



Bluebird GP. 18's! Member Eric Clegg of Pinecourt, P.Q., Canada, sent these great photos along for last December's Members

Night. We thought you might enjoy seeing them. Location is Mechanicville, New York.

B&M TRAINS DERAIL IN FITCHBURG

A Boston & Maine Railroad freight train crashed into an empty boxcar and derailed on January 25, leaving five engines and nine boxcars strewn like toys. The 8:10 a.m. accident occurred on tracks just east of the Fitchburg transfer yard. The four man crew of the 60-car westbound train escaped injury. Crews of the other two trains, which were damaged in the crash while parked on sidings, were also uninjured. Boston & Maine crews worked through the

night to rerail cars. Those cars too damaged to rerail were pushed clear of the tracks. B&M spokesman Colin Pease said a westbound train of 60 cars, mostly empty, was unable to pull into a siding because a switch was frozen from the weather. The train pulled ahead, and then backed into the siding. The first car into the siding, an empty boxcar, derailed and was pushed onto the main line, where another westbound freight moving between 15 and 20 miles per hour plowed into the boxcar. As the cars from the two trains left the tracks, they struck the cars of a stationary

eastbound train sitting on a second set of tracks.

Pease said the track on which the accident occurred was once owned by the Boston & Maine, but now belongs to the Massachusetts Bay Transportation Authority. About 1,200 feet of track was ripped up by the crash, and Amtrak crews replaced the rail the same day. Buses were used to move commuters for a day afterward. **From the Worcester Gazette. Anonymous.**

GUILFORD GLANCES:

It appears that an accident at Fitchburg on 1/25/87 has taken its toll on some motive power. Units involved were the B&M 364, 302, 309. D&H 7405, 7420. MEC 231. The 231 sustained so much damage that it will have to be cut up on sight as the frame is cracked in the center. The other units sustained various types of damage in different places. They are presently at Billerica out of service and there is no immediate plans to repair them. Word around is that the D&H 410 and possibly 451 series may soon be seeing the end of service, it has been learned that an outfit in the midwest is interested in them. Springfield Terminal has purchased some MEC GP7's and 9, so far sparing the B&M "Geeps". Santa Fe motive power in the form of rebuilt SD26's has been on line for a few weeks now. Some have new number boards, others with the numbers painted over, a real mishmash, but these will all be painted at Oneonta as soon as the big power crunch is over. **From Don LeJeune.**

SPRINGFIELD TERMINAL LEASES SEVERAL B&M BRANCHES

The Springfield Terminal Railroad has leased several Boston & Maine branch lines recently. Lines leased were:

Boston Area:

The Medford Branch, from Wellington to Park Street, about 1.4 miles.

The Mystic Wharf Branch, from the limits of FX Interlocking (Yard 19) in Charleston to end of track, about 1.4 miles.

The Watertown Branch, from West Cambridge to Union Market, about 2.8 miles.

The Bemis Branch, from Waltham to Bemis, about 1.8 miles.

The South Reading Branch, from between a connection with the MBTA Salem and Danvers branch in Peabody, and the end of track, about 3.6 miles.

In New Hampshire:

The Portsmouth Branch, from Rockingham Junction to Emery, about 9 miles.

The Hampton Branch, from Emery to Salisbury, about 16.6 miles.

The Newington Branch, from Portsmouth to Newington, including the Navy Yard spur track, about 3.27 miles.

From Traffic World. From Dick Pearson.

Do you like to attend model train shows? Do you have an organizational mind? Would you like to help the B&MRRHS? We are in need of a **Show Coordinator**. If interested, please contact Joe Shaw or any B&MRRHS officer or director. Thank you, **Joe Shaw.**



Train DO-1 on the Conway Branch last winter. This was the last winter of Boston & Maine operation. DO-1 still runs, but now

under the auspices of the New Hampshire North Coast.

Shop Talk ...

A check of Billerica Shop has the B&M 203 dismantled for a rebuild, the 203 was the first GP 38-2 to be rebuilt back in the early 80's, since then every unit has been done but have not been repainted to the IMRON blue scheme. GP 40 #325 is BEING resurrected and may be completed late January or February. GP 40 #322 is slowly being worked but will not be completed for quite sometime. GP9's 1728, 1742, GP18 1848 inside and dismantled but slow progress as priority is to keep the "Big Ones" going. Work force is to a minimum at all the facilities.

