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MAINE RAILROAD
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Pine Tree FLYER

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Publication of the Railroad Historical Society of Maine



Maine Railroads in Transition

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President's Message

I would like to welcome all the new members to this second issue of the *Pine Tree Flyer*. Our membership now numbers 252, with new inquiries arriving daily.

I will again remind all of you that this is still a volunteer effort, and we need constant donations of articles, ideas, photos and information in order to successfully publish a quarterly on Maine Railroading. My thanks to those of you who have contributed in so many ways, and to the bookstores and hobby dealers who are helping distribute the *Flyer*! Also thanks to some who have donated timetables and other material for the Society's archives. Someday, we will have an area for displaying such donations.

Our society is taking on a more solid form, and efficiency in all areas is improving.

An item which needs clearing up is the date of annual memberships. All of the members who hold cards with an expiration date of March 31, 1982, please change the cards to expire October 31, 1982. This means that new members joining through October will receive the last four issues, and that

next year's dues will be due on November 1st.

The confusion was due to the first issue being published later than initially planned. This seems to be a fair plan, as a number of organizations similar to ours use it and it will minimize the amount of paperwork and record-keeping for the volunteer staff. Please make the proper changes on your cards and accept our apologies for the mix-up.

An annual meeting is in the planning stages, and further details will be forthcoming.

As you may know, members may use the *Swap & Sell* column for their collection purposes, but we must be notified each time for inclusion in that next issue.

Apologies for calling cover shot of 1st issue a GP-9 when it is in reality a GP-7!

Also, when writing an article for the *Flyer*, please indicate quoted references for proper credits.

Yours in Railroading,
Norman Sullivan
President

Pine Tree Flyer is the official publication of the Railroad Historical Society of Maine P.O. Box 8057, Portland, ME 04104

All members receive a subscription to the **Pine Tree FLYER**. Single copies and back issues, when available, are \$3.00 each (plus \$1.00 for postage and handling). See page 19 for membership information.

Story ideas, photographs, maps and drawings are solicited and should be mailed to: **Editor, Pine Tree FLYER, P.O. Box 8057, Portland, ME 04104** Submissions will be returned, however please send a stamped, self-addressed envelope to facilitate handling. Rare material of historic value should not be sent without proper safeguards: Query editor first. No payment is made for material submitted for publication in the **Pine Tree FLYER**.

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On the Cover

The Bangor and Aroostook's No. 42 heads the 1977 version of the railroad's "Turkey Train" southbound at Millinocket.

(photo by Richard Sprague)

Inside

We'd like to thank those who contributed to this issue of Pine Tree FLYER Vol. 1, No. 2, which, by now you know, is the official publication of and principle communications vehicle of the Railroad Historical Society of Maine.

Bob Outland of Saco, a Society member, shares his interest in the Bridgton and Saco River narrow gauge railroad. Richard Sprague, author of the Turkey Train article, joined the Bangor & Aroostook Railroad in 1952 and has been Vice President-Public Relations for many years. J.E. Lancaster, who enjoys the Maine Central as a vocation and an avocation, maintains a priority interest in rack cars, and in milk cars, too. Modeling BAR engines and rolling stock is just one of the multifarious talents of Bob Worcester, who lives in Portland and works for the city's Public Works Department as an inspector. And, we welcome Richard F. Dole of South Portland and the first installment of a series on the Kennebec and Portland. Dick is retired from the

Maine Central where his most recent position was that of Chief Mechanical Officer.

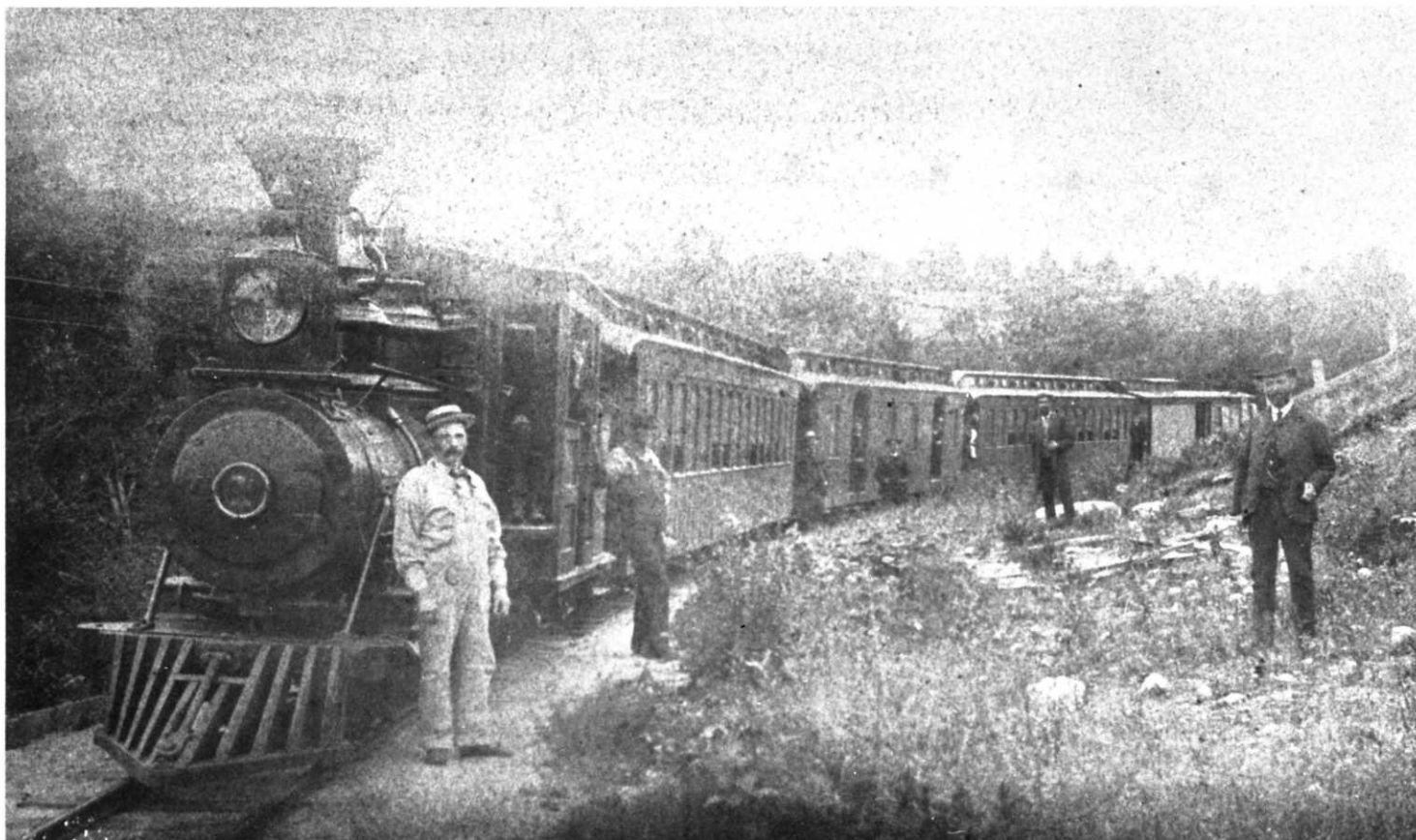
Other articles and photographs appearing in this, our second issue, are the work of members of the staff - the Steering Committee - which has guided the formation of the Society during its formative first year. For all, the work is a labor of love, and you're invited to share your interest with others.

Ideas are welcome. Write us at P.O. Box 8057, Portland, ME 04104 with details and, please include a stamped, self-addressed envelope to speed a reply.

Several members have sent photographs and written material already, for which we thank you so much. Unsolicited pictures, drawings and articles are welcome, too. But, please let us know whether you'd like to have the material returned and be sure to include sufficient return postage.

Editors

The Bridgton and Saco River Railroad



Circa 1883 - Courtesy of the Bridgton Historical Society

by Robert Outland

As an introduction to one of Maine's two-foot gauge railroads, there is the story told by Ruth Moulton of Bridgton about when she was quite young and residing at Sandy Creek where her mother was the station agent for the Bridgton & Saco River Railroad. Her father, LaForest Ingalls, had been the station agent before his death, and after his death Ruth helped her mother with the duties of the station agent and became very familiar with the B.&S.R.'s daily operation. Ruth had the occasion during this period to visit with an uncle who lived near Boston. Upon arrival in Boston she was met by her uncle, and left Boston on the Boston Lynn and Revere Beach RR (then a three-foot gauge road) for her uncle's home. The conductor, while collecting tickets and who apparently knew her uncle, asked her, "How do you like the narrow gauge?" Ruth replied, "What narrow gauge?"

Some may speculate that with only two feet between the rails, the B.&S.R. cars may have been somewhat unsteady. To the contrary, it was not until December 7, 1890, almost eight years after the first car was delivered, that the first one toppled over.

Two men were loading apples on curved siding at Stevenson & Edwards Mill and stacked the barrels of apples on the low side of the car setting on the elevated curve causing the car to tip. A similar incident occurred again in January 1903 when a coal car was being unloaded at the Forest Mills siding and the shovellers unloaded the high side first. However, the railroad was cautious as it is rumored that it required William Kimball, a conductor of large proportions, to part his hair in the middle in order to keep the cars balanced. It is also alleged that Everett Goodrich of Fryeburg, who was known to keep a large cud of tobacco working, was required to stand on the occasions when he rode the narrow gauge. The size of his cud might have shifted the balance of the cars.

