



Al Pomeroy paints between the stencil lines to finish the maple leaf herald on the trail side of the caboose. Caption and photo: Bob Norander

## Progress Continues on Potter Place Caboose Repairs

The following is reprinted with permission from the September 2022 issue of the Central Vermont Railway Historical Society (CVRHS) magazine. Visit their website at CVRHS.com.

### The Caboose at Potter Place By Al Pomeroy and Bob Norander

Potter Place is a village of Andover, New Hampshire, located on the former

Boston and Maine Northern line between Concord, New Hampshire, and White River Junction, Vermont. The location is named for the Potter family.

The property consists of a well preserved Boston and Maine station with museum inside, a freight house, and general store, a short section of the original mainline and sidings, and

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### Caboose from page 2

a B&M 50' 6" Boxcar #4503 (originally B&M 77764), itself a unique relic as it was one of eight cars converted by the addition of grain doors and used to haul spent grain. (It is possible that 4503 was used to haul residue from beer production at the Budweiser facility in Merrimack, New Hampshire.) And of course our primary subject, CV Caboose 4030.

All these properties are under the care of the Andover Historical Society, which maintains this historic site and museum.

Today the northern mainline has been converted into a 58-mile long bike trail between Lebanon, New Hampshire and Boscawen, New Hampshire.

George Dutka reported that the CV4030 was sold to Frank R. Dickinson of Proud Yankee Enterprises, Wolfeboro, New Hampshire, on December 1, 1971 for \$850.

I was first contacted by Ed Hiller of



The Central Vermont Railway caboose in Potter Place in September 2022, after the stencils and herald have been applied. Some painting of the exterior remains to be finished.

the Society back in May of 2018. He indicated the caboose was a gift to the Society from Wolfeboro Railroad in the 1980s and arrived in Andover in 1987.

Since the exterior had badly degraded over the years, the siding was removed and replaced, along with other repairs. With this work completed in 1989, a fresh coat of red paint was applied.

Since some 30 years had passed, it was time to consider painting the car,



In other Potter Place news, Fred Nystrom and Doug Colby, volunteers for the Andover Historical Society, install the horizontal "Train Order Signal" (semaphore) support beam.

Caption: Lindsey Schust. Photo: Bob Norander

but what color to paint it? I was able to dig up photos of the car in all the paint schemes that had been applied in recent years, and after some internal discussion the decision was made to do the Maple Leaf Scheme.

In the spring of 2018, another member, Bob Norander, received a report that the roof was leaking. Bob and Tim Norris made temporary repairs and recommended replacement on the

entire covering. A fundraising effort for the roof was begun.

I prepared drawing files for them, based on what I knew from my own prior research on CV 4014. Ed Beaudette made color copies of the car cards from the files and sent them to me, and using the car card data I was able to identify the correct shopping dates for the paint job, as well as other servicing information, to be applied to

the car. In early 2019 I forwarded the maple leaf files to Ed Hiller. I followed this up shortly by the other car data.

In April of 2020 Bob notified me that a grant had been awarded from Massachusetts Bay Railroad Enthusiasts Inc. for the roof repairs and other work and would start soon. Contractors found considerable rot beneath the surface, requiring replacement of the sheeting, support

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