



Photo was taken in 1967 by Ron Palmquist. This is where the club was meeting at the time this picture was taken at Canco Road in Portland Maine. We were in the 470 club because there was no NRHS chapter here. In Denver, CO. I was in the Intermountain Chapter of the NRHS.

JUNE'S NEWSLETTER AND TRUSTEES MEETING: Wednesday, JUNE 3rd, 7:00 P.M. at Seventy-Five State Street. Meeting was done via a Zoom because we are still in the pandemic mode. Mark Grey and Craig Batchelder came for the generator alignment on #4268 on Saturday, June 6th as well as for some wiring work. They will align the primary and secondary generators. Welding will be done in the car body by Conway Scenic as well as installation of an air brake rack in front of the engine. Cory Fothergill and Wayne Allen made the New Jersey trip on Sunday May 31st. They obtained an air brake rack for the nose and the brake pipe we were missing, along with car body pieces around the radiators. A coupler from the Gorham Historical Society is being removed to come to CSRR.

THIS MONTH MEMBERSHIP MEETING: Wednesday, July 15th, 7:00 P.M. at Seventy-Five State Street. Richmond Bates will present a program on "The Golden Age of Train Travel." He will show archival photos from the 1910 - 1950 period depicting the development of passenger equipment, including views of passengers and crews. The photos are primarily from the Steam Town National Historic Site archives. This program will be done by via a Zoom meeting or GoToMeeting.

NEXT MONTH'S NEWSLETTER ASSEMBLY AND TRUSTEES MEETING: Wednesday, July 1st, 7:00 P.M. at Seventy-Five State Street. Meeting will be done via a Zoom Meeting or GoToMeeting if we are not able to get back at our meeting place.

NEXT MONTH'S MEMBERSHIP MEETING: Wednesday, August 19th, 7:00 P.M. at Seventy-Five State Street. Via a Zoom meeting or GoToMeeting. Maine is 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 via Zoom or GoTo 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.

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

470 Meeting Location

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

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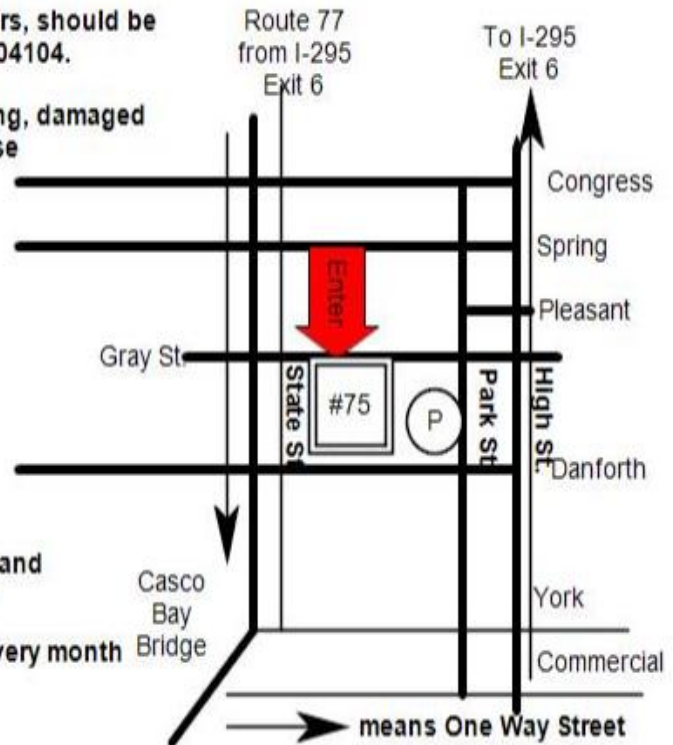
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Dues are \$25.00 per year for e-mail only, \$30.00 for e-mail and hardcopy and \$37.00 for first class and foreign hardcopy

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.



PRESIDENT'S MESSAGE

I'm starting to feel like a broken record! Once again, we've had to cancel our membership meeting and are continuing to hold our trustee's meetings virtually. That's not to say we haven't been getting things done.

