

**Boston & Maine Railroad Historical Society**  
19 *Incorporated* 71

# NEWSLETTER

BUDDY WINIARZ, Editor • P.O. Box 2936 • Woburn, MA 01888 • Email: CPC835@JUNO.com

This Newsletter printed by Gnomon Copy of Lowell

Meeting/Membership Telephone Number (617) 628-4053

January–February 1998

Opinions expressed in the signed columns or letters of this *Newsletter* are those of their respective authors and do not necessarily represent the opinions of the Society, its officers or members with respect to any particular subject discussed in those columns. The mention of commercial products or services in this *Newsletter* is for the convenience of the membership only, and in no way constitutes an endorsement of said products or services by the Society or any of its officers or directors, nor will the Society be responsible for the performance of said commercial suppliers. We reserve the right to edit all material, either due to length or content, submitted for publication.

— B&MRRHS CALENDAR —

- JANUARY 10, 1998** Jim Nizgus will be doing a presentation on New England railroading in Mass. , N.H. and Vt. during the 1970s, '80s and '90s.
- FEBRUARY 21, 1998** We are tentatively planning a Mix & Match video night.
- MARCH 14, 1998** Buddy Winiarz takes a look at scenes from the last ten years of New England railroading.
- APRIL 18, 1998** Author Ron Dale Kerr takes us along the "Lost Railroads of New England." This is our joint meeting with Mass Bay RRE.
- MAY 9, 1998** Bob Poore shows us "Life On The Maine Central."
- JUNE 1998** We are planning a trip on the Hobo Railroad. Details will be in an upcoming Newsletter.
- JULY 24, 25, 26, 1998** Lowell Folk Festival...come help man the combine and show your Society off.
- AUGUST 8, 1998** 21st annual B&MRRHS Day at the Conway Scenic. Details will follow.

***Meetings in Lowell are held at the Boott Mills Auditorium at 7:30p.m.  
Parking is in the French Street lot. Parking is not allowed in the courtyard.***

**!!!! NOTICE !!!! NOTICE !!!!**

March 7, 1998 is the date of the Society's and S.P.R.R.H.S.'s train show in Amesbury. We are in need of people to help out at the table and we need people to show slides, video or movies of railroading. If you can help out or would be interested in doing a program, at least 45 to 60 minutes long, please contact Dick Nichols or Paul Kosciolk at the phone numbers on the flyer.

**WINTER MEETING CANCELLATIONS DUE TO WEATHER**

With the winter months upon us again, we remind everyone that if a snowstorm or other serious weather situation warrants such, the B&MRRHS meeting will be cancelled or postponed. To find out whether the meeting has been called due to weather, we ask that you call the society's answering machine after 12:00 p.m. on the day of the meeting.

And as usual, we ask that when in doubt, you should use discretion—if you don't want to drive in it, we probably don't either!

## SECTION OF THE NORTHERN TO BE SOLD???

WEST LEBANON, N.H.-After years of gridlocked attempts by local officials to restore rail service to downtown West Lebanon, Guilford Transportation System says it will sell the three-mile line rather than be bullied into the deal.

State Sen. Jim Rubens held a meeting with company officials and potential freight users earlier this month, but GRS skipped a second meeting which was scheduled. Colin Pease, a GRS executive, said the company did so because the first meeting "was a trap that could rival one set by the Viet Cong," and his company wants nothing further to do with the group. Pease did say that there was talk of using public money to help private business at the first meeting. He also said he was threatened that if GRS didn't provide service, the line would be condemned.

"The nature of the transaction we don't want to be involved with it," said Pease. "It raised an awful lot of antennae. We don't want to go any further with the group or the senator." He said he notified the Dept. Of Transportation that an appraisal has been ordered and Guilford will attempt to sell the line to the state. A department official said that the state would be interested in purchasing the line and restoring service to the area.

Ruebens, an Etna Republican, was taken aback by Pease's comments. "None of those concerns were registered at the first meeting," he said. "We had a modest degree of progress."

At the second meeting "we had a half-million dollars in commercial freight revenue on the table. They didn't bother to show or even call," said Ruebens. Ruebens, along with Rep. Ralph Akins, City Planner Ken Niemczyk and officials from several businesses waited an hour and 15 minutes for GRS representatives to arrive. They even called Pease's office where a secretary said Pease was on his way.

