

# Boston & Maine Railroad Historical Society

19 *Incorporated* 71

# NEWSLETTER

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— B&MRRHS CALENDAR —

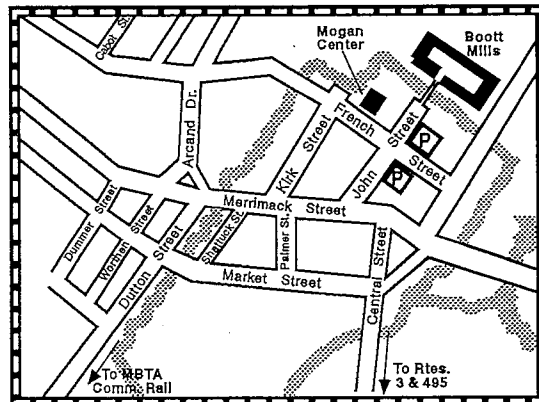
- MARCH 14, 1998** Your Newsletter Editor takes a look at New England railroading from 1990 to 1997.
- APRIL 18, 1998** This is our joint meeting with the MassBay RRE. It is our turn to host and we have Author Ron Dale Kerr taking us on "The Lost Railroads Of New England."
- MAY 9, 1998** "Life on The Maine Central" by Bob Poore.
- JUNE 1998** Dan Hyde will present a video on New England "Fan Trips."
- 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**

The Society has changed it's phone number. This number is for Society and program information only. Remember all historical and archival questions and information should be sent to the Woburn PO Box, while membership goes to the address in Lowell. The new phone is not equipped to receive messages. The new number is 1-978-454-3600. We are still listed in the Boston phone book as well as the Lowell book.

**DIRECTIONS TO THE LOWELL MEETING PLACE**—at the traffic light near the Mogan Center, take a right or left depending on which way you come down French St., go past the little guard shack (Parking lot is on right—Boarding House Park is to the left), Walk over the trolley tracks and bridge. Into the courtyard, bear to the right and go to the end. The doorway will be lighted. Also look for signs.



## A PASSENGER CAR ...

CONCORD, N.H.--For over 38 years it carried passengers on the tracks of the B&M in New England. With more than a million miles on her the B&M deemed her obsolete and was scheduled for scrap when James Ross, a car inspector in Concord, N.H. had other ideas. This is the fate of coach #480.

With help from Joe Barbour and the architectural firm of Lyford & Magenaue they designed a two bedroom home. Placing it on a 100 foot square lot the coach became a house. First steps taken were the removal of the wheels and vestibules and cut the coach into three sections. A diagonal cut was made at each end and a large middle section remained. The left piece was placed on the right and the right on the left of the middle piece forming a "U-shaped" house. Carpenters built a gabled roof to conceal the curved roof, removed the windows, insulated and put down a new floor.

The present owner purchased the house in 1947 from Ross Associates for half the cost of what a new home cost at the time. The original blueprints are still retained by him. Over the last fifty years, he and his wife they two daughters and added a garage, porch and workshop.

*(Submitted by Dick Muse--ref: B&M RR Magazine Jan. 1947, Concord Monitor Nov. 30 1946 & Dec. 9, 1946.)*



Former B&M Coach #480 as a house in Concord, N.H. (Dick Muse photo).

### WELL DONE!!!

The recent Amherst Railroad Societys show in Springfield was a huge success for the B&MRRHS and ARS. As records were broken for both. Attendance topped the 23,000 mark. Through the efforts of Steve Butterworth, Alden Dreyer, Jack Kelly, Brian Bollinger, Wayne Gagnon, Paul Kosciolk, and Buddy Winiarz the Society did over \$2,500 in sales. Thank you gentlemen.

Also sharing a small spot at the Society's table was Mike Giannetta and his crew from the L&WVRHS taking donations for the restoration of B&M #3713.

