



3 Boston & Maine GP38's backing onto a train at Dover, NH 1/13/1977. From the collection of Ron Johnson

FEBRUARY'S NEWSLETTER AND TRUSTEES MEETING: Wednesday, February 5th, 7:00 P.M. at Seventy-Five State Street. The parts for the Club's F7 4268, purchased from a group in New Jersey have been delivered to North Conway. We have been in contact with the Gorham, NH Historical Society. They possess the hulk of B&M 4265 and there are some parts off-of that unit that might prove useful if an agreement can be reached. Trustee George Small has been leading this effort. On the Club's F7 4266, the side panels will need to be replaced. There are a good amount, but not all. The unit will then need to be painted. There will also need to be some electrical work done on the unit as well. Eric Barnes has a price to buy new panels, but the club is waiting to see where we are at the end of the 4268 Project. In addition to the two engines, the club has a former Bangor and Aroostook reefer car that needs to be repainted.

THIS MONTH MEMBERSHIP MEETING: Wednesday, March 18th, 7:00 P.M. at Seventy-Five State Street. 1) Amtrak FP-40 cab ride from Pittsfield, MA, to Springfield, MA). 2) A wide variety of Southern Pacific steam in operation in California, Oregon, Nevada, and New Mexico, including cab forwards, articulateds, Moguls, Mountains, Santa Fes, Pacifics, 4-10-2s, 4-8-4s, and 2-8-8-4s.

NEXT MONTH'S NEWSLETTER ASSEMBLY AND TRUSTEES MEETING: Wednesday, April 1st, 7:00 P.M. at Seventy-Five State Street.

NEXT MONTH MEMBERSHIP MEETING: Wednesday, April 15th, 7:00 P.M. at Seventy-Five State Street. 1) See Union Pacific 4-8-0's, 2-8-0's, 2-8-2's, 2-10-2's, and 4-12-2's, articulated Mallets and Challengers. Big Boy 4-8-8-4's pull long freights over Wyoming's Sherman Hill and are serviced and rebuilt. 2) From the 1890's to the 1990's see open cars and closed cars, horse cars, cable cars, urban street cars, country trolley lines, elevated railways, and underground subways. How about a hot breakfast aboard a Dallas trolley? Light rail systems today offer alternative transportation.

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

We are down to just a few members that have not renewed for coming year. If you received a yellow last month on your newsletter means, you'll need to renew, and this will be your last newsletter. I'll send out one's that have e-mail as one last reminder.

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.

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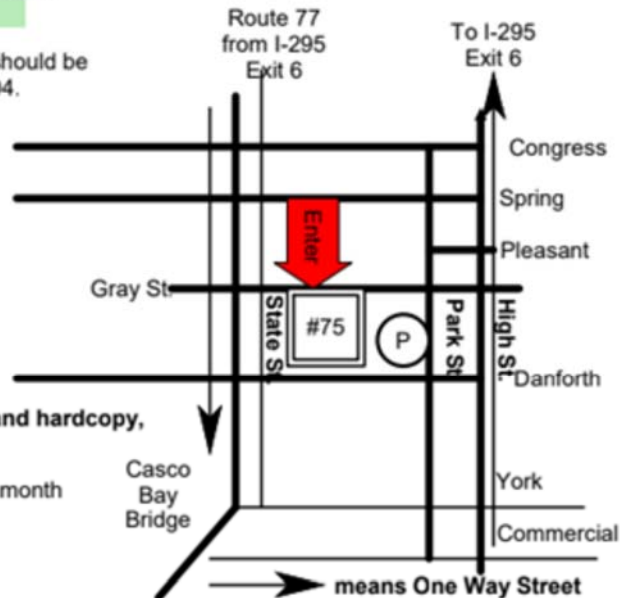
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Dues are \$25.00 per year for e-mail only, \$30.00 for e-mail and hardcopy, and \$37.00 for first class and foreign hardcopy

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



470 Railroad Club was at the Amherst Railway Society, Railroad Hobby Show in West Springfield, MA

Another good show at the Hobby Show in Springfield. The Club's representatives met a lot of people and handed out a few applications/renewal forms. We gained one new member at the show.



