

P.O. Box 2362, Harwood Station, Littleton, MA 01460

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MARCH 1984

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Opinions expressed in the signed columns contained in this Newsletter are the opinions of the authors of those columns and do not necessarily represent the opinions of the Society, its Officers or members with respect to any particular subject discussed in those columns.

B & Meeting

**NEXT MEETING
MARCH 10, 1984
1ST UNITARIAN
CHURCH
WOBURN, MA.
8:00 P.M.**

Entertainment will be provided by Mr. Al Hale, who will present movies of current snowplow action in Canada, and also black & white movies of B&M and other steam action in the 1930's to 1950's.

APRIL 14, 1984

Our Annual Meeting with the Mass Bay area. Entertainment will be provided by Mr. Chuck Crouse, who will show slides of action on the Chicago, South Shore & Sound Bend.

MAY 12, 1984

Program not available at press time.

MAY 23, 1984

BMRRHS first Banquet/Meeting. Tentative plans are to have the banquet in the Woburn area, and featuring a guest speaker. More next month.

JUNE 9, 1984

Program to be announced.

JUNE 24, 1984

"Amesbury Days" Celebration at the Bartlett Museum in Amesbury, MA. Features of the day will include a softball game with the Bartlett Museum staff, railroad videotapes (bring 'em if you got 'em) and other events for the entire family.

Should it become necessary to cancel a B&MRRHS meeting due to inclement weather, announcements will be made on radio stations WBZ, WROR, WHDH, and WEEI throughout the day.

The first official Steamtown move toward Scranton occurred Jan. 30 when engine 2317 and a few cars were deadheaded out from Bellows Falls. The B&M sent up GP-40-2 #305 to pull the train.

In keeping with Green Mt. Railroad's reputation of late as the place to watch, when B&M 305 arrived at Bellows Falls it headed east over the diamond and took a ride on the turntable at North Walpole.

Not but a couple of days later Vermont Railway GP-9 751 arrived on the property for a couple of days of trials. GMRC S-4's 303 and 305 are in storage outside of the shops in lieu of possible sale toward new power.

Two B&M locomotives were recently sold to the Pioneer Valley Railroad. These are the RS-3 1547 (the one we were all wondering about for so long) and the SW-1 1130 and both are to be used as parts supplies for other PV engines.

Many B&M trains are losing their buggies and gaining new crew members named Billy The Brakeman. One place where this works to a great advantage is trains bound for Selkirk yard in New York. The move there involves reversing the train's direction at Rotterdam Jct.

In addition to the MBTA, two other railroads have or will acquire ex-Burlington Northern GP-9's. These are the Vermont Railway and neighboring Central Vermont. The CV unit may be already seeing service as you read this.

Contributors to the newsletter this month were: John Osmun, Steve Myers, John Callahan.

The Boston & Maine lists the following locomotives for sale:

44-Tonner

119 (sold to Claremont & Concord 1/84)

SW-8's

800, 802, 804, 805, 806 (Lawrence switcher as of 1/17/84), and 807.

SW-1's

1115 (currently at Waterville), 1117, 1118 (currently at Rigby), 1119, 1121, 1128, 1130, 1131.

NW-2's

1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1211, 1212, 1213

SW-9's

1221, 1225, 1226, 1227, 1230, and 1231.

Alco S5m's

1280, 1282 and 1283.

Alco S3

1178

F7's

4265B, 4266B, 4267B, 4268A and 4268B.

From Wayne Allen.

INTERCHANGE

TO OUR MEMBERS:

The B&MRRHS has for over a decade grown and continued to expand its services and activities beyond the B&M BULLETIN and NEWSLETTER around which the Society is organized. Three books have been published. Sales of New England railroad publications and HO kits were added. We are directly involved in the effort to restore B&M 0-6-0 No. 410 for permanent display by the State of Massachusetts in Lowell. The Society's first railroad show was held last October, and was so successful that a two-day show is planned next Fall. Our archives have become a national magnet for northern New England railroad material including much from the railroads themselves. Additional activities are being considered for the future.