The purpose of this article is to cover aspects of the equipment on the B.&S.R. and the Bridgton & Harrison Railway not covered in other periodicals and books. Perhaps one of the most controversial issues is whether or not the saloon car, No. 101, did in fact have a cupola. There are several early photographs showing that it did exist, but exact information is not available as to when and how it was lost. The prevailing rumor that the car lost its cupola on August 5, 1898, is likely based on the fact that one of the Forney locomotives lost its stack, ski-light, etc., on that date, which was the occasion of the opening of the Harrison branch. The surging of the crowd attending the event caused a rope supporting a derrick to snap, striking the stack which fell on a post at the station in Harrison. The post fell over and struck a lad of 14 years on the head causing a concussion. The saloon car was used primarily during the winter months to carry passengers, baggage and express when the regular cars were placed in storage. This practice continued up until operational control

passed into the hands of the Maine Central. Thereafter the saloon car was found on the snow trains as refuge for the shovellers who were needed to clear the drifts. Little is known about the original color of the saloon car, and not much is known about its original appearance, however it is recorded that it had eight seats for passengers.

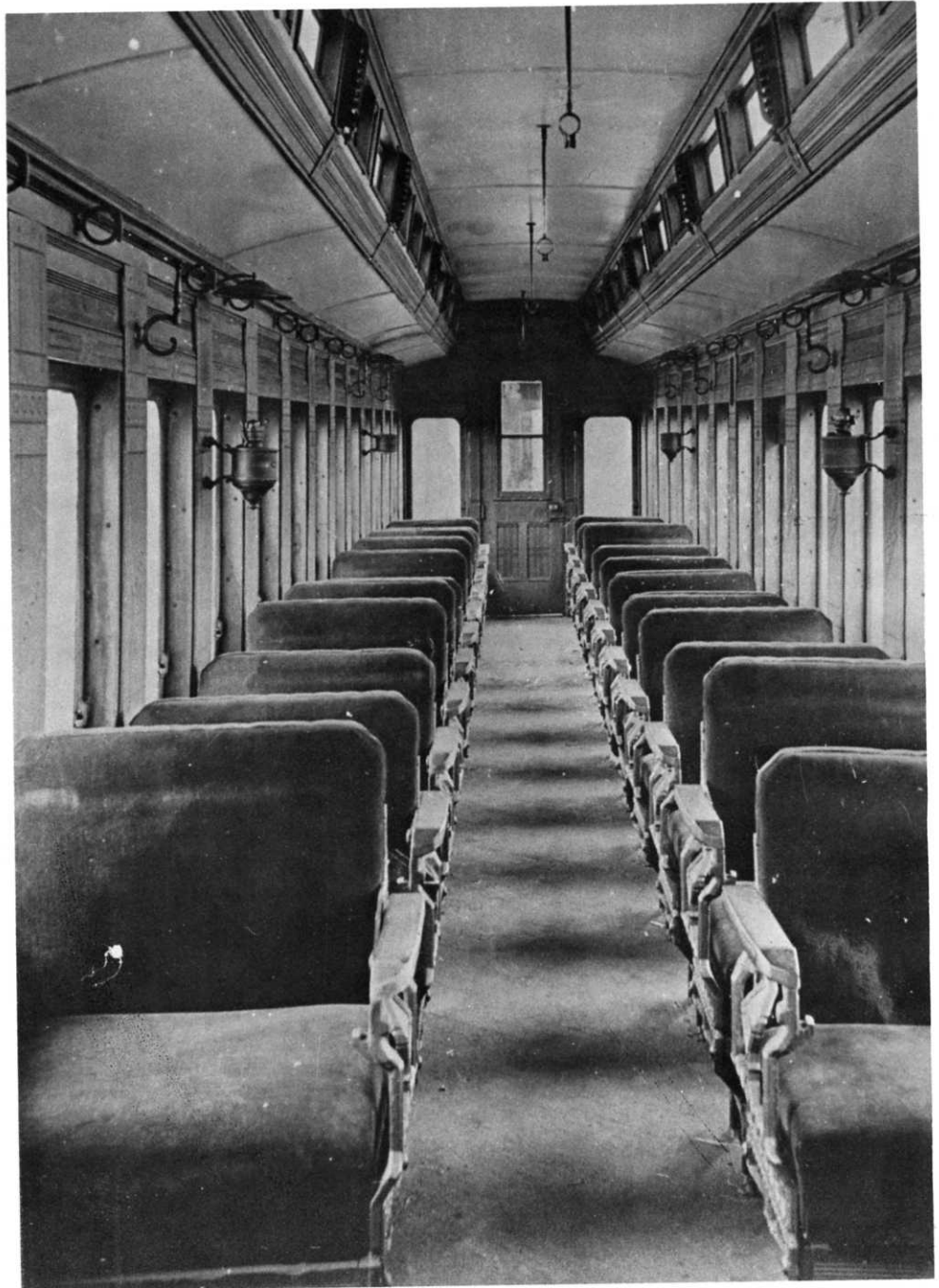
The second item that seems to cause disagreement among aficionados is the color of the boxcars after the line's take over by the Maine Central. According to Walter Makey, employed by the B.&S.R. from 1915 to 1941 (Yard Foreman at the Junction after Joe Bennett, then Superintendent, caught some of the yard crew playing poker instead of working on one Valentine's Day), both the B.&S.R. and MEC purchased surplus paint, the red oxide paint that made New England houses outstanding, from local manufacturers after the season's run, and had pigments added to it to bring it as close to boxcar red as possible. Thus, according to Makey, there was wide variation from year to year as the suppliers used only what they had. Prior to 1912, the cars were painted gray with red trim. The color of the coaches is recorded as "a dark olive" and this was verified when No. 25 was chipped at Harrison just prior to its departure for Edaville. Old color movies from the 1939-40 period of the road reveal that the coaches were painted coach green except that No. 18 was maroon. In passing it should be noted that during this period the window sashes of No. 7 were painted red. (Bob Dingley, curator of the Bridgton Historical Society, has several movies and can be induced to show them on appointment with a donation to the B.H.S.)

Car No. 31 was sent to the rip track in the early 1930's after an accident with No. 7. There had been a mishap at E. Hiram and No. 31 was being pushed to Bridgton by No. 6, with Oscar Horn, engineer, when at Perleys Mill it collided with No. 7. No. 6 braked, but, unable to see ahead due to a curve, the engineer on No. 7, Roland Woodbury, did not brake. Walter Brown, Jr. who was riding in No. 31, saw what was about to happen and jumped. This is the accident that caused No. 7 to lose its number plate, though it had two replacements during the 1930's.

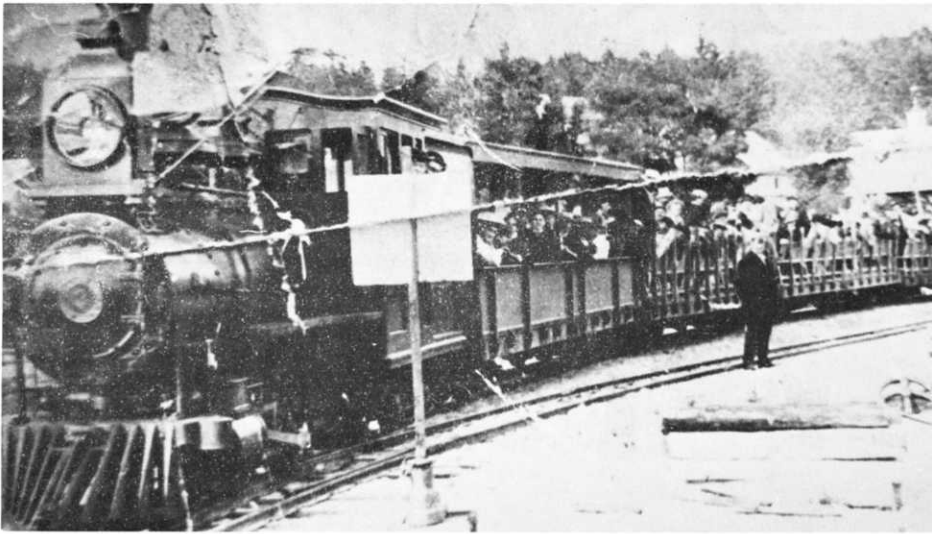
The railroad had two velocipedes after March, 1890. Supt. Joe Bennett purchased a new two-seater then and sold his older model to Austin Fessen-

den, the boss section man. Two months later Fessenden was thrown to the rails when braking too suddenly. Joe Bennett continued to ride his model until May, 1912 when he purchased a 2 cylinder speedster, thought to be a Fairbanks-Morse model, for inspection trips and to go to and from his cottage at Hancock Pond. It is recorded that Bennett did not spare the horses either. During the year 1930 two Fords were purchased at a cost of \$115 and converted to section cars. By April, 1931 railcar No. 1 was in operation and No. 2 was under construction. An old Model

