

John C. Alden, Editor

FEBRUARY 1980

Thomas R. Engel, Asst. Editor

Dear Boston & Maine fans:

**FEBRUARY MEETING** SATURDAY, FEB. 9th, 1980, 8 PM, First Parish Unitarian Church, Woburn Sq., Woburn, Mass. Entertainment will be put on by member Gary Webster.  
**MARCH MEETING** SATURDAY, MARCH 8th, 1980, 8 PM, First Parish Unitarian Church, Woburn, Mass. Program will be put on by Dick Sanborn with slides from the Charles P. Atherton collection. This meeting will be a joint meeting with the Mass. Bay Railroad Enthusiasts.  
**APRIL MEETING** SATURDAY, APRIL 12th, 1980, 8 PM, First Parish Unitarian Church, Woburn, Mass. Ron Amadon, a UPI photographer, will present a B&M show of pictures, slides, and movies.

**IMPORTANT NOTE:** Above meeting notices are the only ones in effect. All previous Meeting Orders are annulled and superseded by the above Meeting Orders. 2/3/80

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 ANNOUNCEMENTS** **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 ANNOUNCEMENTS** **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

**NEEDED NOW!** Information and/or pictures wanted on Dover and Rochester NH for a forthcoming article in the B&M Bulletin. Contact Chandler Cobb, 168 Wipple Rd., Kittery ME 03904 or Joseph N. Shaw, 888 Greenland Rd., Portsmouth NH 03801.

**\$5 CHARGE** Per order of the Society's Board of Directors, there is now a \$5 a night charge for having a sales table at our regular membership meetings.

**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.

**When Did You Receive Your Winter B&M Bulletin?** We're checking on mailing times for the Bulletin now that the Bulletin is being mailed from Portsmouth NH. Tell us the date you received your Winter 1979-80 B&M Bulletin. Write Memb. Sec., B&MRRHS, Dept. WHEN?, Box 369, Belmont MA 02178.

●● **ADDRESS** for all MEMBERSHIP MATTERS: T. R. Engel, Memb. Sec., B&MRRHS, Box 369, Belmont MA 02178. For those interested in joining, dues are \$10 per year running July 1 to June 30.

**B&Meeting** The January 1980 meeting of the B&MRRHS was called to order by President Malcolm Houck on Saturday, January 12 at 8:07 PM in the First Parish Unitarian Church, Woburn, Mass. Approximately 70 members and guests were present.

The Secretary read the minutes of the December 1979 meeting. The minutes were approved as read.

Program Chairman Joe Shaw announced that this winter's B&M Bulletin will be mailed on January 23rd. He announced that the entertainment by Dick Sanborn which had been scheduled for the March meeting will instead be given at the April meeting, and that the April meeting will be held jointly with Mass. Bay Railroad Enthusiasts. He reported that the entertainment for the May meeting will be given by Doug Peters, that nominations will be held then, and that elections will be held at the June meeting. He also indicated that the June meeting will feature a members' night, and requested that each member attending bring 20 or so of his best slides.

Newsletter Editor John Alden reported that the January 1980 Newsletter is in the mails and that many members have received their copies. He thanked those who have participated in the preparation and mailing of newsletters. He and Larry Blanke reported on the Gardner first-run special.

It was voted to adjourn the business portion of the meeting at 8:18 PM.

After the business portion of the meeting, Bill Pappas gave a slide program on B&M Diesels from the '50's to the present.

Respectfully submitted, Forrest Mack, Secretary

WHA' HOPPEN! ? We are running way late this month, late enough that it is very probable that very few of our readers will get their Newsletter before the Feb. 9th meeting. To cover such situations though note that we regularly carry the notices for at least the next TWO meetings; this also allows for the vagaries of postal delivery and serves as a convenience for our members' planning ahead. If there are emergency announcements, etc. we can and do send out a stripped-down version of the Newsletter if necessary to get it out as soon as possible. This month with no urgent business but with serious schedule problems we have elected to give our readers the style of Newsletter they have come to expect of us. Next month we shall be back to our regular schedule. — TRE

**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 @. Spring, Summer, Fall 1978; Winter 1978-9, Spring, Summer 1979, Winter 1979-80, PRICE: \$2.50 each. 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

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  
**NEW!** October 1979 meeting. Contains an all-time list of articles/plans/data published on the B&M in  
**NEW!** the Bulletin, Model Railroader, RMC, etc., It also includes a list of all B&M or convertible  
**NEW!** 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 HISTORY (from Boston & Maine R.R. Employees' Magazine)

50 years ago FEBRUARY 1930, Vol. 6, #11. Front Cover shows 3 4000 2-8-4 steam locos side by side with steam up, #4001, 4002, & 4003.

