

Boston & Maine Railroad Historical Society  
19 Incorporated 71

# NEWSLETTER

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Meeting/Membership Telephone Number (617) 628-4053

September-October 1997

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## — B&MRRHS CALENDAR —

- SEPTEMBER 19, 1997** An extra added special for our members, Dick Towle will be conducting a "Night Photo" session in Lowell at the #410. Be at the #410 on Dutton St., Lowell for 7:30 PM.
- SEPTEMBER 20, 1997** Our annual trek to Conway Scenic RR in N. Conway. The train through the Notch leaves PROMPTLY AT 11:00 am.  
There will be no regular membership meeting in Lowell.
- OCTOBER 11, 1997** The Society's Annual meeting will be held at the Boott Mills and the program will be a "Restoration of South Station" put on by Richard Nichols.  
Please note date change for this meeting.
- NOVEMBER 8, 1997** "Railroading of the MEC" will be presented by Bob Poore.
- DECEMBER 13, 1997** "Members Night"—bring slides (30 at least), videos or films. A slide projector and screen are provided.

*The Society regrets that the August program was cancelled. Also, unfortunately the October program originally planned to be presented by Ron D. Kerr will be rescheduled for a later date.*

**YOUR 1997-1998 B&MRRHS BALLOT IS ENCLOSED**

**DON'T FORGET TO VOTE!!**

DIRECTIONS TO THE LOWELL MEETING PLACE—at the traffic light near the Mogan Center, take a right or left depending on which way you come down French St., go past the little guard shack (Parking lot is on right—Boarding House Park is to the left), Walk over the trolley tracks and bridge. Into the courtyard, bear to the right and go to the end. The doorway will be lighted. Also look for signs.

Due to construction, parking is not allowed in the Courtyard as in the past—Sorry.

## A MESSAGE TO THE MEMBERSHIP

Communication to our membership is a vital necessity and there have been several concerns raised by the membership. The B&M Bulletin has been and will continue to be the crown-jewel of our membership benefit package. At this time, with deep regret I must inform you that Bulletin Editor John Alan Roderick is stepping down from his position as editor. John has been editor of the Bulletin for almost ten years and feels that the commitment to his family and job are leaving very little time to produce the Bulletin.

Our directors and staff are saddened by this turn of events, but as a volunteer organization our members also have to realize that their membership is not a magazine subscription where there are paid contributors producing continuous articles. The Bulletin does not contain any type of commercial advertisement, nor will the officers and directors let it happen unless the membership wishes to have a "paid editor" to produce the Bulletin.

The officers and directors have not shrugged off their duties, as a pro-tem committee has been formed to get the Bulletin back on track. John Alan Roderick will work with this committee as a consultant. For the past twenty-five years, our Society has had its ups and downs and you, the members, have been very supportive of the officers and staff in the past. Please be patient as we are all volunteers and we try to do our best.

Your notes to the Society have been noticed by all concerned and sometimes we may not be able to give an immediate response as there are 1300+ members. There are many mailings with the newsletter, catalog orders, historical inquiries, archival information and memberships—the few hands available can only do so much.

If you have requested a membership card please be patient as the summer months are our heaviest renewal months and the cards will be forthcoming as soon as possible.

The Directors would also like to apologize to the members who may have received duplicate renewal notices. Some members have also voiced that they did not receive any notice, if you were a member on the list you were mailed a notice.

One final note, some of our members have written that they have not received any type of communication from the Society. If you haven't been receiving anything please drop us a postcard or note in care of the Woburn PO Box so we can correct any problems.

Very Respectfully,  
*Paul T. Kosciolk,*  
*Chairman B&MRRHS*

### ELECTION NOTICE

Please note that the ballot for the upcoming elections is enclosed in this issue of the Newsletter. Please cast your vote, put it in a sealed envelope with the word "BALLOT" on it and enclose it in another and mail to the Woburn PO Box. If your ballot is not in a sealed envelope it will be considered null & void.

## HOBO/WINNIPESAUKEE FAN TRIP

June 21, 1997 saw 60 members and friends of the B&MRRHS along with members from the Salisbury Point RRHS journey to Tilton, N.H. to ride our chartered special to Lincoln, N.H. Due to ongoing track-work between the Northfield/Tilton freight house and Tilton our train was boarded at the local McDonalds. The train consisted of A WRR Alco, a former B&M Budd car, ex-Lackawanna coach and a former B&M caboose. A string of 14 privately owned caboose were on the train.

