



1952 picture of Intervale in North Conway NH. From photo collection of Bartlett Historical Society.

DECEMBER'S NEWSLETTER AND TRUSTEES MEETING: Wednesday, December 4th, 7:00 P.M. at Seventy-Five State Street. Final report on our recent trip: Trustee George Small passed around a breakdown that he received from the Conway Scenic Railroad. After expenses, we netted about \$3,600. Next year, the 470 Railroad Club would like to skip going to Conway or Redstone and go to Fabyan's, leaving an opportunity for photo run-bys. This would include skipping the Cider Mill. On the #4268 Project, George noted that the radiators are in and the roof is on. Work is slow but continuing. It is in stall 4 of the roundhouse in North Conway to allow for work to continue. The motor and generator still need to be lined up. The club feels we're on track to have this on the road sometime in 2020

THIS MONTH'S MEMBERSHIP MEETING: Wednesday, January 15th, 7:00 P.M. at Seventy-Five State Street. Program will be (a VHS tape): An Amtrak FP-40 cab ride from Albany to Pittsfield, MA, with panoramic view passing stations, towers, cities, towns, bridges, tunnels, signals, and many other trains. Narration added of locations, speed, technical data, and points of interest. Narration added of locations, speed, technical data, and points of interest.

NEXT MONTH'S NEWSLETTER ASSEMBLY AND TRUSTEES MEETING: Wednesday, February 5th, 7:00 P.M. at Seventy-Five State Street.

NEXT MONTH'S MEMBERSHIP MEETING: Wednesday, February 19th, 7:00 P.M. at Seventy-Five State Street. Ed Galvin, 470 member and former Maine Central Railroad official will present a program about the history of the Maine Central in Brunswick, Maine.

In the steam era, Brunswick was an important junction with frequent passenger service, busy freight yards and an eight-stall roundhouse.

Ed will show maps and archival photos to depict rail operations in Brunswick.

IF YOUR NEWSLETTER LABEL HAS A YELLOW DOT, THIS MEANS THAT WE HAVE NOT RECEIVED DUES PAYMENT FOR 2020. A "YELLOW BLOCK" MEANS THAT THE NEXT SIGNAL IS "RED". IF WE HAVE NOT RECEIVED PAYMENT BY FEBRUARY 28, FEBRUARY WILL BE YOUR LAST COPY, AND YOUR NAME WILL BE REMOVED FROM THE NEWSLETTER MAILING LIST!! PLEASE RETURN THE ENCLOSED FORM AND PAYMENT AS SOON AS POSSIBLE TO 470 RAILROAD CLUB P.O. BOX 641 PORTLAND ME 04104. THANK YOU VERY MUCH.

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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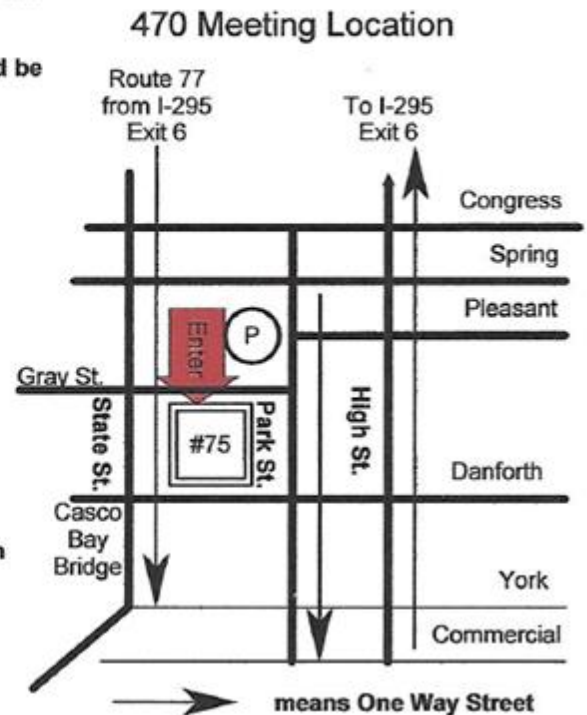
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Annual Dues are \$25 for newsletter via email only,
\$30 via email & bulk mail, \$30 via bulk mail only, and
\$37 via First Class and Foreign mail.

