



The Green Mountain started operations in 1964, operating the portion of the old Rutland Railroad from Bellows Falls to Rutland. The Rutland ceased operations in 1961 and the state took over the rail lines, seeking operators. Like the Vermont Railway, the Green Mountain Railroad was created to provide service to the customers abandoned by the Rutland.

The Green Mountain operates a single 50 mile mainline between Bellows Falls and Rutland. It also maintains a shop and yard just across the river from Bellows Falls in North Walpole, NH. The railroad serves as a bridge route across southern Vermont, but also generates on line traffic. Talc mills produce outbound loads in covered hoppers and boxcars, and fuel and lumber loads are received. The railroad also operates tourist passenger trains using old Rutland and Jersey Central coaches.

Motive power consists of Alco RS1s and S4s. In the 1980's, two EMD GP9s came onboard to help out. All are painted in a green with yellow scheme very similar to the Rutland RR.

The Green Mountain has leased freight cars painted in GMRC livery. 50' modern exterior post boxcars are painted in green with yellow lettering, as well as orange with black lettering. 45' covered hoppers handle talc shipments.

Today, the Green Mountain is part of the Vermont Rail System along with the Vermont Railway, the Clarendon & Pittsford and the Washington County RR. Only 1 RS1 remains, mainly used for the tourist passenger excursions.

### Operations

A daily northbound and southbound train handle operations. Northbound train XR-1 assembles its train in the North Walpole yard and leaves for Bellows Falls in the morning. It obtains radio clearance to cross the B&M/CV diamond before heading northbound out of Bellows Falls. XR-1 switches industries on the way to Rutland. Any southbound cars are placed on passing sidings for pickup later by the southbound XR-2. Any cars for facing point industries are also placed on passing sidings for switching by the southbound train. Any cars destined for Rutland are picked up as the train makes its way to north.

At North Clarendon, on the outskirts of Rutland, the crew of XR-1 use a telephone box to call the Vermont Railway to obtain clearance to enter the yard in Rutland. Upon arrival, covered hoppers of talc are weighed before being placed on the interchange track. The southbound train XR-2 is assembled and the crew grabs lunch before leaving. XR-2 completes any switching along the line and heads back to North Walpole. Cars are interchanged with the B&M before the crew ties up for the day.

The tourist passenger train operates from the station in Bellows Falls (also used by Amtrak) and provides a scenic ride through the Vermont countryside for 13 miles north to Chester. The train operates daily in the summer and fall. On the weekends, additional trains operate, and a second train covers the 14 miles from Chester to north to Ludlow, about halfway to Rutland. A connection between the trains can be made at Chester.

Selected Resources

New England Shortlines 1970-1980, Tom Nelligan (available from amazon.com)  
Green Mountain Rails, Robert W. Jones, 1994

Green Mountain, July 2001, CTC Board p. 40  
Green Mountain RR, September 1989 Model Railroader, p. 72-78  
Clash of Seasons, December 1987 Railpace, p. 18-21  
North Walpole, NH Yard, December 1987 Model Railroader, p. 136  
Shortline Boxcars, February 1979 Railroad Model Craftsman

Website: [www.vermontrailway.com](http://www.vermontrailway.com)



Three current members of the Vermont Rail System are represented here in this winter photo. GMRC, VTR and CLP units are seen out along the VTR main line. Below: A Green Mountain RS1 works a freight through the falling snow of Vermont. Note the wreath on the front hanrails. Both photos from the Vermont Railways web site.



**Update:** The Vermont Rail System is now the designated operator of the former Canadian Pacific Conn River Line, from White River Junction north through St. Johnsbury and into Newport, VT. The State of Vermont purchased this line and with the bankruptcy of the BAR ending the Northern Vermont RR on 12/31/02, VRS has been given the operation for at least the next 6 months.

The Clarendon & Pittsford Railroad operates trackage from Rutland north to Proctor, Florence and Hollister. This track essentially paralleled the VTR/Rutland trackage and was abandoned, except for a small section around Florence. The CLP also picked up the ex-D&H trackage from Rutland to Whitehall, NY, providing service and interchange to the D&H yard in Whitehall.



