

THE **Boston & Maine Railroad Historical Society**
Incorporated

NEWSLETTER

“Every foot of track on the B&M, mainline or branch, rain or shine, was the scene of legitimate human endeavor.”
Robert W. Jones, “Boston and Maine: Three Colorful Decades of New England Railroading.”

July - August 2019

Meeting/Membership Telephone Number (978) 454-3600

www.bmrrhs.org

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*B&M GP38-2 #200, painted to celebrate the Bicentennial, on display at Fitchburg, MA, 1976 .
Dana D. Goodwin photo, B&MRRHS Archives*

TIMETABLE OF UPCOMING EVENTS

July – August: B&MRRHS Summer Hiatus, no meetings.
Enjoy the summer!

July 27 - 28: Lowell Folk Festival: B&M locomotive #410, wooden combine coach #1244, and “The History of Railroads in Lowell” exhibit open 10:00AM to 5:00PM, both days. The B&MRRHS displays items from its hardware collection in the combine as well as a beautiful model railroad layout. There is no charge to view the exhibition. B&M merchandise will be available for purchase. The combine coach and locomotive 410 are located at the heart of the festival at the corner of Merrimac Street and Dutton Street. We hope to see you there!

Looking Ahead:

September 14: B&MRRHS September meeting at Rogers Hall in Lowell, MA. 3:00 PM start. Craig Della Penna, who lead the development of abandoned rail roadbeds (mostly B&M and New Haven), into excellent recreational trails, will discuss and show how it was accomplished. Please join us!



“Line of the Minute Man”

BOSTON & MAINE RAILROAD HISTORICAL SOCIETY

is a not-for-profit, 501(c)(3) organization composed of people who want to share their knowledge, and learn more about, the history and operations of the Boston and Maine Railroad, its predecessors, and successors. Formed in 1971 by a group of interested B&M employees and railfans, the B&MRRHS now has nearly one thousand active members.

Our principal activities are publication of our journal, the *B&M Bulletin*, and our *Newsletter*, monthly speakers, archives and hardware preservation, preservation of the B&M 0-6-0 switcher No. 410 and coach-baggage combine No. 1244, participation in railroad shows, and maintaining two web sites: www.bmrrhs.org and www.flickr.com/photos/bmrrhs. If you would like to join the Society, you can join on-line or download an application at www.bmrrhs.org

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Newsletter

The Boston & Maine Railroad Historical Society *Newsletter* is published six times a year. We welcome your articles, photographs, and news items about the Society, the Boston & Maine Railroad, and current railroad events in New England. It is best to query the editor before writing articles. Please address correspondence to the newsletter editor at:

Rick Kfoury, B&MRRHS Newsletter, 136 Harvard Avenue, Auburn, NH, 03032 or email rickkfoury51@gmail.com.

Opinions expressed in the *Newsletter* do not necessarily represent the views of the Society, its officers, or members. Reference in the *Newsletter* to products or services is for the convenience of readers and does not constitute an endorsement by the Society. © 2019 B&MRRHS.

MEMBERSHIP AND DUES

Join us on-line or renew your membership on-line at bmrrhs.org. Credit cards may be used if you join or renew on-line (via PayPal). Dues are also payable by check, money order, postal money order, or cash (in person only). All payments in U.S. dollars. Please allow four to six weeks for processing.

Basic Individual - \$40	Basic & Spouse - \$43
Contributing - \$50	Sustaining - \$55
Supporting - \$80	Canada & Overseas - \$75
Benefactor - \$100	Corporate - \$500

MEMBERSHIP RENEWAL

Notices are sent monthly based on members’ renewal dates. Envelopes are clearly marked “RENEWAL NOTICE.” If a member does not pay within the renewal month, he or she may receive two reminder letters. Not responding may result in removal from the member list.

- When members renew, typically the month of renewal does not change. (A member with a 06/16 renewal date who pays in August would have a 06/17 update to renew.)
- Please review your label for the renewal date. Refer questions to the Membership Secretary.
- Renew by credit card at bmrrhs.org. Renew by mail using check or money order. You may pay by cash at a membership meeting or trains show at which the Society is present.

CHANGE OF ADDRESS

Please advise the Membership Secretary of your new address before you move. Returned and forwarded mail costs the Society money. Write Kathy Winiarz, Membership Secretary, B&MRRHS, P.O. Box 9116, Lowell, MA 01853.

Yb

DIRECTIONS TO SOCIETY MEETINGS

Meetings in Lowell are usually held at Rogers Hall, 196 Rogers St., Lowell, MA 01852.