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.



Some of these may have already been mentioned previous newsletters
NEW MEMBERS

Chester Bishop Portland, ME, Bruce Hawkes South Portland, ME, Christopher Jordan Portland, ME
Bernie Pender Falmouth, ME, Andrew Seeley Hiram, ME, Michael Tosto East Northport, NY, Arthur
Woodcock, Freeport, ME, Edward Slinko Rehoboth, MA

Former members reinstated after lapse of at least a year: (May not be a complete list.)

Geoffrey Beard, Southbury, CT, Carl Dentremont, Dover-Foxcroft, ME, Gilbert Fecteau, Terre Haute, IN
Gregg McFarland, Sanford, ME, Lloyd Neal, Old Orchard Beach, ME, Joseph Stetson, Poultney, VT
On a sad note longtime member Ernest Brigham from Wells, ME has passed away. Our thoughts and prayers
are with his family in their time of mourning.

When renewing membership always fill out the form and return the-form by postal mail to the club's address.
The application/renewal form is on page 10 of this newsletter. 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. This way you'll know
status of any event, be reached for general questions regarding the club along with any contributions to the
newsletter. Also, a reminder to keep your e-mail up to date so you keep getting the information from our e-mail
coordinator.

NOTICE OF ANNUAL MEETING OF THE CORPORATION.

The Annual Meeting of the 470 Railroad Club, Inc. will be held on February 19, 2020, at 7:00 P.M. at 75 State Street, Portland ME. We expect this Annual Meeting to last no more than a half-hour. All members of the Club and any guests are welcome to attend, but only those Members in Good Standing whose dues for 2020 have been paid and recorded by February 1, 2020 may vote. The February Entertainment program will be presented immediately after the adjournment of the Annual Meeting. The principal, and likely only, business of the Annual Meeting will be election of Trustees and Officers, as required by the Club By-Laws. A brief word of explanation of the procedure being followed this year follows.

As you probably are aware, our President, Ronald Cole, submitted his resignation as both President and Trustee in October. The Board of Trustees expresses its sincere thanks for Ron's dedicated service to the Club, which has been especially helpful in directing the project of restoration of our antique ex-Boston and Maine F-7 locomotive number 4268. Since October, Ron's position on the Board of Trustees has been filled by Alternate Trustee Richmond Bates, and Leonard Bachelder, the elected Vice-President, has been serving as Acting President. This arrangement will continue until the close of the Annual Meeting, at which new Trustees and Officers will have been elected. The Club By-Laws specify that there should be 9 Trustees. The Trustees are to serve for three-year terms, with three Trustees elected each year. There should also be 3 Alternate Trustees who serve for one-year terms. Unfortunately, this procedure has not been followed for the last few years, and it is the intention of the Board of Trustees to bring our practice into conformance with our By-Laws. We have decided that the easiest and best way to do this is to elect 9 Trustees in 2020, and to assign 3 of the elected Trustees to 3-year terms, 3 to 2-year terms, and 3 to 1-year terms. In this way, after three years, we will have corrected past errors and we will have been placed in conformance with the By-Laws. We will also elect 3 Alternate Trustees in 2020, to serve the required one-year terms.

Your Board of Trustees has acted as a Nominating Committee and has nominated a slate of proposed Trustees as follows. Of course, we will welcome nominations from the floor should any Member so desire. The only requirement for nomination is that the person nominated be a Member in Good Standing. The division of the nominated Trustees into 3 "Classes" as described above has been accomplished by random selection.

TRUSTEE - THREE YEAR TERM: Richmond Bates, Robert Meeken, Francis Small
TRUSTEE - TWO YEAR TERM: Eric Barnes, Robert Cavanagh, James Hamlin
TRUSTEE - ONE YEAR TERM: Leonard Bachelder, George Small Roger, Tobin
ALTERNATE TRUSTEE: Michael Banas, Sam Carr, Alan Small

The By-Laws require that the Officers of the Corporation be elected yearly by the Membership from among the Board of Trustees. Therefore, they cannot officially be nominated and elected until they have first been elected to the Board of Trustees. Robert Meeken has decided not to seek re-election as Clerk-Treasurer. We thank him for his efficient service for the past several years. Your present Board, however, is proposing the nomination of Officers under the presumption that they will be elected as Trustees. In the event that any one of them is not so elected, then we will require a nomination from the floor. The proposed nominations are:

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

We do not expect any other business to be brought before the Annual Meeting.
Leonard Bachelder Acting President for the Board of Trustee

NARROW GAUGE RAILROAD ISN'T JUST STAYING IN PORTLAND, IT'S PLANNING NEW BUILDINGS

The organization that runs the tourist attraction wants to build a storage building and a ticket station on Portland's waterfront. Plans to build a new waterfront passenger depot and storage facility are underway for the Maine Narrow Gauge Railroad. A site plan for the two buildings is under review by Portland's Department of Planning and Urban Development. The nonprofit passenger railroad and museum hopes to break ground next month and have a new ticket building ready next spring.

"We are definitely trying to move in as soon as we possibly can, right now the onus is to get this permit done," Executive Director Wesley Heinz said. The organization wants to build a small ticketing building and waiting platform, styled on classic train stations, at the intersection of Hancock and Thames streets. About a mile away, at the terminus of its 2-foot wide rail line at the base of Munjoy Hill, the group plans to build a storage building. The railroad and museum cater its short train rides to tourists and locals alike. Passenger counts doubled to 60,000 last year compared with 2013. Heinz said a popular winter holiday-themed Polar Express carries 20,000 passengers alone and in recent years it has added special trips for corporate events and regular events like ice cream trains and an autumn pumpkin train. For the last eight years, the railroad and museum had been working to move its operations from Portland to Gray so it could have more space. But this August, the company said it would stay in Portland and develop new facilities with a \$2 million fundraising campaign.

The change came after Gray voters turned down a \$500,000 grant to help the company relocate in 2016. The costs to move the rail line – to a development area complicated by wetlands – also were mounting, up to \$12 million, and the nonprofit's leaders realized that leaving Portland did not make business sense, Heinz said. The new passenger depot will include a ticket counter, inside waiting area and platform and bathrooms, according to plans the organization submitted to the city. The proposed single-story, 1,000-square-foot building is styled like an old-fashioned rural New England train station, according to a rendering of the project. It will face Thames Street, and stand in stark contrast to the forest of new glass-and-steel buildings across the street, including a luxury hotel and headquarters of payment-processing company Wex. The old-style station is intended to pay homage to Portland's history as a railroad hub and its former network of streetcars, Heinz said. "What people don't remember or know is that Portland was a massive railroad town," he said. A 6,600-square-foot storage building will be built at the end of the rail line near the city's sewage treatment plant.

NARROW GAUGE RAILROAD ISN'T JUST STAYING IN PORTLAND (CONTINUED)

In its application, the railroad said it needs the building because it is losing its lease in the Portland Co. complex at 58 Fore St., where a mixed-use redevelopment is planned. The plan will be reviewed by only Portland's planning staff, because of the project's small size and because it is considered an accessory use to the rail line.

BY [PETER MCGUIRE](#) STAFF WRITER PORTLAND PRESS HERALD 11/11/2019



AMTRAK TO PROVIDE MATCHING FUNDS FOR SOUTHWEST CHIEF ROUTE

Amtrak will use the newly available federal capital funding to continue needed work on the next route segment of the Southwest Chief in New Mexico. Photo – amtrak.com. Amtrak will provide a \$3 million matching grant to help upgrade track on its Southwest Chief route in Kansas, Colorado and New Mexico, the railroad announced yesterday. The announcement follows the passage of the federal government's fiscal-year 2019 Appropriations Act, which included funding for Amtrak and intercity passenger rail. The legislation set aside \$50 million for its national network grant for improvements to the Southwest Chief route. Amtrak is using \$3 million of the funds to match a \$16 million grant sought by the states, counties and cities and awarded to Colfax County, New Mexico. The grant and matching funds will result in an investment of more than \$26 million, Amtrak officials said in a press release.

