

GATX 86254. 8,000 gallon tank car built in 1964. Owned by The 470 Railroad Club.

BAR 7765. Refrigerator car built in 1953 for the Bangor & Aroostook R.R. Owned by The 470 Railroad Club.

BAR 2573, MEC 4952. Insulated box cars built in 1953 and 1937 respectively for potato shipping service. Both cars are owned by The 470 Railroad Club.

CARS USED IN WORK TRAIN SERVICE (4 CARS)

GT 54559, MEC 534, Portland Terminal 550 flat cars. **B&O 829839,** hopper car. MEC 534 originally L&N 8974, acquired by MEC in 1948, purchased by CSRR in 1991. **CSRX 579,** Home built four wheel all steel flat car.

PRIVATELY OWNED CARS (11 CARS)

CABOOSES	BUILT
Bangor & Aroostook #C-42 Side Door Caboose	1914
Grand Trunk #75953	1915
Central Vermont #4011	1910
Grand Trunk #75954	1925
Cheasapeak & Ohio # 90626, -Ex-Hocking Valley	1926
Boston & Maine # 104910, -Ex-Belfast & Moosehead Lake	1907
Boston & Maine #C-90, -Ex-Lehigh & New England	—
SNOW FLANGERS	
Central Vermont #4233	1891
Maine Central #1123	1890
Maine Central # 1134	1914
OTHER	
Bangor & Aroostook Mechanical Refrigerator Car #7574	1953



Walking Tour Guide And Information Sheet



The Conway Valley Train crossing Moat Brook Bridge on its way from North Conway to Conway.

This Guide is designed to make your visit to the railroad facilities both informative and enjoyable.

SAFETY FIRST!

- Do Not climb on cars, locomotives and railroad equipment.
- Do Not step on rails - step over them.
- Do Not enter any buildings, other than the Railroad Station or Model Railroad Room located in the Freight House.
- Do Not walk on the Turntable.

HAVE A NICE VISIT and feel free to ask questions of any railroad employee.
Our employees wear official badges.

WHAT IS IN THE STATION? The imposing station, built by the Portsmouth, Great Falls & Conway Railroad in 1874, originally comprised a women’s waiting room (now a museum), men’s waiting room (now the Brass Whistle Gift Shop), a ticket and telegraph office, a baggage room (now used as an office and stock room), rest rooms, and two graceful curved staircases, each leading to offices in the towers. In the attic space between the towers is an E. Howard Clock. This 139 year old brass and iron beauty is still wound once a week and keeps the village informed of the correct time. Old-time telegraph and telephone instruments grace the Ticket Office, along with many other railroad artifacts from a bygone era. The large red handles and heavy linkage, seen near the south bay window in the Ticket Office, control the “Order Board”, which is a semaphore signal on a high mast above the station platform. Baggage wagons and benches grace the platform outside the station. These and numerous other items on display help convey the feeling of the typical rural railroad station in the days when passenger trains were commonplace. From 1872 until 1961 there was regular passenger train service from North Conway to Boston and other points. In the 1940s and 1950s “Snow Trains” brought hundreds of skiers and other winter sports enthusiasts to North Conway for a day of winter fun.

WHAT IS OUT THERE ON THE GROUNDS? The tall mast with the bright red “cans,‟ located between the tracks in front of the station, is a ball signal. Ball signals are now obsolete, and the last one that was in actual use is located at nearby Whitefield, NH. Out on the grounds you can also find a water spout for filling steam locomotive tenders, an old time electric semaphore signal, a century old hand-operated crossing gate, and an electric “Wig Wag” crossing signal. Many of these items have a small sign on the post that tells you about the device in greater detail. Our picnic tables located just south of the station are for your use and enjoyment. The crossing tender shanty located in the yard north of the old B&M ball signal is an original Boston & Maine Railroad crossing tenders shanty that was moved to its present location in 1991. It was refurbished by members of the Boston & Maine Railroad Historical Society. This little structure spent its final years on the B&M protecting the crossing tender from the elements at Main Street crossing in Exeter, NH.