We've ordered and are awaiting delivery of the side panels for F-7 4266. We've had a pair of technicians, Mark Gray and Craig Batchelder, come down from Pan Am in Waterville to line up the generator and prime mover in F-7 4268. We've also secured some additional parts needed to get 4268 operational. We're getting closer!

We've also finally started to repaint the final Bangor and Aroostook refrigerator car that is at the Conway Scenic. As I write this, the car was sandblasted June 20th and painting should commence on June 20th.

As always, stay safe and with any luck, we'll be able to meet again, soon.

Eric



**CP COMPLETES ACQUISITION OF CENTRAL MAINE & QUEBEC RAILWAY, EXPANDING
REACH AND OPTIONALITY**

June 03, 2020

CALGARY, AB, June 3, 2020 /CNW/ - Canadian Pacific (TSX: CP) (NYSE: CP) today completed its previously announced acquisition of the Central Maine & Quebec Railway US Inc. (CMQ US). Together with the earlier acquisition of Central Maine & Quebec Railway Canada Inc. (CMQ Canada), this completes CP's purchase of the entire CMQ network, which was first announced in November 2019. CMQ US and CMQ Canada will continue to operate in the U.S. and in Canada respectively as subsidiaries of CP.

On May 4, 2020, the U.S. Surface Transportation Board approved CP's acquisition of CMQ US, which became effective today. This allows CP to integrate CMQ US's 244.2 route-miles of rail line in Maine and Vermont into CP's network. The transaction also includes 57.3 route-miles leased from the Maine Department of Transportation. With the CMQ acquisition, CP is now a 13,000-mile rail network connecting the Atlantic coast to the Pacific coast across six Canadian provinces and 11 U.S. states.

"This transaction is a generational business opportunity for CP," said Keith Creel, CP's President and Chief Executive Officer. "It enables us to serve customers through a larger coast-to-coast network across Canada and brings a direct Class 1 freight-rail service to the State of Maine for the first time in decades. It is with great pride that I formally welcome CMQ's U.S. employees and customers to the CP family."

CMQ's network links CP directly to the Atlantic Ocean port of Searsport, Maine, and to Port Saint John in New Brunswick through connections with Eastern Maine Railway and New Brunswick Southern Railway. As a result, CP now has access to a route that is approximately 200 miles shorter than the competition, getting customer shipments from the East Coast into Montreal and Toronto faster. CP plans to invest as much as \$90 million over the next three years to bring CMQ's rail infrastructure up to Federal Railroad Administration Class 3 standards. "Today's expansion of the CP network creates opportunities to move products in literally every line of business in our portfolio," said John Brooks, CP's Executive Vice-President, and Chief Marketing Officer. "Through the precision scheduled railroading model and the commitment of our people, we will unlock new potential for business and industry across this region and beyond."

CP reaches the Maine border using tracks that were formerly part of CMQ Canada from St-Jean-sur-Richelieu, Que. CP completed the acquisition of CMQ Canada on December 30, 2019, giving CP access to CMQ Canada's 236.8-mile route in Quebec.

SOURCE IS FROM CP WEBSITE

MEMBERSHIP NOTES

Starting in August issue I'll be using articles from past issue's and still looking for names to call the past articles. Have a few names. I'll be getting it narrowed down in couple weeks so if you've a name you'd like to be considered either e-mail or call on club's phone number that is listed above. Also make sure your e-mail is up to date, have had some bounce back lately. Three members that have rejoined: Malcom Matthews from Tolland CT, Michael LeBlanc from N. Gloucester ME and Scott Thibodeau from Swampscott, MA. Welcome back Malcom, Michael, and Scott.

See you at next year's Cumberland Fair (Dates are Sept. 26th to Oct. 2nd)

Because of the pandemic this year's Cumberland, ME County Fair has been canceled. We have a booth there, an old section house that is manned by club members and that is the reason for putting this in case you were planning to come or help at the booth.