- From I-495 take exit 38 and go north on Mass. Route 38; this is Rogers Street. Approximately 1.3 miles from I-495, Rogers St. forks to the left at a stop light, so bear to the left here. Rogers Hall (white pillars) is about 3/10 of a mile farther on your right. Directly across the street is Rogers Park where parking is available.
- From Mass. Route 133 (which is Andover St., Lowell, coming west from Tewksbury): Follow Route 133 west. After going straight through the intersection of Route 38 take your third left on to High Street. Take a left on to Rogers St. Rogers Hall will be on your left. Directly across the street is Rogers Park where parking is available.
- From Mass. Route 38 or Mass. Route 113 in Dracut: Get off at the overhead traffic circle as if going to Saints Hospital. Follow this to the intersection of Routes 38 and 133, take a right on to Andover St., and take your third left on to High Street. Take a left on to Rogers St, Rogers Hall will be on your left. Directly across the street is Rogers Park where parking is available.
- By MBTA commuter rail from Lowell: If you come to Lowell by train, take the LRTA Route 2 "Belvidere" bus from Gallagher Transportation Center. This bus stops at Rogers Hall.

HELP WANTED

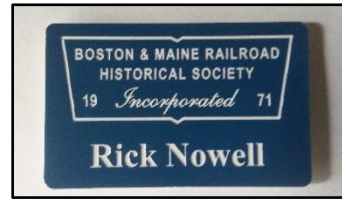
Volunteers to organize, catalogue, and preserve photographs and other paper materials at our Archives at 40 French St., Lowell, Mass. Also, we need data entry assistance that can be done anywhere. No experience required. Contact Rick Nowell, Archives Chairman, fnowell3@yahoo.com, 508-265-0299.

Hardware Committee welcomes new members. We need researchers, catalogers, and organizers. No experience required-just an interest in railroad history. Please contact the Hardware Committee for more details on how to get involved. railroad.nichols@gmail.com

NEW MEMBERS

We would like to take the opportunity to welcome new members who have joined the Society since the last *Newsletter* and through the end of May:

David M. Bernstein, Fort Worth, TX; Dominick Carnabucci, Malden, MA; Alan Clark, Largo, FL; Cyrus Comminos, Dracut, MA; Joseph A. English, Andover, MA; Ronald Hall, Groton, CT; Raymond D. Hayes, Milford, NH; Robert E. Hayes, Dover, NH; Albert Howes, Newmarket, NH; Jeffery Miller, Ashtabula, OH; Jeffrey Rapsis, Bedford, NH; Everett Stone, Manchester, NH; Billy Wehmeyer, Athol, MA.

MEMBERSHIP BADGES AVAILABLE

B&MRRHS members are entitled to wear the official membership badge at all society events. The badge is an attractive shade of blue with white lettering, 3 inches wide by 2 inches tall.

The badge has a secure magnetic attachment system that eliminates pinholes from shirts and sweater. The Society sells and mails badges at cost. Please make checks for \$12 payable to B&MRRHS and send to: Name Badge, B&MRRHS, P.O. Box 9116, Lowell, MA, 01853. Please specify name for the badge. NOTE: Magnets are known to be harmful to those who utilize Pacemakers.

COMBINE NO. 1244 HOURS

Jim Nigzus, 410 Project Chairman, and Richard Nichols, Hardware Curator, have released the schedule of open days and hours for Coach-Baggage Combine No. 1244 and the "Railroads of Lowell" exhibition located on Dutton Street at the intersection of Merrimack Street in Lowell.

Saturday July 6th	1:00 – 4:00 P.M.
Saturday July 13th	1:00 – 4:00 P.M.
Saturday July 20th	1:00 – 4:00 P.M.
Saturday July 27th	10:00 A.M. – 5:00 P.M. <i>Lowell Folk Festival</i>
Sunday July 28th	10:00 A.M. – 5:00 P.M. <i>Lowell Folk Festival</i>
Saturday August 3rd	1:00 – 4:00 P.M.
Saturday August 10th	1:00 – 4:00 P.M.
Saturday August 17th	1:00 – 4:00 P.M.
Saturday August 24th	1:00 – 4:00 P.M.
Saturday August 31st	1:00 – 4:00 P.M.

This schedule is contingent upon securing B&MRRHS Volunteers. We need Volunteers to have the car open to the general public during the months July & August 2019.

To volunteer to staff the combine, please contact: James Nigzus Cell-phone 978-866-8504. This is a great way to get involved and share your interest in the B&M with the general public!

NOMINATIONS

Nominations for Officers and Directors of Boston and Maine Railroad Historical Society, Inc. are due at the Society's post office box no later than September 15, 2018. If you nominate someone other than yourself, be sure to get an OK from that individual before submitting his or her name. Submit nominations to: B&MRRHS - Nominations, PO Box 9116, Lowell, MA. 0185



SOCIETY NEWS AND REPORTS



ARCHIVES NEWS

Archives Chairman, Rick Nowell

We held a work session at North Chelmsford on May 18. Owing to the beautiful weather our attendance was only two. Volunteers scanned valuation and bridge plans and dispatcher sheets.

