



BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
ARCHIVES

# Pine Tree FLYER

Volume 2, Number 1

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Publication of the Railroad Historical Society of Maine



*Maine Railroads in Transition*

*Steering Committee*

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Bill Robertson - Norm Sullivan - Ken White  
Bob Worcester**

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Pine Tree Flyer is the official publication  
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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**.

# President's Message

This issue of the Pine Tree FLYER marks the start of our second volume. We have learned a lot during the past year and we anticipate a bigger and better society in the year ahead with expanded membership and more ambitious goals and projects.

The Railroad Historical Society of Maine now is a non-profit organization. We have our official non-profit status from the federal government, and with this tool we hope to create a new direction of travel for the RHSM. Members and friends now may donate over and above normal levels and use the non-profit benefits for tax purposes. Full details are available from me or the secretary at the RHSM post office box.

Preservation of historic equipment, regardless of size or value, will be at the top of our agenda this year and in the future. We'd like to hear from all our members with ideas for any project which might be of interest to the Society.

Our thanks to all those volunteers who have helped us during the past year, and please let us know right away whether you wish to help on committees or projects.



THIS SIDE OF CARD IS FOR ADDRESS

The RPO cancellation above is from a post card in my collection and was issued on train 14 Bangor & Boston Oct. 3, 1947. If you have other RPOs to share with us, let me know.

A note of interest: Brad Peters at the Maine Central Railroad tells me he has assembled an exclusive offering of stock certificates of Maine Central predecessor roads, ranging from the signed and issued Portland and Ogdensburg Rwy. to the unissued Somerset Railroad. For information, write him at the Maine Central Railroad, 242 St. John St., Portland, ME 04102.

The Society has a new treasurer. He's Ken Thompson of Portland, who is employed at the main Post Office here in Portland. As we welcome him on board we say a big thank you to Jerry Angier who has kept RHSM accounts in good order and was a prime mover in the effort to obtain Federal tax exempt status for the Society. Jerry remains on the staff of the Pine Tree FLYER as business manager.

Yours in railroading,  
Norm Sullivan  
President, RHSM

## On the Cover

Portland Terminal Co. Alco HH600 No. 1004 negotiates the confines of Kennebec St., Portland, in the upper photo shot by George Melvin on March 13, 1965, and provided by R.A. Hoisington. The PT HH600 roster, more photos and some modeling information are featured in this issue of the Pine Tree FLYER. The view

beneath PT 1004, from the collection of David G. Smith, is a panoramic view of the Katahdin Iron Works in Maine. Looking up the Pleasant River you can see the tracks of the Bangor & Katahdin Iron Works Railroad, the passenger station and platform between the river and the tracks, a freight house and, at the extreme right, a portion of the engine house and turntable. The iron works is in the right background. A centennial article on the B&KIW, which began operations in 1882, begins on page 4.

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# Letters

## From the Troops

Thanks for a fine first year publication. The quality and contents of the Society's periodical certainly ranks with any number of the country's other R.R. historical societies. Keep up the good work.

Sincerely,  
Horst Schmidt  
Milwaukee, Wisc.

*Our thanks to all the members who have sent their renewals and included notes and comments. We can't answer them all personally, but we do want to acknowledge that each was read and received with thanks.*  
— Editor

## Loco Rosters

Do we have a counterpart in Massachusetts? I need loco rosters for the B&M, Eastern and Fitchburg RRs. Is there a railroad historical society down there?

Mike Zimmermann  
Machias, Maine

*Yes, Mike, there is a railroad historical society in Massachusetts — a fine group which, through individuals in the organization, has been very helpful to the RHSM. It's the Boston & Maine Railroad Historical Society, Inc., which publishes a quarterly magazine and a monthly newsletter. Membership is \$13 a year. For information, contact Membership Secretary, B&MRRHS, Inc., P.O. Box 2362, Harwood Station, Littleton, MA 01460.* — Editor

## BAR Caboose

I recently (April 1983) made a speed run — no time for stops — up into Northern Maine. Passing through Blaine on U.S. 1, I spotted a BAR caboose in a farmyard. It was up on blocks, less trucks and couplers (as they say in the ads). It was red with yellow ends, appeared in good shape. It had the BAR logo, but no car number. The side window arrangement was different than your pictures of C-59 in the Volume 1, Number 4 **Pine Tree FLYER**. I would compare it with a picture I have of C-52.

I thought, perhaps, if we have a member in the Mars Hill-Blaine area they could follow up on this lead so all of us could share the info.

I have one little nit to pick on your article and drawings of C-59. The Ralph Wendelaar drawings show one window per side, while the actual

CANADIAN PACIFIC RAILWAY			
TRAIN NO.		DUE	EXPECTED TO ARRIVE
11	MONTREAL	11:40	
12	HALIFAX	01:00	
			TIME

## On Time?

The Canadian Pacific's *Atlantic Limited* crossed through Maine in the middle of the night between Montreal and the Maritimes, as the Greenville Jct. schedule board above indicates. The CP line now is freight-only and there is no train to flag to a stop on the shores of Moosehead Lake. And, according to what we read in the various railfan magazines, soon there will be no 1800-series passenger diesel units which were assigned to the dome-equipped consist. Due? Expected to arrive? On time? Fallow questions these days of VIA and Amtrak. — RHSM file photo

photos show two per side.  
Keep up the good work.

Yours in Maine Railroading,  
Bob Gauvin  
Seymour, Conn.

## Rockland Branch Info

While in Newcastle, Me. recently on business, I dropped by the station area and discovered that the section house had been torn down. The MEC employee doing the job indicated he had already torn down the section houses at Warren and that the Engine House at Rockland was to be razed shortly. Apparently this is system-wide policy to get rid of all surplus buildings. So, my advice is, get your photos and measurements NOW! The Rockland Branch is now down to one freight per week, originating in Brunswick, usually on Thursday afternoon, returning the same night. The office portion of the MEC freight house in Rockland is being taken down now; the roof was largely gone on Friday 1 April 1983.

Does anyone know anything about the old wooden boxcar body at Winslow's Mills (Waldoboro)? I measured it some time ago but it has no lettering or other indication of its origins. I haven't yet found the time to draw up the plans from my dimensions.

Sorry for all the bad news.

Sincerely,  
Fourtin Powell

## Inside the FLYER

This issue of the **Pine Tree FLYER** marks the beginning of the second volume of the publication of the Railroad Historical Society of Maine. And, within its pages are articles and photographs which continue to display the broad scope of material available on railroading in Maine.

The **FLYER** welcomes Prof. Joel Eastman of the University of Southern Maine, author of the fine work on the Katahdin Iron Works Railroad. Prof. Eastman is a widely published historian, and is best known for his long-time interest in the Cumberland-Oxford Canal in Maine. Credit goes to David Smith of Camden and Farnum Smith of Carlisle, Mass. for their eager interest in providing information and support which resulted in Prof. Eastman's "Iron Rails and Iron Bars."

The Portland Terminal HH600 Alco switchers are featured in this issue of the Flyer as the staff begins work on a definitive roster of diesel locomotives in Maine. Our thanks to those who provided photographs and background technical information.

Jim McFarlane shares some valuable insight into the fine art of collecting railroad passes and generously loaned samples of his collection for the FLYER'S staff photographer to display alongside "Maine Railroad Passes."

Many contributors, as you can see, are responsible for the contents of the Pine Tree FLYER. A thank you seems to be insufficient expression of appreciation for their participation in the informational effort to examine **Maine Railroads in Transition**.

