



In the early days of the SLR they rented power from a few different short lines to help with their shortage. Here is ex NHN GP-9 1757 crossing the then Guilford Rail Systems diamond at Danville Junction located in Danville, Maine near Auburn Maine. Today this unit is stripped of its prime mover and has been put into the 470 Club 4268 Project. Photo taken by Les MacDonald in September of 1990

APRIL'S NEWSLETTER AND TRUSTEES MEETING: Wednesday, April 1st, 7:00 P.M. at Seventy-Five State Street. Canceled because of the Covid-19

THIS MONTH MEMBERSHIP MEETING: Wednesday, May 20th, 7:00 P.M. at Seventy-Five State Street. Canceled because of the COVID-19

NEXT MONTH'S NEWSLETTER ASSEMBLY AND TRUSTEES MEETING: Wednesday, June 3rd, 7:00 P.M. at Seventy-Five State Street. Cancelled/held online due to COVID-19.

NEXT MONTH MEMBERSHIP MEETING: Wednesday, June 17th, 7:00 P.M. at Seventy-Five State Street. 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. **Tentatively presented, based on having a location due to COVID-19**

We want to thank the Small Family for doing the April newsletters. They were done at following houses to keep the social distances, Trustee/Member George Small with the help of his wife Carol Small, also Member Jordan Small, and lastly Alternate Trustee Alan Small and his wife Laura and daughter Darla Small. It will be done again at the same places again if needed for the May newsletter.

Membership News

One new member Terrence King from Monmouth Maine, Welcome aboard Terrence

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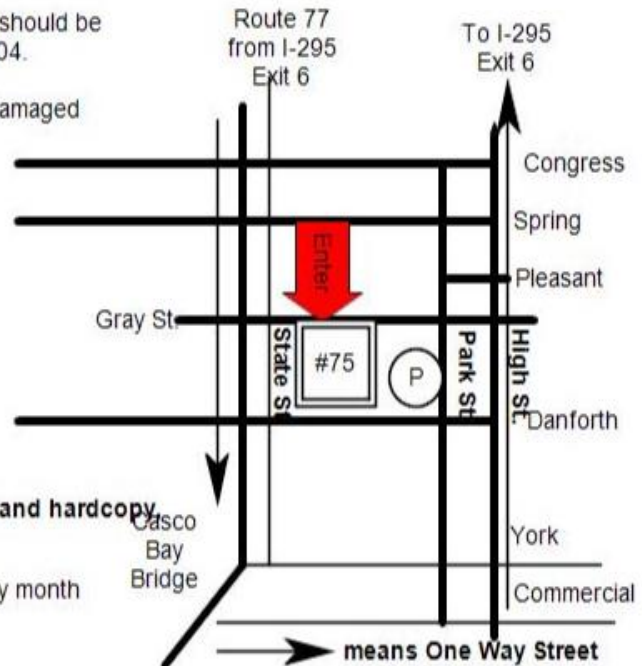
Membership Secretary: J. Leonard Bachelder
Address changes to jlbachelder@verizon.net

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.

470 Meeting Location



PRESIDENT'S MESSAGE

To all of the members of the 470 Club, I hope you are all doing well and surviving these crazy times. I don't have a lot to report on, but that's due to the limitations that the COVID-19 outbreak has placed upon us.

As you are no doubt aware, we've had to cancel membership and trustee's meetings due to the lack of a meeting facility. We are attempting to get around this by having at least our Trustee's meetings online for the time being. I'm afraid I can't say the same for the membership meetings as even if we had a facility, I'm not sure we'd be able to maintain social distancing protocols to help keep everyone safe.

On our projects, things are pretty well on hold. We did recently receive a grant from Mass Bay RRE for \$3,000 to aid in the replacement of the side panels for F-7 4266. This amount should cover the cost of the materials to eventually move this project along once we are allowed to get back to North Conway and get this work completed.

Again, these are trying times, not only for you but for the club as well. Hope everyone stays safe.

