



**REPORT OF THE 1987-1988  
NOMINATING COMMITTEE**

The Boston & Maine Railroad Historical Society Nominating Committee would like to present its slate of officers for the 1987-1988 elections:

- For President: **Scott Whitney**
- For Vice President: **Carl Byron**
- For Secretary: **John Alan Roderick**
- For Treasurer: **Albert Hale**

For Board of Directors:

- Ed Felton**
- Jeff Ursillo**
- one vacancy**

For Alternates to the Board of Directors:

- Dennis Adams**
- one vacancy**

Anyone who is interested in running for any position in the B&MRRHS is urged to contact any Society officer or Director as soon as possible. There will be open nominations from the floor at the North Conway meeting, after which nominations will be closed and the ballot prepared.

Respectfully submitted,  
**B&MRRHS Nominating Committee 1987**

**NEW HAMPSHIRE RAIL SYSTEM  
IN A STATE OF FLUX**

Both the state and private companies in New Hampshire remain ready to buy abandoned railroad lines whenever the major railroad owners operating in the state are prepared to sell. That time may not be far off, an analysis of New Hampshire's railroad situation suggests.

Locally, Ossipee-based New Hampshire North Coast Railroad is interested in acquiring more track, all the way to Rollinsford.

During the last few months, disclosures in Washington, in state government, and public statements by the key railroad officials all indicate the entire railroad situation in the region is volatile. Already armed with more than \$1 million to protect existing railroad corridors in New Hampshire, the state plans to seek up to \$4 million extra when the legislature next convenes. If approved, the money would be used to buy several different railroad rights of way, if the railroads finally get around to offering them. During the next few years, such action is considered likely.

The New Hampshire North Coast, for one, would like to expand operations. Right now the company owns some thirty miles of line extending from Ossipee into Rochester and trackage rights into Dover Yard. They are very interested in heading north into Conway and south into Rochester. The North Coast would like to expand south before north because of the super-growth and economic forces to the south of the shortline. There is traffic all the way out to Davidson Rubber in Farmington, and there are other shippers along the way.

The idea behind the North Coast was to run it as a cooperative, not necessarily as a profit-making venture. In effect, all the profit goes back into improving the railroad line. This makes it a cost-effective operation for the shippers.

Right now, the Springfield Terminal, a subsidiary of the Boston & Maine Railroad, is operating most of the Boston & Maine lines, which are owned in turn by Guilford Transportation Industries.

Only the New Hampshire North Coast has made use of the state's agreement to use state funds to repair and maintain track, along with

a pledge from the rail line to do the same with some of its own money. Other railroads have shied away from entering any such agreement because of the state's ten-year lien on track that is repaired and maintained using the state's assistance.

As for the state, it is the Railroad Administration that has the mission of monitoring the way in which the major railroad companies nationally are planning their own future. That same agency then measures the impact on the state. For New Hampshire, the key railroad is the Guilford-owned B&M.

Guilford Transportation, which since 1981 has purchased for more than half of the private rail lines in Massachusetts, New Hampshire, Vermont and Maine, may be in trouble. A series of articles in the Boston Globe and other publications including trade publications, all indicate trouble for Guilford. A successful labor strike has cost Guilford more than a third of its business, provoking the company to lay off about one half of its work force. Put plainly, railroad analysts paint a picture of a railroad in turmoil. GTI may be forced sometime in the next few years to abandon large portions of the rail lines it now owns.

Lines in New Hampshire that the state is looking at include the balance of the Portsmouth Branch, some ten miles of the Manchester to Lowell Branch and about 18 miles of the Hillsborough Branch from Wilton to Hillsborough. Other lines that are under consideration are about 8 miles of the Monadnock Branch from the Massachusetts border to Rindge, and the mile of track that extends from Seabrook to the Massachusetts border. All of these lines have been abandoned, but are not yet up for sale. **From Foster's Daily Democrat. From Joe Shaw, Steve Cook, R.B. Putnam.**

**Eight more EMD F40PH-2C's were ordered by the MBTA in late May 1987. The purchase price is \$15.2 million. There are now twenty-six F40's being built at LaGrange for the MBTA, and will be numbered 1050 to 1075. Narragansett Newsletter.**

**GUILFORD GLANCES**

Springfield Terminal's latest acquisitions from Boston & Maine stock are as follows: These units will be repainted and renumbered.

| Boston & Maine # | Springfield Terminal # |
|------------------|------------------------|
| 1803             | 45                     |
| 1804             | 46                     |
| 1806             | 47                     |
| 1808             | 48                     |
| 1817             | 49                     |
| 1821             | 50                     |
| 1825             | 51                     |
| 1826             | 52                     |
| 1848             | 53                     |
| 1754             | 44                     |

On June 6, POSE (Portland-Selkirk) was the target of vandals at Crescent, NY, and as a result the following units suffered damage: Springfield Terminal 617; Boston & Maine 313; Delaware & Hudson 650; and Springfield Terminal 638. The 650 took the worst of it and is questionable whether it will be repaired. The rest of the units will probably go to Billerica for repairs.