### CONDOLENCES

#### Howard Babyok

We are saddened to learn of the recent passing of Howard Babyok of West Springfield, Mass. Howard was an early member of the society, and father of past director Gerry Babyok.

## "THE LITTLE ENGINE THAT COULDN'T..."

HAMPTON, N.H.--For a day and a half, engine # 347 was "the little engine that couldn't." Owned by Guilford Rail System, of Billerica, Ma., the engine stalled at Foss Manufacturing just as it was delivering eight hopper cars of plastic pellets.

Although the exact cause of the was not determined, the engine lost 300 gallons of water when the automatic shut-down malfunctioned. The valve was jury-rigged by engineers and the Hampton fire department pumped it full of water.

According to the conductor it came at a good time, having happened when we stopped to make the delivery.

*(Fosters Daily Democrat)*

## NEW PASSENGER TRAIN IN VT.?

MONTPELIER, Vt.--A California company is considering running a passenger train from Montreal through Vermont to the seacoast, possibly Portland, Me.

The St. Lawrence and Atlantic RR, based in Auburn, Me. is talking to the company but no definite plans have been made. Due in part to the company looking at all options.

The train could "hook-up" with cruise ships in Maine and could make excursions to Boston for foliage and winter sport tours.

The St. L&A runs 165 miles of freight trackage between Portland and the Canadian border at Norton, crossing New Hampshire between North Stratford and Shelburne. According to St. L&A vice-president Matt Jacobson said no hints of where the train would stop if it gets off the ground but did mention Island Pond, Vt. as a natural because it's a crew change point. No passenger trains have run on the St. L&A tracks in Vermont in over 30 years.

*(Boston Globe/Vermont Free press)*

# ANNUAL REPORT 1996-97

Twenty-five years have passed and as Chairman of the Board, I wish to thank our loyal membership for its patience and understanding as the Society has been going through several transitions. Our Officers, Board of Directors, Staffs and helpful members have generously donated time away from their families to provide our members with a high quality standard of railroad history through our various communications and products.

Our Newsletter has been our major communication piece to the membership and the Bulletin has not been forgotten as one is in the process of being laid out and hopefully will be in your hands soon and back to a more realistic schedule.

The treasury remains solvent, as of Sept. 30, 1997, Treasurer Mike Basile reported a balance of \$44,356.93. For fiscal year June 30, 1996 to June 30, 1997 our total receipts were \$72,446.61 with a total expense of \$84,701.42. Thanks go to Mike for his concerned efforts.

President Joe Shaw has been a valuable assistance in cataloging the hardware collection, helping out on the 410 restoration and working shows. Joe will continue to assist us in a consultant capacity as he has stepped down from the Presidency.

Vice-President Jim Nigzus is our Society "wrapped up" into a powerhouse that performs 410 restoration, catalog orders, maintaining our storage area, which included building an enclosed cell, chairman of train shows, organizing our Folk Festival set-up among other efforts. A tip of the hat from all of us.

Clerk Richard Nichols has been busy at the helm keeping track of all society records.

Newsletter Editor/Correspondence Secretary Buddy Winiarz has been putting out the Newsletter and corresponding with membership questions, general mail replies, and shows among other duties. Thanks go to him for all the work he does.

The Archives Committee has been active with strong efforts coming from Ron LeBlond, Tim Gilbert and many other individuals who serve on the committee. A special note of thanks goes to Jim O'Dell who graciously donated the Francis A. Poulin Slide collection and to Thomas Ellen who donated several New England railroad annual reports, financial statements, lease agreements etc. There are other members who have helped out and donated to the Archives and on behalf of the Society thank you.

Our Bulletin Editor, John Alan Roderick is to be commended for his outstanding efforts for the past ten years and I wish him well as he will remain in a consultant capacity for our Society.

Hardware chairmen, Joe Shaw and Dan Hyde have been the watchdogs of our ever expanding collection of hardware. This past year we have received rotary flashers for the wig-wag, railroad switch stand from the late local historian Pat Pendergast, W.N.& P track drawings, railroad lanterns and many other items.

