

WHERE ARE THEY NOW??

Checking around while railfanning and coming across some Guilford motive power that's not been seen and where it's presently located **as of Nov. 2nd.**

Billerica: MEC 931, B&M 1562, 1728, 1742, 1848, 203, MEC 603.

E. Deerfield: B&M 801, 803, 1120, 1129, 1220, 1808, 1714, 1825, 1730, 1732, 1736, 1745, 1747, 1753, 200, 340, 333, 341, 691, 692, MEC 604, D&H 651.

Colonie: D&H 7405, 7416.

Binghampton: D&H 5018, 5016, 5000, 5004, 5023, 410, 506, 7325, 421, B&M 321, 211, 357, 359, 316.

Rigby: MEC 401, 259, 263, B&M 361.

Waterville: MEC 226, 228, 230, 292, 933, 258, 281, 238, 261, 257, D&H 659, 652, 405.

B&M: 191, 210, 192, still in the shops for rebuilding 286 and 291 for overhaul. Ex-D&H now MEC 290 "gray ghost" was released in September from rebuilding at Waterville shops. Alco MEC 802 will remain stored at Waterville with main generator problems and unlikely to be repaired. MEC 284 with severe engine problems will also unlikely to be repaired. *MEC 262 also is stored with severe engine damage, the same with the 408.

D&H 7420 left Billerica Shops last week of October after major overhaul. On this date it was photographed at Ayer with the 7411 on ED-MA.

SW-1 1123 has been assigned to Salem for switching and local work for 5 weeks now. The future of GP7 (B&M) 1555 still looks bleak as it appears as though it will be disassembled at Billerica with parts going into the 1562.

B&M GP40 #325 is in Billerica Shops from derailment damage, a study is being made whether or not it will be repaired or wind up like sister unit #336 and be put on freight car trucks and stripped.

You'll never know what you'll see at Ayer. On this date B&M 362 was doing the duty of AY-1... and no blues or geeps around!! The SPENO train has been working on the B&M's eastern route beginning the last week of October. When work is completed, I was told, it will be heading for Conrail in the New York area.

MEC 225 and D&H 661 were part of a 5 unit consist of PYPO entroute to Waterville today for repairs. Other units were 308-7418-283-661-225. B&M #1210 now awaits the torch on the scrap track at E. Deerfield.

Don LeJeune

*Not all engine numbers in these lists are currently active, some are OS for repairs, tests, or waiting material.

B&M BAGGAGE CAR 3345

Built Oct. 1927 by Pullman as a 2 Compartment, Drawing Room, Lounge-Buffer, Sun Room Parlor Car. Pullman Plan 3975-D, Lot 6076. Length over buffers, 84' 2 1/2", Width over eaves, 10'0", Weight 147,800 lbs. As built was named "SUNLIGHT". Sold to B&MRR Dec. 1955, rebuilt to Baggage Car 3345 @ Concord Shops Nov. 23, 1956. Changed to W345 Oct. 1961. Sold to Green Mountain RR in 1986. When built, this car and seven others were assigned by Pullman to Missouri Pacific's "Sunshine Special". The eight cars were named "SUNBURST", "SUNBEAM", "SUN-DAWN", "SUN-GOLD", "SUN-GLOW", "SUN-LIGHT", "SUNRISE", "SUNSHINE". "SUN-GOLD" became B&M Baggage Car 3344. "SUNLIGHT" became B&M Baggage Car 3345. **From Roy Hutchinson.**



This photo from Arnold Greenleaf shows the "new" Boston & Maine/Delaware & Hudson interchange in Mechanicville, NY. You will notice that the Boston & Maine track in the foreground no longer crosses the Delaware & Hudson, but instead goes into the D&H yard.

**CANADIAN NATIONAL OFFERS
GUILFORD A PLAN FOR
CHICAGO RAILACCESS**

Canadian National Railway, in an effort to alleviate the adverse financial effects that Guilford Transportation Industries claims it will experience if Canadian National is given certain trackage rights over Guilford, has offered to grant Guilford access to Chicago. The CN's trackage-rights proposal will allow Guilford to gain access to the Chicago gateway by means of a haulage agreement over Canadian National and Grand Trunk Western lines. CN said the arrangement would be provided at "reasonable charges". Guilford would be able to extend its hauls to traffic now interchanged to connections at Buffalo, said CN, and Guilford stands to gain net revenues of about \$11 million under the CN's trackage rights plan.