Two new members Joe Banas from Easthampton Mass. and Ross Chapman from Plymouth, Mass. Welcome aboard Joe and Ross.

Here Are the Results from the February 19th Annual Meeting for Elections of Officers and Trustees.

The following trustees were elected to a three-year term: Richmond Bates, Robert Meeken and Francis Small.

The following trustees were elected to a two-year term: Eric Barnes, Robert Cavanagh and James Hamlin.

The following trustees were elected to a one-year term: Leonard Bachelder, George Small and Roger Tobin.

The following were elected as alternate trustees: Michael Banas, Sam Carr and Alan Small.

The club decided to hold the elections for trustees in this manner as, in preparing for elections, noticed that we had not been in conformance with the club's by-laws. The by-laws state that trustees are to be elected to 3-year terms, with only 1/3 up for reelection at any one time. Previous years had not been as strictly abiding by the by-laws and the board wanted to bring the club back into conformance.

In addition to the election of trustees, the following officers were elected as well:

PRESIDENT: Eric Barnes
VICE PRESIDENT: Leonard Bachelder
CLERK – TREASURER: Richmond Bates

SUPPORT FOR LAMOILLE VALLEY RAIL TRAIL

Governor Phil Scott has proposed fully funding the Lamoille Valley Rail Trail, giving hope to people who have toiled for more than two decades to complete the 93-mile recreation path. Scott's proposed budget calls for \$2.8 million as part of a federal-state match that would leverage \$11.3 million more in federal money to complete the trail across the top of the state, between St. Johnsbury and Swanton.

"This is a big deal for a region that feels disconnected," Scott said in his budget address to the Legislature. "When complete, the activity it will create, along with cross-promotion, will strengthen businesses, economies and the quality of life in meaningful ways." The rail trail runs along what used to be the Lamoille Valley Railway, founded in 1877 and shut down in 1994. The Vermont Association of Snow Travelers, the organization that oversees snowmobiling, stepped up in 1997 to oversee conversion of the railway into a trail. Parts of the trail have been completed, notably the 17-mile stretch between Morristown and Cambridge, which has proved popular with those towns, as well as Hyde Park and Johnson in the middle. There's also a completed 15-mile stretch between St. Johnsbury and Danville.

The total cost to finish the rail trail is estimated at \$14.15 million, according to a fact sheet from the governor's office. The \$2.8 million from the state budget, along with the \$11.3 million federal match, would be enough. There are many challenges to completion, particularly between Morristown and Hardwick, where numerous bridges over the Lamoille River need to be fixed or rebuilt. And a small stretch near Greensboro has been long opposed by abutting property owners. In the nearly five years that the Lamoille County section has been open, the trail has been used by cyclists, walkers, runners, Nordic skiers and snowmobilers. "Lamoille County describes the LVRT as a win-win, with the creation of new businesses and enhancing the bottom line of existing ones," the fact sheet states. State Sen. Richard Westman, R-Cambridge, said towns along the trail have built facilities around it, or erected signs pointing to it.

BUSINESS SUPPORT GROWS FOR WESTBROOK-PORTLAND RAIL-TRAIL LINE

Companies and nonprofits are lining up behind a conceptual plan for passenger rail to reduce traffic congestion in Portland. Business support is growing for a combined commuter rail line and multiuse trail linking downtown Westbrook to Portland's waterfront.