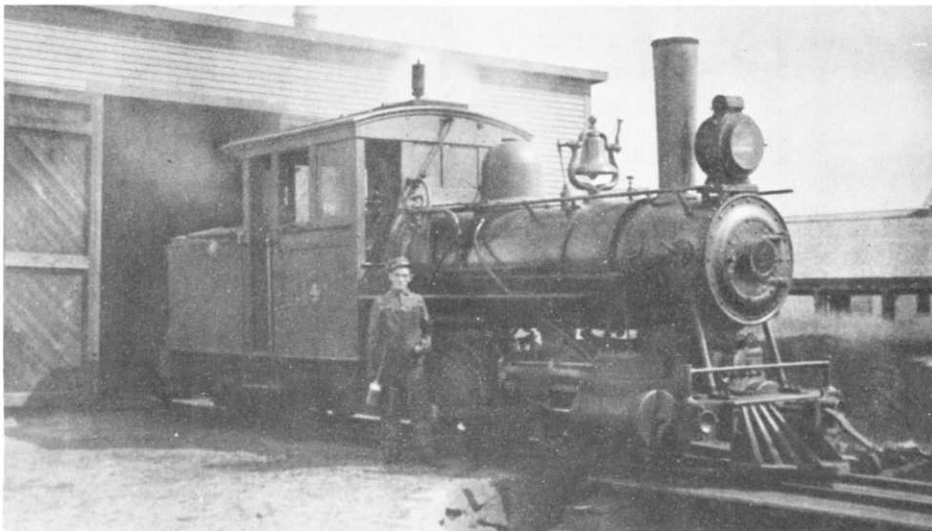
T Ford was donated to the railroad by Charles Stone. The body was removed, and a coupe body was placed on the frame. The drive was from the middle set of axles with an extra set added to take care of the standard size truck body. Other than the driver, two passengers could be sardined into No. 1. No. 2 had a Model T frame, Chevrolet body, a Republic truck engine and a Ford high-speed rear end, necessitated by the decrease in wheel size and to avoid racing the engine. Old photographs show that there may have been two bodies on No. 2.



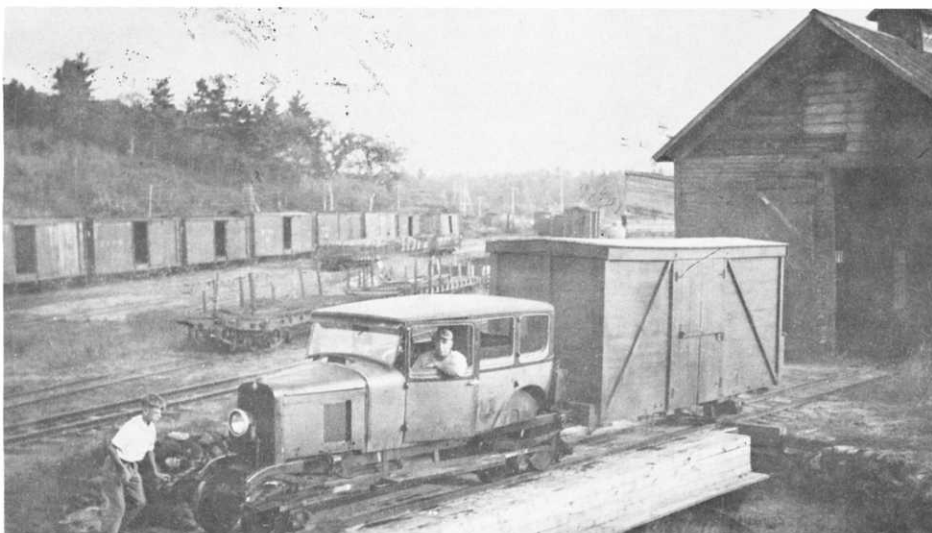
Interior of the Pondicherry - Courtesy of the Bridgton Historical Society



Opening day of Harrison Branch - Courtesy of Larry Card



No. 4 at Bridgton - Photo by Spaulding



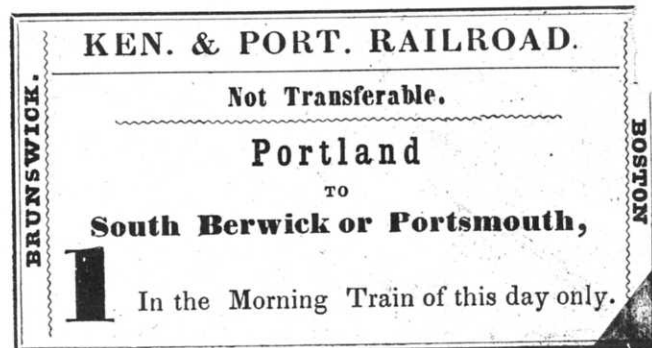
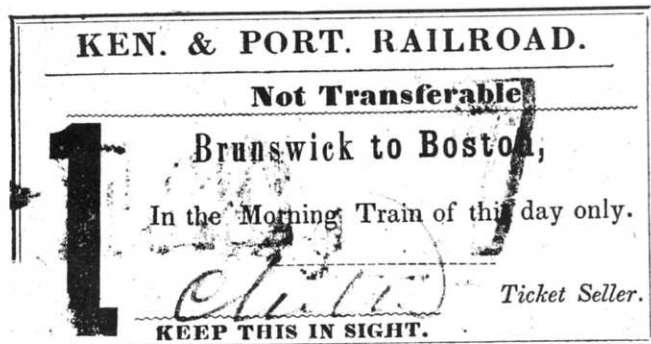
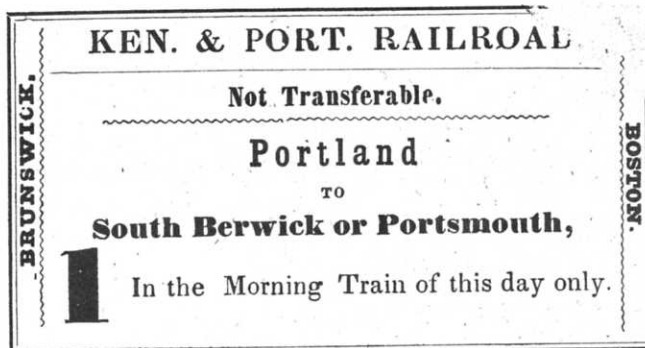
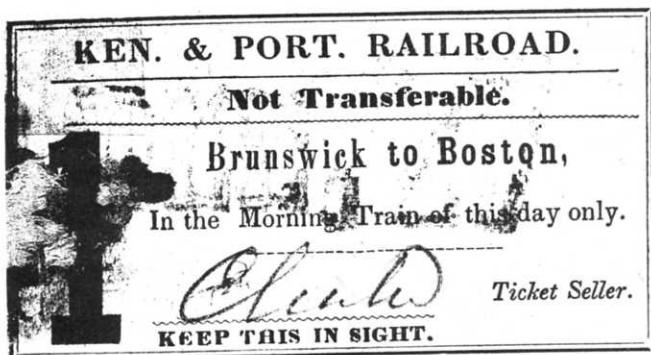
Railcar No. 2 at Bridgton Jct., Walter Brown Jr. engineer - Courtesy of Bob Hayden

There is speculation as to the origin of No. 22, one of the tank cars. The supporting flat car was purchased in 1899 from the Portland Co. The records of H.E. Burnham show that the tank was trucked to Bridgton from Livermore Falls in 1920. The tank itself shows that it was built in 1873 by the Harrisonburg Foundry, Harrisonburg, Pa. and Bob Werner of Plymouth, Mass. stated that he observed UTX markings on it laying in the weeds at Edaville.

In passing it should be noted that the B.&S.R. had two snow plows, numbered 1 and 2. There are no known photographs as of this writing of No. 1 though the application filed with the Interstate Commerce Commission by the B.&H.Rwy. to operate as a common carrier on June 17, 1930 shows No. 1 still on the equipment roster. It should be noted that Mel Caswell, the master mechanic, had weighted No. 1 in January 1898 and added a cutter in front. So weighted, No. 1 apparently performed its task much improved.

Some unusual loads were to pass over the line. In October of 1922, a steam shovel was carried from the Junction to Bridgton where it was last seen puffing over the hill for its assigned task in building U.S. Highway 302. In 1906 a water tank was carried from the Junction for the Pleasant Mountain House (see "Busted and Still Running" by Edgar T. Mead Jr.). Six Maxwell Runabouts sitting on flat cars would have made a great photograph in April of 1911. The only load recorded as being refused by Joe Bennett is one of elephants traveling with a circus wanting to visit Bridgton. The first cattle, 18 head of fancy working oxen, passed over the road in April of 1889. More mundane items were Baldwin apples which were loaded in box cars with two aladdin heaters to keep them from freezing. In November and December for many years apples were shipped from all along the right-of-way to the Junction. Here they were off-loaded into Eastman Heater cars bound for Portland and shipment to England and Europe. The baggage cars were more express cars than baggage. Good revenue was derived from the shipment of veal, butter and perishables in this manner. April of 1907 saw the Bridgton steam fire-pumper being shipped on a flat car to Harrison to help combat a large fire in that community.

Kennebec & Portland Railroad Company



Kennebec & Portland Railroad Company - Miscellaneous Ticket December 12, 1856

by Richard F. Dole

Plans were made to build either a railroad from Gardiner to Portland or a canal and railroad via Cobbossee Stream to Readfield. As a result a charter was granted on March 18, 1836 to the Readfield, Winthrop, Cobbossee Conte Railroad & Canal Company. Augusta people immediately objected because the capital city had not been considered, and they wanted a rail connection at Portland with another railroad. On August 19, 1836 the state requested a reconnaissance of Lt. Col. S.H. Long, of U.S. Engineers, for a railroad from Portland to a point near the head tide of the Kennebec River and to Bangor. His report of December 8, 1836, estimated to cost \$2,475,000., exclusive of land damages, was later found to have been under estimated.

A charter was granted on April 1, 1836 to the Kennebec & Portland Railroad Company to run from Augusta to Portland on the west side of the Kennebec River. A six year charter extension and a five year extension were granted on April 9, 1841 and on March 3, 1845 due to lack of funds with which to organize. A group had met at Augusta on December 22, 1843 and decided to ask for an extension of time.