There are two common denominators to all this activity - volunteers and money. The former is generally a scarce resource, but the B&MRRHS has been blessed with an unusually loyal and energetic group of volunteers. (We can ALWAYS use more, and more will be essential if we are to be successful at adding more services and activities.) Financial strength, however, is also a necessity if expansion is to continue. In the past we have attempted to add activities which would enhance our income or at least pay their own way thereby reducing the frequency of dues increases. Unfortunately, that strategy is no longer working. The escalating costs of the publications and general administration of the Society have eaten up the gains made in other areas. Diversion of further revenue to the publications and/or administration will ultimately limit the potential of important functions such as the archives if something isn't done to correct the situation. Additionally, the Board of Directors has heard the members concerning the erratic publication schedule of the BULLETIN, late arrival of the NEWSLETTER (usually AFTER the meetings described in the NEWSLETTER) due to our use of Third Class bulk mail. A paid BULLETIN editor has been hired with the cover price of the BULLETIN raised to partially offset this cost. Work is already underway to get the BULLETIN back on the tracks. The second issue has been resolved by a decision to begin mailing all NEWSLETTERS First Class Mail beginning with the June 1984 issue.

These two additional expenses plus continued cost increases in other areas have left the Board no choice but to raise the dues effective with renewals for the 1984-1985 membership year. The new rate for annual members will be \$17.00 in the U.S., \$19.00 in Canada, and \$22.00 for all other foreign members. In addition, two new classes of membership, *Contributing Member* (\$32 in U.S., \$34 in Canada, \$37 foreign), and *Corporate Member* (\$100/\$105/\$110) have been added in an effect to further supplement revenues.

Raising dues is always a painful action, but one which must periodically be taken if the Society is to continue functioning effectively. The increase carries with it a responsibility on the part of the Society's officers to get the BULLETIN back on schedule (we are committed to getting at least two of the 1983-1984 BULLETINs published before June 30 with the remainder to follow by September); get the NEWSLETTER to you in a timely manner; and to insure that our money is wisely spent. While we have not had a dues increase since 1979 which we think speaks well of our efforts to establish other sources of revenue, we want to insure that our next increase is as

far in the future as possible. Were we not to enact the increase at this time, however, we feel that the quality of our publications and services would soon begin to suffer. Should you wish to respond in writing to the Board's action, you may do so by addressing your correspondence to the INTERCHANGE column in which this announcement appears. Your response should be mailed to:

INTERCHANGE
B&MRRHS
P.O. Box 2362, Harwood Station
Littleton, MA 01460

Forrest Mack
Chairman
B&MRRHS Board of Directors

OOPS...

In listing the volunteers for the B&MRRHS Railroad Extravaganza in the December Newsletter, we forgot to list Dave Albert and Gordon and Ellie Lang, who traveled over 150 miles one way to help out at the show. Our apologies, Dave, Gordon and Ellie.

FIRE CLOSES NORTH STATION FOR MONTHS

Commuter train service in and out of North Station will be halted for several months because of January 20th's fire on Charles River Piers that carry the tracks into the station.

MBTA General Manager James F. O'Leary said engineers will begin planning to reconstruct the piers, which he said were destroyed by the fire. He said train service into North Station will not resume until the piers are reconstructed. A temporary terminal has been established on the north side of the pier area, and passengers are being relayed from trains by bus to MBTA transit lines.

"Our goal is to restore service as quickly as possible," O'Leary said, adding that steps will be taken to improve transfer points to the Orange and Green lines for the thousands of commuters from north and west of Boston. He estimated the damage at between \$6 and \$8 million. There apparently has been no damage to the two 55-year-old drawbridges

that carry the tracks over the river to the asphalt-covered piers and then into the station. He said only the pier area near the Spaulding Rehabilitation Hospital was destroyed, noting that some of the pilings had been put into place over 100 years ago.

Perini Construction Co. engineers and workers were called in by the MBTA to begin removing the piers, some of which were still smoldering several days after the fire of undetermined origin. O'Leary said heavy equipment, including backhoes and front-end loaders, has been brought in to remove the track and piers before reconstruction starts. Two cranes mounted on barges have been brought from Gloucester to assist in the demolition and reconstruction.

Eight-eight trains normally go in and out of North Station each weekday, however on Saturday and Sunday, the number is considerably less. The station serves four commuter lines. The commuter trains are operated by the B&M under a contract with the MBTA.

