



Fall of 1974 from the collection of Bob McWilliam. Train ride was on the Grand Trunk from Portland, Maine, where the Maine Narrow Gauge is now, and went to Island Pond, Vermont and back.

OCTOBER'S NEWSLETTER AND TRUSTEES MEETING: Wednesday, October 7th, 7:00 P.M. The meeting was held at Cumberland Fair Grounds Exhibition Hall. (Met in person for the first time since March but will resume Zoom meetings in November because of the cold weather and other reason is due to winter storage in the Exhibition Hall). Hopefully, we can meet back there once things warm up in the spring unless we are able to meet back at 75 State Street.

THIS MONTH'S MEMBERSHIP MEETING: Wednesday, November 18th, 7:00 P.M. Via a Zoom meeting This month membership meeting will be done by Wayne Davis from Train Riders Northeast. He will be explaining where they stand at this point in extending the Downeaster from Brunswick to Rockland. He will also be talking about how far they have come since they started in the early 90's to where they are now.

NEXT MONTH'S NEWSLETTER ASSEMBLY AND TRUSTEES MEETING: Wednesday, December 2nd, 7:00 P.M. Via a Zoom Meeting

NEXT MONTH MEMBERSHIP MEETING: Wednesday, December 16th, 7:00 P.M. Via Zoom Meeting
The Shambhala Express: Train T 164 Shanghai to Lhasa, Tibet&; Presented by Susanne Gänsicke.

Membership News

Two new members and one reinstated member. The two new members are Hugh Chapman from Gilead, ME and Morgan Tennant from Calais, ME. These new members are from our Facebook page. When I see a person "like" the page, I explain who we are and ask them if they are interested in joining the club. If they are interested in joining the club, I get their e-mail address and send them a membership/renewal application. The reinstated member is Richard George from Pittsburg, PA.

Finally, if any of you were on the Crawford Notch Trip on October 17, 2020 and have any pictures that you want in the December Newsletter, send them to the Editor via e-mail 470railroadclub@gmail.com. For those of you who do not have e-mail, just send them to the club's P O Box 641 Portland, ME 04101-0641.

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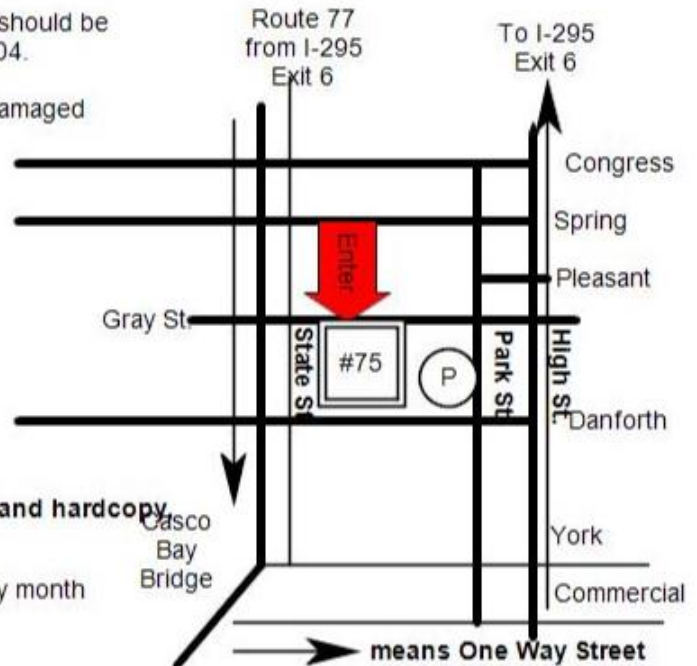
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Dues are \$25.00 per year for e-mail only, \$30.00 for e-mail and hardcopy and \$37.00 for first class and foreign hardcopy

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

As I write this, we've recently concluded our annual trip on the Conway Scenic through Crawford Notch. It was a great time, even with not the greatest weather. It was great to see 4266 lead the trip west and the engine did an admirable job! We were able to do 4 photo run-bys and get almost all of our intended mileage. We weren't able to get all of the way to Redstone due to high water on Pudding Pond, but overall, it was still a great trip. Many thanks to the Conway Scenic for allowing us to charter this trip!