— Ron Palmquist, Editor

## Help

### We need your help!

Yes, your help is actively solicited in making our publication, the *Pine Tree FLYER*, interesting and timely for the more than 350 members of the Society, and for those who purchase the *FLYER* at newsstands and hobby shops. If you live in the Greater Portland area, contact Norm Sullivan, our president, and make plans to participate.

— Editor

# The Bangor & Katahdin Iron Works Railway 1881-1922

## Iron Rails And Iron Bars

by Joel W. Eastman

The year 1982 was the centennial of the founding of the Bangor & Katahdin Iron Works Railway. RHSM is pleased to be able to commemorate the 100th anniversary of the 19th century Maine shortline in this issue of the **FLYER**. Joel W. Eastman, a professor of history at the University of Southern Maine in Portland, is a Maine native who is interested in Maine history and transportation history. He has written articles on the Cumberland & Oxford Canal and on the Katahdin Iron Works. He generously agreed to provide **FLYER** readers the following details about the short-lived B&KIW.

— Editor

Today, visitors come to Katahdin Iron Works to get away from civilization and into the wilderness. In the 1880s, the village was an outpost of modern industrial society in the heart of the Maine woods, linked to the rest of the nation and the world by its own rail line — the Bangor & Katahdin Iron Works Railway.

The pioneer promoter of industrial development in Piscataquis County was Moses Greenleaf of Williamsburg, who searched the area for metals, minerals, and water power. Greenleaf discovered and publicized deposits of slate and iron, and also worked to bring improved transportation to the county. In 1816 he proposed a canal from Bangor, via Sebec and Moosehead lakes, to the Allagash and St. John rivers, and in 1833 he was an incorporator of the Bangor & Piscataquis Canal and Railroad Company, neither of which were ever built.

However, the industrial development of Piscataquis County did begin, based on

the abundant timber and Greenleaf's discoveries of slate and iron. The Katahdin Iron Works was built in 1844 to smelt pig iron, and in 1846 the company was granted permission from the Maine Legislature to build a canal or railroad from Bangor to the iron works. As with the previous proposals, this idea never got off the ground, and the iron was hauled in mule-drawn wagons 50 miles to Bangor until 1871, when the Bangor & Piscataquis Railroad opened to Milo, fifteen miles below the iron works.

But even 15 miles was too far for the post-Civil War manager of the iron works, Owen W. Davis, Jr., who decided he needed rail service right to the plant in order to remain competitive. Davis served on the Board of Directors of the European & North American Railroad in the 1870s and became acquainted with Superintendent Franklin W. Cram. In 1881, Davis talked the owners of the iron works into building their own railroad from the Bangor & Piscataquis in Milo through Brownville to the iron works. Davis was elected president of the 19-mile-long line when it was incorporated in June, and he hired Cram to serve as general manager when the road was completed to Brownville.

Davis was determined to begin construction as soon as the company was formed, and to have it finished by November. He had a civil engineer at work surveying the route even before the company was formally incorporated, and by the end of July, ground had been broken and the contractors had begun work. Davis had at first considered building a narrow gauge line, but he and the Board of Directors soon determined to make the additional investment in a standard gauge road.

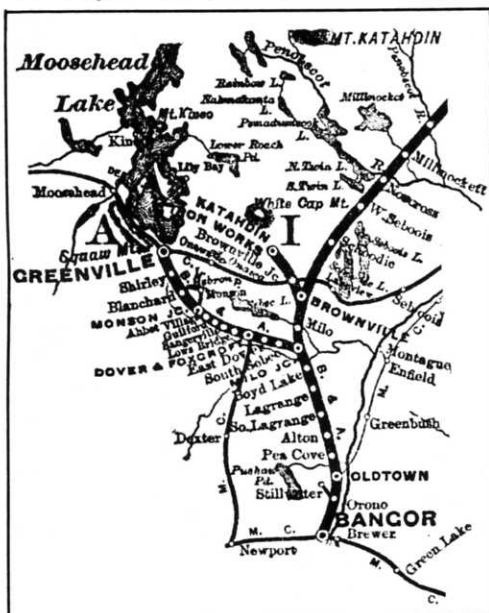
Twelve hundred shares of stock in the railroad were quickly purchased at \$100 a share by 14 Bangor businessmen, and \$220,000 worth of bonds sold without difficulty to provide most of the \$335,000 it took to build and equip the railroad.

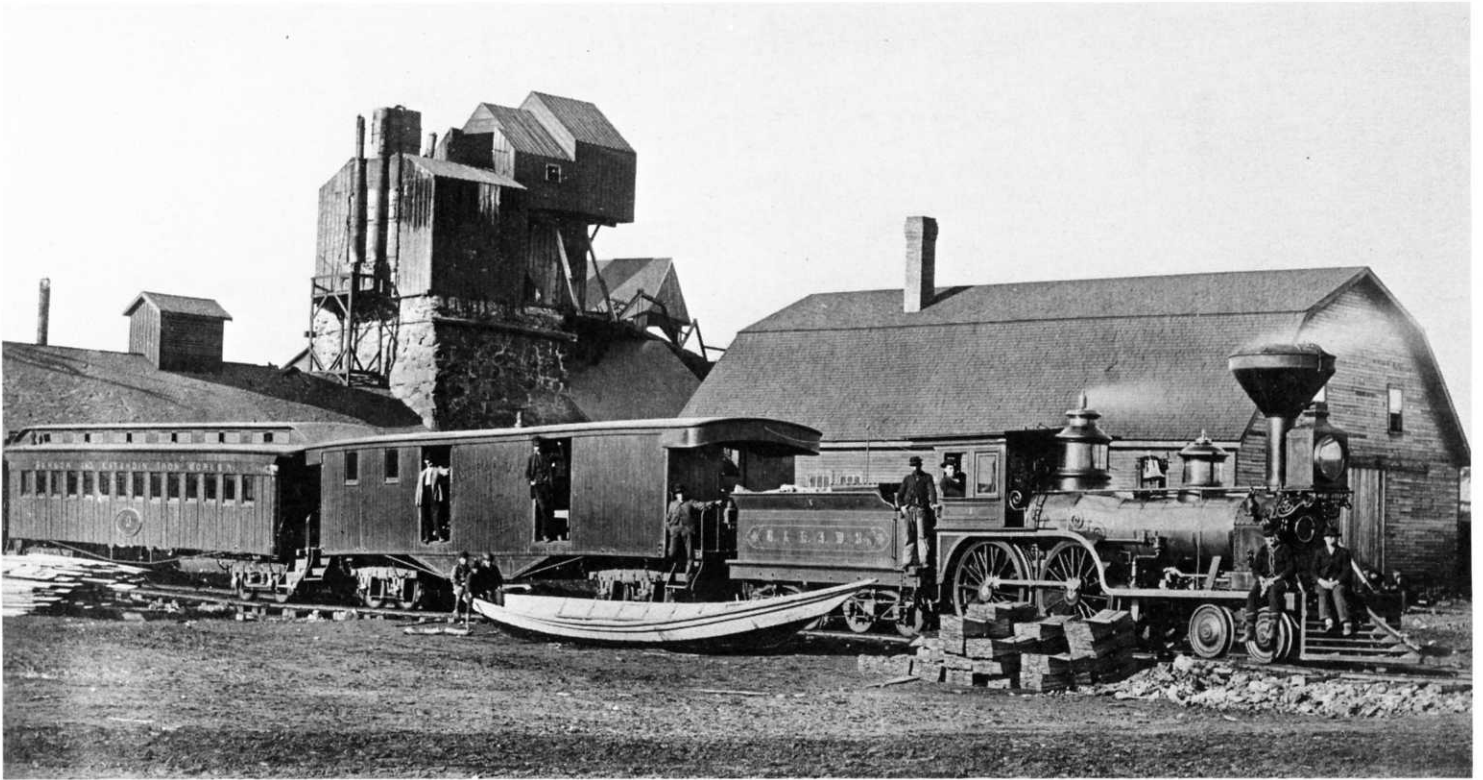
Davis was unable to push the construction further than Brownville by November, but freight trains were running on that section early the next month. Construction resumed in the spring, and by September 15, 1882, trains were running the entire nineteen miles from Milo to the iron works. In his report to the Railroad Commissioners later in the year, General Manager Cram stated:

*"The road has been constructed in the cheapest and most economical manner. The culverts and bridge abutments are built of wood. A portion of the rails are of light weight, and most of them second hand, having been purchased of roads that were changing their gauge or renewing their track."*

The rolling stock was probably second-hand also, including initially an old wood-burning locomotive. The 1883 report to the Railroad Commissioners lists 18 employees, two locomotives, two passenger cars, one mail car, and 30 freight cars, and then next year three locomotives are listed.

