

B&SR Boxcar 67 – 110 Years and Counting

Article by Bob Hayden with photographs from his collection

AT THE VERY END of 2015, NGPF provided a matching grant of \$4,600 to the WW&F Museum in Alna, Maine, to restore Bridgton & Saco River boxcar No. 67. Number 67 was one of six boxcars ordered in 1905 from the Laconia Car Co. of Laconia, New Hampshire. Laconia is less than 70 miles by road from Bridgton, which made it B&SR's local builder. The cars in the order were numbered from 63 through 68, and each cost \$370.

Laconia also built cars for other Maine two-foot-gauge railroads, including the Sandy River, Franklin & Megantic, and Monson railroads. In 1876 Laconia's predecessor company, the Ranlet Manufacturing Company built all the passenger and freight cars for the original two-footer, Massachusetts' Billerica & Bedford Railroad. Ranlet Manufacturing became Laconia in 1882.

Boxcar No. 67 served the Bridgton & Saco River from 1905 until the railroad was reorganized and renamed the Bridgton & Harrison in 1930. When the B&H ceased operations in September 1941, Ellis Atwood purchased most of the equipment, including No. 67, for use at his cranberry plantation in Massachusetts. It was moved to the yard at Bridgton Junction, where it languished during WWII.



No. 67 awaiting restoration at Alna.



No. 67 at Bridgton Junction during WWII

In 2015, the MNGM moved to Gray, Maine, and boxcar 67, in delicate condition after 20 years outdoors in the salt air, was not able to make the move. After volunteers from the WW&F Museum evaluated No. 67 in September 2015, it was transferred to them and moved to Alna, Maine (about 50 miles north of Portland), on September 30th. The car was moved into the WW&F's new car barn in October, and transferred to the shop building early in November.

The WW&F plans a full operational restoration of No. 67, and the work has already begun – including cutting down oak trees that will be milled to make new frame sills. Almost 100 percent of the labor for the job will be performed by WW&F volunteers, with an initial budget of \$5,000 for materials and \$2,000 for work on the trucks.

In 1946 No. 67 was moved by road to South Carver, Massachusetts, where Atwood proceeded to build his EDAtown Railroad (EDA were Atwood's initials). Originally intended as a working part of his cranberry operation, the railroad quickly became a local tourist attraction.

EDAtown needed passenger cars, not boxcars, and No. 67 was used as a storage shed for almost half a century. That is significant for preservation, because the car was not modified or damaged in service. In 1992 it was moved to the Maine Narrow Gauge Railroad Company & Museum ("MNGM"), its next owner, on the site of the Portland Company on the waterfront at Portland, Maine.

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Mission

The Narrow Gauge Preservation Foundation will preserve, exhibit and interpret significant prototype and model Narrow Gauge artifacts, as well as educate the public on the importance of Narrow Gauge railroading

THE BOARD OF DIRECTORS

BOB BROWN

is editor and publisher of the Narrow Gauge and Shortline Gazette, the premier magazine devoted to Narrow Gauge. Since 1975, the Gazette has documented the history of narrow gauge in articles, plans, photos and has acted as a focus for the Narrow Gauge community. Bob Brown, a Master Model Railroader as recognized by the National Model Railroad Association (NMRA), has been building narrow gauge models for over sixty five years and has a massed a collection of pioneer narrow gauge models reflecting his own interest in the history of Narrow Gauge. Bob also serves on the Museum Committee of the NMRA. Bob is the chairman of the Board.

SAM FURUKAWA

is a recognized photographer of Narrow Gauge, author and modeler. Retired from a long career at Microsoft Corporation, Sam is now a professor at Keio University in Tokyo, Japan. He is an author of three books on Colorado's preserved narrow gauge railroads. He has extensively photographed the operations of the surviving narrow gauge lines of Colorado and New Mexico and some of his videos have recently been released to the public by the NGPF.