Hospitality Maine, the state's lodging and restaurant trade group recently became one of the newest members of Portland West Rail and Trail Alliance, a collection of businesses and nonprofits that support the concept. "Portland has created a world-class restaurant and lodging industry, supporting a vibrant, young hospitality workforce," said Hospitality Maine CEO Steve Hewins in a statement. "For our success to continue, we need an equally vibrant transportation system. Limited parking, traffic congestion, a shortage of downtown housing are all factors that could derail Portland's still growing hospitality industry." The loosely organized alliance was established following a July report on the possibility of creating a [light rail line](#) along an existing rail corridor between Portland and Westbrook. Its 15 members include prominent companies such as Bernstein Shur law firm, National Distributors beer and wine wholesalers, People's United Bank, clothing manufacturer American Roots and groups like Live and Work in Maine and Presumpscot Regional Land Trust.

Dreams of a commuter rail tap into growing demand from businesses, government and commuters for more mass transit options in the Portland area. Expanded public transit was the [number one priority](#) for respondents to a recent transportation survey from Greater Portland Council of Governments.

Metro, the area public bus service, has increased ridership and added new routes in the last four years and the Amtrak Downeaster is considering schedules to accommodate [local commuters](#). Considering the unfunded \$100 million cost, a 6-mile passenger rail connecting Main Street in Westbrook to Commercial Street in Portland may not be a cost-effective means of mass transit, but the idea has caught people's imagination. The envisioned line would stop at the Portland Transportation Center and [Rock Row](#), a commercial and housing complex under development in Westbrook.

According to a concept report, more than 2,100 passengers could ride the train daily at full build-out. In addition, the rail line could be paired with a paved multi-use path parallel to the train tracks and within the railroad right of way. The trail project could cost \$5.2 million, according to a [feasibility](#) report.

Adria Horn, vice president of workforce at alliance member Tilson Technology in Portland, said a commuter rail that would allow employees to park outside the city center and take a train in is appealing, but any alternative is welcome. The company is looking for ways to get a handle on the lack of adequate parking for the 181 employees at its Middle Street offices. "It helps us as a company and creates expectation management for how employees can get to work in a convenient and reliable manner," Horn said. For Tim Longstaff, president of National Distributors, a regional commuter rail is more about making sure local businesses thrive than alleviating his own company's mobility problems.

Article continued-on next page

BUSINESS SUPPORT GROWS FOR WESTBROOK-PORTLAND RAIL-TRAIL LINE (Continued)

The beer and wine distributor has its headquarters and main warehouse in South Portland. “It sounds like a good idea to ease the parking pressure on the Old Port,” Longstaff said. “Anything that can help make it a desirable place for people to go and support local businesses, I’m all for that.” A multi-use trail next to the railroad could give people another option to travel between Portland and Westbrook, said Rachelle Curran Apse, executive director of the Presumpscot Regional Land Trust.

Trails alongside railroads in Vermont, Pennsylvania and Quebec have attracted tourists as well as being commuter thoroughfares, Apse added. Developing the corridor could add to the Portland region’s destination appeal. “As a land trust, our role is to connect people to the outdoors; this is one of the most popular ways to get people outside and enjoying nature,” she said. “We see an active rail next to a trail as something really common in the rest of the country and something that is really possible here,” she added. While members of the alliance have signaled their support for the concept, none have signed on to provide financial support at this point. No funding sources were identified in the July report, and there is no working plan to build a commuter rail. But it is encouraging that people are genuinely interested in talking about ways to remedy traffic congestion by getting more cars off the roads in the Portland area, said Tory Ryden, a public relations consultant working on the project. Passenger rail is expensive and may not be the panacea to regional mobility issues, but it may be part of the remedy with public buses, car-pooling and ride sharing and taxis, she added. “It is going to take a big group of thinkers to consider what it is going to take to get however many cars off the road,” Ryden said. “Let’s find a solution here; if we don’t do it now, we are going to be so far behind the 8-ball.”

