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MARCH 1986

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B & Meeting

NEXT MEETING:
MARCH 8, 1986
1st UNITARIAN
CHURCH
WOBURN, MA
8:00 P.M.

A look at current New England rail topics

Tonight's entertainment will be provided by Mr. Dave Haney, who will entertain us with slides of recent New England rail happenings, including the Bangor & Aroostook Turkey Train! An enjoyable evening is promised for all, be there!

APRIL 12, 1986

Our annual joint meeting with the MBRRE!

April is our annual joint meeting with the Massachusetts Bay Railroad Enthusiasts, and this year it's our turn to host them at Woburn. Entertainment will be announced next month!

MAY 10, 1986

Steam, diesel and everything in between!

Tonight's entertainment will be provided by Mr. Alan Wiswall, who will present a program entitled "Steam, Diesel and Everything in Between". Make plans to be there!

JUNE 14, 1986

Entertainment and location of meeting to be announced.

THEFT

On December 27, 1985, the builder's plates from Valley Railroad's Alco RS-1 #15 were stolen off the locomotive. The unit, still lettered for the Morristown & Erie, was parked outside the shop building at Essex, Connecticut. #15 carried two cast iron Alco-GE builder's plates, painted black with white lettering, dated August, Number 72817. A reward is being offered for information leading to their safe return. For more information, contact Howard Pincus, CVRM, P.O. Box 556, Larchmont, NY 10538, or Scott Wisner, Valley Railroad Co., Railroad Ave., Essex, CT. 06426, Telephone (203) 767-2021.

The following note was included at the bottom of an order for a couple of our archival material items which we had reproduced: "I would personally like to take the time to say thank you to your staff at the Bulletin. So many times people such as myself are dependent upon the expertise of others to gather the data necessary for our modeling purposes. In my case, sheer distance keeps me from participating further in your organization. However, that doesn't stop me from offering my thanks to all your people who put together a first class publication! I'm a pastor myself and I know the many hard hours of work seem to go unnoticed by the

general population, but then someone sits down with me and says thanks. I personally would like you to know I truly appreciate the time and efforts of your people. You are a great aid in may all too little leisure time. Yours sincerely: A "distant" B&MRRHS member.

Bob Menzies

Thank you, Mr. Menzies

Contrary to rumors, Billerica Shops is not nor will it be closed. Waterville Engine House will not be closed, but the shops will. Currently an agreement is being worked out for employees to go to Billerica from Waterville. It appears as though Waterville engine house will look like Rigby engine house in time to come. MEC U23B #286 is being rebuilt and will get the new Guilford Scheme. And ex Detroit Edison U30C #012 will be the last unit to get the Guilford paint scheme from Waterville. Any further painting will be done at Oneonta Shop. East Deerfield engine facilities is coming along at a brisk pace with a fair amount of new tracks installed for the engine servicing. B&M GP40 #329 had a close call when a tractor trailer pulled in front of them recently causing a lot of damage to the hand rails, nose and steps. This unit is lined up for repairs at

Billerica Shops. B&M GP7 #1572 stored at E. Deerfield awaiting parts is currently getting new wheels and trucks at Billerica. Those die hard GP18's (1850-1755) are still living up to their reputation as a workhorse is evidenced when the 1755 got a new motor and a good maintenance report for the rest of the unit. B&M GP9 #1723 and MEC #561 have been doing the honors in the east and west ends of Waterville yard. Lowell and Lawrence yards have been doing more classification work for MEC freights north of Rigby. When they've got plugged Ayer yard was seen doing the choir. Symbol freights L51, L52, D51, D52 resumed last week. This helps take the edge off of some of the 125 car freights that have been seen struggling. The abolishment of EDMA-MAED (E. Deerfield-Manchester) has brought about a new local freight MA-1. On duty at 2000 hrs. at Manchester brings cars to Ayer where it (hopefully) matches up with EDSA. (E. Dfld. to Salem Ma.) Two units are assigned this local. Last check at E. Dfld. showed ED-4 local using 3 units due to tonnage and working limits. This run has also been photographed struggling using 2 units. From Don LeJeune.

INTERCHANGE

a column of opinion...

When's the meeting?

Of all the questions that Scott and I get and answer, I think that this one is the all time winner. At least twice a month, we will receive a letter stating something to the effect of "I would have come to the B&MRRHS meeting but I didn't know when it was." Some are nice, some are nasty, some are in between, but all make us wonder.

Ever since Scott and I took over the Newsletter almost six years ago, all meetings has been listed up to four months in advance on the front page, right there in big, black type. Even if we don't have the entertainment for the show, the date and location, if the meeting is away from Woburn, is printed.

