



Motor Car donated to the 470 Railroad Club/CSRR by club member Roger Dickinson. Photo credit is from Club Member and Alternate Trustee Alan Small

JULY'S NEWSLETTER AND TRUSTEES MEETING: Wednesday, JULY'S 1st, 7:00 P.M. at Seventy-Five State Street. Because we are still in the pandemic mode, the meeting was done by a Zoom meeting. Status of work on 4268 and any other equipment items: Cory Fothergill, Mark Gray and Craig Batchelder have the generator lined up except 1 shim. They will finish up on their next visit and align air compressor (air compressor is 95 % line up), then (Mark, Craig and Cory finished up on lining up of the generator on July 24th, 2020). After that is complete, Cory Fothergill & Wayne Allen will have work to finish before Mark can come back for cooling fans, traction motor blowers and relays. Air brakes valves are coming from Bangor as a gift. There will more coming off 1757 and going into the boxcar.

THIS MONTH MEMBERSHIP MEETING: Wednesday, August 17th, 7:00 P.M. at Seventy-Five State Street. Via a Zoom Meeting. Maine has been populated with intriguing characters who set in motion a fascinating, compelling story of railroads and the unique communities they helped build. One of the first states to build railroads and trolleys in the United States, Maine at one point had more than ninety communities with trolleys. Standard-gauge and the "two-footer" railroads crossed the state, including the St. Lawrence & Atlantic and the Bangor & Aroostook. From an international electric trolley to the attempted World War I dynamiting of a railroad bridge between the United States and Canada, the state is home to a rich rail heritage. Join Bill Kenny as he takes you on a journey from the first tracks made of wood to today's high-speed Amtrak train. Watch the author walk you through this history on Wednesday, 19 August. Get your autographed copy of the book at www.historymaine.com. Enter the discount code CABOOSE at checkout for a 15% discount.

NEXT MONTH'S NEWSLETTER ASSEMBLY AND TRUSTEES MEETING: Wednesday, Sept. 2nd, 7:00 P.M. at Seventy-Five State Street. Done by a Zoom Meeting.

NEXT MONTH MEMBERSHIP MEETING: Wednesday, September 16th, 7:00 P.M. at Seventy-Five State Street. Dave Swirk, one third owner of the Conway Scenic Railroad will be doing a presentation on changes that he witnessed in his 30-year career of shortline railroading. This is a brief description of what Dave will be presenting: It started with the PINSLY Company tearing tracks up and dealing with decaying infrastructure. As the years went by, we were rebuilding infrastructure, in many cases, putting track back that was earlier removed. This was all accomplished by creatively marketing to get new customers and by providing the highest level of customer service possible.

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

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

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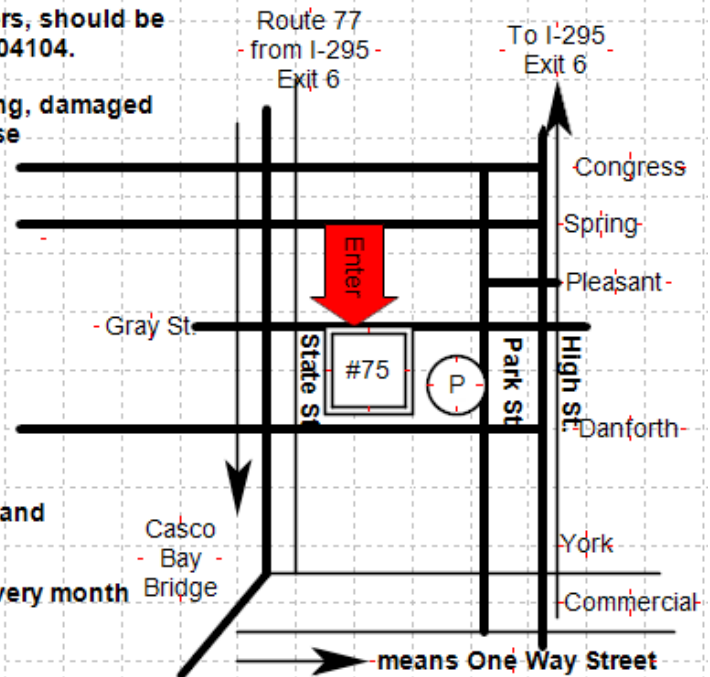
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Dues are \$25.00 per year for e-mail only, \$30.00 for e-mail and hardcopy and \$37.00 for first class and foreign hardcopy

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.