The B&KIW did very well in its first full year of operation on the completed line. The road hauled 67,585 tons of freight and 13,298 passengers in 1883, generating \$21,784 and a modest profit of \$3.69. Then in November of that year, the iron works burned flat, depriving the railroad of its main customer. Freight tonnage dropped drastically to 16,846 tons in 1884 and 13,314 tons in 1885 before the iron works reopened. Passenger traffic was affected less, reflecting travel by residents of Brownville and Katahdin Iron Works Village and by tourists, hunters and fishermen who visited "KI," staying at the Silver Lake Hotel. Passenger totals dropped to 9,713 in 1884 but rebounded somewhat to 11,349 in 1885. The B&KIW ran deficits in 1886 and 1887, despite the reopening of its major customer, perhaps due to the extra costs of bringing the quickly-constructed





A two-car Bangor & Katahdin Iron Works Railroad train poses in front of the iron works at the end of the railroad line. The huge stone blast furnace can be seen behind the casting house on the left. It was the first train into the iron works in September 1882. Note the batteau (boat) in the foreground, probably destined for a log drive north of the iron works.

— Farnham W. Smith collection

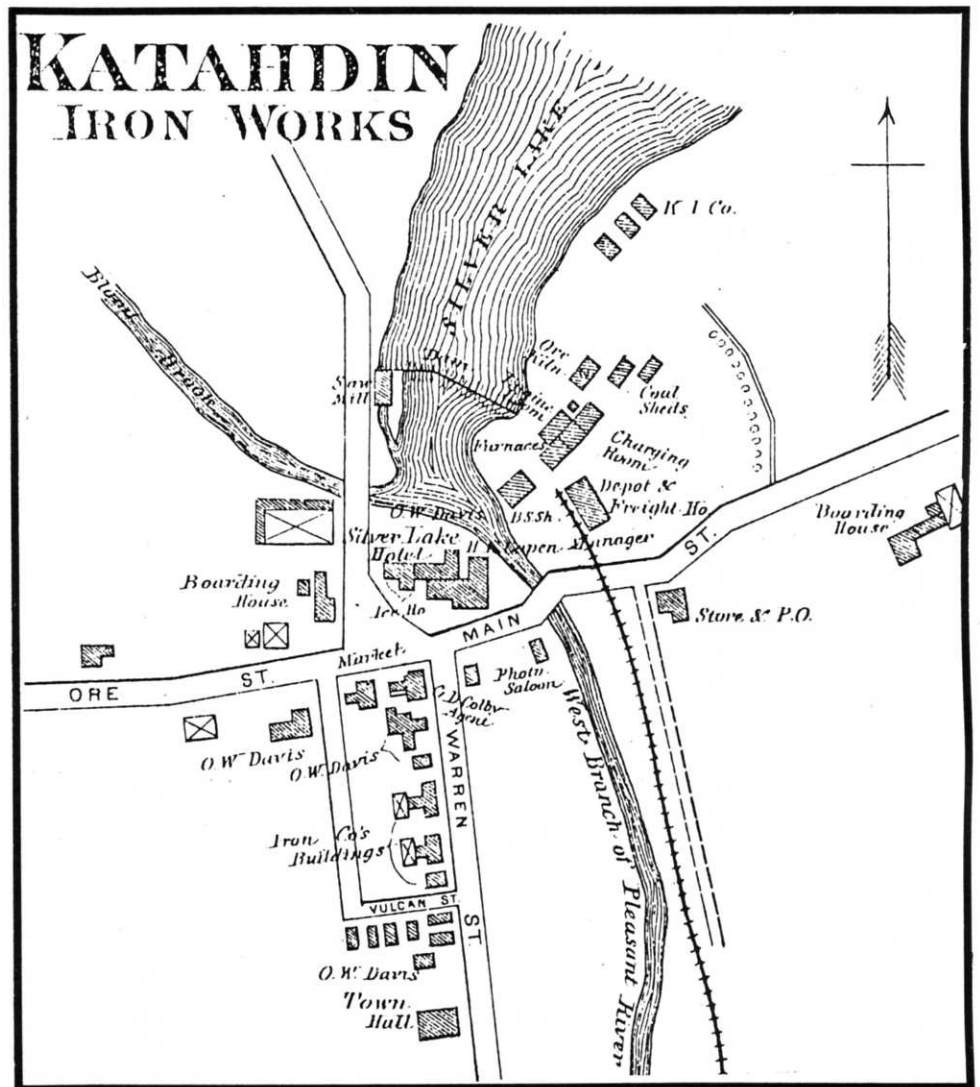
roadbed up to par.

The deficits did not deter the Bangor & Piscataquis from leasing the B&KIW in 1887. B&P Superintendent and General Passenger Agent, Arthur Brown, assumed the same duties on the B&KIW, replacing Franklin Cram, and was soon involved in making further improvements to the branch line — replacing trestles, aligning and surfacing the track, and ditching and draining the right-of-way.

When the Canadian Pacific built its own line from Greenville to Mattawamkeag, it crossed the B&KIW in Brownville, creating Brownville Junction, and a new passenger station was built there when the line opened in 1889. The Katahdin Iron Works used the new connection to ship its pig iron to the Mid-West, but despite this additional transportation route, new owners of the iron works decided to cease operations in the spring of 1890. Iron continued to be shipped out from a large supply on hand, and another firm leased the plant for use in

An 1882 map, from the Atlas of Piscataquis County, details the early layout of the railroad, town and iron works.

— David G. Smith collection





A rare post card view of a passenger train at the Katahdin Iron Works. (Can anyone provide a date?) A box car, pulp car and two passenger cars — an early mixed train in Maine — make up the visible consist of what is probably a train of the successor Bangor & Piscataquis Railroad.  
— James Robertson collection



A close-up view of Iron Works station, date unknown.

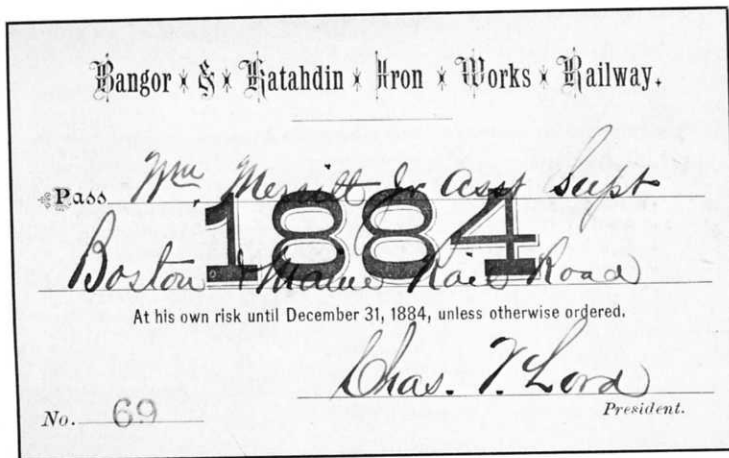
— David G. Smith collection from Edith L. White

This pass, issued in 1884 to William Merritt, Jr., assistant superintendent of the Boston & Maine Railroad, was signed by Charles V. Lord, president, Bangor & Katahdin Iron Works Railway.

