



The New Haven Railroad bought RDC-1 #23 back in 1952 as part of their passenger fleet. Number 23 is seen here with a commuter train heading through Franklin, MA on May 25, 1969. It later became Penn Central #68, Amtrak #18, Metro North #18, and sold to the New York, Susquehanna & Western where it was numbered M-5. Today the #23 can be ridden at the Conway Scenic Railroad where it has been named "Millie". Photo taken by Robert F. Walker.

MAY'S NEWSLETTER AND TRUSTEES MEETING: Wednesday, May 6th, 7:00 P.M. Meeting was done via a Zoom. Because we are still in the pandemic mode, the meeting was done by Zoom meeting. Status of work on 4268 and other equipment – Mark Gray from Waterville will be coming to work on the generator. Cory Fothergill & Wayne Allen are also working on it. Picture below was taken by Cory Fothergill.



THIS MONTH MEMBERSHIP MEETING: Wednesday, June 17th, 7:00 P.M. at Seventy-Five State Street. Tentatively presented, based on having a location due to COVID-19. (If held) Richmond Bates will present a slide show of "Trains Across Canada." The show will span Canada from Vancouver Island to the Maritimes. It covers the period between 1970 and 2011 and will include photos from rides on the Canadian, Rocky Mountaineer, Super Continental, Atlantic Limited and the Dominion Atlantic Railway.

NEXT MONTH'S NEWSLETTER ASSEMBLY AND TRUSTEES MEETING: Wednesday, July 1st, 7:00 P.M. Via Zoom

NEXT MONTH MEMBERSHIP MEETING: Wednesday, July 15th, 7:00 P.M. at Seventy-Five State Street. Tentatively presented, based on having a location due to COVID-19 1) Ride South American rails that climb across the Peruvian Andes to 15,000 feet elevation, including the Inca city of Machu Pichu, and 2) See steam action in the 1920's thru 1940's, including Camelbacks on the CNJ, New York Central steam, steam on the NYO&W, Reading Railroad, D&H, and more.

The 470 is a publication of the the 470 Railroad Club Inc., Portland, ME. Unless otherwise attributed, opinions expressed are those of the contributors or editor and do not necessarily reflect those of the 470 Club. A non-profit, historical and educational association, the 470 Railroad Club fulfills its purpose through meetings, publications, and collection of Railroad vehicles. A 501 (c)(3) corporation. www.470rrclub.org

470 Meeting Location

Correspondence to "THE 470", membership or club matters, should be sent to The 470 Railroad Club, PO Box 641, Portland, ME 04104.

Editor: Alan Small, 470railroadclub@gmail.com. For missing, damaged newsletters and Club related questions or business please send an e-mail (Preferably) to Alan or leave a message at 207-829-4423

President: Eric Barnes, ebarnes3@roadunner.com

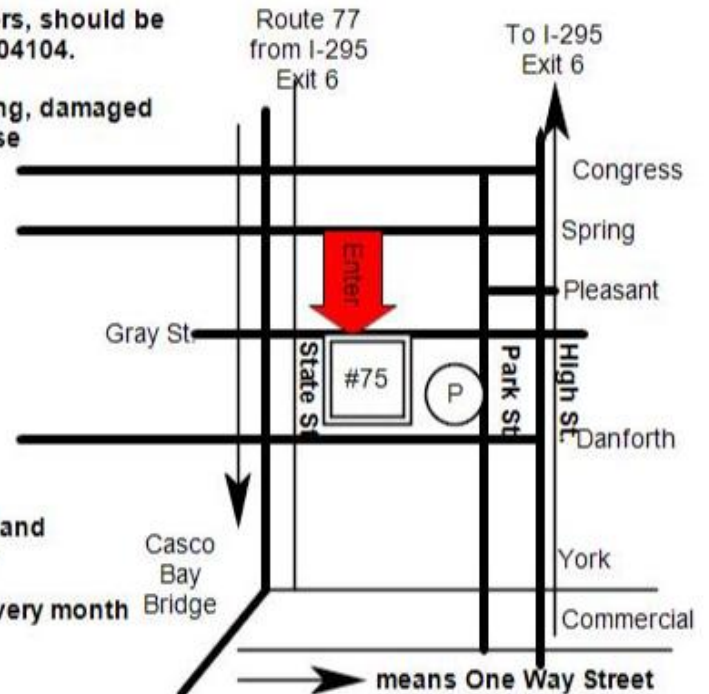
Programs: Bob Cavanaugh, railtrailbiker@gmail.com