Delaware & Hudson 7420 is back in service from the Fitchburg wreck, and the other units involved in the wreck are being worked on, with the exception of the 364. **Don LeJeune.**

**The first of the new Massachusetts Bay Transportation Authority MBB passenger cars arrived on the Dutch container ship, Rosario, at South Boston's Conley Terminal on June 9, 1987. The four cars were cab cars 1500 and 1501; and coaches 500 and 501. A flatbed truck was used to move the cars from South Boston to Readville, there Enprotech will finish construction of these cars (all cars will receive their trucks there). Cab cars will be 1500 to 1533, the coaches will be 500 to 532. Narragansett Newsletter.**

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**Springfield Terminal 1411 (former B&M 803) shows off its recent repainting at Lawrence Yard recently.**

### THE B&MRRHS CROSSING SHANTY IS MOVED!

The shanty is ready to move. Volunteers had previously trussed it up with heavy lumber and made it ready.



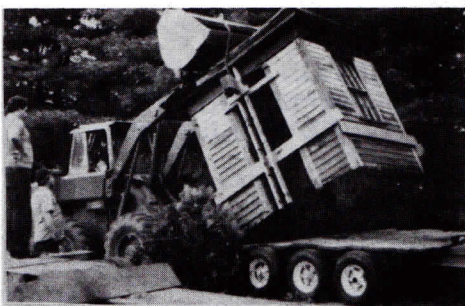
A chain was run across the roof to the supports and the scoop of the loader was attached to the chain.



Joe Shaw inspects the first lift. The floor, as expected, remained on the ground, but the rest of the shanty lifted with no problems whatsoever!



The shanty was then lowered onto the flatbed truck for transportation to its restoration location at Joe Shaw's house, 888 Greenland Road, Portsmouth, NH. The first work session has been scheduled for September 13, starting at 9:00 a.m. A barbecue grill will be provided, bring your own food and drink (non-alcoholic preferably). B&MRRHS Newsletter photos by Ed Felton.



Jeff Ursillo reports that the SPENO rail grinding train has been working on Massachusetts Bay Transportation Authority tracks out of North Station. The train returned to Boston Engine Terminal every night, and Jeff promised to try to provide us with photos for next month's Newsletter!

### GUILFORD TRANSPORTATION INDUSTRIES LOCOMOTIVE ROSTER

#### REPAINTING (ONEONTA SHOP) LIST #3

| New Unit # | Old Unit # | Date Painted |
|------------|------------|--------------|
| ST 616     | ATSF 4601  | 5-25-87      |
| ST 649     | ATSF 4679  | 5-25-87      |
| B&M 324    | B&M 324    | 5-28-87      |
| ST 1404    | B&M 1124   | 5-29-87      |
| ST 635     | ATSF 4655  | 6-3-87       |
| ST 1423    | B&M 1228   | 6-3-87       |
| ST 13      | MEC 574    | 6-5-87       |
| ST 1421    | B&M 1223   | 6-8-87       |
| ST 1422    | B&M 1224   | 6-8-87       |
| ST 1411    | B&M 803    | 6-10-87      |
| B&M 321    | B&M 321    | 6-12-87      |
| ST 1406    | B&M 1127   | 6-12-87      |
| ST 1401    | B&M 1120   | 6-16-87      |
| ST 644     | ATSF 4674  | 6-19-87      |
| B&M 326    | B&M 326    | 6-19-87      |
| B&M 315    | B&M 315    | 6-24-87      |
| D&H 7413   | D&H 7413   | 6-26-87      |
| D&H 652    | D&H 652    | 6-26-87      |

Bruce Curry.

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The Massachusetts Bay Transportation Authority will put out bids for the rebuilding of fourteen diesel units. Included in this order will be the 900 series former SEMTA units; the 1920 series former Burlington Northern units acquired via Chrome Crankshaft; and some of the FP10's. The 900 series and the 1920 series, Geeps, will have their EMD 567 power plants removed and have 500 kw Head End Power generators installed. They will be used as cab cars. **Narragansett Newsletter.**

Concerning the goings on on the Northern: Ballast trains have indeed been plying the rail between Concord and Gale siding (just north of Potter Place) as repairs were being done between Concord and Penacook. Some damage was done to the roadbed during the recent fiber optic cable laying project, and it was deemed less expensive to bring ballast from W. Lebanon to Gale siding by truck. Unfortunately, a couple of washouts prevented trains from going all the way to Lebanon thus quelling any hopes of catching a train up there. However, it has been quite some time since any train has moved above Penacook. Alas, by the time you read this the work will be finished.

Trackwork has been going on on the B&M's west end between East Deerfield and Snyders interlocking. Almost 50% of all ties are being replaced in the process. Track speeds are expected to be brought back up to their nor-



## The Railroad Archaeologist



**GHOSTS OF THE GHOST DIVISION!** At the junction of Route 27 and Route 125 in Epping, NH, stand these bridge pillars once used by the Worcester, Nashua and Portland Division of the Boston & Maine Railroad. Many such "ghosts" still exist along the former WN&P, and can make for a day of enjoyable "Railroad Archaeology"!

