

Boston & Maine Railroad Historical Society

Incorporated

NEWSLETTER



P.O. BOX 302 · READING, MASSACHUSETTS 01867

John C. Alden, Editor

November 19, 1978

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

DECEMBER MEETING: Saturday, December 9, 1978, 8 PM First Parish Unitarian Church, Woburn Square, Woburn, Mass. After the business portion of the meeting we shall have as our guest speaker Mr. Robert Currier of the Boston & Maine Corp. who will speak on the handling of hazardous materials on the Boston & Maine.

JANUARY MEETING: Saturday, January 13, 1979, 8 PM First Parish Unitarian Church, Woburn Square, Woburn, Mass. Entertainment not known as of this typing.

Our regular meetings are held the second Saturday of every month at 8 PM in the above church, unless a different time and place are announced in these Newsletters. The church, the only one in Woburn Square without a steeple, is at the corner of Winn St. and Rte. 38 several blocks north of the end of the Woburn Branch passenger service and the branch itself.

B&Memos We need to know how many people we can expect for our June 16, 1979 at the Mt. Washington Cog Railway's Base Station as we need at least 40 people to have the special rates mentioned last month (2 PM train fare \$10.95, 6 PM banquet \$10, Lodging (Sat. night) \$8-\$10). We especially need to know how many will sign up for the overnight lodging. For easier response we've included a form at the bottom of the penultimate page.

There is a good possibility the B&MRRHS could have name plates made up featuring the Society's logo and the member's name. Cost would be \$2 each. The plates (tags) would be 1½" x 3", plastic, and with a clip or pin fastener on the back. Color would be maroon with the logo and lettering in white. We'd like to know how many would be interested in having a B&MRRHS name tag for themselves. Please respond to the Society's Reading box, Dept. NP.

B&Meeting

The November 1978 monthly meeting of the B&MRRHS was called to order on Saturday, November 11, 1978, at 8:01 PM in the First Parish Unitarian Church, Woburn, Mass. by President Leroy C. Hutchinson. There were approximately 75 members and guests in attendance.

The Secretary's report was read and accepted.

The Treasurer's report was read and accepted.

President Hutchinson reported that the Bulletin for Fall 1978 had not yet been delivered from the printer, but should be delivered this month.

Membership Secretary Thomas Engel reported that the October Newsletter had been mailed and handled by the Post Office with unusual celerity. He also reported that about 800 members have renewed their memberships for 1978-1979.

Newsletter Editor John Alden reported the death of William Cobleigh of Acton, a senior member of the B&MRRHS and a retired section foreman on the B&M Fitchburg mainline.

NEW BUSINESS — Pres. Hutchinson announced that there will be a B&MRRHS Directors' meeting on Thursday, December 7 at 7:30 PM in the First Parish Unitarian Church, Woburn, Mass., and that anybody having business for consideration by the Board of Directors should bring such matters before them at that time.

Program Chairman Joseph Shaw announced that entertainment for the December meeting would be given by Robert Currier of the B&M Corp., who will speak on the shipment of hazardous materials. Joe Shaw also requested further information on who might be interested in Mount Washington Cog Railway's offer for the meeting of Saturday, June 16, 1979 (described in the minutes for the October 1978 meeting.)

The Business portion of the meeting closed at 8:13 PM.

After the business meeting, Carl Byron gave a slide show covering operations on the B&M Fitchburg Division in recent years.

Respectfully Submitted, (signed) Forrest Mack, Secretary

CALLBOY'S CORNER ADDRESS CHANGES — Moving? Then let us know your new address (and your old one) Send all address changes to the Memb. Sec. at Box 369, Belmont MA 02178. All membership and circulation matters should be sent there. Want to join? Annual dues are \$10; Life \$100.

B&Matters — COMMUTER COMMENTS — The new F40PH's continue to make news; 5 more units have joined the first 5 which came Oct. 16th. Two F40PH's were given names at christening ceremonies held at South Station on Nov. 21. Locomotive 1000 is named the Henry D. Hersey, "Mr. Commuter Rail"; Mr. Hersey is a Needham politician who has served on the MBTA's Advisory Board and been the chief spokesman on that body for preserving rail passenger service. Loco. 1001 is named the James A. McGrath, "Chief Conductor", Mr. McGrath was a conductor on the B&A (Framingham) runs for many years and died last summer of a heart attack while trying to deal with an engine breakdown on an evening commuter train.