At Waterville the 286 & 291 (U23B) are still under rebuilding process.

Those who have the Kalmbach's latest Diesel Spoters Guide are fortunate to have something of a celebrity on the cover. When you look at the CONRAIL GP40 #3231 what you're actually seeing is the B&M 322 which was purchased a few years back from CR. Unfortunately the 322 has had major problems and is still inside Billerica Shops being rebuilt.

Next time you spot units in the 320 to 342 range numbers or the 470 & 471 look for the stencil on the frame referring to them as being SOLD and LEASED under an agreement with the I.C.C.

The new addition to the E. Deerfield Shops should be completed by spring of 1987. The servicing tracks are all in and provide adequate space for servicing and units ready for service. Track work by the trailers and to the wheel machine shop are still progressing.

The following Guilford units are the only ones left that need to have two 98 channel radios installed: 285, 286, 651, 653, 654, 659. All others are complete providing that they're road units.

The latest addition to the Guilford fleet is from Morrison Knudson. Ex Norfolk Western

#2966 is currently being rebuilt at Billerica Shops and will be put in revenue by early January. Like her sister units the 693 has the black NW paint, a "G" on the long hood and a different insignia on the nose, this unit will have a Maine Central lettered there.

A different type of "Billy the brakeman" is being experimented with, necessitating some units to be (permanently) M'U'd by piping through. Two such units are the B&M 358 & 369.

A plan for future use exclusively with GP38's and 40's on EDMA, and EDSA is in the works for next year sometime. More on this later. An announcement like this paints a bleak picture on the GP7's, 9's and 18's.

While Billerica Shops are only able to handle the "Big Units" currently a turn of events is in the makings. Instead of permanently storing GP7 1555 (B&M) robbing parts to keep the 1562 alive, it now appears that it will be just the opposite. It's more feasible to keep the 1555 and store the 1562!!

ED-5 is using the 1575 exclusively, as the unit is restricted for that job. The West End switcher at East Deerfield still is SW9 1228. East End switchers are still the MEC 934 & 935 MU'd. Leased to Springfield Terminal at Woodland on the MEC are B&M GP 18 1803, and EX B&M SW-1 1118. **Don LeJeune.**

When is Claremont Depot not Claremont Depot? When it's Chester or Bethel, VT, or Rouses Point or Ogdensburg, NY. All these stations are built on the same basic design! Do you know any more look-alike stations?

SANTA FE EASTERN DIVISION???

A total of 35 former Santa Fe SD-26 (rebuilt SD-24) locomotives have arrived on the Boston & Maine property, still in Santa Fe colors! We have an addendum to the roster printed last month, from **Wayne Allen** and **Don LeJeune.**

Some of the units are still carrying their Santa Fe numbers.

| Santa Fe # | B&M # | Santa Fe # | B&M # |
|------------|-------|------------|-------|
| 4600 | 615 | 4648 | 632 |
| 4601 | 616 | 4650 | 633 |
| 4603 | 617 | 4652 | 634 |
| 4604 | 618 | 4655 | 635 |
| 4605 | 619 | 4657 | 636 |
| 4606 | 620 | 4661 | 637 |
| 4607 | 621 | 4665 | 638 |
| 4612 | 622 | 4667 | 639 |
| 4613 | 623 | 4668 | 640 |
| 4617 | 624 | 4669 | 641 |
| 4618 | 625 | 4670 | 642 |
| 4627 | 626 | 4673 | 643 |
| 4640 | 627 | 4674 | 644 |
| 4641 | 628 | 4675 | 645 |
| 4644 | 629 | 4676 | 646 |
| 4645 | 630 | 4677 | 647 |
| 4646 | 631 | 4678 | 648 |
| | | 4679 | 649 |

THE HUB DIVISION SPRING SHOW

State: Massachusetts

City: Framingham

Event: Spring Convention

Date: Saturday March 28, 1987

Location: Eagles Hall, Framingham, Park St.

Time: 10:00 AM to 5:00 PM with banquet at 5:30

Donation: members \$2.00, non-members \$2.50, children \$1.25, family max \$7.50; banquet \$8.50 pre-registered

Activities:

Dealers, displays, clinics, model contest, movies, modules, videos, etc.

Contact:

Peter Watson

65 Branch Rd.

East Bridgewater, MA 02333

Tel. (617) 378-3582

A Maine Central GP-7 has been repainted into Guilford colors and lettered for the Springfield Terminal, and numbered Springfield Terminal 10. From Wayne Allen.