"The purpose of the meeting was to see if folks could engage in a deal without any public money," said Ruebens. "We set up another meeting in West Lebanon. It was very cordial and there was not indication that they were disappointed. This was a slap in the face."

As far as threatening Guilford, Ruebens said he simply informed the company that there is legislation pending to condemn the line. "I guess that certainly is a threat, they should be

aware of it," he said.

Akins (R-Lebanon) and Rep. Clifton Below (D-Lebanon), have asked the legislative research office for a draft of legislation to take the line by eminent domain. "It would give the city a trump card it might be able to play," said Below.

Akins expressed surprise that a company that has as much responsibility as Guilford would "ignore the second meeting completely....and not even cancel. It just seems highly irresponsible."

Pease said he felt set-up because he expected a small private meeting and found 30 people in attendance. "All those people in the room were there simply as resources," said Ruebens. Adding that many were state officials there to answer technical questions.

Warren "Bud" Ames, president of Twin State Sand & Gravel, applauded Guilford's decision to sell. "He has a great idea, let him get it appraised and sell it to the state." Adding, "that's the best news I heard in a long time."

Ruebens agreed saying "that might be a good thing if the price were a true market value." "We would be interested in purchasing it, in order to allow another railroad to get there and provide service," said Kit Morgan, administrator of the DOT's bureau of rail and transit. If a deal can be worked out, the state would likely hold onto the line and lease it out to railroad companies.

The West Lebanon end is part of a 70 mile train-line that runs to Concord. The state purchased most of the line two years ago, but Guilford maintained ownership of the two ends.

Morgan said the price for the three mile line would be in the six-figure area and hopefully not that much more. Pease declined to estimate the price but said the appraisal should be done by the end of November.

(Valley News)

### CONDOLENCES

#### *Merton Stearns*

It is with great sadness that we learned recently of the passing of B&M retiree and B&MRRHS member Merton Stearns. Merton worked as a station agent and telegrapher for the B&M, and in later years as a traveling car agent. We are thankful that Mert shared many of his memories of life on the B&M during the 1940s and 1950s with our readers through his several articles in the B&M Bulletin. Our deepest sympathies go to Mert's family and friends.

.....

The Officers of the B&MRRHS, on behalf of the Society also wish to extend condolences to Bruce Bowden and family on the passing of his mother.

## ELECTION RESULTS

Here are your officers for the year 1997-97.

PRESIDENT	Jim Nigzus	116
VICE PRESIDENT	Dan Hyde	115
TREASURER	Mike Basile	114
CLERK	Dick Nichols	109
SECRETARY	Buddy Winiarz	117
DIRECTOR	Jim Byington	116
DIRECTOR	Fred Brown	115
DIRECTOR	Russ Munroe	115
ALT. DIRECTOR	Sandy Shepherd	111
ALT. DIRECTOR	Gerry Dube	108

There were two write-ins:

Paul Kosciolk Clerk & Director (1 vote each.)  
Peter Victory Director & Alt. Director (1 vote each.)

There were a total of 117 ballots returned and no disqualified ballots.

## NOT A GOOD WEEK FOR GRS...

LAWRENCE, MA.-A 40-year-old South Lawrence woman in a wheelchair was struck and killed by a freight train while trying to cross the tracks at the MBTA station on Merrimack St. Jeanne M. LeBlanc, was pushing her wheelchair across the tracks when apparently it got stuck and she ended up slipping on the tracks just as the train came by, said Joe Pesaturo, deputy press secretary for the MBTA.

"It looks like she got banged by the side of the train, not ran over," said Lawrence Police Sgt. Gene Hatem. "From all indications, this was a very tragic accident. She was trying to get out of the way. The men on the freight train saw her as they rounded a blind corner. They blew the horn and hit the brakes but trains don't stop on a dime."

The section of track by the accident was shut down for about two hours and passengers between Lawrence and Haverhill were transported by bus.