JUNE 2020 CONWAY SCENIC WHEEL REPORT

As Spring blossoms on the Conway Scenic Railroad, I have lots to write about and just limited time and space to work with. On June 11, 2020 we finally got the word that we can resume public operations. Our planned 2020 reopening is for Saturday June 20th. Initially we will be operating a revised Valley train schedule with two trains to Conway and one to Bartlett every day. Boarding for the 10am Conway train is at 9:30am; boarding for the 1pm Bartlett train is at 1230pm, and boarding for the 3:30pm Conway train is at 3pm. Guests are advised to book in advance online (ConwayScenic.com) or call us at: 603-356-5251. Owing to more complicated boarding procedures necessary to comply with State of New Hampshire mandated social distancing procedures we are asking guests to arrive prior to the scheduled boarding time. Ticket sales will be closed 15 minutes prior to departure.

We have rebranded the *Notch Train* by adopting the historic name *Mountaineer*. In addition, we have adjusted the schedule and the running. The train will now board at 11:30 and depart at 12 noon for a four-hour round trip to Crawford and return. We expect the *Mountaineer* to arrive back at North Conway just after 4pm. The *Mountaineer* debut is planned for June 27th, and we intended to initially run the train on Tuesdays and Saturdays but hope to add more trains if demand warrants. In order to honor prior commitments, the train will resume its previous schedule in the fall and will return to an 11am departure with a 10:30 boarding time, along with extended operation to Fabyans. As of this writing the details of the autumn schedule are still being refined.

Although during April, May and the first couple weeks of June we were not allowed to operate public excursions (because of the restrictions imposed upon us by the State of New Hampshire to contain the Covid-19 outbreak) we have not been idle. Quite the contrary we at Conway Scenic have been *busy*!

Master carpenter George Small and his team have been working to install compartment seating in our 1133 *Mount Washington* passenger car and has been working on options for similar arrangements for some of our other cars. Compartment seating is an experiment intended to give vulnerable guests and those with safety/health concerns a more secure traveling environment.

RDC Millie

On May 14, we took our RDC 21 *Millie* to Conway for training and media purposes and to open the line in anticipation of our eventual reopening for public excursions. Presently the RDC is back out on the short track near the station awaiting its call for service in the summer 2020 season.

GP38 252

In early June, former Maine Central GP38 252 was brought into the round house to undergo its 92-day inspection in preparation for its duties working Valley trains and the *Mountaineer* (formerly known as 'the Notch Train')

GP7 573

Our former Maine Central GP7 has been undergoing its 92-day inspection and related repair work to put this locomotive in good shape for duties on our Valley Trains this summer.

GP9 1751

In mid-May, former Baltimore & Ohio/Chesapeake & Ohio GP9 1751 was returned to active service and used to switch out the yard. On May 26, 2020, the engine operated a work extra that made three runs between North Conway and Conway. This was a training run to help give our engineer trainees and trainmen running experience, while taking advantage of clear spring weather for filming and photography to be used in training videos and media promotion. On June 9, 1751 we switched out the whole yard to move rolling stock to make way for a HyRail truck that was weed-spraying the property.

B&M 4268

470 Club's Boston & Maine 4268 has occupied stall 4 of the roundhouse, where over the winter, Cory Fothergill and Wayne Allen have continued their restoration work. According to Cory, recent projects include adding fuel tank vents, and air filter housings, while preparing to line up the generator. The plan is to move 4268 from stall four and position it back to back with 4266 behind the round house, where work on its operational restoration will continue.

Continued next page

GP9 1757

This locomotive was acquired by the 470 Club as a parts-donor for F7A 4268. In recent weeks, a variety of parts (including handrails and other components) have been salvaged from 470 Club's GP9 1757 in preparation for its eventual scrapping. It is expected that a portion of the long hood will be preserved as part of a display at the New Hampshire North Coast-where the locomotive worked for many years beginning in the mid-1980s. Presently, the remains of the locomotive sit on one of the turntable tracks outside the roundhouse.

Steam Locomotive 7470

Shop Foreman Louis Edmonds said that presently 7470 is out service pending completion of its annual inspection.

Gertrude Emma

Repair and painting of 1898-built former Pennsylvania Railroad observation car Gertrude Emma has been progressing in stall 2. As of this writing most of the heavy repair work has been completed along with repainting and lettering. Among the last jobs to finish are brake repairs and on-going work on the forward vestibule that requires installation of the new end sill. We hope the car will remain popular with visitors on our Valley trains.