Now that we're heading for November, it's time to stop and reflect on what we've accomplished this year. We've managed to bring our meetings into the digital age both for our Trustee's and our membership meetings. This is something we plan to continue once we can meet in person again as it allows members not local to be able to attend. We've also managed to get further along on F7 4268. We had hoped to have it running this year, but given the COVID restrictions, we weren't able to work on it as we'd liked. We also finally were able to get the Bangor and Aroostook reefer car painted, something I have wanted to see done for a long time.

That's all for now. As always, stay safe. President Eric Barnes

[Join Zoom Meeting \(Information\)](#)

<https://us02web.zoom.us/j/4741608855?pwd=bGZ0ajhYTkJ6azFkbE9sSnZPZFVjQT09>

Information: Meeting ID: 474 160 8855

Passcode: 007342

CENTRAL MAINE & QUEBEC ACQUISITION ADDS TO CP'S PANDEMIC RECOVERY, LONG-TERM GROWTH STRATEGIES (ARTICLE CONTINUES FROM LAST MONTH)

The CMQ acquisition also brings a Class I into Maine for the first time in many years, which is good news for the state's economy, Maine Port Authority Chief Executive Officer Jon Nass told *Maine Public Radio* in late November. Although the deep-water port in Searsport had connections to rail before the sale, the CMQ-CP connection provides more options for importing and exporting goods through the port.

"The neat thing about the Canadian Pacific is the fact that they have a great deal of existing business, and some of that business currently goes to other ports," Nass said. "This [acquisition] now positions Searsport to handle some of that business. Shippers will have options. In many instances, it might be closer to get to Searsport than those other ports, and that matters in logistics."

CP has high hopes for the impact the coast-to-coast access will have on its growth strategy as the rail industry and greater economy begin to recover from the pandemic and related recession. The Class I had reported "a tremendous start" to 2020, with record first-quarter revenue of CA\$2.04 billion, up 16 percent year over year, and an operating ratio of 59.2 — the first time CP logged a sub-60 ratio in a first quarter, Creel announced in late April.

PSR lifted Q1 results

Operating income in Q1 jumped 54 percent to CA\$834 million, and while other railroads posted volume declines for the quarter, CP grew its revenue ton-miles (RTMs) by 9 percent.

"These impressive Q1 results are due to the efforts of our CP family, the leadership of a talented management team and strict adherence to the foundations of the precision scheduled railroading model," Creel said in an April press release.

Although the pandemic caused the company to adjust its outlook for the remainder of the year — with RTMs to be down in the mid-single digits and earnings to be flat — the PSR operating model that led to the company's Q1 success will help the Class I manage through the current challenging times, CP senior execs believe.

Article is from Progressive Railroading July 2020 Article continues next page

ARTICLE CONTINUED FROM PREVIOUS PAGE

“Not only can we weather the storm, I’m convinced based on [our] team and the power of this operating model, we will come out on the other side as a stronger and more resilient company,” Creel said.

Since Q1, CP has continued to post some successes despite the uncertain times. For example, the railroad reported strong bulk performance, particularly in Canadian grain, in both April and May. That helped offset expected weakness in the crude, automotive and intermodal segments, EVP and Chief Financial Officer Nadeem Velani said during a UBS conference in early June. Although overall volume declines continue, CP officials expected traffic to bottom out in June and then slowly rebound in the second half of the year, Velani said. The CMQ acquisition will be part of that recovery narrative. Income derived from the “\$40 million revenue railroad” — as Velani and Creel characterize the purchased lines — can be more than doubled over the next 24 months, CP leaders believe. And as Creel noted, CMQ already has reeled in some commercial wins, with more expected in 2021. “The optimism, the enthusiasm and the opportunities are exceeding my expectations when we made the decision to purchase the railway,” Creel said. “[I’m] super excited about the opportunities that strategic acquisition represents for our shareholders and for our customers.”

