

**JUNE 1987** 

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## **MEETING/MEMBERSHIP TELEPHONE NUMBER (617) 387-7141**

# **B** & Meeting

NEXT MEETING: JUNE 13, 1987

JUNE 13, 1987 BELLOWS FALLS, VT ALL DAY **Our Second Rutland Ramble!** 

The B&MRRHS welcomes in Summer by returning to Bellows Falls, VT for our second annual **Rutland Ramble!** This will coincide with the **Green Mountain Railroad's** first annual **Railfan's Weekend!** Plans for the weekend include special trains, freight trains, rare mileage and a night photo session. See the Green Mountain's just-repainted GP-9 (Did you ever wonder what a Rutland Geep would have looked like? Find out in June!) A short B&MRRHS meeting has been scheduled for **8:00 p.m.** in the Bellows Falls Depot!

**JULY 11, 1987** 

Salisbury Point Restoration in Hampton, NH!

Join the B&MRRHS for a trip to Hampton, NH, the sun and fun capital of the New Hampshire seacoast for our annual meeting at Winnacunnet High School. An airconditioned theater awaits us as we will view the restoration of the Salisbury Point Depot, presented by Mr. Richard Nichols, president of the Salisbury Point Railroad Historical Society. This show is a must-see, for its ability to inspire. Be there!

**AUGUST 9, 1987** 

Our Annual Trip to the Conway Scenic Railroad!

Once again, the B&MRRHS will join with the **470 Railroad Club** of Portland, Maine, for our annual meeting at the **Conway Scenic Railroad** in North Conway, NH! Events of the day include normal passenger train operation, the possibility of an extra freight or mixed train, the Intervale Extra, and the **Supper Chief!** Entertainment in Stall 4 Theater will be presented by **Dr. Eric Robison** and **Niels Johnson** of the 470 Railroad Club, featuring a program of the **ACE's 614T runs in Virginia.** A night photo session at the closing of the entertainment, weather permitting! This is the one you wait for all year. Reservation forms were in last month's Newsletter, get yours in now!

**SEPTEMBER 12, 1987** 

Movies with Mr. Frank Hussar!

The B&MRRHS comes back to Woburn after our summer jaunts to a presentation by **Mr. Frank Hussar**, who will entertain us with 8mm sound movies of Boston & Maine and other railroad subjects!

**OCTOBER 10, 1987** 

Selected Viewing from the Collection of Ron Johnson!

For our Sixteenth Anniversary, we will be viewing the work of **Mr. Ron Johnson**, of Portland, Maine. **In addition** to our regular monthly meeting, we're also planning a **banquet** with speaker. Full details will be coming soon!

**NOVEMBER 14, 1987** 

Modeler's Night. Full details to follow soon!

**DECEMBER 12, 1987** 

Member's Nite!

Members are invited to bring a maximum of 20 slides, or a 200' movie. A projector will be provided for slides, but please bring a projector if you plan to show movies!

# THERE WILL BE NO MEETINGS IN WOBURN IN JUNE, JULY OR AUGUST!!!

In an effort to cut postage costs, the Board of Directors of the B&MRRHS have decided to stop issuing membership cards effective June 1, 1987. If you would still like to receive a card, please enclose a stamped, self-addressed envelope with your dues payment, and we will

send your card to you.
Respectfully submitted,
Jeff Ursillo
Membership Secretary
B&MRRHS

More on the possible reopening of the Northern, from Concord, NH to White River Junction, VT. There has been no official word, but new electric meters have appeared on many crossings, and it appears that work has been done on some crossings.

