



Railroad building at the Cumberland Fair where the club members volunteer during the week of the fair. As you know, because of the COVID-19 there will be no fair this year, but the dates for next year's fair are September 26th to October 2nd, 2021, the motto for next year is "Twice the fun in 2021". Normally we'd be getting our signs other stuff set up at this time. Photos taken by club member/Alternate Trustee Alan Small/Club member/trustee Robert Cavanagh.

AUGUST'S NEWSLETTER AND TRUSTEES MEETING: Wednesday, August 5th, 7:00 P.M. at Seventy-Five State Street. Meeting was done via a Zoom. Because we are still in the pandemic mode, the meeting was done by Zoom meeting.

THIS MONTH MEMBERSHIP MEETING: Wednesday, September 16th, 7:00 P.M. at Seventy-Five State Street Dave Swirk, one third owner of the Conway Scenic Railroad will be doing a presentation on changes that he witnessed in his 30-year career of shortline railroading. This is a brief description of what Dave will be presenting: It started with the PINSLY Company tearing tracks up and dealing with decaying infrastructure. As the years went by, we were rebuilding infrastructure, in many cases, putting track back that was earlier removed. This was all accomplished by creatively marketing to get new customers and by providing the highest level of customer service possible.

NEXT MONTH'S NEWSLETTER ASSEMBLY AND TRUSTEES MEETING: Wednesday, October 7th, 7:00 P.M. at Seventy-Five State Street. Via a Zoom Meeting

NEXT MONTH MEMBERSHIP MEETING: Wednesday, October 21st, 7:00 P.M. via zoom 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 in use on the Cape Cod Central. Then 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.

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.

Editor: Alan Small, 470railroadclub@gmail.com. For missing, damaged newsletters and Club related questions or business please send an e-mail (Preferably) to Alan or leave a message at 207-829-4423

President: Eric Barnes, ebarnes3@roadunner.com

Programs: Bob Cavanaugh, railtrailbiker@gmail.com

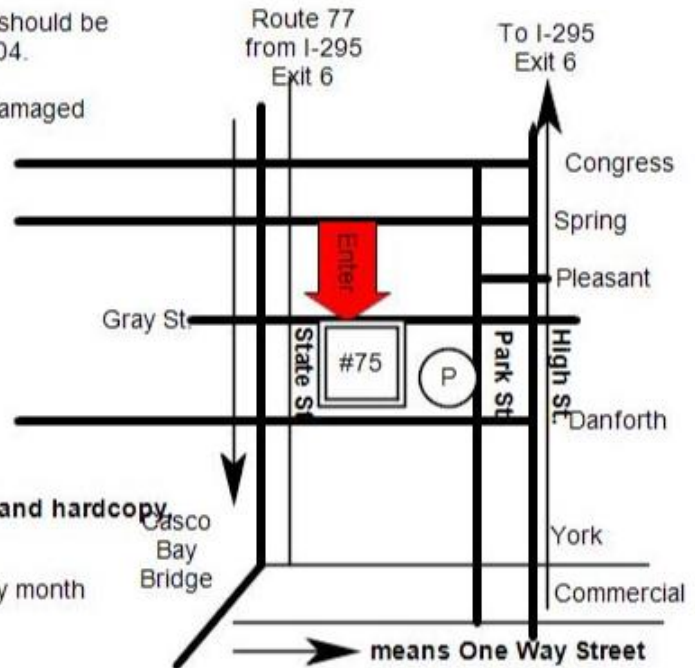
Membership Secretary: J. Leonard Bachelder
Address changes to jlbachelder@verizon.net

Email Notices: Alan Small, 470railroadclub@gmail.com

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

Membership Meetings are held the third Wednesday of every month 7:00 P.M. at 75 State Street, Portland, Maine 04104.
Enter on Gray Street between State and Park Streets.

470 Meeting Location



PRESIDENT'S MESSAGE

As September rolls around, we here are starting to gear up for, hopefully, our trip through Crawford Notch on the Conway Scenic Railroad. We've been blessed with great scenery on the trip in recent years and this is something that helps keep both our equipment and operating funds going to allow us to bring you the newsletter and programs every month.