Leading Article: "Traffic Tips Pour In As Big Campaign to 'Get More Business in 1930' Starts" every employee encouraged to wear a button: "Get More Business For 1930" with Boston & Maine RR herald on it. There were 26 groups from Boston to Mechanicville, Worcester, Springfield, White River Jct., Wells River, and Berlin NH. Center spread is photo of over 200 employes at an open meeting at the Hotel Brunswick, Boston on Jan. 13, 1930; each group was headed by an Agent.

"New Conveyor Speeds Mail Deliveries" - 3 conveyor belts in use at the North Station Mail Room, photo showing the set-up - mail from trucks loaded onto 44" wide belt; on the 3rd floor sacked sorted according to 4 divisions of RR. 1,500,000 sacks of mail and parcel post handled during the "Christmas Rush"

"Research Dept. Solves Airplane Problem and Loads Six in One Car" Diagram shows how six planes were fitted into a 50' 6" SP car #68011 for shipment from Lowell to Oakland CA. Originally only 4 planes were fitted into one car. Planes from the "Moth Airplane plant" at Lowell.

"World's Youngest Adventurer Travels with B&M as His Only Escort" 10-month old boy travelled from Mechanics Falls Me. to Brockton, accompanied by Evelyn Peters, Pass. Rep. of the B&M. Mentioned in this story - date was Jan. 14 - short time before 24 steam locos from the Boston, Revere Beach & Lynn were loaded bodily into freight cars and transported to Harrisburg PA; engines were in use before electrification of the "Narrow Gauge"; Also mentioned was movement of 2 giraffes from Nashua to Detroit.

"New Steel Baggage and Mail Cars" 10 cars delivered recently by Osgood Bradley Car Plant at Worcester; photo shows car #3141. Rear Cover: "Facts You Should Know" The Boston & Maine RR employs 21,000 men and women, has \$35,000,000 annual payroll, has 2,100 miles of main track, 800 locomotives, 11,000 freight cars, among other items...

- ADIRONDACK EXTRAVAGANZA May 3rd & 4th (Saturday & Sunday) 1980. Utica to Lake Placid NY by rail. Leave Utica 9 AM Sat., return leaving Lake Placid mid-day Sunday. First Railfan excursion - Entirely by Daylight - over the entire Adirondack Railway. Photo Run-bys and other amenities; Dining and Club Car. Rates per person (before 4/12/80) \$87.50 Hotel double occupancy; Single \$94. Hotel, trip, meals (except lunches) & taxes included. For further details write: RRE Convention, P. O. Box 418, Schenectady NY 12301. (518) 377-4390. SSAE'd be nice.
- COMING OF MASS BAY BANQUET Massachusetts Bay Railroad Enthusiasts 1980 Annual Banquet at the Summerside Lodge, 53 Summer St., Malden MA (former Malden Sta.) Thursday April 17, 1980. Featured Speaker: Mr. David P. Morgan, Editor of TRAINS magazine. Banquet open to the general public, but tickets available ONLY in advance. For additional information write for an application form-flyer to: Mass. Bay RRE, P. O. Box 61, Needham MA 02194. PRICE: \$9.50 before 4-10-80 and \$11.00 thereafter.
- EVENTS
- NOTE

**B&Matters** COMMUTER COMMENTS — A bad case of the Railway Mania broke out in New Hampshire on Jan. 25th on the occasion of the resumption of passenger service from Boston and Lowell to Nashua, Manchester, and Concord. A ceremonial first train - by now obligatory for such things - was run that day, leaving Boston at 1047 for Concord & return. The usual hoopla occurred: speeches at stops, the British Leyland Railbus LEV1 RDB 975874 was on display at Nashua, and everywhere crowds. At Concord various dignitaries rode from the train to the State House in an old Concord coach (Question: what became of the Concord coach that used to be on display at the old RR station?) drawn by horses. Lots of advance publicity in the local papers helped draw the crowds.