# STATE BY STATE MEMBERSHIP BREAKDOWN

Massachusetts	693	Rhode Island	18
New Hampshire	267	Maine	57
Vermont	32	Connecticut	73
New Jersey	36	New York	91
Pennsylvania	25	Delaware	1
Dist of Columbia	1	Maryland	19
Virginia	20	West Virginia	1
North Carolina	7	South Carolina	3
Georgia	5	Florida	32
Tennessee	1	Kentucky	1
Ohio	12	Indiana	5
Michigan	22	lowa	6
Wisconsin	7	Minnesota	1
South Dakota	1	Illinois	19
Missouri	4	Kansas	1
Nebraska	5	Louisiana	3
Oklahoma	2	Texas	8
Colorado	8	Wyoming	1
Idaho	2	Arizona	3
New Mexico	2	Nevada	1
California	31	Hawaii	1
Oregon	1	Washington	7
Alaska	3	7,00	
		From Jeff Ursi	llo,

Guilford/Springfield Terminal has added the Boston & Maine's New Hampshire Route mainline between the Massachusetts-New Hampshire state line and Manchester, plus the Hillsboro Branch, effective March 15, 1987. On March 22, the Springfield Terminal took over the Maine Central's Rumford Branch from Leeds Junction to Rumford. Operations include Rumford Yard and overhead trackage rights between Leeds Junction and Rigby Yard. Narragansett Newsletter.

5/8/87

Membership Secretary

The Claremont & Concord has leased a pale green, ex-U.S. Army General Electric 44-Tonner from a diesel rebuilder in Ohio. It arrived in Claremont on March 4, with its first use on March 14. The Claremont & Concord is considering rebuilding ex-Boston & Maine 44-Tonner 119 using parts from the other four 44-Tonners on the property - 18, 31, 32 and ex-Springfield Terminal No. 1. The burned out two stall engine house will be torn down and a single stall one is planned for this summer over the engine pit. The Trackmobile proved to be too light for the duties at hand. Narragansett Newsletter.

Guilford/Delaware & Hudson reports that there are plans to restore the Bicentennial RS3m 506 to service; Alco C424m's 451, 455 and 456 are serviceable, as are RS11 5003 and RS36's 5015, 5016, 5017 and 5023. The 455 is based out of Brattleboro, Vermont, where it will be used in satellite tracking tests for Guilford's high-tech subsidiary. All other Alco's, including the remaining Maine Central RS11, are stored unserviceable. Narragansett Newsletter.

The paint shop at Oneonta, NY, has been very busy lately; several SD26's, GP7's and even the former Boston & Maine GP18's are being tended to at the rate of one to two a week. Some economies are appearing, such as no stripes on the ends, solid orange; those frame markers are gone; there are noticeable runs on the grey on some units, and at least one SD26 has some blue and yellow showing through. The Guilford orange has changed a bit this year, it looks

more like Sunkist orange. Narragansett Newsletter.

New Hampshire North Coast gravel train, consisting of GP9's 1757 and 1758, with fifteen hoppers of sand was seen unloading at the Cook Concrete's Scarborough, Maine, plant on April 11. Maine's Cook Concrete Co. is a subsidiary of Boston Sand and Gravel Co., owners of the New Hampshire North Coast. Informed sources say that this train will make regular Saturday appearances this year. A Boston & Maine extra crew operates this train from Dover to Scarborough and return. From the 470.

New Jersey Transit has sent nine of its RDC's to Boston's Massachusetts Bay Transportation Authority. Included are three Budd cars of Jersey Central heritage, and six from the Penn-Reading Seashore Lines, which will join several former Philadelphia RDC's in Boston. They are reputed to be on a short-term release, so get your photos of them now! Mohawk & Hudson Call Board.

The Green Mountain Railroad is really getting steamed! In early March, the Green Mountain Railroad took delivery of ex-Toronto, Hamilton & Buffalo steam generator car 500. The car was routed down from the Canadian Pacific through Whitehall, NY to Rutland. It was built on the chassis of an old New York Central Hudson tender, and has been used in the past to heat commuter trains.

A Green Mountain snowplow extra powered by RS1's 400 and 405 picked up the car in Rutland and towed it to the company's yard in North-Walpole, NH. This acquisition gives the railroad many options for the future which could include

cold weather fantrips and snow trains! **Mohawk** & Hudson Call Board.