We also continued to process the contents of boxes from the Boston and Maine Railroad Collection previously labeled “to be sorted,” and grouped and re-filed items by department (Mechanical, Engineering, Traffic, etc). Next, we will sort the department boxes by subject.

Jim Nizgus, with the help of Jimmy Nizgus and Steve DeFrancesco, built an 8-foot shelving unit in the second-floor space at North Chelmsford. Jim was also able to secure several good quality file cabinets and he refinished a small desk for use. Thanks to Jim, Jimmy, and Steve for supporting the work we do at North Chelmsford.

B&MRRHS Main Web Site (bmrhrs.org). Your chairman spent time updating the on-line catalog with additions prepared by Mark Fecteau. We have added Maine Central employee magazines and abandonment notices scanned by David Ashenden. Jack Dziadul has kept his index to the B&M Bulletin current through Volume XXX, No. 4 (2019).

We just began to post scanned bridge plans on the Internet Archive site (archive.org). This site will accommodate large (in terms of megabytes) files. These files will be accessed by links from an index page on the University of Massachusetts Lowell library website. Getting the index page up and running is the next step to make these large documents available to the public.

Photo archive site: [flicker.com/photos/bmrhrs/](https://www.flickr.com/photos/bmrhrs/). Currently there are over 1700 images on the site. They can be viewed in chronological order as they are posted or in subject groups, e.g. Diesel or Bridges and Tunnels, or Stations. Editing and captioning.

We worked with Carl Byron who selected images from our collection to prepare the 2020 B&MRRHS calendar. *The B&MRRHS Archives are located at 40 French Street, Lowell, Mass. Work sessions are held monthly. Visitors and volunteers are welcome. For more information email Rick Nowell, Chairman, fnowell3@yahoo.com*

HARDWARE COMMITTEE REPORT

Hardware Committee Chairman, Daniel Hyde

Hardware Committee Curator, Richard Nichols

The Hardware Committee of Daniel Hyde, Fred Brown, Richard Faucher, Richard Nichols, and Mal Sockol, held work sessions in North Chelmsford on Thursday April 18, and Thursday, May 16. The following donations have been received and logged:

April Donations

Donated by Michael Lee:

Telegraph Key & Telegraph Sender, Adlake Lantern with Red Fresnel Globe, Dressel N.Y.C.S. Lantern with Red Globe, Adlake Fourway Switch Stand Lamp with Plastic Lens, Adlake non sweating Switch Stand Lamp with reflectors.

Donated by Stephen Pronovost:

Boston & Maine R.R. Conductor Cap with Brass Conductor Badge, EMD GP7 Locomotive Amperes D.C., Load Indicating Meter – Electro-Motor-Div.

Donated by Allan P. Vaughan:

Cardboard Car cards – “This Car for South Lawrence to Portland”, and “Smoking for Nashua N.H. to Hillsboro”

May Donations

Donation by Roger E. Davis:

Axe Head stamped B&M.R.R.

Donated by Paul T. Kosciolk:

Three Suitcases – Tan 17”x 18”x 11” – Brown 13”x 21”x 6” – Blue 18”x 13”x 6”, and two HO-scale Market Basket trucks w/ trailers

The Hardware Committee will be starting work sessions in our Combine Coach #1244 in Lowell, beginning Saturday June 1 2019 and running through the month. Work to be done will include cleaning the car and working on the HO-scale layout. The B&M Combine will be open to the public on Saturdays, starting on July 6th, through the month of August from 1:00 to 4:00 P.M. and during the Lowell Folk Festival. For more information, email Richard at railroad.nichols@gmail.com.

As of May 2, 192 items have been registered in the Hardware Collection since July 2013. We thank you for your donations to preservation!

“WHILE WE WERE OUT....” - PAST MEETINGS -

MAY



Noted railroad author Robert Willoughby Jones presented a program of slides from his collection at today's meeting of the Boston and Maine Railroad Historical Society, held at the former B&M depot here. The usual large crowd from Northern

New England was augmented by the arrival of a Mass Bay RRE special operated by the Winnepesaukee Railroad.

Mr. Jones' program included slides taken by Leon Onofri and other well-known photographers from the early 1940s into the early 1970s. About half the program was comprised of representative images from around the country, the rest were from New England railroads featuring a variety of power in the era of transition from steam to diesel. Photos of B&M, Boston and Albany, and New Haven trains and stations were among the highlights.

The excursion train was coordinated to arrive at Plymouth in time for the program, and many who formed the large audience of over 100 people were train passengers. The train originated in Meredith, first traveling south on the former White Mountain Division main line to Lakeport, before heading north to Plymouth. The passengers, many of whom chose to explore the quaint downtown of Plymouth, were summoned back to the train by the sound of the air horn.