We've managed to finish the last freight car we have at Conway, the orange Bangor and Aroostook reefer. I wanted to finish the efforts of former President Ron Cole and get this last piece of our rolling stock presentable. Now that this is done, we can focus on completing the 4268 project and move on to giving the 4266 some much needed attention.

We've moved to doing our membership meetings online via Zoom and as you read this, we'll have two programs under our belts. If you have any ideas for a program you'd like to see or have a program you'd be willing to present, please reach out to Bob Cavanagh at railtrailbiker@gmail.com.

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

TRAIN RIDERS/NORTHEAST IS ASKING FOR DONATIONS

Maine transportation companies, including the Downeaster, are eligible for \$53 million in federal relief funds. Millions of dollars in federal relief funds are heading to Maine to help several Greater Portland transportation agencies to weather the financial blow caused by COVID-19.

Greater Portland Metro, the City of South Portland Bus Service, Casco Bay Lines, and the Amtrak Downeaster are among 7 agencies eligible for part of the \$53 million relief fund package. The money will go towards protection equipment and replace some revenue lost when agencies curtailed service and eliminated fares in response to the outbreak, according to a news release Wednesday by the Greater Portland Council of Governments.

The Northern New England Passenger Rail Authority, which manages the Amtrak Downeaster rail service between Maine and Boston, will also qualify for help. The funding is critical to the future of the train service, said Patricia Quinn, executive director.

Passenger rail service was curtailed on the Downeaster in early April before rail authority directors voted to suspend all service through at least to the end of April. "It will not only help the service recover from this very challenging period but will also provide opportunities to grow and improve passenger rail service to and within the region in the future," Quinn said.

NNEPRA announced, "Effective Monday, April 13, 2020, Amtrak Downeaster service will be temporarily suspended. The suspension will remain in effect through at least April 30, 2020, which is the scheduled expiration date of Governor Mills' Executive Order 28." Since then the service started up on June 10th with one trip per day. July 20th service is now 4 trips per day between Brunswick and Boston

More from Maine Public:

"The train's usual twice-a-day schedule had already been curtailed to just once a day. The train's marketing director, Natalie Bogart, says that after Gov. Janet Mills issued a stay-at-home order that went into effect on April 2, daily ridership fell to just 20 passengers. Although many of those riders were commuting to work in fields such as health care that are considered essential, Bogart says train staff were confident that most were able to secure alternate means of travel. "We have people that still need to get cancer treatments in Boston and people who need to get to and from work, and we take that job seriously," she says. "I think it's something they [the Board of Directors] plan to re-evaluate and hope to bring service back as soon as they possibly can."

In January and February, the Downeaster saw its best winter ridership numbers ever, with more than 40,000 trips each month."

Article from the Portland Press Herald

Membership News

Welcome our new members Erich Whitney from Derry NH and Everett Barnard from Augusta, ME

Also, just a friendly reminder that 2021 membership dues are due starting in September. Membership secretary is also sending out reminder letters so be looking for them.



UP BIG BOY WILL NOT RUN IN 2020

Union Pacific 4014 at Granger, Wyoming., on May 6, 2019, during its inaugural run following an extensive restoration. Union Pacific announced Wednesday the locomotive will not run again until 2021.

Just a year after [it completed one of the most improbable restorations](#) in reservation history, Union Pacific announced Wednesday that the world's largest operating steam locomotive will not be running in 2020.

In a video posted online, UP Senior Vice President and Chief Administrative Officer Scott Moore announced the railroad would not be running either of its two operating steam locomotives — “Big Boy” 4-8-8-4 4014 or 4-8-4 844 — this year because of the uncertainty surrounding the ongoing coronavirus pandemic. However, Moore said that railroad enthusiasts and history buffs have not seen the last of UP’s massive steam-powered ambassador. “In the interest of safety, we are canceling the 2020 excursion,” Moore said. “But I’m here to tell you that we are committed (to running the locomotive) in 2021.”