Now that the festivities are over the service must prove itself, and so far the results are not resounding. Regular service began Jan. 28 but by next day only 90 boarded the 2 morning trains in NH. Running time is just over 2 hours. Mon.-Fri. trains lv. Concord at 0530 & 0557 (yep!) getting to Boston at 0742 & 0808; coming back lv. Boston at 1700 & 1735 for Concord at 1942 & 2008. As can be seen, scheduling is a problem; this schedule is in effect only to the April time change. Once track work in Mass. & NH is complete in the Spring the schedule will be sped up and rearranged. There is weekend service: on Sat. train leaves Concord at 0935 and on Sunday at 1100, arriving Boston 2 hrs. 12 min. later; return lv. Boston 1730 on Sat. & 1733 on Sunday. Currently no same-day all-rail round trip.

Two weeks earlier it was the Chair City's turn to go Plumb Loco as the first passenger trains since April 1960 came to Gardner MA. Special train ran on Jan. 12th from Boston to Gardner & return; F40PH & 5 P-S coaches left Boston at 1100. Once beyond S. Acton the train was mobbed, standing room only (fare was free); stops and speeches in every community, with sizable festivities in Fitchburg and Gardner. "Staggering" was the reaction of MBTA, state, and Montachusett Regional Transit Authority (MRTA) officials; no one had expected THAT much of a response. The first day of regular service 260 got on at Gardner. Patronage is doing rather well, better than on the other two extensions; Haverhill service is not doing that well and there is talk of extending it to Dover NH to increase ridership.

The Gardner service is the only one of the new extensions where a same-day rail round trip is possible - and on every day of the week. Weekdays train #409 leaves North Sta. at 0840 with stops at Waltham, Concord, S. Acton, Littleton/Rt. 495, N. Leominster, Fitchburg, and Gardner, arriving at Gardner at 1030; return leaving Gardner at 1045. There is an hour between the two runs at Fitchburg and near two hours at Ayer. Sundays it's a late afternoon round trip leaving Boston at 1630 getting to Gardner at 1820, leaving for Boston at 1840 for a 2035 arrival. Saturday offers a 50 minute layover in Gardner: train leaves Boston at 0820 arriving Gardner at 1010 and leaves Gardner at 1100 to arrive in Boston at 1255. This route includes the famous Ashburnham Hill (see Fall 1976 Bulletin) culminating with the Horseshoe Curve at South Ashburnham. A very good ride.

A new westbound platform has been put in service at Waltham. This platform is west of the Moody St. crossing so that trains stopped at the station will no longer foul the Moody St. crossing.. The British Leyland railbus came to Billerica shops the first week of January. It is now being tested on various parts of the system; on Feb. 2 it was run between Nashua and Concord NH..

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

● FOR SALE: HO brass locomotive, PFM CPR Selkirk 2-10-4 as new in box. \$275.  
Robert A. Buck, P. O. Drawer A, Warren MA 01083

● WANTED: 1 (one) copy of Central Mass. book, soft or hard cover. Will pay a good price.  
L. Peter Cornwall, 1053 Valley Road, New Canaan CT 06840.

