



Photo taken by Nick Murphy September 17, 2006. Picture was taken at Fabyan's Station

SEPTEMBER'S NEWSLETTER AND TRUSTEES MEETING: Wednesday, September 2nd, 7:00 P.M.
Meeting was done via a Zoom.

THIS MONTH MEMBERSHIP MEETING: Wednesday, October 21st, 7:00 P.M. Will be done by a Zoom Meeting. Matt Betzner will take us on a unique circle journey on the East Coast. First, we'll go to Pennsylvania in Early Fall 2018 first to Strasburg following ex N&W 4-8-0 #475 on the Strasburg Railroad, then a short journey into the Railroad Museum of Pennsylvania. Then we'll head to Marysville, on the west side of the Susquehanna River at the Bridgeview B&B right next to Rockville Bridge with Norfolk Southern and Amtrak trains crossing the River. We'll also see action in the nearby area, going upriver following the Pittsburgh line for a bit, and a quick stop eastward in Hershey on the Reading Line. Matt will then take us south to Florida, with action in the central part of the state. The Royal Palm Railway in 2018 when they had the Clinchfield F unit #800. Also, CSX, Amtrak, and Sunrail action from both 2018 and 2019 We'll return north and see railroading on Cape Cod in 2019, which was the first year of the former New Haven FL9s were in use on the Cape Cod Central. Finally, Matt will take us back to Strasburg in October 2019 during the N&W Reunion of steam photo charter with the 475 and visiting 4-8-4 #611.

NEXT MONTH'S NEWSLETTER ASSEMBLY AND TRUSTEES MEETING: Wednesday, November 4th, 7:00 P.M. Via a Zoom Meeting.

NEXT MONTH MEMBERSHIP MEETING: Wednesday, November 18th, 7:00 P.M. 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 line from Brunswick to Rockland. He will also be talking about how they have come since they started in the early 90's to where they are now.

Membership News

Want to send our prayers to Member Richard Carroll family, Richard passed away this past June. Also, this is a friendly reminder that your 2021 membership dues are due. Should have received your notice in the mail by now.

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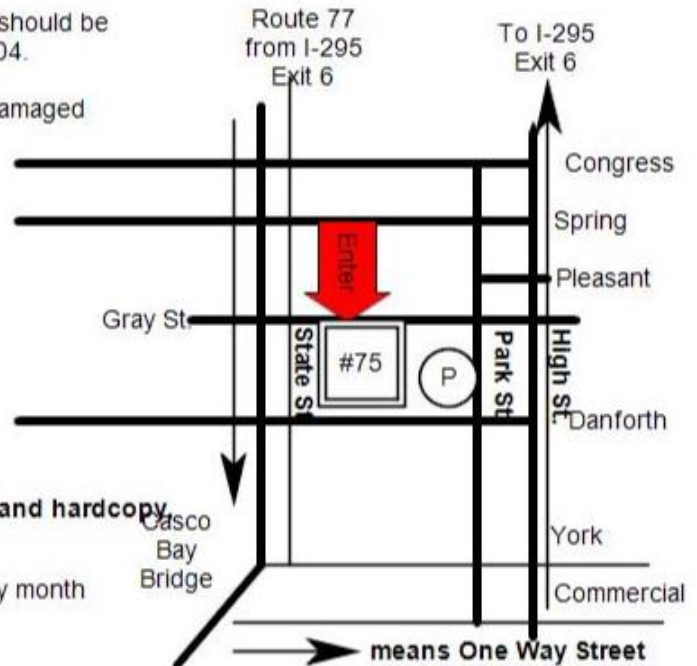
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Dues are \$25.00 per year for e-mail only, \$30.00 for e-mail and hardcopy and \$37.00 for first class and foreign hardcopy

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

President's Message:

Well, we're now well into September with Fall fast approaching as I write this. The Club, through the work of our dedicated volunteers, has managed to continue to move ahead and complete some projects this past summer. Unfortunately, we haven't made the progress that the board had hoped for, but we didn't plan on a pandemic, either.