Membership Secretary: J. Leonard Bachelder
Address changes to jlbachelder@verizon.net

Email Notices: Alan Small, 470railroadclub@gmail.com

Dues are \$25.00 per year for e-mail only, \$30.00 for e-mail and hardcopy and \$37.00 for first class and foreign hardcopy

Membership Meetings are held the third Wednesday of every month 7:00 P.M. at 75 State Street, Portland, Maine 04104.
Enter on Gray Street between State and Park Streets.



PRESIDENT'S MESSAGE

Hello members. Here we are, almost to June, half of the year gone.

As you see from the front page, the trustees continue to meet virtually to aid in social distancing and, also due to presently not having a meeting space. Word from the people at 75 State Street is POSSIBLY July. Given the rash of outbreaks at long term care facilities in Maine, I can't say I blame them for being cautious

We aren't letting the pandemic completely shut us down. As mentioned last month, we received a grant from Mass Bay RRE for work on F-7 4266. We have already ordered new side panels for the unit that this money went a longways towards obtaining. Once we can get back to the Conway Scenic, we can get this done and hopefully get F-7 4268 closer to being roadworthy.

That's all for now. Hopefully, you're continuing to stay safe and be respectful of everyone. In the meantime, we will get through this and continue to do the work of the club that you elected us to perform.

President Eric Barnes

Want to thank the Small family again this month for getting the newsletters ready for mailing (George, Carol, Jordan, and Alan) while we go through these times until we get back to our new normal.

CONWAY SCENIC RAILROAD'S WHEEL REPORT—APRIL 2020

ROUNDHOUSE REVIEW

Steam locomotive 7470 has been in the roundhouse undergoing its annual inspection and related work. In April it passed a preliminary hydrostatic test and other inspections in preparation for an FRA inspection. It was undergoing some minor repair in relation to the FRA inspection and other routine maintenance, and this included construction of bushings for the front and rear couplers and coupler pockets in order to correct for wear stemming from the engine's many years of operation. We anticipate that the 7470 will be in great shape to resume operations this summer. The plan is assigning the engine to Saturday morning and early afternoon Conway Valley train schedules that we will advertise as Summer Steam Saturdays.

470 Club's Boston & Maine 4268 occupies stall 4 of the roundhouse, where over the winter, Cory Fothergill and Wayne Allen have continued their restoration work. The parts needed for former Maine Central 501 will be inspected and inventoried as the next logical step for eventual restoration to service.

Also, in the roundhouse, is our former Pennsylvania Railroad 1898-built Pullman open observation car *Gertrude Emma*. This has been getting needed attention from the shop crew that includes installation of a new front-end sill and the reworking of all the "clerestory lights" (upper, outer windows). "The car body, from windowsills down, has been sanded and will be repainted in green along with all exterior lettering. Window frame exteriors and related areas and all varnished portions of the platform have been sanded and are being re-varnished. In addition, the car will receive the annual brake work.

The shop has also been making necessary repairs to various pieces of maintenance-of-way equipment that are used to keep the railroad open through the winter, as well as for Spring and Summer track work projects.

The roundhouse itself has had new wallboard and insulation installed in stalls three and four, in conjunction with a general tidying up of equipment in those areas.

Cinders the Cat

Cinders, the roundhouse cat, is the shop's mascot and one of the most popular members of Conway Scenic's full time staff. She is well cared for by the roundhouse shop crew and earns her keep by eliminating vermin. She often sleeps on a cushion located in stalls one and two, and keeps an eye on the equipment, including steam locomotive 7470, which is among her favorite perches. From time to time, she takes forays into the yard to survey the property and mark her territory.

