

John C. Alden, Editor

JANUARY 1980

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

JANUARY MEETING SATURDAY, JAN. 12th, 1980, 8PM, First Parish Unitarian Church, Woburn Sq., Woburn, Mass. Entertainment will be provided by member Bill Pappas covering B&M Diesels in all their variety from the 50's to the present.

FEBRUARY MEETING SATURDAY, FEB. 9th, 1980, 8PM, First Parish Unitarian Church, Woburn Sq., Woburn, Mass. Entertainment will be put on by member Gary Webster.

Our regular meetings are held the second Saturday of every month at 8PM in the above church, unless a different time or place is announced in these Newsletters. The church, the only one in Woburn Square without a steeple, is at the corner of Winn St. & Rt. 38 several blocks north of the RR station.

IMPORTANT BOX CHANGE FOR PUBLICATIONS ORDERS: Was Box 223, IS NOW BOX 2362 NOTE NEW BOX NUMBER!!! That address: Business Manager, B&MRRHS, Box 2362, Harwood Station, Littleton MA 01460.

ANNOUNCEMENTS FALL 1979 B&M BULLETIN is now SOLD OUT! An unprecedented occurrence, and due to over-success, an extraordinary volume of retail & mail orders.

IMPORTANT PLANS OF B&M RAILROAD EQUIPMENT, etc. Due to the illness of our Modeling Editor, the sale of plans is being discontinued indefinitely pending his recovery. Several orders already received have not yet been filled and we have received inquiries from some of you about them. Unless we hear from you requesting a refund, we will hold your orders until we are once again able to offer the plans

ANNOUNCEMENTS

FROM YE EDITORS Many thanks go to those who have helped with the monthly mailings of the Newsletter and to our correspondents who keep us up to date with NEWS re B&Matters!!!

SANDOWN STATION WANTED: Station artifacts for SANDOWN, N.H. STATION RESTORATION. Any items such as benches, telegraph instruments, posters, train order boards, green & white signal flags, etc. Please contact: Mrs. Bertha Deveau, President, Sandown Historical Society, North Road, Sandown NH 03873.

MOGULS, MOUNTAINS & MEMORIES The book is scheduled for release March 15, 1980, (not March 1 as indicated in last month's Newsletter). Use the order blank in this Newsletter to reserve yours now at \$11.95 per copy.

B&M 2-8-0 RAFFLE The Society has purchased two of the recently released Sunset Models HO-gauge B&M 2-8-0's, one each of the Elesco and Worthington feedwater heater-equipped models. Modellers, here's your chance! We are going to raffle these engines at \$1.00 per chance. If you'd like to take one or more tickets, fill in the entry blank on page 7 and return it to the Business Manager not later than March 1, 1980. If you take more than one chance, be sure to make a Xerox copy of the entry blank for each \$1.00 you send over the first \$1.00. REPEAT: All entries must be received not later than March 1, 1980. The drawing will be at the March 1980 meeting. If this is successful, we'll try it again with other New England prototype models.

TRACKSIDE STRUCTURES The results are beginning to come in - Hurrah! So far, 42 people have offered to help. We have discovered that our endeavor is unique. No one else has tried to save on film the structures that are the signposts of our past. We have had four reports from people in the field of the disappearance of familiar buildings by demolition or vandalism before they were photographed. Help is still needed - there are only forty-two of us. Won't you join us - all you need is a camera. We expect to get a circular letter out shortly detailing progress and the guidelines for tax deductible gift giving of your expense. Write: Gene Prowten, 132 Stow Rd., Boxboro MA 01719; enclose a large SSAE.

●●●● ADDRESS for all MEMBERSHIP MATTERS: T. R. Engel, Memb. Sec., B&MRRHS, Box 369, Belmont MA 02178. Please do not send Memb. Sec. business to Reading as that can cause delays.

B&Meeting The December 1979 meeting of the B&MRRHS was called to order by President Malcolm Houck on Saturday, December 8 at 8:16 PM in the First Parish Unitarian Church, Woburn, Mass. There were approximately 72 members and guests present.

The Secretary's report was read and accepted with the addition that the October program contained material on Canadian railroads.

The Treasurer's report waived.