Immediately after the fire, MBTA and railroad officials met to determine the most efficient way of serving the passengers until the North Station area destroyed by the fire can be restored. Some trains have been ending in an area just north of the bridge, and then passengers were being transferred by bus to nearby MBTA stations. **From the Boston Globe. Submitted by Capt. William Frappier, Bill Crawford & William O'Connor.**

The Vermont Railway ran its first train over the Rutland and Whitehall branch, formerly D&H, now owned by the Clarendon & Pittsford, on August 18, 1983; it has been running the oil train (unit tank train) over the line since mid-September.

In more Vermont Railway news, the Vermont is getting two more engines, a GP18, ex-Toledo, Peoria & Western #600, a chop-nose, will be VTR 801; and SW1500, ex-TP&W #304, built in 1968, with only 60,000 miles on her, will be VTR 502. She has m.u. capability. Also RS3-s 601 and 605 have gone to the Battenskill Railroad via a leasing company. VTR 603 and 606 are up for sale. **From the 470.**



An overall view of the "interim" facility constructed by the MBTA after the North Station fire. This view from the old Prison Point bridge shows the filled-in yard tracks, and the temporary tent-shelter to the right of the tracks.

**RIDE "THE RUMFORD ROCKET"
SATURDAY, APRIL 28, 1984**

For the first time in almost thirty years, you can ride a passenger train to RUMFORD, MAINE. Join Massachusetts Bay Railroad Enthusiasts in another of its rail excursion adventures to the far reaches of New England, this time to the lumbering and paper-making town of Rumford. Our specially-chartered, diesel-powered excursion train will operate **one day only**, leaving at 8:00 a.m. on Saturday, April 28, 1984, from the site of the former Portland Union Station in downtown Portland, Maine. It will follow the Maine Central Railroad Company's Lower Road Main Line to Royal Junction, continuing over the Back Road Main Line to Leeds Junction, and finally traversing the Rumford Branch through Livermore Falls, Gilbertville, and Dixfield. This will be the first passenger train open to the public to operate to Rumford (91.20 miles from Portland) since regular passenger service was discontinued in 1955. The train is scheduled to return to Portland at approximately 6:00 p.m.

Equipment for this excursion will be coaches from the Maine Central - Guilford Transportation Industries' official inspection train, and power will be MeC - GTI GP-9 locomotives. This will be the first time that this equipment will be available for the general public to ride. We hope to schedule at least one photo stop/movie run-by in each direction.

Due to the **extremely limited seating capacity** of this train, passengers are encouraged to avail themselves of our one-way-bus/one-way-train options, which will open this trip to the greatest possible number of passengers. Two bus options will be offered: The "Direct Bus" - with a running time of approximately two hours each way between Portland and Rumford, and the "Photo-Chase Bus" - with running time of approximately four hours. The "Photo-Chase Bus" in each direction will follow the train, stopping as often as possible to allow passengers to photograph the train as it passes. More info: **Contact Mass Bay RRE. P.O. Box 136, Ward Hill, MA 01830.**

One of the Burlington Northern geeps is running on the northside, specifically on the New Hampshire mainline to Lowell. Also, those ex-CP Rail RDC's are showing up regularly on the northside, they retain CP colors for now.

The Vermont Railway has been rumored to or has already mothballed all its Alco power, with two units to be sold to the Battenkill Railroad in Eagle Bridge, NY. The Vermont has picked up four ex-Burlington Northern geeps, which may already be on the property; the first unit is lettered CLP 752, still in BN colors. CLP is the Clarendon & Pittsford Railway.

Pittsburgh & Lake Erie engines 2804, 05, 10, 11, 14 and 15 were running on a Mount Tom coal train in late December. Some of the P&LE power was still at East Deerfield on New Years weekend. Apparently, they'll be regular power on these Mount Tom trains. Incidentally, these trains are now being handled P&LE-D&H-B&M instead of Conrail-B&M.

Maine Central RS-11 802, after a brief stint on the Green Mountain testing and working on the Boston & Maine, is now stored unserviceable at Waterville. The 801 is already retired. **From the Narragansett Newsletter.**



Ex-Burlington Northern GP9 1921 rests between runs at the "interim" North Station. Unit is still in BN green, with only a small "T" decal under the cab window to identify the new owner.