470 Meeting Location



PRESIDENT'S MESSAGE

I'm writing to you on the heels of our first virtual membership meeting. It's good to see our members again, even if not in person. A great presentation by Richmond Bates on the Golden Age of Rail Travel.

As of this writing, our final piece of rolling stock at the Conway Scenic Railroad, a non- "State of Maine" REEFER car, has been painted and lettered. We've come a long way in bringing our equipment to being presentable and I'd like to thank the volunteers responsible: Dick Baston, Francis Small, James Farwell, George Small, Alan Small, Jordan Small, Jackson Small, Eric Grover, Cory Fothergill and countless others I know I'm forgetting.

Finally, a thank you to newsletter editor Alan Small for continuing to assemble, getting printed and mailing the club's newsletter each month. What had been a group effort has become much more isolated during this pandemic and we wouldn't have a newsletter without Alan and his family's efforts.

Until next month, stay safe!

Members listed below is the information to logon to zoom meeting for our membership meeting night. Alan will send out a reminder a few days before the meeting.

Join Zoom Meeting

<https://us02web.zoom.us/j/4741608855?pwd=bGZ0ajhYTkj6azFkbE9sSnZPZFVjQT09>

Information: Meeting ID: 474 160 8855

Passcode: 007342

SWEDISH DINING CAR-BELFAST AND MOOSEHEAD LAKE RAILROAD

Recently out shopped in April. Here is the winter project before and after. A lot of Volunteers were involved in this all winter long. This project was spearheaded by Joe Feero. The outside was sand blasted clear to the metal outside then moved inside. This is where the hard work began --prime coats, body work, deciding colors, paint sand paint sand repaint. The interior was thoroughly cleaned, wonderful woodwork inside by one volunteer. The final item that kept this car in the shop was windows. After all the hard work that went into the interior, we did not want to ruin woodwork. The windows were finally installed a couple of weeks ago and this is what the car looks like sitting outside. Still a few items to go, reupholstering the seats, which are in usable condition. Swing by and take a look. These pictures were taken in Unity. The cars can be seen by visiting the engine house in Unity. Belfast Moosehead Lake Railroad.



Photos by Howard Betts and Joey Kelly

Membership Notes

Just a friendly reminder that your 2021 dues are due starting in September. Also make sure we have your up to date postal and e-mail addresses. If you want to be added to the newsletter or notification group send an e-mail to Alan Small at 470railroadclub@gmail.com. The Trustees approved getting a Zoom Meeting account, so membership meetings will be done by Zoom at least for the time being. Lastly if you, or someone you know, has a presentation that they want to present on membership night, let program director Bob Cavanagh know at railtrailbiker@gmail.com (or Alan, who will get the information to Bob) so we can get you scheduled into one of our membership meeting nights. 470 Board of Trustees wants to send it's condolences to the Family of member Robert Hughes on his passing way in July.

CONTINUED FROM JULY 2020 NEWSLETTER

Another important thing to do was to blow down the boiler. The engineer or fireman would open the blow-down valve and blow water out of the boiler from just above the mud ring, which is the lowest part of the boiler. As soon as this hot water under pressure reached the atmosphere it would flash to steam. This made for quite a spectacle! That would clear accumulated debris out of the bottom of the boiler and make room for fresh feedwater when the boiler wasn't working hard. It also would tend to dilute the amount of chemical that was in the boiler. Sometimes this was necessary to prevent "foaming" and/or "priming" which was the carrying over of the feed water into the valves and cylinders where bad things could happen as a result. The boilers had to be blown down at least once a day. The blow down valves on the Edaville engines were on the left-hand side just under the cabs. You had to be outside the engine and standing on the ground to operate the valve.

