



Boston Elevated Railway streetcar #5821 is ready for passengers at the Seashore Trolley Museum during Kennebunkport's Christmas Prelude event on December 11, 2019. Photo By-Trustee Richmond Bates

DECEMBER'S NEWSLETTER AND TRUSTEES MEETING: Wednesday, January 8th, 7:00 P.M. at Seventy-Five State Street. Nomination of Trustees and Officers for this month's Membership/Business were included in the January Newsletter. Work at North Conway: 4268 is in Roundhouse Stall 4 for the winter. Wayne Allen and Cory Fothergill have been working on it. 4266 has been drained and put away for the winter outside. Refreshments were by Bob Cavanaugh.

THIS MONTH'S MEMBERSHIP MEETING/ANNUAL 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.

NEXT MONTH'S NEWSLETTER ASSEMBLY AND TRUSTEES MEETING: Wednesday, March 4th, 7:00 P.M. at Seventy-Five State Street.

NEXT MONTH MEMBERSHIP MEETING: Wednesday, March 18th, 7:00 P.M. at Seventy-Five State Street. For the March 18, 2020, program use: 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.

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.

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.

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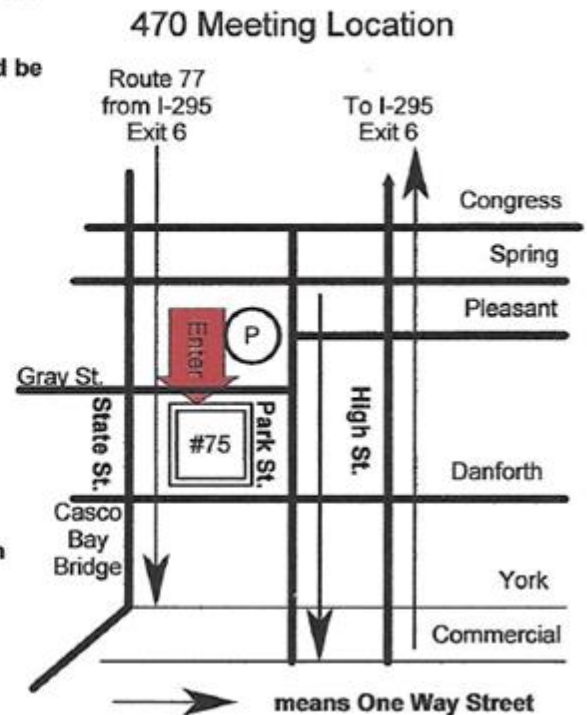
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Annual Dues are \$25 for newsletter via email only,
\$30 via email & bulk mail, \$30 via bulk mail only, and
\$37 via First Class and Foreign mail.

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.



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 11 of this newsletter.

TRANSLINK SHATTERED RIDERSHIP RECORD IN OCTOBER

Translink logged nearly 40 million public transit boarding's last month in metro Vancouver, British Columbia, smashing the October record it set several years ago and establishing a new monthly high. Officially, there were 39.6 million boarding's recorded by TransLink's SkyTrain, West Coast Express commuter-rail, bus, Sea Bus and HandyDART systems, up 9.3 percent compared with October 2017's total. "While ridership has been growing every month, we have never surpassed the stand-alone record of 39.2 million boarding's in February 2010, when Vancouver welcomed the world for the Winter Olympics — until now," TransLink officials said in a press release. West Coast Express boarding's soared 12.6 percent year over year to 240,000, the highest monthly total since October 2014, they said. SkyTrain's Expo/Millennium Line boarding's climbed 7.7 percent to 10.04 million — surpassing 10 million for the first time.

Passenger Rail News, Progressive Railroading, 11/28/18

DOWN-EAST SCENIC RR TO BOARD PASSENGERS IN HANCOCK



Tom Testa, president of the Down-East Rail Heritage Preservation Trust, stands at the Washington Junction rail yard, where the Down-East Scenic Railroad will open its 2020 season.