The corporators met at Gardiner on May 1, 1845 and chose a committee to report on an organization plan. One went with an engineer to England and inspected a number of roads and upon their return recommended that the 4' - 8½" gauge be adopted.

The Bath & Portland Railroad Company had been chartered on February 28, 1844 and engineer James Hall made a preliminary survey between Bath and Brunswick. Members of both groups met in Gardiner on June 5, 1845 and the Bath people agreed to help the Augusta men if the proposed railroad ran through Brunswick with a branch to Bath. A public meeting on August 6 at Brunswick supported it, and later the road was built.

Subscription books were first opened at Gardiner on June 1, 1845. The corporators had voted that the \$1,200,000. shares would be \$200. par, later issues reduced to \$100. and \$50. with 1 percent of each share payable when subscribed. None were binding until \$500,000. had been subscribed on or before October 13, 1846. The legislature approved the branch to Bath on July 16, 1846. To encourage the proposed line the Eastern Railroad Company (MA), through their controlled Portland, Saco & Portsmouth Railroad Company, agreed to subscribe \$100,000. on November 4, 1846, with free use of their Portland depot.

As the 5'-6" gauge Atlantic & St. Lawrence Railroad Company had recently been chartered and was seeking funds, many people viewed this "upstart" railroad with jealousy and suspicion. They feared that the line to Montreal would not be built due to lack of financial support. The people in Lewiston and Waterville were interested only in a railroad to connect with the wide gauge line at Danville.

These roads, of different gauges, began a twenty-five year "War of the Gauges" that resulted in the formation of the Maine Railroad Commission on March 26, 1858, and eventual adoption of the 4'-8½" gauge.

Engineer James Heywood, Boston, was hired in the summer of 1845 to make a survey that he finished on December 14 and reported in March 1846. The estimated cost from Brunswick to Augusta, with a branch to Bath, was \$1,635,549. except for land damages. He expected the road could run 290 days annually, Sundays excepted, and carry an average of 150 passengers daily.

Organization took place at Gardiner on October 28, 1846. A proposal to investigate the possibility to merge with the Portland, Saco & Portsmouth never developed. The total subscriptions at this time were \$625,000. with about 75 percent reliable. This situation was common for early Maine railroads as many people wanted them but did not have the funds.

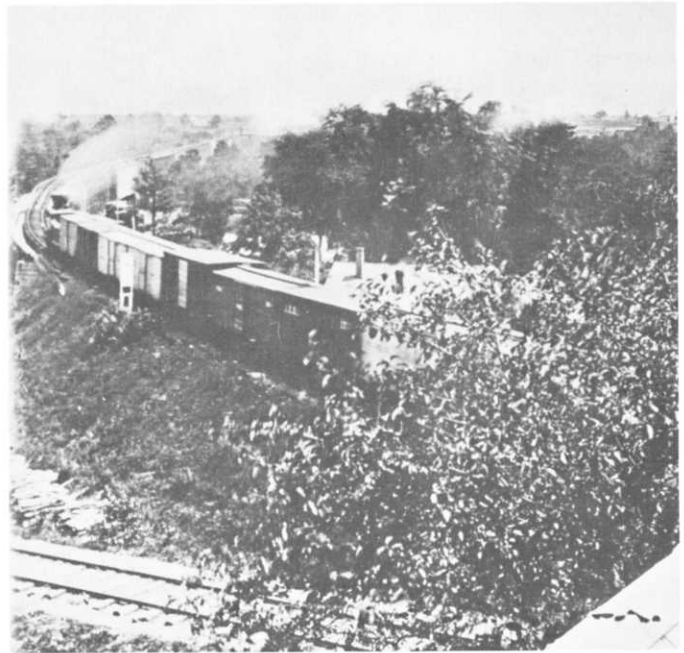
The line began with inadequate funds by men without any railroad experience who thought it could only carry passengers. Its location near navigable waters precluded competition for freight traffic. Therefore, little planning was done for freighthouses, side tracks, land on which to build them, or freight equipment. This lack of foresight led in a few years to increased construction costs and eventual bankruptcy. The failure of contractors to build the road properly increased the costs. Many spots along the road had to be raised three feet, a problem that was not cured until 1854. The engineer's estimate failed to include enough funds for the many embankments that had to be cut, low places that needed filling, ledges that had to be removed, and the many streams that had to be bridged. A total of fifteen bridges, 50 to 300 feet long, were built between Augusta and Portland along with many culverts.

The PORTLAND DAILY ADVERTISER, on May 10, 1847 noted that the road had bought Governor King's wharf with seven acres of land having 500 feet on the shore of the Kennebec River at Bath. He accepted two-thirds of the \$7,000. price in the road's stock.

Ground breaking ceremonies took place at Bath on June 1, 1847 with President G.F. Patten and others. This covered the 8.9 mile portion to Brunswick as work on the 14.25 mile North Yarmouth section did not begin until August. The road used lengthwise, hemlock, dovetailed, sleepers that rested on 6" x 8" x 7 feet long, chestnut crossies like the English and the Eastern Railroad. A large water-powered plant had been built at Augusta at a cost of about \$100,000. for the English kyanize process. The ties and sleepers were put in a vessel, steamed with coal tar, and subjected to 200 pounds pressure for eight hours to retard rot. They were floated down the Kennebec River to their destination. This plant burned to the ground on September 2, 1853 and not rebuilt.

On October 1, 1848 the engineer reported that on the Bath branch there was a steam excavator, 528 men, 132 horses and oxen, 76 dump carts and 46 dump cars. On the extension to North Yarmouth there was a steam excavator, 234 men, 41 horses and oxen, 17 dump carts and 11 dump cars. Due to the wet summer and fall the grading had been delayed.

At the October 5 annual meeting at Gardiner, President Reuel Williams stated that they had spent \$544,570. on construction. To pay current bills they had borrowed \$50,000.



*Old Bridge over Kennebec River at Fairfield.
Burned on April 23, 1873.*

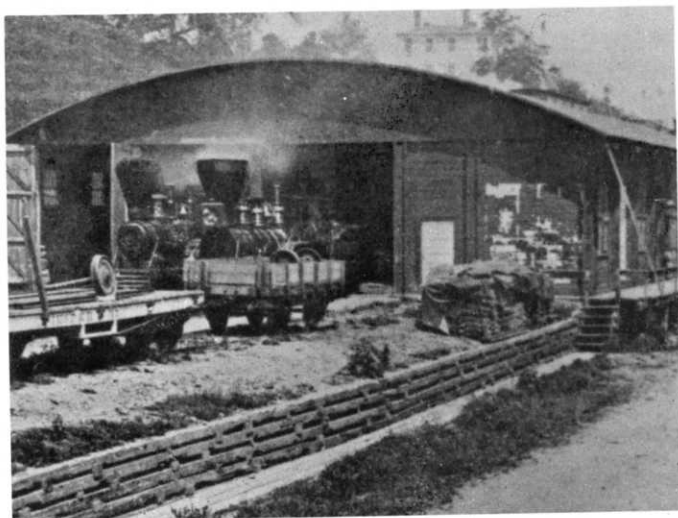
for four years at 6 percent interest. There were no liens or mortgages on the property. There were 3,300 tons of English, 56# "H" rails on hand with 200 tons on the way. As the legislature had on June 7, 1848, authorized the road to issue \$400,000. of new stock (\$100. par) the stockholders voted to do so. Two year, 4 percent, \$100,000. bonds had been approved, but at this time only one-half were issued. Land with wharves at Gardiner were bought in 1847 with 60 rods along the Kennebec River. The company planned to build a passenger depot there at a total cost of \$22,000.

The directors voted on February 15, 1849 at Gardiner, to raise more funds by increasing the number of shares 6,000 at \$50. par.

KENNEBEC, the first engine, was bought second-hand from the Portland, Saco & Portsmouth Railroad on February 26, 1849 for \$2,500. interest free. It ran to Brunswick on June 9 on a gravel train and took thirty minutes to travel from Bath. The directors planned to run free excursion trains between Bath and Brunswick on July 4. Since they owned only two new coaches with 64 seats each, flats were equipped with temporary seats. The S/S HUNTRESS was engaged to bring people from various places in the area.

On that day the Bath depot was mobbed, but only about one-half of them were able to ride the trains. Regular service began the next day between Bath and North Yarmouth and the train left Bath at 6 A.M. and 1 P.M. and returned at 7 A.M. and 2 P.M. The fare from Bath to Brunswick was twenty-five cents, from Bath to North Yarmouth fifty-five cents and ninety cents to Portland over the Atlantic & St. Lawrence.

In order to reach Portland from North Yarmouth, passengers had to change cars. To overcome this nuisance the road asked if a third rail could be added but was told it would be impractical to do so. Disputes about fares and the division of them caused the directors to decide to build their own line to Portland. As soon as the other road learned of this decision they said it would be possible to add a third rail.



*First Depot at Augusta, Maine. Built in 1851.
Destroyed by fire on December 22, 1864.*

The Kennebec & Portland directors then replied that it would be "impractical" and now too late.

At a special stockholders' meeting in Bath on July 16, 1849, they voted to extend the road to Portland and to start as soon as funds were available.

The company owed \$300,000, at 8 percent interest and needed \$140,000, more for two years and it was voted that funds should be promptly raised. The entire roadbed from Bath to North Yarmouth still required additional work.