We make it a point to list meetings several months in advance, since any number of things can happen to your Newsletter between the time that we mail it and the time that you receive it. And, admittedly, sometimes it gets mailed out a little later than we'd like. From past experience, we've found out that the December, January and sometimes February Newsletters are usually late. We feel that, in general, no apology is needed for the lateness of these Newsletters, as their production time is smack-dab in the middle of the holiday season, and Scott and I like to enjoy the holiday season, just like the rest of you! The mail, and occasionally other outside problems delay things too, for instance, a major problem with production of our computer labels made the January Newsletter even later than we like to admit.

In addition, even though we have been mailing the Newsletter first class for over two years now, there are still some pockets that do not receive their Newsletters for some time after mailing. As a general rule, we mail approximately ten days before the meeting, you should have your Newsletter at least four days before the meeting. If you don't, there may be a problem with your Post Office. Even though we send it first class, the Newsletter doesn't always receive first class treatment. The best course of action, if you continually receive your Newsletter late in the month is to check the problem out with your local Post Office. If they can't resolve it, notify the local Postal Inspector.

But, getting back to the main subject of the editorial, for the record, all B&MRRHS meetings are the second Saturday of the month with one exception: when we hold our annual meeting with the Mass Bay Railroad Enthusiasts every other year when we meet on their meeting night. All away meetings are listed at least three months in advance, to give everyone plenty of time to make travel arrangements and whatever else is needed for these travels. And, unless it's stated otherwise, meetings are at Woburn, at 8:00 P.M. So, "When's the meeting?" It's on the front cover of the Newsletter!

Dennis and Scott

At last report, Guilford was to close the Delaware & Hudson's Belden Hill Tunnel on April 1, 1986 for six weeks to allow for completion of the bore. Conflicting reports have been circulating which have centered around the possibility that the tunnel may remain open during the work. We shall try to keep you informed as to whether you will indeed be able to photograph Boston & Maine/Guilford power under Starrucca Viaduct once again. Stay tuned!

February 4, 1986 saw several "foreign" locomotives passing through the B&M's Lawrence, Mass. yard. These included: Southern SD35 #3123T on POSE, a Detroit Edison U-Boat, Chessie (B&O) SD4-2 #7601 and Chessie (B&O) GP40-2 #4249, both on PYPO with the 7601 leading.

Both B&O Geeps headed west on POSE on February 5, again with the 7601 leading.

The Southern SD35 had been at Lawrence on January 31, leading SEPO.

Soo Line caboose #26 was seen at Lawrence on January 23. It was protecting several flat cars of heavy equipment on the rear end of SEPO.

CONRAIL SALE PASSES HURDLE

Reagan administration plans to sell Conrail, the government-owned freight railroad, survived a key test vote in the Senate, and then easily prevailed over a move to switch buyers. "A stand-alone Conrail is doomed - it cannot survive," Sen. John Danforth said in urging Senate approval of the administration plan to sell the ten-year-old freight line to Norfolk

Southern Corp. for \$1.2 billion.

Norfolk Southern's rival in the billion-dollar bidding war for control of Conrail, the 43-member Morgan Stanley Investor Group, began to speak of the House as its best hope for derailing the administration's plan and substituting its own offer of \$1.4 million.

The key 68-31 vote came on a Danforth move to bypass a budgetary roadblock thrown up by the Norfolk Southern plan's most outspoken critic, Sen. Howard Metzenbaum. **From the Portland Press Herald. From Capt. William Frappier.**

Our West End Editor, veritable fountain of information that he is, has answered a question posed in last month's B&MRRHS Information Booth concerning the airhorns on B&M GP38-2 #200.

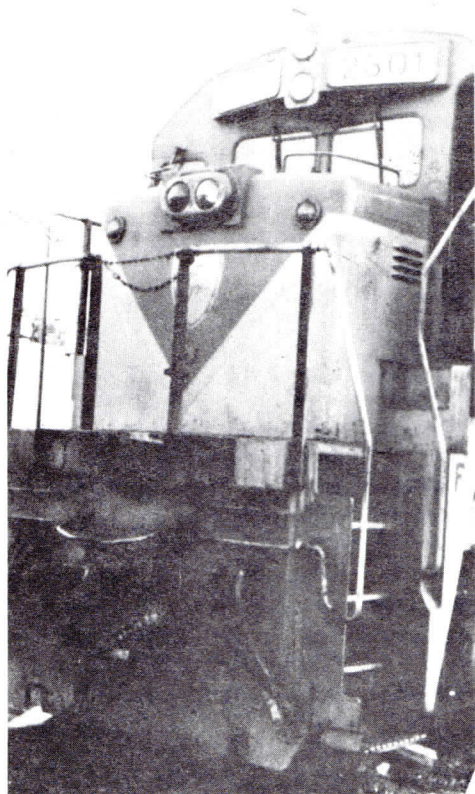
Scott informs us that Boston & Maine's GP38-2 #200's airhorn is a Nathan K-3, which at one time adorned everybody's favorite F-7A 4266A. The 4266A acquired this horn while it was on lease to the Canadian Pacific.