While it had not yet announced plans for 4014 in 2020, sources close to the railroad said that UP was planning on bringing the locomotive to the Pacific Northwest, an area it did not visit during its 2019 tour. Last year, the locomotive visited 17 states during three different trips to celebrate the 150th anniversary of the completion of the First Transcontinental Railroad. UP estimates more than 1 million people saw the locomotive run during its inaugural season as part of the UP’s historic steam fleet.

UP Steam Manager Ed Dickens said in the video posted online that the steam crew had recently completed the Big Boy’s annual inspection and that it’s ready to roll next year. “We can’t wait to see everyone in 2021,” Dickens said. While Wednesday’s news was disappointing it was not surprising. Last week, [UP President Lance Fritz announced the railroad would be making drastic cuts](#) in response to what he called an “unprecedented drop” in traffic due to the pandemic. Among the cuts announced was the elimination of all nonessential spending through the end of the year.

EXTRA EDITION!

Maine Central 470

Love me tender!

Tender vittles?

Tender is the night!

You want fries with those tenders?



470'S NEW TENDER HAS ARRIVED!

Maine Central 470's newly fabricated tender body was delivered to the New England Steam Corporation shops at Washington Junction, Hancock, Maine, on May 22nd, around 8:40AM. **Millinocket Fabrication and Machine** had the primed tender body loaded and **Cianbro Corporation** hit the road at 6:10AM. This essential piece of the 470 is an exact copy in dimensionally and will incorporate many parts of the original. More information inside!

This is from NESCO's extra edition newsletter that was sent out in late May. If anyone wants to see the whole extra edition let me know at 470railroadclub@gmail.com.

BLAST FROM THE PAST. HERE'S AN ARTICLE FROM AUGUST OF 1975

(Still haven't decided what to call this page, getting an old article from a past newsletter, still up for suggestions)

THE 470

GENERAL NOTES

AUGUST, 1975

AMTRAK NEWS. The new cars have been unveiled along the Corridor between Boston and New York with some in service by the time you read this. The new "Amcoaches", similar in design to the self-propelled Metroliners, will be pulled by either a diesel or electric locomotive and will provide a more comfortable ride due to improved seating and suspension. The first trains to receive the cars will probably be the "Minute Man" and the "Senator". By the end of 1975, most trains in the Boston-Washington corridor will consist of the new equipment. Deliveries of the cars are at the rate of one a day. AMTRAK has also announced a new all-coach seasonal train to Florida would be inaugurated this winter using Amcoaches. The new cars for AMTRAK require some "new car terminology" as follows: Coach - Amcoach, Snack Car - Amcafe, Parlor Car - Amclub, Lounge Car - Ampub, Diner - Diner, Sleeper - Sleeper, All Cars (collectively) - Amfleet. ---- The new Chicago/Dallas service started 7/1 with a sleeper and coach being split from the "Lone Star" going at Fort Worth and on the Dallas with the rest of the "Lone Star" going to Houston ---- In the future, the AMTRAK board will pick the experimental routes for the corporation, with the next one being selected by 7/1/76. The experimental route Boston/Chicago and Washington/Denver are to go into service later this year when AMTRAK reshuffles equipment upon the receipt of more Amcoaches. ---- The new Turboliners aren't heavy enough to shake off rust accumulations between rail joints on their Chicago/Detroit runs. This has caused numerous delays because of signal malfunctions. The problem has been solved with the PC putting a hotshot freight back on the line between the two cities. The heavier freight loads are sufficient to keep rust and dirt from fouling track-based electrical connections. It's the first mainline freight on the western half of the Michigan Central since 1956. (Northwestern Limited) ---- AMTRAK has asked for bids on the following locomotives that are all ex-PC units and carry the following AMTRAK numbers: 255,6,7,8,260,1,3,9,274,5,281,6,9,290,4,306,09,320,321, and AMTRAK #4.

STEAMER BACK IN SERVICE. Ex Grand Trunk Western 2-8-2 #4070 is back in service after being laid up in Chicago for a few years and then purchased by the Cleveland NRHS Chapter (which your editor used to belong to). The Cleveland group bought her in 1967 for intended service in the Conneaut Lake Park area across the border in PA. She ran there the summers of 1969 and 1970 with no further service until now that I know of. Now the 2-8-2 is back in service carrying passengers from Cleveland to Peninsula, OH. The tours are sponsored by the Cuyahoga Valley Preservation and Scenic Railway Association. (C.M. Tillinghast, Kirtland Hills, OH.)