FRED HAMILTON

was a long time employee for Kalmbach Publishing serving on the sales staff of both Trains and Model Railroader Magazines. Fred is also and avid On3 modeler and remains close to the model railroad industry. In the past, he has served as President and Executive Director of the industry's trade association and currently serves as the Treasurer of the NGPF.

BOB HAYDEN

is the author of numerous articles and books on narrow gauge topics and also was a long time employee at Kalmbach Publishing working on Model Railroader, Trains, Classic Toy Trains, Garden Railways and Fine Scale Modeler Magazines. Bob has also built narrow gauge models for over fifty years and currently works in the publication field. Bob serves as Secretary of the NGPF.

FRED HILL

is the owner of the original Whistle Stop in Pasadena, a major hobby shop in Southern California. He has long been active in railroad preservation for both narrow and standard gauges and is involved with two model companies, The Coach Yard and Thin Film Decals. He has served with distinction for many years as an officer and board member on several hobby trade associations.

JIMMY BOOTH

comes from a distinguished career as a principal at P-B-L (Peter Built Locomotives), a major supplier and importer of Sn3 locomotives and equipment. He also has dedicated much of his life researching the history of D&RGW narrow gauge equipment and has served as a historical advisor to both the Cumbres & Toltec Scenic and Durango and Silverton Railroads. Jimmy volunteers at a local museum as a steam locomotive engineer.

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In December, the NGPF agreed to a 2:1 matching grant for No. 67: if the Museum could raise \$2,300, NGPF would match it with \$4,600. The Museum used a crowdsourcing web site, GoFundMe.com, and obtained the needed contributions in less than a week. It may have helped that the campaign was conducted over the Christmas holidays, when people are in a giving mood.

The WW&F Museum's goal is to have No. 67 completed and in operation when narrow gaugers come to Augusta for the 2016 National Narrow Gauge Convention, September 7-10. Augusta is only 24 miles from Alna, so NGPF members can see what their funds have helped to accomplish. You should also ride the train while you're there.

For the latest on No. 67's story, go to the WW&F Museum's forum pages at: <http://forum.wwfry.org/index.php?topic=2566.0>

MODELING WISCASSETT

Article and Photos by Bob Brown



I was delighted when the Narrow Gauge Preservation Foundation decided to help the Wiscasset, Waterville & Farmington group preserve Bridgton & Saco River boxcar #67. I have been a 2-foot fan and model builder, on and off, for many years. For the past three years, I have been building and assembling 7/8n2 models for my garden railroad.

However, back in 1967 I built an On2 model of Wiscasset Maine on the WW&F. I had decided to build a display model for the 1968 NMRA Convention, to be held in nearby San Francisco. My idea was to publicize my little magazine, *FINELINES*. Looking around for a prototype scene to model I stumbled upon the late Dick Andrews' sketch of Wiscasset in his *Narrow Gauge Junction* column in the May 1953 *RAILROAD MODEL CRAFTSMAN*. I loved Dick's sketch because it was so quaint and New England looking. So, my wife and I flew to Boston and drove up into 2-foot country and visited Wiscasset.

When we returned I got to work on my display layout. I built it in my garage in two 6-foot long, and two 4-foot long sections. There was a blue-sky backdrop and a sloping cardboard fascia where I displayed photos, and had pockets of take away information. I don't remember how I powered the display. I cut the ties and hand laid the track using turnouts and a crossing from the late Russ Simpson. Although I built a Turner Centre insulated boxcar, it went into the convention contest. So I used several freight cars built by Bob Schlechter on the display. I scratch built all the structures from photos, assembled a schooner from a kit, and made a barge with a pile driver left over from a logging scene.

There were no commercial On2 locomotive back then, so I scratch built a Forney. It just would not run, so I built a second Forney that did run – just. I also laid some fine scale (Proto-48) standard gauge track and had one standard gauge boxcar, and a 0-6-0 lettered for the Maine Central.

My Wiscasset scene was a hit at the convention, and afterwards I was asked to place it on display at a local shopping mall. I received several letters and phone calls from Down Easterners while it was on display.

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One lady even sent me some wallpaper from the Wiscasset depot.