The 410 restoration project has continued on a steady course with a lot of work being done to the cab, cylinder covers and tender steps. The combine received two coats of exterior paint, a new exterior roof and new paint on the inside. Many thanks to the volunteers who are dedicated in their efforts to the ever-on-going project.

Bruce Bowden and Bob Warren are our Modelers Notes Editors who keep our members in modeling smiling. Nice job men.

Show Committee/Catalog Chairman, Jim Nigzus reported that our Society had another successful year with show and catalog sales.

My sincere thanks to all the individuals who have stepped forward to lend a hand at show: Jim Nigzus, Joe Shaw, Buddy Winiarz, Fred Brown, Ed Felton, Charlie Eastman, John A. Roderick, Steve Butterworth, Alden Dyer, Brian Bollinger, Rick Conard, Mike Basile, Carl Byron, and Paul Kosciolk.

If I have missed anyone please accept my apologies.

Program Chairman Jim Byington has produced another successful year of programs. Nov. had a panel discussion on the B&M from WWII to the early 1970's by Don Robinson, Arnold Wilder, John Goodwin and Herbert Adams. Dec. had members Nite with Buddy Winiarz, Jim Nigzus and Dave West showing various railroading. Jan. was Dan Hyde showing a video on Maine Railroads. Russ Munroe took us on Canadian Steam. While in March Dick Symmes gave a presentation on the B&M in the late 60's early 70's. Mass BayRRE hosted our joint meeting in April and in May we held our 25th anniversary with slide presentations by Hal Carstens and Dick Towle. Another trip to the Hobo Railroad in June, the Folk Festival in July and no meeting in August. Sept. saw us enjoy a trip to Conway Scenic, Oct. had Dick Nichols present a "Restoration Of South Station."

*Respectfully submitted,  
Paul Kosciolk,  
Chairman B&MRRHS*

## INTERESETED???

The Society has gotten letters, e-mail and asked why we have no web site? To be honest I do not know. There was talk of one and I think it was on-line for a while but I have no idea what happened.

Another question, "is there a way we can have members listed in the Newsletter who are on-line." Let me throw some of the ideas at you. Listed would be members name, address (optional), at least the state you live in, e-mail address, interests (ie.-steam era, stations, modeling, rr/B&M photography, etc.) so we could print it in the Newsletter for those who want to do this.

It could be done as an insert thus preventing distribution outside the membership. Although not completely fool-proof it would be the best way to keep it for the membership only.

This is suggested by you the members so in order for it to work please get involved.

Send the above information to the Society in care of the e-mail address; CPC835@JUNO.com

## "DIESEL AND DUST"

Claremont, N.H.---In June of 1999, New Hampshire is going to the nation's capital as the featured state at the Smithsonian Folk-Life Festival in Washington, D.C. Just how more then 100 New Hampshire residents get there could be decided in six months. If the Claremont Concord Railway can make its June 1999 deadline, they could go by way of the "Flying Yankee", the nations oldest operating streamlined passenger train.

The inspiration of a few visionary railroad executives in the 1930's, the Flying Yankee was the third high-speed streamlined passenger train built in the country. Preceded by the Union Pacific's "City of Salina" on Feb. 12, 1934 and Burlington & Quincy's "The Chicago" or the "Zephyr" on April 9, 1934. The Zephyr is now housed in the basement of the Museum of Science and Industry in Chicago.

When the B&M and MEC sponsored the first streamlined passenger train in the East, they ordered a near duplicate of the Zephyr. On February 9, 1935 as the Flying Yankee pulled into North Station its' three cars weighed 231,000 lbs. about as much as one sleeper car.

The Yankee has three semi-permanently connected multipurpose cars. The lead car contained the engineers compartment, housed the engine, electrical generator, toilet, a buffet and seating for 28 passengers.