Eric

CLASS X 2-6-6-2 MALLET ARTICULATED LOCOMOTIVES “THE PIGS”

In 1910 and 1911 the Maine Central Railroad purchased 4 large locomotives from the Boston and Maine Railroad. These locomotives were built in 1910 for use in the Hoosac Tunnel but became surplus when the tunnel became electrified in 1911. Numbered 1201-1204, the locomotives were “articulated” and thus could take the sharp turns of the “Mountain Division”.

The 1202 was assigned to helper service out of Bartlett. The east end of the Wye in Bartlett was constructed, and the turntable removed and Stall 1 (Route 302 side) was lengthened to 105'. Upon arrival on the B&M the 1201-1204 were fueled by coal but then converted to Bunker C oil which left a greasy film on fresh laundry and on houses. It also caused oil related fires which could only be extinguished by steam from another locomotive, so in 1912 all 4 Mallets (pronounced Mal lay) were converted by the Maine Central shops back to coal. From then on it took 2 firemen shoveling coal into the firebox constantly to create enough steam to power these giants. The crews of the Maine Central Railroad called them “pigs” as they ate so much coal.

These locomotives were so large that 2 of them could not be run together as their combined weight was too much for some of the trestles and bridges and they also had a 20-mile an hour speed restriction on the entire Maine Central Railroad system.

In 1917 at South Windham, ME Mallet # 1203 was involved in a head on collision with another train due to misunderstood train orders. 1203 was rebuilt and lasted in service longer than all the mallets. The 1201, 1202 and 1204 were scrapped in 1929 and 1203 was scrapped on January 15, 1931.

Here are some statistics:

Length: 86 feet 96 inches

Height: (to top of stack) 14 feet 86 inches

Weight: 148,300 pounds including tender

Oil use: 10 gallons a mile

Article is by Club Member Scotty Mallett

REQUEST FROM CLUB MEMBER ROBERT WORCESTER

I need drawings and measurements of the Maine central wooden cabooses and how big the cupola is and how high it sticks above the roof?

Here is Robert's e-mail to get it touch with him if you can help him out. bww75@yahoo.com

HERE IS A REQUEST FROM A PERSON WHO GOT IN TOUCH WITH VP LENNY BACHELDER. HOPEFULLY, SOME OF THE OLDER MEMBERS HAVE SOME INTERIOR PICTURES OF THIS CAR.

The car was built for the Northern Pacific Railway as it began its streamlined North Coast Limited in 1946. As passenger service declined, it sold its five "club cars" in 1968. The Spokane Club was sold to Richard Snyder of Connecticut. He sold it to the Bangor and Aroostook Railroad where it remained as BAR 5, the "Burnt Hill". Subsequent sales and bankruptcies ended with ownership by the Central Maine and Quebec who acquired the line after its famous 2013 Lac-Megantic derailment of a runaway oil train with subsequent fire and 47 deaths. The CM&Q had no use for the car and sold it to a private individual for \$1 provided he could get it out of the yard by a deadline. We were able to acquire it from him when he was having trouble meeting the June 2017 deadline.

Raymond Loewy, the famous industrial designer who did Air Force One, the Studebaker Avanti, and numerous other projects, was hired by the NP to redesign its North Coast Limited Passenger train. As part of this 1954 project, he completely rearranged the interior of the NP club cars including our car, the NP 393 (Spokane Club). As mentioned in my previous email, we believe the interior was repainted, re-carpeted and chairs reupholstered probably sometime in the 1970's. Almost all of the original 1954 furniture is present. The observation area, bedrooms and buffet have minimal other change.

Our goal is to restore it to its 1954 appearance as designed by Raymond Loewy. I have been unsuccessful in obtaining any period color interior shots of these cars. I am hoping that it may still have been in the Loewy design when your group chartered it in the 1970s. An article in your newsletter might help to locate old photos from these charters through the Bangor and Aroostook Railroad.

The article attached to my previous email came from the March 1978 Rail Classics Magazine, Vol 7 #2. I have no problem with your use of it though I don't know anything about copyright law. I have attached a couple of current photos that show its present interior appearance.

