



The Bartlett Snow Roller—Restored 2015

The Historical Herald

P.O. Box 514 Bartlett, New Hampshire 03812

www.BartlettHistory.Org

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Bartlett Historical Society's Quarterly Newsletter

Spring 2019 Issue

(2019:2)

The Campaign Continues...Thank you for your Continued Support

We start this museum status again with our sincere thanks to all who have given and continue to give to our campaign for the saving, renovation and reopening of the St. Joseph Church building as our Bartlett history museum. Donations have continued to come in from BHS members and non-member donors, many with BHS membership renewals and new memberships. We are extremely grateful for this support. Thank you.

The campaign for the funds to renovate and reopen the St. Joseph Church building as our Bartlett history museum continues to move forward, albeit a bit slower than we'd like but every day we continue to move toward our campaign goal is a good day. In our last newsletter, we announced that our campaign goal needed to be raised to \$525,000 because of several factors pushing up the prices of materials. While we certainly were not happy to be increasing our goal, we felt it was very important that we be realistic in our goal and the impacts of inflation and tariffs on it.

Campaign Progress: With the latest donations, our campaign donation total is \$193,600 with about \$14,600 in expenses leaving us \$178,400 in the bank. We are continuing to work to minimize expenses in the campaign. Most of our expenses have been for campaign marketing and the building Condition Assessment survey completed in 2018. Both of these items were necessary and important to the campaign and renovation effort for the structure itself. As we have been doing all along, we continue to look for grant opportunities, philanthropic people who are interested in support a historic preservation project and other opportunities to do fund raising efforts on our own. Again, in our last newsletter, we announced that we have broken the project into four phases. We did this to be able to provide more refined goals within the project and show progress, as we execute a phase or a portion of a phase, toward the completion of the overall project. Again, if you know anyone who is interested in support historic restoration projects, please have them contact Phil Franklin at phil@BartlettHistory.org or Norman Head at normiejoe@gmail.com. We are always interested in talking about our project with anyone who is interested.

The Purchase of St. Joseph Church by BHS – Our effort to purchase the St. Joseph Church property continues to move forward. We are very pleased to report that we are making good progress in discussions with the representatives from the school district toward closing that sale. On March 5, 2019, the voters of Bartlett, at the school district's annual meeting, voted to allow the sale to occur for the sale price of \$1.00. Our BHS President, Phil Franklin, in a letter to the editor of the Conway Daily Sun prior to the school district meeting, encouraged Bartlett voters to attend the meeting and approve the sale. Phil wrote, "By owning the building, we believe that we are demonstrating the strongest possible commitment to save and reopen the church building. We hope that this demonstration will remove any doubt in the minds of potential donors to the campaign that we are envisioning our measure of success in saving this building as nothing less than a ribbon cutting to open the new museum." And, with that vision, we continue to move forward toward our goal.

Thank you to our most recent donors to the museum project.

Donors from 01/01/2019—03/15/2019

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President's Message:



Spring is coming so they say! Winter here in Bartlett has been a snowy one and a deep blanket of snow still covers the ground as we turn the calendar to April. The snow should provide a lot of nourishment for those spring flowers that are three and four feet below the top of the snow. Let's hope we have a slow melt, though, so we don't see our streams and rivers go over their banks.

It's safe to say that we currently have several irons in the fire, so to speak, when it comes to BHS activities and events. I've provided some of the highlights below and we have several articles in this newsletter to provide more details on these topics. I am very pleased that we have so many things underway and that our society is growing, not only in membership, but as a positive influence in the Bartlett community. This is happening because of *your* help and support of *your* historical society.

Winter has been a busy time with the historical society. With the church project, we have been searching for funding sources through foundations, private donors and some other creative avenues for fund raising. People continue to send donations to our campaign and we are very thankful that we continue to see the support for this project. As many have said, the campaign to raise the renovation funds may take a bit longer than we expected but we are not losing sight of the end goal, being the ribbon cutting on our museum. We continue to thank those who have given and continue to give to this project.

We are very excited to be making progress on the purchase of the St. Joseph Church property from the school district. On March 5, 2019, the voters of the town, at the Annual Meeting of the School District, unanimously approved a Warrant Article giving the school district the green light to sell the St. Joseph Church property to the historical society for \$1.00.

We are also pleased to relay some exciting news about the launch of a new program with the Bartlett Elementary School for 8th graders to learn about the history of Bartlett. And, announce that we are getting ready for the tee off of our first golf tournament as a fund raiser for the church renovation and museum project. We are also starting preparations for our third BHS Yard Sale. This has turned into a significant fund raising event for BHS.