The second car featured seating for 60 passengers while the third had two toilets, an elaborate lounge and seating for 32 fares.

George Howard, a member of the Yankee Flyer Restoration Group, Inc. says that it will take close to one-million dollars to restore. The group has been in contact with six of the original manufacturers in hope of inspiring corporate interest in the restoration. Although the original manufacturers are now part of other company's today.

*(Condensed from the Boston Globe--NH Section)*

For those interested in donating to the restoration of the Flying Yankee write to:

Flying Yankee Restoration Group, Inc.  
PO Box 6000 Glen, N.H. 03838  
Phone/fax 603-383-4900  
E-mail [fygroup@nica.net](mailto:fygroup@nica.net)  
Web site [www.flyingyankee.com](http://www.flyingyankee.com)



Some of the National Guardsmen that helped move the Flying Yankee take a break at Littleton, N.H.



Approaching St. Johnsbury, Vt. to get onto I-91.



Between Wells River and Brattleboro, Vt. on way to Claremont, N.H.

*(Photos by Charles Harrington)*

## B&M BUDD #6211....

Bedford, Ma.--January 29, 1998, B&M RDC #6211, having spent the last many years idly on shop trucks in the woods that have grown up where the once mighty yards of the B&M's Billerica shops stood. Earlier in the week workers cleared the rusty rails which lead into the woods and a switch engine towed the #6211 into a clear area.

A semi hooked up to the front road dolly and set off on the eight mile trek to Bedford. The trip was planned to take 1.5 hours and precisely at 10:30 AM we pulled into the former Bedford freight yard.

A large crane then came and lifted #6211 off the dollies and onto her own trucks that have been waiting three years.

There is much work to be done in the restoration of this Budd car. If anyone wants to help out contact:

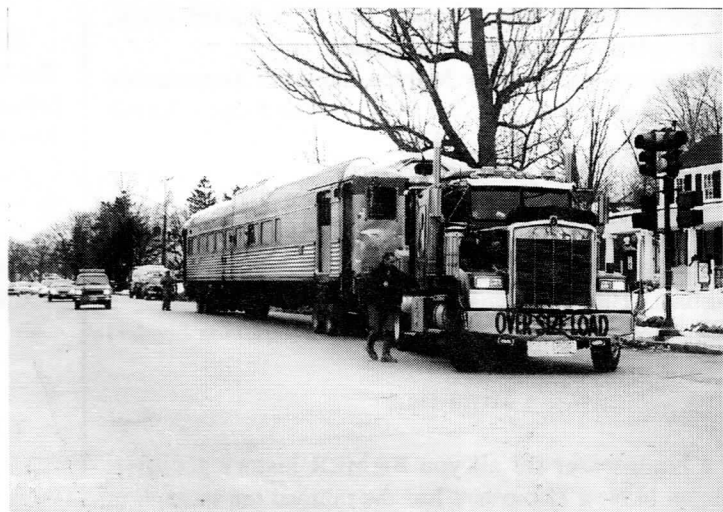
Art Ellis, 781-275-0159, or send your name, address and phone number to :

[ellisa1069@aol.com](mailto:ellisa1069@aol.com) via e-mail.

The Friends of Bedford Depot are the driving force behind this project which is at the Bedford end of the Minuteman Bike & Walk path on the former B&M Lexington Branch.



B&M RDC #6211 at Billerica yards.



Travelling through the center of Bedford.



Sitting on her own trucks in the Bedford freight yard.

*(Art Ellis photos)*

## SIDINGS

WATERBURY, CT.--On Sept. 6, 1997, the Railroad Museum of New England, took possession of Springfield Terminal, GP-9's #66 and #68 formerly B&M "Blue Birds" #1728 and #1732. Both are still in the Guilford paint schemes, there are intentions to restore one or maybe both to their earlier B&M appearance.

The Museum has equipped #68 for winter service and plans to use it as power for winter trains.