Ellsworth American December 12, 2019 Photo & Article By-Johanna S. Billings

HANCOCK - Come Memorial Day weekend, the Down-east Scenic Railroad will load and unload passengers where the action is. The railroad will open its 2020 season at the Washington Junction rail yard in Hancock, right beside the area where the trains are stored and maintained.

It's the same spot where the Down-east Rail Heritage Preservation Trust, which operates the railroad, holds its annual Touch a Train event in June and where Maine Central Locomotive 470 is being restored. "There's just a whole lot more here that we can offer people to show them," said Tom Testa, Trust president. The train depot was previously located behind the Maine Community Foundation in Ellsworth. The organization had been considering a move for about three years. "We have grown over the years and we need more parking," Testa said, adding that the group appreciates the support it has received from the Maine Community Foundation. He said nearby Cadillac Mountain Sports also has been supportive. The railroad now takes more than 8,500 visitors on scenic excursions each season. This year, the pumpkin train, the last event for the season, carried about 1,100 passengers, Testa said. In addition to serving as a boarding area, the Hancock site will offer an expanded fenced-in parking area, a designated seating area for guests with the relocated Pew Memorial Bench and a display of historic railroad artifacts.

The site has already been graded and fenced, and a row of new, paved handicapped-accessible parking spaces has been installed. Between now and opening day, crews will install signage and display items.

Article Continued on Next Page

Down-East Scenic Railroad to board passengers in Hancock

The new location will be more convenient because crews will no longer have to take the train from Washington Junction into Ellsworth for boarding. “Everything’s right here,” Testa said. The move also makes sense from a historic perspective.

“Washington Junction has been a rail yard for 120 years,” said Testa. “The Washington County Railroad and, later, the Maine Central Railroad had a depot at the west end of the yard that was in use into the 1950s and was torn down in the 1970s.”

The railroad, founded in 2010, is the first passenger rail to ride the Calais branch of the Main Central Railroad in multiple decades. Its mission is not only to preserve this piece of local history but also to educate the public on the role of railroads today.

“People don’t realize that so much of what they buy is moved by trains,” Testa said.

For more information, visit <https://www.downeastscenicrail.org/>.



This photo taken in the 1890s, shows Washington Junction, where the Down-east Scenic Railroad will board passengers starting in 2020. HISTORIC PHOTO COURTESY OF TOM TESTA

RAIL AUTHORITY PROPOSES EXPANDING AMTRAK SERVICE IN WELLS

WELLS, Maine — Ideas proposed by Maine's passenger rail authority for improving local service and easing traffic congestion in the state were topics discussed during a Nov. 20 public meeting conducted at the Wells Town Hall.

Representatives of the Northern New England Passenger Rail Authority briefed meeting participants about proposed strategic initiatives designed to support and enhance existing Amtrak Downeaster service in Wells and other locations in the state and updated the status of improvements planned for the Wells Station. They also revealed that expansion of morning service will add a sixth-round trip daily from Wells to Portland soon. The authority's executive director, Patricia Quinn, said it is important for the authority to discuss new proposals and options with the public and receive valuable feedback to prioritize their initiatives moving forward. "We're just talking ideas tonight, we're not talking specifics," Quinn said. "Our priority is to sustain and grow the Downeaster, but also to create opportunities to do more."

Quinn said that 85 percent of riders currently use the Downeaster to go to and from Boston, but since the service was launched in 2001, the rail authority's mission continues to focus on providing quality rail service for all of Maine. The Wells Siding Project is in the planning phase right now and funding requested, which will create eight miles of new railroad track for trains to get around each other in Wells and add a second platform to the Wells Station on Sanford Road for passengers to get on and off the Downeaster, Quinn said. "By adding the extra capacity through this project, we will add an additional trip between Wells and Brunswick," she said. "We'll be able to make an additional trip northbound into Portland before 8 a.m. creating a car-free commuter option for Maine workers."