The new locomotives, numbered in the 1000-series, weigh about 130 tons and produce 3000hp. each can handle up to 7 coaches with push-pull capacity. Rick Conard reports they are now in service on the North Side, first running on Nov. 6 with #1009 running with RDC's on the 1530 train to Hamilton; for northside service the new engines run with RDC's. Currently the F40PH's on the North Side run only on the eastern route and the line to Lowell. There are clearance problems on the Reading branch and the Woburn branch; because the F40PH's lack cab signals they cannot be used on the cab-signalled Fitchburg Route.

Several of the GO coaches from Toronto are now on the property but have not yet seen any service. Also, one of the new Pullman-Standard coaches for the MBTA has arrived here and been put on display at South Station. Still not definite: arrival time for the ICG Paducah rebuilt MBTA locomotives.

South side push-pulls have been around since July, Jay Cashook notes. Regular train was GP9 #7555 with 2 rebuilt NH coaches & RDC-1 #46; latest practice seen on train #800 on Nov. 3: GP9 #7549, 5 rebuilt NH coaches and an F40PH on the rear ● Chick tower, the tower near Northeastern U., where the Needham branch officially begins now has signs (from Amtrak) naming it, something it's lacked for many years. The name is a shortening of Chickering, the former station stop named for the nearby piano works.

Acton is the latest locality to have engine idling noise and odor complaints. The complaints come from residents near the new station platform put in last year; the site had been billed as a parking lot and the residents had never been told the site would be used for layover of trains during the rush hours. The dissident residents have created quite a stink and the whole matter may well be headed for court.

Plans for resurrecting passenger service continue: service to Lawrence, Haverhill, and Methuen via the Reading branch is getting closer to reality; the Reading-Wilmington Jct. portion would have to be upgraded. Service to Fitchburg appears to be a project for next year.

What's an RDSGCCC? A Rail Diesel Steam Generator Cab Control Car, and the 6303 is the first of its kind anywhere in the world. The RDC-3's had the loading capacity for 16,500lbs. of steam generating equipment, fuel, and water and had the cab controls for use in push-pull. The prototype was readied for service in 22 days. The steam generator package is fully automatic; the boiler will operate at 145psi and have an exhaust temperature of 455 F, the lowest of any steam generator in use.

RDC 6148 is undergoing an experimental conversion to all-electric push-pull coach, similar to the new and leased units on the way.

The MBTA will build a new train layover facility at Rockport, included will be an electrical distribution system so trains need not be kept running at night. The project also includes installation of oil separation & collection pans and reconstruction of 3000 ft. of track: projected cost: \$788,296. (Peter Victory)

SPOTLIGHT ON BOSTON & MAINE HISTORY (Boston & Maine Employees' Magazine)

50 years ago DECEMBER 1928, Vol. 5, #9, New North Station - front cover showing Causeway St. facade (no El track, picture carefullt taken), new station dedicated on Nov. 14, 1928; Pres. Calvin Collidge at the White House pressed button that turned on lights at banquet held in the Waiting Room; 275 notables present for this ceremony; Homer Loring given the credit for Terminal Development, 6 page story with many photos, etc.. New Boston Garden opened with boxing on Nov. 17, Bruins vs. Canadiens the 20th.. New England Governors' Conference party carried on the "Minute Man" en route from Boston to New Orleans, La., pix of group in front of steam locomotive "Paul Revere".."Traffic School" held under the direction of Traffic Dept. officials including J. W. Rimmer, W. O. Wright, F. T. Grant, C. F. Heard, et al.. Course in railroad accounting being conducted by Deputy Comptroller C. F. Glacy.. center spread shows guests at banquet of North Station dedication.. Appointments: Eng. Dept. - W. F. Cummings, Asst. Chief Engineer, H. F. Fifield, Eng. of Maint. of Way; Operating Dept. - W. E. Barrett, Supt. of Terminal Division. Short story - "It's 'Blue Caps' Now" - photo shows daily inspection at North Station of Attendants by J. M. Sullivan, Passenger Trainmaster, and C. F. Palmer, New England Passenger Agent..