On November 17 a contract for an extension from Morrill's Corner to Portland's Back Cove was made with the York & Cumberland Railroad Company about 2-²/₃ miles long. The latter was to buy the land, fill it in, build double tracks and erect a depot with an adjacent turntable. The depot was located on ten acres of land on Kennebec Street and extended eastward from Chestnut to Pearl Streets. It was 250 feet long, 100 feet wide, with overhanging platforms, portico entrances and tracks on both sides. The total cost of \$48,442, was divided between the railroads. On February 19, 1850 contractor Marsh's loaded sled pulled by horses broke through ice in the Kennebec River, 3 miles east of Richmond. He tried to hold the horses' heads above the water, but the load dragged them down.

On July 17, 1850 the roadbed had been completed and ready for the rail. Men from both roads made the first trip over it on August 13 with regular service on September 2. A one mile branch from the depot around Bramhall Hill to the Portland, Saco & Portsmouth Railroad Company's depot opened on October 3, 1850. The first trip did not turn out well as a tender axle broke that delayed the arrival several hours.

A construction contract for work east of Brunswick had been made on November 29, 1847 but stopped the next year due to disputes with the contractor. For legal reasons work did not resume until September 1849 and then with another contractor. Included in the land of the Brunswick property was a small, one-story building that stood near Main Street. It had been hastily fitted with ladies' and men's waiting rooms and toilets separated by the ticket office. An ell contained the baggage room overseen by J.S. Cushing the first agent.

On February 27, 1850 the stockholders of the Portland, Saco & Portsmouth met at North Berwick regarding aid to the Kennebec & Portland. The former found that they would be partly responsible for any debts. Before granting the 1,000 shares the Kennebec & Portland had to agree to the payment of 6 percent interest and to build a 2-¹/₃ mile branch to a connection with them. It was said that the connection was at a point called "lousy lane" in Cape Elizabeth (now South Portland) in the vicinity of the present Broadway and Evans streets. They also reserved the right to place a lien on it. The branch opened on April 14, 1851 with a bridge across the Fore River and was removed by the road in late 1857 with a branch line from their depot to the P.S. & P. R.R.C.O. on Commercial Street.

The Post Office Department granted a mail contract between Bath and Brunswick on July 1, 1850. The loss of such contracts was one of the reasons many stage lines were forced out of business. Steamer lines were also hurt as the railroad could run with regularity, despite bad weather, as the former had to contend with heavy fog, winter storms with the constant danger of running ashore on the rocky coast. The opening of this railroad changed transportation in central Maine.

During the winter of 1849-1850 timbers were erected for the bridge across the Androscoggin River at Topsham, and nearly done in March. The first engine crossed on December 13, 1850 with regular service to Richmond on January 1, 1851. The cost of it was \$42,000.

On January 16, 1851 the directors met at Augusta and resolved that in order to prosper the road had to be extended to Skowhegan. The Somerset & Kennebec Railroad Company was chartered on August 10, 1848 to run from Augusta to Skowhegan but lacked funds to organize. The Kennebec & Portland directors offered aid on February 4, 1851; they would pay 6 percent annually on the construction costs, but would be given the right to approve its location. On April 3, 1851 the Somerset & Kennebec incorporators elected a secretary and made a survey that summer.

On the morning of January 30, 1851 the up train from Richmond was halted at Freeport as the rails were embedded in ice due to flooding caused by improper grading. Local passengers paid fares at the rate of 3¢ per mile and through passengers at 2½¢ per mile.

On November 10, 1851 regular train service began to Gardiner. At Augusta the road began to build a brick engine-house, freight house and machine shop at the foot of Court Street on September 1. A wooden passenger depot was planned to be company built on Commercial Street. To be 270'-9" long x 64'-6" wide with three tracks through it. One for the mail line and the others used as side tracks. There was a ladies' waiting room 25'-6" long x 14'-6" wide, a men's waiting room of the same size with a 9'-6" long x 8'-0" wide ticket office between them. A 14'-0" long platform was located along the main line track. The entire station area was enclosed with doors at both ends. The main line door opening was 15'-6" wide and 15" above the rail. The center sliding door was 12'-6" wide and the blind side opening 11'-6" wide with a platform 12" above the rail. The height of the depot from the rail to the top was 37'-10". Roof vents were placed in the upper roof as its pitch was 2" in 23"; the lower roof had a pitch of 7" in 12". Its upper end was seventy-five feet from the public bridge across the Kennebec River.

to be continued in upcoming issues

The Three 3s



Route 114 crossing - Sebago Lake - July 23, 1979

Text and Photographs by Ron Palmquist

Passenger service on the Maine Central Railroad was discontinued on September 6, 1960, and with that event all vestiges of lightweight and heavyweight passenger-carrying rolling stock on the line disappeared. Serviceable equipment was sold, and remaining cars were put to other uses.

However, Car 333 - the Maine Central business car - has survived and its use on Maine, New Hampshire and Vermont rails has provided a visible link with that time over two decades ago when mail, baggage, combination, coach, smoker and buffet-parlor cars were listed on the Maine Central passenger roster.

Car 333 (the three-3s, as it is customarily referred to by MeC personnel) has been "on the property" since

October 1929 when the car was purchased from the widow of New England industrialist R.T. Crane. The heavyweight observation car was built by the Pullman Car & Manufacturing Co. in 1924. Records indicate the car was ordered in November 1923 and delivered to Mr. Crane a year later. It's name: NITUNA. According to railroad author Lucius Beebe, Mrs. Crane didn't like the name NITUNA and changed it to LONE TREE following her husband's death. Beebe's research indicated the LONE TREE was purchased by the Boston & Maine Railroad in October 1929 and was numbered 333.

It was during the early years of a management agreement placing the Maine Central in the control of the Boston-based B&M that car 333 finally became the property of the MeC and was the traveling office of Edward S. French, E. Spencer Miller and John

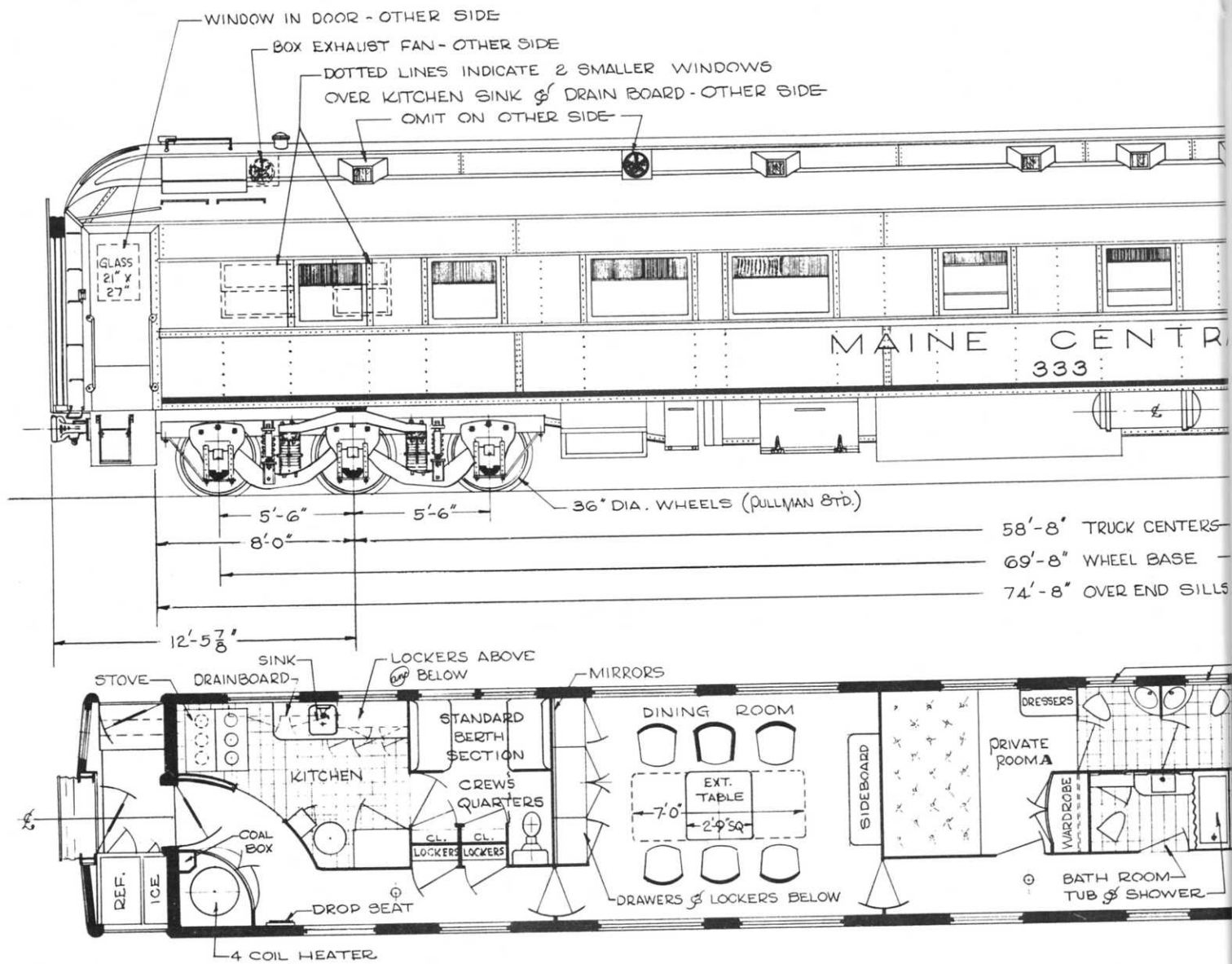
F. Gerity, three of the railroad's 16 presidents. More recently, the three-3s has hosted Timothy Mellon, new owner of the Maine Central, and David A. Fink, Mellon's chief of operations.