BAR 7765

Bangor & Aroostook Refrigerated Box Car 7765 was switched out of the North Yard on June 5 and moved to the turntable in preparation for repainting by members of the 470 club. The car will be repainted in-kind in its period yellow and black scheme. This was the first time a freight car was switched in the spring-summer 2020 season.

Operations and Training.

Trainmaster & Road Foreman of Engines Mike Lacey with the assistance of conductor K. Weimer have put together a detailed new Train Service Handbook. Mike, Adam Bartley and I have produced a detailed Rules Class video to assist with the training of train crews and provide them with detailed information on our rulebook to assist in preparation for taking our rules test. In addition, we have been working on a series of more detailed training videos to help better educate our crews in the correct procedures and practices in the operation of trains.

I have created schematic diagrams for each of our passenger cars to assist with social distancing seating arrangements and help our ticket agents and train crews with placing passengers.

Our crews have continued to make the most of the forced closure by making necessary repairs to equipment, and track. We have been cutting trees and brush, notably along the high fill on the Conway Branch adjacent to the golf course immediately south (railroad east) of the North Conway station. Also, in mid-May most of our crew was dispatched to Conway to assist in cleaning up rubbish around two of our original open passenger cars stored beyond the station railroad east of North Road. More than 35 bags of rubbish were removed, and the area thoroughly brushed out. This was part of our 'good neighbor initiative' aimed at keeping our property clean.

Track repairs have included routine maintenance to yard tracks, work to the bridges, and tie replacement on the curve at the bottom of the hill on the Conway Branch.

Cinders the Roundhouse Cat.

Our loyal roundhouse cat assisted with overseeing work in and around the roundhouse. Her primary duties continue to be in pest control. Our shop mechanic Jordan reported that recently she eliminated a chipmunk yet used discretion in dealing with a porcupine that had trespassed on the property. Recently, Cinders starred in a short video filmed during 573's 92, day inspection, where she even sat in the cab and familiarized herself with use of the independent brake. This video has been posted to the Conway Scenic Facebook site. During another adventure, Cinders explored the inner reaches of locomotive 252, including a few places that cats probably shouldn't go, and required a rescue by Jordan and Louis. Within a few minutes of her adventure and rescue, she was back taking a nap on her cushion in the roundhouse office.

Reopening Soon!

We intend to follow all recommended safety protocols to ensure the safety of our guests and employees. We look forward to our reopening on June 20th and hope to see you this year.

By Brian Solomon Manager, Marketing & Events

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

Once the engines had been coaled up, they pretty much all had steam. #8 having been put away last the night before usually had working steam, that is, it could move about on its own. After Gene put the loader away, he would cut #8 off from the line up and went about his business getting the first train ready to roll. He'd back down through the station and couple onto his train below the station and then he would clean the front end. This was an interesting process that cleared all the soot and cinders out of the front end of the smokebox of the locomotive. The two Baldwins had a steam assisted front end clearing arrangement. You'd open a cap on the end of a pipe that attached at 90 degrees to the bottom of the smokebox and then you take out an access hole cover about 2/3rds of the way up the smokebox on the fireman's side. Then you could turn on the steam valve which was aimed at the pipe I described earlier. Between the steam jet and the pipe was a sump at the bottom of the smoke box where all the soot and cinders would collect. This arraignment blew them out of the pipe where they would pile up on the ground. We always tried to clear the front ends in the same places to minimize the piles on the ground. The access hole on the side of the smoke box allowed you to put the engine rake in the front end (without opening the big door) so you could tap the screen and then move all of the cinders into the sump for expulsion. It was a dirty job but then most things are on a steam engine. After you were done you shut the steam off, put the access cover back on and closed off the end of the sparking tube. This was important because it would destroy the vacuum in the front end if it were left open and make the engine hard to steam.