Continued on the next page

CONWAY SCENIC RAILROAD'S WHEEL REPORT—APRIL 2020

Covid-19

Unfortunately, the biggest news affecting Conway Scenic have been the knock-on effects of the global Covid-19 Pandemic. Luckily, this did not impact our *Snow Train* operations. However, by mid-March, the side effects of the virus had started to take their toll. One of our first moves was to close the gift shop to the public. About the same time, we took the prudent measure to request that all employees returning to the area, following travel outside the region, take a two-week quarantine before returning to the property. This was consistent with policies elsewhere and was deemed necessary to help protect our more vulnerable staff members from contracting the virus. During this period, we have regularly sanitized surfaces in the station and made hand sanitizer available to staff and visitors. Among the great difficulties in coping with this disease, are its long incubation periods and its reported highly contagious nature, which includes the presumed ability for asymptomatic people to carry and transmit it without displaying symptoms themselves.

On Thursday, March 26, 2020, Governor Sununu issued a statewide 'stay at home' order that mandated closure of businesses deemed non-essential from midnight on Friday March 27th until at least May 4, 2020. We complied with that order and this resulted in the temporary layoff of the railroad's full-time staff and the postponement of our Spring reopening, which included the canceling of our planned rules classes and planned training. However, a few days after the initial order, Conway Scenic was able to get an exemption to allow the return of a handful of core staff in order to maintain key assets and continue to prepare the railroad for its postponed reopening. However, staff on the property working under this temporary exemption, have to and continue to adhere to strict new safety measures that include social distancing. Among the changes that coincided with our temporary closure, was that Mike Lacey accepted the new position of Trainmaster, which he will hold in addition to his duties as the Road Foreman of Engines. Mike's responsibilities now encompass the training, compliance, and assignment of train crews, including engineers, conductors, train men and steam firemen. We are making the most of the forced closure by continuing necessary repairs to equipment, engaging in the planning of a comprehensive training program, and filming training videos to engage our train crews and others in place of live classes. As of this writing, we do not know when we will be allowed to resume operations, nor when conditions will allow us to return to a full normal operating schedule, yet we are using this down time to put Conway Scenic in a much better position to accommodate its guests and improve the overall experience at the railroad. When the time comes to reopen the railroad, we will follow all recommended safety protocols to ensure the safety of our guests and employees. We look forward to our reopening and hope to see you this year.

By Brian Solomon Manager, Marketing & Events CSRR

CLUB MEMBER PAT FAHEY ASKED ME TO PUT THIS IN THE NEWSLETTER. ALTHOUGH IT'S NOT NEW ENGLAND NEWS BUT PAT THOUGHT MEMBERS MIGHT BE INTERESTED IN THE ARTICLE.

Union Pacific announces summer of furloughs and pay cuts for employees, executives

KETV Staff Report

OMAHA, NEB.

Facing an “unprecedented drop” in freight traffic. Union Pacific President and CEO Lance Fritz announced Tuesday a summer of furloughs and pay cuts for employees and executives of the Omaha-based railroad.

“Many of our customers have reduced or halted production and overall freight transportation has declined dramatically ,” wrote Fritz in an e-mail to Union Pacific employees.

“Union Pacific has enacted several cost-saving measures, but they are not sufficient to offset the significant decline in volume. Accordingly, the railroad also is implementing changes that will impact our workforce,” a statement from the company said.

Every UP employee will take one week of unpaid leave in May, June, July and August, according to Fritz’s memo. Executives and board members will see a 25% reduction in pay over that same period.

“I considered many possible scenarios, including furloughs or permanent workforce reduction,” wrote Fritz in the e-mail. Fritz said ultimately the leaves and pay cuts meets UP’s short-term needs.

Fritz noted UP has canceled its 2020 internship program, reduced or eliminated non-agreement hiring and eliminated nonessential spending through the end of 2020.