Other initiatives under consideration by the rail authority include making significant improvements to the Portland Station; providing seasonal weekend service to Bath, Wiscasset, Newcastle and Rockland; adding passenger rail service between the Lewiston-Auburn area and Portland; creation of a new rail station for West Falmouth; and offering a rail shuttle between Westbrook and Portland. "We are exploring these initiatives to improve mobility, advance safety, support a growing economy and provide value for the people of Maine and Northern New England," Quinn said. "We want to serve all segments of the population as well as the smaller communities with limited access to public transportation."

In keeping with its mission of providing quality rail service to Maine, Quinn said the rail authority aims to alleviate growing traffic congestion in the state and offers affordable transportation solutions for residents and tourists. "We really want to change the perception that the Downeaster is just a way to get back and forth to Boston, but rather that we are a reliable regional transportation provider."

Since its inception, the Downeaster has carried more than 7.6 million passengers, traveled more than 622 million passenger miles and generated more than \$117 million in revenue. The cost for a one-way passenger ticket on the Downeaster from Wells to Boston is \$21 and a one-way trip to Portland from Wells is \$10.

Article Continued on next page

RAIL AUTHORITY PROPOSES EXPANDING AMTRAK SERVICE IN WELLS

Amtrak maybe expanding services at the Well's Terminal

During the meeting, the public answered survey questions about their use of the Downeaster and completed a questionnaire to assist the rail authority in prioritizing further initiatives. Democratic state Rep. Daniel Hobbs of Wells attended the meeting and said he felt it was a worthwhile discussion. "I knew about a lot of the places that were talked about," Hobbs said. "I share their concern about the status of the Portland Station and how it can be improved."

Hobbs said he was pleased to learn about the addition of a new morning commuter train to Portland. "This is exactly what we need for this community," he said. "A trip that leaves early in the morning is going to be beneficial for those who work in Portland." Wells Chamber of Commerce President Eleanor Vadenais said she works frequently with the rail authority and believes these new initiatives will benefit residents. "Their investment in the new platform in Wells will surely increase the number of people using their service here," Vadenais said. "The rail authority is a good partner for Wells and the new morning trip will be awesome." This was the third and final public meeting held by the rail authority to seek feedback from Maine residents about their proposed initiatives. Previous meetings were conducted in Brunswick and Portland. (Not sure of location of the picture below).

York County Coast Star • December 1, 2019 By Ed Pierce



MAINE CENTRAL 470 TENDER BODY REPLACEMENT

Article is from NESCO January's 2020 Newsletter

New England Steam Corporation is pleased to announce a signed contract with Millinocket Fabrication & Machine of Millinocket, Maine to construct a replacement tender body for Maine Central 470. Considerable discussion between NESCO and MF&M over the past year has determined the best method to achieve a modern but nearly exact copy of the original tender tank. Manufacturing technology has been considerably upgraded since the age of steam, so there will be welded fabrication inside the cistern that will vastly extend its service life over that of the original. However, as part of NESCO's mission of preserving not just the locomotive but the skills required to maintain it, hot riveting in the old-fashioned method will be employed by NESCO volunteers to complete all of the external riveting once the fabricated tender is delivered to Washington Junction yard. Original tender doors, grab irons, ladders, and certain fixtures will be removed from the original tender and applied to the new body, which will sit on the original

Commonwealth frame and trucks. Maine Central 470 was not built with a stoker, but one was added by the Maine Central during its career. Current plans are to hand-fire the locomotive (as it was in its as-built configuration) for at least its first few years of operation until the stoker can be fully restored. Allowances have been built into the new tender to match the Maine Central's original modifications, allowing NESCO to retrofit the stoker motor and mechanism after the tray and screw have been completely rebuilt. The original stoker motor is currently being rebuilt by NESCO Director Robert DeWachter. Funding for rebuilding the tender came from NESCO members and many private individuals around the United States and Canada. Major funding was also sourced from the Freeman Foundation, the Emery Historical Trust, the Mystic Valley Railway Society, the Deupree Family Foundation, and the Jacobs Family Foundation. MF&M plans to have the tender body completed in 12 weeks from the first cutting of steel. NESCO is proud to support a Maine company, keeping the funding for this restoration project within the state of Maine.

