



470 Club's foliage-ride when it was from Grand Trunk was located on Fore St. in Portland where the Maine Narrow Gauge is located. It was a photo run by in Oxford Maine in the area of Walmart. Picture taken in October of 1974 by club member Robert McWilliam's wife.

MARCH'S NEWSLETTER AND TRUSTEES MEETING: Wednesday, March 4th, 7:00 P.M. at Seventy-Five State Street. Not much to report this month except that the #4268 is making some progress into getting it to the next stage for it to be running it in the near future. Also, there are some parts from a #4265 F-7 that is at the Gorham Historical Society. We are just working out the details on both ends so we can have access to get them.

THIS MONTH MEMBERSHIP MEETING: Wednesday, April 15th, 7:00 P.M. at Seventy-Five State Street. Membership Meeting has been canceled for this month because of the Coronavirus pandemic.

NEXT MONTH'S NEWSLETTER ASSEMBLY AND TRUSTEES MEETING: Wednesday, May 6th, 7:00 P.M. at Seventy-Five State Street.

NEXT MONTH MEMBERSHIP MEETING: Wednesday, May 20th, 7:00 P.M. at Seventy-Five State Street. Membership Meeting has been canceled for this month because of the Coronavirus pandemic.

In case of snow or inclement weather on newsletter assembly or membership meeting nights, there will be notification sent out to the e-mail notification group. To sign up for this please e-mail Alan Small at 470railroadclub@gmail.com.

New members Ross Chapman Plymouth, MA & Nathan Leary Conway, NH welcome aboard Ross and Nathan

The 470 is a publication of the the 470 Railroad Club Inc., Portland, ME. Unless otherwise attributed, opinions express 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. [REDACTED]

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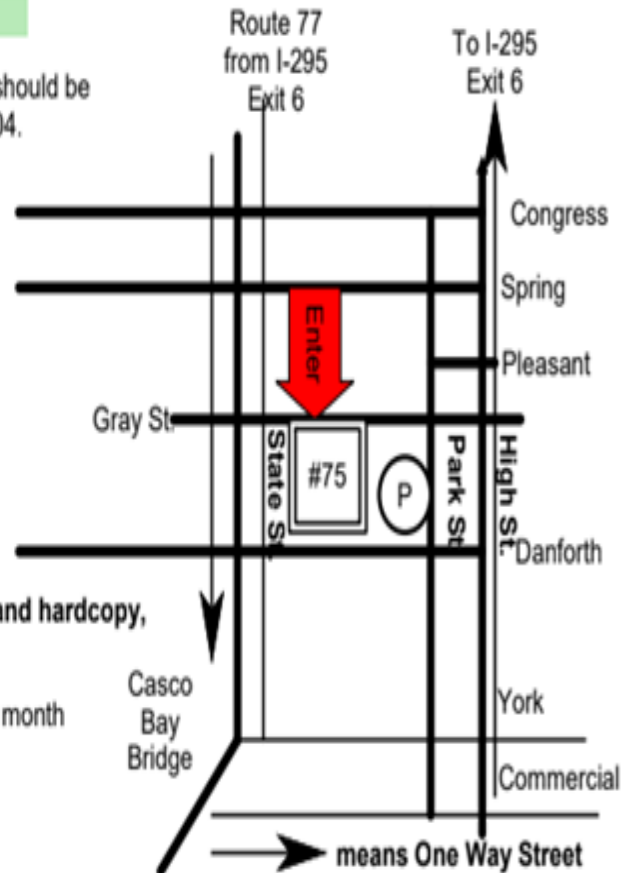
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Dues are \$25.00 per year for e-mail only, \$30.00 for e-mail and hardcopy, and \$37.00 for first class and foreign hardcopy

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



A Message from the President

As I write this we are currently in the midst of the Coronavirus pandemic. As with all of our daily lives this pandemic has affected the club as well. The facility where we normally meet has told us that we can no longer meet there until this situation has passed. This has affected both the Trustee's meetings as well as the membership meetings.