MORE ON THE D&H DINERS. The June issue of The 470 carried an article about the Adirondack using diners thru to Grand Central from Montreal. This lasted about one week as a diner was broken into while in GCT and about \$2,000 worth of newly installed stereo equipment disappeared. The D&H then hired a guard for the car; however, on several other nights the food for the next days run was removed. In addition, PC car cleaners spent only 15 minutes per car cleaning up. PC then charged the D&H \$150.00 per car for the clean up. The D&H then pulled its diners at Albany on each southbound trip, putting them on at Albany the next day for the run to Montreal. AMTRAK ordered the D&H to send the diners thru to GCT. The D&H, in very blunt terms, told AMTRAK where to go. Naturally, PC disclaims all knowledge about the lost stereo, the missing food, and excessive car cleaning charges.

ROCK PAINT SCHEME. The new blue and white paint scheme on the Rock Island is showing up on at least 3 cabooses, two engines and the latest series of boxcars that have been leased. S

Conway Scenic Railroad's July 2020 Wheel Report.

By Brian Solomon

The good news is that through the summer Conway Scenic has been visited by a rising tide of guests. At times, our greatest challenge has been how to handle so many people while safely complying with State of New Hampshire's protocols aimed at mitigating the spread of Covid-19. To meet rising demand, we have added coach 6745 our Valley consist, and added *Mountaineer* trains on the North Conway-Crawford run. The *Mountaineer* commenced operation on June 27, initially operating on Tuesday and Saturday, which historically have been the two busiest days for the Crawford Notch run. By the end of July demand warranted adding a Thursday run, and then we added a Wednesday *Mountaineer* on August 12th, bringing the schedule up to four trains per week. In anticipation of the autumn foliage season, on September 14 we are planning to extend the *Mountaineer* to Fabyan (consistent with our long-standing operational tradition), while also aiming to begin our seasonal 7-day a week *Mountaineer* schedule.

Roundhouse Report.

Former Maine Central GP7 573 was released from the roundhouse on July 30th and entered regular service on the Valley train to Conway the following day. This represents the first time 573 has worked during the Spring/Summer 2020 season. Since entering service this locomotive has settled in nicely on Valley train runs to Conway and Bartlett.

On August 4th, Conway Scenic marked its 46th anniversary with a bang. Former Maine Central GP38 252 suffered an engine failure leading the uphill *Mountaineer* near milepost 84, a mile east of Crawford station. GP35 216 was dispatched as a light engine to rescue the train. This occurred as tropical storm Isaias was bearing down on the White Mountain region. Upon reaching the disabled train, 216 coupled to the rear of the consist and shoved the entire train to Crawford station so that guests would be able to enjoy the full journey. This also avoided delaying the returning train at Bartlett while the Valley train was doing its run around. The *Mountaineer* arrived back at North Conway safely with locomotives at each end of the train. Presently our roundhouse is evaluating repair options of 252. This historic locomotive was delivered new to Maine Central at St. Johnsbury, Vermont in November 1966, and often worked Mountain Division freights until through freights were suspended in 1983. It was acquired from Pan-Am Railways along with 216 in 2010. Conway Scenic suffered its second 46th birthday casualty when a gust of wind from Isaias topped the vintage ball signal that stood in front of the station. The base of the wooden mast had been undermined by insects and the core hollow. The signal received significant damage as result of the fall, but our shop forces hope to repair it. Originally this signal stood at Waumbek Junction and was arguably the best-preserved example of a North American ball signal. The more famous ball signal is located at Whitefield, but this signal no longer displays vintage balls, but instead 1990s-era replacements.

Steam locomotive 7470 remains stored in the roundhouse awaiting minor repairs. Owing to a backlog of equipment needing roundhouse attention, the steam locomotive will have to wait a while longer before it gets its turn for necessary roundhouse attention.