On board the train we were treated to coffee & donuts as the trip began. Our train traveled along the shores of Lake Winnisquam, through Laconia, the Lakeport draw and along Lake Winnepesaukee to the Weirs and to a brief stopover at Meredith.

After stretching our legs and taking photos we boarded our train and continued to on to Plymouth. Time at Plymouth for a photo run-by and a look into the restored depot. At Livermore Falls we cut the caboose off our train and continued north.

Lunch was then served and all day long the railroad offered complimentary drinks to make for a pleasant trip.

Upon arriving in Lincoln we were once again offered refreshments along with a surprise birthday cake for Ed Clark's daughter. Tours of the dinner train, including Granite Eagle Dome Car, the MBTA's snowplows and the shops. The H&W RRs along with the Clark family provided us with a very enjoyable day and our thanks go out to all involved.

*Trip Chairman,*  
*Jim Nigzus*

## HOOSAC TUNNEL EXPANSION STARTS

Monroe, Ma.---Work began on enlarging the five mile Hoosac Tunnel through the northern Berkshire hills. Colin Pease, vice president of Springfield Terminal Railroad, said that giant stone grinding machines will carve 15 extra inches of clearance from the tunnel's roof. This will allow large auto carriers and double-stacktrains to pass through the 124 year-old tunnel. Pease said the six-month project is the first major work on the tunnel since the 1950's when it was single-tracked to provide clearance for modern cars.

*(Boston Globe 8/24/97)*

### Thanks...

Thanks for this issue go to Matt Manzi, Maureen Hadley, Loring M. Lawrence, Steve Cook, Alden Dreyer, Mike Lennon, Donald Morrison, Justin Winiarz, John Osgood, Samuel Sayward, Dick Muse, Ellis E. Walker, Dick Soeldner, Peter Victory, Sanborn Worthen.

### Next Issue...

Deadline for the Nov/Dec. Newsletter is October 11, 1997. Please send all items to the Newsletter in care of the Woburn PO Box.

# WHERE THE SOCIETY'S MEMBERSHIP COMES FROM..

## STATESIDE

ALASKA	4	NEBRASKA	1
ARIZONA	6	NEVEDA	2
CALIFORNIA	25	NEW HAMPSHIRE	209
COLORADO	5	NEW JERSEY	24
CONNECTICUT	58	NEW MEXICO	1
DELEWARE	1	NEW YORK	56
WASHINGTON D.C.	1	N. CAROLINA	7
FLORIDA	38	OHIO	10
GEORGIA	3	OREGON	3
IDAHO	1	PENNSYLVANIA	21
ILLINOIS	17	RHODE ISLAND	10
INDIANA	3	S. CAROLINA	5
IOWA	2	S. DAKOTA	1
KANSAS	1	TENNESSEE	3
LOUISIANA	2	TEXAS	10
MAINE	65	VERMONT	29
MARYLAND	11	VIRGINIA	18
MASSACHUSETTS	564	WASHINGTON	11
MICHIGAN	13	W. VIRGINIA	1
MINNESOTA	4	WISCONSIN	3
MISSOURI	5		

## CANADA & FOREIGN

CANADA	11	SWEDEN	1
AUSTRALIA	1	SWITZERLAND	1
BERMUDA	1	U. KINGDOM	8
GERMANY	1		

## FALLEN FLAGS

### O. Martin Hansen

1906 - 1996 -- retired Signal Dept. of the B&M RR. Mr. Hansen began his railroad career on the New Haven RR in the signal dept. He was Foreman of the Terminal Div. Signal Crew and he and his crew were a familiar presence on the Western Route in 1945 when the Style B Semaphores were replaced by Searchlight signals. Among other projects that Mr. Hansen and his crews worked on and left an imprint were the Salem Tunnel reconstruction, innumerable highway crossings, the lengthy Waverly grade separation project and many others. As a foreman he set high standards for documenting circuit changes in the field.

### Clayton H. Pevear

97 years of age. Mr. Pevear was a firefighter in Lynn, Ma. but is probably best remembered by many North Shore residents as the engineer of the train ride at the Salem Willows.

## LOWELL FOLK FESTIVAL

I would like to take this time to thank everyone who helped make the Society's exhibit at 1997 Lowell Folk Festival a success. This is a major event for the B&MRRHS which gives us so much positive exposure. We are proud of the professional image we continue to display.