As we gear up for the shorter days, we're getting close to our annual fall trip through Crawford Notch on the Conway Scenic. We've certainly lucked out with the weather the last few years and the foliage has been absolutely stunning. We're certainly hoping for a repeat this year, so consider joining us on October 17!

We continue to meet virtually, both the trustees and the membership. Alan Small puts out the information, so feel free to join us the third Wednesday of the Month for some interesting presentations!

As always, stay safe, and we'll see you next month!

Eric

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

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

Information: Meeting ID: 474 160 8855

Passcode: 007342



This is at the Bath station. This photo is taken by club member Ed Galvin. It may have been taken on this day of a MEC display train on July 3, 1949 for the centennial of rail service. The Bath tracks in the Bath yard are on the right.



Here is a picture of Yarmouth Junction. Does anyone know who the person is in the picture. Let Alan Small know at 470railroadclub@gmail.com and he'll let Ed Galvin know.

CENTRAL MAINE & QUEBEC ACQUISITION ADDS TO CANADIAN PACIFIC'S PANDEMIC RECOVERY, LONG-TERM GROWTH STRATEGIES

As the rail industry turns toward recovering from a 2019-2020 traffic slowdown accelerated by the COVID-19 health crisis, railroad executives are seeking to build on revenue growth prospects. Canadian Pacific's plan — announced in November 2019 — to acquire the Central Maine & Quebec Railway (CMQ) from Fortress Transportation and Infrastructure Investment LLC is one high-profile example of how the Class I aims to grow by expanding the reach of its rail network further into the northeastern United States and Atlantic Canada. Completed this spring, the acquisition has given CP what President and Chief Executive Officer Keith Creel has described as a “generational business opportunity” to serve more shippers through a coast-to-coast network across Canada. Combined, CMQ US and CMQ Canada owned 481 miles of rail lines primarily in Quebec and Maine used to move mostly forest products, refined petroleum products, chemicals, and plastics. The regional network now links CP directly to the port in Searsport, Maine, on the Atlantic Ocean, and to Port Saint John in New Brunswick through connections with Eastern Maine Railway and the New Brunswick Southern Railway. Port Saint John is eastern Canada's largest port by volume, handling an average of 28 million metric tons of cargo annually, including dry and liquid bulks, and containers, according to CP's 2019 Investor Fact Book. The CMQ deal gives CP access to a route that's about 200 miles shorter than the competition, thus providing CP with the ability to move shipments from the East Coast into Montreal and Toronto faster, the railroad's officials say.

CP secures STB's blessing

On May 4, the Surface Transportation Board (STB) gave the green light for the U.S. portion of the sale; CMQ US operates over 244.2 route miles in Maine and Vermont. CP took over CMQ US officially on June 3, including the 57.3 route miles leased from the Maine Department of Transportation. On Dec. 30, 2019, CP completed the acquisition of CMQ Canada's 236.8-mile route in Quebec. Both CMQ US and CMQ Canada will continue to operate as CP subsidiaries. The addition of CMQ transforms CP into a 13,000-mile, Atlantic-to-Pacific rail network that operates across six provinces and 11 states.

Article continues next page

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“It enables us to serve customers through a larger coast-to-coast network across Canada and brings a direct Class I freight-rail service to the state of Maine for the first time in decades,” Creel said in a June 3 press release. The network expansion creates opportunities to move products in every business line in CP’s portfolio, according to John Brooks, the Class I’s executive vice president and chief operating officer. “Through the precision scheduled railroading (PSR) model and the commitment of our people, we will unlock new potential for business and industry across this region and beyond,” he said in a June 3 press release.