After the front end was cleaned you generally connected the steam heat line and charged it. The preferred way to do this was to open the steam heat valve in the cab enough but not too much and then walk the steam back through the cars. The connections between the cars were very heavy-duty rubber hoses with regular pipe unions used to connect them. Too high a steam pressure would blow the hose out especially toward the front of the train where the pressure was highest. There were two shut off valves and two drain valves on each coach, one of each at the front and one of each at the rear. Inside each car was the steam line which consisted of a black iron pipe with fins on it to radiate the heat from the steam. What you would do is wait for the condensate to run out of the line and when you got steam you closed the drain valve. You can imagine the amount of condensate you would get when putting steam in pipes that were at, say, 18 degrees Fahrenheit. You followed the steam all the way to the end of your train which might be ten cars long, closing the drain valves as you went and making sure that the shut off valves were wide open. Sometimes you'd have to cross over to the other side of the train because a particular car had been turned around for some reason. When you got to the last car you would close the shut off valve down to restrict the flow of steam, but not all the way, it was important to allow the steam to flow so that you did not freeze up the line. You could regulate it to a degree by turning the valve in the cab to allow more or less steam through the line. Once your steam heat line was going you had to be super conscious of the water level in the boiler because you were continuously discharging water through the line. Thus, a steam heated train at Edaville always trailed a big cloud of steam vapor. After that, the engineer would fill his hydrostatic lubricator, a device for delivering cylinder oil to the valves and cylinders and he would oil all the moving parts of his locomotive. We always had 3 oil cans on each locomotive, one for cylinder oil and two valve oil cans, one was a pump can and the other was a long-necked gravity can. With these three oil cans you could oil anything that needed it on a locomotive. #3 & #4 also required soft grease from a grease gun that was put into the grease cups on the rods. You would give these cups a turn or two throughout the evening as needed. #7 & #8 used a much stiffer pin grease. That was kept in a small cardboard box until needed. You'd take a large threaded pin out of the hole that needed the grease, put a grease stick in it and turn the threaded rod down on the grease with an adjustable wrench. That's how we kept these fine machines lubricated!

Article by Club Member/Past Operations Manager of CSRR Paul Hallett (Article Finishes up in August issue)

“LINWOOD MOODY: THE WISDOM AND WILE OF A SPECIAL MAINE STATION AGENT”

While preparing for a house-move, I recently unearthed old copies of “Waycar,” the magazine of the Belfast & Moosehead Lake Railroad. It resembles a handout, but this hand-hewn magazine offers a glimpse into something that I and many 470 members may feel passionately about —shortline early-diesel railroading in rural Maine just after World War II.

Linwood W. Moody, who served as B&ML station agent in Brooks, is listed as Waycar’s editor. But clearly, his dry wit, vast knowledge about railroads and feigned crankiness pervade every issue, making it solidly a Lin Moody creation. Moody, who was born in 1903 or 1906 and died in 1983, is best-known for “Maine Two-Footers” (1959), a historical humane account of the narrow-gauge railroads that crisscrossed the Pine Tree State. He lovingly dubbed them Lilliputians.

Fans adored Maine Two-Footers. They read it, re-read it and dog-eared it to death. Moody was a sharp humorist, a combination of Mark Twain, Groucho Marx and Marshall Dodge of “Bert and I” fame. He was quintessentially “of Maine”. The B&ML and other railroads in the late 1940s were coming down off heavy wartime traffic. Life along the rails would be quieter now, but business remained strong. Big carriers such as the Maine Central and Bangor & Aroostook hosted employee magazines. Moody and the B&ML wanted one, too. So, in the quaint mice-filled Brooks station, Moody began assembling the Way car in 1948. It reflected his dry and self-deprecating humor. “First of the year I pullmaned [sic] to Chicago for New Year’s Day and coached back that night,” he wrote. “Pullmaning out was nice. Coaching back was kind of hard on my old carcass.” He bitched about the weather.

“Remember ... I was griping about the heat. I said I wouldn’t complain about the cold weather?” he wrote. “Well, I rescind that rash remark. How I would like to repose on yon sunny brae with only a girdle and halter ‘twixt me and the sun.” The word “brae,” by the way, is a Scottish term for a spot on the riverbank. Great writers can make you laugh *and* educate you without being haughty. He and the other B&ML agents along the line — in Unity, Thorndike, Belfast and Burnham Junction — would describe railroad business mixed in with depot gossip.

“There was a damned nice-looking blonde came in — a real honey — and asked who sold dogs around here. If she’d been hunting for cats I’d have closed up and helped her hunt,” Moody wrote. Moody was crusty at times, but he always showed heart.