B&M steam engine #410 continues to attract many visitors. Many people noticed that we have added many parts to the engine since last year along with a new paint job. Many folks complimented that the combine's fresh coat of paint made it more attractive. The #410 has become one of the most photographed displays in the park.

Attendance was down from previous years (the entire Festival), 2,983 people made their way through the combine.

Thanks to all who helped and let's continue the effort. The Society once again created an impressive display and generated goodwill with the public.

Arnold Wilder, John Goodwin, Rick Conard, Joe Shaw, Fred and Quesen Brown, Dick Nichols, Jim Byington, Dan Hyde, Paul Kosciolk, Buddy Winiaz, Ed Felton, Russ Monroe, Miké Basile, Sandy Shepherd, Peter Victory and William Longmaid.

*Sincerely,  
Jim Nigzus*

## B&M 3713 UPDATE

After almost two years since plans were announced to restore B&M #3713, the L&WV Chapter and National Park Service have begun work. Steamtown crews have moved the locomotive to a section of the shops where they removed the handrails and all other materials from the outside jacket. Each item was photographed and tagged for proper placement when the restoration is completed.

The task of removing the asbestos from the locomotive has begun and a protective air-tight shelter has been built so that not even the tiniest particle of asbestos can escape. And workers must wear environmental suits to do the job.

The asbestos is soaked with water, then removed and placed in bags for proper disposal in an approved landfill. Cost of the project is \$23,000 which will be paid from proceeds of money raised from an ongoing fund-drive. The removal will permit a thorough mechanical evaluation to determine the condition and what work needs to be done so the locomotive can operate.

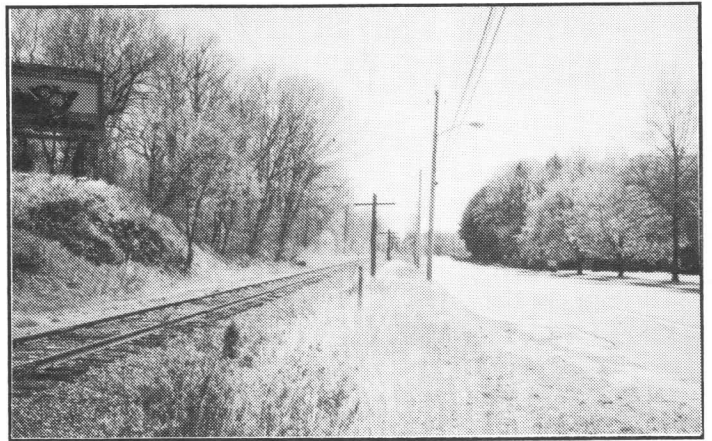
Those wishing to contribute to the restoration project may do so by sending donations to:

LOCOMOTIVE RESTORATION FUND  
LACKAWANNA & WYOMING VALLEY R.H.S.  
P.O. BOX 3452  
SCRANTON, PA. 18505-0452

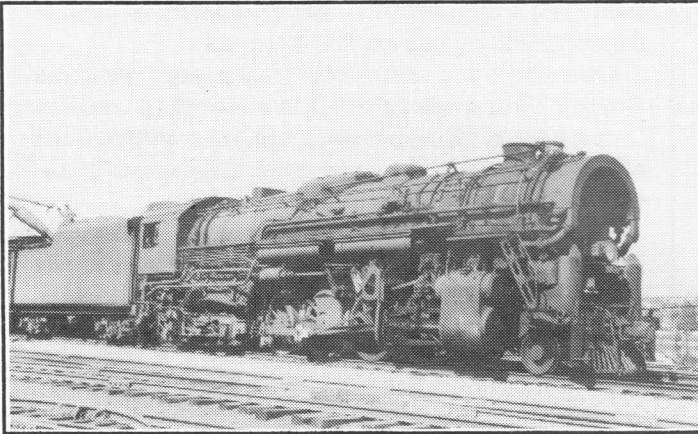
*(From the L&WVRRHS "Laurel Lines" Newsletter and flyer)*

## UPDATE!

Pt. 1 On the back cover of Bulletin Vol. XX #2 was a photo and a text submitted by Scott Whitney, "(Almost) A Mystery Photo." Member Carl Libucha has sent an updated photo of the same site (1995). Gone from the original is the gas station, the track along the roadside and the double track is now single. The billboard has been moved across the street and trees have grown covering the building in the background, that is if the building remains today.