On March 5, 2019, BHS had an information table at the Annual Meeting of the Bartlett School District. It was a great opportunity for us to talk with local folks about our museum project. We thank the Bartlett School Board for allowing us the space for our table. Also, again this year, BHS has an information table at the Great Glen Charity Day event on March 9th. We met people from all over New England who were enjoying the winter sports options offered by Great Glen. We received several donations through the event. Thank you to Howie Wemyss and his staff for hosting this annual event.

Our 2019 membership drive is wrapping up and we are very pleased with the number of new members, many of whom were donors to the St. Joseph Church project, as well as the number of renewing members. We extend our thanks to everyone who has responded to our appeal and invite those who have yet to respond to please consider renewing or joining as a new member.

Norm Head was able to secure a rare 1860 map of Carroll County. This map was restored and made available for purchase through a private collector. It will make a great display in our museum.

Our interview this edition is with Dwight Smith, the founder of the Conway Scenic Railroad. Dwight was our featured speaker in our January quarterly topic presentation. He took us on a pictorial tour of the creation of the Conway Scenic Railroad. Our next presentation on April 10, 2019, will be on building stonewalls with author and wall builder Kevin Gardner. Please join us for this interesting presentation.

With all of this activity, we are trying to explore new ideas for engaging people young and young at heart in the society. Our current primary goal is the opening of our museum but it is important that we broaden our scope of activities so that we are one of many positive influences in our community. If you have any questions, comments or concerns about the historical society, please drop me a note at phil@BartlettHistory.org. I look forward to meeting all of you over time at BHS events or through discussing *your* ideas to continue to make *your* historical society the best in the country. As always, we thank you for your support.

Sincerely,

Phil Franklin

President, Bartlett Historical Society

2019 BHS Giant Yard Sale **Friday, August 9, and Saturday, August 10!**

Many people have asked “are you doing another yard sale this year?” The answer is “yes.” This will be our third BHS Yard Sale and we hope that it is as successful as the first two. ***Our 2019 event will be held at the same location, the Josiah Bartlett Elementary School grounds*** on Route 302 in Bartlett.

Seeking Donations: Right now, we are looking for donations of items that we can offer for sale at the Yard Sale. This is a great time to check your attics, basements and closets for those still good but no longer needed items. As we have done in the past, we are looking for a variety of items including:

Kitchenware	Antiques & Collectables	Furniture & Household Items	Books
Craft Items	Tools & Shop items	Games & Puzzles	Sporting Goods
Children’s Toys	Holiday Items		

We cannot accept any items that are broken or unusable. We also cannot accept any clothing, appliances, weapons and ammunition, or electronics.

Yard Sale Donation Contacts: If you have items that you would like to donate, please contact either Phil Franklin at 603-374-5023 or Norman Head at 603-986-6278. We will start collecting items after May 15, 2019.

Volunteer Opportunity: We will be looking for some able bodied volunteers for the event. We especially need help with the set up and breakdown of the event – both require strong backs to lift heavy boxes and furniture on to and off of trucks. We also need help during the event helping people load larger items into their vehicles as well as mingling with the guests helping them with pricing or questions about items. We need to remind anyone thinking of volunteering that there is a fair amount of lifting, some heavy lifting, walking on uneven ground and time in the sun so please give this some consideration. We’d love to have you volunteer but not at the expense of a back or some other physical injury.



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St. Joseph Church—Our Future Bartlett Historical Society Museum

If you know of anyone interested in helping support the restoration of an historic building, please have them contact us.



We’d enjoy talking with them.

Norm Head 603-986-6278 Normiejoe@gmail.com	Phil Franklin 603-374-5023 Phil@BartlettHistory.org
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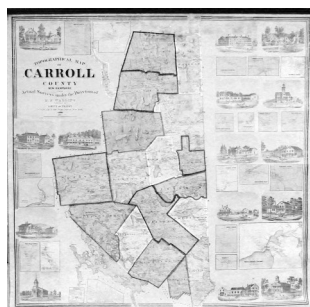
Bartlett Historical Society 9 Hole Tournament

A New BHS Event! - Saturday, June 22, 2019

On Saturday, June 22, 2019, at 10:00 a.m., we'll hear that distinctive "ping" sound as golf clubs strike shiny new golf balls at the Linderhof Country Club as we kick off the BHS Golf Tournament. Director Hadley Champlin is our Golf Committee chair and Norm Head is working right along with her to get everything ready for this tournament. The tournament will be a 9 hole event with a chipping and putting contests, a BBQ lunch and raffle prizes. All proceeds from the tournament will go directly to the BHS Museum Fund for the renovation of St. Joseph Church. In this newsletter, we've included a flier for the tournament. If you are interested in playing in the tournament individually, as a twosome or foursome, please complete the registration form and mail it with your registration check. Also, if you'd like to be a tournament sponsor, please let us know so we can give you the appropriate recognition. We hope June 22nd is sunny, warm day so the golf balls can fly straight to the greens.