This concludes this article with first part being in last month’s newsletter

By Julie Sneider, Senior Associate Editor

DR. DENNY ANSPACH, 1934-2020

Denny Anspach, a founding father of the California State Railroad Museum in Old Sacramento and a popular doctor whose love of locomotives and community helped create the Sacramento landmark, has died after a bout with cancer. He was 86. Anspach was a driving force behind the creation of the Railroad Museum, which opened in 1981 but was decades in the making. Today it is one of the premier railroad museums in the world. He graduated from the Stanford University School of Medicine in 1960 and interned at the Mary Fletcher Hospital in Burlington, Vermont (now the University of Vermont Medical Center). While in Vermont he was an active member of the Champlain Valley Chapter NRHS.

I know it’s not in our area but thought it would nice information for members to know.

Maine Central 470



SEPTEMBER 2020 NEWSLETTER

Cab construction- Bottom left, what remains of 470's fireman's side of the cab. Bottom center, newly riveted braces inside the replacement piece. Bottom right, the engineer's new side is fitted prior to some final trimming and riveting to the original cab roof. Expect the front of the cab to be replaced with new steel as well. Coal dust and cinders, mixed with water and ice, caused significant deterioration to 470's cab. New window frames for the cab front have also been built. At right, Alden Burns and Alex Fogg, supervised by Paul Van Steenberghe, practice hot riveting.

Firebox work- Dick Glueck, Jim Armstrong, Alex Fogg, and Alden Burns, have been working at stripping 470's firebox so eventual ultrasonic and chemical testing. 70+ years of corrosion requires use of a torch, lots of atf/acetone lubricant, and an ample supply of muscle. What you don't see in this photo includes 200 staybolt caps, three cab bracket, two cast steel steps, the compressor and turbine shelves, six washout plugs, and a host of smaller strips of channel steel as well as bolts and nuts. The firebox backhead and wrapper sheet will get attention next.

This is from New England Steam Company September Newsletter

PITTSFIELD'S RAILROAD DEPOT BUILDING



Newly renovated Pittsfield Depot. Recent picture shown here and a couple of older ones on the bottom of this page. Photo was taken on October 10, 2020. Little about the Depot information below. There is a link in this article that goes into more into detail about the restoring the Depot.

The Depot was built by Maine Central Railroad in 1886. Today the Pittsfield Railroad Depot building serves as Pittsfield's Depot House Museum. It is owned by the Town of Pittsfield and is overseen by the Pittsfield Historical Society.

The stained-glass windows were installed in June 1977, by Mr. Chet Madore, and they came from the old Maine Central RR Station in Wilton, Me.

Also, that same year the Depot played host to the last plant sale by the Antheneum Club before the Depot became a Saturday YMCA program center.

The Depot House Museum is open by appointment by contacting [Tom Brown](#). More about the history of the depot can be found on the Historical Society's website [here](#). Take a [Virtual Tour of the Museum](#). A list of railroading history websites can be found [here](#).



CONWAY SCENIC RAILROAD OCTOBER 2020 WHEEL REPORT

Foliage and Busy Trains

Autumn came early to Conway Scenic Railroad. By the third week of September brilliant colored trees had dotted the Mount Washington Valley. In October, the railroad was experiencing robust patronage, with many trains sold out to the limits of Covid-19 capacity constraints. Our *Mountaineer* ran 7 days a week to Fabyan; with the final scheduled Fabyan run performed by the 470 Club Special on October 17, 2020 (see below). From October 18 until the end of October, the *Mountaineer* is on a daily schedule, operating as far as Crawford. This year we have two November *Mountaineer* schedules; Saturday, November 7, and Saturday, November 14. Larger trains have been necessary to accommodate robust coach ticket sales. Longer train combined with the potential for slippery rail from leaves and/or wet rail, has resulted in locomotives 1751 and 216 double-heading on many of our October trips. Much to the delight of our guests there were several instances where the 470 Club's Boston & Maine F7A 4266 has been assigned to assist the *Mountaineer*.