In late June, CN filed an application with the Interstate Commerce Commission seeking trackage rights over a main line of the Maine Central Railroad between Danville Junction and Bangor, Maine, and over other tributary branchlines in that state. The trackage rights would be used by CN in connection with its own lines between Danville Junction and westerly points such as Chicago. The Maine Central is a Guilford subsidiary. **From Traffic World. Submitted by Mike Lennon.**

Once again, our B&MRRHS Historian, Harry Frye, has identified our latest Mystery Photo, published in the October Newsletter! Harry identifies the location as Bath, NH, date was July 6, 1897. This was the so-called "Rum Hill Wreck", due to a freak storm that filled Childs Brook to overflowing and washed out the bridge. The photo probably dates from July 7 or July 8, as a temporary bridge is in place. At least one person was killed. Thanks, Harry!

TURNTABLE TIME!

Here are some facts from Boston & Maine records. They are listed by location, length and capacity in tons. We'll have more at another time.

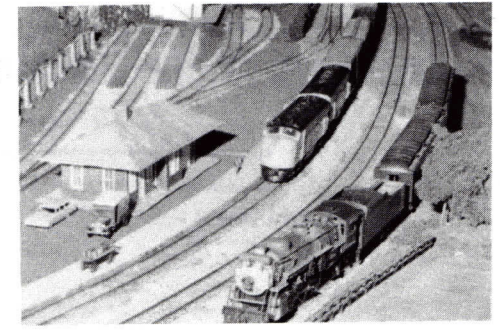
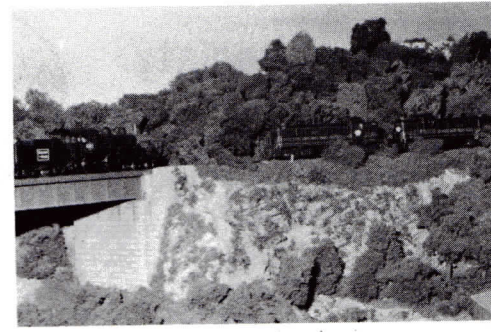
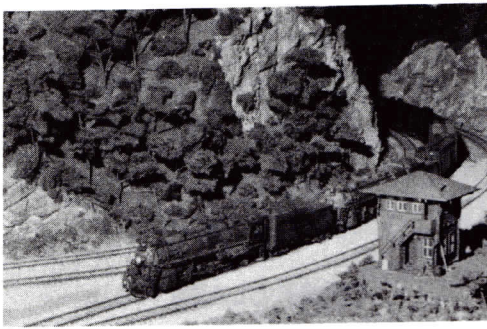
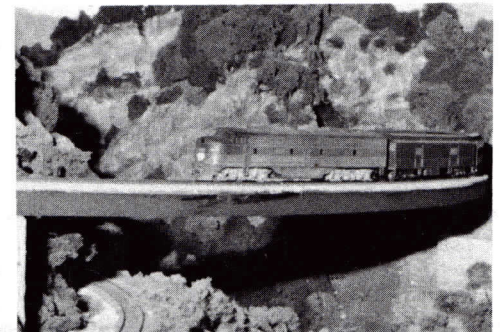
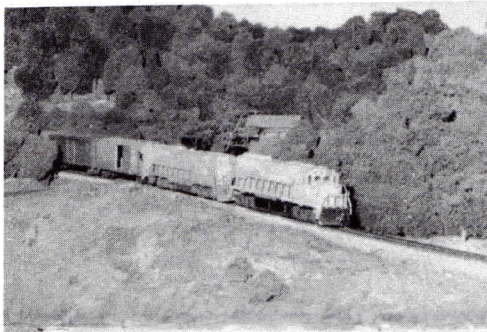
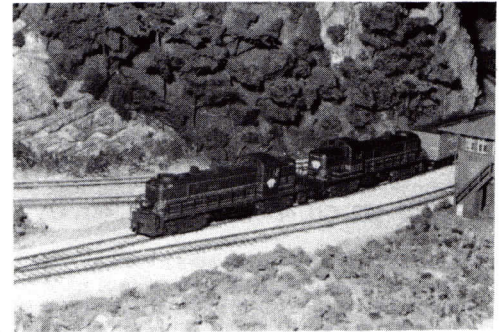
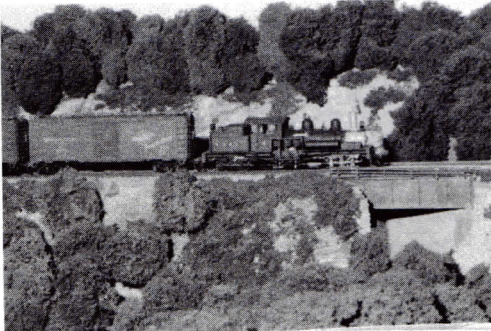
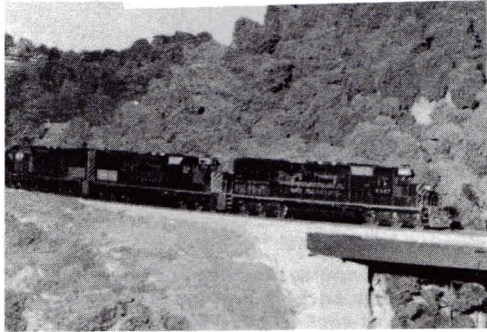
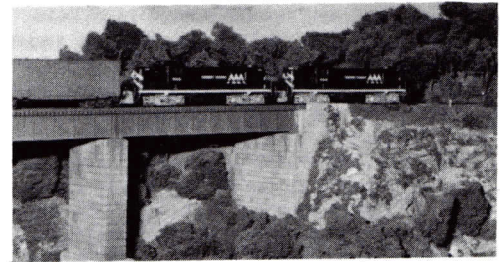
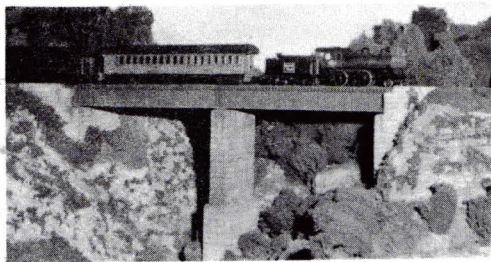
Portsmouth, NH	70'	148 tons
Exeter, NH	60'	137 tons
Mt. Whittier	60'	149 tons
Dover	85'	189 tons
Sanbornville	60'	149 tons
N. Conway	85'	147 tons
Hillsboro	61'	115 tons
Milford	61'	164 tons
Amesbury	60'	145 tons
E. Deerfield	85'	305 tons
E. Deerfield	100'	305 tons
Boston	110'	370 tons
Westboro	110'	370 tons
Concord	90'	211 tons