HAVERHILL, MA.-A teenage girl was struck and thrown 35 feet into the Merrimack River from the railroad bridge that crosses the river between Haverhill and Bradford. Police said the girl, Jennifer Bell 17, stood paralyzed as the train

approached. Two other teenagers were who were with her stepped aside on a platform and avoided injury. According to police reports, the teens were using the bridge as a shortcut.

"The train crew did an outstanding job trying to stop the train, but they don't stop that quickly" said Haverhill Fire Deputy Edward Syvinski. The train stayed where it stopped, with the engine just beyond the Washington St. overpass, while State and Haverhill Police along with railroad officials investigated.

Miss Bell's body was recovered by assistant harbormaster Timothy Slavitt and firefighters about 800 feet downstream from the scene of the accident.

According to reports, the engineer of B&M train engine #333, told investigators that he saw the girl in the middle of the tracks and immediately applied the brakes but was unable to stop in time. Estimated speed was 28 mph.

Miss Bell was a friend of the late Kyle Wentworth, who was killed by a MBTA commuter train in July 1996 while playing "chicken." "She promised she would never do that because she knew him," said Jennifer's 14 year-old sister Ashley.

(This was TV-96 eastbound and according to reports was the same train involved in the accident at Lawrence--Ed.).

*(Both items from the Eagle Tribune)*

---

---

## CLASSIC TRAIN MAY SEE USE...

Bartlett, N.H.----The "Flying Yankee," a 62 year-old luxury train that hasn't carried passengers in 40 years, took to the Interstate highways today to get a new life. The three car train, was separated and placed on rubber wheels for towing to a repair shop in Claremont, N.H.

Due to a lack of tracks and railway safety requirements made the move by rail impossible, they traveled the highways of New Hampshire and Vermont. Leaving from Bartlett to Littleton to St. Johnsbury, then traveling south on Rt. 91 and to Claremont.

The preparation and moving was supervised by 72-year-old "Diamond Jim" Robinson of Dublin, an expert in the moving of heavy objects. Robinson first saw the stainless-steel train on its maiden run pass the station at Reading, Ma., when his fifth-grade teacher took the class to see the train. Robinson also transported the train here in 1993 from Edaville Railroad, when Bob Morell bought it.

Morell intended to use the train to draw tourists to northern



The Flying Yankee at Warren, N.H. Jan. 1, 1936 [Collection of Buddy Winiarz]

New Hampshire, but the hope of it running again did not materialize. He sold it to the state for \$1.00. The non-profit group, Flying Yankee Restoration Group Inc. was founded to raise \$1 million to restore it. The state of New Hampshire will oversee operation and maintenance of the train.

The foundation hopes to have it running by July 4, 2000.

*(Lowell Sun & Fosters Daily Democrat)*

## DANVERS: A PAST GLANCE

This is the Danvers Plains station that replaced the Danvers Jct. station. It was moved by flat cars, supported by timbers in 1923. Looking left to right is the Newburyport Br. And front to back is the Lawrence Br. with a coach next to the shed in lower right. (Collection of Buddy Winiarz)



Danvers, Ma.—The fare, according to an old radio ad, was a penny a mile. And if you had change in your pocket, you could go pretty far.

Until the 1950's, railroad beds linked together all corners of Danvers, from Tapleyville to Danversport, from Collins St. to Ferncroft. In all there were nine stations.

At Danvers Plains, the town's central station, which is the only survivor, one could hop a 6:45 or 7:15 to Boston via Salem or Wakefield. Newburyport and Lawrence were other options.

"I used to ride the train into Boston to work, and I used to knit all the way," said Margaret Callahan. "There were seven stops before you got to Salem. It seemed like we stopped in everybody's backyard. Boy, you could get an awful lot of knitting done."

Meanwhile, all the kids knew that if you got in good with engineer Tim Hawkes, know to many as Uncle Tim, maybe he'd let you ride in the caboose. Others would lay pennies on the tracks, or sneak up as close as possible to the train to feel the immense blast of hot air as it barreled by.

"The coal yards on Charter St. were our playgrounds," said Ruth Kingsley. "The coal was kept in big sheds with openings on the top. We would get inside and play games. Why we never suffocated, I'll never know."

Of course the trains weren't fun and games for everyone. With the rumble of an approaching train, women who lived near the tracks would dash outside to save drying cloths before smokestack cinders filled the air.