In 2011, Amtrak and BNSF Railway Co. began community discussions about the route's needed safety and other infrastructure improvements. Since then, more than \$80 million has been committed from U.S. Department of Transportation programs, state and local governments, Amtrak and BNSF. Amtrak will use the newly available federal capital funding in coordination with stakeholders to continue needed work on the next route segment in New Mexico. In addition, Amtrak is working on a long-term financial plan to address the route's "unique challenges," Amtrak officials said.

CP TO ACQUIRE CENTRAL MAINE & QUEBEC RAILWAY FROM FTAI

CALGARY and NEW YORK, Nov. 20, 2019 /CNW/ - Canadian Pacific (TSX: CP) (NYSE: CP) and Fortress Transportation and Infrastructure Investors LLC (NYSE: FTAI) announced they have entered into a definitive agreement whereby CP will acquire the Central Maine & Quebec Railway ("CMQ").

CMQ owns 481 miles (774 kilometers) of rail lines primarily in Quebec and Maine. The end-to-end transaction will provide CP customers with seamless, safe and efficient access to ports at Searsport, Maine and to Saint John, New Brunswick, via Eastern Maine Railway Company (EMRY) and New Brunswick Southern Railway (NBSR), thereby preserving and enhancing competition. "This strategic acquisition gives CP a true coast-to-coast network across Canada and an increased presence in the eastern U.S.," said CP President and CEO Keith Creel. "With additional port access, more dots on the map, and our proven precision scheduled railroading operating model we are confident this transaction will bring benefits to all stakeholders moving forward."

As part of the transaction, FTAI will retain ownership of Katahdin Railcar Services (KRS), a tank car cleaning and repair facility, and the contract to operate at a 12-mile branch line at FTAI's Long Ridge Energy Terminal in Monroe County, Ohio. FTAI intends to continue to develop and grow both the KRS and Long Ridge branch line businesses. "We are excited about this transaction as it brings value to our shareholders, while ensuring that the CMQ continues to provide safe and reliable rail transportation options," said Joe Adams, FTAI CEO. CP invests in its people and its assets to ensure it can provide service safely and efficiently. CP has been the safest railway in North America for 13 consecutive years, as measured by train accident frequency and meets all regulatory requirements. The transaction is currently expected to close at the end of 2019 and remains subject to customary closing conditions. Over the coming weeks, CP, FTAI and other stakeholders will move towards closing.

For additional information and disclaimers, please visit,

<http://www.prnewswire.com/news-releases/cp-to-acquire-central-maine--quebec-railway-from-ftai-300962506.html>

SOURCE Canadian Pacific November 20, 2019

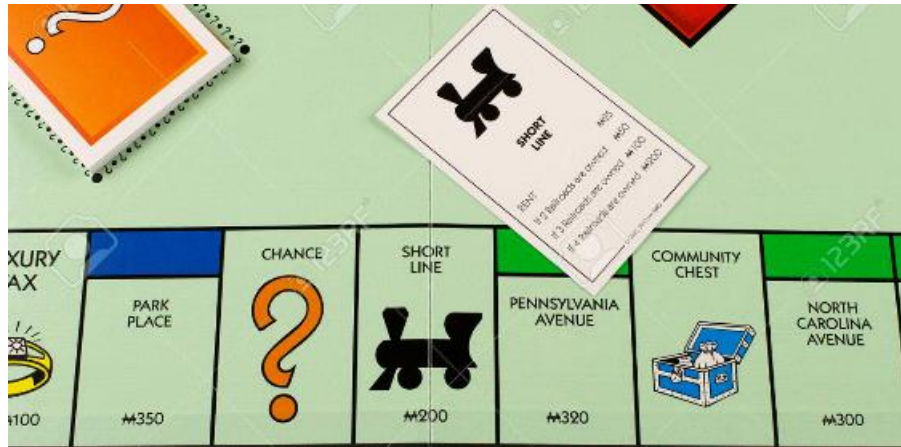
PATCO CONCLUDES RAIL CAR OVERHAUL PROJECT

Alstom Transport upgraded 120 PATCO rail cars in total. Photo – PATCO

The Port Authority Transit Corp. (PATCO) yesterday marked the completion of its \$194 million rail-car overhaul project by placing the last pair of refurbished trains into service. As part of the project, Alstom Transport upgraded 120 PATCO rail cars in total. Upgrades included new interiors, heating and air conditioning systems, communication systems, alarm systems and interior security cameras. State-of-the-art braking and propulsion control systems were also installed, PATCO officials said in a press release. Train operators will also have full-width cabs, touch-screen communication inputs and cockpit consoles that provide real-time operational information. The updates were so extensive that only the stainless-steel shells and the traction motors were retained, they said. The project was the largest rolling stock capital expenditure since PATCO's inception in 1969 and one of the largest capital improvement projects in the Delaware River Port Authority history, they said.