ARTICLE IS FROM CENTRALMAINE.COM (VIA CALLBOY)

BY [PETER MCGUIRE](#) STAFFWRITER



A proposal to build a multiuse trail next to a rail line could give people another option to move between Portland and Westbrook, according to a recent concept report, but it could also help complete the Mountain Division trail to Fryeburg, pictured here, and Sebago to the Sea trail to Windham, said Rachelle Curran Apse, executive director of the Presumpscot Regional Land Trust. Photo by Jake Christie

THESE TRAIN BUFFS ARE DETERMINED TO GET NEARLY CENTURY-OLD STEAM-POWERED LOCOMOTIVE RUNNING AGAIN

Putting in long hours on weekends, usually on Saturdays, a small, dedicated group of volunteers has been hammering away at a task in an industrial neighborhood of Hancock that, at times, seems daunting. For the past year or so, the volunteers have been working to restore a decrepit, old steam-powered locomotive that [hasn't run in 65 years](#). And no matter how much progress they make — which currently is measured in how much rust they chip off or corroded bolts they loosen — they know they could have several years ahead of them to complete the job.

Richard Glueck, president of the group working to make the engine run again, said that on any summer weekend, as many as 18 people might show up to help out at the Down East Scenic Railroad service yard in Hancock's Washington Junction neighborhood, just over the city line from Ellsworth, where the dismantled locomotive sits under a large, tarp-covered arch. Using their own tools or donated equipment, they don hard hats and work gloves and go about removing rust with pneumatic needle-scalers or taking wrenches to seemingly unmovable nuts as they try to determine what can be salvaged and what needs to be replaced. But despite this occasional volunteer turnout — which includes academics, engineering students, and professional machinists — Glueck said that how soon Maine Central locomotive No. 470 might come back to life depends on one thing: money.

"Funding is the most critical thing," Glueck said, adding that the group, New England Steam Corp., has raised \$500,000 for the project since it [purchased the exposed locomotive](#) from the city of Waterville in 2015. "I can tell you that if I had a check for a million dollars dropped on us today, the engine would be done in five years, guaranteed," he said. But at the rate they have been raising money, he added, it likely will take another 10 to 15 years to finish. The locomotive, originally built in 1924, is known among train enthusiasts in Maine for being the last steam-powered engine — which uses coal to boil large amounts of water and produce steam that drives the pistons — operated by Maine Central Railroad. (Modern locomotives tend to use diesel fuel or electricity for power. From 1954 — when it ceased running after making a final trip from Bangor to Portland — until 2016, the locomotive sat on display outside in Waterville, where it rusted and suffered occasional vandalism. New England Steam Corp. moved it three years ago to Hancock, where it now is kept out of the weather and under lock and key. The group's goal is not to just make the locomotive run again, but with the help of volunteers to promote historic and scientific education and to help boost the local tourist industry. The plan, once the locomotive runs again, is for Down East Scenic Railroad to lease No. 470 from New England Steam Corp. for use on its excursions through Ellsworth and Hancock and, eventually, to and from Green Lake in Dedham. "It is the largest preserved steam locomotive in all of New England, so it is a real magnet for Maine," Glueck said. "We feel that we will bring in at least another 10,000 visitors [to the area] annually. That's the economic force behind restoring No. 470."

For Roger Bennatti, a retired George Stevens Academy science teacher who lives in Orland, the effort will be worth it, even if it takes a decade to complete. Bennatti, who volunteers for Down East Scenic Railroad in the summer, said word will spread among train enthusiasts like him once the locomotive is running again.

THESE TRAIN BUFFS ARE DETERMINED TO GET NEARLY CENTURY-OLD STEAM-POWERED LOCOMOTIVE RUNNING AGAIN.

“There’s a whole bunch of people who will drive hours and hours to ride on a particular locomotive,” Bennatti said. “It generates a huge amount of enthusiasm. I’m thrilled just to be the guy who goes around and oils something [on the train].”

Bennatti was among a handful of volunteers who showed up on a recent Saturday, despite a daylong downpour, to put in a few hours of work. The arching tarp overhead protected them from the falling rain, but the runoff seeped under the edges and pooled around their boots as they worked, their breath condensing in mist as they exhaled in the unheated space. Still, they traded smiles and stories — and shared a hot lunch — in between hammering and cranking away at the locomotive chassis. “Today we’re trying to loosen up parts,” Glueck said. “We have to take the entire locomotive apart [and] check all the pieces for structural integrity.” Leverett Fernald, a machinist with Cianbro Corp. in Pittsfield who also serves as New England Steam Corp.’s vice president and chief mechanical officer, said that much of the engine looks salvageable, though it will have to replace parts in “critical” areas with new pieces of steel.