The Canadian Pacific used to own part of the rail line — between St. Jean, Quebec, and Saint John, New Brunswick — but sold it in the mid-1990s. From that time until 2014, several companies operated the CMQ lines. Among them: the now-defunct Montreal, Maine & Atlantic Railway (MMA), which was involved in the July 2013 crude-oil train derailment and explosion in Lac Megantic, Quebec, that killed 47 people. Fortress Investment Group bought the MMA’s assets for \$15 million in 2014 to form CMQ. Now that CP owns CMQ, the Class I has implemented a three-year capital plan to bring the regional’s rail infrastructure up to Federal Railroad Administration Class III standards. Canadian Pacific, which aims to spend up to \$90 million on the plan, has begun infrastructure work on the Canadian side. Now that the Class I has obtained STB approval, work can get underway on the U.S. side, Creel told attendees of transportation analyst conferences in May and June. “We’re in the process now of spending money ... to get the infrastructure up to a Canadian Pacific standard. By the end of the year, we’ll be able to get from Saint John into Montreal within 24 hours,” said Creel, according to a transcript of a May 13 webcast with RBC Capital Markets. Canadian Pacific already has realized some business potential through CMQ, according to Creel. “The more we learn about opportunities, the more we see to grow in that space,” he said during the webcast. “We’re already winning additional business on the [liquefied petroleum gas] side, originating and terminating, where in the past we weren’t in that lane. That’s the big opportunity for us. We’re also in discussions looking at automotive opportunities, the pulp side, refined products [and] intermodal.”

Article continues and concludes next month.

The source of the article

By Julie Sneider, Senior Associate Editor

NEW TRAIN EXHIBIT-SPRING 2021

NNEPRA is excited to announce a partnership between Amtrak and the Children's Museum & Theatre of Maine at their new location being built at Thompson's Point, adjacent to the Amtrak Downeaster Station in Portland. Construction of a modern and open 30,000 square foot Children's Museum & Theatre of Maine progresses and is expected to be complete by Spring 2021. The re-imagined space will serve as both a community hub and an educational resource to support children, educators, and caregivers. An Amtrak Downeaster Train and Ticket Booth will be a featured exhibit designed for children ages 2-12. The interactive exhibit will feature a modern train locomotive, passenger car, and a station where children can explore and learn from displays featuring current Downeaster schedules and other promotional material.



PASSENGER RAIL THROUGH AUGUSTA

SAVE THE CORRIDOR, STUDY THE FEASIBILITY.

Plan and Implement Service Maine Rail Group is drafting the enclosed a brochure to outline a vision and reasons for modern passenger rail service through Augusta to Waterville and Bangor –generating future transportation opportunities for central Maine citizens and economic development throughout the region. Realizing this vision requires a series of steps, starting with preservation of the Brunswick - Augusta railroad corridor, and with a professional study to confirm the feasibility of passenger rail service from Brunswick to Bangor via Augusta. Detailed engineering, environmental review, financial planning, project approvals and funding commitments will follow the demonstration of feasibility and public benefit. Implementation will likely take several years of planning and development, throughout which public and legislative support will be essential.

SAVE THE CORRIDOR: The immediate need is to assure that the State-owned railroad corridor from Brunswick to Augusta remains intact for railroad purposes as originally intended, and not severed in any part by conversion to a recreational trail, as now proposed. This corridor provides the only feasible passenger rail connection between Augusta and the national railroad system at Brunswick. If the railroad corridor is broken, experience teaches that reasonable hope will fade for modern passenger rail through Maine's Capital City.

STUDY PASSENGER RAIL SERVICE: The next step will be a State-sponsored professional study to predict the passenger demand and development opportunities for passenger rail service through Augusta, and to outline its costs, funding requirements and benefit-to-cost ratios. Cost of this study is estimated at approximately \$300,000, to be shared by the state, major municipalities, and possible private contributors.

SEPTEMBER 2020 WHEEL REPORT

Busy Summer

Conway Scenic Railroad enjoyed a robust summer season despite restrictions relating to the Covid-19 Pandemic. Although we necessarily needed to limit the number of guests traveling and imposed social distancing and other safety measures, we did our best to accommodate as many people as we could. At peak times many of our trains were sold to the limit of capacity based on State of New Hampshire restrictions.

To accommodate more guests, we added cars to our scheduled trains and in a few instances added 'extra' trains to carry greater numbers of people.