Symbol	Station	O.D.	Dept.	Home Terminal	Planned Connex	Limits
M-51	Mcville.	0400	0430	Mcville.	PYPO	Fitchburg, Rest & Return
M-51	Fitchburg	2359	0030	Mcville.	PONW	
M-52	Mcville.	0630	0700	Mcville.	RPED	E. Dfld., Turn on Wheel
M-53	Mcville.	0830	0900	Mcville.	BULA	Fitchburg, Rest & Return
M-53	Fitchburg	0400	0430	Mcville.	LASE	
M-54	Mcville.	1230	1300	Mcville.	ABPO	Fitchburg, Rest & Return
M-54	Fitchburg	0830	0900	Mcville.	POSE	
M-55	Mcville.	1945	2015	Mcville.	SEPO	Fitchburg, Rest & Return
M-55	Fitchburg	1530	1600	Mcville.	POPY	
F-51	Fitchburg	0600	0630	Fitchburg	SEPO	Portland, Rest & Return
F-51	Portland	0045	0115	Fitchburg	POSE	
F-52	Fitchburg	1415	1445	Fitchburg	PYPO	Portland, Rest & Return
F-52	Portland	0745	0815	Fitchburg	POPY	
F-53	Fitchburg	1845	1915	Fitchburg	BULA	Lawrence, Turn on Wheel
F-54	Fitchburg	2245	2315	Fitchburg	ABPO	Portland, Rest & Return
F-54	Portland	1615	1645	Fitchburg	PONW	

From Don LeJeune.



South side CF-7: Amtrak CF-7 591 was doing work train duty late last fall just outside South Station in Boston, and we've been waiting until now to publish it!



THE TRIVIA ZONE!

More B&MRRHS trivia! We have all learned from studying railroad history that certain locomotives sometimes develop their own personalities or peculiarities. This seemed to be more so in the days of steam, the steam engine seemed to be almost a living, breathing creature, but fortunately the peculiarities did not end with the passing of steam.

Submitted for your approval, Delaware & Hudson U23B 2301 (now, we believe, Maine Central 283). An ordinary U23B, with one very small exception. The 2301 features two "pumpkin teeth" cut out of its pilot!

What quirk of fate caused this deformation? Back in 1977, when for a short period of time, Delaware & Hudson power was being pooled with Boston & Maine locomotives over the eastern end of the system, the 2301 was a frequent visitor in your editor's town of Exeter, NH. One day, however, during a day-off visit to the once-bustling-but-now-almost-barren Exeter yards, your editor was most surprised to see a train setting out the dead and smoking 2301 onto the team track. Burned out traction motor was the diagnosis, repair on site was the verdict.

Repairs on the unit progressed for almost two weeks, but due probably to the uneven track, the repair crews couldn't jack the engine quite high enough to work on it, so a workman cut the "pumpkin teeth" to fit over the rails to allow the job to proceed. So, the next time you see the Maine Central 283 roll by, check the pilot for the notches it received in the Trivia Zone! Let us know if it still has them!

B&M TRIVIA

How many members have a telephone number whose last four digits comprise a Boston & Maine Railroad number? During a recent telephone conversation with Dick Symmes, we realized that we both had telephone numbers whose last four digits were B&M locomotive numbers, and realized that through

the magic of Ma Bell's random distribution that at least a couple of other members must also be this lucky!

We'd like to know if anyone else has a "B&M Phone Number". If you feel so inclined, let us know here at the Newsletter, and we'll run them at a later date. And so that you won't have to worry about crank calls and the like, we do not even want to know your area code or three digit prefix, just the last four digits. We'll start it off here!

Dick 2701 (a K-8 consolidation)
Dennis 3608 (a P-1 Pacific)

FREIGHT TRAIN CHANGES

Effective Saturday, February 1, 1986 the following Freight Train schedule will take effect:

M-51, home terminal Mechanicville, changed to 0400 hrs on duty, to leave at 0430 hrs. Working limits changed to Mechanicville to Fitchburg, take rest and return. On duty Fitchburg at 2359 hrs to leave at 0030 hrs. Daily.

M-52, home terminal Mechanicville, changed to 0630 hrs on duty, to leave at 0700 hrs. No change in working limits. Daily.