We are trying to restore the car to its 1954 configuration as our furniture corresponds to that redesign (car was built in 1948). We have not been able to locate any inside color pictures of any of the "club cars" other than photos showing later modifications. Our car is currently at our museum (Northern Pacific Railway Museum) in

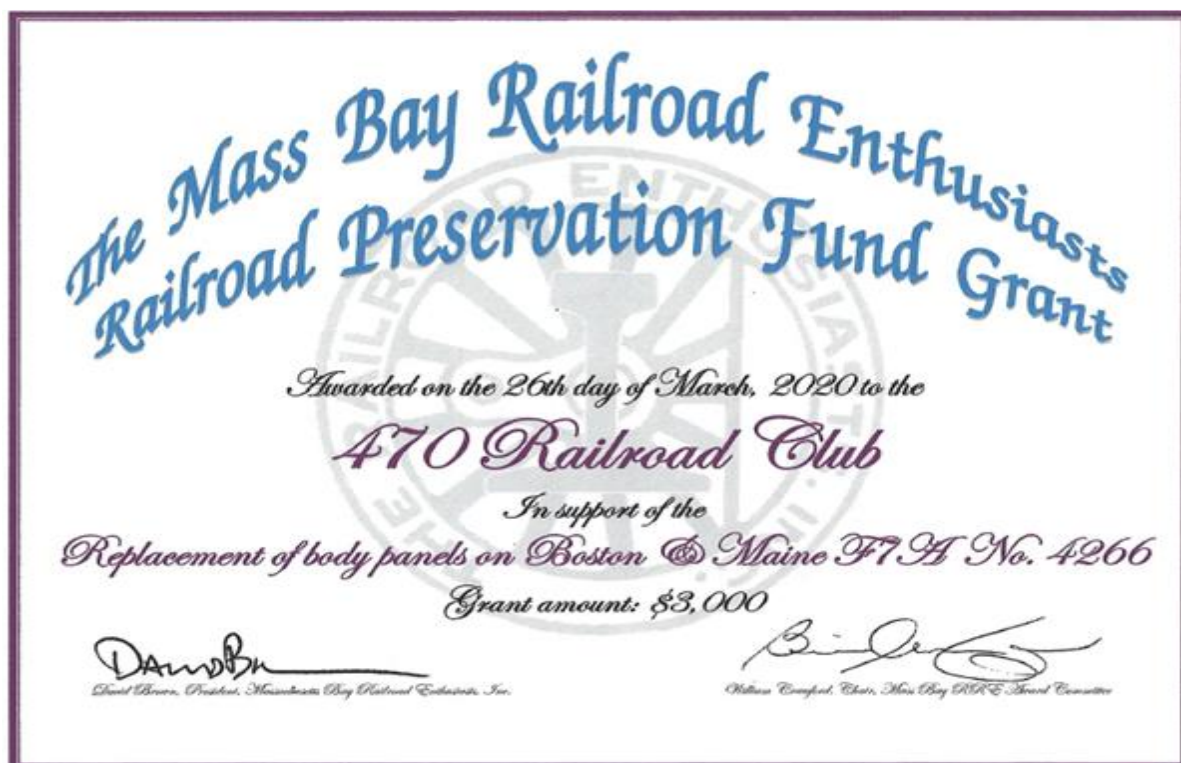
Toppenish, WA. I took the photos I attached, and you are welcome to use them. Here are a couple of current pictures of the inside of the car. But he is looking for ones to restore it to its original state when it was built.

Feel free to call me if you have any questions or would like any other information or photos. Doug Shearer cell (509) 854-4159



ANOTHER GRANT FROM THE MASS BAY RAILROAD ENTHUSIASTS

This one is for the side panels for the F-7 #4266. Our grant writer is member Dan Small and has been doing our grant writing for the past few years. We are very lucky to have him as a member with his ability to write grants for us. Lastly, the photo was taken by club member Eric Grover.



**THIS IS A FOLLOW UP FROM MEMBER ED GALVIN FROM AN ARTICLE THAT WAS IN OUR
JANUARY NEWSLETTER**

He is still looking for one more piece of his question. Again if any of you members can help him out that would be great.

Dear fellow members.

The mystery of who made the collage of the Mountain Sub division section houses has been solved — sort of.