# NEWPORT AND HAMMERSMITH FARM Saturday, May 16, 1987

- Special rail, bus and boat cruise
- Journey to picturesque Aquidneck Island in Narragansett Bay
- Tour Hammersmith Farm, the former home of Jacqueline Kennedy Onasis
- Dine at Newport's elegant Viking Hotel
- Enjoy panoramic views of the rugged Atlantic Coastline
- Photo stops bring your camera
- Cruise historical Newport Harbor and town of Newport with many splended sights

FARES: Adults \$36 Children under 12 - \$18

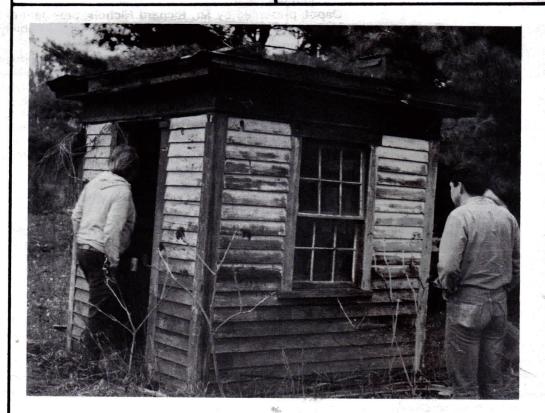
Fare includes all transfers, taxes, food and gratuities.

For information write:

Mystic Valley Railway Society P.O. Box 486 Hyde Park, MA 02136-0486 or call (617) 361-4445

Salem, Mass., signal tower SA has changed primary radio frequencies now that the Massachusetts Bay Transportation Authority sponsored commuter traffic is in the hands of Amtrak

The frequency now is 160.320. SA Tower still has Boston & Maine "yard frequency" 161.400 to deal with the freight traffic which is still Boston & Maine. From Vincent Bernard.



The B&MRRHS finally has its first B&M structure! This crossing shanty was formerly located in Exeter, NH, at either the Front Street or Main Street crossing. Though externally somewhat the worse for wear, it is structurally sound, and will be moved for restoration and final placement. Joe Shaw (in door) and Rob Quagan inspect the building recently. Restoration schedules will be published. See you there?

# MBTA COMMUTER RAIL EQUIPMENT UPDATE

**Commuter Equipment (new)** 

From Messerschmidt (West Germany)

34 cab control cars 33 coaches 67 total cars

Deliveries are scheduled to start in July of 1987, and should be complete in December 1987. (approximately). Included in this shipment are ten cars for renewed Providence, Rhode Island service. Cars all have standard 2/2 seats.

### From Bombardier:

40 cars

All are coaches (no cabs), all with 3/2 seating. Deliveries should begin sometime this summer.

### From Elecro-Motive:

18 F40PH locomotives.
Deliveries should start around July 1987.

A batch of ten to twelve 85' flatcars with 80' rails arrived in Salem with a bang as they derailed with the train strung across both main lines and yard lead during the 5:00 p.m. rush hour. The Salem News reported that they got it cleared in about an hour, on April 15.

The following week, five more cars of rail came in on Pittsburgh & Lake Erie gondolas with idler flatcars.

A two-car maintenance spur track has been built at the edge of the Castle Hil yard, near the yard office. The track was laid on stone ballast with 110 pound rail.

There has been no visible activity at the new rail station site since January (Who knows what evil lurks???).

Boston & Maine GP9 1743 has been the Salem switcher for several weeks. GP39-2 361 had the "honor" of hauling the derailed rail flats, and was in and out for several days. From Steven Butterworth.