M-53, home terminal Mechanicville, changed to 0830 hrs on duty, to leave at 0900 hrs. Working limits changed to Mechanicville to Fitchburg, take rest and return. On duty Fitchburg at 0400 hrs to leave at 0430 hrs. Daily.

M-54, home terminal Mechanicville, changed to 1230 hrs on duty, to leave at 1300 hrs. Working limits changed to Mechanicville to Fitchburg, take rest and return. On duty Fitchburg at 0830 hrs to leave at 0900 hrs. Daily.

M-55, home terminal Mechanicville, established on duty 1945 hrs to leave at 2015 hrs, working limits Mechanicville to Fitchburg take rest and return. On duty Fitchburg at 1530 hrs, to leave at 1600 hrs. Daily.

D-51, home terminal East Deerfield abolished effective close of work January 31, 1986.

D-52, home terminal East Deerfield, abolished effective close of work January 31, 1986.

F-51, home terminal Fitchburg, established On duty 0600 hrs, to leave at 0630 hrs. Working limits: Fitchburg to Portland, take rest and return, On duty Portland 0045 hrs, to leave at 0115 hrs. Daily.

F-52, home terminal Fitchburg, established On duty 1415 hrs to leave at 1445 hrs. Working limits: Fitchburg to Portland, take rest and return, On duty Portland 0745 hrs, to leave at 0815 hrs. Daily.

F-53, home terminal Fitchburg, On duty 1845 hrs, to leave at 1915 hrs. Working limits Fitchburg to Lawrence, turn on the wheel, return to Fitchburg. Daily.

F-54, home terminal Fitchburg, On duty 2245 hrs, to leave at 2315 hrs. Working limits Fitchburg to Portland, take rest and return. On duty Portland 1615 hrs, to leave at 1645 hrs. Daily.

From Don LeJeune.

GUILFORD/MAINE CENTRAL 471... has been released from Waterville shop. It has been rebuilt, upgraded & repainted. Of special note is the cab has been enlarged to accommodate five men crews. The front wall and control stand has been moved forward to give more room at the rear of the cab. The short hood

nose has had its length reduced and looks a bit stubby now; the top of the short hood has beveled edges. The side of the cab has a couple of extra windows besides the large sliding one, making it look a bit like a U-boat. From the **Narragansett Newsletter**.

Massachusetts Bay Railroad Enthusiasts, Inc. requests the honor of your presence at the Annual Dinner in the Depot, Wednesday evening, April 2, 1986. Our special guest this year will be Mr. Jim Boyd, editor of *Railfan & Railroad Magazine*.

Mr. Boyd has spent virtually all of his working life in the railroad industry, starting as a brakeman for the Illinois Central, later as a field service representative for the Electro Motive Division of General Motors, and in more recent years editing *Railfan* since its very first issue in 1974.

In addition to describing events from his extensive experiences as a "professional railfan," Jim will bring his professional quality tape-slide presentation with music: *Railfan Magazine's Tenth Anniversary show - "Who Says Steam is Dead."* This is a widely acclaimed show by one of America's best known railfan photographers, depicting steam locomotive restorations which have taken place since *Railfan Magazine* was founded in 1974.

As in previous years, the dinner will take place in the former Boston & Maine Maiden Depot, the beautifully restored Summerside Lodge, located at 53 Summer Street in Malden Center.

The advance reservation price for orders received by March 24 is only \$12.50 for a delicious, "family style, eat-all-you-wish" roast beef dinner!! After March 24, the price increases to \$14.00. Cocktail hour (cash bar) from 6:30 pm to 7:00 pm. Dinner will be served at 7:00 pm **Sharp**.

Mass Bay RRE is a Massachusetts non-profit educational corporation. Mail ticket orders to: Mass Bay RRE Box 525, Bedford, MA 01730

Conway Branch - New Hampshire Northern RR, owned by Boston Sand & Gravel Co., will be taking over B&M's Conway branch operations from Ossipee to Rochester, NH with continued trackage rights into Dover. Hauling unit trains to Boston. From the gravel pit in Ossipee, New Hampshire Northern crews will run the unit train to Dover where Boston & Maine crews will continue the run to Boston using Guilford units. New Hampshire Northern is acquiring 2 GP9's from a diesel rebuilding firm, along with a new fleet of hoppers. 100 pound rail is being installed from Ossipee to Rochester by NHNRR. Just above Ossipee pit a new lumber reloading facility is being built, which will give added revenue to NHNRR. B&M gave up the gravel train last summer. **Above items from the 470.**

GUILFORD/BOSTON & MAINE BOXCARS... recently noted are several freshly-painted Guilford/B&M 50' boxcars. Presently appearing are the 9000 series; the 9019, 9039 and 9090 were seen by year's end. It is guessed that they are former Rock Island (**Route Rock**) cars; the 9019 was built new in March, 1979, same as the RI cars B&M picked up. Perhaps of interest is another Guilford B&M boxcar 300864. This one is definitely a Rock graduate. It still has its RI number. When Bilerica did this car, November, 1983 (its first G/B&M car?), a non-standard stencil was used to apply the car's number. From the **Narragansett Newsletter**.