SYMBOL FREIGHTS NY-10 and BM-7 east of E. Deerfield dropped, replaced by LE-1, lv. Lawrence 1500 ex Sat., EL-2 lv. E. Deerfield 2200 ex. Sun.; CHANGES: RB-30 lv. Rott. Jct. 2200, NE-87 lv. Rigby 1100, LM-1 lv. Lawrence 1330:

B&Matters Financial figures for September and the first 9 months of 1978 are now in. For the first 9 months on revenues of \$69,972,484 net loss stands at only \$2,070,158. It is notable that interest charges for the first 9 months were \$3,642,667 (I believe this includes the contingent interest on the income bonds — TRE); in short, so far there is income available for fixed charges. Also, equipment & joint facility rents (chiefly car hire) for the period are in a virtual dead heat with the previous year's figure. For Sept. 1978 the B&M showed a \$47,414 net profit (Sept. 1977: \$429,685 loss); joint facility & equipment rents for Sept. 1978 were \$682,455, a sizable drop from Sept. 1977's \$793,153. It would appear that hourly car hire may be working to the Boston & Maine's advantage.

Here we go again!!! In an exclusive story the Manchester (N.H.) Union Leader reported on November 3, 1978 that the paper mill at Lincoln NH (see "The Pemi" - Winter 1975-6 issue of the Bulletin) will reopen again. The paper quoted David Kieker, executive director of the Northern Community Investment Corp. of St. Johnsbury VT, one of the principals in the new venture, as saying that hiring would commence immediately and that about 160 people would be employed by the time full operation is in effect in about 90 days. The new firm, Franconia Paper Co., has been formed to process both virgin pulp and waste paper into products to be marketed through one of the company's principal owners, the Perkins-Goodwin Co. of New York. The Goodwin RR, owned by the NH Transportation Authority and leased to Weaver Brothers Construction Co., will be a direct beneficiary of this reopening. Kirker was quoted as saying that "Our incoming raw materials and our finished products will utilize the railroad line, of course..". The 75-mile Concord-Lincoln line has been substantially rehabilitated since the mill last shut down in August 1976 and should be able to adequately handle the traffic. (Ben Crouch) Alan Thomas says that steam has been seen issuing from the plant's stack, and that pulp and waste shipments are expected in Dec. This time — just maybe — we might have an operating mill — and a new rail shipper.

Joe Shaw reports there's a chance Portsmouth may become a transshipment center for container cargoes from the Canadian Maritimes. Talks are taking place between the NH Port Authority, shippers, and the B&M. Large oceanic freighters arriving in Halifax would transfer their containers to smaller vessels for Portsmouth; onward transfer would be by rail. According to a port consultant shippers are eyeing the northeastern U.S. because of long delays incurred on the Canadian railways; 8, 10, even 14 days lags in cargoes getting to Chicago from Halifax or Montreal; also drawing interest in Portsmouth as a feeder service terminal; close road and rail links and good labor relations. Overall, officials believe there would be a considerable time savings; volume would be ca. 500 containers a week with a potential of 40,000-50,000 units a year. It remains to be seen what will materialize out of these prospects, but the addition container traffic would be a great boom to the B&M.

Two more subway cars for the MBTA came down over the Northern RR of NH Tuesday, Nov. 21 in an extra train. Still not known whether this is the way further deliveries will come; during deep snows the line is not usually plowed through from Concord to White River.

Central Mass. Activity — Harold Judkins writes that there is now a nice new roadbed from Gilbertville to Barre Jct. — however, a train hasn't run over that line for 4-5 or more years. First headquarters for the rebuilding project were at Barre Plains where equipment and new ties and rail were stored; now the operation is out of Ware. The Mass. Central's Whitcomb 44-tonner is no longer there but is at the Norton Co. for some project. Nothing has been done about the Creamery-Wheelwright branch.

The B&M made the center spread of Trains Magazine's December 1978 issue with a full-color photo of extra 1225 passing covered bridge at Ashuelot NH taken by Jim Shaughnessy.

Some details on the Ayer-Mechanicville rehabilitation project, from President Dustin's letter to his fellow employes in the Sept.-Oct. 1978 B&M (Corp.) Newsletter: 1) Track rehabilitation: Installation of 73.5 mi. of continuous welded rail and elimination of deferred maintenance on the remaining jointed rail; roadbed rehabilitation: ballast cleaning and major ditching & draining work. Retirement of 18.72 miles of redundant track at 3 locations in double track territory. 2) Signal Work: In-track signal system b/wtn. Ayer and Gardner to replace deteriorated line cable. Signal mechanisms & supporting equipment to be replaced or rebuilt to standards of new equipment. Signal respacing to approximately 2-mile intervals; current locations established years ago designed to accommodate a quite different operating pattern with passenger and shorter freight trains than are presently run. Interlocking towers at Ayer and Fitchburg will be converted to remote-control operation from North Billerica. 3) Bridge & Tunnel Rehabilitation — elimination of deferred maintenance on 16 steel and masonry bridges, and installing 300 ft. of steel liner in the Hoosac tunnel and sealing the lining of the "Little Tunnel" at North Adams to reduce water seepage.