— J. R. McFarlane collection

sawing spool stock for export.

In 1891, The Bangor & Aroostook Railroad was organized to bring rail service to the last large area of the State — Aroostook County. Franklin Cram was hired as General Manager and soon rose through the ranks to become President. The next year the B&A leased both the B&P and the B&KIW, and immediately began making improvements. In 1893 the old iron rails of the B&KIW were replaced with new heavy steel rails from Milo to Brownville; the section from Brownville to the iron works was relaid with used steel rails in 1899. The BAR purchased the B&KIW in 1901, and built a new line from the iron works into an enlarged Brownville Junction. At this time the KIW branch line seems to have been assigned just one coal-burning locomotive which the natives called the "Black Maria," one baggage car, and one passenger car. The engine was kept in a round house below the iron works village, where the crew lived, and the train made two round trips per day.



The spool mill moved out of the iron works buildings in 1911, and other lumbering operations in the area declined as the woods were cut over. The Silver Lake Hotel burned in 1913 and was not rebuilt. Population in the village dwindled from a high of 156 in 1880 to only 42 in 1930. The BAR received permission to discontinue regular service on the Brownville Junction to Iron Works section in 1922, but the railroad operated a self-propelled rail car to carry the mail and the small numbers of passengers and freight to the iron works, a service which was continued for several years by a private contractor. Ultimately, traffic did not justify even this modest operation, and the rails were removed in the mid-1930s.

Hunters, who stayed at the Silver Lake Hotel, pose with their game ready for shipment on the B&KIW at the iron works.

— David G. Smith collection from Farnham W. Smith



The Silver Lake Hotel, just across the Pleasant River from the blast furnace, was a popular resort for summer tourists and hunters, especially after the B&KIW line was completed.

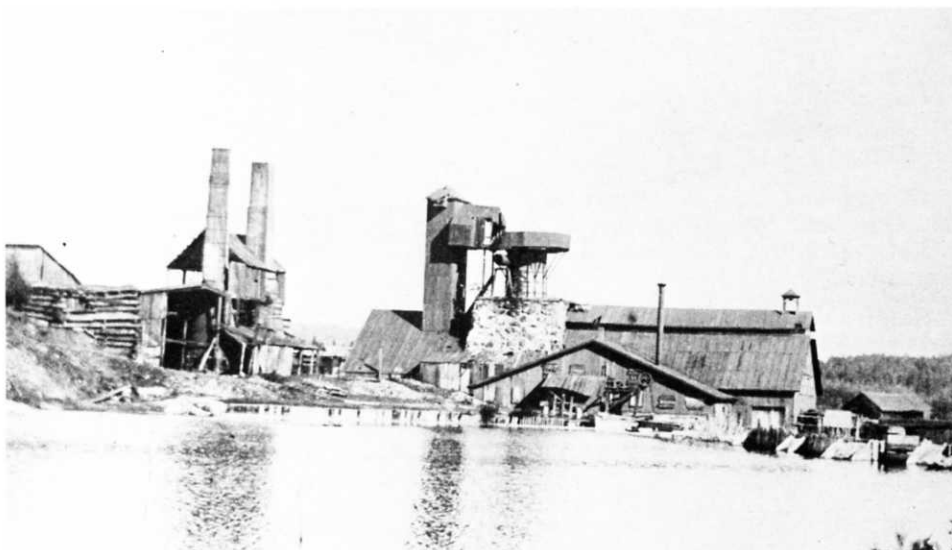
— *Maine Parks & Recreation Bureau photo*

In 1927, General Chemical Company leased the iron works, interested in the sulphur content of the ore deposit, and purchased it in 1952. Three times, during world-wide sulphur shortages, plans were made with the BAR to reopen the branch line to the iron works, but the shortages ended before any work was begun. Today, trains still run on the Milo to Brownville Junction section, while the railbed north to the iron works awaits resumed mining on Ore Mountain which would bring the resurrection of the entire line of the Bangor & Katahdin Iron Works Railroad.



Looking south across the dam on the Pleasant River toward the iron works, with the stone blast furnace clearly visible. The twin-stacked structure to the left was a special kiln where the iron ore was roasted to drive off the sulphur content.

— *Maine Parks & Recreation Bureau photo*



The 15 brick kilns where the abundant hardwood in the area was turned into charcoal for use as fuel in the blast furnace. Only one of these and the stone blast furnace survive, now part of a state historic site.

— *Maine Parks & Recreation Bureau photo*



All that survives of the Katahdin Iron Works is the stone blast furnace and one brick charcoal kiln which are part of a state historic site. To visit the site, take Route 11 north from Brownville Jct. and then watch for the sign, first road on the left.

## Swap & Sell

This column is intended for members of the Railroad Historical Society of Maine who have items to sell or swap with other members, and will appear on a space-available basis. Send your material to Swap & Sell, RHSM, P.O. Box 8057, Portland, ME 04104. Please include full name, address and Zip.

**Dr. Edward Metz, 1120 4th West Ave., Kemmerer, WY 83101**, is interested in purchasing or trading train orders from various locations and railroads. Also employee time-tables.

**William Shelley, 1645 Mayfield Rd., Alpharetta, GA 30201**, wants to buy keys, locks, lanterns, hardware and quality paper items from Maine railroads, trolleys and narrow gauge. He especially wants items from the Maine Central, its predecessors and any companies owned by them.

**Donn Osier, Box 19, Depot Rd., W. Ossipee, NH 03890**, needs a ticket validating machine, model Centennial #6.

**Ralph Wendelaar, Box 1776, Spruce Head, ME 04859**, wants photographs of circus trains in Maine, or any photographs of anything to do with circuses. He promises to take good care of any material loaned to him.

**Ron Palmquist, 16 Glen Ave., Cape Elizabeth, ME 04107** will swap color slides of Maine railroads for slides or pics of pre-Amtrak passenger equipment or trains.

**Frank Trask, Shoppers Village, Kennebunk, ME 04043**, has for sale stock certificates of the Kennebec and Portland Railroad Co., dated 1854. (Same as seen on page 12, Vol. 1, No. 4 of the **Pine Tree FLYER**.)

**Seth Bramson, 330 NE 96th St., Miami Shores, FL 33138** (new address) is buying Maine NG material of any kind and most other items such as dater dies, wax sealers, hat badges, china, silver and menus for all Maine RRs and traction lines.



It was a sad day when PT 1004, the lone HH600 survivor, was hauled at the rear of Maine Central train RS-1 to Waterville for scrapping. H.O. Preble shot this photograph on April 25, 1973.

### Alco HH 600s

# PT Diesel Roster

During the period 1931-1939, Alco (American Locomotive Co.) produced 78 high-hood switching locomotives, designated model HH600 with 600 Hp. each, at its main plant in Schenectady, N.Y. Four HH600s were acquired by the Portland Terminal Co. between 1936 and 1938 for yard switching service in So. Portland, and in Portland at the various PT yards including Union Station.

According to the Second Diesel Spotter's Guide, the HH600 evolved from Alco demonstrator 600 built in 1931. It was the first of the high-hood switchers and featured steeply sloping hood sides. The demonstrator unit was obtained by the New Haven, and was numbered 0900.