Maine Central business car 333 sports traditional dark wood panelling, a centrally-located dining-salon, bedrooms, a small sitting room in the rear of the car, and galley and crew quarters. Society member Ralph Wendelaar's splendid drawing of the car, which covers the two following pages and is the Flyer's centerspread, outlines exterior and interior details.

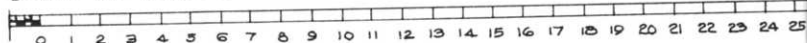
The photo above shows Car 333 on July 23, 1979, bringing up the markers of the Maine Central inspection which has just crossed Route 114 near Sebago Lake on the railroad's Mountain Division on a trip to Quebec Jct., Vermont.

continued on page 12

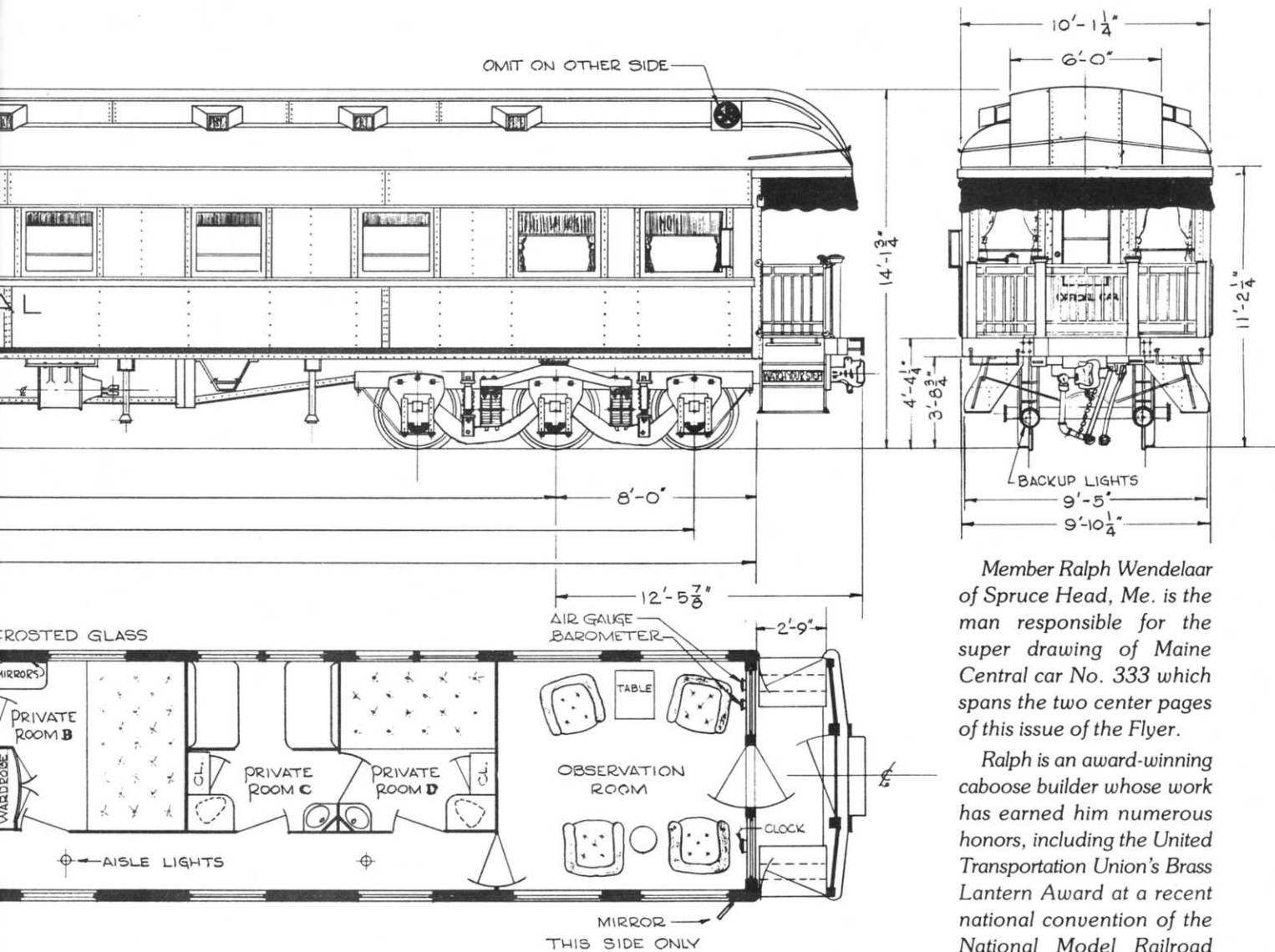
• ~ "MAINE CENTRAL" BU



SCALE IN FEET :



BUSINESS CAR # 333 2 0

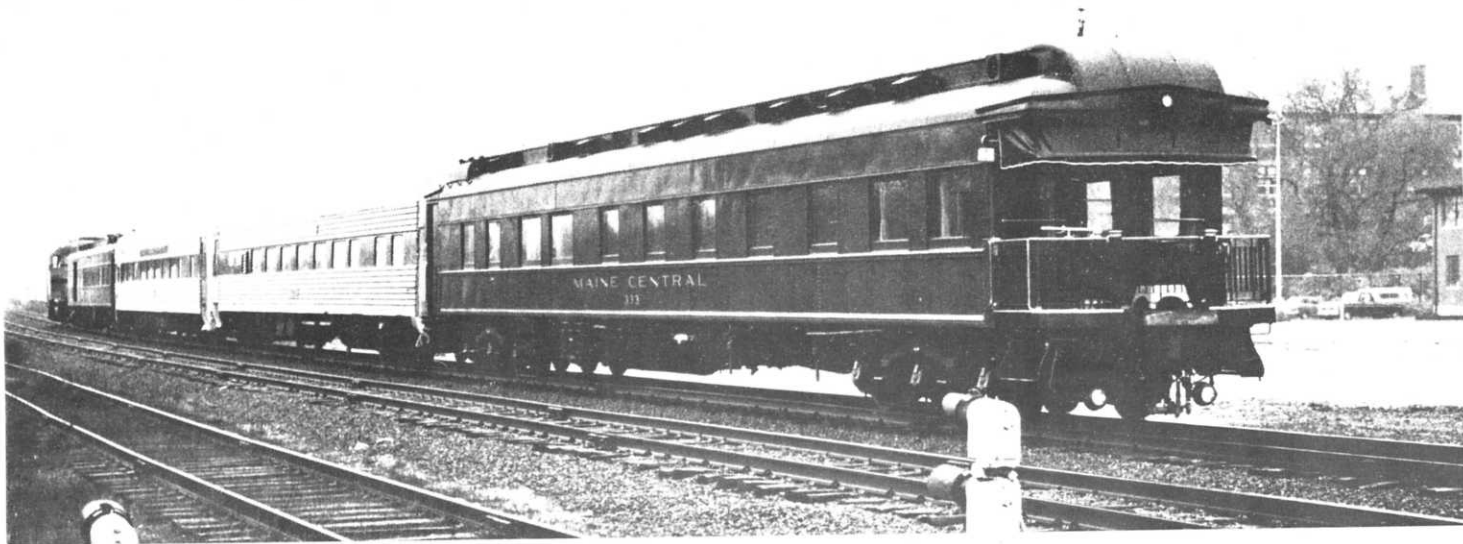


Member Ralph Wendelaar of Spruce Head, Me. is the man responsible for the super drawing of Maine Central car No. 333 which spans the two center pages of this issue of the Flyer.

Ralph is an award-winning caboose builder whose work has earned him numerous honors, including the United Transportation Union's Brass Lantern Award at a recent national convention of the National Model Railroad Association.

DRAWN BY :
RALPH WENDELAAR,
BOX 1776
SPRUCE HEAD, MAINE
04889

The Three 3s



Maine Central Railroad Inspection Train - Portland - October 27, 1981

Above is a photograph of the business car's left side as it prepares to board a party of railroad, business and government leaders on October 11, 1981 at the site of Portland's Union Station. The main line tracks are behind the Maine Central's St. John St. headquarters. Another view of the three-3s

is found on the back cover of the Flyer as it clatters across the MeC-CN Diamond at Danville Jct., Maine on its way to Bangor on October 24, 1978. (photo by Ronald N. Johnson)

Maine Central business car 333 was in the consist of the August 1981 Bangor, ME to Buffalo, NY MeC-

B&M-Delaware & Hudson inspection train. However, mechanical problems prevented the 57-year old car from completing the five-state journey. Most recently the business car hosted Mr. Fink, members of the media and invited guests on a tour of the "Back Road", Portland to Waterville, in October 1981.

Comment

Letters of encouragement continue to brighten our day at the offices of the Railroad Historical Society of Maine. And, for that we thank you.

John R. Davis, GTR Historian of the Island Pond Historical Society, says; "Volume 1 Number 1 is a fine bit of work." He then goes on to respond to the question asked in Jerry Angier's piece on collecting; "Why are the Goodies in the bottom drawer?" Mr. Davis says: "Because in that age-old task of tidying up one's administrative desk or workspace, the most frequently used items are kept handiest, such as the top drawer. Things not used so often since the last housecleaning as they once were, become relegated to the next drawer down, while those that were not used at all filter into the bottom one just in case they might be needed again in the near future. Usually they

never are and eventually become that collectable 'goodie'." Thanks to John Davis, who pledges to contribute short, one or two paragraph space fillers of little-known items concerning the early days of the Grand Trunk in Maine.