Springfield Terminal operations in northern Vermont have now set up somewhat of a schedule. A train runs three days a week out to Berlin, NH, to Wing Road (between Littleton and Whitefield) and returns. A second crew takes the train to Ely, VT., just south of Fairlee, and then a third crew takes the train into White River Junction for interchange with the Boston & Maine. After doing the local work in the yard and West Lebanon oil plant, they return to Ely with the cars from the B&M. The engine is kept outside on a siding at Ely. Wing Road is just a siding which used to be the junction to Bethlehem and Fabyans. None of the newly painted power for the Springfield Terminal has made its way onto the branch yet. Current power is Boston & Maine Geeps and the occasional Delaware & Hudson unit. From the Champlain Valley Shortline via the Mohawk & Hudson Call

The North Stratford Railroad continues to operate with an uncertain future. The once a week run out of Beecher's Falls, VT., occurs every Thursday morning, leaving around 8:30 a.m., and carrying two to four boxcars loaded with furniture from the Ethan Allen Furniture Company. Since 1976, this has been the only customer, but over the years the ten to twelve carloads per week have dropped to the point that, unless increased, the carrier will disappear during 1987. From the Champlain Valley Shortline via the Mohawk & Hudson Call Board.

Amtrak has announced that effective immediately, service has been suspended on the Montrealer above Springfield, Mass., due to poor track conditions on the Connecticut River route. Buses will run from Springfield to Montreal.

The Lamoille Valley Railroad has gone back into the boxcar business! They have leased thirty-five ex-Berlin cars, with more planned. Vermont Talc, of Johnson Vermont, is making plans to ship some cars to Westbrook, Maine, which will mean the first cars out of the Johnson talc plant in over a year. The LVRC crews plowed the track between Morrisville and

Johnson getting ready for the movement. The plans for the 1987 summer season are complete, and the LVRC is ready for an even better year this year. Champlain Valley Shortline via the Mohawk & Hudson Call Board.

Here is a summary of the Springfield Terminal's Growing operations:

Branch line between Berlin and Waterbury, CT

Waterbury, CT 32 miles
North Adams and Canaan Branches 57 miles

Boston & Maine's Gardner area

Ayer to Worcester line

Ayer to Worcester line 28 miles
Berlin and Groveton Branches 60 miles

Maine Central's Rumford to Leeds
Jct. Branch

D&H's Voorheesville Industrial Park
D&H's Adirondak Branch and Saratoga Yard

57 miles
Rockingham Junction, NH, to Emery 9 miles

Rockingham Junction, NH, to Emery
Hampton Branch - Emery

to Salisbury Newington Branch including

Navy Yard spur
Maine Central's Woodland Branch
Maine Central's Bucksport Branch

Hermon to Mattawamkeg
Boston area:

11 miles including:

Medford Branch Mystic Wharf Branch Watertown Branch Bemis Branch South Reading Branch

Massachusetts - New Hampshire state line to: Manchester, NH and Hillsboro Branch

50 miles

45 miles

17 miles

3 miles

10 miles

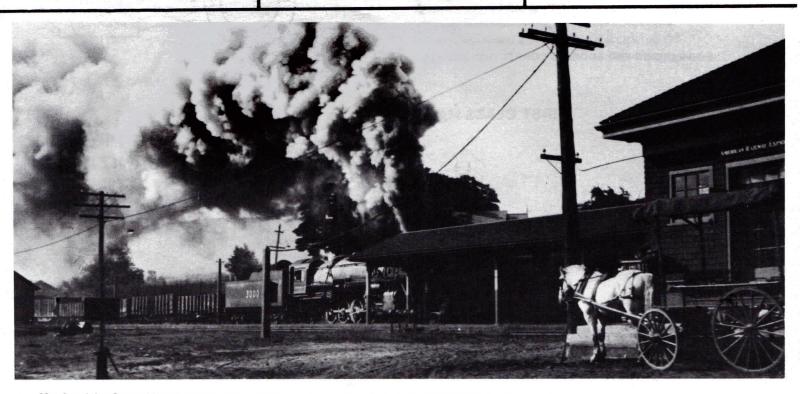
19 miles

65 miles

Total mileage: 463 miles

From the 470.

George F. Shea, Jr., 523 Whitecap Drive, Seabrook, TX. 77586, would like to correspond with B&MRRHS members who may have photos of the Hillsboro Branch.