The Clarendon & Pittsford's history dates back to the 1800's, when a railroad was created by the Vermont Marble Company to haul marble from the many quarries in west central Vermont. The railroad hauled large slabs of rough marble from the quarries to cutting sheds in Rutland using its own trackage. These were then stored in a large stone yard until shipment by rail via the D&H or Rutland RR. The railroad also provided service for a few on-line customers, such as feed mills and fuel dealers.

So much was marble the lifeblood of this railroad that the enginehouse in Proctor was constructed of marble, a most unusual material for this purpose!

In the days after steam, the railroad operated Whitcomb switchers and an ex-Rutland GE 70 tonner. When the CLP was purchased by the Vermont Railway in 1972, the switchers were retired and VTR diesels took over, but operations remained the same.

Slowly, the duplicate trackage was placed out of service and eventually removed. Also, with many of the quarries ceasing operations, these rail lines became unnecessary. For 2 years in 1977 and 1978, a tourist line, the Otter Valley RR, used an ex-B&M Alco S3 and a few passenger cars over a scenic portion of the unused CLP track. When this operation folded, the track was removed.

In the late 1970s, the CLP jumped into the IPD boxcar game and hundreds of yellow boxcars with CLP lettering were leased. Some can still be found today, but with different reporting marks.

In 1983, an SW1500 was acquired and painted in VTR's bright red paint with white lettering for Clarendon & Pittsford, maintaining a family look while still showing some independence. These were later joined by a GP9 and a pair of GP38-2s, also in read with CLP lettering. (The GP9 is in service today on the Black River & Western RR in central New Jersey).

With the quarries closed, traffic changed from mainly flatcars of marble to tank cars of marble slurry, marble dust and water used in the paper making process to produce glossy paper as well as an ingredient in toothpaste. This traffic continues to this day and keeps the CLP alive. This traffic moves in those OMYA tank cars and pressure differential covered hoppers you may have seen (either railfanning or at your hobbyshop).

### Selected Resources

New England Shortlines 1970-1980, Tom Nelligan (available from amazon.com)  
Green Mountain Rails, Robert W. Jones, 1994

Clarendon & Pittsford RR pt. 1, January 1995 Railroad Model Craftsman p. 96-104  
Clarendon & Pittsford RR pt. 2, February 1995 Railroad Model Craftsman p. 96-101

The Montpelier & Barre Railroad started operations in 1956. The line starts from an interchange with the Central Vermont in Montpelier Junction and travels 14 miles through Montpelier and Barre before terminating in Graniteville. This line was previously the Barre & Chelsea with a portion of a Central Vermont branch also included.

A challenging 5% grade and switchback allowed the trains to reach Graniteville. But this did lead to the occasional runaway train!

A Pinsley railroad like the St. J & LC and the Claremont & Concord, the motive power was painted in the familiar red with white lettering of the other railroads. The line operated ex-B&M Alco S1s and EMD SW1s.

The main traffic was granite from the quarry in Graniteville. This moved by gondola and flatcars. A small amount of lumber, fuel and salt was also handled. In the late 1970s, the granite traffic was diverted to truck, and the M&B ceased operations in 1980.

The State of Vermont purchased the track and a new railroad, the Washington County Railroad, was created to serve the few remaining customers and to also assure railroad service to a new railcar assembly plant being built by Bombardier.

The Bombardier plant turned out to be a success and many passenger cars in service today have been built there and shipped by the Washington County RR, including the Amtrak Acela cars.

In 1999, the Washington County RR was added to the Vermont Rail System. VRS continues to provide the same service on the line, interchanging with the New England Central as needed. Vermont Railway locomotives provide motive power, including the occasional use of the Green Mountain RS1.



### Selected Resources

New England Shortlines 1970-1980, Tom Nelligan (available from amazon.com)  
Green Mountain Rails, Robert W. Jones, 1994

Website: [www.vermontrailway.com](http://www.vermontrailway.com)

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### AMTRAK

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In the 1970s and 1980s, Amtrak operated the *Montrealer*, a passenger train that ran between Washington D.C. and Montreal. Due to delays with customs, the *Montrealer* started terminating in Northern Vermont in the 1980s, an unpopular move which didn't help ridership. The train also operated during the night, not a good way to view the Vermont scenery.

In the 1990s, Amtrak threatened to eliminate the *Montrealer*, but the State of Vermont stepped in and offered funding to keep it running. It was appropriately renamed the *Vermont* and certain improvements were made, including adding a baggage car with racks for skis and bicycles, very popular with riders. The baggage car was painted with a special mountains and cows logo, reminiscent of Ben & Jerry's ice cream. The train continues today with one trip in each direction daily.