You also had to make sure that the safety valves were operating correctly. This was not a problem as they usually went off at some point while the engine was being made ready for service. The safeties were set at various pressures on the different locomotives, and they ranged from 150 to 165 PSI. A good safety valve would drop the pressure about 3 or 4 pounds and then close. I remember when we had a poor safety on #8 that would drop the pressure over 10 pounds! That was a lot to make up for when you were on the road, heating your train, and the engine was working hard.

While all of that was going on the other engines would go to their assigned spots. One scenario would be that the diesel would back the other engines up and go back into the house, its duties done for the day, with #4 right behind and cut off just outside the door. #4 would be spare power this evening. #3 would go back to the coal pile and wait while #7 would go down the old mainline where #3's train was kept. #7 would tie onto #3's train and haul it out. #3 would then tie onto her train and take it back down to the pine grove where #3's crew would charge the steam lines and do everything that was necessary to do except spark the front end. As a Vulcan locomotive it was not equipped with a steam assisted cinder clearing front end. The engineer would have to do this chore while at the water tower by opening the smoke box door, taking out the access cover in the bottom of the smoke box and using a garden hose to clean out the cinders.

Another special chore for the third train crew was to start the big WWII surplus generator that was used to power the train lighting. It was gas powered and you used a hand crank to start it, but once you got it going it was actually a very nice and smooth-running generator. The other two trains had by that time propane powered generators that were battery started. You had to check the oil before you started them and quite often add a quart, but once they were running that was that.

Now came one of my favorite times when I was assigned as fireman on #7. The fireman on #7 was responsible for steaming up the locomotive and getting it ready for the engineer to get on just before train time, and usually that engineer was Fred Richardson and very occasionally Pete Correia. Anyway, just having pulled out the third train with #7, I now had the chance to run out on the line a ways to work the condensate out of her! Those were good times and sometimes I made it as far out as Cranberry Valley and up by #2 reservoir. Then I'd work steam lightly and back down to the second train switch where I'd go into the hole and realign the switch, then tie onto my train and begin the whole procedure of charging the steam heat line and cleaning the front end and just generally being ready for the moment when my Engineer and the Conductors would show up and say "We're going on after the next train pulls out". I always found time to polish the brass on the locomotive. I always thought Edaville was a showplace and I wanted #7 to look the part. Also, I didn't want to let Fred or Pete down and I don't think I ever did!

Club Member Retired Operations Manager CSRR Paul Hallett (This finishes up this article)

CONTINUED FROM JULY 2020 NEWSLETTER

I suspect Moody ghost-wrote that one. Moody could be dry. Of a rail accident he wrote: “Pretty near had crepe on the station door a few Sundays ago when the train tangled with an auto down on The Bog. But luckily no one was hurt any.” Or drier. “Not much local news around Brooks. Except that the train went off the track here twice, in October,” he wrote.

At times he was downright poetic. “Section men are busier than five little beavers. Stringing ties, taking bowknots out of track, and trying to keep crossing planks from rising into the sky.”

A staple of “Waycar” was the monthly list of carloads. Though on the decline in 1949, manufacturing was still robust. A Waycar article describing a display in a local store window mentioned pants from Belfast Mfg. Co., women’s shoes from Belfast Shoe Co., men’s shoes from Truitt Bros., sardines from the Belfast Packing Co. ... “and of course some baby chicks, representing our broiler industry.” In a typical month the B&ML handled 344 cars — 251 inbound and 93 outbound. Most inbound cars hauled feed for the region’s chicken plants. Outbound cars of local origination comprised mostly sardines, pulpwood and milk.