“Of course, summer-people don’t make much difference as far as jobs and routine life goes. They’re kind of superficial — like pigeons or thunder showers or your mother-in-law. But we’d miss THEM too. We DO miss ‘em when they’re gone all winter,” he wrote one fall.

“Waycar” was a spartan affair. It consisted of several sheets of 8.5 x11-inch typing paper horizontally and fastened by a single staple. A few editions emerged in blue and red ink. That was a mistake for which Moody apologized, saying the Belfast office ran out of black ink.

The covers were pink, yellow, or blue. Cover art depicted a railroad theme, sometimes a rail-related cartoon from syndication. But many times, Moody exhibited his own splendid pen-and-ink works. Of the 30 issues I own (1948-1952), I reproduced several covers to examine.

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Moody's August 1950 cover, a scene of the local mixed, is striking. It's dreamy and surreal as the train rolls wildly over roller-coaster track.

Several times he depicted trainmen — and even the locomotive itself —distracted happily by a pretty woman posing nearby. Chauvinistic? Perhaps. But it was another era.

The October 1950 cover shows an 1800s-era big stack locomotive. Moody confronted a difficult problem involving physics in art. The engine's front half descends the crest of a hill while its cab still hasn't reached the peak. He managed to resolve the problem convincingly.

Moody understood that the railroader faced hardship and loneliness, perhaps because due to being a lifelong bachelor himself. The Jan. 1948 cover shows a brakeman peering through the wind at his train far down the track. Another cover shows a solitary employee spreading salt onto a grade crossing in the winter cold. Moody excelled at drawing caricatures of his colleagues, a skill that stirred the pot.

"Wasn't that a lovely picture of [General Manager W. L.] Bowen on last month's front cover?" wrote Gertrude Higgins, the Thorndike agent. "He'd be really handsome if he didn't have those nasty cigars in his beak. Now ... I can't say that anyone is handsome without their wives flying off the handle. All except that Brooks agent; he hasn't any wife to fly off, and only his mother could ever think he is handsome."



HIGHLIGHTS OF THE ANNUAL JOINT MEETING OF THE B&MRRHS AND 470 RAILROAD CLUB MEETING At the Conway Scenic Railroad August 13, 1983

[Article was originally printed in the September 1983 B&MRRHS Newsletter]



After a gray and rainy Friday, and reports of gloom and doom for the weekend, Saturday August 13 dawned bright and sunny, as nice a day as has ever graced the Mount Washington Valley. It was amid this idyllic setting that the B&MRRHS and 470 Railroad Club gathered at their annual joint meeting at the Conway Scenic Railroad. On a day like this, not even the lack of an operating steam locomotive [2-6-2 108 was down for maintenance, 0-6-0 47 had mechanical problems] could dampen the spirits of the many railfans who ventured north for the day.

The Supper Chief proudly displays its banner, made by Roger Robar

Leading off the day's festivities was the [hopefully] first annual B&MRRHS/470 Softball Game. Due to the confusion just prior to the game, and undoubtedly the weatherman's forecast of rain, the game was not as well attended as hoped, but those that played and watched had a great time. The players there were split into two teams, Team 1 led by Joe Shaw, and Team 2 led by Dennis Adams. It was a hard-fought game, with Team 1 finally winning by a score of 11 to 10, despite the controversial two-run homer by Phil "George Brett" Stockbridge being called back [too much coal dust on the bat???] Dick Nichols pitched great for Team 1, and was the winning pitcher, with the sixth and seventh inning relief help from Dick Hazzard, who picked up the save. Team 2's hard struck losing pitcher was Phil Stockbridge, who went the route. Highlights of the game were the stellar defensive plays of Bob Allen, Dick Irish, Dave Memeritt, Eric Robison, and Dick Nichols, to name just a few, and potent offensive attacks of Scott Whitney [home run, two other hits], Earl Elsea [masterful ability to wait out a pitcher]. Joe Shaw [two clutch RBI's] Phil Stockbridge [two more extra-base hits besides the questionable homer], Dennis Adams [4 for 4 with 3 extra-base hits] and Ben Merry [great clutch hitting and responsible for knocking the winning run]. After hand shaking and back slapping, and of course, some good natured "arguments" with the empire Arnold Wilder, it was back to the Conway Scenic.