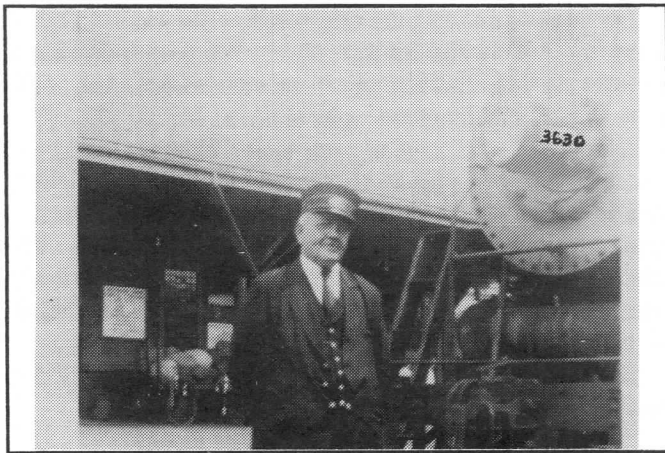
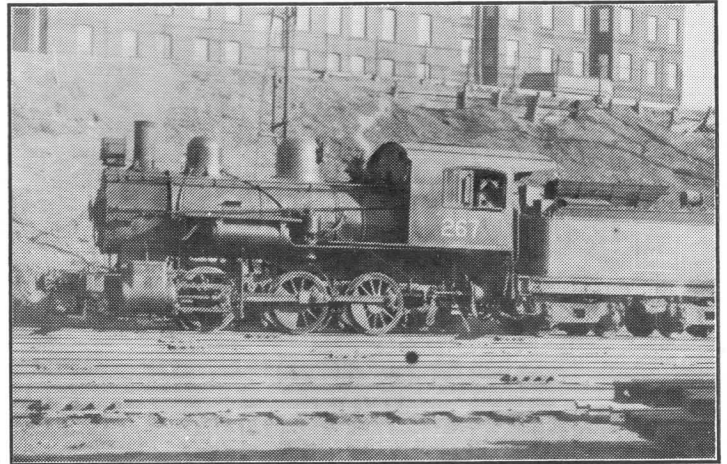


Pt. 2 An update on the location of the "Lion" from last issue. As of January 1986, custody of the Lion was transferred to the Maine State Museum located in Augusta, not in Orono. She is set against a background mural of the Machias area. The Museum is open Mon-Fri 9 - 5, Sat 10 - 4, Sun 1 - 4. Closed Easter, Thanksgiving and Christmas. Admission is \$2.00, seniors over 59 and children 6 - 11 \$1.00



## MYSTERY PHOTO

The photo at right was sent in by John Osgood. Any guesses may be sent to the Mystery Photo in care of the Woburn PO Box.



Is there anyone in the membership who recognizes the photo of the B&M conductor? It was taken at Ashburnham, Ma. Sept. 13, 1941. The locomotive is P-2-a #3630. Please send responses to the Woburn PO Box or contact Harry O. Bateman at 47 Lake St. A-305 Gardner, Ma. 01440 or at 508-630-4578.

### THE INTERCHANGE

FOR SALE - DUPLICATE B&M PAPER, B&M Bulletins (Vol. 6 #3 & #4), various annual reports (1851-1962), employees timetables (1937-1971), labor & rules schedules, all 284 issue of B&M employees Magazine and some public timetables.

Mention Society Membership for extra consideration.

Contact Alden Dreyer, 91 Reynolds Rd., Shelburne, MA 01370-9715

**B&MRRHS Silver Anniversary  
Commemorative HO-Scale Caboose Kit**

Using the popular N-5 style caboose produced by Bowser, we have had a LIMITED PRODUCTION run of these spiffy looking vans done in maroon with gold lettering complete with a custom designed stylized "Minuteman" herald surrounded by a ring of stars and B&MRRHS insignia. This commemorative model is sure to become a collectible.

*\$13.95 + \$3.50 P&H (P&H good for up to two kits)*

**VERY LIMITED QUANTITIES LEFT!**

**SAFETY FIRST! TEE SHIRT**

Back by popular demand! This time we are offering this shirt in black with white lettering. There are also a VERY limited number of sky blue with white lettering versions remaining, although not all sizes are available. If ordering, please include alternate color preference

Made in USA and available in Medium, Large, X-Large and XX-Large.