NEWS FROM THE BELFAST AND MOOSEHEAD LAKE RAILROAD

It has been very a long winter. So, over the winter we have acquired some new to us equipment. We first acquired an air compressor, then from an auction a Pettibone speed swing with several attachments and a tamper. We then made a V plow for the Pettibone to clear the winter snow which allowed us to run our wintertime trains. This spring prior to the annual thaw we made the compressor a high rail type, as seen in the photo below. Good ole Yankee ingenuity.

Then came the late season snow, putting a heavy wet blanket on our activities. To date we have cleared 23 miles of our railroad of downed trees and other tangles.

Since then we have been busy doing surfacing, installing ties, tamping, and spiking. The State is replacing 2 of our bridges. We had to do the run outs and surfacing of the approaches. Our grapple has been used to get the materials for the state to the work sites.

Even though we cannot support operations at this time we are busy preparing for the time when we are in operation again. For those who are going stir crazy we do meet every Saturday for track work. We go out in small groups of less than ten usually 3 or 4. Some of the things to do are plating, tamping, spiking, tree removal, and inserting ties. It's a never-ending list. Also, in the photo is our tamper hard at work.



Article is submitted by club member Howard Betts

Photo was taken by Mike Francour

NNEPRA OPERATIONS MEETING BRIEFS ON DOWNEASTER'S PREPARATIONS FOR RETURN TO SERVICE

NNEPRA conducts a bi-monthly Operations Committee Meeting for station representatives along the route, town managers, Amtrak management, Homeland Security, and other interested parties. Today's virtual meeting saw some 30 participants sign-on from their homes, cars, and offices.

NNEPRA Executive Director Patricia Quinn briefed all on the rail authority's activities during the current shutdown and what lies ahead for the Downeaster service.

- 1) The Downeaster had seen record ridership/revenue numbers for the first 7 months of FY2020. All data pointed to record ridership approaching 590,000...until the virus brought the service to a halt.
- 2) During this hiatus, NNEPRA has been working with Pan Am Railways to "accelerate" specific track maintenance projects - in particular, tie replacement work between Plaistow and Dover New Hampshire. This was scheduled for the fall; it will now begin this spring while train traffic is relatively low (Pan Am freights are still running).
- 3) NNEPRA has created a Service Restoration & Recovery Plan (dependent on federal and state requirements).
 - a) All trains will be deep cleaned at the end of each day in the Brunswick Layover Facility. Amtrak will use a particularly strong disinfectant to kill any viruses onboard the train.
 - b) All Amtrak personnel will wear masks.
 - c) All riders will wear masks. Once at your seat, the mask can be removed.
 - d) Social distancing will require that ridership be limited to half the normal passenger load (approx. 150 per trainset).
 - e) Service will be resumed in three stages:
 - 1)-Travel restricted - essential workers only
 - 2)-Travel allowed
 - 3)-Travel encouraged
 - f) New signage summarizing the 'new reality' will be placed at all stations.
 - g) The restoration of service will likely begin with one roundtrip/day and then slowly increase over time.

All participants congratulated Patricia and her staff for 'keeping the dream alive' during this difficult period.

Article is from Train Riders Northeast website May 8th, 2020

For members that don't have e-mail with the club, I'm thinking of doing a page with an article from a past newsletter. Not sure what I would call the page but have had some suggestions from members that I have already sent out via e-mail. If you have any suggestions that you would like for consideration feel free to call on the club's phone number that is listed on page #2 of the newsletter and leave a message on what you'd like for a suggestion for the page. Also, we are still looking for missing newsletters as we try to get a complete list of them from when first issue was published. If you think have some to complete our list e-mail or call and I will get back to you to see if what you have are issue's we need to complete our newsletter archives.

