

**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	Iowa	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		

**From Jeff Ursillo,
Membership Secretary**

5/8/87

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.**

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-Tonnors 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 Onassis
- 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 Electro-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 Hill 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. GP39-2361 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 Board.**

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	32 miles
North Adams and Canaan Branches	57 miles
Boston & Maine's Gardner area	
Ayer to Worcester line	28 miles
Berlin and Groveton Branches	60 miles
Maine Central's Rumford to Leeds Jct. Branch	45 miles
D&H's Voorheesville Industrial Park	
D&H's Adirondak Branch and Saratoga Yard	57 miles
Rockingham Junction, NH, to Emery	9 miles
Hampton Branch - Emery to Salisbury	17 miles
Newington Branch including Navy Yard spur	3 miles
Maine Central's Woodland Branch	10 miles
Maine Central's Bucksport Branch	19 miles
Hermon to Mattawamkeg	65 miles
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

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.