1860 Carroll County Map



It's a rare moment when a nearly forgotten historic document is available to be a part of your collection. One of those moments came upon is in March when Norm Head came to the BHS Board with the opportunity to take possession of a restored 1860 Smith & Peavey Carroll County map. These maps used to hang in professional offices and town halls across the land. Over the years things changed as offices were remodeled and these maps were slowly deteriorating due to people innocently touching them and/or canvases drying and cracking. Most of these large maps were discarded but some were rolled and put in out of the way places only to be found many years later. In our case, a collector in Claremont, NH was in possession of this Carroll County map and offered it to Norm and BHS.

In a discussion among BHS Board members, the comment that rang out consistently was "we may never get the chance to own one of these maps again so let's go for it." And that is what we did. The map is in our possession and carefully stored in a cool dry place. It will eventually be displayed under glass in our historical society museum (another reason to raise the money to renovate and reopen the St. Joseph Church). We are trying to get a traceable history of who owned the map. If we can get that history, we'll display it with the map. Thanks go to Norm for his work in getting this map.

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Please welcome our two new sponsors, Lucy Hardware and Glen Aggregates.

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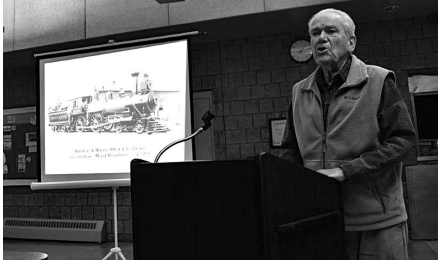
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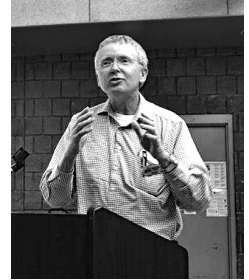
January 2019 Presentation Recap

The History of Railroad in the Mount Washington Valley with Dwight Smith



Dwight Smith,
CSRR Founder, Retired

On January 16, 2019, Dwight Smith (on his 94th birthday) entertained an audience of about 50 people, including many railroad workers, with the story of railroading in the Valley. The story included his adventure in starting up the Conway Scenic Railroad (CSRR). Dwight told us the story of how he became interested in railroading as a young boy, lived that dream in his employment with the Boston & Maine Railroad and then worked for several years to get the CSRR operational. While he is no longer in an official capacity with the railroad, the new owner, Dave Swirk has welcomed Dwight back on to the train platform and be a part of the railroad again. Our thanks to Dwight for his informative presentation



Dave Swirk,
CSRR President

After Dwight's presentation, we invited Dave Swirk, who was in the audience, to come forward to say a few words about his plans for the railroad. He expressed his belief that the CSRR needs to be an active part of the community. He hopes to make riding on the CSRR a true railroading "experience," not just a tourist train ride. We wish Dave and his team well as they move CSRR to the next level of White Mountain railroading adventures.

Our Next Presentation of 2019

April 10: "Discovering New England Stone Walls" with Kevin Gardner

Kevin is a noted NH stone wall builder and author ("The Granite Kiss"). He will enlighten us in the art of building dry stone walls while he actually works on a small scale wall right in the presentation. Please join us for what we expect to be a very interesting presentation.



Bartlett Elementary School, Cafeteria, Route 302, Bartlett, Time: 7:00 p.m.

2019 Presentation Line-up

June 12: "Broadcasting from Atop the Rock Pile" with Marty Engstrom

Marty was a local broadcaster who entertained audiences from the top of Mount Washington. Listen to his stories of broadcasting from the highest point in the northeast with the worst weather in the world.

Bartlett Elementary School, Cafeteria, Route 302, Bartlett, Time: 7:00 p.m.


October 10: "An Updated Look at the History of the CCC Camps" with Dave Govatski

Dave has presented to our BHS audience before on the topic of CCC camps in the area but he has a newly updated program on the topic. Join us to learn what's new on the topic of the CCC camps.

Bartlett Elementary School, Cafeteria, Route 302, Bartlett, Time: 7:00 p.m.