The HH600 was mechanically the same as the 0900, but was built without sloping hood sides. Locomotive designer Otto Kuhler was commissioned by Alco to rework the lines of the 0900, and it was the Kuhler-designed HH600 which was obtained by the Portland Terminal. Maine Central 951 and 952, and Boston & Maine 1101 (B&M 1161) and 1102 (former demonstrator 602) also were HH600s. Other New England carriers operating the locomotive were the New Haven (No. 0911-0920) and

Boston & Albany (No. 674-684, renumbered 800-810).

The PT HH600s, equipped with model 531 engines, were in use throughout the Greater Portland area for over 30 years. No. 1001-1003, built in September 1936, were scrapped in the 1960s. No. 1004 continued in service well into the '70s before heading for the scrap track at the Maine Central Waterville Shops in 1973.

As delivered from Alco, the PT HH600s were painted solid black with white lettering. Eventually, each received the PT black with red and white stripe scheme. PT 1004, before demolition, was painted black with the solid yellow nose and yellow lettering. All were equipped with the unique Blunt truck which was designed by Alco and used on all its switchers manufactured until 1950.

*Technical information compiled by Ron Palmquist from The Second Diesel Spotter's Guide, by Jerry A. Pinkepank (Kalmbach Books, 1973) and from Maine Central Diesel Locomotives by Edwin B. Robertson (1973). Additional technical data from Richard F. Dole.*



**Portland Terminal Co. Alco Switching Locomotives**

**Class HH600**

PT 1001 at Portland September 4, 1937.  
—Harry Frye collection



**No. 1001 Built 7/27/36 Serial No. 68730 Type S-1 Scrapped 1961**

PT 1002 at Portland Union Station,  
September 19, 1937.  
—Harry Frye collection



**No. 1002 Built 8/14/36 Serial No. 68731 Type S-1 Scrapped 1967**

## Portland Terminal Co. Alco Switching Locomotives

Class HH600

PT 1003 was in nearly-new condition when photographed switching at Yard 8 on Commercial St., Portland, August 5, 1939.  
—Harry Frye collection



**No. 1003 Built 8/28/36 Serial No. 68732 Type S-1 Scrapped 1969**

PT 1004 was received from Alco in July 1938, and was photographed by Bill Robertson in Rigby Yard, So. Portland, in August of that year.



**No. 1004 Built 6/7/38 Serial No. 69071 Type S-1 Scrapped 1973**



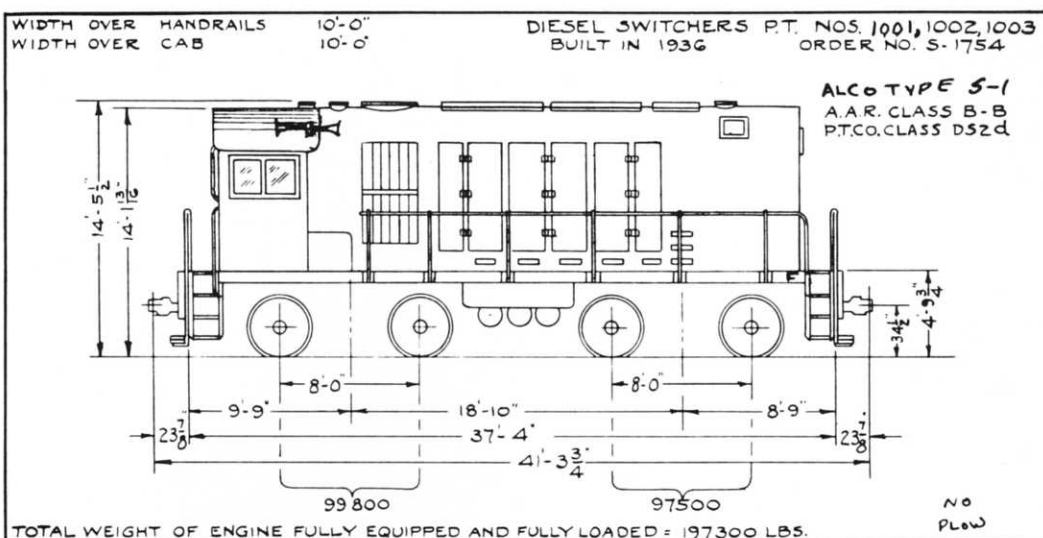
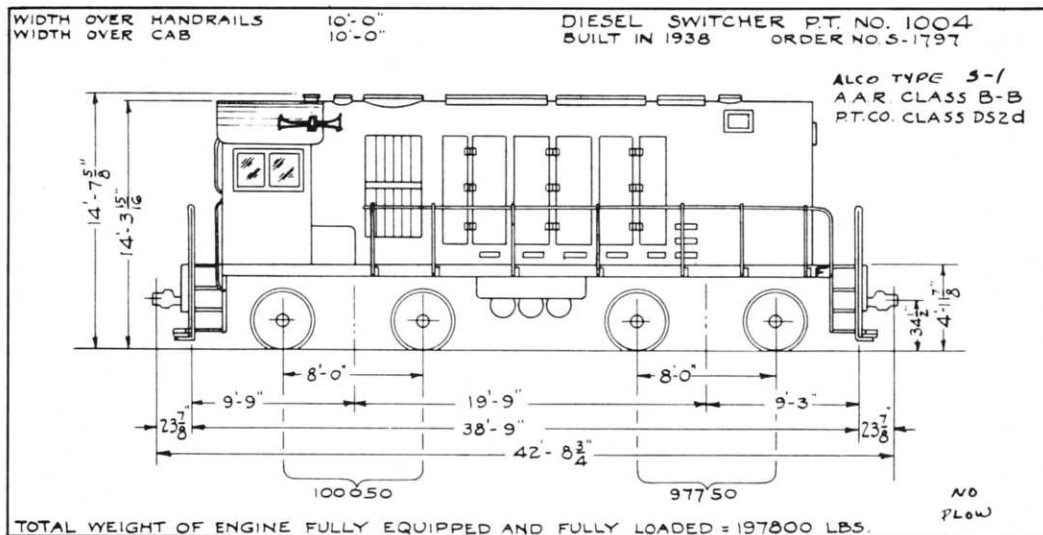
An overhead view of PT 1001, showing roof details, photographed at Yard 8 on Commercial St., Portland, date unknown.  
—Jerry Cook collection

## Modeling the Alco HH600

HO modelers interested in building a Portland Terminal HH600 will find the Shoreliner, the quarterly publication of the New Haven Railroad Historical & Technical Society, of special interest. In Volume 13, Issue 3, the New Haven HH600s are featured.

Author Dick Pippin suggests using a Walthers Alco Diesel casting set, an Athearn SW1500 chassis, Hobbytown of Boston end step and handrail castings, Blunt truck frames by Trackside, Athearn handrail stanchions, MV products lenses and a Cal Scale whistle set for the model.

The FLYER staff recommends contacting the New Haven group for a copy of their excellent publication for construction details. (Back issues of the Shoreliner are available from Ken Warner, 11 Bassett Rd., Branford, CT 06405.)





Passes from the collection of J.R. McFarlane.

— RHSM staff photo

# Collector's Corner

## Maine Railroad Passes

by J.R. McFarlane

Railroad annual passes are nearly as old as the railroad industry itself. Possibly the oldest annual card pass appeared on the New York & Erie Railroad in 1853, but the first passes ever issued were merely written messages signed by an official asking the conductor of a given train to "extend the courtesies of travel to the bearer, Mr. so and so."