WHAT ARE THE OTHER BUILDINGS USED FOR? The Roundhouse, over a century old, has four stalls served by tracks radiating off the Turntable. Each stall has space to house a locomotive for servicing, repairs, and protection from the weather. There is a pit between the rails in stall one, so that a person can perform service work underneath the locomotive. The turntable is 85 feet long and is powered by a compressed air motor. The Turntable can turn a locomotive just enough to line up with one of the stall tracks, or it can turn a full 180^o in order to change the locomotive’s direction. The structure next to the Roundhouse that looks like a grounded baggage car is just that! In 1949 the wheels were removed from a retired baggage car and the body was set here to serve as a crew’s bunkroom. Today we use this car for overnight stays for part-time employees who live at a distance and need a place to stay. The Freight House was built in the 1870s to serve as a transfer point between railroad box cars and draymen’s teams for the receipt and delivery of freight shipments. The Freight House was once the focal point of the village’s commercial activity. Today this building is used by the railroad for storage. The HO gauge model railroad of the North Conway Model Railroad Club occupies a room in the Freight House. The two small buildings across the tracks from the Freight House are called Car Houses. The track repair crew uses these buildings to store the tools of their trade, as well as track parts and the track motor cars that were once used to transport the workers to their job sites.

WHAT ABOUT ALL THESE LOCOMOTIVES AND RAILROAD CARS? There are over 40 cars and 10 locomotives on the tracks of the Conway Scenic Railroad. Usually no more than 6 cars are used on regularly scheduled passenger trains hauled by one or more locomotives.The rest of the cars and locomotives can be found throughout the yard or resting in the Roundhouse. Many cabooses and snow flangers are privately owned and occupied from time to time by their owners. Several old freight cars are used for storage of parts and equipment. There are a few passenger coaches awaiting future restoration. Descriptive signs are posted by many of the locomotives and cars, telling about them in greater detail. Feel free to walk around and look them all over, but please respect the privacy of the private car owners. A complete roster of all of the cars and locomotives is found in this guide.

WHO IS BEHIND ALL THIS? Conway Scenic Railroad has been privately owned since reopening the 7 miles of defunct track which was purchased from the Boston and Maine Railroad in 1974. The track was first laid down in 1872 and last saw a B & M train a century later in 1972, when a short freight train departed North Conway on its final run to Dover, NH. The Railroad Station, Roundhouse, and Freight House of Conway Scenic Railroad are listed in the National Register of Historic Places. In 1994 the Conway Scenic Railroad was successful in securing rights to operate over all 52.4 miles of the State of New Hampshire owned former Maine Central Mountain Subdivision from Center Conway to Whitefield, NH through scenic Crawford Notch. The company and its employees are proud of their rehabilitation of this once moribund piece of property, which now thrives as a busy tourist attraction.

Roster of Locomotives and Cars

STEAM LOCOMOTIVES

No. 501 – Coal Burner. 2-8-0. Built by American Locomotive Company (ALCO), Schenectady, NY in 1910, serial #47732. 63” drivers. 22” x 28” cylinders. Tractive effort 36,600 lbs. Weight of Locomotive in working order is 99 tons, tender 70 tons. Originally Maine Central Railroad No. 501, Class W. Acquired in 1983 from the Steamtown collection in Vermont, by the 470 Railroad Club of Portland, ME. This locomotive is a good candidate for restoration, but at this time is display only.
No. 7470. 0-6-0. Coal Burner. Built by Grand Trunk Railway, Point St. Charles Shops, Montreal, Quebec in 1921 serial #22/1500. 51” drivers. 22” x 26” cylinders. Tractive effort 36,700 lbs. Weight of locomotive in working order, 87 tons, tender 65 tons. Originally Grand Trunk Ry. No. 1795, later Canadian National Ry. No. 7470, Class 0-18-a. Acquired in 1968. In service.

DIESEL ELECTRIC LOCOMOTIVES

No. 216 – Model GP-35. Built by Electro Motive Division (EMD), General Motors Corporation, LaGrange, Illinois in March of 1965. Serial #30297. Frame #5679-21. Has one 567D3 16 cylinder turbo charged diesel engine that develops 2,500 HP. Unit has dynamic brakes. Weight of locomotive in working order is 260,000 lbs. Originally Norfolk & Western #1328, became

No. 1751 – Model GP-9. Built by Electro Motive Division (EMD), General Motors Corporation, LaGrange, Illinois in September of 1956. Serial #22036, Frame #5467-20. Has one 16 cylinder 1,750 HP model 567C diesel engine and weighs 120 tons. Equipped with Dynamic Brakes. Originally Chesapeake & Ohio Railroad No. 6128, it became Baltimore & Ohio Railroad No. 6677, then it became Buffalo & Pittsburg No. 207, then it became Finger Lakes Railway No. 1751. Unit was acquired in a trade for two Conway Scenic owned General Electric Diesels (B23-7 No.1943 & U23B No.2820) in 2011. The unit arrived in North Conway under its own power on September 22, 2012 after receiving a rebuilt Main Generator and Traction Motor plus other work at the Montreal, Maine & Atlantic Railway’s Derby shops near Milo, ME. In service..