Railfan's Weekend

On September 5th and 6th, Conway Scenic Railroad hosted its annual Railfan's Weekend for the benefit of railroad enthusiasts. This was a scaled back event owing to restrictions imposed by Covid-19 mitigation and other unfortunate effects of Covid-19 such as fewer available crews and less serviceable equipment than in previous years. The weather was gorgeous on both days with bright sunlight and comfortable temperatures.

On Saturday September 5th, we operated two Railfan photographer's demonstration freight trains using a selection of period freight cars. Both trains were powered by former Boston & Maine F7A 4266 (owned by the 470 Club) and former Maine Central GP7 573. The first freight departed North Conway about 10am and worked out to Mountain Junction and then east on the Redstone Branch (former Maine Central Mountain Division) to Kearsarge and beyond to Pudding Pond. At Kearsarge it picked up a tank car. The second freight departed North Conway at 2pm and worked the Conway Branch to Conway, where it picked up a ballast hopper, and returned to North Conway. Photo stops were made at several locations on each run. On Sunday, September 6th, F7A 4266 and GP35 216 worked a special photographer's shoot as the *Mountaineer* that paused at several locations for photographers to document the train.

Autumn Schedule

On September 16, 2020, we introduced our autumn schedule. While our Valley train boarding times remained essentially the same, we made some significant changes to our *Mountaineer*. These were consistent with autumn changes implemented in previous years. The run was extended from Crawford Station to Fabyan, and extra time added to the run as a result. The train still boards at 11:30am, but now returns between 5:30 and 5:40pm after the second Bartlett Valley train. In addition, we plan to run the *Mountaineer* daily when possible to accommodate as many guests as we can. Already Premium class seating is sold out on many runs. We will return to a Crawford destination on October 18, 2020, and plan to run the *Mountaineer* through the end of October plus select weekend dates in November.

470 Club Special Mountaineer

On October 17, 2020 we are scheduled to operate a special *Mountaineer* for the 470 Club. This will depart North Conway at 9am and make a trip to Pudding Pond on the Redstone Branch before proceeding west on the old Mountain Division over Crawford Notch to Fabyan. Photo stops are planned for several locations along the route. We hope to have 4266 facing west and 573 facing east.

Article continued next page

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Work Extras

During the summer we have operated several work extras to perform routine maintenance along our lines. These have typically been led by either 216 or GP9 1751 and consist of work cars. In some instance the train has run with our vintage caboose, number 75955 at the back of the train in the traditional fashion.

Cinders the Cat

Our reclusive roundhouse supervisor has largely avoided the parade of visiting guests as she monitors the progress inside and around her domain. She continues to discourage and eliminate furry vermin from the premises and has overseen several important jobs, such as the installation of new timber on the turntable.

By Brian Solomon



Pictures are by CSRR Owner Dave Swirk

RAILFAN'S WEEKEND SEPTEMBER 5 & 6 2020



Here are a couple of pictures taken by two of our club members Andrew Dale and Connor Welch that were taken at Railfan's weekend at Conway Scenic Railroad over Labor Day weekend September 5- 6 2020. The top picture was taken by Club member Connor Welch and the bottom picture was taken by Club member Andrew Dale.

MORE 4268 NEWS

(9/12/2020) Mark Grey did more work on the wiring. Wayne Allen and Corey Fothergill were working on bolting down the exhaust manifolds. They also have been getting a lot of the piping reconnected. Jordan Small removed the four portholes and are in the process of getting the safety glass for them. Wayne Allen has been working a couple of days a week on the 4268 doing little stuff. Also, Trustee/Club Member Francis Small and Club Member James Farwell have started back on doing some more painting on the 4268.