One hundred years ago, pass restrictions were few. It appeared as if nearly everyone of consequence rode trains on a pass. The fact that a person carried a pass seemed to add to his social standing. Public officials received passes. Newspaper editors traded advertising space and favorable editorial comments for passes. An elderly man in St. Albans, Vermont, once told me that in the 1890s, he spent three months of every year lettering names on annual passes. He was an excellent draftsman and Governor E. C. Smith the CV president wanted to be sure that passes issued by his road were first class.

In 1907 the axe fell on free transportation. The U.S. railroads appealed to the Interstate Commerce Commission for a ruling restricting the issuance of passes as the situation was getting out of hand. For the next eight years even many railroad employees had no annual passes, but in 1915, through the efforts of the Brotherhoods, annuals were issued to railroaders having the required length of service, etc.

Annual passes were customarily exchanged between officials of various railroads. Usually the low numbered cards (say the first 500 or so) were personally signed by the road's president. These were known as "A" passes or "white" passes. Many of the high officials carried a dozen or two annual passes permitting first-class travel across the length and breadth of the North American continent. One such man was Edward S. French, one time president of the Maine Central Railroad. He kept most all of his passes acquired through the years — and in pristine condition too — much to the delight of your author.

Then there was the enterprising gentleman in charge of the Passamaquoddy tidal project at Eastport during the 1930s. With tongue in cheek, he named the Maine Central spur into his construction yard the Quoddy Railroad, had some passes printed up and exchanged them for the real thing

on real railroads. A 1935-1936 Quoddy pass issued to Mr. French has survived the intervening years.

Occasionally the signature of a famous person shows up in a pass collection. George E. Mansfield, promoter of the Sandy River Railroad and the Bridgton & Saco River Railroad, signed a B&SR 1883 pass for his friend Noah Woods, president of the European & North American Railway. Oddly enough, there is no record of Mansfield ever being an operating officer of the B&SR, but he signed the pass nevertheless. N. B. Beal who signed the 1887 pass of the Sandy River Railroad was not only the president of the road but a director, general superintendent and general freight agent as well.

A comparison of Maine railroad passes reveals that L. L. Lincoln was somewhat of a boomer. He signed passes as a superintendent on the Bucksport & Bangor Railroad in 1881, on the Eastern Maine Railway in 1883, on the Rumford Falls & Buckfield Railroad in 1885 and on the Portland & Rumford Falls Railway in 1894.

An early example of hy-rail travel is represented by an annual pass over the Kennebec Bus Company. In 1933, the Maine Central's branch between Oquosoc and Kennebec was discontinued leaving the latter community without transportation. A bus company was organized, and they had a bus built in the Sandy River shops in Phillips to cover the 11-mile route. The line lasted only a few short years but the bus can still be seen, fully restored, at Clark's Trading Post, North Woodstock, N.H.

Not to be outdone by their steam cousins, some traction lines in Maine issued annual passes during the early years of this century. A 1905 Atlantic Shore Line Railway (Kittery-Sanford-Biddeford), an 1895 Portland Railroad Co. and a 1906 Somerset Traction Co. (Skowhegan-Madison) have survived as examples of free transportation on the trolley.

The end of passenger service on Maine's railroads spelled FINIS to the annual pass although some roads still issue them for identification purposes. Meanwhile, collections of old annual passes remain to suggest the halcyon days of the railroads when travel by rail was the "in" thing.

## Back Issues

The following back issues of Pine Tree FLYER are available:

### Vol. 1, No. 1

Maine Central: Preserving a Corporate Identity

The President's Train: A Stylish Way to Inspect the Line

Maine Central 500 Series box cars: Model and prototype information.

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Grand Trunk History

### Vol. 1, No. 4

Rigby's Alco Switchers

The Norway and Paris Street Railway (part 1)

Along the Historic Grand Trunk BAR Caboose C-59 (photographs & plans)

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## Help!

(See page 3)



*Carl Deutremont Photo*



CR GP38s 7662 and 7664 at Rigby Yard, So. Portland, en route to the BAR at Northern Maine Jct., where they arrived May 18, 1983. No. 7663 (in blue & white) passed through Rigby in May.

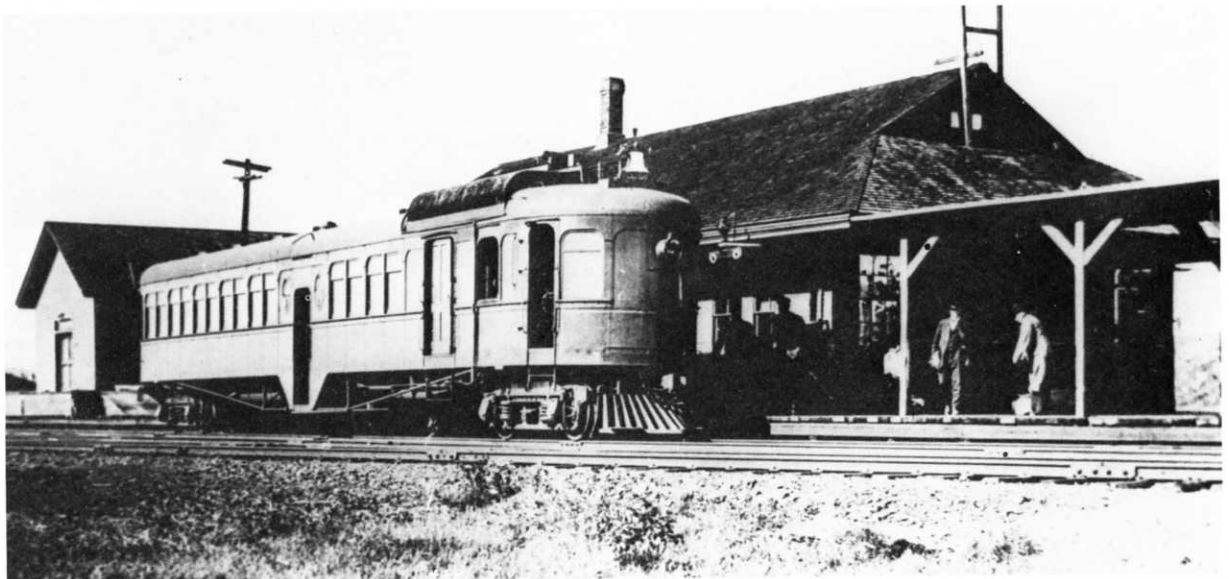
—Ron Palmquist photo

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The Bangor & Aroostook has taken delivery of three Conrail GP38s (7662, 7663 & 7664) and is reportedly interested in a fourth, CR GP38 (7661). The BAR will repaint and renumber (90, 91 & 92) the 17-year-old road units which were in service on Conrail lines served from its Enola, Pa. terminal. Not answered is the question whether the new 3,000-hp acquisitions will replace aging first generation F3s and BL2s which are stored dead and face an uncertain future.

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Bangor & Aroostook passenger fans will enjoy this view of BAR's first number 5. The photo, from the collection of Richard F. Dole, was shot between 1911 and 1920 when the unit was sold to the AC&Y as their number 55. Can a reader identify the station location?