No.1757 - Model GP-9. Built by Electro Motive Division (EMD), General Motors Corporation, LaGrange, Illinois in November of 1956. Serial #21888. Frame #5461-34. Has one 16 cylinder 1,750 HP model 567C diesel engine and weighs 120 tons. Built as Pennsylvania Railroad No.7083 it was acquired by Penn Central and then retained its number under Conrail ownership. It was rebuilt by Conrail in the early 1980’s. It was sold to the New Hampshire Northcoast Railroad during the summer of 1985 where it became the first locomotive on the NHN property and hauled the first NHN sand train to Boston on May 26, 1986. It was also the last GP-9 to leave NHN property. The unit was acquired by the 470 Club of Portland, Maine in October of 2011 and arrived at North Conway pulled by No.1751 on September 22, 2012. Unit runs but is currently not in service.
No. 4266 – Model F-7 – Built by Electro Motive Division (EMD), General Motors Corp., LaGrange, IL, in 1949, serial #8476. Has one 16 cylinder 1,500 HP model 567 BC diesel engine. Weight of locomotive in working order is 117 tons. Originally Boston and Maine Railroad No. 4266A. Acquired in 1981. Owned by The 470 Railroad Club. This is the last operational B&MRR F-7A. In service.
No. 4268 – Model F-7 – Built by Electo Motive Division (EMD), General Motors Corp., LaGrange, IL, in 1949, serial #9932. Unit lacks major components, i.e. prime mover, generator, traction motors, and air compressor. Originally Boston and Maine Railroad No. 4268A. Acquired and trucked to North Conway in 1991. Owned by the 470 Railroad Club. Display only.

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FIRST CLASS PASSENGER CARS (5 CARS)

PARLOR OBSERVATION CAR, “Gertrude Emma” built by Pullman Palace Car Co., Pullman, Illinois in 1898 as sleeper-parlor-observation “Libertas” for service on the new “Pennsylvania Limited” between New York and Chicago. Renamed “Marysville” in 1910. Sold to Bangor & Aroostook R.R. in 1922 and was placed in service as cafe-lounge-observation car “Aroostook”. Converted to boarding car X254 in 1938. Sold to Conway Senic Railroad in 1975 and restored in 1986. “Gertrude Emma” is named after ‘Gee’ Smith, wife of C.S.R.R.’s founder, in recognition of her contribution to the railroad. Gee Smith managed the Brass Whistle Gift Shop from opening day, August 4, 1974 to her retirement in 1990. Car received all new wheels & axles in 2006. More information is available in brochure that is distributed with Gertrude Emma tickets.

VISTA DOME “DORTHEA MAE”

No. 1329. Built by the Budd Company in 1955 for service on the Great Northern Railway “Empire Builder”. Conveyed to Amtrak (#9469) in May of 1971 and also served on the Alaska Railroad and Cape Cod Scenic Railroad. Purchased by the Conway Scenic Railroad in December of 1997 for service on the Crawford Notch Line. Entered revenue service on 11/29/2001 in consist of the “Polar Express” Named “Dorthea Mae” in 2002. New carpet installed 2/2010. Car received all new wheels and disc brake rotors in 2010.

DINING CAR “CHOCORUA”

No. 2570. Built by Pullman in 1929 for Delaware, Lackawanna & Western R.R, as electric m.u. power coach 2570. Later E.L.R.R. Conrail, and NJ Transit 3570. Acquired in 1986. Car restored and upgraded to a full service dining car in 1992.

DINING CAR “HATTIE EVANS”

No. 492. Built by Pullman Standard in 1949 for Norfolk & Western Railway as a D-1 class Dining Car. The car was used on the N&W “Powhatan Arrow” and “Pocahontas” Trains. After the end of N&W passenger service the car became part of the Chuck Wagon Restaurant in Lewiston, Maine. The car was then acquired by the Maine Rail Group (MRG / DownEast Rail).