The Museum also has numerous other B&M, MEC and Portland Terminal equipment.

*(John Gamm--RRM of NE)*

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Thanks go to Al Dean for informing us that Malden also boasted nine stations on the B&M with both a mainline and branchline in the city. On the Mainline-Western Div.--Edgeworth, Malden and Oak Grove. On the Saugus branch; Bell Rock, Malden (East), Faulkner, Maplewood, Broadway and Linden.

Of the nine stations only Malden, now the Summerside Lodge, on the mainline and Maplewood on the Saugus Branch remain, to the best of my knowledge.

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Another B&M station is to be found in New Durham, N.H. is the guise of "Mama Rina's Italian Restaurant." Located on Rt. 11 in New Durham. There is a semaphore located on the property.

*(Union Leader)*

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### Trivia Time

Here's a brain-teaser for all you B&MRR history geniuses. "What town in New Hampshire had the railroad run through it, yet had no station, agency or grade crossing?"

Hint---it was in southern New Hampshire.

Think you know the answer?? Send it to the PO Box on a postcard in care of Trivia

*(Thanks go to Scott Currier)*

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Plans for a \$6 million dollar project for the Gallagher Terminal are on target, according to Project Manager Lawrence Keegan. Included in the upgrade is the addition of 450 new parking spaces, extension of the train platform by 140 feet and adding a new entrance to the parking garage.

Gallagher Terminal serves passengers on the commuter rail line from Boston to Lowell along with 35 fixed bus routes and additional buses to New York and Montreal.

*(Condensed from Lowell Sun)*

The Gorham, N.H. Historical Society is located in the old Gorham train station and is looking for membership. There is a railroad display of a steam engine, several pieces of rolling stock and a caboose or two. Inside the station can be found railroad memorabilia in the former men's waiting room. Also inside are other artifacts of the area.

If interested in joining write to the Gorham Historical Society Railroad St. Gorham, N.H. 03581.

### B&M 3713

The Society has two items available for a small donation. For a \$5.00 donation one can get a 1998 calendar put out by the Lackawanna & Wyoming RWY. His. Soc. which has B&W photos of railroading in Pennsylvania.

The other item is an audio cassette tape with three or four songs on it, one being dedicated to B&M #3713, for a \$10.00 donation.

All donations go to the restoration of B&M #3713 at Steamtown in Scranton, Pa.

If ordering please send \$1.25 for postage for calendar and \$.80 for the cassette tape.

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This next item came to the Society in the past few months. The Vermont Historical Society with the support of the Vermont Labor History Society have just published a book--"Behind the Iron Horse: The People Who Made The Trains Run At Bellows Falls, Vt. area (1941-1980)." Written by Bellows falls resident and Boston & Maine railroadman for more than forty years, Giro R. Patalano.

The 208-page book sells for \$16.96, not including P&H and is available through the Society's Museum Shop.

Vermont Historical Society  
109 State St. Pavilion Bldg.  
Montpelier, Vt. 05609-0901

You can also contact them at 802-828-2291, ask for Gainor Davis.

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Anyone with an interest of postcards may be interested in a pair put out by the Williamstown, Ma. Historical Society. They show a B&M steam loco with a group of employees in front of it and the other is of two trolleys at the "Y". Cost is \$1.00 each plus a 32-cent stamp for postage.

Williamstown Historical Society  
1195 Main St.  
Williamstown, Ma. 01267

### Thanks...

Contributors this issue are: Dick Muse, Paul Kosciolk, Jim Nigzus, George Birse, Samuel Sayward, Joe Shaw, John Gamm, Al Dean, Art Ellis, Scott Currier, Charles Harrington, D.M. Rice, Wayne Sornberger.

### Deadline for next issue...

Deadline for the next Newsletter is April 4, 1998. Please send all contributions to the Woburn PO Box or via E-mail in Text form only to CPC835@Juno.