B&M 4-6-2 RAFFLE!!!

The B&MRRHS will be raffling one Elesco and one Worthington version of Overland Models Ho Brass B&M P-2 Pacific on MAY 12, 1983. Tickets are \$1.00 each and may be found in the flyer enclosed with this NEWSLETTER. To be sure your ticket(s) are properly entered, they must be received at the following address NOT LATER THAN MAY 7, 1984.

**B&M P-2 Raffle
B&MRRHS
P.O. Box 2362
Harwood Station
Littleton, MA 01460**

Friday, January 20, 1984, was not a great day for the Boston & Maine. Early in the morning, the piers leading into Boston's North Station burned due to ancient wiring, putting one of the busiest rail terminals in the Northeast out of commission for at least nine months.

Later that afternoon, about twenty-five cars of B&M freight MERU derailed at Andover, Mass., tying up a section of the heaviest-traveled track on the Boston & Maine. No, it wasn't a good day at all.

In the midst of all this chaos, however, one could not help but notice the professionalism exhibited by both Boston & Maine and MBTA personnel in implementing emergency procedures during these crisis.

During the day on Friday, a temporary facility was put into place just north of the North Station drawbridges, had arranged MBTA bus transfers from trains to subway stations, and within a week had set up "permanent" facilities and transfers directly to subway stations, eliminating the need for bus transit altogether.

Meanwhile, up in Andover, within hours of the derailment, crews were already on the scene, and had begun to clean up the derailed cars. The next morning, installation of "snap-track" had begun, and within thirty hours of the original derailment, trains were rolling through Andover again.

Unfortunately, "service interruptions" are a problem that every railroad has to deal with,

but we could not help but be impressed with the way the railroad personnel, MBTA service people, even the utility companies handled the emergencies efficiently and professionally. Well done.

**DELAWARE & HUDSON RAILWAY
JOINS GUILFORD FOLD**

James LaRocca, New York state transportation commissioner, and Timothy Mellon, Guilford Transportation Industries president, signed agreements ending two and one-half years of negotiating and making Guilford the second largest railroad in the northeast, after Conrail.

The Federal Railroad Administration helped make the acquisition possible by agreeing to forgive \$75million in debts owed by the Delaware & Hudson as long as the railroad continues to operate. Pennsylvania also agreed to continue its program of operating subsidies. New York officials have agreed to invest \$20.9 million on improvements to the system, including a major rebuilding of the Susquehanna Division from East Binghamton to East Worcester, Otsego County; a locomotive facility in East Binghamton; track improvements to Buffalo's JX yard and improvements to the Saratoga and Champlain Divisions between Albany and Plattsburg.

In addition the state of New York has agreed to subsidize the D&H's local service within New York for losses up to \$3 million incurred for the first three months of GTI operation. In exchange for the government aid, Mr. Mellon said his company has agreed to use the D&H's lines as the principle route to Canada via Rouses Point, NY. Guilford will use the Susquehanna mainline from the Albany region to Binghamton as the principle route for southern and western traffic. Mellon expects the D&H to be breaking even in nine months to be profitable within three years. **From the Narragansett Newsletter.**

**You know you're a railfan when...
your videotape library contains every "All Aboard Amtrak" commercial ever filmed!**

COMING EVENTS...

The Connecticut Railroad Historical Association announces its upcoming schedule of train movies, slide shows and talks for Winter and Spring 1984:

February 26:

Movies of the Harlem Line, by Hayward C. "Woody" Cohen.

March 25:

History of the Hoosac Tunnel in slides, by Lewis C. Cuyler.

May 6:

"The Great Locomotive Chase".

June 3:

Operations on New Haven's Lakeville Branch, by Peter McLachlan.

Each program takes about an hour and will be held at 2:00 p.m. at the North Canaan Town Hall. All are free and open to the public. For further information, contact president Tom Derwin at (203) 927-3782.

The New Haven Railroad Historical and Technical Association, Inc. 22nd Annual Train Show and Reunion.