These projects are to be financed by a \$26m. loan from the FRA. The funds can't be used for any other purpose and will be closely monitored & audited by the FRA to insure full compliance with the loan agreement. No word yet on whether the loan agreement has been approved by the bankruptcy court as required by law.

The Ayer-Mechanicville rehabilitation program is the cornerstone of the B&M's physical plant upgrading for the next 5 to 10 years. Reusable material freed up on the Ayer to Mechanicville line will be cascaded to other lines following the federally-financed program between Ayer and Mechanicville. With the loan's approval the project will shift into high gear next year with ditching and ballast cleaning and the laying of 35 miles of new welded rail scheduled.

EQUIPMENT NOTES — B&M SW-8's 801 & 806 are in the new blue scheme. The 801 is based in Dover NH and works as the Biddeford switcher as well as an occasional turn on DI1/ID2. The 806 was in Nashua on 22 Oct. ● ● ConRail power is making the rounds of the B&M system: on 22 Oct LM-2 went through Frye with a new CR GP38-2 8234 (blue), CR GP40 3222 (black), and a new B23-7 1964 (blue). LR-2 at Dover on 28 Oct. had 3 blue CR U25B's, 2550, 2649, and 2681. Lots of GE smoke that morning; question: why are we so fortunate as to have large numbers of wayward CR power scattered around the B&M (Tim Pancurak) ● ● Rudy Hood spotted 2 SP SD45's (8957 & 9115) at the D&H engine terminal at Mechanicville; what were they doing there? ● ● Joe Mulligan reports B&M #1271 is still active at East Deerfield. 44-tonners B&M 119 and Springfield Terminal 1 are still at E. Deerfield. B&M 1268, 1204, & 1168 (?) are also there with their stacks capped, dead.

The days after Holidays are often busy ones for railroads and the B&M proved no exception. On Saturday Nov. 25 many extras were run: an E. Deerfield-Ayer extra, a White River-Springfield extra, on the local side a Hollis branch extra was run. Trains were heavy and pushers (and pullers) were often required. A busy day for the railroad — and for railfans. (Joe Mulligan)

PUBLICATIONS The following publications are available postpaid (unless otherwise noted) by ordering direct from this address: Business Mgr., B&MRRHS, Box 223, Harwood Station, Littleton Mass. 01460. Publications orders sent to any other addresses will be subject to an automatic delay of at least two weeks.

B & M BULLETINS; Fall 1976; Winter 1976-7, Spring, Summer, Fall 1977, Winter 1977-8, Spring 1978, PRICE: \$2 @ to members, \$2.25@ others. Summer 1978 PRICE: \$2.50 everyone.

OTHER B & MRRHS PUBLICATIONS: 1932 Snow train menu - 25¢; reprinted Montpelier & Wells River/Barre & Chelsea RR employes' timetable #62B of January 22, 1928 - \$1.00

ART PRINT: 20" x 26" full-color print of painting by Peter Rhoads depicting 4-8-2 4117 on a passenger train at the west portal of Hoosac Tunnel. Suitable for framing. Shipped in a durable mailing tube. Regular edition \$5.00; Limited edition (signed & numbered) \$7.00.

BOOKS BY OTHER PUBLISHERS: A Pinprick of Light by Carl R. Byron. A 72pp. 6"x9" softbound history of the construction and operation of Hoosac Tunnel by a well-known B&MRRHS member and former officer. Illustrated with photos, maps, and diagrams. \$4.95.

Vanishing Markers, a 128pp. illustrated description of Boston & Maine railroading 1948-1952 by a former B&M brakeman. This is a captivating account of B&M operations during one of the most interesting periods in the company's history. Members \$12.50; non-members \$14.95.

New England Diesels, Dave Alpert & George Melvin's photographic chronicle of the Diesel locomotive in New England from the 1930's to the present day. All class I roads as well as shortlines are represented in the 420+ photographs from New England's major rail photographs as well as some unknowns. The book is organized on a state-by-state basis including maps of rail mileage in each state. An excellent value! Hardbound, 232pp. Members \$24.00; non-members \$26.95.

Northern Rails - 1978 Edition: A 34-page illustrated guide to the railroads of Maine, New Hampshire and Vermont, their freight and passenger operations, locomotive rosters, yard and engine terminal locations, maps, and radio frequencies plus gazeteers of principal points of interest in each state. Includes all museums with equipment rosters. \$3.50.