Crossing tenders manned small shanties at major intersections. Whenever a train approached, the tender would leave his shanty and halt traffic with a hand held stop sign. (If I recall correctly they were white with black lettering--Ed.)

"Onion Town" author, David Knowlton described one well-known crossing guard, Ernie Dame, who stood guard at

Elm, Holden and Ash around 1930. "He took his job seriously and would almost run from one side to the other side of the crossing while holding his stop sign, all the while blowing on his ever-present police whistle."

Missing the train was no laughing matter, as this was often the only way to get to work. "The same people rode into Boston on the train for 30 years or more. We got to know everybody," said Alice Lee Maloney, 86, who grew up next door to the Danvers Plains station. "Each person would sit in his particular spot, and God help you if you sat in the wrong seat," she added.

At age 18, high school graduate Sam Foss boarded a train at Danvers Plains and waved good-bye to his family. It was 1941, and he was going to war. "After I got out of the war, I took the train home," he recalled. "I remembered the engineer as the same one who took me out." Eventually, Foss himself went to work for the railroad, becoming Danvers' last engineer before cars made passenger service obsolete in the 1950's.

Foss remembers shoveling coal all day long through the butterfly doors of old steam engines. "The steam engines were dirty, you'd be covered in black. But it was a good, clean dirt," said Foss.

*(Salem Evening News)*

The nine stations, most in any city or town served by the B&M were:

NEWBURYPORT BRANCH---Collins St., Tapleyville (alive and well at the Seashore Trolley Museum), Danvers Jct.\*, Danvers and Putnamville.

LAWRENCE BRANCH---Danversport, Danvers Plains, Danvers Jct. \*, Ferncroft, and Hathorne.

\* This is where both branches crossed at a diamond.

# THE ABANDONED TRACK

## CARS PILE UP AT DERAILMENT—1/29/1947

NEWFIELDS, N.H. ---Wrecking crews were working this afternoon to clear the tracks near Rockingham Jct. of 17 cars of a Boston & Maine railroad freight train that derailed here today making it necessary to reroute traffic between Boston and Portland.

No one was injured and railroad officials were unable to report the cause of the accident. The train was enroute from Portland, Me. to Mechanicville, N.Y. when the accident occurred shortly after 7:00 am.

The main line of the B&M western route of the Portland Division was blocked and traffic was immediately rerouted via the eastern route of the Portland Division.

The Gull, enroute to Boston from Halifax, N.S. was delayed considerably because it had to return to North Berwick, Me. before it could come down the eastern route. Other schedules were maintained due to the alternate route.

Passengers to and from points on the Conway line were handled by bus from Dover to Portsmouth and then sent on by train.

The 17 cars derailed included seven tank cars containing gasoline and the Newmarket fire department was standing by just in case of fire. Other cars contained potatoes, lumber and other merchandise.

*(Evening Leader)*

---

## RAILBANKING VICTORY

WASHINGTON, D.C.—Congress responded decisively this morning, 11/6/97, to the American public's commitment to rail-trails and a continuing national rail corridor preservation policy by turning aside Rep. Jim Ryun's (R-KS) legislation to repeal section 8 (d) of the National Trails System Act. Section 8 (d) allows for the railbanking of corridors for interim use as trails until reactivating of rail service is needed.

Rep. Ryun withdrew his bill (HR-2438) from a vote by the House of Resources Subcommittee when expected support did not materialize. The issue may be revived next year, but for now this latest threat to railbanking is dead.

Rails-to-Trails-Conservancy would like to thank the many RTC members and supporters who contacted their Representative urging opposition to the Ryun legislation as well as to the members of Congress who supported RTC.

For more information contact the RTC Policy Dept at 202/331/9680.

*( Off the Internet via Craig Della Penna)*

Meanwhile residents in Danvers, Ma. and in Belchertown are mounting opposition to the rail-trails citing increases in vandalism, damage to the ecology, trash and almost anything imaginable. Especially the real big one-----NIMBY-----Not In My Back Yard.*(Gathered from several sources)*

## ERA ENDS FOR B&M PASSENGERS 1/1/1987

BOSTON, MASS---The Boston & Maine Railroad, which sold its first ticket when Polk was president of the United States, ended 141 years of continuous passenger service Wednesday.

