

The Berlin Mills Railway operates trackage in Berlin, New Hampshire at the Brown Company paper mill and extends a few miles south to Cascade, NH to serve another Brown Company mill. Two GE 70 Ton locomotives were used to perform switching in the mill. These were later replaced by two ex-Amtrak SW1 locomotives. These smaller locomotives are better able to negotiate the small radius and tight clearances in the mill.

In the late 1970s, the railroad leased 50' boxcars for paper service and painted them into a light green scheme with white lettering. Some can still be seen today in their original paint.

Interchange occurred in Berlin with the Grand Trunk RR and the Boston & Maine RR. In 1989, the GT was replaced by the St. Lawrence & Atlantic, while the B&M was replaced by the New Hampshire & Vermont shortline. The StL&A took over the mills switching operations in the 1990s, ending the Berlin Mills Railway.

Selected Resources

Northern Rails booklet, 470 Railroad Club 1978

Berlin Mills 50' PC&F Boxcar Picture, March 2002 Railmodel Journal, p. 40



Top Right: Even in 2002, Berlin Mills boxcars can still be found. Mike McNamara photo. Bottom: The SW1's Amtrak heritage is evident in this view of 741. Left: BMS train in Berlin taking cars to the Cascade paper mill. NERail.org photos.



The Conway Scenic operates tourist passenger trains out of North Conway, New Hampshire. The operation started small using 11 miles abandoned B&M trackage and has since expanded to include passenger trains through Crawford Notch on the Maine Central's Mountain Division.

The rail line is ex-Boston & Maine and was known as the Conway branch. North Conway was the northern terminus of a line that originated in Rollinsford, NH off of the B&M's Boston-Portland mainline. The line was cut back to Ossipee and formally abandoned. This severed North Conway from the south, but an interchange was still available with the Maine Central's Mountain Division north of the station.

The B&M mainly operated passenger trains to North Conway, and many served as "Snow Trains", taking skiers from Boston to the slopes in the White Mountains. In its heyday, North Conway served over 2 dozen B&M passenger trains a day! Steam trains gave way to diesel operated passenger trains featuring E7s, BL2s, GP7s and RS3s. Near the end B&M RDC-3s took over. Passenger operations ended in 1961.

Freight operations continued until 1972. A local out of Dover, NH would operate north, switching industries along the line and tie up for the night at North Conway. The next day, the freight would work south back to Dover. The last train to North Conway operated on Halloween 1972. After that time, the service was cut back to Mt. Whittier and the northern 19 miles were filed for abandonment.

The CSRR was the idea of Dwight Smith. In 1968, Dwight took a railfan trip from Boston to North Conway and became interested in starting an operating museum in North Conway. The compact facilities in North Conway featured the ornate passenger station as well a freight depot, a turntable with a 4 stall roundhouse and a car house. Luckily, the B&M did not remove any of these structures, so they became the basis of a very nice museum and tourist operation. An ex-CN steam locomotive was purchased and 3 years of restorations began. Meanwhile negotiations with the B&M and a company that owned the station and surrounding property continued. After much legal wrangling, the Conway Scenic Railroad was created in 1974 and took control of the tracks from North Conway down to Conway. The first train operated on August 2, 1974. Regular service was established with 55 minute rides for 11 miles to Conway.

With operations under way, additional locomotives were needed. Ex-Maine Central 44 tonner #15 was acquired in 1975. In 1981, ex-Portland Terminal S4 #1055 was added. Both continue to display their original black paint schemes with CSRR lettering. For a while, a green steam 2-6-2 locomotive operated, but was later sold.

In the yard area, rolling stock, caboose and passenger cars are on display. Some belong to clubs, some to the CSRR and some to private individuals who rent the track space and use the cars as vacation properties.

Other locomotives have been added over the years including 2 B&M F7 units in original maroon and gold, a Maine Central GP7, also in maroon and gold and a pair of ex-Canadian National FP9s in their original red, green and yellow paint.

All buildings have been refurbished and excellent maintenance of them continues to this day. The freight house contains the HO scale layout of the North Conway Model Railroad Club. Each

fall, a railfan weekend is conducted that includes many special and mixed trains, a night photo session and other events during the fall foliage season.

In the 1990s, the CSRR initiated the process to start operations on the Maine Central's Mountain Division, owned by the state of New Hampshire. Operating the other direction out of North Conway, a daily 5 hour train now operates through to Crawford Notch, along with a few shorter 21 mile rides to Bartlett.

Selected Resources

The Conway Scenic RR, May 1983 Railfan & Railroad, p. 48-57
B&M's Conway Branch, December 1988 Model Railroader, p. 106
B&M's North Conway Station, December 1988 Model Railroader p. 117

Official Website: www.conwayscenic.com

Conway Scenic Videotapes
"The Legend Returns" - 66 min. color 1996

CSRR Scanner Frequency: 161.250



Above: Conway Scenic Railroad's ex-Portland Terminal Alco S4 1055 leads a Conway bound passenger train on a beautiful August day in 1995.

Left: The Conway Scenic now operates the former Maine Central Mountain Division. A work extra is in Crawford Notch. The GE 44 Tonner is ex-Maine Central. Both photos by Mike McNamara.