Again, this article is from New Steam Corporation January 2020 Newsletter



Request from Club Member Frank Kyper

I have been writing narrative video scripts for Green Frog Productions, Ltd., since 1993. Right now, I am starting to put together three or four one-hour programs shot by Paul Blake. It appears to be in the Guilford era, perhaps in the brief period it controlled the D&H. Much of it is right in the middle of New England. In fact, I think he has too much focus on mixed foreign and domestic power on trains getting out of East Deerfield. He shot the New Haven under wires. He did shoot CSX, but as far as I can tell only in Cumberland, MD. He also got to Montreal and Quebec. The puzzler is less than a minute of the Milwaukee Road in the last reel.

I need about three people who are savvy in their railroad geography in New England and the few areas beyond. I will have three window dub DVDs of the raw footage Paul Blake shot on 16 reels of film (about four hours in all) sent to each of them. They need to review them, probably several times, and email me, identifying by Reel Number and a Time Code that appears near the bottom of the scene, where it was shot and anything significant about the location, power being used, the approximate dates (if known), and anything else that is important about the scene and railroading there and in the area. I also don't know anything about Paul Blake – if any reviewer does-I would appreciate data on him. Yes, it can be tedious. The reward? Their names in the credits and a free finished DVD. It's mostly a funsie thing. Here is Frank's e-mail if you want to contact him to help or any questions to ask him. (Club member Frank Kyper wanted to run it one more month)

frank@frankkyper.com

Article by club member Frank Kyper

ZILLERTALBAHN HYDROGEN TRAIN DESIGN REVEALED

AUSTRIA's narrow-gauge Zillertalbahn (ZB) presented details of its new Mobility Plan and fleet of hydrogen trains at an event in Mayhofen on February 15. Zillertalbahn awarded Stadler a contract in May 2018 to supply five trains to replace diesel traction on its 760mm-gauge line from Jenbach to Mayrhofen in the western province of Tyrol. Each 75m-long four-car set will accommodate up to 452 passengers. The delivery of new rolling stock as well as some infrastructure improvements will cut journey times from 55 to 45 minutes. Two additional fast trains will complete the 31.7km trip in 36 minutes. The increased capacity will enable the introduction of a new mobility concept. At present the main road through the Ziller valley is heavily congested during weekends as many tourists use their cars to travel to and from their destinations as well as from their hotels to the various tourist attractions. Free travel on the Zillertalbahn will be offered to tourists staying in the area with the aim moving up to 25% of tourist traffic in the valley by rail. The new fleet will enter commercial service from December 11, 2022. The project represents an €88m investment in new trains and €58m in infrastructure enhancements, including the complete reconstruction of Mayrhofen station.

By Erwin Redinger, International Railway Journal, February 18, 2019

Couple short articles and pictures from Steam in the Snow on 1/04/2020. Last Excursion was same weekend in 2015.



"7470 at Goves Underpass during the Conway Scenic Railroad Steam in the Snow event. For the first time in 5 years, the Mass Bay Railroad Enthusiast club partnered with the Conway Scenic for the photographer special event. Image captured by Bill Willis of Precious Escapes Photography



With the final run-by of the day complete, Steam In The Snow 2020 is heading back to North Conway. The location of the picture is Cobb Farm Road which is a favorite for a lot of railfans. The day was dreary but lots of stories were made! Photo By: Eric R. Grover