All of our programs are open to the public. Donations are gratefully accepted at the door to help cover the costs of each presentation.

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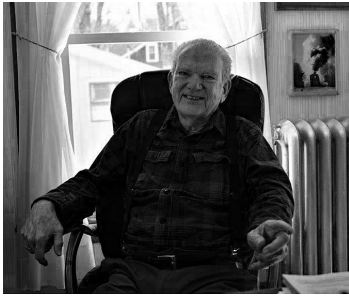
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Dwight Smith

Life Long Railroad Enthusiast and Visionary Behind the Conway Scenic Railroad

By Phil Franklin



Dwight Smith in his home office

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, and 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.

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The Military Years

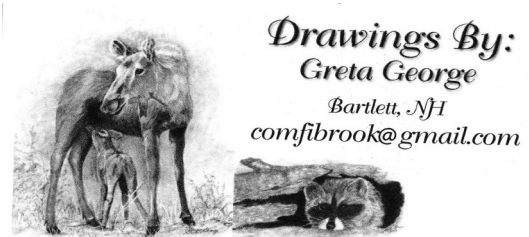
As WWII was raging, Dwight entered the U.S. Navy in 1943 and immediately after boot camp was assigned to the battleship USS South Dakota. The ship sailed in the waters of the Pacific for nine months. It was attacked by Japanese planes four times and survived each battle. Over his two years, eleven months 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 V-12 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 OR. To do that, he had to show that he either had a residence in OR, family in OR or a car in OR. 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).

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Greta's phone # 603 738 4958

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.

Gertrude Emma Evans – “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 or 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 would be 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 a 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 for a while and was purchased from a realtor by local businessmen, Carroll Reed and Bill Levy in May 1965. Sitting abandoned for years, Reed and Levy 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, 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 train



engines or cars, they didn’t own the track that went through the rail yard – they didn’t have anything but a vision and a tenacious person named Dwight Smith. Dwight told us that there were many doubters about his tourist railroad idea but he believed it would happen. He knew that the road to success would probably be long

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but with the right business decisions and push for success, he'd see this dream come true. He said that, at first, even his wife had her doubts about this venture but she would eventually be 100% with him in the effort.

Shortly after launching the idea of the CSRR and forming a very good partnership with Reed and Levy, they started what would prove to be a long legal battle to acquire the tracks for the railroad. The B&M Railroad refused to sell their abandoned tracks to the CSRR. It took six years of pushing through red tape, law suits and bureaucracy to obtain the tracks from North Conway to Conway. While all of the tribulations of track access were going on, Dwight found and purchased a rusted steam engine in Sarnia, Ontario, Canada. That engine, known today as the "7470" (the number on its name plate at the front of the engine) cost about \$7,000 plus the cost of shipping it from Sarnia to Portland, ME and then to North Conway.



7470 Steam Engine on the round table at CSRR

The story of moving the 7470 is unique in itself. We asked how did you move a rusted, non-working steam engine from Canada to Portland to North Conway? Dwight explained that the trip took several steps. First, he explained that the engine would be pulled over the rails by another engine. The cost of moving the engine needed to be managed. Freight costs from Canada to the United States were much higher than freight costs of moving between states within the United States. So the first move of the 7470 was simply across the St. Clair River to Port Huron, MI. Now within the United States, the second step was to have the engine "rebilled" to Portland, ME at a cheaper shipping rate. The trip to ME would, ironically, go back through Sarnia and travel through Canada where it would eventually cross back into the United States and land in Portland, ME. Because the 7470 was inoperable, the towing operation could only go at a top speed of 15 miles per hour and the bearings on the engine needed to be greased with each overnight stop as the automatic lubrication process was not working on the 7470. Dwight had different crews available to service the engine as it was being towed and he joined in that journey. He said that people would come to see the engine as it passed by and stopped for overnights in train stations. One group of Canadian children came to see the engine, left for home and then returned to provide Dwight with lunch. When the engine reached Portland, his wife saw it for the first time. She christened it by breaking a bottle of Champaign on the front coupler. Dwight said she originally thought he bought a small model railroad train engine, not a towering, non-working, full size steam engine.

The 7470 stayed in Portland for several years and some work was started to refurbish the engine but the real renovation of the engine took place in North Conway. It was here that Dwight found some experienced boiler workers, mostly school teachers on summer vacation, who could do a professional job getting the old engine back on the tracks in operable condition. Along with the 7470 engine, Dwight also started buying "rolling stock" or train cars to carry passengers. He generally paid as low as \$100 for each car as they were in very rough condition and needed a great deal of work to get them ready for guests.