"It's a sad passage," said Ernest Coutermarsh, age 70, a 43-year veteran of the B&M. "It's tragedy, for my father, my grandfather and my brother were all railroad men, going back 150 years."

The B&M once dominated northern New England train travel. Its last passenger run was a commuter train scheduled to arrive in Boston's North Station at 11:43 p.m. from Reading.

"I ran some of the best rains we had here, the Alouette, Red Wing, The Ambassador, The Cannonball and the East Wind," said Coutermarsh, reminiscing with old friends in the station's old dusty trainmen's room.

"At one time," he said, "we carried a million and a half passengers out of North Station a month."

B&M owned since 1983 by the New Haven based Guilford Transportation Industries Inc., was plagued by labor problems last year, and the MBTA ended its affiliation. A contract to carry some 25,000 commuters was awarded to Amtrak.

The B&M, which began carrying passengers in 1845 during the presidency of James K. Polk, will continue to haul freight in New England, New York and Pennsylvania. The carrier hauled 192,00 carloads in 1985.

"It's very sad," said Ben Crouch, a former board chairman of the B&M Railroad Historical Society, a group founded 15 years ago and is now boasting 1,500 members.

"B&M's heyday for passenger service was back before WW I," said Crouch. "At one time, it was said that North Station was the busiest station in the U.S. served by only one railroad. Through cars went to northern Maine, Halifax and Montreal."

*(Journal-Courier 1/1/1987)*

### Thanks...

THANKS THIS ISSUE GO TO...

Craig Della Penna, Robert Wilner, Linda Weeks, Steve Cook, Paul Kosciolk, Jim Nigus, Matt Munzi, Jim Byington, Scott Currier.

### Deadline for next issue...

The deadline for the March/April newsletter is February 7, 1998. All items may be sent to the Woburn PO Box or to the e-mail address on the front of the Newsletter.

### CORRECTIONS...

Reported in the last issue of the Newsletter was the fact that Guilford unit B&M GP-7 #470 was scrapped due to a fire. This came from several sources and I am happy to report that it is alive and running on the system. It was seen 10/26/97 on WA-1, Waterville Yard to MPH-9, Hinckley Branch to the Paper Mill. I also had a report that it was on a consist to Deerfield about a week later.

## FUNDING KEEPS N.E. RAIL...

Congress has agreed to shell out \$5.7 billion for operating and construction expenses through the year 2002. This along with the \$56.8 million bond initiative approved by Maine voters will put "icing on the cake" of the soon to be announced service between Boston & Portland.

Along with the bond vote was the fact that Amtrak will not stop at Portland but go as far as Brunswick.

The basic Boston to Portland service will be four trips daily, costing \$20 + one way, take 2 hours and 5 minutes and stop at Haverhill, Ma., Durham, N.H. (weekends only), Dover, N.H., Wells, Saco and finally Portland, Me. During the summer months the stop at Old Orchard Beach will be instituted.

*(Condensed from Boston Globe)*

## SIDINGS

In response to the inquiries as to what a Guilford train was doing on the Cape and surrounding area in August 1997.

A passenger special between Boston and Hyannis was operated for the Mellon family. MEC GP-40's #351 and #352 were the motive power on the two car consist.  
(Railpace)

\*\*\*\*\*

Block signals on the former Canadian Pacific's Newport and Lyndonville subdivisions have been turned off, the bulbs removed and the masts turned 90 degrees to the track.  
(Railpace)

\*\*\*\*\*

Seen in passing through town.

The Raymond, N.H. Historical Society wasn't just happy with having the old station for their headquarters so they added a B&M caboose, then a NYC reefer car, a trackmotor car and now a small diesel.

Bedford, Ma.---The Friends of Bedford Depot Park, recently undertook the restoration of three whistle posts that have survived the end of the railroad in Bedford, Ma. John Filos and Neil Leary trimmed brush away from the concrete posts and straightened them out.

Using original engineering plans provided by Vincent Bernard and the Archives of the B&MRRHS, Mr. Filos fabricated replacement "upper-quadrant yellow arms" to replace the ones that had deteriorated.