The star of the afternoon was the restored B&M F7 4266, which took a photo run all the way down to Conway behind the CSRR's Alco 1055. At Conway, the passenger train was backed down, and the 4266 out in the lead for the run back to North Conway. After meeting the regular train, pulled by GE 44-Tonner 15, and a quick photo meet before the regular train left, the "Extra 4266 North" left Conway. The restored maroon and gold A unit made a splendid sight as it rolled through the Mount Washington Valley, over bridges and through fields, its single-note airhorn echoing off the distant mountains and recalling many memories, and perhaps bringing a tear to the eye too. After a photo stop in front of the North Conway depot, the venerable A cab was switched off to a siding to await the night photo session.

After the departure and return of the Intervale Extra, we boarded the now-famous "Supper Chief" for the trip to Conway and a delicious ham-and-bean supper put on by the Ladies and Gentlemen of the Church in Conway. As always the supper was super, and Joe Shaw departed as his usual role as auctioneer to introduce respective club President Eric Robertson of the 470 Club and John Goodwin of the B&MRRHS, then Joe and Program Chairman John Alan Roderick drew for the door prizes, graciously donated by the B&MRRHS.

Article continued next page.

HIGHLIGHTS OF THE ANNUAL JOINT MEETING OF THE B&MRRHS AND 470 RAILROAD CLUB MEETING

The Ladies and Gentlemen of the Church received a well-deserved round of applause for their tremendous effort, and when not another bit of food could be eaten, we strolled back to the waiting Supper Chief. On the return trip, we were “strafed” by model airplanes [obviously flown by “heathens” who have not yet discovered the joys of the iron horse!!], and one of the greatest pleasures of the day was the opportunity your editor has to ride the rear observation platform of the Dwight Smith’s private car “Gertrude Emma” and hobnob with the ‘470’ editor Marty Walker over the fun and games involved in editing our respective newsletters while the train rolled through the Mount Washington Valley dusk.

Upon returning to North Conway, we detrained and ventured over to the Stall 4 Theater, where we were treated to Emmons Lancaster’s entertaining slide presentation of modern day logging railroading operations in the west, and after viewing the show, we left with the feeling that the romance has not left the logging industry with the passing of steam! During the intermission, a night photo session was conducted outside, again the 4266 was the star [seems you just can’t get enough pictures of that engine!], parked in front of the depot. Also photographed during the session were GE 44-Tonner 15 with a passenger train and Alco 1055 on the turntable, with the moon rising in the sky.

At the conclusion of the photo session, everybody said a sleepy “good night”, and faded into the night, feeling happy and satisfied.

We owe thanks to so many people, it’s hard to know where to begin-so let’s start with our most gracious host, Dwight Smith, for providing another spectacular day; The North Conway Community Center, for providing the facilities for our softball game; the ladies and gentleman of the Church of Conway for their delicious supper and hospitality; Emmons Lancaster for his entertaining slide presentation; the B&MRRHS and 470 Program Chair people for arranging the day; the Conway Scenic train crews for working when everyone else was playing; to Les MacDonald and Dennis Adams for conducting the night photo session; to Phil Stockbridge and Scott Whitney for their help during the session; to Fitts Photo & Hobby Shop in North Hampton, NH for a good deal on the flashbulbs; and lastly to everyone who came out to participate, whether at the ball game, supper, train rides, slide show or night photo session, **YOU** are the people that make our organizations great!

Both photos were taken by Les MacDonald



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

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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: _____

Our website: <https://470rrclub.blogspot.com>

You can like us on Facebook: [470RailroadClub](https://www.facebook.com/470RailroadClub)

You can follow us on Instagram: [470RailroadClub](https://www.instagram.com/470RailroadClub)

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470 RR Club



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MODEL RAILROAD SHOWS

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

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.

Maine Jul-18 Auburn CANCELLED 6/1/20 NMRA Seacoast Division Summer Event, Great Falls Model Railroad Club, 144 Mill St., Auburn, ME 04210.

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, New Hampshire Everett Arena, Loudon Rd. Concord, NH. Hours 10a-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 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://www.railfan.com/timetable>, or <http://www.klnl.org> and select the Events Calendar.