## MOTIVE POWER OF THE BOSTON & MAINE RAILROAD-1887 (part 2)

76	Melrose	97	Gen. Meade *	118	Gen. Lander *	139	Peabody
77	Wakefield	98	Lawrence	119	Mayflower *	140	Chelsea
78	Eagle *	99	Hinkley	120	Washington	141	Great Falls
79	Bradford	100	Craddock*	121	Agawam *	142	Amesbury
80	Danvers	101	Maverick*	122	Moat Mountain*	143	Cochecho
81	Biddeford	102	Gen. Hancock*	123	Wellington	144	Huntress
82	Everett	103	Wenham	124	Kearsarge *	145	Clifton
83	Somerville	104	Ipswich	125	City of Lynn	146	Puritan *
84	Arlington	105	Penobscot *	126	Beverly	147	Topsfield
85	Camp Ellis	106	Forbes	127	Conway	148	Hampton
86	Bay View	107	Union	128	Byfield	149	Rowley
87	Newton	108	Lynnfield	129	Augusta	150	Point of Pines
88	Kingston	109	Mousam*	130	Conqueror *		
89	Atkinson	110	Scarboro	131	Atheron	Denotes (*) was still on the roster in Sept. 1925.	
90	Plaistow	111	Montrose	132	Bell Rock	From previous list--Pt. 1--#'s	
91	Kennebunk	112	Arundel	133	Carroll	1-7-8-20-22-23-30-33-35-	
92	Madbury	113	Tiger *	134	Boxford	37-38-39-40-41-42-45-46-	
93	Wilmington	114	Bonnebeag *	135	Seabrook	47-49.	
94	Newmarket	115	Binney *	136	John Howe *		
95	Methuen	116	Rockport	137	Faulkner		
96	Rollinsford	117	Linden	138	Cape Ann		

## HAVE A PROBLEM??

As a member do you have a problem not receiving Society material? Don't know who to write or call? Questions about your membership? If you do have a problem or question please write to the following:

### Board of Directors

Please address to the BoD or Paul Kosciolk-Chairman.

### Membership

Membership Secretary P O Box 9116 Lowell, Ma. 01852

### Newsletter

"Newsletter" or Buddy Winiarz

### Bulletin

"Bulletin"

### Historian

"Historian" or Harry Frye-Historian

### Archives

"Archives Chairman"

### Modelers Notes

Listed on the front of the MN's.

For a quick reply to any questions please include a large SASE.

With the exception of the Membership and Modeler's Notes, all mail goes to the Woburn address. Remember do not use the Society phone for messages.

## THE INTERCHANGE

FOR SALE: B&M "Arrow Logo" silver-plated coffee pot and dinner fork. Other RR items. Large SASE for list to: Art Benedict 13 Central Way #307 Kirkland, Wa. 98033.

LOOKING: For photos. Your Newsletter editor is looking for photos or slides of two interests. The first is photos/slides taken March 16, 1950 in Salem, Mass. The second is does anyone have photos/slides on the Northey Point line in Salem, Ma.? This ran from the Eastern Mainline down to the piers by the New England Power plant. Also any recollections of operations down the line. Thanks. Address replies to the PO Box or via e-mail.

LOOKING: Member Jim Knight is one of eleven members of the Society in Washington state. He is looking to have contact with the other ten members to see what common ground they share. Jim can be reached at 17328 Redhawk Drive Arlington, Wa. 98223.

## NOTICE OF ARCHIVES HOURS

The B&MRRHS archives are located in the Patrick Mogan Culture Center at 40 French St., Lowell, Ma. They are generally open Mon.—Fri. 9 to 5 and Sat. 10 to 3. Closed Sun. and holidays. For further information and to see if they are open call 508-934-4997 or 4998. This is in the same building as where we have our monthly meetings.