A DAY IN THE LIFE OF A STEAM LOCOMOTIVE FIREMAN AT EDAVILLE RAILROAD

During the Christmas season of 1979 the report time for the Engine Crews on weekends was 0930 because we had to be ready for the first train to depart at 1400 sharp. After we had parked our cars up behind the screenhouse we would walk over to the “small station” to punch in on the time clock. There was generally a fire in the pot belly stove, but you couldn’t stay too long to enjoy it because there was a lot of work to be done! You would get any last-minute assignment changes from Jack, who was the long-time manager of Edaville. But this day I already knew that I’d be the fireman on the 2nd train, with ex-Bridgton & Saco River Railroad #7 on the point. After punching in, it was a short walk over to the venerable old machine shop where we’d stow any items we had brought for coffee break time. Pete (the Superintendent of the shop) would generally already be there working on some project in the lathe. He was always busy but not too busy to acknowledge that you were there and to give further instructions as to the day’s activities. At Christmas time the shop building with its two tracks (known as the high track and the low track because one was higher than the other) would normally be empty because everything that would roll would be needed to carry the capacity crowds that came to ride this time of year. You came into the shop from the Edaville Ave. side and you went out by the track side, up the stairs and out through a personnel door that had been cut in one of the big high track doors. Then it was another short walk past the water tower and the Barrow’s house to the Engine House where the four steam engines and the two diesels were kept inside.

During warm weather operations the active engine was kept outside on the mainline curve near the coal pile. But the weather had been below freezing for a while now, so the engines were all indoors. The engines could generally be found in the following order. Deepest in the house, that is to say the farthest from the door that we were using, was diesel #2 followed by diesel #1 and then the steam engines, #4, #3, #7 & #8. Generally, that is the order that they were put away in, so the last one in would be the first one out.

When you first entered the Engine House you were struck by the scent of pine slabs mixed with hot oil and the scent of steam in the air. The pine slabs were very carefully stacked up along the far wall and at the beginning of the Christmas Season they stretched about six feet high and the entire length of the house. We used these slabs to fire up with. They were great for that purpose because they contained no nails or bolts or anything that would later be raked out of the ash pans and end up in a tire. Plus the way Peter did it, a huge quantity of wood was not needed because the engines were put away hot and their fires were allowed to die on the grates. This accomplished several things. No night watchman was needed because the fires were allowed to die and the next day the grates were cleaned off when the engineer would shake them down. So, you started with a new, (and clean) fire every 24 hours. The water in the boilers would be hot enough so that in 15 to 30 minutes from the time you lit the fire you would have enough steam pressure to operate the blower. The blower created a forced draft in the fire so that you could start to build a coal fire. The blower was akin to an automated bellows.

We started those wood fires while the engines were still in the house so that you’d be crying tears (of joy) from the smoke and it was a real relief when we finally got shoved outside by the diesel. I forgot to tell you that we would light the slabs on fire by using some kerosene that we got out of a tank that was located deep in the engine house. Usually all that was needed was a coffee can’s worth! Also, there were two or three kerosene torpedo heaters located in the aisle spread out along the length of the house. They had thermostats on them and came on early in the mornings when it was really cold which was quite often. So, where were we? Oh yes, the diesel was shoving us out of the house. All four of the steam engines at once. That made quite a load for number 1 but it was nothing it was not up to!

Article continued next page

A DAY IN THE LIFE OF A STEAM LOCOMOTIVE FIREMAN AT EDAVILLE RAILROAD

One of the guys that was firing up would run the diesel and that duty often fell to me. I liked having all that power under my hand! We'd back down to clear the engine house switch. When we came to the "first" train the guy on foot would purposely misalign the couplers or close both knuckles and we would push the first train back to the point where gravity took over and the train would roll on its own out of the station to come to rest by #2 bog. We'd throw the engine house switch to the main and then give all of the engines a drink because we were at the water tower. Usually one guy would open all of the tanks and someone would go up on the tower and operate the spout and water valve. When you were up on the tower you could signal the man on the diesel directly as to when the engines were in position for taking water. We never had two-way radios at Edaville. The man on the ground would put the necessary chemicals in the water tanks at this time too. This was to treat the water and keep all the bad things that were in the water "in suspension". The water at Edaville had a heavy Iron content. You could see it in the "rusty river" on the right-hand side as you were climbing up the grade to number two reservoir. The iron content is what turned the water that Rusty color.