Member John Osgood has donated copies of this very interesting photo to the B&MRRHS Archives, and we present it here for your enjoyment. The photo shows Boston & Maine 2-10-2 3000 approaching the Shelburne Falls station under a full head of steam. Pay close attention to the horse and wagon at the station, and the string of ancient woodsided cars that are on the 3000's drawbar! Date on the photo is September 4, 1920, and the photographer was O.H. Dewey.

Looking for photos of Stoneham Depot (Franklin Street) with or without trains (steam, diesel or Budds). Contact Fred Woodland, Monday Friday (617) 446-5648 (business phone) or after 6:30 (617) 438-6122 (home).

\* \* \* \* \*

### ONEONTA, N.Y. PAINT SHOP

Unit	Painted	New Number
MEC590	1/24/87	ST10
MEC591	1/28/87	ST11
MEC592	1/30/87	ST12
SF4646	2/2/87	ST631
SF4604	2/6/87	ST618
SF4617	2/10/87	ST624
MEC565	2/12/87	ST14
SF4644	2/17/87	ST629
SF4652	2/20/87	ST634
MEC572	2/24/87	ST16
MEC450	2/27/87	ST21
SF4612	3/3/87	ST622
MEC575	3/5/87	ST17
SF4627	3/9/87	ST626
SF4605	3/11/87	ST619
SF4669	3/13/87	ST641
SF4607	3/18/87	ST621
SF4648	3/18/87	ST632
B&M801	3/20/87	B&M801
WM7434	3/20/87	ST614
B&M1755	3/23/87	ST43
SF4661	3/26/87	ST637
SF4600	3/26/87	ST615
SF4613	3/27/87	ST623
SF4640	3/31/87	ST627
MEC580	3/31/87	ST19
SF4657	4/2/87	ST636

MEC568	GP7	4/3/87	ST15				
SF4673	SD26	4/6/87	ST643				
B&M342	GP40	4/9/87	B&M342				
B&M1752	GP18	4/16/87	ST41				
B&M1123	SW1	4/16/87	ST1403				
(latest sale to ST; note new number series)							
B&M1753	GP18	4/16/87	ST42				
SF4670	SD26	4/16/87	ST642				

Guilford gray paint is Ditzco Alkyd Enamel, Gray DQE 32565. Ditzco is a product of PPG Industries, Inc., Troy, Mich.

B&M SW8 #801 (assigned as Oneonta shop switcher) has orange band extended around the rear of its cab (but not across front radiator), and wears a small Guilford "G", not much taller than the orange hood stripe. In the absence of a proper stencil, "Boston & Maine" has been stencilled above orange stripe, centered on hood, but in a bastardized combination of Railroad Roman and hand-painted letter "O's" - ugh!

Guilford is finally making the attempt to get its locomotive fleet repainted into the gray scheme. At three units a week it will take at least two years to repaint the whole roster. From Bruce Curry.

**As of mid-April.** Thirty-four units have been repainted into Springfield Terminal colors: **GP7's** 10, 11, 12, 14, 15, 16, 17, 19

**GP9** 21

GP18's 41, 42, 43

SD35 614

**SD26's** 615, 618, 619, 621, 622, 623, 624, 626, 627, 629, 631, 632, 634, 636, 637, 641, 642, 643.

SW1 1403 (ex-Boston & Maine 1123) SW8 801 From the 470. **Business has been** good on the Portsmouth Branch as of late, requiring the use of two units on the Portsmouth Switcher. The tracks at Rockingham Junction have been full with cars for the switcher lately.

# RENEWAL NOTICES ARE COMING!!! WATCH FOR YOURS!!!

(Life Members and those who have already received theirs, please disregard!)

# Boston & Maine Railroad Historical Society Incorporated

PO BOX 2362 ● Harwood Station ● Littleton MA 01460

FORWARDING AND ADDRESS CORRECTION REQUESTED



MAY 1987

FIRST CLASS MAIL

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