State: Connecticut

Town: North Haven

Group: New Haven Railroad Historical & Technical Association, Inc.

Date: May 4, 5, and 6, 1984

Place: Ramada Inn, Exit 12 off I-91

Event: 22nd Annual Train Show & Reunion

Time: Friday, May 4: Reception and Slide Show

Saturday, May 5: Train Show and Exhibit, 9:00 a.m. to 4:00 p.m. Annual Banquet (extra fare) 8:00 p.m.

Sunday, May 6: Proposed Fan Trip (extra fare)

Contact: R.P. Wuchert, Jr., 81 Montrowese Trail, Wallingford, CT 06492.

Maine's first dedicated piggyback train for fresh potatoes, Aroostook Express, left Presque Isle, Maine, on January 10, for New Haven, Connecticut. The promoter of the

concept is GELCO Rail Services, a division of a national company with interests in truck and trailer leasing as well as piggyback operations. GELCO put the transportation package together with the Bangor & Aroostook, Maine Central and Boston & Maine Railroads and the transportation committee of the Maine Potato Industry.

The Aroostook Express will operate five days a week between Presque Isle and New Haven, stopping only for crew and engine changes. Railroad officials say they expect to make the run in 22 hours with costs that are competitive with trucks.

Rail labor unions cooperated in the pilot project and are operating the train with two-member crews and no cabooses. The Aroostook Express will connect with the Maine Central/Boston & Maine "East Wind" dedicated piggyback train at Northern Maine Junction. The new service leaves Presque Isle at 6 p.m. and arrives at New Haven at 4 p.m. the next afternoon.

Virtually all of Maine's potato crop moved to market by rail at one time. As recently as the 1960's, the Bangor & Aroostook Railroad moved as many as 30,000 carloads of fresh potatoes a year. But the growth of the Interstate Highway System and the decline of the Northeast Railroad industry in the late 60's say almost a complete reversal of the trend with nearly all of the fresh potato traffic moving by track. **From the 470.**

The Boston & Maine has added another train to connect with BAR's new potato train, BACH (Bangor-Cedar Hill), leaving Rigby at 6:00 a.m. except Monday and Tuesday with a 4:00 p.m. arrival at Cedar Hill (New Haven); CHBA leaves Cedar Hill at 7:00 p.m. except Monday and Tuesday with a 5:45 a.m. arrival at Rigby. The original piggyback train is now known as SPPO/POSP, handling Conrail traffic, and leaves Springfield at 5:30 p.m. Sunday through Friday for a 2:30 a.m. arrival at Rigby at 5:30 p.m. Monday through Saturday for a 1:30 a.m. arrival in Springfield. This makes five through freights in each direction on the B&M mainline between Rigby and Dover, with six each way west of Dover, most

days, the heaviest that traffic has been in some time. **From the 470.**

TRAIN DERAILS IN NORTH ANDOVER

One person suffered minor injury when 23 cars of a 44-car Boston & Maine Railroad freight train derailed in North Andover, causing what a railroad official called "hundreds of thousands of dollars" in damage.

The train went off the tracks shortly after 3:00 p.m. January 20, and one of the derailed cars slammed into a vehicle lined up at the Sutton Street crossing. The unidentified driver suffered an injury to his hand as he jumped out of his car when he saw the derailed train heading his way. The accident also knocked out utility poles, said North Andover police. This cut power to several homes near the tracks. Dennis Coffey, a spokesman for the railroad, said officials are investigating the cause of the derailment, which occurred on a portion of track used by commuter trains. The accident made commuting difficult for rush-hour commuters who had to make part of their way home by bus.

The derailed section of the train included several tank cars, which police at first feared might contain hazardous material. But within an hour, officials confirmed that the train's cargo was harmless. The tank cars were carrying a substance used to coat paper, said Coffey, while other cars were loaded with salt and clay. The train was headed from New York to Rumford, Maine. **From the Boston Globe. Submitted by Steven Butterworth.**

Even though it's only the first of February as this is being written, by the time this Newsletter is mailed and received, it will be time again to begin the ol' sign-up sheet for this summer's B&MRRHS softball games. As you know from the Newsletter, the invincible B&MRRHS team has already been challenged to three games this year, and we'd like to have an idea of who would like to play this year. Game dates are as follows:

June 24, vs the Bartlett Museum at Amesbury, Mass.