As it currently stands, until this situation has passed and we can start attending 75 State Street again or we find a new location, I feel it is in everyone's best interest to suspend the membership meetings until further notice. The trustees and I will continue to monitor the situation but I feel this is the best for everyone's wellbeing. We will still focus on getting the newsletters out, whether by mail or e-mail, each month and will look at alternatives as well should there be any club business that needs to be attended to.

As always, feel free to reach out to us if you have any questions or concerns. Stay safe out there.

Eric

Northeast Freight Train Schedules Scrambled

Atlantic Northeast Rails & Ports (ANRP), Feb. 23 reports freight rail disruptions and re-routes caused by the twin events of PAS' Hoosac tunnel collapse and Canada's First Nation blockades of critical CN and CP routes in western and eastern Canada. Hoosac Tunnel, in summary, the Hoosac tunnel is now expected to stay closed to rail traffic well into March. A detour route is operating between connecting railroads in Massachusetts, Rutland, VT and Hoosick Jct. NY for PAS traffic, except auto carriers due to height limitation at Greenfield, MA, and intermodal traffic west of Ayer, MA. Pending an alternate route, intermodal containers were drayed between Ayer and PAS' intermodal terminal at Mechanic Falls, NY. The Hoosac tunnel was opened in 1875 through the south end of the Green Mountains after nearly 20 years of construction. It cost the lives of nearly 200 men and \$20 million in then-current dollars. The tunnel was acquired in 1900 by Boston & Maine Railroad and electrified in 1911 for 45 years to combat ventilation problems. It was de-electrified after more powerful diesel locomotives were introduced in the mid-1940's. The straight-bore, 4-3/4-mile-long tunnel was changed from double to single track and its floor lowered in 1957 to improve clearances. The last scheduled passenger train, the *Minute Man*, passed through it in 1958. Its original base level has been undercut and a ten-foot wide strip of tunnel ceiling ground in 1997 for further clearance opening. Soft, wet and wet crumbly rock near the tunnel's west end plagued its construction and maintenance, where some 20 million bricks were required for containment and arching.

Article from Maine Rail Group March Newsletter

FEDERAL AGENCY GRANTS DOWNEASTER \$17 MILLION FOR UPGRADES

The money will be spent on improvements to the passenger rail service in Wells, North Berwick and Brunswick. The federal funds will also allow the rail authority to add a sixth daily round trip between Brunswick and Wells, according to a news release issued Thursday by U.S. Sen. Susan M. Collins, R-Maine, who chairs the Transportation Appropriations Sub-committee.

"In recent years, the Downeaster has set new records for both ridership and ticket revenue. It is an economic engine for Maine, providing good jobs, supporting Maine vendors of goods and services, and strengthening our tourism industry," Collins said in a statement.

"With this funding, the Northern New England Passenger Rail Authority will be able to make important improvements to this rail line in southern and mid-coast Maine, increasing the corridor's capacity and improving safety, efficiency, and reliability for the hundreds of thousands of passengers who use this service each year."

The rail authority, which is based in Portland on West Commercial Street, was created in 1995 by the Maine Legislature to develop and provide passenger rail service between Maine and Boston and points within Maine.

The Downeaster established a new ridership record in 2019, with a total of 574,404 passengers. That represents an increase of 7.8 percent from 2018 and breaks the previous ridership record of 546,056 set in 2017.

The Rail Authority said that August 2019 was the highest ridership month in the Downeaster's history, with 60,944 people riding the train, the first-time ridership surpassed 60,000 in a month.

"NNEPRA attributes the ridership surge to increased frequency to Freeport and Brunswick, improved reliability as well as more repeat riders," the rail authority said in a news release last month. "When compared to Amtrak services throughout the country, passengers rank the Downeaster among the top services for friendliness, overall satisfaction, and quality of on-board food service."