470 Club Special

This year's 470 Club Special was an outstanding success. The train boarded as advertised at 9am and operated ahead of its special timetable throughout the day. The lead locomotives were 4266 and 573, and the train was the standard seven-car *Mountaineer* consist including Budd Vista Domes *Rhonda Lee and Dortha Mae*. This ran from North Conway to Mountain Junction and then east on the Redstone Branch with the assistance of GP35 216 to the State siding at Kearsarge for the first of several photo stops. It then continued to Pudding Pond before returning west to Mountain Junction where 216 was cut off. The train continued west on the former Maine Central Mountain Division to Bartlett where it collected a few guests who arrived after the advertised boarding at North Conway. Photo run-bys were conducted at Sawyers, Willey Siding, and the site of the Mount Willard Section house where guests were greeted by the season's first snow fall on top of remaining autumn leaves. The Special paused at Crawford Station for 35 minutes and then proceeded to Fabyan to run around. GP7 573 led in the eastward direction. One final run-by was conducted at the east end of Frankenstein Trestle.

Work Trains and maintenance projects.

Keeping the railroad in good repair is a priority and we've been operating work trains through our busiest season. Many of our work trains were involved with repairs and maintenance of the former Maine Central Mountain Division. Through September, most of the work trains ran with GP9 1751 in the lead. However, on October 14, with 573, 1751 and 216 assigned to passenger trains, and locomotive 252 awaiting repair, F7A 4266 was assigned to a work train on the Conway Branch. This was a very unusual move for 2020 and was only seen by a handful of people as it was called on short notice to assist with changes necessary for the annual Pumpkin Patch Event planned for the Conway Station.

Our Buildings & Grounds department team have been hard at work. In addition to their important duties cleaning and sanitizing all of our trains and keeping our stations and grounds in top shape, in October they also attended to external improvements to our North Conway freight house that including replacing the wood siding and re-painting it to match the original B&M color of the building