Refreshments in the form of bottled water and bags of snacks were furnished by the Plymouth Regional Senior Center, our hosts, who once again made their delightful venue available to the Society. ☿



*Winnepesaukee Scenic excursion at Plymouth Depot.
Rick Nowell photo.*

SIGNAL SYSTEM ON PAN AM'S NORTHERN LINE TO BE RETIRED AND REMOVED

On September 19, 2018, Pan Am Railways (ST), petitioned the Federal Railway Administration (FRA) for approval to discontinue and remove the signal system on their Northern line between North Chelmsford, MA (CPN 1) and Manchester, NH (MPN 28.7). FRA assigned the petition Docket Number FRA-2018-0078.

The apparent end in 2016 of unit coal train service to Bow has further limited traffic on a line that has seen its level of activity steadily decrease since the 1980s and even beforehand. Many of the signals on the line date back to the B&M era, with some even reaching back to the 1950 CTC signal installation. With only local freights operating on the line, a signal system is no longer needed.

According to a December 13, 2018 notice by the FRA, “ST proposes to discontinue the interlockings and associated appliances at CPN-9; CPN-13; CPN-18; CPN-20 and CPN-28. ST intends to replace the power-operated switch with a hand-operated switch at CPN-20 and replace the spring switch with a hand-operated switch at CPN-9. ST seeks to discontinue block signals 306/307; 352/353; 144/145; 160/161; 400/500; 539/540; and the block signal at MPN 28.70. ST plans to install holding signal, CPN-3, at MPN 28.70 and distant signal at MPN 5. ST states the reasons for the proposed changes are that (1) no passenger service operates on the line; (2) traffic volumes do not warrant a traffic control system; (3) there are no active interchange points on this portion of the main line; and (4) to employ resources more effectively elsewhere.”

There has been some protest from the state on the basis that a signal system would be paramount to the revival of passenger rail, yet the system would need to be overhauled anyhow. It is important to note that new signals had been installed at South Bedford Street and West Mitchell Street in Manchester, yet they were never activated and have been removed as of April 2019.

The removal will likely be carried out in the coming months so get your photos while you can (but please observe and respect trespassing laws). It is unknown what will become of MA Tower in Manchester Yard. The structure once controlled the CTC signaling and has recently been used as storage by the signal department.

While the retirement and removal is certainly understandable from an operations standpoint, from a historical perspective it is another sad chapter in the story of a line that once stretched all the way to White River Junction, VT and carried a robust amount of rail traffic through some of the state's busiest industrial locales. ☿

PRESERVING THE PORTSMOUTH BRANCH



*Local freight C-10 heading working Raymond on June 23, 1966.
Dane H.G. Malcolm photo, Rick Kfoury Collection.*

When searching for remnants of abandoned railroad lines, one cannot do much better than a depot. The railroad station was the focal point of the American small town in the latter half of the 19th Century and in the first half of the 20th. Towns that still claim a standing railroad station into the modern day are truly a minority. Towns which retain stations nearly identical to the way they stood when the last trains left town are even scarcer.

A rural community nestled on the Lamprey River 21 miles from Manchester, Raymond, NH is one such town. 1850 brought with it the Portsmouth & Concord Railroad, later acquired and operated by the Boston & Maine. Though the railroad linked Raymond's residents and products to the greater world, it was but a rural branchline and like many of New Hampshire's small railroad towns, development never really exploded. Other than a few busy industries, Raymond was still a relatively quiet place.

One reason for this was that the major population and industrial centers of the Merrimack Valley to the west and the seacoast to the east were not all that far off. The introduction of state highways in the mid-twentieth century amplified this closeness, and suddenly passenger rail could not stand up to the family automobile.

Passenger service on the Portsmouth Branch dried up in 1954, although mixed train service survived into the 60's with the addition of wooden combine coach #2093 onto the rear of local freights. After the combine's sale in 1960 to the Strasburg Railroad (where it can still be ridden today), passenger tickets for the steel freight caboose could be purchased until the sale of tickets at Portsmouth ended. It's likely ridership mostly consisted of railfans!

Though passenger traffic was gone, the freight connection from the capital region to the seacoast still kept trains running regularly. Local freights C-9 and C-10, operating between Concord and Portsmouth, trundled over

the branch until the early 1970s, usually powered by GP7s and RS3s. The large Manchester Sand & Gravel pit off of Onway Lake Road was a busy customer until 1971 and a tannery in town did rail business until 1972. Even with a plastics plant opening in 1976, increasingly-shorter local freight Y-5/Y-6, and later CO-1, usually passed on through town to Epping where feed, gas and brick were delivered.

In the late 1970s the B&M was increasingly interested in abandoning the branch yet high-and-wide moves to the Seabrook Nuclear Power Plant and as-needed freight service as far as Epping kept the trains running. However, the deteriorating physical condition of the line could not justify service and derailments were common even with speeds at an agonizing 5 MPH or slower. The last trains passed through Raymond in 1980 and possibly 1981.