I enjoyed building and displaying my Wiscasset display, and wrote an article about it in the August 1969 MODEL RAILROADER. I eventually sold Wiscasset to a local museum. Years later the model was broken-up and sold, but I don't know what happened to it.

Back in 1968 I was only aware of the Edaville Railroad and the Booth Bay Museum. Irene and I visited both on our trip. Today while we still have a diminished Edaville Railroad, we still have a vibrant Boothbay Museum. And now we have the museum in Portland, Maine, the Wiscasset, Waterville & Farmington group, and the Sandy River & Rangeley lakes preservation effort. I am glad to see these groups preserving 2-foot locomotives and equipment, and the Narrow Gauge Preservation Foundation's efforts to help. You can help by continuing to donate. Thank you for being a member.



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From The Executive Director

In this issue, we feature the latest NGPF project, restoring an important but utilitarian two-foot narrow gauge boxcar. While not very sexy, such a project is important. Board member Bob Hayden documents the project and Chairman Bob Brown describes his early efforts in modeling a seminal two-foot scene. I thank them for their contributions both to this newsletter and to the NGPF. Both are renowned modelers with a love of two-foot modeling.

Our renewals have been gratifying and we are slowly adding new members. This year, the Narrow Gauge Convention will be held in Maine with a full menu of NGPF events and opportunities. This is one not to miss; hope to see you there.

Charlie Getz

Since 1975, Charlie has written a column for the Narrow Gauge and Shortline Gazette and has been active in the NMRA, currently serving as its President. He has been Executive Director of the NGPF since its inception.



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WHO WE ARE - WHAT WE DO AND HOW YOU CAN HELP

The Narrow Gauge Preservation Foundation (NGPF) was first established as the Narrow Gauge Trust in 2000. It was the dream of one of our board members to help preserve Narrow Gauge in both its prototype and model form. In 2002, the Narrow Gauge Trust Fund was incorporated as the Narrow Gauge Preservation Foundation, and acquired non-profit status both within the State of California and as recognized by the Federal government. As a non-profit public benefit corporation, our mission is to establish interactive exhibits where the public can learn of the significant history of Narrow Gauge railroading as well as to support preservation activities and projects wherever possible.

The foundation is administered by a board of directors, which does not receive compensation. The NGPF is proud that less than five percent of its funds are spent on administrative costs. Thus, ninety five percent of the funds raised go toward preservation efforts.

Our primary function is the creation of interactive exhibits where the public can be told the story of Narrow Gauge, such as the one at Chama. As with the Chama exhibit, each exhibit will include interactive video presentations and models as well as dioramas, photographs and other graphics to explain the significance of the Narrow Gauge railroading experience. As a secondary function, the NGPF assists Narrow Gauge preservation efforts across North America. These efforts to date have exceeded over one million dollars and in some cases have made the difference between preservation and loss of significant artifacts.

The foundation is also unique in supporting the efforts of Narrow Gauge Preservation projects throughout the United States rather than concentrating on one area or one particular project. To date, the organization has supported projects on the Cumbres and Toltec Scenic Railroad, Ardenwood Park in California, Friends of Denver and Rio Grande Engine #169, the Southern Pacific Narrow Gauge Railroad Foundation, The Colorado Railroad Museum, the Southeast Narrow Gauge and Shortline Museum in North Carolina and the Durango Railroad Historical Society, among others. In addition, we have preserved the collections of prominent narrow gauge modelers, extensive libraries of books as well as important art pieces depicting narrow gauge scenes.

One of the unique aspects of the NGPF is the use of matching grants to encourage the receiving parties to reach out to the public for support. Many of our grants require that the receiving agency establish within a set time frame, an equal number of individual new donations from members of the public, which not only shows support for the particular project, but also provides new sources of funding for the organization. As a result of this policy, organizations receiving our grants have reported increased donations. Donations to the Foundation are tax-deductible, acknowledged and appreciated. By donating, you support a variety of worthwhile projects and thereby enhance preservation of Narrow Gauge.