ARTICLE FROM THE PAST (OCT. OF 1984) AGAIN NOT SURE WHAT I SHOULD CALL THIS PAGE

THE 470

NEW ENGLAND NEWS

OCTOBER 1984

CAPE COD AND HYANNIS RAILROAD - If you have not visited the CC&H as yet, you have until Oct 28 this year. 1985 might not see it operating. 1981, 1982 and 1983 saw it operating Hyannis to Buzzards Bay and to Falmouth with ex Portland Terminal-Bay Colony Railroad alcos. Then in 1984 the CC&H won out over the Providence & Worcester and started operations all the way north to South Braintree, connecting there with the T to Boston. Through the summer there have been various round trips daily behind two former New Haven GP9's 1201 and 1210. These Geeps, painted in a dark green with yellow, each handle a six-car consist. Check in first at Middleboro, Mass., the end of Conrail and the beginning of the Bay Colony freight operations. CC&H leaves So. Braintree at 9:00 AM. The Conrail track allows 45-50 mph south to Middleboro. Here also the Bay Colony crew goes on duty shortly after 9:00 AM and works south after the passenger train goes through. If there is no work for the Bay Colony on this portion, they call over to the So. Braintree-Plymouth segment and may go over there for work.

Buzzards Bay is the most interesting spot. The station is practically in the shadow of the lift bridge over the Cape Cod Canal. Its twin towers can be seen for miles giving a feeling of medieval splendor. It is fascinating to watch go up and down for each train, passenger or freight. The train from Hyannis arrives first at Buzzards Bay, crosses the lift bridge, runs north beyond the station, and the engine runs around its train. The southbound goes into the station, leaves and picks up passengers and then goes over the Canal to Falmouth. The other train which has been waiting now picks up passengers and returns to Hyannis. You have various choices either side of the bridge for pictures and also a choice which route to follow. Many scenic locations are available on the run to Falmouth that include water inlets.

Because of the late arrival in the AM in South Braintree, not many commuters have chosen the train. Track improvements on the Bay Colony-Massachusetts owned line, might induce more to ride next year. Tourists pay the bill, CC&H does not receive a subsidy from the state other than rent free use of the track. The heavyweight equipment is well maintained and attractive including a lounge, open platform "Presidential".

There are other possibilities in the future including a connection with Amtrak to the west at Attleboro-Middleboro. At this point, Amtrak and state officials expect the Attleboro-Middleboro upgrading to be completed by the summer of 1986. \$25 million has been allocated to this.

NEILS JOHNSON

CANADIAN POLITICIANS, RAIL AGENCY CONFLICT ON RESTORATION OF TRAIN RUN - If Canada's leading politicians are to be taken at their word passenger trains will run across Maine from Jackman to Vanceboro later this year. The government agency that runs Canada's trains is not so optimistic. A spokesman for VIA Rail Canada said the national agency for Canadian passenger trains has no timetable for the restoration of the Atlantic Limited, a train that once served six Maine communities. Although the leaders of both of Canada's major political parties made commitments earlier this month that might lead to restoration of the Atlantic Limited, Canada's train agency has no plans to pick up where the train left off when it was cancelled Nov. 16, 1981.

On Oct. 28, diesel rail car service will be resumed three days a week between Edmundston and Moncton. The rail car was discontinued at the same time as the Atlantic Limited. Although VIA officials were aware of the campaign promises of the Canadian leaders, the agency had not been directed to study ways to restore service on the line from Saint John to Montreal by way of Maine.

Herb Cleaves via Robert Parker

PROVIDENCE & WORCESTER - The P&W recently reached an agreement with the Boston & Maine Railroad in which the company will sell to the B&M its 23.6 percent stock interest in the Vermont and Massachusetts Railroad Company for \$920,000. At the same time, the B&M will sell to the P&W Railroad two separate railroad lines in Worcester and Gardner for \$550,000. This acquisition would give the P&W complete ownership of the Gardner line from the B&M east-west mainline at Gardner to Worcester.

To clarify: There will be no takeover of Gardner yard, and nothing to do with the Heywood Br. The Providence & Worcester gets the west main line in Worcester and trackage from current end of ownership at the I-190 bridge to Worcester Yard. Also, trackage from yard limit board in Gardner to first switch-northbound from Worcester. The P&W will also service B&M customers in Clinton. The B&M still owns Worcester Yard and trackage to Hill Yard in Ayer.