GUILFORD DIESEL ROSTER

January 86

B&M TEBU	100 G			
B&M U33B	190 G	191	192	
3300 H.P.				
B&M GP40-2	300 G	301 G	302	303
3000 H.P.	304	305	306	307
	308	309	310	311
	312	313	314	315
	316	317 G		
B&M GP40	320	321	322 S	323
3000 H.P.	324	325 S	326	327
	328	329	330	331
	332	333	334	335
	336 S	337	338	339
	340	341	342	
B&M SD39	690	691	692	
2300 H.P.				
B&M GP39-2	350	351	352	353
2300 H.P.	354	355	356	357
(all in G)	358	359	360	361
	362	363	364	365
	366	367	368	369
B&M GP38-2	200	201	202	203
2000 H.P.	204	205	206 G	207
	208	209	210	211
D&H GP39-2	7401	7402	7403	7404
2300 H.P.	7405	7406	7407	7408
	7409	7410	7411	7412
	7413	7414	7415	7416 S
	7417	7419	7420 G	
D&H RS3	4103			
D&H U30C	640			
3000 H.P.				
D&H U33C	754 S	755 S	756 S	757 S
3300 H.P.	760 S			

D&H GP38-2	7314	7315	7316 S	7317
2000 H.P.	7318	7319	7320	7321
	7322	7323	7324	7325
D&H RS11	5000	5001	5002	5003
1800 H.P.	5004	5005	5006	5007
	5008	5009	5010	5011
D&H RS36	5013 S	5014	5015	
1800 H.P.	5016	5017	5018	5019
	5020	5021	5022	5023
D&H C420	404	405	410	411
2000 H.P.	412	413	414	415
	416	417	420	
D&H C424M	451	452	453	454
2000 H.P.	454	456		
D&H U33C	650	651	652	653
3300 H.P.	654	655	656	658
	659			
D&H RS3	501	502 S	503 S	504 S
1600 H.P.	505	506	507 S	508 S
MEC GP38	251 G	252	253	254
2000 H.P.	255	256	257	258
	259	260 S	261	262
	263			
MEC U25B	225 G	226 G	228	229
2500 H.P.	230	231	232	234
	238			
MEC U23B	280	281 G	282	283
2250 H.P.	284 S	285 G	286 S	287
	288 G	289	290	291 S
	292	293 G		
MEC U18B	400	401	402	403
1800 H.P.	404 G	405	406 G	407
	408 G	409		
MEC GP9	450			
B&M GP7	1555	1560	1562	1563
1500 H.P.	1564	1566	1567	1568

	1570	1572	1573	1575
	1577			
B&M GP9	1702	1705	1707	1709
1700 H.P.	1711	1712	1714	1715
	1716	1718	1719	1720
	1722	1723	1724	1728
	1730	1732	1733	1734
	1736	1741	1742	1743
	1744	1745	1746	1747
B&M GP9 to GP18	1803	1804	1806	1808
(rewired)	1817	1821	1825	1826
1750 H.P.	1848	1850		
B&M GP18	1751	1752	1753	1754
1750 H.P.	1755			
MEC GP7	561	562	563	565
	566	567	568	
D&H GP7	569			
MEC GP7	572	573 G	574	575
	576	577	580	581
MEC GP7	590	591	592	593
MEC GP7R	470 G	471 G		
B&M SW1	1120	1122	1123	1124
	1126 S	1127	1129	
B&M SW9	1220	1223	1224	1228
	1229			
B&M SW8	801	803	806	
MEC SW7	931	932	933	
MEC SW9	934	935		
MEC RS11	802			
PTC S1	1101			

KEYS: G painted in Guilford paint scheme.
S OS, repairs or stored.
Roster compiled by Don LeJeune

Boston & Maine Railroad Historical Society

Incorporated

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MARCH 1986
FIRST CLASS MAIL
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DEADLINE FOR APRIL NEWSLETTER IS MARCH 8

Best Wishes for a speedy recovery go out to B&MRRHS Historian Harry Frye, following surgery for a shoulder separation. Get well soon, Harry!