Though it had lost its rail service, Raymond still held onto its depot. Constructed in 1893, it was not the first but actually the third railroad station to serve the town. Upon the end of passenger service it was sold to private ownership and housed a number of businesses over the years before being purchased in 1979 by the Raymond Historical Society. The station is a real gem; a survivor in a region whose small town stations are mostly either distant memories or relocated and severely altered.

Not only does the station survive in great condition, but the Historical Society it houses has on display several pieces of railroad equipment – a NYC refrigerated boxcar, a small Plymouth locomotive, an inspection motorcar and a 1932 Boston & Maine N-5b caboose. The Raymond Historical Society recently began an initiative to restore its rolling stock, with the caboose taking first priority.

The group has decided on the classic blue and red B&M scheme of the late 1960s and 1970s, the final scheme this caboose wore and the image Raymond residents would have seen as the railroad made its final appearances in town. Previously their caboose had worn both the pre-war and Minuteman maroon schemes while on display. EnviroVantage, a local contracting firm, has offered to do the work per diem, and the group will be working with Jim Abbott of Highball Graphics to supply decals. ☘



The station at Raymond, including N-5b caboose C-21 which is slated for repair and repaint. Rick Kfoury photo.

Dwight Smith: Lifelong Railroad Enthusiast and Visionary behind the Conway Scenic

By Phil Franklin

Originally published in the Bartlett Historical Society's Spring Newsletter



***Dwight Smith in the cab of his beloved steam locomotive.
Bill Willis photo, courtesy.***

It was a pleasantly warm day on the last day of winter here in the White Mountains as Norm Head and I sat down with Dwight Smith in his sunny home office. In setting up this meeting, we asked him if we could chat with him about his life, what sparked his love of railroads, how he came to the area, and his dream come true with the Conway Scenic Railroad. Dwight was more than happy to meet with us although he said to me "why do you want to talk with me, you know I'm not from Bartlett?" A fair question but my response was simple, I said, "Dwight, you have made such a huge impact on this whole Valley with the railroad that we know your life story is one that others would enjoy reading." So with that, I hope I can adequately put into words the story of Dwight Smith.

Dwight "Bud" Smith was born in Baltimore, MD on January 16, 1925. His parents were Captain Dwight A. Smith from Rockland, ME and Beatrice "Trixie" Wilson from Lambertville, Quebec. Captain Smith was a captain of ocean going cargo ships. His story is one of heroism at sea during WWII when the cargo ship he was sailing was torpedoed by a German U-boat in 1942. The ship sank in five minutes but Captain Smith and many other seamen were able to escape only to be captured. Captain Smith was taken aboard the U-boat for questioning. After the questioning, the U-boat captain released Captain Smith into one life boat with a capacity of 24 people. The problem was there were 33 men and one woman in the life boat. Captain Smith was a skilled celestial navigator having graduated as

the valedictorian of a navigation school in 1907. Using a sextant, compass and the stars, he was able to guide the life boat to Barbados, saving the lives of 34 people from the cargo ship. A book titled "Standing Room Only" was written about this journey by the woman on the life boat.

At the age of three years old, Dwight and his family moved from Baltimore to Brooklyn, NY. While in Brooklyn, they summered at his grandfather's home (his father's father) in Groton, VT. Dwight's grandfather was a minister and had married Dwight's parents on the porch of this VT home- From his description of his time in Brooklyn and Groton, he had fond memories of both locations, although the Groton house would become more important to him than Brooklyn in the years during and after WWII.

While in Brooklyn, Dwight became excited about railroads. His first electric train was an O-gauge Lionel train that a neighbor gave to him as a gift in 1935. He said that his family couldn't afford a train set. His neighbor had three daughters who were not interested in trains and was able to afford a train set so he befriended Dwight and the Lionel set was his. He recalled setting the train display on a 4' by 8' board resting on orange crates in his Brooklyn basement. In VT, Dwight would ride his bicycle to the tracks of the Montpelier and Well River Railroad, which was a small steam locomotive railroad that passed through four times per day. He would watch the trains pass by and occasionally would be invited into the cab by the engineer when the train stopped at the local station.

Dwight was a student of railroading. At the age of 15, while on a vacation with his Uncle Joe Wilson, they traveled through Bridgton, ME. From his studies, Dwight knew that there was a 2' gauge railroad nearby and he convinced his uncle to go on a hunt to find it. When they found it, they explored the site, taking several photographs of the rail yard, finding old rail equipment and an old steam engine sitting in a barn. While exploring in the train station, he found a flier advertising subscriptions for "Trains Magazine." Dwight took the flier and sent in his twenty five cents for a subscription. He soon received Volume #1, Magazine # 1 of "Trains Magazine."