Aside from getting the engine and passenger cars ready for operation, the track needed to be inspected and repaired so the trains could safely travel over the rail bed. Track inspections are now a routine task to remove trees and, more likely, boulders from the tracks. Looking at all of this activity, we see a beehive of action going on between the repairing of the 7470, the refurbishing of the rail cars, the repair of the track and rail bed and, we forgot to mention, the repair and painting of the station house and other structures on the CSRR site. Restoration of the CSRR buildings began in 1968. The most notable and visible building on the site is the old station house. This iconic 1874 building can be seen from the shops in the North Conway Village as well as from the top of Mount Cranmore. Photographs of the building from years past show different color schemes for the building in different eras. The discussion between Dwight and his partners was ongoing around the new color scheme. Dwight told us that he would put different colors on the back side of the building, out of public view, and have Reed and Levy offer their opinions. They never agreed on the colors. Seeing this as a never ending situation, Dwight took the matter into his own hands and when his partners went to FL for a vacation, he had the building painted in the spring of 1974 so when they came home, it was in its new and present day colors.



North Conway Station,
Home of CSRR

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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 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 work sites. Over time, this car was placed on a side rail in northern ME 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 five 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.



Gertrude Emma Parlor Car at CSRR Station

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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 CSRR 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, Master Builder – Structures, Association Volunteer, etc.). Dwight’s model railroad layout was a depiction of a 1950’s all steam train countryside of Northern VT with towns, mountains and railyards. He said that his layout does not represent any one specific town or 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 stop 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.

8th Grade History Project

The Bartlett Historical Society and Josiah Bartlett Elementary School are collaborating on a new educational program providing 8th grade students the opportunity to learn about the history of their hometown. Working with four 8th grade educators, we developed a study unit where each 8th grader will select a topic related to Bartlett history, research this topic, write a paper and do a presentation on the topic. We will select the best three student projects based on the content, detail and accuracy of their paper and presentation. At the end of the school year, we will present a new “Bartlett History Award” to the student who is judged to have the best overall project. We look forward to helping the students learn about the history of their hometown.

One of the key points in the mission of BHS is to promote and offer education opportunities for people of all ages to learn about the history of the town and region. Our program with the school supports that mission statement. It will also hopefully spark a longer term interest in our history with a younger generation of students and their parents.



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The Bartlett Snow Roller—Restored 2015

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2019 Bartlett Historical Membership Drive Recap

Our 2019 BHS membership drive has been another great success. So far, 142 people either renewed memberships or joined BHS for the first time. Of that 142 members, 37 are new members and many of you were non-member museum fund donors who have joined BHS. To all who have renewed or taken new memberships with BHS, we extend our sincere thanks. Our new members are:

Welcome Aboard and Thank You for Joining

Andes Ski Shop Peter & Virginia Bailey Lydia Bennett Ed & Kathy Bergeron Anne & George Bordash Roger Burdwood Gerry & Del Carrier Glenda Davis Meg Simone & David Eiermann Birdy Ellsmore Linda & Sam Frank Larry Garland Paula Graham	Lois Hatch Rick Hennessy Anna Junge Karen Junge-Dennison Stacy Klimkosky AO Lucy Leslie Mallett Northeast Auto Body Pam & Steve Pamer Perley Family Charitable Trust Anne Peterson Don & Bev Phillips	Anna Maria Polcari David & Pat Pomeroy Francine Rinfret-Cronin Jay Scanlon Jennifer Scanlon John & Joan Scanlon Robert & Suzanne Scolamiero Jody Sullivan Carol Swanson Janet Swanson Joseph & Patricia Talty Rich & Deb Walsh White Mountain Stove Shop
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The support of all members of the Bartlett Historical Society is very important because your support allows us to continue to drive forward, starting new programs such as our collaboration with the Josiah Bartlett Elementary School for their 8th grade history program, purchasing (when there is no other way) historical artifacts relevant to Bartlett and our region (e.g. the 1860 Carroll County map), and simply meeting our financial obligations that come with running any organization. All of the money that we receive in dues and donations goes directly to the historical society as we are strictly a volunteer organization.

To one and all, we appreciate your membership and interest in Bartlett's history. If you have comments or questions that you'd like to address, please let us know.

If you have yet to renew your membership or join as a new member, there's still time for your 2019 membership to be activated. The BHS Membership form and information can be found at :<http://bartletthistory.org/bartletthistory/join.html>. Again, we thank you for your support.

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Spring flowers along a fence line