Dick Dole lists some "corrections" in Vol. 1 No. 1, among them information on combines MeC No. 521-522. The cars "were received on 2/12/1931 and 2/22/1931 respectively. They were not air conditioned and put into service with it until 6/22/1934. No. 522 was renumbered to 322 on 10/31/1960, and the No. 521 was destroyed in the Kennebec accident on 2/11/1955." Thanks, Dick.

Please credit in Vol. 1 the Maine Central picture on page 7 to Harry Frye. The B&M photo on page 7 is credited to George Votava.

We Need Your Help

In order for the Railroad Historical Society of Maine to grow and prosper, we need your active participation. This means that if you can donate your time and talent in return for fellowship and enjoyment, we would like to hear from you. We are especially in need of members who live within the "greater Portland" area of say 50 miles to actively give of themselves so that this fine publication can happen each and every quarter. While this effort is a "labor of love" the more "laborers" the better off we all will be. If you can help, please contact President Norm Sullivan (773-0146) **days** or Jerry Angier (774-5781) **days**. These are work locations and you may have to leave a message.

The Bangor and Aroostook Turkey Train

by Richard W. Sprague

Every December for the past six years the Bangor and Aroostook Railroad has operated what may be the most unique special train on any railroad. It started out its life as the "Christmas Special".

BAR Chairman and CEO, F.C. "Buck" Dumaine wanted to express the company's appreciation for what he felt was a high degree of employee loyalty and effort during the initial period of Amoskeag's ownership of the Maine road. He conceived the idea of giving every employee a 20-pound turkey as a thank you, not an unusual Christmas gesture for many companies. But he stipulated that the turkeys be delivered personally by the road's management group.

BAR people, in their traditional practice of simplifying names and titles, promptly dubbed the "Christmas Special" the Turkey Train, a name that has stuck even in official correspondence. And it has succeeded, even beyond Dumaine's original goal, in linking the men and women of the railroad together.

The Turkey Train isn't your garden variety special train with a staff of skilled attendants, linen, silver and fine china. The only paid employees on the three-day run are the train crew. All the rest are volunteers. During the 1981 trip Executive Chef Howard L. Cousins, Jr. (vice president-marketing) and his kitchen crew served nearly 400 meals to the supervisory staff who traveled with the train. They consumed several hams, roasts of beef, pots of beans, pies, mountains of salads and sandwiches, and the piece de resistance, a five-gallon seafood stew which is Cousins' specialty.

The volunteer crew that travels the 500-mile route sleeps either in one of the road's two business cars, the SCHOODIC or BURNT HILL, the crew and kitchen car FIVE ISLANDS, or stays at local motels where the train ties up at night. At rail points like Madawaska, Fort Kent, Squa Pan, Presque Isle, Oakfield, Millinocket, Derby and Northern Maine Junction, all hands turn out to distribute turkeys from a mechanical refrigerator decorated for the season with a Christmas tree and lights. Others mingle with the crowds



President Walter Travis is interviewed concerning the Turkey Train by Bangor's channel 2. Note the Christmas tree in the refrigerator car.
Richard Sprague photo - December, 1977



F-3 No. 42 heads the train here at Millinocket during the December 1977 stop.
Richard Sprague photo

The Bangor and Aroostook Turkey Train



Frederick C. "Buck" Dumaine talks turkey with a BAR employee.
Richard Sprague photo - December, 1977



Santa Claus greets two youngsters while a proud mom and pop look on during the Dec. 1977 stop of the Turkey Train in Madawaska. Richard Sprague photo

of employees, greeting acquaintances and friends.

Jim Garrity, assistant to vice president-operations, and Harold Garcelon, special agent, alternate days at playing the role of Santa Claus. The railroad Santa distributes treats for all the children who are attracted to the stations in the towns where the special stops.

"The Turkey Train is really our Christmas party", says BAR President Walter E. Travis. "We can't have all our people in for the occasion so we take the party to them. I think it has become a symbol for that indefinable quality of spirit and attitude that has helped BAR to remain healthy in a society of giant railroad systems."

Even though the operation of the Turkey Train is hard work for many of the volunteer work force, there's a festive air about the trip. In a sense it reinforces the idea that the Bangor and Aroostook is very much a family. While that notion may not be valid for much of the industry, BAR has turned the small-is-beautiful concept into an asset.

"Big isn't necessarily bad", Travis says, "but it isn't necessarily better either. A small company can turn on a dime when it has to. If it's doing things right, it earns a kind of commitment from its people that's an asset on the balance sheet. Our Turkey Train is part of that idea."

Linwood W. Littlefield, vice president-operations, thinks the railroad's Turkey Train is an extension of the road's loosely-structured management style. When a course of action is determined everyone pitches in to do the job.

Although the road has not sought public notice of its unusual Christmas party because it's considered a family affair, the Turkey Train has inevitably attracted media notice. The 1981 Turkey Train was filmed by a network NBC crew from Boston and aired on the TODAY show Dec. 17. A story by writer Bruce Ellison also made page one in the Boston GLOBE earlier in the week, and Russ Van Arsdale of WLBZ-TV featured it in a local newscast.

All the media attention won't change anything for BAR folks, though. They still consider the Turkey Train their own private Christmas party.

Bangor & Aroostook Railroad Diesel Model Roster

compiled by Robert Worcester

NUMBER	BUILDER	MODEL	PLASTIC MODEL	BRASS
10-11	EMD	E-7	Model Power	None
20-23	EMD	NW-2	None	Alco Brass
30-34	GE	Cooper-Bessemer	None	None
32, 33, 36	EMD	SW-9	Athearn	None
40-47 (49)	EMD	F-3 (Phase II)	None	None
50-57	EMD	BL-2	AHM	Custom Brass
60-75	EMD	GP-7	Athearn (GP-9)	OM
76-80	EMD	GP-9	Athearn	None
81-88	EMD	GP-38	Atlas	Hallmark Brass

EMD – Electro-motive Division of General Motors

GE – General Electric Co., Erie, PA



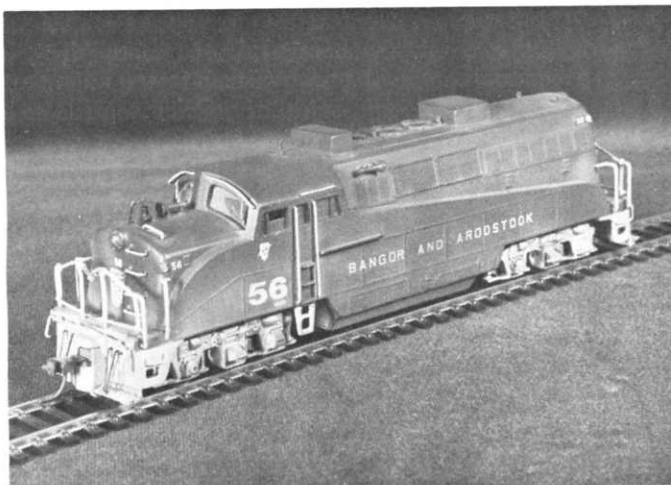
General Motors E.M.D. model GP - 38 at Northern Maine Junction in 1977 - photo by Robert Worcester



General Motors E.M.D. model BL - 2 at Northern Maine Junction in 1976. - photo from collection of Ron Palmquist



General Electric - Cooper Bessemer at Northern Maine Junction. Date unknown. photo from collection of Ron Palmquist

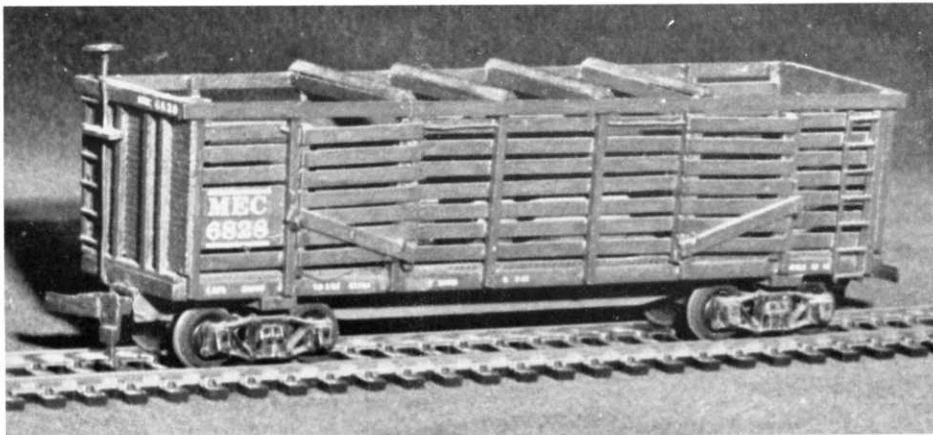


General Motors E.M.D. model BL - 2 by Asa T. Worcester
RHSM Staff photo



General Motors E.M.D. model GP - 7 by Robert Worcester
RHSM Staff Photo

Maine Central Covered Rack Cars



Model by J.E. Lancaster - RHSM Staff photo

by J.E. Lancaster

In 1913, the Laconia Car Company manufactured 300 rack cars for the Maine Central Railroad. Originally intended for use as stock cars, they were converted around 1926 - 1928 by the railroad to open top pulpwood cars for mechanical loading of pulpwood. The cars were loaded over the top where the roof had been by the use of conveyors at trackside. Cars could typically be found during the years of their service at such places as Kineo, Bemis and Kennebec siding.