The locomotive’s tender car, which carries 9,200 gallons of water and 13 tons of coal, will largely have to be built anew, he said, though most of its undercarriage will be retained. Fernald said that all volunteers are helpful, but said it is especially helpful to have younger people involved in the project. The University of Maine informally has assisted with some machining work, he said, and has produced volunteers such as mathematics professor Paul Van Steenberghe and graduate student Hanna Brooks — which, he said, should help to ensure that the knowledge gained in Maine from restoring the locomotive endures for a long time to come. “We’re literally going to know every nut and bolt on this thing by the time we get through,” Fernald said. “We’re not just trying to preserve a machine. We’re trying to preserve the skills that go with it.”

By [Bill Trotter](#), BDN Staff • December 26, 2019



WRECK OF THE 505

SCOTTY MALLET IS RESPONSIBLE FOR WRITING AND RESEARCHING BOTH VERSIONS OF THIS STORY.

The Train now rounded a curve and reached a relatively level piece of track, about 1/2 mile above the Willey Station, Oscar reached up and opened the petcock to put some water in the boiler, a few seconds later, the locomotive exploded. The force was so great it lifted the locomotive clean out of the train, not even derailling the car behind it, it spun end over end and dropped and landed 20 feet over the bank. Bob Morse was blown 500 ft, the crew from the Willey House found him crawling towards a brook. One of them said "Can I or Let me Help you Bob" Bob replied never mind about me, I know I'm done for, go check on Oscar. They found Oscar, trapped in the wreckage of the cab. Both men were rushed to memorial hospital, they both passed away at about the same time, near 6:00 P.M. from scalding. Oscar left 7 children*, most were adopted by other family members. His youngest son George, an infant at the time, and I met on the Conway Scenic's Ride through Crawford Notch. He commissioned a memorial to Oscar and Bob, placed at the site of the explosion. Bob left 8 children behind, Mrs. Morse would go on to remarry Monte Hurd, A MEC Veteran Conductor.

The investigation into the 505 accident showed that the sight glass Oscar needed to use to tell the level of water in the boiler was defective, also, the Spongy" feel Bob felt was a weakness in the boiler. When the water was put into the low boiler, the metal failed, just under one of the axles, hurling the locomotive 80 feet in the air, and sending a metal pail; used for drinking water, over a mile away in the woods. Further investigation would show that the 505 was reported 5 times that previous month as having a leaky boiler, and several years before while in service it burst a boiler tube. The entire town turned out for the funerals of Bob Morse and Oscar Clemons, held on Wednesday. It is easy to forget these men were the test pilots of their age. They were respected and loved for their profession, and as people themselves. They rest today not far from each other in the Bartlett Cemetery, the new memorial on the site, will remind folks of a different time, and of two men, husbands, fathers, workers and Bartlett townsfolk who passed into history, but now will not be forgotten. This version was printed in our publication, The Historical Herald, March 2008 *Sept 2009: Web site Editors, Note: I received an e-mail from Brian Clemons in Lyman Maine. Brian is Oscar's Grandson. He reported that Oscar had 8 Children, Not, 7. Jan 2008,

From the Railroad Club-The remains of what was Maine Central Steam Locomotive #505 are located in the general area of MILEPOST 80 which is " WEST " of the Frankenstein Trestle. The marker is located at or very near the exact location where the boiler let go as best be determined by a dedicated bunch of people that enabled some sort of closure take place as to what occurred back on that fateful day during the month of July 1927. The marker was created by the efforts of the North Conway Model Railroad Club who are located on the grounds of CSRR. The Club members designed/created and erected a large marker and placed it track -side where the wreck occurred. Please respect the area as sacred ground in memory of good railroad men who lost their lives performing their duties and that will be a very good display of respect for their relatives who live on with those memories for all time to come.