The Springfield Terminal Railway started out as an electric line connecting the town of Springfield, VT to the joint Boston & Maine/Central Vermont Connecticut River Line at North Charlestown, NH, a distance of 5.4 miles. Interurbans and steeplecabs moved passengers and freight starting in 1897. In 1921, the Boston & Maine purchased all shares of the ST and remains the owner to this day.

With the overhead wire aging rapidly and electric costs on the rise, the ST dieselized in 1956 with a single GE 44 tonner, #1. The overhead wires came down, but the railroad continued to faithfully serve its customers into the 1970s.

In 1980, with the 44 tonner out of service, a Boston & Maine switcher provided power to serve the remaining customers. At one point a B&M GP40-2 was negotiating the tight trackage of the ST. Usually, however, the power was an Alco S3 or an EMD NW2.

The line shut down for good in the late 1980s, but some trackage is still place.

The ST also operated a toll bridge between Vermont and New Hampshire. This bridge carries the railroad as well as automobiles and still is in use now, although it may be converted to a non-toll bridge soon.

Guilford Transportation purchased the ST, along with the B&M and MEC, and used the ST's operating rules to impose changes and employee reductions on the B&M and MEC. An ugly legal battle ensued and the railroads have not been the same since. Ironically, many Guilford locomotives are lettered Springfield Terminal, although they never could operate on this out of service shortline.

### Selected Resources

New England Shortlines 1970-1980, Tom Nelligan (available from amazon.com)

Green Mountain Rails, Robert W. Jones, 1994

New Englands Colorful Railroads Vol. 1, Four Ways West, 2000

Classic New England Shortline: Springfield Terminal, April 1999 Railroad Model Craftsman, p. 59-66

Modeling the Springfield Terminal Railway, May 1999 Railroad Model Craftsman

Prototype Profile: Springfield Terminal, July/August 1982 Prototype Modeler

### Video

"Before the Wires Came Down"

\$29.95 - 45 min, color & black and white

A & R Productions

[www.a-and-rproductions.com](http://www.a-and-rproductions.com)

800-246-5898

Springfield Terminal Railway GE 44 Tonner  
#1 in mid train, moving cars of cement.  
Photo from the Vergennes Union High  
School website, [www.vuhs.org/erails/](http://www.vuhs.org/erails/)



The 96 miles of track across the top of Vermont has been operated by a number of railroads throughout its history. Up until 1925 it was part of the Boston & Maine. Then it operated as the St. Johnsbury and Lake Champlain. Bankruptcy in 1944 led to a reorganization and a name change to the St. Johnsbury and Lamoille County. Orange and cream GE 70 tonners plied the rails until 1967, when Samuel Pinsley purchased the line on the verge of abandonment. Pinsley family red GP9s and RS3s operated the deteriorating railroad until 1972.

The State of Vermont purchased the line to save the rail service for local businesses. The Lamoille County RR operated from 1973 until 1976 using the same Pinsley locomotives. The need for repairing and upgrading the trackage was reaching a critical point.

After much political battling, the state awarded a contract to Morrison-Knudsen to operate the railroad as the state looked for a company to rehabilitate the track. The M-K's Vermont Northern operated the railroad but was mainly interested in the rebuilding contract. Three ex-Long Island Alco C420s were the motive power and yellow 50' IPD boxcars were leased to increase revenue. When the state awarded the contract to rebuild the line to another firm, M-K pulled out.

The Lamoille Valley Railroad Company took over operations from the Vermont Northern starting January 1, 1978. The LVRC was given a 10 year lease from the State of Vermont and the money to rebuild the entire 96 mile rail line. In addition, operating subsidies were provided early on in an effort get the line up and running.

Motive power came from the Delaware & Hudson. Four RS3s were repainted into a yellow with green stripe and lettering scheme by the D&H and delivered to the LVRC. In addition, 100 50' IPD boxcars were leased, painted into the same yellow and green scheme, assuring cars for local shippers.