Bulletin Art Director Dick Symmes reported that the Winter B&M Bulletin will go to the printer next week and should be out by the end of the month.

Program Chairman Joe Shaw announced that the program for the January meeting will be a slide show on B&M diesels in the 50's and 60's. He also reported that the February program will be given by Gary Webster of Milford NH; and that the March program will feature a slide show by Dick Sanbornton of slides from the Charles Atherton collection.

President Mal Houck advised that persons working on the Tracksides Structures project should avoid trespassing on railroad property. He also indicated that this project should never be used as a pretext for soliciting cab rides or entering non-public areas, and that a certain amount of physical risk is entailed even by experienced professional railroad employees when on railroad property. Tracksides Structures Project Coordinator Eugene Prowten requested that participants in this project use common sense and avoid creating problems for themselves and the Society.

Archive Committee Chairman Forrest Mack reported that four steel filing cabinets should be available by spring 1980 to accommodate the repair slips and the large blueprints and drawings in the Society's Archives at the University of Lowell. He noted that work sessions at the Archives during November and December logged 28 and 25 person-hours respectively of cataloging and repair of the collections. He reported that further work sessions would probably be held monthly from February to May on the second Saturday of each month, and that persons wishing to see the collections or work on them should notify him or other Archive Committee members beforehand.

The business portion of the meeting was adjourned at 8:24 PM. After the business portion of the meeting Don Bray gave a slide program on the history and operation of the Mount Washington Cog Railway.

Respectfully submitted, Forrest Mack, Secretary

PUBLICATIONS The following publications are available postpaid (unless otherwise noted) by ordering direct from this address: Business Mgr., B&MRRHS, Box 2362 (note new box number) Harwood Station, Littleton MA 01460. Publications orders sent to any other addresses will be subject to an automatic delay of at least two weeks. Do not include any other correspondence with these orders!

B & M BULLETINS: Fall 1976; Winter 1976-7; Spring, Summer, Fall 1977, PRICE: \$2.25 each. Summer, Fall 1978; Winter 1978-9, Spring, Summer 1979 PRICE: \$2.50. FALL 1979 SOLD OUT

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

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 short-lines are represented in the 420+ photographs from New England's major rail photographers 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. Others \$26.95.

Northern Rails - 1979 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.

Railroad Stations of New England: Volume 1 - The Boston & Maine by Mark W. Beauregard.

NEW !! A 72-page, softcover book containing photographs of existing Boston & Maine stations as they are today - homes, businesses, abandoned, or still in use. \$7.95.

NEW! B&M MODELING GUIDE: Don Clerke's excellent handout from his modelling presentation at the October 1979 meeting. Contains an all-time list of articles/plans/data published on the B&M in the Bulletin, Model Railroader, RMC, etc., It also includes a list of all B&M or convertible B&M products in all guages: motive power, rolling stock, etc. \$1.00

A COMPLETE INDEX to all B&M Bulletins, 75¢, including postage.

SPOTLIGHT ON BOSTON & MAINE R. R. HISTORY (from B&M RR Employes' Magazine)

50 years ago JAN, 1930, Vol. 6, #10, Leading article: "The Flying Yankee Now Tops Them All" runs non-stop Boston & Portland, 114 miles, disclosed as the fastest train in U.S. on run of 100 miles or more, average speed of 51mph, faster than the Congressional Ltd. (PRR) in 2nd place; photo shows eng. #3689 at head of this train. "J. W. Smith Now V. Pres." from the I. H. B. RR, in charge of the Operating Dept. "Trainmen of the Portland Div. Hear Hawks, Pfeifer, and Mullaney", 1st 'Get Together Meeting' of 1930 in drive to get more business for the B&M. "Supt. Twombly Speaks at Chicago" addressed safety section of ARA, photo shows group from the B&M in front of "Minute Man" 4-6-2 at N. Sta., Center spread shows 2-8-4 #4011 with a long eastbound freight in the Deerfield Valley...