Over the years, Dwight kept up his subscription and developed a collection of this publication. He said that he eventually sold the collection. The steam engine that Dwight found in the barn at the rail yard is now a tourist attraction in Portland, ME. From his description of these events, you could just hear the excitement that Dwight had for railroading and he maintains that excitement even today- His excitement for railroads would be interrupted, however, by WWII and his service in the U.S. Navy.

The Military Years

As WWII was raging, Dwight entered the U.S. Navy in 1943 and immediately after boot camp was assigned to the battleship USS South Dakota. The ship sailed in the waters of the Pacific for nine months. It was attacked by Japanese planes four times and survived each battle. Over his two years, eleven months in the Navy, Dwight would serve on two other ships. After his time on the South Dakota, he was assigned as the RADAR operator on the *Thomas W. Hyde* in 1945. The *Hyde* was a Liberty ship carrying a cargo of pre-fabricated housing and tobacco to England and carrying troops home from England to Boston. Dwight remarked that the captain of that ship didn't believe in RADAR so he got to cruise from Jacksonville, FL to London, England to Boston, MA without doing much of anything on the ship.

After the *Hyde*, he was assigned to the LST (Landing Ship Tank) 835 which traveled from San Francisco, CA to Portland, OR. The LST was to be decommissioned in Portland. Again as a RADAR operation with a captain who didn't trust this new equipment, Dwight had a cruise up the western coast of the states but this assignment was from January to April 1946. He said it was cold and boring. With little to do while in Portland, he volunteered to be the "chauffer" for two of the crew who had onshore duties each day. This got him off the ship and let him see the sights of the area.

Throughout his time in the service, Dwight would be shipped back and forth from the east coast to the west coast and back ten different times. While often riding on a train, he did say that two of those trips were done by hitchhiking with a fellow sailor. He said that it seemed that when the Navy stationed him on one side of the country, they wanted him on the other side of the country and so he spent time traveling back and forth. While in the Navy, Dwight capitalized on different education programs offered by the military.

It's important to note that Dwight graduated high school at the age of 16 and then attended Green Mountain Junior College, graduating in 1943. In the Navy, while on the USS South Dakota, he applied and was accepted into the Navy's V12 College Training Program. Passing through a rigorous selection process where hundreds of men applied for only five open positions, Dwight was offered the choice of going to Dartmouth College in Hanover, NH, Columbia University in New York City or Northwestern University in Chicago. Being close to Groton, VT and figuring that no one would select a school in rural NH, Dwight selected Dartmouth. While there, he was required to attend specific classes such as physics which was not one of his favorites.

Dwight was a geography major in Dartmouth. He said that he didn't participate in sports at Dartmouth but did have a couple of bit parts in the theater productions and drew cartoons for the school magazine, the "Jack-O-Lantern."

While at Dartmouth, he completed the V-12 Naval program of classes. From there he went on to attend the Navy's intense 90 Day Wonder School where graduates would be promoted to the rank of Ensign. Three weeks into the school, however, Dwight came down with the measles and was withdrawn from that program. This was followed by his attendance at RADAR school in San Diego, CA. This is what qualified Dwight to be the RADAR operator on the *Hyde* and LST 835. Finally, in 1946, Dwight accumulated enough "points" to be discharged from the Navy. Where was he? In Portland, OR. He was told to report to Boston, MA for discharge but Dwight told the naval officer in charge that he wanted to be discharged in Oregon. To do that, he had to show that he either had a residence in, family, or a car in Oregon. Thinking fast, Dwight recalled that he had the registration to his 1930 Model A in his pocket (it was a VT registration but the officer didn't check that closely).

With that registration, he reported to Bremerton, WA and was discharged. From there, he hitchhiked back across the states to Groton, VT. After returning to VT, he would go back to Dartmouth to complete his college education. Dwight would graduate from Dartmouth in February 1947.

"The Sea or Me"

While working in Boston but on a visit to Brooklyn, he contemplated following in his father's footsteps and taking to the sea for a career. Along about that time, his mother and his mother's cousin suggested that he travel to Darien, CT (Darien is in southwestern CT, a relatively short distance from Brooklyn) to meet a young lady with whom his mother's cousin worked. Dwight made the trip, met the young lady and took a stroll on the shore of Long Island Sound. Gertrude Emma "Gee" Evans was her name and they fell in love. She was a student at Rutgers University at the time.

During their courtship, Dwight spoke of his thoughts of earning a living on the sea. Eventually, Gee would pose an ultimatum - "The Sea or Me?" Dwight says he made the correct choice - "Me"- and stayed onshore working for the B&M Railroad. Dwight and Gee married in 1948 after she graduated from Rutgers. Over the span of their 62 year marriage, they had five children, nine grandchildren and twelve great grandchildren with the oldest at 12 years old and the youngest just a few days old as you read this story.