*\$9.95 + 3.50 P&H Up to 2 shirts may be shipped for \$3.50*

**BOSTON-MAINE AIRWAYS**

You can no longer fly B&M Airways' Stinson Tri-Motors to Bangor or St. John, but this striking tee-shirt will help you relive that exciting era.

Printed in Orange and Black on White, you'll be the hit of the flight line or the photo line with this colorful tee designed by our own Richard Symmes. Made in USA and available in Medium, Large, X-Large and XX-Large.

*\$9.95 + 3.50 P&H Up to 2 shirts may be shipped for \$3.50*

**!! NEW BOOK !!**

**CAPITAL CITY  
STREETCAR DAYS**

Written by famed trolley author and historian O.R. Cummings, this book tells the story of the Concord (N.H.) & Manchester Electric Branch, the Concord Electric Railways, and their predecessors from the years 1878-1933.

This was one of the few electric operations in New England which came under the B&M mantra. A definite "must-have" for any B&M and traction fan!

\$12.00 each, plus \$2.50 P&H per book.

**Boston and  
Maine**

**Shadow Script Sweatshirts – Tee-Shirts!**

You can turn back the thermostat and the clock as you recollect the era of name passenger trains pulled by sleek Pacifics on the Boston & Maine in one of these heavy 9 oz. 50/50 blend Sweatshirts. Black with red and gold herald, these promise to be a big hit with the winter railfan. Made in USA and available in Large and Extra Large for \$19.00 each plus \$3.50 P&H (for up to 2 shirts) or in XX-Large for \$21.00 each plus \$3.50 P&H (for up to 2 shirts)\*

**Tee-Shirts:**

Same color and style as above, except in a quality Tee-Shirt. Available in sizes adult M-XL \$9.95 each plus \$3.50 P&H (for up to 2 shirts) or in adult XXL for \$10.95 each plus \$3.50 P&H (for up to 2 shirts) \*

**McGinnis-Era B&M Tee-Shirts**

Features the McGinnis herald in white and black on a blue shirt. Available in sizes adult M-XL \$9.95 each plus \$3.50 P&H (for up to 2 shirts) or in adult XXL for \$10.95 each plus \$3.50 P&H (for up to 2 shirts) \*



\*Note: There is NO SALES TAX ON CLOTHING in Mass.

**B&M 410 Restoration Effort**

*Help support the ongoing cosmetic restoration of 0-6-0 No. 410—All proceeds from the sale of the items advertised below go directly to the 410 Restoration project.*

**PATCHES**

410 "Manchester Locomotive Works" Cloth Patch

2 1/2" Round embroidered cloth sew-on patch. Blue with silver trim. \$2.50 each plus .50 P&H (up to 3 patches)

**TEE-SHIRTS**

Screen printed front and back with original drawings, sketched at Iron Horse Park by our friend Sandy Shepard, these distinctive shirts are available in either Ash (light gray), Jade Green, or Paprika.

Sizes M (Jade Green only), L, XL and XXL \$12.00 plus \$3.50 P&H (up to two shirts or per one shirt and one hat combination).

**BASEBALL HATS**

Made in U.S.A. Blue with custom-embroidered 410 logo, Manchester Locomotive Works, B&M Lowell on front. Available in the following styles:

Corduroy-\$13.00 Twill-\$12.00 Mesh Blue-\$12.00

All hats are "One-size-fits-all". Please add \$3.50 P&H (for up to two shirts, or per one shirt and one hat combination).

**PLEASE USE THE ORDER FORM ON THE REVERSE SIDE TO ORDER ANY ITEMS ON THIS PAGE**



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## SIDINGS

Member Thomas Pearson reports that the former B&M *Salisbury Beach* will not be making the trip east in September as reported in the last Newsletter. This is due to much needed work. Hopefully, in the spring of 1998 it will head to the Washington, D.C. or Northern Virginia area for the warm months and maybe a trip or two up north to Boston.

\*\*\*\*\*

In the last issue of the Newsletter it was cited that the Milford & Bennington in New Hampshire was shut down for tax reasons. Fortunately this is not true; the shortline is alive and running. After speaking with Larry Hawkes of the Atlantic States Limited, he confirmed that this was not true and I regret any inconvenience this may have caused.