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**B&Members** We welcome the following new members to the B&MRRHS: John H. Bartlett, Concord MA; Peter E. Robbins, Hampden MA; David Demeritt, Natick MA; Charles M. Ellis, Salem NH; Cynthia M. O'Connor, West Boylston MA; Robert B. Nichols, Norwalk CT; David M. Bernstein, Houston TX; Theodore O. Hesse, Kingston NH; Arthur V. Bliss, Methuen MA; Manuel D. Monteiro, Jr., Hyannis, MA; Harold F. Steere, Chepachet RI; Stanley Woodward, West Chelmsford MA; Paul J. Cronin, Townsend MA; Hervi Petittlerc, Portneuf, Quebec; James C. Zwicker, Norwood MA; Philip O. Buddington, West Hyannisport MA; Paul B. Crabb, Newport RI; James R. Keene, Meadville PA; Dale E. Strein, Wakefield MA; Chuck Stockler, Westford MA; John P. Picur, Toronto, Ontario; Howard E. Paulson, Townsend MA; Arnold E. Doucette, Manchester NH; Phillip F. Blay, York ME; Stephen G. Fitch, Stow MA; Arthur C. Boudreau, Waltham MA; Thomas J. Murray, Gloucester MA; Robert Guthrie, Waltham MA; Max Sarazin, Sudbury MA; Alvin Macaulay, Exeter NH; Thomas J. Neville, Scotia NY; Charles S. Harris, Poway CA; Walter E. Cowles, Springfield MA; Robert Tighe, Dover NH; Brooks A. Cardwell, Ipswich MA; Donald K. Tead, Acton MA. Welcome aboard, gentlemen!

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**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.

Ayer Tower is closed. This unfortunate event and much lamented event finally occurred Jan. 9th. All the territory formerly controlled by Ayer is now done from a CTC panel at Billerica. While we recognize the need for the railroad's modernization, Ayer Tower will always bring pleasant memories to mind. The warmth of the building and its personnel on a cold winter Saturday. The co-subject of so many railroad pictures, unobtrusively making its presence known. East Deerfield may have its devotees, and get written up in Trains, but there is a perhaps smaller legion whose stomping ground is Ayer. To those of us whose happiness is a Hollis extra the Tower at Ayer will always have a special place that will outlast its bricks and mortar. O Tower at Ayer, a fond farewell!

Bob Moore notes the installation of a large twin fork signal tower just east of the new interlocking by the east Main St. bridge in Ayer. It is at least 2½ times larger than any other mast he's seen on the B&M and is quite a landmark.

Notes from Don LeJeune: Yard 7 (Piggyback Terminal) is the new site for engine repairs for Boston, work to be done similarly to Mechanicville, by that is meant outdoors. This further burdens E. Deerfield and Billerica. The MBTA wanted the repair shops sooner than expected...Saugus Branch track-age still seeing heavy use with 10-20 car loads of rock salt in covered hoppers bound for Rowe Crushed Stone & Gravel in Saugus. The mild weather hasn't affected the 2-4 times per week train that works that job via Everett Jct...Mark up another mishap in Salem within 3 weeks. As the first switcher (EDSA power GP9 1711) was shoving cars for Salem yard by way of the east leg of the wye track at North St. rails gave way from fatigue and poor drainage, resulting in 3 cars' going on the ground, one being a loaded tank car filled with acid. Billerica dispatched their "Big Hook" to upright the car along with the other two that "pulled up some ties" and kept local Fire Dept. on the scene most of the day. This derailment took place under the North St. bridge on 1/14/80; same location of a previous derailment last October.

The famous Coolidge Hotel in White River Jct, is closing, victim to changing traffic patterns. No more rooms with Midnight Muzak as the CV switches empties across the street. Wham! Bang! Crash!

MASS CENTRAL — Operates Tuesday-Thursday-Saturday at present. Goes to work about 3 PM on T-T and about 1000 on Sat. Plan to start operating into Bondsville from Forest Lake on the old B&A Ware River line on Jan. 15. Grain consignee at Amherst wants continued rail service and it is anticipated that service into there (from Northampton? Norwottuck?) may start up in spring. Locomotive is kept on siding at Ludlow Specialty mills in Ware when not in use. Another loco supposedly on way. (Ben Crouch)

R. Wesley Hopkins writes that the Mass. Central RR has replaced over 400 ties between Forest Lake & Bondsville - by hand. The Mass Central is indeed interested in leasing the Northampton-Bondsville stretch of the Wheelwright but not until their 2nd loco comes. The 2nd loco would be stationed at Amherst and would get cars from the CV at Norwottuck for Amherst and Hadley.