CSRR purchased the car in 2008 for service on the Crawford Notch trains. Rehabilitated during the winter/spring of 2010 with a new kitchen and new seating for 48 passengers, the car is in regular service on the Notch Train.

TABLE CAR “MOUNT WEBSTER”

No. 6749. Built by Canadian Car and Foundry in 1952 as a coach in the Canadian National Railway’s Montreal commuter fleet. Acquired by Conway Scenic in 1995 and stored at North Conway since then, it was selected to become a table car in 2013. The interior was gutted and replaced with new materials. Car received new heating and air conditioning equipment along with all new safety glass in the windows. It has seating for 60 passengers at tables of 4 and tables of 2. Car placed in service on September 29, 2014.

CAFE CAR “C.P. REED”

No. 3234. Built by Canadian Car and Foundry in 1954 for the Canadian National Railway as Coach No. 5465. Snack Bar added in the early 1980’s and car renumbered. Ended Canadian service in mid-1995 in Montreal Commuter Pool. Arrived in North Conway on November 9, 1996. Had all new window glass installed in 2011.

RDC-1 BUDD CAR “MILLIE”

No. 23. Built by the Budd Company in 1952 for the New York, New Haven & Hartford Railroad as #23. This car became Penn Central #68, then Amtrak #18, then Metro North #18, then New York, Susquehanna & Western #M-5. CSRR aquired the car in 2008. Car is self propelled using two Detroit 6-110 diesel engines developing a combined 550 HP. This equipment can also be used in conventional trains as a coach with seating for 88 passengers.

ENCLOSED PASSENGER COACHES (9 CARS)

No. 1058, 1109, 1133, 1140. Coaches built by Standard Steel Car Co. for Central Railroad Co. of New Jersey in 1923, 1924,1925, 1925. Passed through several interim owners prior to acquisition by C.S.R.R. in 1974, 1981, 1979, 1979 respectively.

No. 3202. Built by Pullman in 1925 for Delaware, Lackawanna & Western R.R. Rebuilt by American Car & Foundry in 1930 as an electric multiple unit trailer coach, 2202. Later Erie-Lackawanna R.R., Conrail, and NJ Transit 3202. Placed in C.S.R.R. service, 1987.

No. 6739, 6743, 6745. Coaches built by Canadian Car and Foundry in 1952 for the CNR electric commuter fleet in Montreal. Cars were retired in mid-1995 and moved to North Conway for removal of control cabs and conversion to excursion coaches for Crawford Notch Line service.

OPEN-AIR STYLE PASSENGER CARS (2 CARS)

No. 1308. Coach built by Pressed Steel Car Co., 1931, for Central Railroad Co. of New Jersey. Later Conrail and NJ Transit. Acquired in 1985, converted to open-air and entered service in 1998. Assigned to the Crawford Notch Line. Rebuilt during winter of 2015-2016.

No. 1557. Former coach, Boston & Maine R.R. 1557, later 557. Sold to Maine Central R.R. in 1950, converted to boarding car 965. Built by Laconia Car Co. 1911. Placed in service 1978. Repainted and lettered in 2008. Assigned to the Valley train.

CARS ON DISPLAY (2 CARS)

No. 4211. Russell snow plow builders #R-1291, built 1934. Originally Central Vermont Railroad. Leased by Conway Scenic in 2008.
No. 75955. Caboose built by Central Vermont Ry. at St. Albans, Vt. in 1910. Served on the Grand Trunk Ry. Acquired 1973.

PASSENGER CARS STORED IN BARTLETT FOR PARTS (3 CARS)

No. 1304. Coach built by Pressed Steel Car Co. in 1931 for Central Railroad Co. of NJ. Later Conrail, and NJ Transit.

No. 3209. Built by Pullman in 1925 as a coach for DL&W R.R.. Rebuilt in 1930 as an electric m.u. trailer car 2209. Later E.L.R.R., Conrail, and NJ Transit 3209. Acquired in 1985. Currently stored in Bartlett, NH.

No. 3528. Built by Pullman in 1929 for Delaware, Lackawanna & Western R.R. as electric m.u. power coach 2528. Later E.L.R.R., Conrail, and NJ Transit 3528. Acquired in 1986. Currently stored in Bartlett, NH.

CARS USED FOR MATERIALS STORAGE (6 CARS)

Maine Central 409. Railway Post Office & Baggage Car built by Osgood-Bradley Co. in 1912 for Maine Central R.R., No 409. In 1954 converted to tool car No. 980. Acquired 1972.