CANADIAN PACIFIC UPDATE IN NORTHERN MAINE

CANADIAN PACIFIC CEO Keith Creel is excited about his railway's return to Eastern Canada with its \$130 million acquisition of the 481-mile Central Maine & Quebec Railway. CP sold off its routes-east of Montreal, including what became the CM&Q and J.D. Irving short lines Eastern Maine Railway and New Brunswick Southern, as part of a retrenchment in the mid-1990s. "The world's changed in 25 years," Creel said Wednesday on CP's quarterly earnings call. "The railroad's changed, it's evolved." Creel spent time on the CM&Q recently and came away impressed with CP's shortcut across Maine linking Montreal with Saint John, New Brunswick, via connections with the Irving short lines.

"Commercially, the customers are extremely excited to have service alternatives which they simply have not been afforded in over two decades," Creel says. "We'll be able to offer the shortest routes from the Maritimes to Montreal, Toronto, Chicago, and Western Canada that will be truck-like reliable and truck-like competitive on a service standpoint and obviously much more compelling on a cost standpoint." CP aims to provide one-day service between Saint John and Montreal and three-day service between Saint John and Chicago. Creel compared Saint John to Vancouver, British Columbia, which is Canada's busiest port and is critical to CP's success. CP has the shortest and fastest routes from Vancouver to major cities in Canada as well as to Chicago and other points in the U.S. Midwest.

CP would have the same advantages at Saint John, he says. "Saint John could be the Vancouver in the East," Creel says. The Port of Saint John is currently undergoing a \$205-million modernization and expansion that will nearly triple its container handling capacity to 320,000 TEUs by 2023. The project is funded by the port, the Canadian federal government, and the province. The Port of Halifax, the busiest in Atlantic Canada, last year handled nearly 550,000 TEUs. Canadian National, the only railroad to serve Halifax, also serves Saint John. CP plans track upgrades that will permit faster and more reliable service. "The most important thing we're working on ... is investing in the physical plant to get it up to a CP standard," Creel says. CP will spend \$75 million over the next three years to upgrade the CM&Q to FRA Class 3 track, which is good for 40 mph, up from 25 mph today. The 262.7 miles from St. Jean, Quebec, on the outskirts of Montreal, to Brownville Junction should be a 40-mph railroad by the end of 2021. Track speed on Eastern Maine Railway and New Brunswick Southern on the 189.5 miles from Brownville Junction to Saint John is 25 mph. A CP spokesman declined to comment on whether CP would invest in track improvements that would enable higher speeds on the connecting short lines.

The Semaphore Newsletter February Edition

MBTA APPROVES MASSIVE ELECTRIFICATION PROJECT THAT WILL IMPROVE REGIONAL RAIL SYSTEM

The feelings were electric. The Massachusetts Bay Transportation Authority's (MBTA) Fiscal and Management Control Board used one unanimous vote to clear the way for the electrification of the state's commuter rail system. The move will create better service to many communities in the state. In a second unanimous vote the board decided the Newburyport/Rockport line is best suited for the change and will be worked on first. The Newburyport/Rockport line connects Lynn, Revere, Chelsea and Everett to the city of Boston. The Fairmont line in Boston and the Providence/Stoughton line also will be top priorities. The cost of upgrading the system is yet to be determined, but according to the MBTA's 2040 Commuter Rail Vision, two alternatives for electrification would cost between \$10.6 billion and \$28.9 billion. Three pilot programs would cost \$1.5 billion. MBTA has not identified funding sources for the project.

Bill Wilson, Editor-in Chief, Railway Track & Structures, November 5, 2019

Canadian Pacific places five locomotives with military paint schemes in service



Canadian Pacific (CP) unveiled five specially painted locomotives on Remembrance Day in Canada and Veterans Day in the U.S. honoring the culture and history of the armed forces. The five Electro-Motive Diesel SD70ACUs will take the message of military pride across the CP system.