While less-than-carload was almost nil, there were plenty of errant boxcars on sidings filled with odd shipments. They included chicken cages, sewer pipe, shavings and cedar shingles — even washing machines.

“We had an inbound shipment from a railroad we’d never heard of — the Minneapolis, Anoka & Cuyuna Range in Minnesota. The Official Guide told us that it’s a 3-mile electric road,” Moody wrote. Waycar conveyed industry calls for deregulation long before railroads actually achieved it. Trucks hauling cargo had become common in Mid-Coast Maine. But that didn’t bother Moody who believed trucks complemented railroads and that trucking was necessary to serve cities and towns that the railroad had “missed.” But he, like many of us, lamented the loss of freight and passenger business, nonetheless.

“Ticket sales were punk during December, less than a hundred dollars. People must have gone on skis,” he wrote. In 1952, Moody was dumbfounded by a crowded train. “One day the train hauled in here, westbound, looking like the George’s Valley back in 1921,” he wrote, mentioning a defunct road he once worked for. “Passengers were even standing in the aisles. I never learned why there was such an exodus from Belfast unless the Board of Health or Tax Collector had gone to work. Seemed good, anyway, to see a coachful of riders.”

He understood why the Belfast line perpetually struggled. “The B&ML is cursed by nature because of the long distance it goes before a passenger really starts toward civilization. That is: to go from here to Portland or Boston the prospective passenger must ride northwest to Burnham (which is almost as far from Portland as his starting point) before he squares away and heads for town. Buses take ‘em out of Belfast in a direct line to Portland. It all adds up in disfavor of B&ML ticket sales ... goshdarnit”. In June of 1950, the B&ML paid off its \$104,500 debt for two boxy GE diesel-electric engines it bought four years before. This made Moody emotional.

“We the people of Belfast feel very proud of our railroad. It’s grown up. If that’s a silly way to feel toward an eighty-year-old child, it’s just because of typical parental devotion down through those years,” he wrote. Moody expounded on the coming of spring. It made him happy but wistful too. It’s never easy to grow old. “Now, in our arthritic dotage with jobs and families and bills piling up we’re sprung,” he wrote. “We don’t spring any more. We’ve sprang our springs. We’re sprung!”

ARTICLE IS BY CLUB MEMBER PETER WARD (This finishes up this article)

470 STEAM ENGINE TO MAKE ITS LAST RUN



June 13, 1954 was a historic day for the Maine Central Railroad, Steam Engine #470, symbolic of the steam power age of railroading, made its farewell trip and was sent on her way with a huge turnout by the people of Maine. The picture is of the Waterville Station and was the April 1955 front page of the Maine Central monthly magazine. As you now, this is how our club came into existence. The first newsletter didn't start until sometime in 1958. We are slowly getting our archives of old newsletters, but still need quite a few to complete our very first issue to our current issue. If you or someone you know who was a member has old issues have them e-mail the e-mail coordinator at 470railroadclub@gmail.com or call the club's phone number @207-829-4423 and leave a message on what issues you may have to complete our set for the archives. Here are the years/issues that we are missing 1958-1970 all issues, 1971-1984 need some issues from this time frame. Just e-mail or call with what issues you have, and I'll get back to you whether it's an issue that we need to complete our archive.

Picture is from Club Member Ron Johnson Collection

NEW ENGLAND'S PAN AM RAILWAYS FOR SALE

Possible suitors for North America's largest regional include Class I railroads, shortline holding companies, infrastructure funds.