NEW!

Railfan's Guide to New England: Similar in content to Northern Rails but covering all six New England states in a more comprehensive manner including detailed freight and passenger schedules. Published by B&MRRHS member Jack Armstrong whose excellent photos have often appeared in the Bulletin, Rails Northeast, etc. 50 pages, 8½" x 11". \$4.50.

NEW!

NEW ENGLAND RAILFAN'S SPECIAL: Get both these indispensable guides in time for Christmas at the special combined price of \$7.50.

B&Members We welcome the following new members into the B&MRRHS: Jacob Alex Klerman, Providence RI; Wallace F. Powers, Niantic CT; Angelo DePalma, Lebanon NH; Mrs. Robert B. Taylor, Wakefield, MA; Francis J. Welch, Methuen MA; Michael P. Guerrette, Hudson NH; Charles E. Bowker, Lexington MA; Frank Gallagher, Somerville MA; Joseph Russo, Woburn MA; Paul H. Huntington, Randolph MA; J. Norman Longhi, Framingham MA; Stephen B. Munier, Wenham MA; C. Brubaker, Arlington VA; Alan Eschenroeder, Arlington MA; Paul J. Korczak, Chapel Hill NC; Anthony Jewell, Brookline MA; Dana W. Demont, Westminster MA; Jack Gallagher, Lynn MA; Paul Hermonat, St. Petersburg FL. Welcome aboard!

INFORMATION WANTED WANTED — Any historical information concerning B&M Police, especially prior to 1900. Send to: Superintendent Slade, B&M Police, Iron Horse Park, North Billerica MA 01862. Material will be returned, if requested.

CV Views The Central Vermont's piggyback train the Rocket which was run between Palmer and Mont-real in September and then withdrawn is back, or maybe, or maybe not. Mike Banas reported it as on for Nov. 20, having been set back a week from Nov. 13; others have mentioned similar stories. Well, no Rocket as of Nov. 23. There were reports the CV had lined up some traffic going north out of Palmer.

The car-rebuilding operations of the United Railway Supply Co. at the former CV enginehouse in White River Jct. shut down Friday Nov. 10. Whether this is a permanent move or not isn't known. The business had opened late last year with a contract to rebuild passenger cars for the MBTA, which was expected to give them about one year's work. (Stew Twombly)

The CV has a local 744/745 which works the CV south of Brattleboro. Monday thru Friday the local leaves Brattleboro at 1000 for Barretts and return, Saturdays only it leaves Brattleboro at 0900 and goes to Palmer & return. (Mike Banas)

B&Marketplace We publish ads by members as space permits. Please keep them as short as possible & send them on a separate sheet of paper. Don't forget to include name & address. We may edit ads to fit them in & can't guarantee running ads every month.

- WANT & SWAP: Have 8 and S8 silent & sound movies for sale & swap. Want Northeast & NE roads. Send SASE for list. K. McLaughlin, 42 Warren St., Brentwood NY 11717
- FOR SALE: Steam & electric books, many O.P., all mint, reasonable prices — SSAE Fredrik Bruhn, 197 Otterbein Dr., R.D. 8, Lexington OH 44904
- RAILROAD Magazine — Aug. 1958 thru July 1975, complete. For sale by year or individual copies — 85¢ per copy (10% discount if bought by year). WANTED: B&M Bulletin, Vol. 1. Richard A. Hoisington, 6 Park Ave., Derry NH 03038.
- WOULD like to trade original 35mm slides of New England RR's for those of Toronto area. Also interested in other U.S. railroads, particularly shortlines. John D. Thompson, 19 Glencrest Blvd., Toronto, Ontario, Canada M4B 1L2.

MEChatter At the beginning of November the Maine Central paid a \$2.00 a share dividend on its common stock; the arrearages on the income debentures and the preferred stock were cleared earlier this year. MEC's earnings for 1978 are very healthy, hence the dividend. This is only the third cash payout on MEC common since 1931, previous cash dividends paid in 1966 and 1975; 4% stock dividends were paid 1967-70. The Maine Central's continued profitability is a serious obstacle to any plan to unite the railroads of Northern New England and perhaps the D&H as the holders of Maine Central would take a dim view of having their solvent property merged with more marginal operations unless they received proper value for their holdings. If a union of the New England were to come about, might it not be more likely in the form of Maine Central's acquisition in whole or in part of the other systems of New England? Food for thought, and idle speculation: one of the most popular parlor games both in government and private industry still is Carve Up the Nation's Rail Systems. — TRE