“As a leading employer of veterans, CP is proud to commemorate military machines and the brave men and women who’ve operated them in conflicts around the world,” said CP President, CEO and veteran Keith Creel. “As these locomotives pass through communities across the CP system, I hope those who see them will reflect on the sacrifices made by so many of their countrymen to protect and defend their freedom.”

CP personnel carefully studied the paint colours and patterns that branches of the Canadian and U.S. militaries applied to tanks, planes and warships. Based on their research, they devised five liveries for these locomotives:

CP 7020 wears North Atlantic Treaty Organization green, which the Canadian and U.S. Armies apply to fighting vehicles and equipment serving in temperate climates.

CP 7021 wears the sand colour that the Canadian and U.S. Armies apply to fighting vehicles and equipment serving in arid climates.

CP 7022 wears the grey, red and black colour pattern of modern Canadian and American warships.

CP 7023 wears a two-tone gray paint scheme designed after the livery applied to Canadian and American fighter jets.

CP 6644 wears the camouflage colours applied to Royal Canadian Air Force “Spitfire” fighter planes flown at the Allied invasion of Normandy, France, on June 6, 1944.

Four of the five locomotives bear a Canadian flag on one side and American on the other. CP operates in both countries and employs veterans of both countries’ military services.

“We are proud to support our veterans and the invaluable skill and experience that they have gained serving their country,” said CP Senior Vice-President Engineering, Mechanical and Procurement Scott MacDonald, a veteran. “These locomotives are a symbol of our support. They will operate in regular service and further support our commitment as a proud employer of veterans in Canada and the United States.”

From a Canadian Pacific press release. cpr.ca.

By David C. Lester, Managing Editor, Railway Track & Structures, November 12, 2019

RHODE ISLAND AMTRAK STATION TO RECEIVE RENOVATION FUNDING

U.S. Sen. Jack Reed (right) was joined by RIDOT and Amtrak officials in Providence, Rhode Island, to announce a \$25 million funding package to renovate Providence Station. Photo – Office of U.S. Sen. Jack Reed

U.S. Sen. Jack Reed (D-R.I.) yesterday announced a \$25 million funding package to begin renovation of Amtrak's train station in Providence, Rhode Island.

The project will be financed with a \$12.5 million grant from the Federal Railroad Administration, and will be matched by \$7.25 million from Amtrak and \$5.25 million from Rhode Island Department of Transportation (RIDOT), according to a press release from Reed's office. The project's scope includes adding interior space by enclosing an outdoor patio, creating a more accessible location for Amtrak police in the station, improving pedestrian access to and from Providence Place Mall, and major roof repairs. Providence Station is served by Amtrak and the Massachusetts Bay Transportation Authority's commuter-rail system. The facility ranks 11th out of 530 Amtrak stations nationwide for ridership. "Right now, this station handles more than 1.5 million passenger trips a year," said RIDOT Director Peter Alviti Jr. in a press release. "Those numbers demand a station that is modern, clean, safe and efficient."

Reed is a ranking member of the Senate's Transportation, Housing, and Urban Development and Related Agencies Appropriations Subcommittee. Reed previously led efforts to support Providence Station improvements by securing \$5.2 million in federal funds for enhancements and \$3 million for planning, design and environmental reviews.

Passenger Rail News from Progressive Railroading, August 20, 2019



MBTA ORDERS 80 DOUBLE DECK COACHES FROM HYUNDAI ROTEM

MASSACHUSETTS Bay Transportation Authority (MBTA) Fiscal and Management Control Board has awarded Hyundai Rotem a \$US 278.6m contract to supply 80 double-deck coaches for the Boston commuter rail network.