BILLERICA, Mass. — New England regional Pan Am Railways is for sale. The privately held company, owned by 78-year-old Tim Mellon and other investors, has enlisted BMO Financial Group to assist with a potential sale transaction, according to multiple railroad industry sources. Pan Am officials did not respond to a request for comment. Industry observers say there will be considerable

Article Continued on next Page

NEW ENGLAND'S PAN AM RAILWAYS FOR SALE CONTINUED

competition to buy Pan Am, which operates on 1,700 route miles and is the largest regional railroad in North America. “I would expect that everyone is going to be interested in it,” says independent railroad analyst Anthony B. Hatch. Before the pandemic, interest in short line and regional railroads had been increasing as financial firms — including global infrastructure funds — joined traditional short line holding companies in bidding for railroads that have gone on the block. And that has translated into higher valuations for railroads as investors seek long-lasting infrastructure that can offer a combination of stability and growth. Despite changing traffic patterns in New England, Pan Am has been profitable every year since it was founded in 1981 as Guilford Transportation Industries. The system stretches from the Albany, N.Y., area to Maine and includes trackage of the former Maine Central, Boston & Maine, Portland Terminal, and Springfield Terminal railroads. A haulage agreement with a trio of Irving short lines — Eastern Maine Railway, Northern Maine Railway, and New Brunswick Southern--- extends Pan Am’s reach into northern Maine and Saint John, New Brunswick. Pan Am and Norfolk Southern in 2008 formed a joint venture called Pan Am Southern that consists of 437 miles of rail lines and trackage-rights routes, including the B&M main line between Mechanicville, N.Y. and Ayer, Mass., that provides NS access to the Boston area via its so-called Patriot Corridor. Pan Am’s Springfield Terminal subsidiary operates the Pan Am Southern, which also includes the north-south route Pan Am uses between White River Junction, Vt., and its branches in Connecticut via Springfield, Mass. In the event of a sale, it’s unclear whether a new owner could simply step into Pan Am’s shoes in the Pan Am Southern or if NS would buy Pan Am’s stake in the joint venture. An NS spokesman declined to comment. Pan Am connects with three other Class I railroads — CSX Transportation, Canadian National, and Canadian Pacific — and 14 short lines. Potential acquirers include shortline holding companies such as Genesee & Wyoming, OmniTRAX, and Watco. G&W already has a major presence in New England through its four railroads in the region, which include Pan Am connections New England Central, Providence & Worcester, Saint Lawrence & Atlantic, and Connecticut Southern. Infrastructure funds could emerge as buyers, as well, Hatch says. Notable deals last year included Brookfield Infrastructure Partners taking G&W private, as well as First State Investments acquiring short line holding company Patriot Rail & Ports. Also, possible suitors: CN and CP, both of which have said they are interested in buying adjacent short line and regional railroads. CP just completed its acquisition of Central Maine & Quebec, which connects with Pan Am in Maine. “We know the Canadians are looking to grow by offline acquisitions,” Hatch says but CN has reportedly passed on the opportunity to bid on Pan Am. The Pan Am Railways executive train crosses the Deerfield River in East Deerfield, Mass., in Oct. 2013. Multiple sources say the railroad, North America’s largest regional, is for sale. Also, in the other picture is the coverage area of Pan Am Railways.



CONWAY SCENIC RAILROAD'S JULY 2020 WHEEL REPORT



Valley Train arriving at Bartlett.

Operations

Our big news is that on June 20, 2020 we finally resumed operations and began our summer operating season. We are delighted to be up and running but achieving this has presented more than its fair share of challenges. We received notice that we could resume operations with very-little warning and a host of special conditions in order to comply with State of New Hampshire protocols aimed at containing the spread of Covid-19. These include a variety of social distancing measures and the necessity to sanitize our trains between runs. These limit the number of passengers we can carry while incurring greater layover times because of slower and complicated boarding procedures. Because of the short notice we had to adopt and adapt procedures quickly. This remains a work in progress and we continue to adjust our operations as we find more effective ways of coping with this unusual operating environment. Operational changes have included running most trains as 'Extras' instead of 'First Class' train on the timetable. While trains continue to follow printed times, running them as extras grants crew's necessary flexibility to handle variances caused by Covid-19 boarding procedures and other changes. A related change was our advertising of 'boarding times' rather than 'departure times' in an effort to encourage guests to arrive in a prompt and timely fashion so as to minimize delays.