During their marriage, Dwight and Gee were true partners working together to raise their family and eventually working to build a railroad. Sadly, Gee died in 2010 after an extended illness. As would be expected, to this day, he misses her and speaks so very fondly of her.

Moving Around New England with the B&M Railroad

With the question of "The Sea or Me?" answered, Dwight continued his career with the B&M Railroad. He was hired to the position of "Office Boy" in Boston just three days after graduating from Dartmouth. He admitted it wasn't his dream job but as he put it, "I had my foot in the door." His job was in the Freight Traffic Department, basically, the marketing area of the railroad. Over the next 26 years, Dwight and his growing family would move from Boston to Concord, NH, then to Springfield, VT and finally to Portland, ME where he held the position of B&M's General Sales Manager for Maine. He said that he was never able nor wanted to drive a train with passengers. He said that was a huge responsibility and one for which he was not trained. He would get his chance to move engines around the train yard in North Conway. His last family move was to North Conway in 1974 after quitting his job with the B&M Railroad, selling his house and arriving here with no house, no job, no tracks for his new train venture, two kids in college and two in high school. (By the way, each time he moved his family, he also had to pack up his extensive model railroad display and move that along with the family, restarting the layout in each new town.)

A Vision Becomes the Conway Scenic Railroad

From the late 1930's to the late 1950's, skiers from Boston, MA were brought to the North Conway station of the B&M Railroad for ski weekends. These trains were known as "Snow Trains." In 1968, it was on one such special one-day ski train trip, one of the last Snow Train trips, when Dwight arrived and an idea was generated in his mind. Looking at the old station house, the town beyond it and the mountain view to the other side, he thought this would be an ideal location for a tourist railroad.

The North Conway station had been closed to passengers since 1961 and was purchased from a realtor by local businessmen Carroll Reed and Bill Levy in May 1965. Reed and Lely were kicking around ideas of what to do with the old station plus the freight house, round house and other railroad equipment and buildings on the site. One idea among others was to convert the old station into a hotel, but no single idea took root. Instead of skiing that weekend in

1968, Dwight spent time talking with local business people and learned of Carroll Reed and Bill Levy. Back home in Portland, he called them to arrange a meeting. At that meeting, Dwight pitched the idea of forming a tourist railroad. As they talked, the idea took shape and in the span of a 30 minute meeting, they were on board and the Conway Scenic Railroad (CSRR) was born. Of course, they didn't have any engines or cars, they didn't own the track that ran through the rail yard – they didn't have anything but a vision and a tenacious person named Dwight Smith.

Fortunately, they liked what they saw. All of the CSRR buildings have been restored and are now listed on the National Register of Historic Places. Dwight commented that he is most proud of the fact that he and his wife restored and saved the 1874 station house. On a side note, Dwight mentioned the Bartlett round house restoration effort, saying that even though CSRR trains pass by it, he did not have any part in the restoration of that building. We mentioned that the CSRR site had workers doing many things to get the railroad ready for operation. Dwight pointed out that each person working on getting the CSRR on its tracks was a volunteer.

On August 4, 1974, when the first ticket was sold and the first train made the eleven mile trip to Conway station and back to North Conway, all of those volunteers were immediately hired, going from volunteer to employee. Dwight also mentioned that the debt owed to Carroll Reed and Bill Levy needed to be paid in ten years. By August 1984, that debt had been paid.

Dwight's vision, with the support of his partners Carroll Reed and Bill Levy, had become a reality. As a matter of fact, Dwight told us that the summer operations were so good, he never needed to borrow startup money in the spring of subsequent years. Dwight was in charge of the railroad operations and Gee ran the gift shop at the station. Over time, the CSRR would expand its operation working with the State of NH to gain track rights into Bartlett and eventually to the top of Crawford Notch and Fabyan Station. This allowed CSRR to run trains westward to Bartlett Station (stopping at the Albany Avenue [a.k.a. Bear Notch Road] crossing in Bartlett Village and a special train through Crawford Notch known as the "Notch Train."

The agreement with the State of NH for use of the tracks west of North Conway came about in the 1980's. Frankenstein Trestle and The Gertrude Emma Parlor Car We talked about several different things related to Dwight's years with CSRR. We asked him about his favorite place on the whole CSRR rail line. His answer was quick - Frankenstein Trestle. This trestle is located in Hart's Location, NH in Crawford Notch. The trestle was named for Godfrey Frankenstein, a German artist who spent time

painting scenes of Crawford Notch in the 1800's. The trestle is an impressive steel structure originally built in 1875 and replaced in 1893 with further strengthening in the 1930's and 1950's for the movement of heavy equipment over this rail line. The trestle is 520' long and stands 85' above the ground at its highest point. As one who has walked across the trestle, we can say it offers a spectacular view across Crawford Notch, especially in the fall and with the winter snow. We understand Dwight's attraction to this great structure.