July 3, 1927: Maine Central #505 was in Bartlett having come in on the "Local" Portland, Me to Bartlett, NH job the night before. The Roundhouse was short on power so the 505 was to be a "helper" locomotive. It was rare for her to be used as a helper as this was the case for all the Class W's. These were used almost exclusively east of Bartlett, where they really shine.



TRAIN SHOW

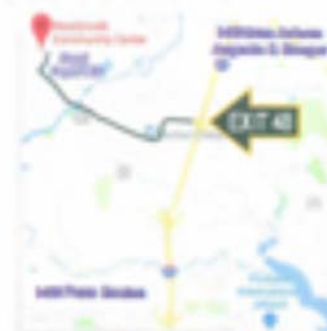
Second Annual SMMRC Train Show

Come and join us for a fun day of model railroading right here in
Southern Maine

On Saturday April 18, 2020 at the
Westbrook Community Center in Westbrook, Maine
The show will feature operational layouts, dealers,
inventory for sale, train displays and much more!

Concession stand will be available at the venue

Address: Westbrook Community Center,
426 Bridge St, Westbrook, ME (2.5 miles west from Exit 48)
Time: Open to the Public from 10am to 3pm
Cost: Adults \$5.00, Children 12 and Under are FREE
Parking is Free and Handicap is available



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CRAWFORD NOTCH EXCURSION SATURDAY OCTOBER 17, 2020

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

The rates for the 2020 trip are:

Coach Fare:	_____ \$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
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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: _____

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470 RR Club





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MODEL RAILROAD SHOWS

Conn Mar-08 Greenwich Southern Connecticut Model Train Show, Greenwich Civic Center, 90 Harding Rd. Greenwich, CT 06870. Hours 9a-3p. For details please visit <http://www.southerncttrainshow.com/> or contact Ron's Books via email at ronsbooks@aol.com or call 914-967-7541.

Mass Mar-28 to 29 Wilmington Greenberg's Great Train & Toy Show, Shriners Auditorium, 99 Fordham Road, Wilmington, MA 01887. Hours 10a-4p both days. For details please visit <http://trainshow.com/wilmington03/>

Maine Mar-21 Augusta Maine 3Railers Annual Model Railroad Show, Augusta Elks Club, 397 Civic Center Drive, Augusta, ME 04330. Hours 10am-3pm. The Maine 3-Railers' annual train show is noted for its operating displays, demonstrations and interaction between visitors and vendors - as well as trains kids can enjoy for themselves!. For details and vendor information please contact Richard Ridolfo, (603) 929-1441, RMRSR@aol.com

Maine Apr-18 West-brook Second Annual SMMRC Train Show, Westbrook Community Center, 426 Bridge St., Westbrook, Me. Hours 10a-3p. For details please visit <http://www.southernmainemrc.wordpress.com> or send email to southernmainemrc@gmail.com

New Hampshire Apr-04 Dover Great Northern New England Chapter (NoNEC) Trains Show, Dover Lodge of Elks #184, 282 Durham Rd., Dover NH 03820. Hours 10a-3p. For details contact Show Manager Ed Martin, efmenter@aol.com or 603-362-4300.

Rhode Island Mar-08 East Greenwich TCA Southern New England Chapter Train Show, Varnum Armory, 6 East Main St., East Greenwich, RI 02818. Hours 9a-2-p. For details please contact Dean Johnson, trainshow@cox.net or 401-222-9708.

Vermont Mar-14 St. Albans Vermont Rails Model Railroad Show sponsored by the Northwestern Vermont Model Railroad Association, Collins Perley Sports & Fitness Center, Route 104. St. Albans, VT (Exit 19 off Interstate 89). Hours 10a-4p. For info please visit www.nwvrrailroad.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