A \$US 41m contract for engineering and programme management services was awarded to WSP USA, which will work with Keville Enterprises and VP Engineering on the project. The order, which is being funded by the Commonwealth of Massachusetts, will enable MBTA to replace single-deck coaches and increase fleet capacity by more than 14,000 seats. The push-pull coaches will be equipped with LED lighting and Positive Train Control. A Notice to Proceed will be issued to Hyundai Rotem next month and deliveries will take place between September 2022 and June 2024. MBTA is also expected to issue a Request for Proposals in November for a tender for up to 100 double-deck coaches. The contract is due to be awarded by November 2020, with deliveries scheduled to run between July 2024 and June 2027. The contract will include an option for additional vehicles.

Keith Barrow, International Railway Journal, September 24, 2019



MBTA LAUNCHES FIRST NEW ORANGE LINE TRAIN

The Orange Line rail-car fleet will be replaced by the end of 2022. Photo – MBTA

The Massachusetts Bay Transportation Authority (MBTA) announced yesterday its first new Orange Line train comprised of six rail cars has entered passenger service from Wellington Station in Medford, Massachusetts. The rail cars are the first of 152 new cars that will replace the current fleet operating on the Orange Line by the end of 2022, MBTA officials said in a press release. The cars are being assembled and tested at CRRC MA Corp.'s assembly plant in Springfield, before entering a testing phase at the Wellington yard and maintenance facility.

The next six-car train will enter service in fall, with new cars continuing to enter service incrementally through 2022. When all new cars are in service, Orange Line capacity will increase by almost 40 percent, handling an additional 30,000 riders per day, agency officials said. MBTA's procurement contract for the Orange Line cars, which included 252 subway cars for the Red Line, totaled about \$1 billion. The procurement is part of the MBTA's \$8 billion, five-year capital investment plan.

Mechanical Rail News from Progressive Railroading, 8/15/19



NEW ENGLAND STEAM NEWSLETTER LEAP YEAR EDITION! FEBRUARY 2020

Here is some more information on the restoring of the 470 Steam Engine. As you know is how this club was started. Will be showing more updates as this project progresses.

Using Leap Year is a bit of a flimsy way to get out another February newsletter to you, but I doubt you'll mind at all. Some of those long-terms projects are being worked on, whether the ground hog saw his shadow or not. We've put in some workdays out of the wind and wet, but certainly not out of the freezer, and here are some results which will undoubtedly warm you.

Valve gear- Ron Jenkins has taken the lead on refinishing the Baker valve gear of the 470. Ron would be the first to tell you, he has had lots of help getting the parts free, cleaned of grease, and then brought to Copia Company of Bangor, for glass bead blasting. Once blasted to white metal, Joel Ackerman loaned us the space in his heated basement to prime the parts. Here are some of the results. This is from their second newsletter in February.



WRECK OF THE 505 (FINAL SEGMENT)

505 was due to go back to Portland on the afternoon local later that day. She was pressed into service to help with a very "heavy" extra. She would be put in mid train and cut off at Crawford's. Bob Morse and Oscar Clemons planned an afternoon fishing trip for when they returned. There would be 2 locomotives on the head pin. As the Engineer, Bob Morse worked the engine, to help make up the train, the throttle felt "Soggy". He reported it to the mechanics at the Bartlett Roundhouse. They checked the locos over but could not find the problem. Bob and his fireman, Oscar Clemons, went back to work. Again, Bob reported the sluggish response of the 505. The shop crews brought her in to the Roundhouse and did everything but dump the fire and pull the boiler jacket off, which Bartlett was not equipped for anyway.

So-at about 8:00 the 505, took her place, on a WESTBOUND extra freight, about mid train. The train departed at about 8:30 a.m. Bob Morse was a popular man but pushed his locos to their operational limits. He got every bit of operational power out of the engine he was running. He was very good.