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North Street (Salem, MA) construction pokes along this winter on the Massachusetts Bay Transportation Authority's new station. Lights are up on their poles and some paving went down before the snow fell. The metal-siding covered maintenance shed over a new spur track at the North Street end of the branch is to Peabody complete. It is difficult to see if anything is inside it, and there are track machines parked outside.

In Swampscott, the track is back in service on the new Burrill Street bridge at the station. The bridge incorporates high level platforms similar to others built during the service outage from the Beverly bridge. Work on the parking lot continues. **From Steven Butterworth.**

There are five "new" locomotives on their way to the Massachusetts Bay Transportation Authority property, and may even be here by now. They were on the Southeastern Michigan Transportation Authority (SEMTA), and their history is below. Thanks to **Bill Crawford.**

SEMTA purchased units 4908, 4915, 4950 and 4952 from GTW in 1977. Units 901 and 902 have been rebuilt from GP 9 to GP 10 models by Illinois Central Gulf Railroad, Paducah, Kentucky, 1979-80. Unit 905 is a former New Haven; Penn Central; Massachusetts Bay Transportation Authority; and Illinois Central Gulf GP 9, purchased by SEMTA in 1979, as a remanufactured unit. All units are 1,750 hp each.

(EMD is the Electro-Motive Division of the General Motors Corporation, LeGrange, Illinois.)

| Road No. | Built | Builder | Class | Comments |
|----------|-------|---------|-------|--|
| 901 | 1957 | EMD | GP 10 | ex-GTW 4908, rebuilt for SEMTA by Illinois Central Gulf in 1978 |
| 902 | 1957 | EMC | GP 10 | ex-GTW 4915, rebuilt for SEMTA by Illinois Central Gulf in 1978 |
| 903 | 1960 | EMD | GP 18 | ex-GTW 4950, to be rebuilt in 1983-84 |
| 904 | 1960 | EMD | GP 18 | ex-GTW 4952, rebuilt by Peaker Services, Inc., of Brighton, Michigan in 1981 |
| 905 | 1956 | EMD | GP 10 | ex-MBTA 7559 (What comes around, goes around! Ed.) |

N.H. RAILROAD PLANS COMEBACK FROM FIRE

New Hampshire's smallest railroad, seven miles and three employees, plans to rise out of the ashes left by a fire that destroyed all of its equipment. The Claremont & Concord Railroad operates in Claremont, shuttling freight for a half-dozen industries in the city. A fire recently destroyed the enginehouse, three engines, a crane, other equipment and its office.

The railroad is acquiring a special engine called a "trackmobile", which will allow it to move freight cars. The machine can be stored off the track, eliminating the immediate need for an enginehouse, which is used for storing diesel locomotives and keeping them from freezing. From the Boston Globe. **From Steven Butterworth.**

The following issues of the B&M BULLETIN are available:

| | | | |
|-----------------|------|-----------------|------|
| 1977: Summer | 2.00 | *1983: Summer | 3.25 |
| 1979: Spring | 2.50 | 1983: Fall | 3.95 |
| 1980: Fall | 3.25 | 1983-84: Winter | 3.95 |
| 1980-81: Winter | 3.25 | 1985: March | 3.95 |
| *1981: Spring | 3.25 | 1985: June | 3.95 |
| 1981: Fall | 3.25 | 1985: Sept. | 3.95 |
| 1981-82: Winter | 3.25 | 1985: Dec. | 3.95 |
| 1982: Spring | 3.25 | 1986: April | 3.95 |
| 1982-83: Winter | 3.25 | 1986: July | 3.95 |
| 1983: Spring | 3.25 | 1986: Oct. | 3.95 |

B&M Modeling Guide \$1.00

*Very limited supply left.

An additional charge for postage and handling the above must be included -

\$1.00 additional for orders totaling up to \$10.00.

10% of the total of the order when over \$10.00.

B&M/MEC Rail Motor Car Diagrams

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B&M Standard Track & Structures

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Minuteman Steam (Frye), Soft bound

\$6.95 + \$1.50 P&H = \$8.45

The B&MRRHS has learned of the passing of a member **Clarence Daniels, Jr.** of Temple, NH. We extend our deepest sympathy to his family and friends.

Boston & Maine Railroad Historical Society

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