Roundhouse Activity

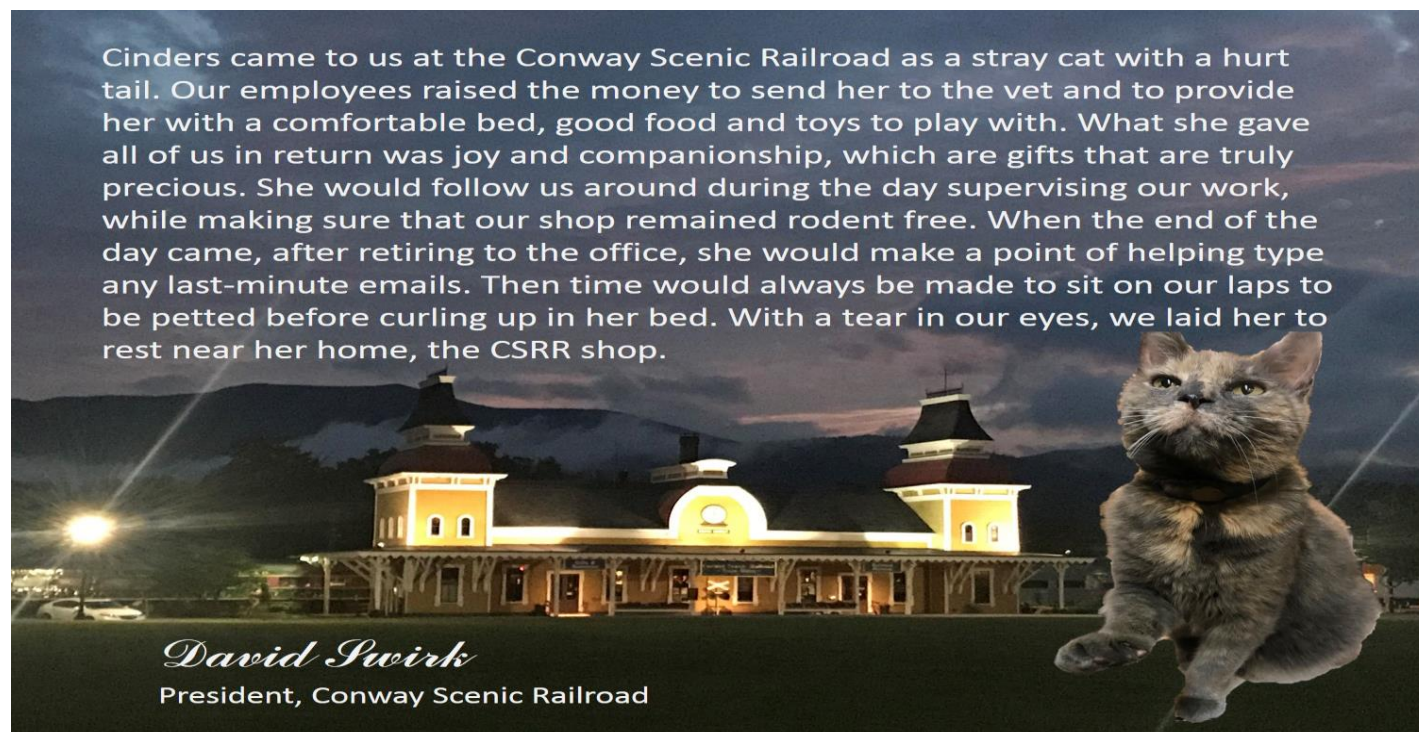
Budd RDC 23 *Millie* is undergoing its 92-day inspection in preparation for service later in the season. We anticipate getting steam locomotive 7470 ready for the Christmas season so that it can make appearances on the popular *Journey to the North Pole* excursions (which begin after Thanksgiving) that we operate for the Believe in Books Literacy Foundation. See: <http://www.journeytothenorthpole.org/> for ticket options.

CONTINUED FROM PREVIOUS PAGE

RIP Cinders the Cat.

Everyone at Conway Scenic Railroad was devastated to learn of the passing of our beloved mascot, Cinders the roundhouse cat on September 22nd. See memorial by Dave Swirk below.

By Brian Solomon



Here are some pictures from our annual Crawford Notch Trip on October 17th 2020. Photos are by Club member Robert McWilliam (3) and bottom right is taken by club member Alan Small. If anyone has pictures from the trip either e-mail them to the editor or snail mail them if you don't have e-mail.



MEMORIES FROM LONG AGO AUGUST 1972 (IDEA FROM CLUB MEMBER DAVID CLINTON)

7

THE 470

GENERAL NOTES

AUGUST, 1972

AMTRAK WETS DOWN DRY OKLAHOMA. Twice a day Amtrak's Texas Chief passes through Oklahoma enroute between its terminals of Chicago and Houston. Oklahoma's beverage control board says Amtrak is operating an open saloon from one end of Oklahoma to the other, with eight convient stops within the state. Apparently the Chief's lounge car philosophy of "sell it by the drink" runs counter to Oklahoma's stringent brown bag laws.

TWO BOOK REVIEWS. This month we had the pleasure of reading two excellent paperbound books on short-line railroading, "Wellsville, Addison and Galetton Railroad" and "Arcade & Attica Railroad." Both books are authored by Edward A. Lewis, who, during working hours, serves as General Manager of the Arcade & Attica, a combination diesel freight and steam tourist line in western New York State.

The W.A.G. book (40 8½ x 11 pages, \$2.00) contains 82 black & white photos with descriptive captions, a map, a locomotive and car roster and 3 or 4 pages of text outlining a brief history of the road and a description of current operations. The photos, which lean heavily towards recent operations behind a pair of photogenic F7 diesels, are of excellent quality, and give a "feel" for the road.