Two are located on the southern approach to the Bedford Depot while the third is a short distance west of Hartwell Rd. on the abandoned B&M Reformatory Branch.

## WORKING ON THE RAILROAD...

ASHLAND, N.H.---In it's own way it could be one of the biggest volunteer efforts in the state's history. Members of the New Hampshire Snowmobile Association are working their way through the late fall weather to make improvements to a 30-mile stretch of railroad bed between Ashland and Lincoln.

More than 70 members took part in the project that involves putting new wooden decking on 32 bridges along the line. "That railroad bed is kind of like our central artery," said Dennis Ford, vice-president of the Association. "We utilize it for snowmobiles during the winter season, Jan. 1 until the end of March."

The 32 bridges will be redecked with approximately 30,000 board feet of rough-sawed hemlock wood. The last time this was done was in 1989 and this project will help protect the railroad ties from carbon build-up from the runners of the snowmobiles.

*(Condensed from Fosters Daily Democrat)*



(John Filos (left) and Neil Leary replacing the quadrant arms at one of the whistle post on the former B&M Lexington branch in Bedford. *(Jim Shea Photo)*)

## MOTIVE POWER OF THE BOSTON & MAINE RAILROAD-1887

1	Dragon	26	Pacific	51	Saxon
2	Portland	27	Haverhill	52	Titan
3	Reading	28	Mystic	53	Mercury
4	Medford	29	Newburyport	54	Sachem
5	Norris	30	Camilla	55	Forest City
6	Swampscott	31	Andover	56	Francis Cogswell
7	Antelope	32	Durham	57	Minerva
8	Memecho	33	Hercules	58	Wm. Merritt
9	Massachusetts	34	Exeter	59	Columbia
10	New Hampshire	35	Strafford	60	Pepperall
11	Maine	36	Alton Bay	61	Old Orchard
12	Wyoming	37	Hobart Clark	62	Cumberland
13	Stoneham	38	James Haywood	63	Transport
14	Boston	39	Shawmut	64	Pilot
15	Ballarvale	40	Lion	65	Samoset
16	Essex	41	Gen. Grant	66	Decatur
17	Bay State	42	Gen. Sherman	67	Comet
18	Granite State	43	Middlesex	68	Casco
19	Oak Grove	44	Dover	69	Escort
20	O.W. Bayley	45	Gen. Sheridan	70	J.C. Ayer
21	Rockingham	46	N.G. Paul	71	S. Berwick
22	United States	47	Achillies	72	Lowell
23	Thomas West	48	Suffolk	73	Saco
24	Merrimac	49	Machigonne	74	S.A. Walker
25	Atlantic	50	North Star	75	Malden

(To be continued--taken from a paper I purchased --Ed.)

### TIME FOR JEST...

It seems there were two groups of train riders on the platform, a group of Officers and a group of Enlisted men. The Officers all had tickets but noticed that the Enlisted men only bought one. Curious about what they would do, the officers kept a close eye on the men.

A few minutes after boarding the train, the conductor came by to collect the tickets. While he was busy with the other passengers the enlisted men got up and jammed into one of the small bathrooms. The conductor then came by and asked for tickets, it was slide under the door and he then picked it up and left.

This made a very positive impression on the officers. After a brief discussion on the pros and cons of the technique they decided to try it on the return trip.

A few days later, both groups having assembled on the platform, the officers went and bought their ticket but the enlisted men didn't buy any. Puzzled, the officers decided to watch the men.

Shortly the conductor appeared and the officers arose and went to one of the bathrooms with the enlisted men going to another. As the men walked by one knocked on the door to the officers bathroom and said "tickets." The ticket was slid under the door and the enlisted man picked it up and joined his comrades in the other bathroom.

### THE INTERCHANGE

Photographs for sale--B&M, MEC, BAR and PT first generation diesels. Over 350 black & white views taken from the early 1970's, available as custom 8 X 10 prints. Mostly roster some action. Almost the entire roster at the time is represented. Discounts to members.