**DENNIS ADAMS, EDITOR
28 SUMMER STREET
EXETER, NH 03833**

**SCOTT WHITNEY, WEST END EDITOR
25 MAPLE STREET
CLAREMONT, NH 03743**

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Boston & Maine and other New England power took over the rails of the superb Chesapeake System Railroads of the North Shore Model Railroad Club on November 8, 1986. Presented here for your enjoyment are some photographic highlights of the evening. Special thanks to John Burroughs, Bob Foley and all of the other NSMRC members who made our evening one to remember!



MBTA TO STUDY TRAIN SERVICE TO IPSWICH

A six-month study will determine whether train service will be restored beyond Ipswich and Newburyport, Massachusetts Bay Transportation Authority assistant project engineer Stephen Polechronis told Ipswich selectmen that the nine mile extension of service would cost at least \$15 million, and probably more. Polechronis said the most likely station site in Newburyport will be near the Route 1 industrial park, while another station in Rowley, near its former depot, is possible. The study, which was started in August, is halfway through the engineering assessment of the railroad bed, ballast and railroad ties on the route. The line has not been used for passengers since 1976. The study is expected to be completed in February. **From the Beverly Times. From Samuel Stowe Sayward.**

MBTA TO SEE IF BRIDGE IS REPAIRABLE

Massachusetts State Transportation officials are looking into fixing the railroad bridge over the Merrimack River in Newburyport. Mayor Peter J. Matthews said that he received a letter from the Massachusetts Bay Transportation Authority General Manager James O'Leary, saying the MBTA will survey the long-unused bridge to see if it's worth fixing. Last year, the Coast Guard notified the MBTA that the bridge, which has been unused since 1965, was becoming a hazard to navigation and requested that it either be repaired or taken down. If fixing the bridge means rail service will be started to once again link Newburyport with southern New Hampshire communities, then Matthews likes the idea of repairing the bridge. He said he would welcome the new tourist trade and accessibility to New Hampshire. But, if there is not going to be rail service to

New Hampshire, Matthews said he would like to see the bridge demolished because it is a hazard to boat travel. However, Matthews said there may be some problem demolishing the bridge because the federal government may require it to be open for emergency use. **From the Salisbury Point Railroad Historical Society Newsletter.**

The following is a list of stored engines at Colonie, NY outside. If anyone is planning a visit, a release should be obtained from the D&H police office located near the dispatcher's office. A mixture of RS3's, 11's, 36's, U33C, C420, GP38-2, GP39-2 are on the property and are as follows: 755, 4099, 5012, 503, 501, 5023, 505, 408, 756, 760, 5008, 5014, 508, 5009, 5013, 754, 757. Also stored Amtrak RS3 #127. Inside one of the buildings is an Alco PA with no distinguishable numbers. Inside the main shop which is not accessible

are: 414, 415, 452, 404, 5020, 5021, 7405, 7416, 7317, 1850. B&M 1850 sustained body and m'u damage.

Mechanicville to the railfan is in a sad state of affairs. The engine and fuel facilities have been torn up. Nothing is left to show just how busy that place was with B&M and **many foreign** road power laying over or being switched just less than a year ago. Most of the old classification tracks are now SINGLE ENDED storage tracks for old cars in storage. The other end has been removed leaving a few ties, spikes and a piece of broken rail to remember by. Up near the South Runner track about a dozen tracks remain as double ended, cars on them were either stored or waiting for a local to pick them up. Today 10/9/86 a lone GP9 #1744 left running facing east towards the hump track buried at both ends by four or five cars. A bunch of B&M cabooses are stored at Mechanicville which are: 402, 406, 421, 425, 428, 434, 446, 462, 475, 481, 483.

The D&H's "New Yard" is only a memory, the "Old Yard" tracks have only a few tracks remaining, well rusted with no switch on either end to get to them. The roundhouse has been taken over by pigeons, the fuel stand and wye tracks have nothing left to give a clue as to what was set up there. Both B&M and D&H activity in Mechanicville now can be called "dead" as far as interest to the railfan goes.

To members that keep up on Conrail engine rosters, the New Hampshire North Coast unit being used is Ex-Conrail GP9, 1750 HP #7081.

Don LeJeune

You've noticed our new masthead. Thanks to stat-camera whiz Jeff Ursillo for providing us with a needed "New look"!



THE TRIVIA ZONE!

Once again, by popular demand, we enter the B&MRRHS Trivia Zone!

Submitted for your approval, we have a photograph of the golf course directly opposite to the entrance to East Deerfield access road. Not of interest to railfans, but perhaps to modelers. You see, we have it on a good authority that their landscaping was done by Life-Like!

From Dave Johnson comes a report on the location of New Hampshire's 40 & 8 or "Thank you" or "Merci" car; it has, for many years, been on permanent display well protected from the elements and vandals, on Manchester, NH's west side near Rockrimmon Park, at the end of Reed Street, south of Bremer Street.

Mr. Johnson also informs us that the North-bound track in Nashua from Crown Street to the Tie Plant, is now gone.

After printing our news note about the Boston & Maine tender on the Eastern Gas and Fuel 0-6-0, we received a couple of notes on the tender. On close inspection of the piece, it has come to our attention that only the tank of the B&M mogul was used, not the entire tender. As an aside, it shows how when one hears a story for so many years that it almost becomes accepted as fact and could prove troublesome at some future date.

Boston & Maine Railroad Historical Society

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DECEMBER 1986

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The Directors, Officers and Committeepeople of the Boston & Maine Railroad Historical Society wish to extend to each and every member best wishes for a happy and safe holiday season and a great 1987! And remember, don't drink and drive!

DEADLINE FOR JANUARY NEWSLETTER IS DECEMBER 13

BOSTON & MAINE POWER ON THE CHESAPEAKE SYSTEM! PHOTO COVERAGE INSIDE