Work Extras

During the last month, we have dispatched several work extras to perform necessary routine maintenance to both our former Boston & Maine Conway Branch and Maine Central lines. GP35 216 and GP252 were both assigned to these duties.

Continued next page

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Cinders the Cat

Our roundhouse cat Cinders is in good health and continues to keep a sharp eye on furry interlopers in the roundhouse and occasionally dispatches them as she sees fit. The warm weather has made her question the value of her thick coat and often seeks cool shady places to pass the hottest times of the day.

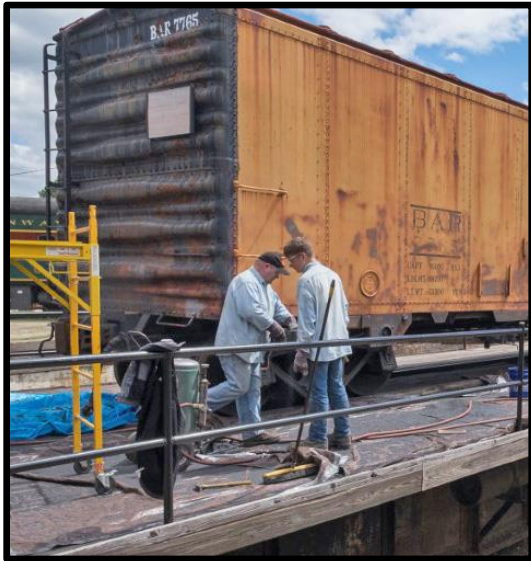




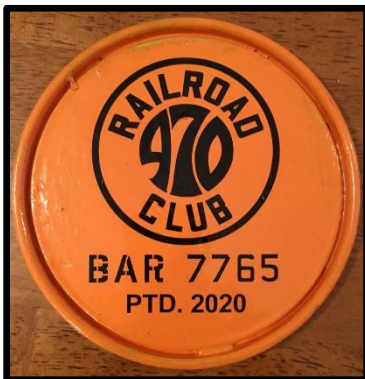
The Seashore Trolley Museum has acquired diesel No. 150 from the Providence & Worcester Railroad to use in switching cars at the museum. No. 150 is a General Electric 25-tonner built in 1945. No. 150 was delivered to Seashore on July 24, 2020. Photo by Kenyon Karl, Seashore Trolley Museum.



Boston and Maine F-7A 4268 is seen with an unnumbered F-7B unit at Bellows Falls Vermont. The 470 Club is currently rebuilding this unit with a donor engine from former NHN 1757 at the Conway Scenic Railroad. Even though this picture is undated, it won't be long before its running again. Photo is part of Scott Whitney's Boston and Maine collection.



Finishing Touches



With the state of New Hampshire lifting some of the restrictions due to the pandemic, it was decided to start the rehab project on the club owned BAR Refrigerator Car #7765. A group from the club came up with a plan and put it forward. The car, which once hauled potatoes, has been in the 470 Club's collection for many years and needed some TLC. They first sandblasted the rust, primed the body and then painted it in a total of five weekends. Once again Jim Abbott was able to make the vinyl through Highball Graphics. The group of people taking on this challenge were club members Cory Fothergill, Eric Grover, Jack Small, Jordan Small and Connor Maher. It was great to see this dedicated group come together and make this reality happen. The top left picture was taken by Brian Solomon and the rest Eric Grover.



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 Sep-27 **CANCELLED** Hudson TCA New England Division Train Meet, Hudson-Concord Elks Lodge,
99 Park St. Hudson, MA.
Opens 10am For details please visit www.netca.org

Maine Sep-26 **CANCELLED** 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 Oct-31 Meredith Lochmere Limited on the Winnepesaukee Scenic Railroad, sponsored by the
Mass Bay Railway Enthusiasts. Train departs at 10am from 154 Main St, Meredith, NH 03253 at 10am for
Lakeport, Laconia, Lochmere and return and return to Meredith. For info, reservation and Boston bus
connection please visit <http://massbayrre.org/Trips/Lochmere.htm>, call 978-470-2066, or send e-mail to
trips@massbayrre.org

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/>