July 14, vs NHRHTA at the Valley Railroad

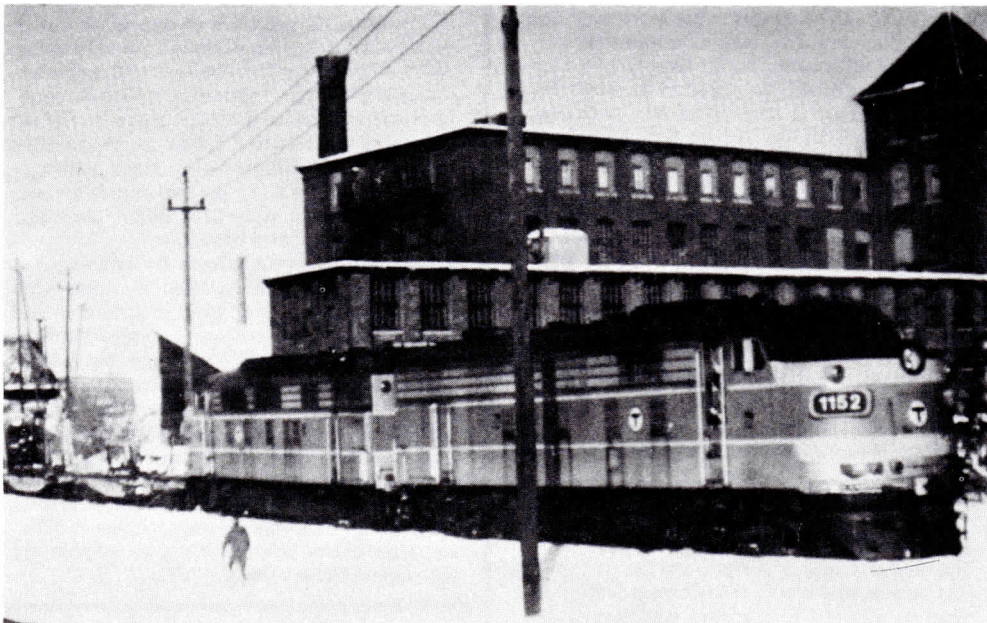
August 11, vs the 470 Railroad Club in North Conway.

If you are interested in playing at any or all games, please drop a card to the Newsletter address with your name, address, game(s) you'd like to play in and position you'd like to play. You don't have to sign up in advance to play, but we would like an idea as to who will be playing where.

Uniforms for the B&MRRHS team will be the "official" blue and white B&MRRHS T shirts. Bring your favorite bat and a glove, balls will be provided for playing and warm-up. You can get your blue T shirt from the business office of the B&MRRHS, or just wear a regular blue shirt to the game.

If you don't want to play, how about coming out to cheer the B&MRRHS squad on to victory? Just be there, OK?

The Claremont & Concord has purchased two locomotives from the B&M in December. The C&C picked up B&M 44-Tonner # 119 and Springfield Terminal # 1. Both units were still at Billerica as of January 1, but should be shipped by now. **From the Narragansett Newsletter.**



You don't see back-to-back F units too often, so when they show up, it's worth a photo. This particular duo was in charge of the B&M's welded rail train in Lawrence, Mass., on January 21, 1984.

The N.H. Operation Lifesaver Committee has announced that a speakers' bureau has been organized to address student and civic groups on the subject of railroad crossing safety. Speakers will present a talk, distribute literature and show a film on safety at crossings. The N.H. Safety Council is coordinating the project.

Fred Hirsch, owner and manager of WDME AM-FM in Dover-Foxcroft, Maine, recently became the first radio station in the United States to broadcast from studios inside a railroad car. Fred recently purchased an 85-foot long Amtrak sleeper-lounge, the Gulf Stream, formerly part of the old New York Central, and arranged with Maine Central to bring the car up from Boston. With the help of a veteran track layer, he had a 90 ft. railbed built, and the car was ready for permanent placement.
From Bill Holman.

HELP WANTED...