25 years ago JAN. - FEB. 1955, Vol. 23, #1 - Front cover shows Skimobile at Mt. Cranmore, North Conway NH, destination of Snow Train for many seasons..inside front cover photo-story "New Sleeping Cars on Tour", 4 new cars for the State of Maine exhibited at various locations..lead story: "A Letter from Our President", T. G. Sughrue, explains the many improvements, etc. made during past year, diesel locomotives on all through trains, streamlined Flying Yankee, new type Rail Diesel Cars (Budd cars), expanded use of CTC, reduction in debt. "More Than 2,850 Cub Scouts Visit Us", photos at BET and N. Adams scouts were given copies of booklet "Railroading on the Boston & Maine". "Novel Pulpwood Cars Built by B&M" built at Concord Shops, 1st built there since WWII; cars of steel construction with welded rack ends and underframe, some are being used between Bow NH and Lawrence. "Original Boston Retarders Retired", were in service in yards 8 & 9 E. Somerville since Sept. 26, 1927..Promotions: R. E. Baker appointed Gen. Mgr. Mech. for MEC RR, Whit Haynes Gen. Supt. Oper. Trans., Ernest E. Bloss made Gen. Mech. Supt. "New Films Available" one by NET&T "Hurricane Sisters Sweep New England" shows handling of special trains for telephone equipment moves, H. P. Hood film on handling & processing of milk from Northern NE to Charlestown. Both films added to B&M's film library. "Big Tank Poses Shipping Problem", 55,000# oil distillation tank shipped from Boston to Port Arthur TX, actual rail journey started at West Concord MA, tank diameter 13 ft., moved in special train via Bellows Falls to White Creek NY via Rutland RR, thence D&H to Mechanicville...

DISASTERS Special note should be made of the anniversary of the Tay Bridge disaster, 100 years ago, Dec. 28, 1879; a train of the North British Railway fell into the Firth of Tay when the cast iron Tay Bridge collapsed in high winds, killing 75; no survivors. One of the major embarrassments of British civil engineering; almost comparable to the Ashtabula, Ohio disaster of Dec. 29, 1876 (80 killed in collapse of cast-iron bridge on Lake Shore & Michigan Southern) which nearly shares the same anniversary.

B&Matters COMMUTER COMMENTS — A "Boo-boo" on the front page of the Boston Herald American on Dec. 19th. Under the caption "The Governor gets his trains" photo shows a remarkable likeness to a streamlined NYC Hudson type with two passenger cars. What's wrong? Just the fact that the tender was omitted; no one but a dyed in the wool railfan would notice the difference. Which raises the question: what is the locomotive boiler for? Ans.: to make the engine tender. (laugh)

The preceding was occasioned by Mass. Gov. King's taking over the MBTA on a 45-day emergency basis earlier this month. The transit system was like to run out of money and to avoid having the checks bounce (especially payroll) His Excellency used his statutory emergency powers; this was during an acute budget squabble over the "T" deficit. Now the big question is what happens after 45 days. Fare increase? Service Cutbacks? Receivership, a la South Boston High? Reorganization? Who knows. Meantime the trains and buses (the latter after a fashion) continue to run. On the Fitchburg line schedules have been juggled again and the old 10:10pm train for S. Acton is back on, and the 9:10 train off. The last trains out of North Station are back to 12:10am departures (0010hrs.) after being at 11:59pm for several years. Which brings up another question: which train out of North Station is the easiest to catch?

Gardner Dept. — Service to Gardner and Fitchburg resumes January 14th, after a hiatus of 20 years for Gardner and 15 for Fitchburg. Latest word is that there will be two trains from Gardner & two from Fitchburg in in the mornings with a matching set in the evening Mon-Fri; additionally, there will be a mid-day run out to Gardner and back, so it will be possible to do a same-day round trip from Boston. No word yet about weekend service (if any). Let's hear it for the Gardner service! Chairs!!