Another story that stood out was the account of the parlor car that would be named "Gertrude Emma" in honor of Dwight's wife. This parlor car was one of only four wooden cars of its type built by The Pullman Palace Car Company, known for their manufacture of outstanding passenger train carriages. Dwight purchased this 1898 car for \$2,000 and recognized that it needed a huge amount of work to get it back on line. He found the car in 1972 on a side track of the Bangor and Aroostook Railroad in ME. It was originally used as a luxury passenger car on a rail line running between New York City and Chicago. There were four trains per day so Pullman made the four cars. The car was taken out of service in the early 1920's and a used railroad car dealer sold it in 1925 to be converted into a bunk car for railroad workers traveling to different sites.

Over time, this car was placed on a side rail in northern Maine and forgotten until Dwight came upon it. To validate its authenticity, Dwight learned that Pullman stamped the name it gave to the car in the woodwork or on its brass railings. The name he was searching for was "Libertas Marysville" and while not on the brass, he found it on the woodwork. With this, he knew he had one of the famous specially made Pullman parlor cars.

Dwight, his wife and many other volunteers worked tirelessly for two years scraping live layers of paint off of wood using very small tools to get into all of the crevasses in this detailed car. When they finally found the wood base, they discovered that the wood was mahogany. Dwight told us that he bought paint remover in 15 gallon drums for this project. In the end, he named this beautiful car after his wife. The Gertrude Emma is probably the oldest Pullman passenger car still on the tracks today. Dwight also told us that he found and purchased the twin to this parlor car but, to his dismay, it would be carelessly demolished without his knowledge and lost forever. Today, you can still ride in style on the restored Gertrude Emma over the CSRR rails.

Retired But Still Railroading

Dwight retired from the CSRR in 1990 but retained his shares in the company. Over time, he started selling his shares to the next owners of the railroad, Russ and Dorothea Seybold. In 1999, the Seybolds bought out all of the original owners or their heirs. While he left the big trains behind, Dwight continued his mastery of model railroading.

On November 29, 2003, Dwight was honored as a "Master Model Railroader" by the National Association of Model Railroaders. He is number 329 out of 25,000 model railroaders. To achieve this recognition, a model railroader needs to demonstrate advanced proficiency in seven of eleven categories of model railroading (e.g. Master Builder – Rail Cars, Structures, Association Volunteer, etc.). Dwight's model railroad layout was a depiction of a 1950's all-steam train countryside in northern Vermont with towns, mountains and railyards. He said that his layout does not represent any one specific location.

After years of working on the layout and showing it to hundreds of people, he sold the layout on July 26, 2018 as he found it very difficult to get to the second floor of his home where the layout was located. Today, Dwight still keeps busy with "so many projects" organized in neat and orderly stacks on his wooden desk overlooking his front and side yards. Living with his cat, Dwight told us with a smile that he has lived a "full life" and still gets up each morning, visits with his friends and keeps himself active.

He told us that he has one special and very good friend, Mary Levoy. They met on a blind date in December 2015. Living only two miles apart, they see or talk to each other daily and have enjoyed traveling together. The new owners of the CSRR, Rhonda and Dave Swirk, bought the railroad in January 2018. They have invited Dwight back to participate in celebrations of the CSRR and to ride in the cab of one of the big diesels. The 7470 is under renovation at the present time, but you can bet that when it rolls out for its next trip down the tracks, hopefully in 2019, Dwight Smith will be there smiling and looking over the transformation of the once abandoned North Conway rail yard and thinking of his vision for its renewal of life.

We thank Dwight for the time he spent with us in this interview. His story is truly amazing. His vision and determination are great examples to those who have a dream and are willing to work hard to make it come true. As we shook hands and said good-bye for that afternoon, I took one last look around his office at all of the great photographs of CSRR trains, his diplomas and Dwight, sitting in his chair, with his never ending smile. ☘

Phil Franklin is president of the Bartlett Historical Society and a contributing writer for the Mt. Washington Valley Vibe magazine.



BOSTON & MAINE **PRESERVATION NEWS**

Work is progressing on the operational restoration of Boston & Maine EMD F7A #4268, which is being brought back to life by the 470 Club and Conway Scenic Railroad. She is slowly being repainted into the famous maroon and gold delivery scheme. Sometime this fall she'll be rewired, and she should be set to move under her own power in 2020! Photos from Dennis Adams; thanks Carl Byron for forwarding these to the *Newsletter*. ☘



The engine room of 4268 with the recently installed EMD 567 prime mover from donor unit GP9 1757.



Above: The number 930 on the rear door dates back to the unit's initial days as a test unit for EMD Engineering back in 1948!





*Dwight A. Smith with Bridgton & Harrison Railroad #8 at Bridgton, ME, 1940.
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