Alfred Arnold- B&MRHS

CRAWFORD NOTCH EXCURSION SATURDAY OCTOBER 17, 2020

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The 470 Railroad Club is again running a special excursion train to Fabyans on the Conway Scenic Railroad's Crawford Notch line on Saturday, October 17, 2020. The train will depart from Conway Scenic's North Conway station at 9:00 AM on Saturday, October 17, 2020 for a scenic ride to Fabyans and return. Photo stops and run-bys will be made as conditions allow. A stop is also planned at AMC's Highland Center at the site of the Crawford House Hotel. We also plan to travel over the Redstone branch to the Saco River bridge. Our train will return to our starting point about 5:00 PM, allowing time for our passengers to dine at the restaurant of their choice, or to begin their homeward journey.

The rates for the 2020 trip are:

Coach Fare: _____ \$66.00 Adult _____ \$63.00 Children Ages 4- 12, ____ 1-3, Infants Free

First Class: _____ \$76.00 Adult _____ \$72.00 Children Ages 4-12, ____ 1-3, Infants Free

Dome Class: _____ \$88.00 Adult _____ \$83.00 Children Ages 4-12, ____ 1-3, Infants Free

You may bring your own lunch if you wish.

Box lunches are \$15.00 each. Choices are Turkey _____ Ham _____ Veggie _____ Limited snack service will be available on the train, consisting of coffee, soda, hot dogs, chips, and cookies.

Lunch in the Hattie Evans Dining Car: \$31.00 adults _____ \$19.00 Children _____

**ALL RESERVATIONS ARE MADE DIRECTLY WITH
CONWAY SCENIC RR**

P.O. BOX 1947

North Conway, NH 03860

Tel: (603) 356-5251 Fax: (603) 356-7606 Internet: www.conwayscenic.com

e-mail: info@Conwayscenic.com

Payment may be made by check, money order or credit card. PLEASE NOTE: Checks will be cashed by October 10th, 2020. Tickets, if not being held at the ticket window, will be mailed on October 10th, 2020.

Thank you, Eric Barnes, President, 470 Railroad Club

Name: _____ Address: _____

City: _____ State: _____ ZIP: _____

Phone Number: _____

Email Address: _____

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470 RR Club



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MODEL RAILROAD SHOWS

Conn Nov-01 North Haven Model Railroad, Toy and Train Show sponsored by Classic Shows LLC, Best Western Hotel, 201 Washington Ave, North Haven, CT 06473. Hours 9a-2p. For details please visit www.classicshowsllc.com or call Lud Spinelli at 203-926-1327.

Mass Nov-07 Taunton North Shore Model Railroad Club Flea Market, Taunton Holiday Inn, 700 Myles Standish Blvd (Exit 9 off Route 495), Taunton, MA 02780. Hours 10a-3p. <http://www.nsmrc.org/flea/>

Depends on Mass COVID rules at the time.

Maine Nov-07 Topsham **CANCELLED 7/22/20 - Great Falls Model Railroad Show, Topsham**

New Hampshire Oct-17 North Conway Crawford Notch Excursion Train sponsored by the 470 Railroad Club at Conway Scenic Railroad, 38 Norcross Circle, North Conway, NH 03860. Train departs at 9am for a scenic ride to Fabyan's and returns around 5pm. Photo stops and run bys will be made as conditions allow. A stop is planned at AMC's Highland Center at the site of the Crawford House Hotel. We also plan to travel over the Redstone Branch to the Saco River Bridge. Make your reservations with Conway Scenic Railroad via the internet at www.conwayscenic.com or by phone at 603-356-5251. Email is info@conwayscenic.com and FAX is 603-356-7606. For the registration form please visit <https://470rrclub.blogspot.com/> and click on "Crawford Notch Trip Reservation Form"

Rhode Island Sep-13 East Greenwich TCA Southern Chapter Toy Train Show, Varnum Memorial Armory, 6 Main St., East Greenwich, RI 02818. Hours 9a-2p. For info please contact Dean Johnson at trainshow@cox.net or 401-222-9708. The show flyer can be found at <http://snechapter.org/>