Conchords — The date for Concord service resumption is still up in the air; as of 12/28 it had not been decided. On Dec. 8th Gov. Gallen signed a \$3m. agreement with the US DOT to fund the project. Interesting aspect: while service at first would be with conventional MBTA trains (1st phase), a British Leyland-built railbus (basically a lightweight bus body mounted on a 4-wheel rail undercarriage) would be tested without passengers on the line during the spring (2nd phase). If successful, the railbuses would take over all the Concord service next summer for the project's 3rd phase, actual service. Gov't officials were impressed with the vehicle's flexibility; it could also provide branch line feeder service. They note

too that this railbus is experimental, and if it doesn't work out they aren't obligated to buy any more. It is hoped the lighter railbuses would prove more efficient and economical than their conventional counterparts. The data collected from both the conventional and the railbus service would help the US DOT determine the costs, serviceability and popularity of the new type of vehicle; after all, one of the selling points Gov. Gallen had used in getting service restored was that it was better to spend funds on running trains and seeing how the public responded than on study after study. Reportedly this project will be the first time the new railbuses will have been run in service anywhere in the world; though there is something familiar in the idea. (Brent Michiels)

Track rebuilding work between North Beverly (end of double track) and Ipswich began Nov. 1. News ties and ballast are being installed; a private contractor is doing the work on the MBTA-owned line. Work has been supplemented by a 6-day a week stone train from Lynn Sand & Stone Company of Swampscott. Power for the 10 to 19 car train has been 1702, 1745, 1751, & 1715. Work is being rushed to completion before a heavy frost sets in. (Dick Symmes and Don LeJeune)

The 12:50. For if it's ten to one you'll get it... (old vaudeville line)

B&Members We welcome the following new members to the B&MRRHS: Stephen M. Heinstrom, Wakefield MA; Robert C. Whitten, Suncook NH; David R. Heinstrom, Wakefield MA; Bernard B. Gould, Cambridge MA; Steve Hyde, Natick MA; Jay W. Francis, Conc'd MA; Sylvester D. Healey, Newburyport MA; Barry Lidstone, Greenfield Park, Quebec; Clayton L. Dearth, Westford MA; William V. Furey, Jr., Bernardston MA; John S. Samek, Woonsocket RI; Berton Towle, Holden MA; Richard J. Steinberger, Hudson MA; Thomas L. Moss, Peterboro' NH; H. Augustus Nunes, Jr. Rockport MA; Ralph W. Hamor, Salem NH; E. A. McHugh, Tyngsboro MA; Ronald Nadeau, Saugus MA; Gordon Nelson, Piscataway NJ; Leonard S. Gilmore, Exeter NH; Franklin K. Haggerty, Andover MA; John F. Skowron, Belmont MA; Kenneth W. Elden, N. Billerica MA; David G. Lambert, Watertown WI; Hal Reiser, New Rochelle NY; James Teed, Quincy MA; Edward R. Carlson, New Haven CT; Paul C. Allen, Midland MI; Robert V. Lewis, M.D., Providence RI; William L. Welch, Natick MA; Joe Ferguson, Seabrook NH. Welcome aboard the B&MRRHS, gentlemen!

● FOR SALE — HO brass locomotives: PFM B&M 2-6-0 painted and lettered, \$195; PFM CPR Selkirk 2-10-4 as new in box, \$275. PFM Santa Fe 2-10-4 as new in box (this is the 1968 version) for \$200. Robert A. Buck, P. O. Drawer A, Warren MA 01083.

B&Matters (Send your Newsletter items to John C. Alden, 11 Riverside Ave., Concord MA 01742. Let us & your fellow members share your observations and notes of everyday happenings on the Boston & Maine. This is your Newsletter and you're the ones who make it happen.)

Unpleasant note: Two fifteen year old juveniles were arrested by local police after allegedly setting a fire which badly charred the trestle in Pepperell, Mass. The structure was placed out of service by the B&M pending a thorough examination of the damage. (Harry Frye)

Portsmouth Pot-pourri GP7 1567, the normal power for DO-1 out of Dover NH has been replaced by various GP7 & 9 units. 1567 had been in Dover for months. One more McGinnis paint scheme bites the dust (gets the scraper?). GP9 1749 at Dover in new blue paint 12/8. (T. Pancurak) A shipment of rail for the west end is due to come into Portsmouth shortly by ship... GP9 1748 present power at Portsmouth (ca. 12/8).. Portsmouth Yard was visited on 12/5 by a group of high-level B&M officials.. the night switcher in Portsmouth was abolished in November. DO-2 (gravel train) is abolished; extras will be run as needed. DO-1 will shortly be cut down from 6 days to 5 days. (Paul Taylor)