In the January 2020 470 Newsletter you may recall my request of the membership asking if anyone knew the identity of who made the collage of the twenty one section houses.

Longtime member Ron Palmquist responded that he recalled that a man by the name of J.S. Murphy had made posters of the section houses without the plastic labels.

Ron also remembered these posters being sold at the time of the Maine Central clean-out of ephemera from the basement of the General Office c. 1985.

According to Ron, J.S. Murphy drove a station wagon with large labels of TV Stations on the side and rear of his car. Murphy did not work for a TV station but was a freelance photographer.

Should anyone have any other information on J.S. Murphy I would like to talk with you. In the meantime, thank you Ron Palmquist.

Ed Galvin phone # 207-837-4001 and e-mail edgalvin39@gmail.com

REQUEST FROM CLUB MEMBER PAUL SMITH

As a kid growing up on a farm in North Lincoln, whenever I heard the horn blow for the Chamberlains crossing on the Bagley Mountain Road as they headed north to Mattawamkeag, I would always run up our farm road to our own crossing to catch the locomotives and trains as they rumbled down the line. My favorite locomotives were the RS 2's and RS 3's. I have models of the 556 and the 557 on my HO layout in the basement, and since I now live on the Bagley Mountain Road, I had to name my G scale garden railroad the "Bagley" Mountain Division of the Maine Central Railroad. A couple of short videos of the garden railroad with GP-38's on the lead can be found on YouTube and by doing a search for the name of the railroad. I was wondering how the sidings got their names. Can anyone answer that question? I live near the Chamberlains siding which has since been torn up.

Article from member Paul Smith e-mail psmithu18b@gmail.com

Home address 54 Bagley Mountain Road Lincoln, ME 04457-4548

**HERE ARE A FEW PICTURES OF TRUSTEE/CLUB MEMBER GEORGE SMALL REDOING ONE
OF TWO BAGGAGE CARS FOR THE CSRR.**



1st picture is some of the parts getting a coat of red paint. 2nd picture is bottom getting a couple coats of green paint. 3rd picture is of club members Jackson Small and his dad Dan bolting down the cross members. 4th picture is of the new oak pieces for the front and rear axles. 5th picture is of the old oak being removed from the framework. Last picture is of the rear wheels and axle.

CONWAY SCENIC RAILROAD'S WHEEL REPORT—APRIL 2020

INTRODUCTION

Although new to this responsibility, I am following in the tradition of Conway Scenic's wheel reports. You may be familiar with my railroad writing as I've been supplying railroad literature and photographs to a variety of commercial publications since the 1980s. In the mid-1990s, I served as the Editor of *Pacific Rail News* and as an Associate Editor to both *Passenger Train Journal* and *Vintage Rails*, magazines published by Pentrex Publishing. Since that time, I have authored a variety of books, including several titles on steam power and EMD diesel locomotives. Since 2017, I've supplied a monthly column to *TRAINS Magazine*. The May 2020 *TRAINS* includes an 8-page feature on Conway Scenic.

In the summer of 2019, Dave Swirk hired me to help with some media projects, and then brought me on full-time in December to fill Susan Logan's role as Manager for Marketing and Events. Beginning this month, on request of Dave Swirk and 470's Alan Small, I've taken over the responsibility of the railroad's Wheel Report.

Snow Trains

My first big project at Conway Scenic was to help organize and promote our re-invented *Snow Trains* that ran February 15-29, 2020 from North Conway to Attitash, along with our one-day *Cupid's Express Valentine's* night dinner train. I launched a locally focused, but multi-media advertising campaign which contributed toward making these winter excursions resounding successes. In the fifteen days of the *Snow Trains*, we carried nearly twice the number of passengers than anticipated by my internal ridership targets. More to the point, our guests and crews were delighted with the experience and we were able to attract many new riders that had never before experienced our trains in motion.