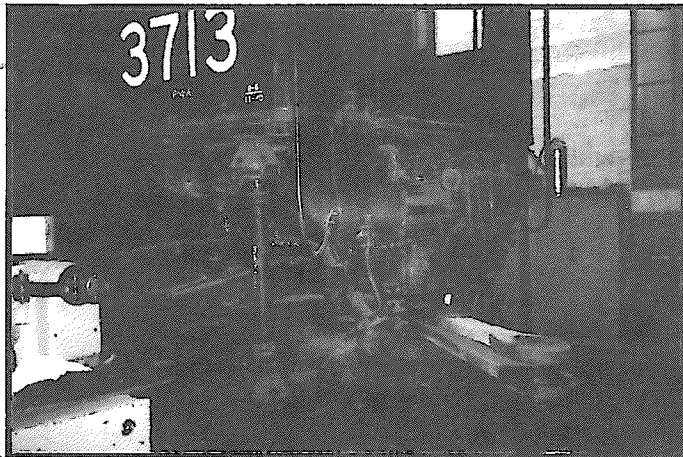
Send \$1.00 for list to:

K.Holland  
410 Strathcona Drive  
Burlington, Ontario L7L2E5

Duplicate B&M Paper--Select B&M Bulletins Vol. 6 thru Vol. 14; B&M Employees Timetables 1937-71 including B&M public t-tbls., labor & rules schedules; 276 of the 284 B&MRR Employees Magazine.

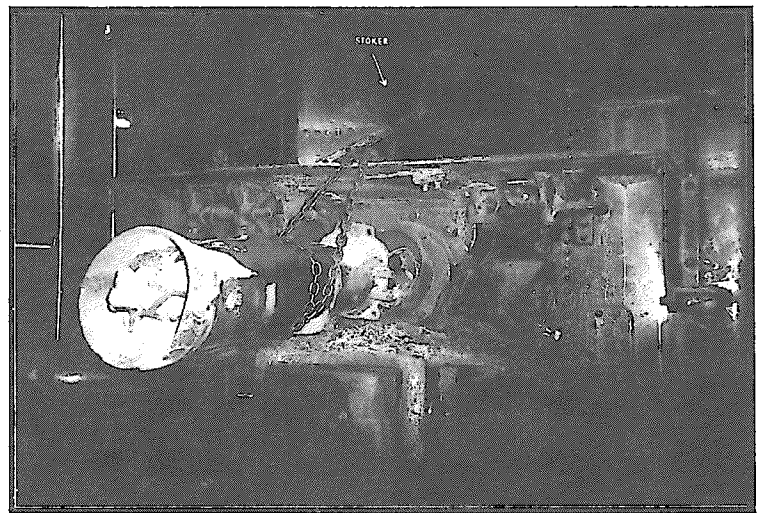
For free list -- Alden Dryer 91 Reynolds Rd. Shelburne, Ma. 01370 or 414-625-6384 or sallyden@mail.megatron.com

# B&M #3713...



Member Robert Wilner and his wife Kathleen went to Steamtown recently and got to view the work being done on the B&M #3713. The engine itself is being worked on in the shops while the tender sits in the roundhouse.

In the three photos we see #3713 in the shop somewhat stripped-down and in need of a paint job. The second photo shows the back end of the locomotive under the cab and with the coupler link. The third photo looks to be the tender, showing the "worm" encasement.



---

---

## UPCOMING EVENTS OF INTEREST...

- Jan. 31--Feb. 1 1998      Amherst Railway Society's "Big Railroad Hobby Show in West Springfield. 9-5 both days.
- Feb. 8, 1998              Mystic Valley's "Rail-A-Rama XXVI" at the Ramada Rolling Green, 311 Lowell St. (Rt. 133 Exit 43 off Rt. 93), Andover, Ma. 10-4. Fares are Adults \$3, Child (5-12) \$1, under 5 Free.
- Feb. 21, 1998             MBRRE "Snow Train." Call 617-489-5277 for info.
- March 7, 1998             "Trains Unlimited VII" this is your Society's and Salisbury P.R.R.H.S. show. See enclosed flyer).
- March 29, 1998          "Tracks & Trains VI" at the Masconomet Reg. High Sch. Fieldhouse, 10-4. Exit 51 off Rt. 95. Fares-- Adults \$4, Child under 12 Free w/adult.