR, EB&L, MEC, NH, NYC, additional CV and the Pinsky Railroads which include:
 Saratoga & Schylerville;
 Hoosac Tunnel & Wilmington; Montpelier & Barre;
 Barre & Chelsea;
 St. Johnsbury and Lake Champlain; Claremont & Concord;
 Suncook Valley; Sanford & Eastern - Single CD - 338 images.

Please note that there is some intentional overlapping of image collections. For example, a BAR GP-7 demonstrating on the Rutland also appears in the BAR folder. B&M units running on the Rutland also appear in the B&M collection, etc. Brief descriptions:

Boston & Maine - Images from all over the B&M system with a high concentration in the area west of Hoosac tunnel. Of special interest is imagery from the 1920's/30's from around the greater Boston area and northward and westward on the B&M (supplied from the collection of John A. Roderick). There is a special emphasis on track work programs as well as bridges and signaling projects. As stated above, there is a fairly large amount of B&M in joint operation with the Rutland. When diesels had taken over Hoosac Tunnel, steam was still running on the Rutland and west end of the B&M.

The subject matter spans everything from trains and track to people. There's even a cab ride from Greenfield to North Adams. Rutland - Hundreds of photos from mostly Burlington southward to Petersburg, NY and Bellows Falls, VT. There is a light amount north and west of Burlington as well as south of Petersburg. Of

particular interest is the large number of images from around the shop areas in Rutland. Photos run from late steam through diesel including images of Rutland RS-3's being delivered brand new. Some of these are Rutland company photos that were once part of a collection of one of their officials. There are also a couple of cab rides, particularly one from Bellows Falls to Proctorsville.

Delaware & Hudson - Over 400 photos covering from Albany, NY northward to Whitehall, NY. It covers late steam through the early diesel era of the D&H. There's a large quantity of shop facility images from Colonie, Mechanicville and Whitehall. Central - Vermont - 116 images of late CV steam and early diesel operation taken between St. Albans, VT and East Northfield, MA. This includes operation over B&M's Conn River Route as well as images of Canadian National diesel units filling in for CV steam.

MISC -

Pinsky - One word just can't describe the Pinsky short line empire. This covers Hoosac Tunnel & Wilmington, Saratoga & Schylerville, Sanford & Eastern, Claremont & Concord, Suncook Valley and pre-Pinsky Barre & Chelsea.

New Haven - Just a couple.

EB&L - A couple of nice clean shots of East Branch & Lincoln Baldwin #5 which is still operational today.

Maine Central - a couple decent shots from St. Johnsbury and MEC units operating on the B&M.

Bangor & Aroostook - Two shots of a BAR GP-7 in Rutland and two more of BAR steamers going to scrap through Mechanicville.

The pricing:

Boston & Maine - 5 CD set - \$18

Rutland - 3 CD set - \$14

D&H - 2 CD set - \$12;

Central Vermont - 2 CD set - \$12

Misc. Railroads - \$10

or...Get ALL sets at once for only \$55

Members of the B&MRRHS who provide their membership number will receive the disks postpaid.

Postage on non-member orders is:

Full Collection - \$5; All individual sets \$2 each set.

Note: I cannot take international checks or money orders. Those wishing international shipping must pay with PayPal (in US funds) with an \$11 flat fee for international Priority Mail service.

As always, I take Paypal at: sjwhitney@comcast.net

or order by mail at:

Scott J. Whitney, 129 Chestnut St., Claremont, NH 03743

Correction Sheet Available

An Errata & Addenda sheet is available for the latest Morning Sun book on the Boston & Maine by Carl Byron "*Boston & Maine In Color Vol. 2 - The Final Five Decades*" from the author. Send a SSAE envelope to the B&MRRHS PO Box 469 Derry, NH 03038 for a printed copy or by an email request to PBCB4@cs.com.

Thank you,

Carl