Mechanical Rail News from Progressive Railroading, 4/9/19

BAKER TO SENATE SHORT LINES NOT A QUAIN NAME ON THE MONOPOLY BOARD



In one of his first appearances before Congress as President of the American Short Line and Regional Railroad Association (ASLRRRA), Chuck Baker testified before the Senate Commerce Committee, Subcommittee on Transportation and Safety on the role Class II and III railroads play in supporting intermodal connections across the U.S. surface transportation network. “The nation’s short lines are much more than a quaint name on the Monopoly Board, providing rail service into three of the nation’s busiest ports—Miami, Los Angeles, and Long Beach,” stated Baker. “Likewise, various short line railroads operate as neutral switch carriers for multiple Class I railroads in key transportation hubs such as Chicago, New Orleans, and St. Louis.”

During the hearing, “Connecting America: Examining Intermodal Connections Across Our Surface Transportation Network,” Baker detailed infrastructure funding grant programs such as CRISI, INFRA and BUILD that have been used by short lines. He also urged support for Short Line 45G Tax Credit. “I know that tax legislation is not the purview of this Committee, but as the Committee that is the most knowledgeable when it comes to railroad infrastructure matters, I urge you to take our tax credit message to your Senate colleagues whenever and however the subject of transportation infrastructure is addressed in this Congress, and to address tax extenders expeditiously,” Baker said. Baker offered multiple general provisions which would be important for short line participation in grant programs, including direct eligibility for short lines and simple and transparent processes for grant application and evaluation.

Baker urged the Committee to block heavier and longer truck initiatives, including pilot programs. “Short lines are part of a broad coalition of interests who are opposed to such weight and length increases,” he said. “Bigger and heavier trucks mean diversion from rail to truck, more expensive damage to highways and bridges, more highway congestion, more environmental damage and more danger for the motoring public. ASLRRRA requested that any consideration of bigger trucks be tied to a full vetting by relevant authorizing committees. “Baker called for the Committee to be continually vigilant of the regulatory environment. “We would be eager to work with this Committee on an updated version of the FRA regulatory reform bill introduced in the last session of Congress by Chairwoman Fischer for inclusion in an infrastructure or surface transportation reauthorization bill,” said Baker.

NNEPRA

NNEPRA executive director Patricia Quinn gave a lively presentation, and other staffers answered questions and sought suggestions before and after the presentation. Quinn reported that in the fiscal year ending June 2019, the *Downeaster* had the second highest ridership in its history and reached a new high in revenue. She said that 85% of riders travel to or from Boston and that she wants more local passengers on rides short of Boston. To support this strategy, NNEPRA wants to add an early morning *Downeaster* round trip between Brunswick and Wells. This would apparently utilize the train set that currently does not start its day until an 11:10 AM departure from Brunswick. The new train would need a proposed second platform at Wells. Quinn said the new train would stop at Portland at 6:20 AM southbound and at 7:55 AM northbound - a schedule aimed at commuters living in southern Maine and working in Portland.

NNEPRA's second proposal is a new station at West Falmouth located close to exit 53 on the Maine Turnpike. The station would have a simple platform with parking and cost a couple of million dollars. It would make the *Downeaster* more convenient for passengers coming from the Lewiston area and would relieve parking pressure at the Portland station.

Quinn gave her greatest attention to a plan for a new station in Portland. Quinn said that the existing Portland Transportation Center, shared with Concord Coach, is reaching capacity in terms of parking, space for buses and its single platform track. The station is on a one-mile branch line (the former Maine Central Mountain subdivision) which requires the *Downeaster* to make a back-up move from the main line, adding 15 minutes to its schedule. NNEPRA considered constructing a wye track to take trains directly between the station and the line to Brunswick, but this would be costly and only save 5 minutes on the schedule. So, NNEPRA wants a station on the main line. A staffer told me that NNEPRA does not have a specific location, or does not want to announce a specific location, but Quinn showed a map with the desired station in the vicinity of the former Portland Union Station.