\*\*\*\*\*

Recently in the Boston Globe the subject of how Boston got it's nickname "The Hub" arose. "As of January 1850, the seven largest railroads that ran out of Boston were the Boston & Maine, The Eastern, Boston & Lowell, Fitchburg, Boston & Worcester, Boston & Providence and the Old Colony." Thus radiating in a wagon wheel configuration according to B&MRRHS member Ron LeBlond.

And Rich Little. (not the impressionist) states, "that as of 1865 as many as ten railroads served Boston in the capacity but within 30 years these railroads were either merged or dissolved into three systems, Boston & Maine, Boston & Albany and the New York, New Haven & Hartford."

\*\*\*\*\*

Sperry Rail car #138 was spotted on the MBTA's/Guilford Western Route in Lawrence on July 12, 1997.

\*\*\*\*\*

South Portland, Me.--Guilford #288, the last U23B was spotted at Rigby Yard on July 20, 1997 by your editor. This is the last U23B on the system and is a former D&H #2309.

\*\*\*\*\*

Salem, Ma.--Commuter service was interrupted recently in the Salem train tunnel when two adults and a youth were seen walking into it. After shutting down train service police entered the tunnel and located the three persons. Arthur Hui 19, Andrew Migneault 18 and a 15 year-old juvenile were charged under a state law "prohibiting trespassing on railroad property."

(Salem Evening News)

\*\*\*\*\*

Danvers, Ma. --A meeting of a "bike path committee" took place in July for consideration of obtaining grants for using sections of former Boston & Maine branchlines for bike and hiking paths in the town of Danvers. One path could be used to go from Danvers to the Topsfield Fair grounds, a distance of approximately six miles or even further.

(Salem Evening News)

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The NH Northcoast RR now has all it's units painted in the green, gold and black color scheme thus leaving no "grey ghosts" to be seen.

\*\*\*\*\*

Several issues back I was sent information that the rails on the former Easter RR/Boston & Maine Eastern Div. were taken up. Then I had a report that it was not true. Well I was challenged to find out for myself. And yes indeed the rails from Rt. 101 west (south) to Seabrook have indeed been pulled up. There were vehicles on the right-of-way

and people were fishing from the deck bridge. And speaking of the line several boxcars were seen just east of the Rt. 27 bridge in Hampton on June 28, 1997 by your editor.

\*\*\*\*\*

Concord, N.H. --A hearing was set for August 6, 1997 for the "sale of stock" for a scenic railroad from the Mass.-New Hampshire state line on the old Eastern route to Hampton, N.H. The venture is headed up by Thom Mead, president of the Seacoast Scenic Railroad, based in Marblehead, Ma..

Administrator Christopher Morgan of NHDOT, said that initial plans call for the state of N.H. to acquire the tracks, using state and federal funds. Morgan said of Mead's proposed use of the tracks, "It's probably a good thing! It will help keep the rail lines open, and the track will be maintained."

This was first reported in the March-April 1997 issue of the Newsletter.

Ed. Note: If I'm correct there is no track to maintain from the Hampton Circle on Rt. 1 (west / south), except in small spots in Seabrook, all the way into Newburyport, Ma.

(Condensed from several newspapers)

\*\*\*\*\*

Lawmakers warned that Amtrak could face bankruptcy under a House-passed bill to provide more than \$42 billion for transportation programs in fiscal year 1998. Amtrak funding was the only open dispute as the House voted 424-5 to approve the bill that significantly boosts funding for aviation and highway safety measures.

(Boston Globe)

\*\*\*\*\*

While in Vermont recently I noticed that the semaphore signal at the Center Rutland station has been removed.

\*\*\*\*\*

Guilford unit #371 ex-NS GP-40 was seen in Salem, N.H. on what remains of the former Manchester & Lawrence Branch, August 5, 1997 with two covered hopper cars.

\*\*\*\*\*

The former B&M station in Merideth, N.H. has been razed. The station suffered a fatal fire a few years back.

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## FILE THIS UNDER-- WHAT RAILROAD?

A parcel of land in Concord, Ma. is being foreclosed and mention is made that "subject to the right of the Fitchburg Railroad Company, their successors and assigns, to keep and maintain an adequate through portion of said premises." The Fitchburg Railroad?????