## WELCOME ABOARD!!

The Board of Directors and Officers wish to welcome Messrs. **Andrew Wilson** and **Craig DellaPena** to the *Bulletin* Staff. Mr. Wilson, who lives in the greater Boston area, is a graduate of the University of Indiana and is an ardent and very knowledgeable B&M enthusiast. Andrew will be assuming the duties of editor-in-chief. Craig, who is best known for his rails-to-trails writing and advocacy, will be serving as associate editor. John Alan Roderick, who served as editor for nearly 10 years, will continue on as layout and art director, as well as technical advisor.

There are currently several fine articles in the process of publication including "the B&M in and around Lawrence, Mass.," "B&M Communications; telegraph to television," and a number of others.

In addition to the above-mentioned gentlemen, we are also delighted to be able to enlist the services of **Mr. George Drury**. George, as many of you are aware, served as staff librarian for Kalmbach Publications for a number of years, and has authored a number of railroad publications and articles.

We are pleased to be able to announce these changes and thank the membership for their unflinching support during this time of transition. Please join us in welcoming these gentlemen on board!

—the Board of Directors

## MEMBERSHIP MEETINGS

December 1997 was our annual members nite. We were treated to a trip back in time on the Maine Central through the Mountain Division, northern New Hampshire, and in Maine by Don Robinson.

Buddy Winiarz showed us railroading from various area. And Mike Gianetti from the B&M #3713 restoration group showed a video and made a pitch for the restoration.

January had Jim Nigzus take us on a trip of the old Boston & Maine railroad in Lowell and other areas and some excursions in the 1970's and early 80's.

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## NEW RAIL DELIVERED TO B&M

In late February, a 33-car welded rail train was delivered to the B&M at Rotterdam Junction. Although it is not known at this time exactly where this rail is destined for, it is widely believed that it will be set out around Hoosac Tunnel, which is currently undergoing clearance improvement work in order to accommodate fully-enclosed auto racks. None too soon, if this is the case, as inspection of the rail head at West Portal last August showed significant wear (perhaps down to 1/2" in spots) with numerous wheel burns and other damaged spots. At the time, East Portal didn't look much better either.

The rail train originated at Lurgan, W.V. on CSX.

—Excerpted from various sources via the Internet

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## UPCOMING EVENTS OF INTEREST...

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|------------------|--|
| March 21, 1998   | "Sugar on Snow Excursions" on the Green Mountain Flyer, Bellows Falls, Vt. For information 1-802-463-3069.   |
| March 29, 1998   | Masconomet Reg. H.S. Topsfield, Ma. 10-4.  |
| April 4-5, 1998  | Greenbegr Show at Shriners Auditorium, Wilmington, Ma, 11-5 , Fares \$5/\$2 .  |
| April 11, 1998   | "Easter Bunny Ride" Green Mtn. Flyer.  |
| April 25, 1998   | Topsham, Me. "Downeast RRC Train Show. Mt. Araatr H.S. 10-4  |
| May 10, 1998     | Mother's Day rides on Conway Scenic and Green Mtn. Flyer.  |
| May 16, 1998     | 25th Anniversary of N. Conway Model RRC. John Fuller School, Pine St., N. Conway 10-4 Fares \$2/\$1/\$5 fam. max.  |
| May 30-31, 1998  | "Thomas The Tank Engine" at Conway Scenic RR. 9-5 both days. Call 603-356-5251 for more information.   |
| May 30, 1998     | "Chester On Track", Chester, Ma. 9-4. Help celebrate Chester with a day of railroad, music, parade, food and other activities. See Amtrak, Conrail, other train displays. Rain or shine--FREE. |
| June 17-21, 1998 | National O Scale Convention, Best Western Royal Plaza RTs. 20 & 495 Marlboro, Ma. NE '98 O Scale Convention PO Box 7268 Lowell, Ma. for information.   |
| June 20-21, 1998 | Pioneer Valley Live Steamers "Spring Meet." Southwick, Ma.   |