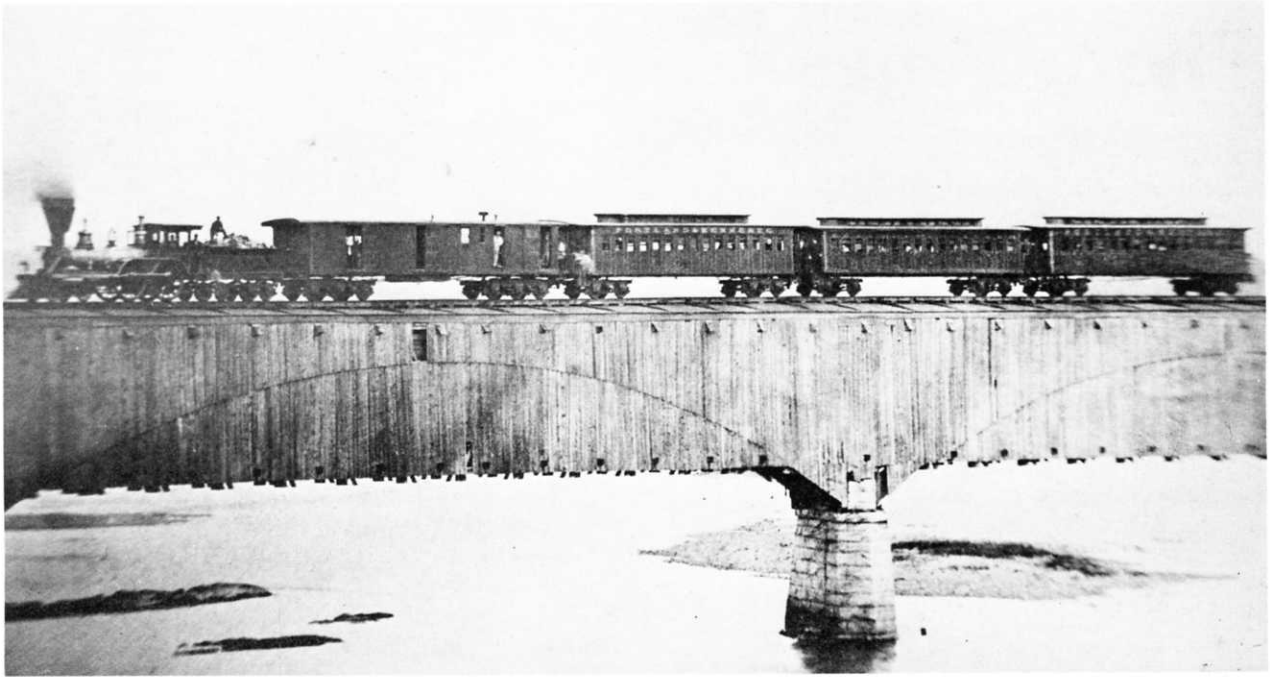
# Photo Pages

*edited by Ron Palmquist*

Portland Terminal Alco HH600 switchers appear elsewhere in this issue of the FLYER. Here are a couple of photographs of the steam power that diesels helped to retire, PT 833 and 844, at Rigby Yard, So. Portland, date unknown.

—Norm Sullivan collection





A Kennebec & Portland passenger train (above) crosses the Kennebec River at Augusta on December 27, 1854. The locomotive is no. 11, built by Amoskeag two months earlier (10-23-54) for use on the Samoset & Kennebec. Named the J.D. Lang, the engine was damaged in a derailment on January 29, 1855 and was rebuilt in 1868 to eventually become Maine Central no. 34. It was sold to the Portland Co. in April 1885 for dismantling. Another photo from the author's collection shows a rare view of the first K&P depot at Augusta (below). Built in 1856, the structure was destroyed by fire on December 22, 1864. Included in the photograph are engines no. 3, the Maine, and no. 4, the Hallowell, which were to become Maine Central 24 and 33.

# Kennebec & Portland Railroad Company

by Richard F. Dole

*(continued from last issue)*

Treasurer J. S. Cushing wrote to Sup't Hyde on March 28: "I think that the fare should be as follows during the summer — Portland to Bath \$1—; Portland to Augusta \$1.60; Portland to Skowhegan \$2.40. We must begin early with a reduction of fares to forestall the travel before the Boats come on or we shall have up hill labor and a dragging business."

A formal contract with the Somerset & Kennebec was made on May 1, effective September 1 and to expire on October 31, 1858, to operate it at the rate of 40 cents per mile per train. The Kennebec & Portland was to furnish all the equipment as the other road only had two old second-hand engines and a few gravel cars.

It is interesting to note that the





passenger train running time at this time between Skowhegan and Portland was five hours and 27 minutes. Freight trains took 10 hours and 45 minutes.

Conductor Hatch reported on May 22: "We ran off the switch yesterday afternoon at Richmond. The engineman said his attention was called to some children playing on the track and he did not see the switch until too late. We ran off the engine, tender and baggage car. Was delayed 1¼ hours. Broke nothing of consequence."

On July 13, conductor L. L. Lincoln complained to the Superintendent that he was only to receive \$50 pay for June. He thought it should have been \$60. He had two coaches most of the time and got along without a brakeman which increased his work. He had to throw wood, truck baggage and perform a lot of work he should not be doing. The "worthy" president has tried to make him work for \$10 less than the others were paid. He first started on the Bath branch for \$20 per month.

On September 1, 1857 the road was taken over by the trustees of the second mortgage for default of interest. During the year new rails were laid from Augusta to Portland, found that the president could combine his duties with the superintendent, the treasurer could combine his duties with the general ticket agent. The transportation department was now under one man.

On September 30 the Somerset and Kennebec was charged \$5 for turning the drivers on their engine NASHUA.

The trustees met on October 24, 1857 and voted: "1 - That the signs at all crossings be immediately in order. 2 - That the Boss of any section of the Road neglect to repair the fences in his section and keep them in repair he shall be immediately removed."

The income for 10 months was \$111,274, expected for two months the amount of \$18,000, paid Reuel Williams for use of the road and the equipment \$149,274 and a net of \$67,249.

A new timetable on November 30 discontinued the 6:30 A.M. train from Augusta, the 7:00 A.M. train from Portland, 6:30 A.M. train from Bath

*Nary another vehicle is in sight as N&P No. 6 rolls along Main Street, Norway, around the turn of the century.*

## The Norway and Paris Street Railway

*(continued from page 18)*

post office, then located on Main Street near Oak Avenue. Service commenced on Tuesday, November 1st and a schedule effective June 30, 1899 called for five round trips daily on 306 weekdays and seven holidays annually. The yearly rate of compensation initially was \$200, subject to deductions for missed trips. Mail bags were carried on passenger cars under the supervision of the motorman or conductor and while the schedule and rate of compensation may have changed after 1899, the service was maintained until abandonment of the railway.

The Norway & Paris was one of those friendly rural trolley lines so plentiful in New England before the automobile era. Its motormen and conductors, at least in the early years, generally were local men, knowing and being well known on a first name basis by all regular patrons. Operations were conducted rather informally, with the superintendent doubling as dispatcher and issuing all orders orally. Motormen and conductors, incidentally, never were particularly well paid, their wages

and the Saturday night train between Portland and Bath. A stage line immediately began service between Portland and Brunswick. It left Brunswick at 6:00 A.M. and from Portland at 4:00 P.M. The fare was \$1.25 and it stopped at Freeport and Yarmouth.

Treasurer Cushing advised Superintendent Hyde on March 25, 1858 that his salary from September 1, 1857 to January 10, 1858 was at \$1,000 annually and from that date at \$1,500.

On January 16 John Russell, Superintendent of the Portland, Saco & Portsmouth: "Our freight train is



in 1903 being \$1.50 for a 10-hour day — and they worked seven days a week. In that same year a trackman was paid \$1.25 for a 10-hour day and a shopman, who worked similar hours, was paid \$1.75.

Accidents appear to have been few and far between and, in fact, there is no record of any really serious mishap in the history of the road. The four-wheel hand-braked cars were operated at low speed and motormen usually were able to stop quickly in the event of emergency. There always were derailments, of course, and one of the more spectacular occurred in July 1914 when an open car dropped a motor on Paris Street, ran over it and jumped the track. Conductor Asher Gammon was thrown through a car window and suffered severe facial cuts. Two passengers, Mrs. Ralph Cole and Mrs. A. E. Eastman, also were injured but the motorman, identified only as F. LaFrance, was unhurt. After the car was rerailed, it was taken to the carhouse and there the motor was reinstalled.