AN EXPLOSION IN CRAWFORD NOTCH # 505 JULY 3, 1927

Sunday July 3 dawned hot and muggy, a change from the night before when a terrific thunderstorm had past-over Bartlett. It was about 7:00 a.m. when MEC Bartlett men Robert "Bob" Morse and Oscar Clemons got a call from Mr. Glendenon at the Roundhouse in Bartlett asking them to report to work, they would take a long extra freight to St. Johnsbury and return with the locomotive. Earle Whitcher and Fireman Meserve would be on the helper and return to Bartlett after the train reached Crawford's Station. Oscar and Bob were friends and had worked together before. Oscar was having a hard time because he had lost his wife Delia a month before, leaving him the sole support of 7 children. Bob and Oscar arrived at the Roundhouse at about the same time, to find Engineer Whitcher and his fireman working on the main engine, the one that would be on the head end to St.J. After talking it was decided that they would swap assignments, so Bob, the engineer and Oscar, the fireman, would be on the helper and return to Bartlett after they reached Crawford's, so they made plans to go fishing together that day. There was only one locomotive available as a helper, a small, class W Mikado, built by Alco in Schenectady, NY in 1910, her number #505. The 505 had come in on the local Rigby to Bartlett job the day before, she was taken to the Roundhouse and serviced. The 505 was not a favorite, it would be called today, a lemon. Out of all the steam locomotives the MEC ever owned, the 505 was one of the very, very few, that never measured up. Bob and Oscar boarded the 505 and began their work, helping to sort cars and make up the train.

A short time later Bob reported a problem to the mechanics at the roundhouse: when he pulled the throttle out, it felt "Spongy" and not right. The mechanics examined the locomotive and found nothing. Bob and Oscar continued their work, but the problem persisted. The mechanics brought it into the roundhouse and did everything but strip the boiler jacket off, which they were not equipped to do anyway, they could find nothing. Finally, the time came where it was time to go, the 505 and her crew were put in the freight as a helper, almost mid-train, and they departed Bartlett at about 10:00 a.m. A common thing that was done with a lot of engineers in that era was they ran the water in the boiler of the locomotive low, this allowed the maximum performance to be obtained from the locomotive, but you had to have a fireman that could handle it. Oscar Clemons, having worked with Bob before, knew how to do this perfectly, by the timing of the water injections into the boiler and by a constant eye on the sight glass which showed the amount of water in the boiler. The 505 was a small class locomotive, which were very rarely used as helpers, due to their small size. The Class W's were almost exclusively used east of Bartlett. This trip for the 505 was a very rare run.

An hour had passed, the 505 was now under maximum pressure, Oscar Clemons shoveling coal and watching the sight glass. They were approaching the Willey House Section Dwelling, the section crew, having the day off, waved as they went by. Doris Monahan, home for a break was watching the train pass by with a friend on an outcropping where they were going up the Appalachian trail for a hike.

Article By, Scotty Mallett

"To be continued over 3-4 months"



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MODEL RAILROAD SHOWS

ME Feb-15 Augusta Whitefield Lions Train and Dollhouse Show, Augusta Armory, 179 Western Ave, Augusta, ME 04330. Hours 10a-3:30p. For details please visit <https://www.whitefieldlionsclub.com/modelrailroaddollhouseshow> or contact Steven Laundrie, slaundrie@roadrunner.com, 207-582-1410, or 50 Fairview Ave., Randolph, ME 04346.

Conn Feb-09 Wallingford Model Railroad, Train & Toy Show sponsored by Classic Trains LLC, Zandri's Stillwood Inn, 1074 South Colony Rd., Wallingford, CT 06492 (Ext 13 on I-91). Hours 9a-2p. For details please visit <http://www.classicshowslc.com> or call Lud Spinelli at 203-927-1327.

Conn Mar-08 Manchester March Toy Train Show sponsored by the Southern New England Chapter of the TCA, Varnum Armory, 6 Main St., East Greenwich, RI 02818. Hours 9a-2p. For info visit snechapter.org or contact Dean Johnson, trainshow@cox.net, 401-222-9708.

Mass Mar-01 Westford Train Meet sponsored by the New England Train Collectors Association, Westford Regency Inn & Conference Center, 219 Littleton Road (Route 110), Westford, MA 01886 (Exit 32 off Route 495). Hours 9a-1p. Details to be published at <http://www.netca.org>

Mass Mar-07 to 08 Hingham Model Railroad Show and Open House, sponsored by the South Shore Model Railroad Club and Museum, 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.htm>, send email to show@ssmrc.org or call 781-740-2000.

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.