Essex Events On 23 Nov. Salem, Mass. yard had GP18 1751, SW1 1132, and SW9 1228 doing the chores. 1751 is still in the Bicentennial scheme. (Tim Pancurak) On Dec. 10 EDSA came to Salem at 0600 with GP-9's 1727, 1719, 1701. The "01" was picked up in Ayer after it was discovered that the "19" had a bad case of flat wheels. (Don LeJeune)

Added work for the Lynn Switcher (Salem yd. power) next month will be the opening of a fruit warehouse distributor on the site of the old Lynn REA building. Word from Salem is that the cars will be brought in by EDSA and worked by the 1st Salem Switcher (0700) then brought to Lynn by the Lynn Switcher. Cars for the Co. will be brought to the "middle passing track" adjacent to the Bennett St. yards, then the engine will run around its train up the westbound track utilizing its newly-installed trailing point turnout.

Strong word around Boston is that the MBTA would like to take over the Boston Engine Terminal for storage and maintenance for its equipment. This move would put additional pressure on the now over-worked shops in East Deerfield and Billerica. If this happens, it will be in the mid-80's. (Don LeJeune)

The following power is out of service for repairs at Billerica as of 12/10: 1703, 1555, 1556, 200 (plus a new paint job), 1725, 1726 (Chicopee derailment). After a brief flurry of reports that 4267B might again be resurrected, word now is that 4267B is definitely not going to be rebuilt — that's final; we'll see.. On 12/20 4267B was sitting just outside Billerica Shops; not too far away 44-tonner 119 and Springfield Terminal #1 reposed along with a few Alco switchers (1186, some 1200's).. GP-38 200 as of 12/20 is no longer a bicentennial unit; it is now in the new acrylic blue paint. This paint is expected to last longer and better than the earlier blue paints.

BX Tower (Fitchburg) is now a structure of the past; new track circuits, signals, and cross-overs have been installed there and are controlled by a train dispatcher from Billerica. Ayer Tower is next for the same disposition; this should be accomplished sometime in January. Get your pictures NOW!

The NH Transportation Authority is planning to rebuild the B&M's trestle over Stoney Brook in Lyndeboro NH on the Hillsboro branch. Deterioration of the 300-ft. long wrought iron (sic in newspaper) trestle built in 1883 threatens service to Monadnock Paper's mills in Bennington; currently Monadnock Paper suffers a competitive disadvantage because of weight restrictions on the trestle. The B&M has been thinking of abandoning the line, principally because of the trestle's condition and the \$1.2m. estimated cost to replace it. Current proposal is for NHTA to purchase the trestle and repair or replace it. Funding for the project must be lined up (probably a combination of state and federal sources and the paper mill) and an engineering design chosen. While there was some sentiment to preserve the trestle for its historic value, it most probably will have to be replaced. Get your pictures now. (Dave Johnson)

THE WOLFEBOROUGH SITUATION The Wolfeborough RR has been sold; papers were finally signed ca. early Dec.; certain federal and state approvals are necessary but they are viewed as formalities. The new owners are a group of 10 investors based largely in Boston & New York; none have any direct railroad experience though they do have a broad background in business, management, and tourism promotion. Dwight Hilson is manager for the new owners and an investor himself; working with Hilson are Barry Ford, operations manager, formerly of Ithaca NY where he ran a boatyard, and Wright George of Bath, V. Chairman of the new corporation, Harvard Business School graduate and an Eastern Airlines pilot. Brad Williamson will continue as master mechanic; former owner Don Hallock is acting as a consultant for the new owners.

The group hopes to find a Diesel to use along with the steam locomotive #250 so that 2 trains can be run at the same time plus provide a backup for the steamer. A siding at Cotton Valley would allow two trains to pass midway on the Wolfeboro-Sanbornville runs. This winter is going to be spent working on the equipment and other maintenance, also in brush-cutting to open scenic vistas. A gift shop and more parking will be added at Wolfeboro. The new owners are planning to resume operations next Memorial Day. (sent in by C. Francis Belcher, from the Carroll County Independent)

A passenger extra consisting of an F40PH-2 and four Pullman Standard cars ran on the NH route on 17 November. It followed POSE-A to North Chelmsford and continued north on the NH route. The coal train to Bow NH had passed through the area an hour prior to the passenger extra. (Tim Pancurak)

Abandonment of the Bedford branch, supposed to have happened by now, has hit a snag as the largest consignee on the branch is vigorously contesting the abandonment; this one may drag on for awhile.