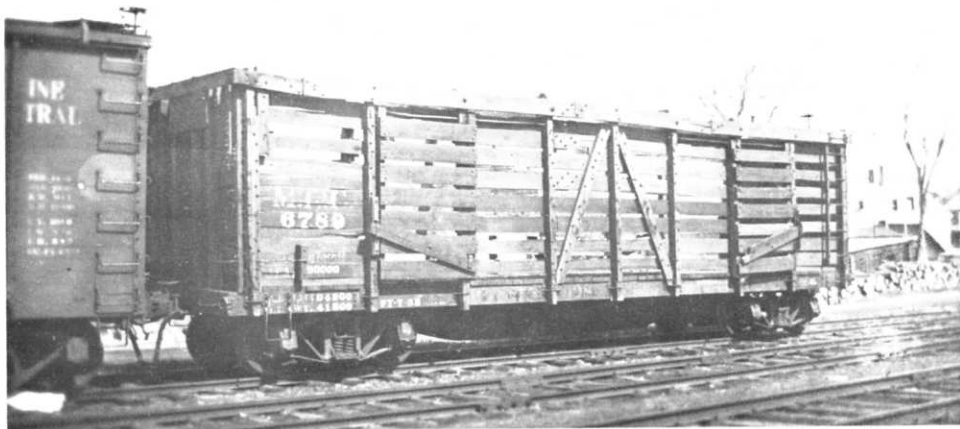
The 1920's conversions left only some roof bracing along with some end bracing added for strength. As delivered from Laconia in 1913, the cars carried numbers 55001 - 55300. At the time of rebuilding, the numbers were changed to 6701 - 7000. For almost 25 years, the cars were used "on line" for pulpwood haulage and were generally retired from service by the end of 1942.

Over the years some cars were converted to flatcar service and maintenance-of-way purposes. Some examples would be car 6901 (originally 55065) which was installed under Western Spreader number 807 in December 1941 and rebuilt again in December 1941 and finally retired in November 1977. The scrapping order was just recently given at the end of 1981.

Car 6998 (originally 55251) became motor car (flat) 508 with assignment after conversion to the Engineering Department. At retirement in May 1974 the car sported a 500 gallon tank at one end. Car 6708 (originally 55067) became a flatcar in March 1942. After conversion, crane operators car 510 was built atop flatcar 6708. This home-built rig was not scrapped until February 1981.

The photo on this page shows 6789 in service on the Maine Central after conversion to open top in November 1928. The car was retired on December 31, 1942.

These cars were delivered with diamond Arch Bar Trucks and had an overall weight of 42,700 lbs. with a capacity of 80,000 lbs. Their original history shows plenty of use as pulp racks. When they could not serve in that capacity anymore, they were converted to further use in most cases and survived to a ripe old age in M.O.W. service.

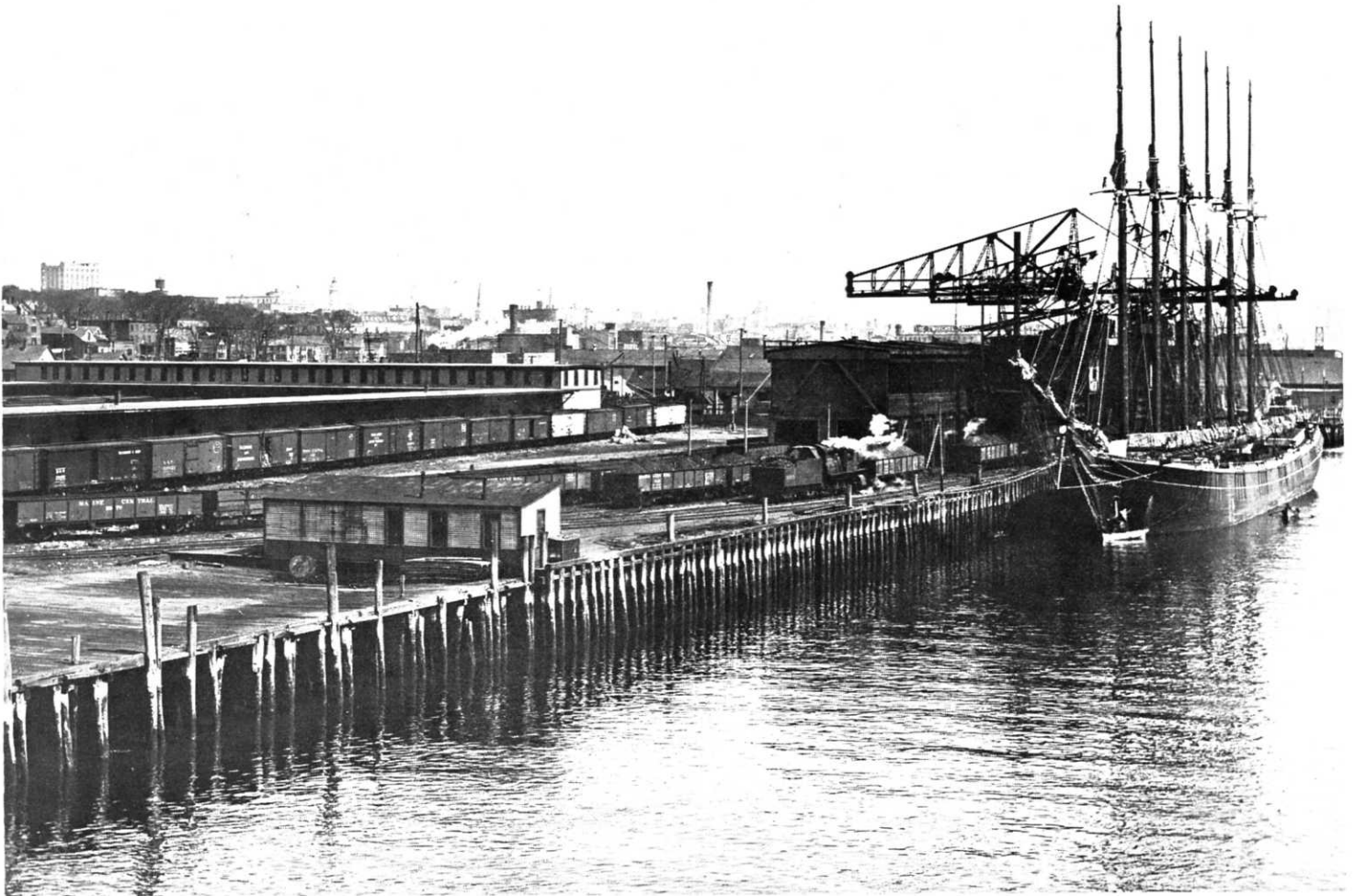


*Maine Central 6789 Pulpwood Car - W. Farmington, Maine
Photo by Eugene Ellis from 470 RR Club collection*



Bath, Maine - Maine Central photo - from the collection of J.E. Lancaster

Portland Terminal's Old Pier No. 1



This pier burned in 1930. The date of the photograph is unknown, but it shows some interesting scenes. Besides the six-masted schooner, the switcher is a "camelback" type and the coal cars are gondolas, not hoppers. The building at the top left on the horizon appears to be the old Fidelity Trust Company building on Monument Square. The building is now known as "465 Congress." The location in 1982 is where the Nova Scotia ferry docks are at Commercial Street, next to the million dollar bridge. Can anyone add more facts to this photograph from the collection of Ron Palmquist?

Portland Terminal Tower No. 3

These two photographs from Sullivan Photo show the old Portland Terminal Tower No. 3 when the "new" Veterans Bridge was being built in April 1953.



Winter of '82



January 1982 had not been kind in the snow department as evidence by this photo by Norm Sullivan showing Maine Central train RS-1 crossing Portland's Forest Avenue on its way to Augusta on the fourteenth with General Electric power.

Contributing Members

The following new members of the Railroad Historical Society of Maine have paid Contributing Member dues (\$20) and their support of the Society is appreciated by the officers and other members.

Charles E. Witham
Kenneth White
Robert Worcester
Richard Saunders
Stanley Ramer
Karl P. Gustafsen
Dr. Edward R. Nowicki
Ralph M. Curtis

Total membership as of 2/8/82: 252

Articles in Preparation

A photo story of Portland Terminal diesels with a complete roster.

Bangor and Aroostook cabooses rebuilt from troop sleepers - a complete roster with photos.

An illustrated article on the recently dismantled coal dock of the A.R. Wright Co. in Portland.

Membership Information

Enroll as a member of the Railroad Historical Society of Maine. Clip and mail this coupon, photocopy the page or use a plain piece of paper supplying the following information:

Date _____ (Print or type please)

Name _____ Age _____ *

Address _____

City _____ State _____ Zip _____

Telephone _____ (Add area code outside Maine)

Occupation _____ *

Membership Class: Active _____ \$10.00 per year

(Check One) Contributing: _____ 20.00 per year

Sustaining: _____ 100.00 per year

Associate: _____ 50.00 per year

Mail To: Secretary, Railroad Historical Society of Maine, P.O. Box 8057, Portland, ME 04104

*Optional

A membership application form, with detailed questionnaire, is available for the asking. Write to the Secretary, and include a stamped, self-addressed envelope please.



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