Then, Quinn discussed a proposed commuter train service between Lewiston/Auburn and Portland. NNEPRA has done a study showing possible ridership of 600-800 a day. A staffer told me that the Pan Am main line is their preferred route. However, another group, Maine Rail Transit Coalition, had a table at the open house and had flyers promoting the former Grand Trunk route for Lewiston - Portland passenger service. Quinn noted that the Lewiston - Portland service would only be feasible with a new Portland station on the main line.

NNEPRA's fifth proposal is a rail shuttle between Westbrook and Portland. NNEPRA has participated with a Westbrook real estate developer in a study of this service.

A handout at the open house also listed NNEPRA's effort to extend *Downeaster* service to Rockland on weekends next summer, but Quinn did not comment on this plan.

Quinn noted that all these proposals now await funding. NNEPRA has applied or will apply for funding - mainly from the federal government. At the close of the meeting, there was a prize drawing for two free roundtrips on the *Downeaster*. To my surprise, my name was drawn. So, I will be back on the rails in the near future.

**REQUEST FROM CLUB MEMBER ED GLAVIN
DEAR 470 READERS**

There is nothing like a good railroad mystery and those of you reading this have an opportunity to solve it. The mystery began in 1981 when a man appeared at the Maine Central General Office building on St. John Street in Portland Maine. He had a large parcel under under-his arm which turned out to be a collage of black and white photographs of the section houses located on the length of the MEC Mountain Sub-Division.

It was a gift from this man to the railroad. At the time I was working at the opposite end of the GOB and I can only assume he gave the collage to the person who had public relations as a part of his duties at the opposite end of the building.

The man left without anyone taking is name and the gift sadly found its way into a closet and was forgotten but not for long. Four years later in 1985 the GOB was sold and all its contents were being sold or sent to a land fill. I spotted the forgotten gift just prior to its going into a dumpster and brought it home. In recent years I donated a considerable amount of material of all kinds to the Maine Historical Society in Portland which has the largest collection of MEC material. I made the PHS aware of this collage and they would welcome the addition to their collection.

The 470 Railroad Club has agreed to put out an appeal to its membership and beyond to see if anyone knows the identity of the man who gave this collage to the railroad so we can give him the credit he deserves.

As to the piece in question it is well done. The photos are crisp and were taken by a skilled photographer. Each of the twenty-one 4 by 6 photos has a label as to the location each of the section house. The over-all dimension is 32 inches high and 21 inches wide.

It is my hope that the man who created this piece had shown it to friends or relatives prior to giving it to the railroad.

Any-one who can help us solve this mystery and give this person the credit he is due would be greatly appreciated.

Thank you.

Ed Galvin edgalvin39@gmail.com Tel. 207 837 4001.