The Historical Society of Sandown, NH has restored the old Worcester, Nashua & Portland Depot and have turned it into a museum. We have procured rails and ties from Lawrence, Mass., and re-laid them at the depot. We have acquired two flanger cars and moved them to Sandown and are in the process of restoring them. Now we need help. Steam engines are scarce, but we want one. If anyone in the B&MRRHS can help us with a lead as to the whereabouts of a steam engine of any type, we would be most grateful. We will actively pursue all leads. Please contact Cy Merrill, P.O. Box 84, Sandown, NH 03873.

On January 31, three Conrail GP40's were seen at the B&M's Lawrence, Mass., yard. Nothing very unusual about this. Two of the Geeps were painted non-Conrail deep blue while the third was still in Penn Central black, but!!! The only identifying marks on the locomotives were the road numbers, 3231, 3245 and 3253, and these were lined out with one stroke of the brush. The former 3253 has been seen several times. **From Don Maxner.**

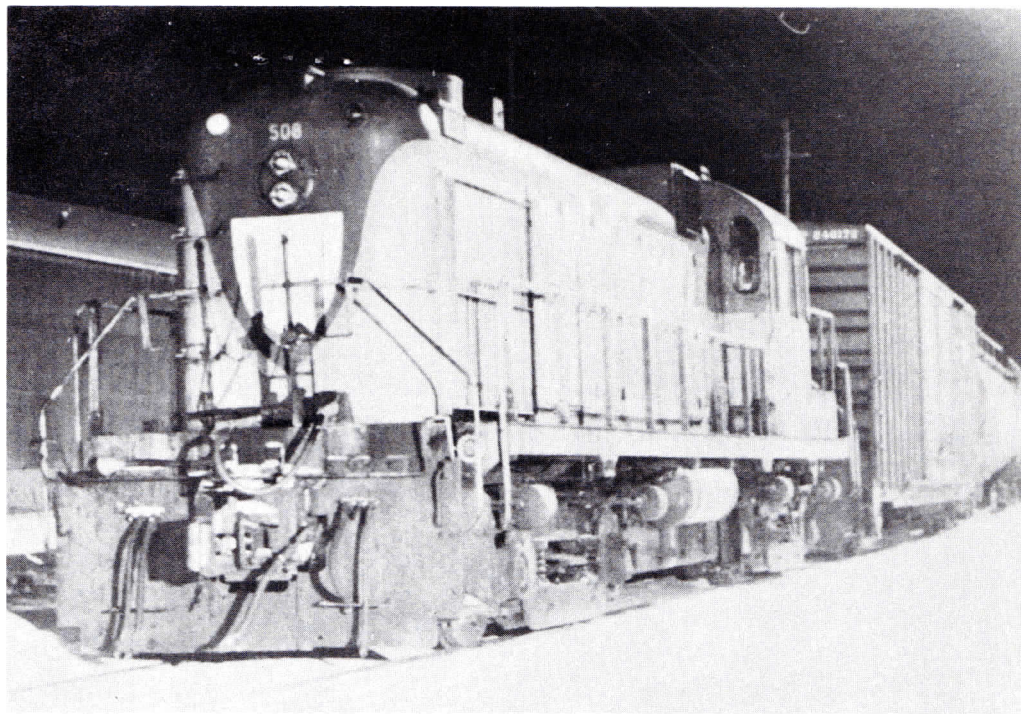
PROGRAM COMMITTEE NEWS

Your Program Committee is looking for a few good shows to have as entertainment at B&MRRHS meetings. Shows on any railroad-related subject are welcome, slides, movies and speakers are always in demand. Contact the program committee chairman, Art Purchase Jr., 90 Medford Street, Medford, MA, and he will arrange a date for your show.

Also, in June, we'd like to have a special Member's Nite, especially for members that don't live in the Boston area. All members outside the Boston area are invited to mail in 20 slides for presentation at the June 1984 meeting. Please sent slides to:

Arthur Purchase
B&MRRHS Program Committee
90 Medford Street
Medford, MA

Don't forget to include return postage. Also, include a synopsis of your show, which will be read with your slides. We look forward to seeing your slides there!!!



Marooned in Haverhill, Mass., by the derailment in North Andover was Delaware & Hudson RS3m 508, sitting with a cut of cars at Haverhill Station.