The second edition (1972) of Lewis' "Arcade & Attica Railroad" (104 8½ x 11 pages, \$3.00) contains a history of the various roads that went into the make-up of today's A&A. 116 black & white photos, rosters, several maps, reproductions of tickets and timetables, etc., round out this interesting volume.

You may find these books in your local railroadiana shop, such as the gift shop at Seashore Trolley Museum in Kennebunkport, or you may order by mail from "The Baggage Car", Box 81, Arcade, New York 14009.

MBTA TAKES BIDS FOR NEW TRANSIT SHOP. A bid of \$7.8 million was the lowest of four received by the Massachusetts Bay Transportation Authority for construction of a rapid-transit maintenance and repair complex in South Boston. The first phases of the project, costing \$2.2 million, are already preparing the site in a former Penn Central coach yard. To be built are a 142,000-square-foot repair shop for 168 Red Line cars, a 200-bus garage, supporting facilities, and track connection to the Cambridge-Dorchester-Quincy line.

SCL TO SPEND \$5 MILLION FOR NEW YARD. Seaboard Coast Line will build a new freight car classification yard in Wilmington, N.C., at a cost of more than \$5 million. The new yard - to replace two existing yards - is designed to expedite the flow of rail freight traffic to and from Wilmington. It will contain 55 tracks, the longest of which will be nearly two miles in length, and will have a total capacity of about 2,250 cars. Included in the yard will be a 12,000-square-foot office building to house the yard office and freight agency.

AUTO-TRAIN WILL EXPAND SERVICE. Auto-Train, the Washington, D.C.-to-Florida intercity passenger carrier, has purchased 33 bi-level, half-dome passenger cars from Union Pacific. The new equipment, when renovated, will be used for two additional trains on the north-south run. In addition, Auto-Train said it was negotiating for an altogether new route - reportedly Cincinnati-to-Florida, but company executives said such a route would not be in service until next year at the earliest.



470 RAILROAD MEMBERSHIP APPLICATION

☐ New Member ☐ Renewing Member

If You're A Renewing Member Still Fill This Form Out

Date: _____ Name: _____

Address: _____ City/Town: _____

State: _____ Zip Code (9 digits): _____

E-mail Address: _____

Phone Number: _____

Signature Of Applicant: _____

How would you like your Newsletter

☐ Email Newsletter \$25.00

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☐ Both \$30.00

☐ First Class and Foreign \$37.00

Would You Like Email Notifications ☐ Yes ☐ No

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MODEL RAILROAD SHOWS

Manchester, CT 1/10/2021 Conn Jan-20 Manchester 2021 TCA Southern Chapter Toy Train Show, Army Navy Hall, 1090 Main St., Manchester, NY 06040. 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/>

(Online) MA 12/1/2020 Mass Dec-01 to 04 Online NERX, the NMRA Northeastern Region Virtual Convention, will take place online from December 1-4 during the hours of 6:30-10:30pm. It will include a photo contest, model contest, clinics and layout tours. For details please visit <http://millcity2020.org/>

Marlborough, MA 12/14/2021 Mass Dec-04 to 05 Marlboro **2021** New England Model Train Expo sponsored by the Hub Division of the NMRA, Best Western Royal Plaza Trade Center, 181 Boston Post Road West (Route 20), Marlborough, MA 01752. Hours 10a-5p Sat and 10a-4p on Sun. For details please visit <http://hubdiv.org/fallshow/> **2020 EVENT HAS BEEN CANCELLED**

Brewer, ME 11/21/2020 Maine Nov-21 Brewer **CANCELLED** Eastern Maine Model Railroad Club Show, Jeff's Catering, 15 Littlefield Way, Brewer, ME 04412. Hours 10a-3p. For details please contact Geoff Anthony, dahak@roadrunner.com, 207-374-2786, Box 187, Blue Hill, ME 04614.

North Conway NH 1/2/2021 New Hampshire Jan-02 North Conway 2021 Steam in the Snow at Conway Scenic Railroad, sponsored by the Mass Bay Railroad Enthusiasts. Details to be published at <http://www.massbayrre.org/events.htm>