The B&M has rearranged its through freight schedules; the new one is on the back page. Most notable are the new east-west turnarounds. Eastward trains are worked by a west end crew to Lawrence where the west end crew takes rest; a Portland crew then takes the train to Rigby and comes back. A west end crew then takes over at Lawrence for the run west. This happens with the two pairs of Rigby-Mechanicville trains and the Rigby-East Deerfield trains. No B&M engines are run into Rigby engine house (Portland Terminal) and B&M freight power doesn't normally go to Boston Engine Terminal. The general plan has been to concentrate servicing as much as possible and to reduce fueling at Mechanicville and Rigby. There has also been a major rescheduling of the TOFC/COFC trains from Boston.

What with these changes we have some new names derived from their symbols. LASE, the old LM-1, is being pronounced Lassie and is already getting called the "Dog Train". Now that BOME (bohmie) is BOSE the train is being called Bossie and probably will get called the Cow Train. POSE has been Posie since the beginning of the new symbols and has been called the Flower Train.

Consternation Dept. — The Providence & Worcester Co. on Nov. 19, 1979 filed with the ICC a petition to acquire control and operate the properties of the Vermont & Massachusetts Railroad Company. Vermont & Massachusetts is the corporation that owns the property that Boston & Maine leases on the Fitchburg main line between Fitchburg and Greenfield, Mass., and is considered to be the "heartline" of the Boston & Maine. The Boston & Maine's Trustees have instructed their counsel to oppose the petition and both the trustees and management will be actively involved in the proceedings. While the application to the ICC guarantees that there will be no adverse effect to employees of the Vermont & Mass. or Providence & Worcester, it was silent on similar provisions regarding current Boston & Maine employees.

The B&M's reorganization trustees report that for November 1979 the B&M had a net loss of \$1,229,134 vs. net income of \$296,983 for November 1978. The Trustees note the 1979 figures include \$553,252 in expense for the Ayer-Mechanicville project; without this expense November 1979's loss would have been \$675,882.

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 2362, 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)-----

ORDER FORM for Moguls, Mountains, and Memories (Please detach)

Business Manager, B&MRRHS  
P. O. Box 2362  
Harwood Station  
Littleton, MA 01460

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 \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

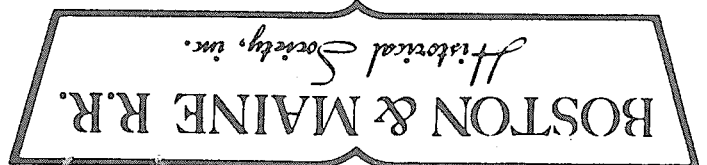
Train	Frequency	Times, notes, etc.
t POED	ex Sun	on duty 0045 Lawrence for Mcvllle.
t POME-A	Daily	" " 0530 " " "
t POME-B	Daily	" " 1545 " " "
LASE	Daily	1300
COED	ex Sat	2100
SAED	ex Sat	1900
BOSE	Mon-Fri	0330
	Sat, Sun	0600
BONA	ex Fri Sat	2130 Bos. Nashua & rtn.
t MEPO-A/POME-A	Daily	0800 Mc'vllle, on duty Law. 1845 for Rigby
t MEPO-B/POME-B	Daily	2000 " " " " 0645 " "
MELA	Daily	1800
MEBO	Daily	1030
t EDPO	ex Sun	0900 E. Dfld., on duty L. 1515 for Rigby
EDSA	ex Sat.	1930
EDCO	ex Sat	2200
	Daily	1600
CONN RIVER	Daily	0730 WRJ 1230
	ex Sun	0300
	Daily	2000 Newport, 0200 WRJ
	ex Sun	2100
	Daily	1800
	Mon-Fri	1200 E. Dfld. -Spfld. turnaround
	Sat, Sun	1000

This schedule is ca. 2/3/80. Times are approximate; trains are often set back or occasionally cancelled, and extras are often run. Symbols: BO=Boston, CP=CP train, CV=CV train, ED=East Deerfield, LA=Lawrence, CO=Concord, ME=Mechanicville, NA=Nashua, PO=Portland, SA=Salem, SE=Selkirk, SP=Springfield, WH=Whitefield, t=turnaround

TIME-VALUE PUBLICATION

NON-PROFIT ORGANIZATION

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 Important Announcements on page 1



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