Initially we began by operating three Valley trains: two to Conway, and one to Bartlett. As demand increased, we added a second Bartlett run, while operating extra trains to Conway at peak periods. This has included a few trips with RDC *Millie* to accommodate additional guests.

Article continued next page

CONWAY SCENIC RAILROAD'S JULY 2020 WHEEL REPORT CONTINUED

Prior to resuming excursions to Crawford Notch, a work extra with GP9 1751 was dispatched to milepost 80 (railroad timetable west of Frankenstein trestle) to remove some rocks that were deposited on the line during the spring snowmelt. Dave Swirk operated the excavator to lift a boulder weighing an estimated 11-15 tons clear of the line.



Picture is taken by Brian Solomon

We have rebranded the Crawford Notch excursion as the *Mountaineer*, a move that has been months in the making. By adopting the historic name we not only pay tribute to the heritage of the run over Crawford Notch, but provide our streamlined train with the most fitting name available to it, and one that helps distinguish this scenic mountain journey from our Valley trains that run to Conway and Bartlett. The *Mountaineer* made its debut on June 27, 2020 with a ribbon cutting ceremony at North Conway immediately prior to its maiden departure. Presently the train is scheduled for an 1130 boarding on Tuesdays and Saturdays with plans to increase frequency to meet popular demand. So far ridership has been better than expected on both the Valley and *Mountaineer* with many trains sold-out or operating near capacity during peak times.



Picture is taken by Brian Solomon

Ribbon-cutting for Mountaineer debut.

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CONWAY SCENIC RAILROAD'S JULY 2020 WHEEL REPORT CONTINUED

Roundhouse Notes

In June, Bangor & Aroostook refrigerated boxcar 7765 owned by the 470 Club was switched from its storage position in the North Yard and positioned by the shop in preparation for repainting by club members including: Cory Fothergill, Eric Grover, Jackson, Jordan and George Small, and applied vinyl lettering supplied by Jim Abbott of Highball Graphics. The repainting was completed in early July and exhibits exceptional craftsmanship.



The following locomotives were returned to active service in preparation for the summer season; GP35 216 and GP38 252. GP9 1751 is in reserve, while GP7 573 is expected to be returned to service in the coming weeks.



George Small working on panels for Dorthea Mae (Photo Credit Club Member/Alternate Trustee Alan Small)

Job Opportunities

Are you interested in a railroad job? Conway Scenic is presently interviewing for a variety of seasonal and full-time positions including those in the track and mechanical departments as well as culinary and customer service representatives. Please contact: rhonda@conwayscenic.com

CRAWFORD NOTCH EXCURSION SATURDAY OCTOBER 17, 2020

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The 470 Railroad Club is again running a special excursion train to Fabyans on 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: _____

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Phone Number: _____

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470 RR Club



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MODEL RAILROAD SHOWS

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. **CANCELLED**

Maine Sep-27 to Oct-03 Cumberland **CANCELLED 6/10/20** Railroading at Cumberland Fair, 197 Blanchard Rd., Cumberland, ME 04021. Here is the 2021 Cumberland Fair dates, September 26th to October 2nd 2021.

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"

Concord, NH Aug. 16th 7/17/2020 **Confirmed to open-Masks Required** – 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

RHODE ISLAND Sep-13 East Greenwich TCA Southern Chapter Toy Train Show, Varnum Memorial Armory, 6 Main St., East Greenwich, RI 02818. Hours 9a-2p. For info please contact Dean Johnson at trainshow@cox.net or 401-222-9708. The show flyer can be found at <http://snechapter.org/> Newly listed shows are shown in Bold. For other areas please visit <http://www.railserve.com/events>, <http://railfan.com/timetable>, or <http://www.klnl.org> and select the events Calendar.