Once the engines were all watered the diesel would haul them up to the coal pile where we would take coal at the conveyor. Remember our lineup is #1, #4, #3, #7 & #8. #4 would take coal first. This was accomplished by using the old CASE front end loader, which was stored in a shed that was attached to the far end of the engine house. Usually Gene would operate the loader. First, he would roll the conveyor into position by using the bucket of the loader. Then it was turned on and the loading would begin. Coal was moved from the pile into the conveyor and up into the coal bunkers of the locomotives. A person on the locomotive would direct the coal to the proper position with the engine's coal scoop. Time spent placing the coal properly now meant less time shoveling it down the chute (on the engine) later in the evening when you'd used a good bit of it. For #3 & #4 it was the same process. When it came time to coal the big engines the main thing to watch out for was coal spilling over the back of the coal bunker and covering the water hatch. Whenever I was assigned to #7 or #8, I always took great care to see that there was no coal outside the coal bunker on the back deck where the water hatch was. You would have to shovel the coal off to open the hatch and it was just wasted there, it would never be in a position where you could fire with it. I always treated the coal like the resource that it was, even though I would sometimes give a small piece to an interested kid who was watching me fire in the station. If those kids were anything like me, they had never even seen a piece of coal, let alone held one until they came to Edaville!

Article by Club Member and Past Operations Manager of CSRR Paul Hallett



Article continues in next issue of the newsletter

470 CLUB REBUILDING BOSTON & MAINE F7

Volunteers of the 470 Club working on the restoration of Boston & Maine EMD F7A 4268 have discovered that the devil really is in the details as they continue efforts to restore the pioneering stream-lined diesel last year. The locomotive was built in 1949 and served briefly as EMD Engineering Test Unit 930, testing at high altitude on the Rio Grande, and appearing on loan to the Burlington with the new California Zephyr cars at the 1949 Chicago Railroad Fair before being delivered to the Boston & Maine. It worked as B&M 4268 for about 25 years before being parked at North Billerica, Mass. The 4268 was cannibalized for parts before a private individual rescued what remained of the locomotive in the early 1980s.

After the owner died, the empty shell was brought to North Conway, N.H., in 1992, where it received cosmetic restoration and a display berth at the Conway Scenic Railway. The goal of full restoration moved forward in 2011 when a GP9 was acquired as an engine and generator donor, but the transplant did not occur until November 2018. Once the big pieces were in place, club members found that securing replacements for many of the small parts that had disappeared was perhaps the biggest challenge they faced. Volunteers worked last summer to pull the radiators apart, install new gaskets, and mount the radiators to the roof panel. With help from a crane company, the roof was turned over and installed on the F7 before it returned to the CSRR roundhouse for the winter and the search for parts resumed. The United Railroad Historical Society of New Jersey had just what they needed — a rare air compressor coupling to connect the air compressor to the main generator. Additionally, the 470 Club was able to find such items as engine mounts, pneumatic power contactors, air compressor housing and shields, and cosmetic items lost over the years. The Gorham, NH Historical Society and Railroad Museum in New Hampshire — home to B&M 4265 — provided other useful items such as an airbrake rack and operating coupler lever for the rear of the engine. Larry's Truck & Electric was able to furnish a fuel filter housing that was missing from the former transplant unit. Finally, the group was able to get some load regulators, exhaust stacks, sander valves, and other interior parts from a group of retired Pan Am Geeps being scrapped in Waterville, Maine.

The 470 Club expressed gratitude to all the groups that have helped, and to the Emmons Foundation for its latest \$5,000 grant to the project. Members are eager to complete the job and pair the engine with operating sister F7 B&M 4266 but have learned not to forecast a completion date.

Article by club member Eric Grover.



CRAWFORD NOTCH EXCURSION SATURDAY OCTOBER 17, 2020

The 470 Railroad Club is again running a special excursion train the entire length of the Conway Scenic Railroad's Crawford Notch line on Saturday, October 17, 2020. The train will depart from Conway Scenic's North Conway station at 9:00 AM on Saturday, October 17, 2020 for a scenic ride to Fabyans and return. Photo stops and run-bys will be made as conditions allow. A stop is also planned at AMC's Highland Center at the site of the Crawford House Hotel. We also plan to travel over the Redstone branch to the Saco River bridge. Our train will return to our starting point about 5:00 PM, allowing time for our passengers to dine at the restaurant of their choice, or to begin their homeward journey.