To help keep the line clear both in anticipation of our Winter excursions and between snowfalls during the weeks of operation, we operated several work extras to clear snow. These ran from North Conway to just east of Rogers Crossing of Rt 302 in Bartlett. While in some cases operating GP7 573 was sufficient to clear the line, however as the snow deepened, we needed more space to move it out of the way. So, on three occasions, Conway Scenic brought out the vintage former Central Vermont Russel snowplow, which proved to be an excellent tool for clearing the line. This was the first time in several years that the Russel was employed in the capacity for which it was designed.

Wheel Report Continued On, The Next Page

ROUNDHOUSE REVIEW

I asked our shop foreman, Louis Edmonds, to give me a status report of the various locomotives on the property and regarding Conway Scenic Railroad's active fleet; GP35 216, GP38 252, and 470 Club's F7A 4266 have been idle since they put to bed for the winter in late 2019. These have been stored serviceable outside the roundhouse waiting to return to regular duty. GP7 573 and GP9 1751 were active through February, working on the Valentine's Day *Cupid Express* and *Snow Trains* revenue passenger extras and snow removal work extras. After conclusion of these moves, locomotive 1751 was drained and 'put to bed,' and as of April 20th it was stored near the famous ball signal by the station. While 573 has been kept warm in the roundhouse and has remained available for switching moves and crew training filming. However, as of this writing, both 573 and 1751 are now scheduled into the shop for 92-day inspections prior to their return to active service.

In February, the roundhouse crew prepared Budd RDC 23 *Millie* for Snow Train service, which included replacing the brake valves and completion of required brake inspections, plus the construction and installation of ski racks by master carpenter, George Small, that also involved removal of a few seats in the car to make space. After receiving a fresh coat of paint on the ends, the RDC was used on three occasions for filming of *Snow Train* promotional material, ultimately the decision was made not to use the car for revenue Snow Train service. From the first day of *Snow Train* service, passenger numbers exceeded what the RDC could comfortably handle. There were also some concerns about the effects of extremely cold weather on the RDC's performance. Once the locomotive powered train with culinary facilities was introduced and its revenue potential demonstrated, Conway Scenic opted to keep this train running, leaving the RDC for back up. Presently the RDC sits out on the short track near the station, where it awaits its call for service in the Spring/Summer season.

Rest of wheel report in June's newsletter. Photo by Brian Solomon



By Brian Solomon Manager, Marketing & Events CSRR

PHOTOS AND WORDS BELOW ARE FROM NESCO'S APRIL 2020 NEWSLETTER

One side of the original tender was a single sheet of steel, the other was two, allowing for the installation of the stoker. The new tender will probably be a "hand bomber" in its first years of service, but the new tender is being constructed to permit reinstallation of a stoker in the future.



Here is a couple of photos from New England Steam Company getting the tender re-done on the 470 Steam Engine. Again, this is how the club was started from when the 470 when it made its last trip in 1954. Even though it's a different group (NESCO) restoring the steam engine.

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 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: _____

Phone Number: _____

Email Address: _____

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MODEL RAILROAD SHOWS

Mass May-10 Hudson **CANCELLED 3/20** The New England O (And Some G) Scale Train Show, sponsored by the MetroWest Model Railroad, Club Elks Lodge, 99 Park Ave, Hudson, MA. Hours 10-3p. For info send email to Bigbrotherlar@netzero.NET

Mass May-16 Wakefield **CANCELLED** North Shore Model Railroad Club Flea Market, Lakeside Inn, 595 North Ave., Wakefield, MA. Hours 10a-3p. For info please call 781-245-4742, visit <http://nsmrc.org/> or send email to show@nsmrc.org.

Conn May-31 to June-01 Farmington **CANCELLED 3/24** 18th Annual New England/Northeast Railroad Prototype Modelers Meet, Farmington Marriott, 15 Farm Springs Rd., Farmington, CT 06032. Sponsored by NERPM in conjunction with the Amherst Railway Society. Thursday evening program for early arrivers. Full day programs on Friday and Saturday. Layout open houses on Sunday. For details please visit <http://nerpm.org/index.html>

Maine Sep-26 to 27 Multiple 6th Annual Maine Model Railroad Tour, a free self-guided tour of layouts with different scales. For details and layout updates please visit <http://mainemodelrrtour.com/>

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