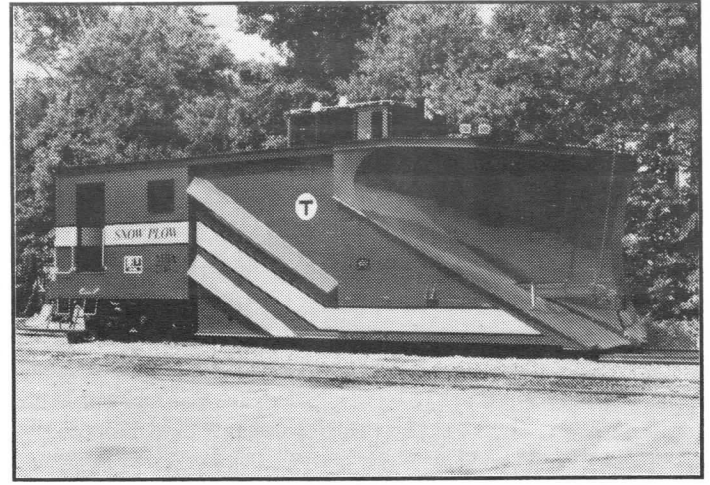
(Concord Journal)

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## ADTRANZ FLEXLINER DEMO

From August 4, 1997 through the 28th, the MBTA tested the European-style Flexliner Train on the Fitchburg Line. The Flexliner provided service Monday through Friday during the morning and afternoon rush hours in addition to regular service.

(MBTA Flyer)



(Left) Hobo RR ALCO #1008 with coaches and string of cabooses at Plymouth, N.H. (Right) "T" snowplow at Lincoln, N.H. in orange with yellow stripe and black edging, Hobo RR did the shop work on this and another plow for the MBTA.

(Both photos by Brian Bollinger)

## UPCOMING EVENTS OF INTEREST...

- SEPT. 13, 1997      The Smith-Thompson Model RR & Railroiana Show in conjunction with the 5th annual Glory Days of Railroading in White River Jct., Vt. Hours 10-5, Fares Adults \$2, under 12 yrs. \$1 and Family pass \$5.
- SEPT. 20, 1997      SEPT. 20, 1997 B&MRRHS Day at Conway Scenic RR in N. Conway, N.H.
- SEPT. 27, 1997      SEPT. 27, 1997 "Northern Vermont Excursion" hosted by 470 RR Club. Tickets are \$58.00 call 207-767-2271 (7-9 PM), E-mail: Jerry4ins@aol.com for further info.
- OCT. 4, 1997        OCT. 4, 1997 "Fall Foliage Excursion" by MassBay RRE \$60.00 Adults Children \$33.00 or write to MassBayRRE P O Box 4245-BV Andover, Ma. 01810-0814 for info.
- OCT. 18, 1997      OCT. 18, 1997 23RD Annual Railfans Day at Conway Scenic RR. Activities, flea market, special runs, equipment demonstrations and other activities.
- OCT. 18, 1997      OCT. 18, 1997 "CP Lyndonville Excursion" from St. Johnsbury to Canadian border for \$58.00 includes box lunch. Call 617-489-5277 or CrawfordWm@AOL.com for information.
- NOV. 22, 1997-      Wenham Museum, 132 Main St. Wenham, Ma. Train Exhibit 10-4 weekdays 1-5 weekends. FARES:  
FEB. 1, 1998      Weekdays Adults \$4 Srs. \$3.50 Children \$2 (2-14) Weekends Adults \$5 Srs. \$4.00 Children \$2 (2-14)

## GUILFORD RAIL SYSTEM ROSTER

OWNER	MODEL	ACTIVE UNITS	NUMBER	OWNER	MODEL	ACTIVE UNITS	NUMBER
ST	GP-7	10,12,15,25	4	MEC	UB18B	404, 406, 407	3
ST	GP-9	45,51,52,54, 62,71,72,77	8	MEC	SD-40	600, 601, 603, 604	4
ST	GP-35	200 -- 216	17	ST	SD-26	615, 619, 620, 621, 643	5
B&M	GP-38	252	1	ST	SD-45	684	1
MEC	U23B	288	1	B&M	SD-39	690, 692	2
MEC	GP-40	300-304, 306-308, 310-314, 316-318, 320	17	ST	SW-1	1400	1
B&M	GP-40	326-330, 332-335, 337, 339, 340,342	13	ST	SW-9	1424	1
MEC	GP-40	343-355, 370-375	19	TOTAL ACTIVE UNITS (AS OF 6/97)			96

B&M GP-7 #470 has been deleted due to a fire and has been cut-up at Waterville, Me.

(From the "Unofficial Guilford Page")