B&M 2-8-0 RAFFLE Entry blank for raffle tickets. REMEMBER, if you take more than one chance be sure to make a Xerox copy of the entry blank for each \$1.00 you send over the first \$1.00. REPEAT: All entries must be received not later than March 1, 1980.

Business Manager, B&MRRHS
P. O. Box 223, Harwood Station
Littleton, MA 01460

Yes, I want a chance to win a B&M 2-8-0!! I prefer the (check one or we'll choose for you) Elesco _____ Worthington _____ version.

NAME _____
ADDRESS _____

------(DETACH)----- (DETACH) -----
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Please reserve _____ copies of Moguls, Mountains, and Memories for me (us) at \$11.95 per copy. A check/money order for \$ _____ is enclosed.

NAME _____
ADDRESS _____

WOLFEBORO DRUMHEAD Several years ago the Wolfeboro Branch Railroad Club's "Wolfeboro Branch Railroad Club - Railroad Days" drumhead mysteriously disappeared during a WBRC trip on the Wolfborough RR. This drumhead is the same one pictured on page 26 of the Winter 1977-8 B&M Bulletin. The entire length of the line was searched, hoping it had just worked loose and fallen off. But it was never found, and the conclusion was drawn that it was to end up in the collection of a rail fan. Things like that give the hobby a bad name and spoil it for the whole group.

Have any of our members heard of the whereabouts of the drumhead? If so, the WBRC would like to get it back. Who knows, with recent developments they might even get to use it again.

CONTACT: R. C. Libby, 24 Glendon St., Wolfeboro NH 03894, (603) 569-1038.

SYMBOL FREIGHTS Abolished: POME, POSP, DOBO, MEPO, SPPO. New trains: POED, lv. Rigby ca. 2100 ex Sun, EDPO lv. E. Deerfield 1000 ex Sun; BONA (Boston-Nashua) lv. Boston 2130 ex Fri, Sat, turnaround. Changes: LAME lv. Lawrence 1300 daily, MELA lv. Mcville 1800 Daily; EDCO lv. E. Deerfield 2200 ex Sat. CONN RIVER: SPCV lv. 1600 Daily, CVSP lv. 1730 Daily. SPED/EDSP Springfield-E. Deerfield & rtn. turnaround lv. Springfield 1000 Daily.

POED/EDPO turnaround crews work out of Lawrence for either end and return. EDPO crew for Rigby on duty 1600; POED crew for E. Deerfield on duty at 0100.

MASS CENTRAL MYSTERY Finally, no mystery now. The Mass. Central RR has now become the first private short line railroad in Mass. to provide rail freight service under a contractual arrangement with the Commonwealth. The state is treating this as an experiment to see whether a private shortline operator can provide expanded cost-effective freight service, rather than having the state pay ConRail a subsidy. The Mass. Central is operating the Ware River Secondary from Palmer to South Barre; the ICC gave approval to the change in mid-Dec. They have also leased, effective Dec. 1, the B&M's track from Bondsville to Forest Lake Jct., the Wheelwright's connection with the Ware River. There is a paper warehouse at Bondsville just at the east end of the Bondsville trestle which generates rail business. So far, though, the Mass. Central hasn't taken over the Creamery-Wheelwright section of the Wheelwright branch; a new industry on that line wanted service but reportedly the B&M refused. Nor has there been any word yet on the fate of the Northampton-Bondsville section of the Wheelwright branch; the Mass. Central had been keeping their diesel at Amherst but now it is kept at Ludlow Paper on the B&M side. CR however has not let the Mass. Central into the yard at Palmer, so currently cars will be left and picked up outside the yard. (Harold I. Judkins)

TIME-VALUE
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Important Announcements on page 1

Historical Society, Inc.
BOSTON & MAINE R.R.