The line actively sought to capture bridge traffic from the Maine Central and Canadian Pacific in St. Johnsbury and the Central Vermont and CN on the west end in Swanton. However, a longer than anticipated rebuild slowed down these efforts, and trackwork was not completely rebuilt until October of 1979, a year behind schedule. When completed, the line did live up to its promise and helped get MEC cars to the Midwest 1 day faster than CP Rail could at St. Johnsbury.

In addition to serving as a bridge line, the Lamoille Valley also had a few on line shippers. This freight consisted of asbestos, talc, limestone, gravel, grain and feed.

An interesting feature on the line was the covered railroad Fisher Bridge in East Wolcott, the last of its kind on any common carrier railroad at the time.

### Operations

Traffic moving west was heaviest with cars from the CP, B&M and MEC being picked up in St. Johnsbury. Train MJ-2, Morrisville to St. Johnsbury, operated 7 days a week to pickup these interchange cars, returning immediately as train JM-1. After any necessary switching in the Morrisville yard, a new crew boards train MV-1, Morrisville to Fonda Jct., which was the interchange point on the Central Vermont. The LVRC used CV trackage to get to Fonda Jct. The

LVRC interchanged cars with the CV's #447 to Montreal. Train VM-2 would then head back to Morrisville, switching a few industries on the way.

Eastbound cars were not taken off of #447, but instead were delivered earlier by a CV local to Richford. This caused a days delay in getting cars moved east. Because of this, the LVRC and CV modified operations in 1980 to allow the LVRC to run directly into the CV's St. Albans Italy yard. This change also allowed the LVRC to store surplus boxcars west of Sheldon Jct. where trains diverted south on CV trackage to St. Albans.

Train sizes varied from one locomotive and 2 cars up to 3 locomotives and 20 cars.

In addition to the freight traffic, tourist passenger trains were operated. As the freight traffic slowly declined in the 1980s, these tourist operations became vital to the railroad's well being.

### Today

The shut down of the Maine Central's Mountain Division in 1983 really hurt Lamoille Valley. Interchange with the CP still occurred in St. Johnsbury, but this slowly dwindled through the 1980s. The LVRC acquired the 27 miles of MEC tracks from St. Johnsbury to Whitefield, NH and operated this portion as the Twin State Railroad. The main customer was a paper mill in Gilman, Vermont.

In 1989, when the B&M sold off its lines in northern New Hampshire (Woodsville to Berlin and Groveton), the Twin State RR and LVRC were acquired by CSF Acquisitions and the entire operation became the New Hampshire & Vermont. The LVRC ceased as a separate railroad entity, although the line west of St. Johnsbury has still retained this name and passenger excursions continued for a few more years. No freight customers exist west of St. J.

Current proposals for the LVRC line include turning it into a rail-trail for snow mobiles (No!), reviving rail service under a new company, Vermont Rail Link, and starting up a tourist operation using a local 2-truck Heisler locomotive. The tourist and freight operations could operate simultaneously, but the line will again need some reconstruction.