470 RAILROAD MEMBERSHIP APPLICATION
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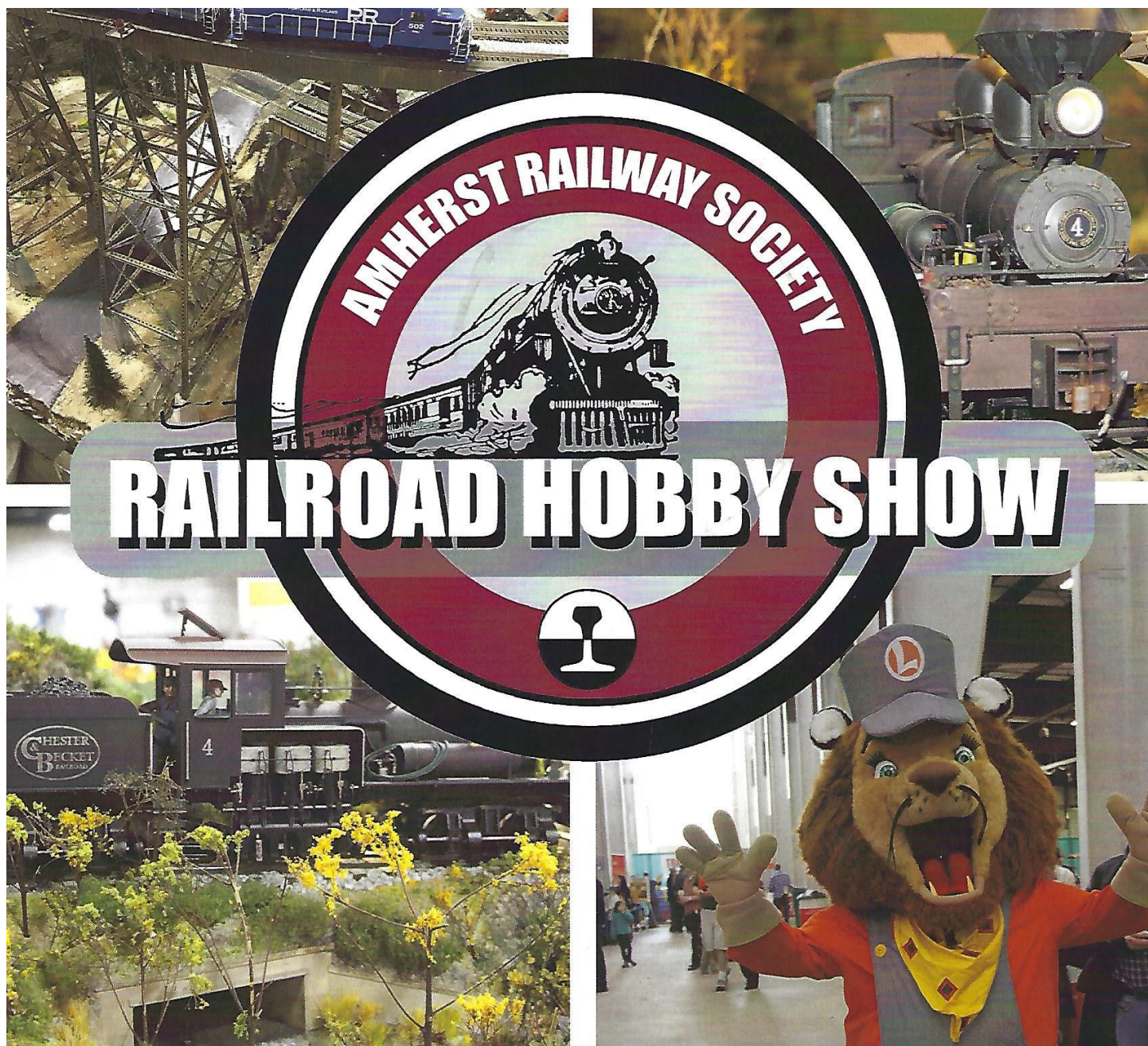
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MODEL RAILROAD SHOWS

Conn Feb-09 Wallingford 2020 Model Railroad, Train & Toy Show sponsored by Classic Trains LLC, Zandri's Stillwood Inn, 1074 South Colony Rd., Wallingford, CT (Ext 13 on I-91). Hours 9a-2p. For details please visit <http://www.classicshowslc.com> or call Lud Spinelli at 203-927-1327.

Mass Jan-25 to 26 Springfield 2020 Railroad Hobby Show sponsored by the Amherst Railway Society, at The Eastern States Exposition, 1305 Memorial Drive, Springfield, MA 01089. Hours 9a-5p on Sat and 10a-5p on Sun. For details please visit <http://www.railroadhobbyshow.com/index.php>

Maine Feb-15 Augusta 2020 Whitefield Lions Train and Dollhouse Show, Augusta Armory, 179 Western Ave, Augusta, ME 04330. Hours 10a-3:30p

Vermont Mar-14 St. Albans 2020 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.nwvrailroad.org.

Mass Mar-07 to 08

Hingham Spring 2020 Model Railroad Show and Open House, sponsored by the South Shore Model Railroad Club and Museum, Building 51, 52 Bare Cove Park Drive, Hingham, MA 02043.

Hours 9a-4p on Sat and 10a-4p on Sun. Details at <http://www.ssmrc.org/events>, send email to show@ssmrc.org or call 781-740-2000.