The New Hampshire Northcoast started operations in 1986 utilizing 31 miles of the ex-Boston & Maine Conway branch. It operates the trackage north from Rochester, NH up to the Ossipee Aggregate's pit in Ossipee, NH. The trackage north is out of service to Conway, and then the Conway Scenic track begins.

Interchange is with the B&M (Guilford) at Dover, NH, although many times the trains run through to Boston, delivering gravel and sand to the Boston Sand & Gravel Company, suppliers for Boston's "Big Dig" project.

NHN completely rebuilt the Conway Branch trackage after purchasing it from Guilford. This is reflected in the 30 mph speed limit.

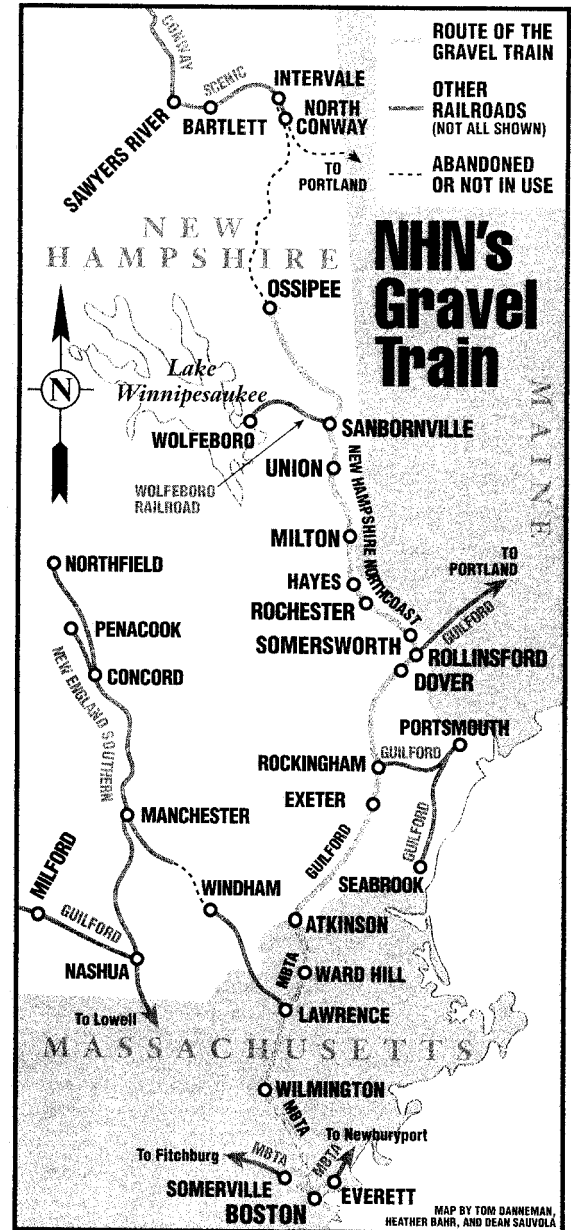
Motive power is 6 ex-Conrail GP9s, numbered 1755 through 1760. They are repainted into green and black scheme with a yellow stripe and "NHN" lettering. The railroad also has purchased a series of old hopper cars, some repainted green or black with NHN logo.

Operations feature a daily morning train that leaves the B&M yard in Dover and travels north to home rails and the gravel pit in Ossipee. Empty hoppers are exchanged for loaded ones and an afternoon southbound train travels back to Dover. If the train does not run through, the cars are set out for the B&M train DOBO, Dover-Boston.

In 1994, NHN acquired the Guilford trackage from Rollinsford to Rochester as well as the 6 miles of track from Rochester to Farmington, NH. This allowed the NHN to upgrade the poor trackage from Rollinsford to their home rails as well as pick up an additional shipper in Farmington, Davidson Rubber Co. which produces automobile tires and parts.

Selected Resources

Autumn Action In New England, November 1993 Railfan & Railroad, p.70
Gravel and Geeps, October 1997 Railnews



Scanner Frequencies:
160.275 and 161.385

Photos from the
NERAIL online archive



The NEGS operates ex-B&M trackage in southern New Hampshire from Manchester to Concord. This line is still owned by Guilford, but NEGS operates it. If needed, the NEGS will operate north of Concord, up through Plymouth and to Lincoln. That ex-B&M trackage belongs to the Plymouth and Lincoln RR Corporation, which operates tourist trains around Lake Winnepesaukee and in Lincoln.

A daily local freight handles on line customers. Interchange is made with Guilford at Manchester.

Unit coal trains utilizing Norfolk Southern motive power operate regularly to the Public Service Co. electric generating plant in Bow, NH (just south of Concord).

Recently, Quebec Cement opened a cement plant in Bow and this has added considerably to the NEGS traffic.

New England Southern locomotives include GP10 566, still in Conrail Blue, and GP18 503 in a green scheme with a logo containing an image of the New England states.

Selected Resources

Scanner Frequencies: **161.520, 161.025 and 160.395**

Railfan Site: <http://www.nh.ultranet.com/~petlick/negs.htm>



Photo from the NERAIL online archive