One trick almost all engineers had in those days was to run the loco water low. This gave you the maximum amount of steam pressure and the maximum performance from the loco, but the engineer had to have a fireman who could handle the task. It was a dangerous dance, but Oscar Clemons had worked with Bob Morse for years and knew exactly what he was doing. At about 10:00 the train passed Willey House Station, Mile post 81 about 1/4 mile up the track it becomes straight and levels off. The 505 was traveling at 40 MPH under past maximum pressure. When the loco reached this point Oscar opened the petcock for water and the engine exploded. The boiler failed just in front of the drive wheel 2nd from the firebox (3rd driver from the front). The explosion blew Engineer Morse out of the cab and 500 feet back. The Locomotive lifted clean out of the train, fracturing the connecting bar between the engine and tender, flew up in the air 60 feet, turned end for end and dropped upside down and over the bank, crushing the cab with Oscar Clemons still inside, before rolling back on her side and coming to rest. Investigators found that the sight glass used to measure the water in the boiler was faulty, the boiler plates failed due to metal fatigue and the soggy feeling Mr. Morse was feeling while working in the yard, were the plates flexing. It blew the face plate of the locomotive off and split the boiler from Stack to bell. The explosion was so loud that it created an "acoustic echo". The explosion was not heard at the Willey Station, but at the Mount Willard dwelling it was like a clap of thunder.

The trees in the area were all blistered, Mr. Morse's watch was found in a tree, 20 feet off the ground. the water can that held water and a drinking cup were blown over a mile away.

However, Mr. Morse's wooden lunch pail was found beside the engine, on a rock. This was a round pail with plates in it, not ONE plate was broken. Mr. Morse survived the explosion and being thrown 500 feet, he was found crawling towards a brook. All he said was, "I know I'm done for. Go check on Oscar. Oscar Clemons was trapped in the wreck, still alive. Both men made it to the hospital. Both died at about the same time, 6:00 that evening. Maine Central, not in its finest hour tried to sue Mrs. Morse for the loss of the equipment and damage. However, in the court search it was found that 505 had received damage to its boiler, while in service in Baldwin Maine. Although not catastrophic, it did do some damage. It was also found that the 505 had been reported at least 5 times the previous month as having a leaky boiler, and nothing was done. MECRR dropped the suit, Mrs. Morse counter sued and won. The youngest surviving son of Oscar Clemons, now in his 80s, commissioned a granite memorial to be placed near the site. It was put there several years ago. The youngest surviving son of Oscar Clemons, George Croston, had a brass plaque made with which he cut and fabricated a memorial from granite that came from his property in Brunswick, ME. He placed the memorial near the explosion site some years ago.

This version was taken from: <http://www3.gendisasters.com/9768/crawford-notch-nh-mec-steam-locomotive-505-explosion-july-3-1927>

From a story penned by Bartlett, NH native Scotty Mallett based on firsthand accounts from families of those involved. Concludes this article.

CRAWFORD NOTCH EXCURSION SATURDAY OCTOBER 17, 2020

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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 runbys 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:	_____ \$65.00 Adult	_____ \$63.00 Children Ages 4- 12,	_____ 1-3, Infants Free
First Class:	_____ \$75.00 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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MODEL RAILROAD SHOWS

The following trains shows have been cancelled because of the Coronavirus pandemic

CONN	Apr-04	Southern New England Model Railroad Tour #19
MASS	Apr-04	Southern New England Model Railroad Tour #19
MAINE	Mar-21	Maine 3Railers Annual Show, Augusta
MAINE	Apr-18	2 nd Annual Southern Maine Model Railroad Club Show, Westbrook
MAINE	Apr-25	Spring Model Railroad Show sponsored by the Great Falls Model Railroad Club, Topsham
NH	Apr-04	Great Northern New England Train Show, Dover
NH	Apr-04	NMRA Seacoast Division Spring Event, Newington
NH	Apr-26	Model Train & Modelling Show sponsored by the Hookset Lions, Hookset
NH	Apr-26	Dartmouth/Lake Sunapee Region Model Railroad Show sponsored by the Conn. Valley Model Railroad Club, North Sutton
RI	Apr-04	Southern New England Model Railroad Tour #19