The Guilford inspection train has been busy lately, with business car "Guilford", lounge car "Champlain" and coach 390 left their Waterville home for a Boston-North Adams trip in late December powered by Maine Central GP7 573 and Boston & Maine GP40-2317, all in Guilford gray, and then powered by Maine Central GP7's 569 and 573 relettered for "Delaware & Hudson." The 569, the last unit in the 1960's green scheme has been recently repainted into Guilford colors. **From the 470.**

Pioneer Valley Railroad officials have said they are considering running tourist excursions along their 25 miles of track from Holyoke's downtown Heritage Park to Westfield and Easthampton. PVRR President Dennis Larson said the nearly two-year-old railroad, which is a division of the Pinsky Railroad Co. of Boston, wants to offer its rail lines, locomotives and crews for rent to railroad buffs, historical groups or any people interested in setting up seasonal rail tours of the area.

Although PVRR would not sponsor the excursions, Larson said the company would negotiate for the use of the lines, cars and staff to fund the tours. The city's planned development of a half-acre riverside park on the city's North Side near the historic former Boston & Maine Railroad depot makes the idea of the rail excursions even more attractive, according to Westfield Community Development Director Marie Burkart.

The tour would include commentary on Holyoke's \$4.5 million Heritage Park, now under construction behind City Hall; Westfield's proposed Women's Temperance Park, and the role of the railroad and rivers in the Pioneer Valley.

A 1939 diesel locomotive owned by Pinsky has been offered to the PVRR to convey the passengers on the historical tour. "We're looking for fans who could make this thing happen, and we would support it 100 per-

cent," Larson said. **From the Springfield Union. Submitted by Bob Nylander.**

Member Glen Kidder sends the following response to a query posed in the December Newsletter:

In response to the inquiry to Mr. Arthur Stanhope in the December 1983 issue, in regard to the roster of Mount Washington Cog locomotives, there is currently no # 5 and hasn't been for many years. What formerly was # 5 (ex-Green Mountain Railway # 2) was renumbered to # 3 when the second # 3 was scrapped in the 1930's.

The status of the locomotives has changed slightly over the years when either boilers or frames were scrapped. In at least one or two instances, and from the remaining parts, enough were salvaged to consolidate parts from two locomotives into one "re-build". At any one time, there is likely to be one or more locomotives in the shop undergoing repairs or maintenance and another one being held at the base as a "stand-by" or for emergency service.

Just as we go to press, (and I mean just)!!! (Scott called as I was going out to deliver the newsletter copy to the printer). We have learned that on Monday, February 13, Amtrak's Montrealer derailed near Vernon, Vermont, on Central Vermont trackage.

Work is in progress in Lowell, erecting steel columns over the Boston & Maine's Dutton Street siding for electrifying the track from the State National parking lot to the millyard. **From David K. Johnson.**

A great deal has happened on the Boston & Maine and other New England railroads in the past month, and we've expanded our photo coverage this month to bring it to you. We hope you enjoy this "Photo Extra" issue!!!



**BOSTON & MAINE RAILROAD
BUYS SIXTEEN CONRAIL GP40's**

You can add Boston & Maine numbers 320, and 335 to your Boston & Maine roster. They are ex-Conrail GP40's (straight 40's, not Dash-2 models) numbers 3227, 3229, 3231, 3233, 3234, 3235, 3237, 3241, 3245, 3247, 3248,

3253, 3254 and 3257. Most of the units have already been through Mechanicville, and a handful have been spotted all over the Guilford system. Most are running minus their Conrail logos and lettering, with the road numbers white-lined. On January 28, Boston & Maine train EDNW had B&M GP40 321 as

the fourth unit in the power consist, it was not fully lettered for the Boston & Maine, but it did have "BM" stenciled on its short hood nose. From the Call Board, Mohawk & Hudson Chapter NRHS.

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Boston & Maine Railroad Historical Society *Incorporated*

P.O. BOX 2362 ● Harwood Station ● Littleton, MA 01460

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**MARCH 1984
NON-PROFIT
ORGANIZATION**

**TIME-VALUE
PUBLICATION**

DEADLINE FOR APRIL NEWSLETTER IS MARCH 10