The rates for the 2020 trip are:

Coach Fare: _____ \$66.00 Adult _____ \$63.00 Children Ages 4- 12, ____ 1-3, Infants Free

First Class: _____ \$76.00 Adult _____ \$72.00 Children Ages 4-12, ____ 1-3, Infants Free

Dome Class: _____ \$88.00 Adult _____ \$83.00 Children Ages 4-12, ____ 1-3, Infants Free

You may bring your own lunch if you wish.

Box lunches are \$15.00 each. Choices are Turkey _____ Ham _____ Veggie _____ Limited snack service will be available on the train, consisting of coffee, soda, hot dogs, chips, and cookies.

Lunch in the Hattie Evans Dining Car: \$31.00 adults _____ \$19.00 Children _____

**ALL RESERVATIONS ARE MADE DIRECTLY WITH
CONWAY SCENIC RR**

P.O. BOX 1947

North Conway, NH 03860

Tel: (603) 356-5251 Fax: (603) 356-7606 Internet: www.conwayscenic.com

e-mail: info@Conwayscenic.com

Payment may be made by check, money order or credit card. PLEASE NOTE: Checks will be cashed by October 10th, 2020. Tickets, if not being held at the ticket window, will be mailed on October 10th, 2020.

Thank you, Eric Barnes, President, 470 Railroad Club

Name: _____ Address: _____

City: _____ State: _____ ZIP: _____

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470 RR Club



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MODEL RAILROAD SHOWS

Maine Jul-18 Auburn NMRA Seacoast Division Summer Event, Great Falls Model Railroad Club, 144 Mill St., Auburn, ME 04210. Hours and program details to follow.

Maine Sep-26 Phillips Model Railroad & Hobby Show, Depot St., Phillips, ME, sponsored by the Phillips Area Community Center and the Sandy River & Rangeley Lakes Railroad. For info or tables please call Bruce at 207-509-6413 or Winona at 207-639-4296

New Hampshire Aug-16 Concord 35th Annual Concord Model Railroad Show sponsored by the Concord Model Railroad Club, Everett Arena, Loudon Rd. Concord, NH. Hours 10am-3pm. For info please visit www.trainweb.org/cmrc

New Hampshire Oct-17 North Conway Crawford Notch Excursion Train sponsored by the 470 Railroad Club at Conway Scenic Railroad, 38 Norcross Circle, North Conway, NH 03860. Train departs at 9am for a scenic ride to Fabyan's and returns around 5pm. Photo stops and run bys will be made as conditions allow. A stop is planned at AMC's Highland Center at the site of the Crawford House Hotel. We also plan to travel over the Redstone Branch to the Saco River Bridge. Make your reservations with Conway Scenic Railroad via the internet at www.conwayscenic.com or by

phone at 603-356-5251. Email is info@conwayscenic.com and FAX is 603-356-7606. For the registration form please visit <https://470rrclub.blogspot.com/> and click on "Crawford Notch Trip Reservation Form"

Mass Aug-01 Hingham Summer Model Railroad Show and Open House, sponsored by the South Shore Model Railroad Club and Museum, 52 Bare Cove Park Drive, Hingham, MA 02043. Hours 9a-4p. Details at <http://www.ssmrc.org/events>, send email to show@ssmrc.org or call 781-740-2000.

Mass Sep-20 Taunton Old Colony Model Railroad Club Show, Taunton Holiday Inn, 700 Myles Standish Blvd, Taunton, MA 02780 (Route 495 Exit 9). Hours 10a-3:30p. For info please contact Dennis Ingalls, dingalls@comcast.net or 508-285-3963.

Conn Sep-26 Essex Train show and train rides sponsored by the New Haven Railroad Historical and Technical Association, Valley Railroad, 1 Railroad Ave, Essex, CT 06426. Hours 10a-3p. For info please visit <http://www.nhrhta.org/> or contact Richard Abramson via email at nhrr379@att.net or call (203) 590-3221