The Maine Central has now abandoned its Eastport branch from Eastport to Ayers Junction. MEC's last Eastport train was extra 957 west with 7 cars out of Eastport on Nov. 14 with loco. #957. Abandonment came 80 years and 2 days after the first train into Eastport on the then Washington County Railroad. The Eastport branch was the easternmost railroad trackage in the U.S. Eastport city officials are expected to ask the state legislature to authorize purchase of the line. (Fourtin Powell)

D&Happenings The USRA, has approved a \$2.7 million loan to the D&H to keep it out of bankruptcy proceedings. USRA had previously refused to make the loan because it felt it didn't have reasonable assurance under law that the D&H could pay back the loan. However, Congress repealed the loan-payback provision for further financial aid and increased the total loan authorization to the D&H to \$32 million; \$27.3 million has already been used. The \$2.7m. loan will help the D&H keep operating; already \$750,000 has been lent this month, mainly to meet payroll. USRA expects the D&H will need \$10-15million to keep running during 1979. Transportation Sec. Brock Adams however feels that further aid shouldn't be proffered just to keep the road out of bankruptcy proceedings; rather, the road should be allowed to enter reorganization proceedings to give "the impetus for a more rapid restructuring of the D&H..and a quicker end to federal assistance." Meanwhile the D&H's 3rd quarter figures are out: dismal. Net loss of \$3.4m. on \$19.2m. in revenues. 9 mos. Net loss \$8.7m. on \$61.5m. revenues. Clearly a restructuring, call it drastic, massive, bold, is needed. Yet there is hope that in such a restructuring a viable, independent D&H could be created. But time is running out...

I INTEND TO: BE AT THE BANQUET _____ THE MEETING _____ STAY OVER _____
June 16, 1979 meeting at the Mt. Washington Cog Railway RIDE THE 2PM TRAIN _____
Questionnaire: send to Joseph Shaw, 888 Greenland Rd., Portsmouth NH 03801

SHORTLINE NOTES The Grafton & Upton RR, which operates a 15.5 mile line from N. Grafton on the B&A to Milford, Mass., will be sold to TORCO Inc. early next year. The G&U is owned by Rockwell International, which acquired it when Rockwell took over the Draper Corp. in Hope-dale in 1967 (Draper established the 105-year old RR). TORCO specializes in leasing trailers designed for movement by rail; E&J Consolidated, Inc., a Brighton, Mass. Company is currently consolidating operations for TORCO. The G&U has had an interesting history: started as a steam road, converted to electric in the 1890's becoming an interurban, ran electric passenger service to 1928 and freight service to 1946 when dieselization occurred.

The Pinsky-owned Montpelier & Barre RR is up for abandonment. At present there is little business on the M&B, Peter Dennett reports. A 6 car train to or from Montpelier Jct. is a long train. There is much discussion about what to do about the line; a state subsidy appears out of the question, there is some talk that the CV might be persuaded to operate the M&B as a branch. Most discussion centers around working out some arrangement with the line's shippers, but these are wary of taking over or subsidizing the railroad.

BACK NEWSLETTER SALE Once again, to clear our inventory, we are offering back Newsletters from the 1976-7 fiscal year. These items are fast becoming golden oldies, a blast from the past to give you an idea of how far the B&M has progressed. Prices are slashed, everything must go (we hope)! Price: one 15¢ US postage stamp (usable) each, 3 issues for 2 15¢ stamps. Issues available: May 1976 (limited supply), January 1977 (includes detailed B&M system map ca. 1963, very useful for locating places on the railroad), March 1977. A limited supply of June 1977 issues are available at 1 15¢ stamp each, sorry, not covered by the 3 for 2 offer. This will probably be the last time these are offered, so act now. Order from: Memb. Sec. & Asst. Newsletter Editor, Dept. NS, Box 369, Belmont MA 02178. (June 1977 was an 8-page issue: lots of news and our first symbol freight schedule.)

B&Misc. Back in the July Newsletter Ye Asst. Editor stirred up a hornets' nest with a query about the odd-even pattern in the numbering of the B&M's symbol freights. Northward & westward trains are normally odd; southward & eastward even. However, BR-1 came into Rigby going east but with an odd number. We had several responses. With solid study of old employe timetables the best explanation appears to be, as suspected, based on the Inward-Outward direction system. Direction on a line was specified as inward (even #'s) to Boston, Worcester, or Springfield, or outward (odd #'s). A more detailed discussion of train-numbering will have to wait for a later issue. — TRE

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