*(to be continued)*

sometimes late in arriving at Portland and as your train does not wait it causes the freight on your road to lay over two days. Would it not be possible to have your train wait until our train is in? We wait for up freight frequently."

On January 7 fares were reduced between Skowhegan, Portland and Boston to \$4.75; from Skowhegan to Portland to \$2.75; from Kendalls Mills, Waterville and Portland to \$2.00 with same rate Portland to Boston.

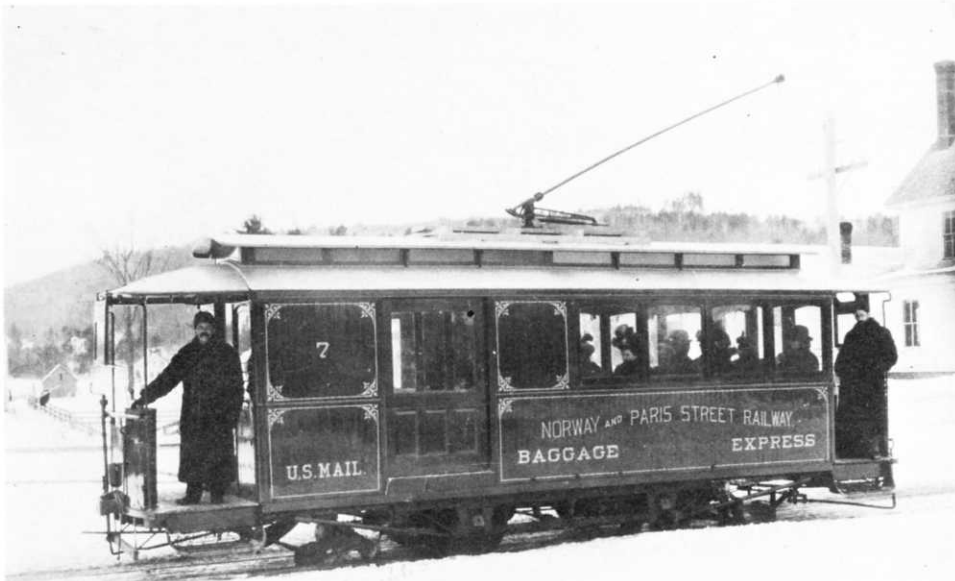
*(to be continued)*

# The Norway and Paris Street Railway

Here's the combination passenger-baggage car acquired second-hand from the Rockland, Thomaston & Camden by the Norway & Paris during the fiscal year 1900. It was conveyed in 1901 to the Augusta, Hallowell & Gardiner Railroad.

All photos and drawings from O.R. Cummings collection.

Continued from last issue



Monday, July 1, 1895 was the BIG day for the Norway & Paris, service between Norway and the Grand Trunk crossing beginning about noon. (The first fare is said to have been paid by one Jonathan Whitehouse, 83, sexton at the Pine Grove Cemetery for many years.) A 15-minute headway was provided with two cars (probably Nos. 5 and 6) on the opening day and on the first night the Norway Brass Band rode on one of the cars, both of which carried capacity loads on all trips. Incidentally, the first local crews hired by the railway were M. V. Sampson of Norway and Frank A. Taylor of South Paris, conductors, and John D. Cole of Norway and C. F. Penley of South Paris, motormen.

The heavy riding and the 15-minute service continued through Independence Day, after which the headway was lengthened to half-hourly. This same schedule was followed after cars began running to the Andrews House in late August. One car normally was operated (a second was added when traffic warranted;) trips left Norway on the hour and half hour and departed from South Paris on the quarter hour, and the one-way running time was 15 minutes. The through cash fare was five cents in 1895 and there's no evidence that this ever was increased. After all, how much could justifiably be charged for a little more than two-mile trolley ride?

No timetables of the Norway & Paris or the Oxford Electric Company have been located but indications are that the half-hour base headway was maintained as long as the trolleys ran, additional trips being operated when necessary, such as during Oxford County Fair Week in the fall and on other occasions when various special events were held at the fairgrounds. The railway management was cooperative in providing extra or late cars to accommodate those attending church

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And, we are happy to say that the FLYER is available by mail from the Boston & Maine Railroad Historical Society and, of course, the Railroad Historical Society of Maine.

# Modeler's Corner

*Edited from information provided by Bob Worcester.*

suppers, entertainment programs, dances and the like and close connections were made with Grand Trunk main line passenger trains at the South Paris depot.

Because no street railway built in the mid and late 1890s considered itself complete unless it possessed a summer pleasure resort, the Norway & Paris opened Electra Park, later known as Central Park, in a picnic grove near the present Gary Street in South Paris in 1897. Park attractions included an outdoor theater with seats for several hundred people, a croquet lot, an electric fountain with colored lights and refreshment stands. Vaudeville and variety shows were presented at the theater for several seasons, motion pictures eventually being substituted for the "live" entertainment.

Alas, Central Park was a considerably less than successful venture for the Norway & Paris for after the novelty of the resort wore off, patronage gradually dwindled. Whether the park property was owned or leased by the street railway is not clear but it was not listed in a 1914 valuation of the company.

Late in 1898 the Norway & Paris was awarded a contract by the U. S. Post Office Department to transport mail in closed pouches and sacks between the South Paris depot and the Norway

*(continued on page 17)*

## Back Cover

*(top)*

The Maine Central has purchased 15 General Electric U23B locomotives from the Delaware & Hudson; D&H 2301-2314, 2316 (According to Modeling Editor Bob Worcester, there is no D&H 2315. The unit was scrapped following a wreck.) No. 283 (ex. D&H 2304) was photographed at Rigby Yard in late May, with Maine Central logos and numbers stenciled in place of D&H reporting marks. MeC GP38s and U25Bs have been seen by member Glen Perry in upstate New York as fill-in power, and other D&H diesels (GP39s) have been regular visitors to Maine on Boston & Maine and MeC trains.

*—RHSM staff photo*

*(bottom)*

Maine Central units repainted Guilford Grey are becoming more numerous. In addition to U25B 225, at Rigby Yard last winter, and rebuilt GP9 470 (Flyer, Vol.1, No. 4), the charcoal, orange and white scheme has been applied to GP7 573 and U18B 408 (ex-"Battle of Bagaduce" Independence Series 408).

*—RHSM staff photo*

The Herald King decal company has added a Guilford car to its 1983 line. However, the car selected for the honor is the Delaware & Hudson version of the white and black, 50-foot box car. (A prototype photo of the Maine Central Guilford car was published on page 20 of the Pine Tree FLYER, Vol. 1, No. 4.)

Maine Central has at least two cars in the new Guilford scheme (numbers 20311 and 35101) and MeC modelers can use the Herald King decal set (B-347) as the starting point for a Maine Central car.

An Athearn undecorated 50-foot box

car kit (No. 1329) and a Detail Associates, 10-foot panel door (No. 6311) are the basics for your model. Remove the kit's roof walk assembly and fill the roof holes with CM Shops plugs or use your favorite roof hole-filling material. The Floquil paint to use is reefer white for the sides, grimy black for the ends and old silver for the roof.

A third MeC Guilford car has been reported out of the Waterville shops. It is numbered in the 31000 series and reportedly has 17" wide rust orange stripes replacing the nine inch stripes on MeC 20311.



**SET No. B-347:** WHITE & DK GREY BOXCAR (1982) (Dk Grey, White & Orange Lettering; Dk Grey & Orange Herald) Dk Grey Underframe

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