### Selected Resources

Green Mountain Rails, Robert W. Jones, 1994

Maine Central Mountain Division, Ron Johnson, 1986

New England Rails 1948-1968, Morning Sun Books, 1989

New Englands Colorful Railroads Vol. 1, Four Ways West, 2000

"Northeast Kingdom", B&M, CV and CP, pt. 2 - February 1982 Trains, p. 22-32

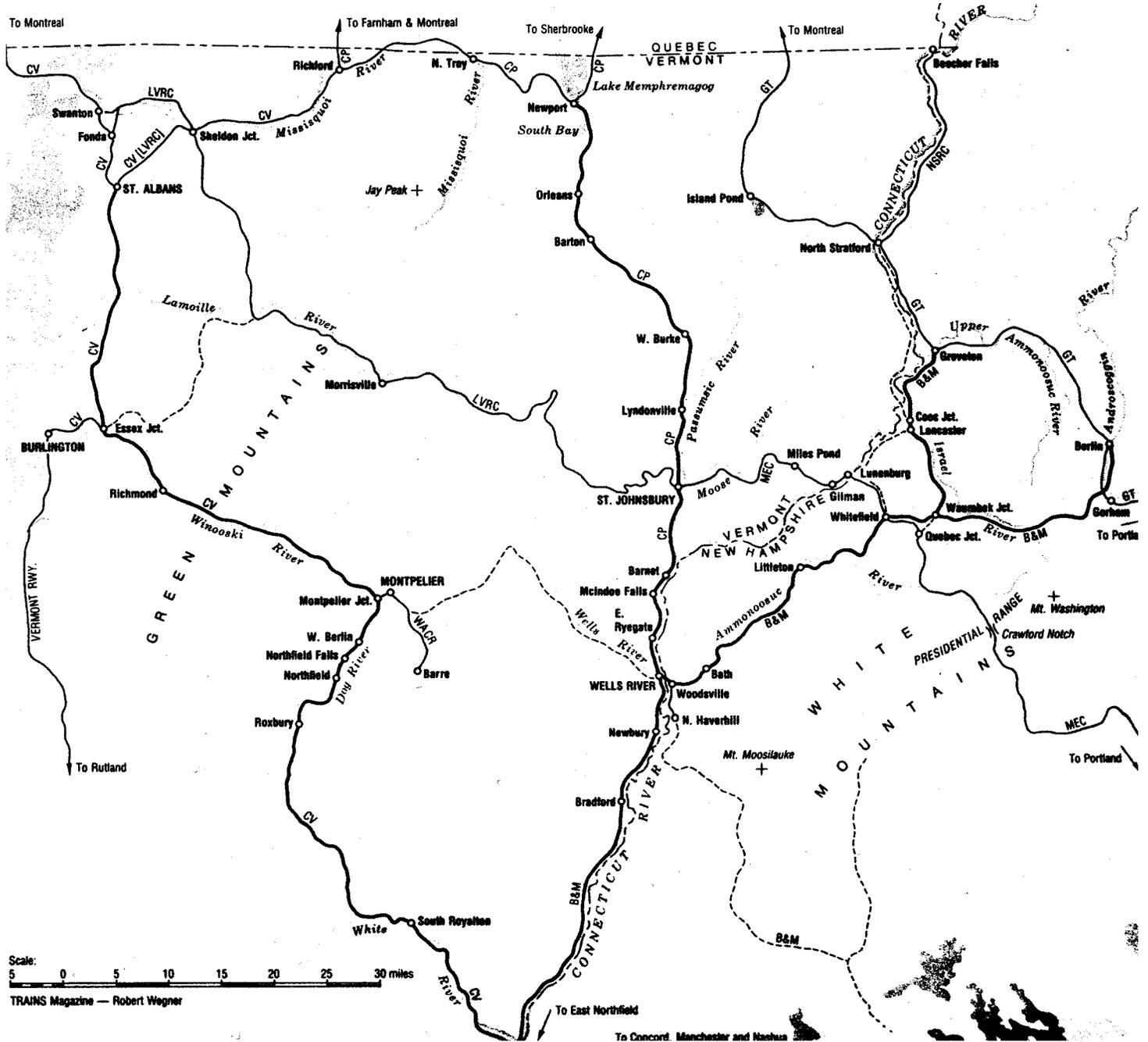
Today's Lamoille Valley - May 1980 Railfan & Railroad, p. 26-37

(part 3 of the Saga of the St. J series by Bruce Curry, pt 1 in January and pt. 2 in March)

### Video

Red Alcos, Green Mountains, 60 min. color 1995

RAIL LINES OF VERMONT'S "NORTHEAST KINGDOM"



In the "Northeast Kingdom" of Vermont, the CV, CP, B&M, MEC and LVRC operate scenic rail lines

Map from the 1982 article "Northeast Kingdom" in *Trains* magazine

The Canadian Pacific operated 90 miles of rail in Vermont. The CP dropped down from Montreal and Quebec City, Canada with 2 rail lines converging at Newport, VT. From Newport, CP track traveled south to St. Johnsbury to interchange with the Maine Central and Lamoille Valley Railway Company (aka St. Johnsbury & Lamoille County, Vermont Northern). The CP Rail line extends further south to Wells River, Vermont and an interchange with the Boston & Maine's Connecticut River line. The CP and B&M operated pool power between Newport, VT and as far south as Springfield, MA.

Trains operate mainly for the B&M and MEC bridge traffic, although a few local industries are switched. A paper mill in East Ryegate, a feed mill in Richford, a plywood mill in North Troy and a furniture plant in Orleans all are served by the CP.

Locomotives on CP's Vermont lines consisted of RS10s, RS18s, GP35s, C424s. An RS2 is stationed at St. Johnsbury, while an S4 works in Newport. Locomotive facilities are in Newport.

Interchange is made with the MEC and Lamoille Valley in St. Johnsbury, the B&M in Wells River and the CV in Richford.

### Operations

Two trains a day operate between Montreal and Newport. One train operates daily between Newport and White River Junction, the B&M/CP pool train. Locals out of Newport handle work to Richford and up to Sherbrooke, Quebec. A local also operates from Newport down to Wells River.

### Today

In 1995, the CP sold many of its eastern lines to Iron Roads. Iron Roads created a new railroad, the Northern Vermont, which is part of their larger Bangor & Aroostook system. With the BAR bankruptcy on 12/31/02, the Northern Vermont RR ended and the State of VT designated Vermont Rail System as the operator. Service continues to the few remaining customers around Newport and the branch to Richford. Not much traffic has been moving down to St. J or Wells River after CP Rail, but VRS could turn things around as it has done with all of its other rail lines in Vermont.

### Selected Resources

New England's Colorful Railroads Vol. 1, Four Ways West, 2000

Green Mountain Rails, Robert W. Jones, 1994

New England Rails 1948-1968, Morning SunBooks, 1989

Maine Central Mountain Division, Ron Johnson, 1986

CP Rail in Vermont - September 1980,  
Railfan & Railroad, p. 50-56

Clash of Seasons, December 1987 Railpace, p. 18-21

Video: "Red Alcos, Green Mountains", 1994

CP Rail MLW-Alco RS18s were regulars on the CP's Vermont lines. Unit 8758 is painted in the newer red multimark scheme. Photo by Larry Goss.





The B&M operated in all 3 Northern New England States, but most of the track and service was in New Hampshire. The B&M also operated in Massachusetts and New York. In 1983, the railroad had 1574 miles of track. 46 miles were in Maine, 103 in Vermont and 600 in New Hampshire.

The main line of the B&M was Portland, ME to Rotterdam Jct., NY, travelling mostly through Massachusetts. However, a second main line was the 224 mile Connecticut River Line from Springfield, MA north along the Connecticut River, sharing some trackage with the CV. From White River Jct. north to Wells River, the line continues as B&M and then crosses into New Hampshire for the run up to the paper mills in Groveton and Berlin.

In southern New Hampshire, a series of enchanting branch lines, many featuring covered railroad bridges, entered from various points to serve small customers and small towns:

- The Ashuelot Branch went from Brattleboro, VT east to Keene, NH.
- The Conway Branch left the Portland mainline and traveled north up to Ossipee (at one time going all the way to Conway).
- The Portsmouth branch cut off the Portland mainline and headed towards the New Hampshire coast to serve Portsmouth, Kittery and Seabrook.
- The Hillsboro branch went northwest from Nashua, but only as far as Bennington, having been cut back from Hillsboro.
- The Goffstown branch, also leaving Nashua and travelling 8 miles to Goffstown.
- The Claremont branch, from the Conn River line east through Claremont to Concord
- The Pemigawasset Valley branch, from Concord north past Lake Winnepisaukee and to a paper mill in Lincoln
- Other branches, such as the Cheshire though Keene to Bellows Falls and the Peterboro, were out of service prior to the 1970s.

Freight carried by the B&M was largely from the forests of north. Pulp, paper and lumber made up over a third of all traffic. Other freight included food, plastic pellets, grain, gravel, sand, salt, cement, fuel, and chemicals.

B&M interchanges in Vermont include the Green Mountain in Bellows Falls. There are also pool trains operated with the CV and CP. An official CV interchange is at White River Junction, and the CP interchange is a little further north in Wells River.

In New Hampshire, the B&M Conn River Line interchanged with the Springfield Terminal in Charleston, Claremont & Concord in Claremont Jct., the Maine Central in Whitefield, the Grand Trunk in Groveton and the Berlin Mills Railway in Berlin.

Off of the Conn River Line, other interchanges are with the Goodwin RR in Concord, NH (later New England Southern), the Wolfeboro RR in Sanbornville, NH and the Maine Central and Portland Terminal in Portland, Maine.

Locomotives used by the B&M in the 1970s and 1980s were almost exclusively EMD. Some older Alco RS3s, S1s, S2s and S3s were still around but were quickly being sold or scrapped. GP7s, GP9s and GP18s still were important main line locomotives, and F3s and F7s were still being used when