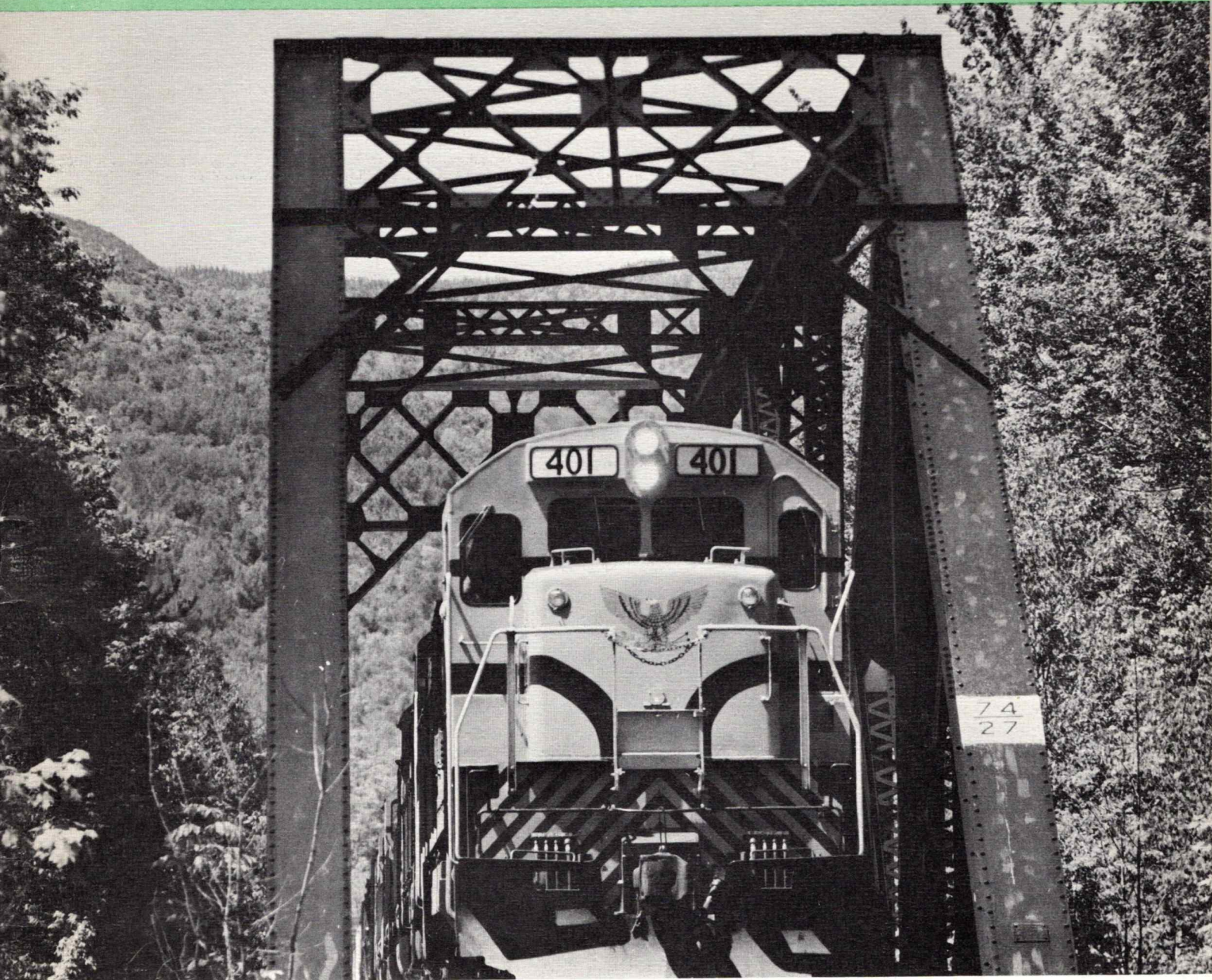


MESSENGER



**16 page
maine central history
inside**

MESSINGER

The Maine Central MESSENGER is published at Portland, Maine by Maine Central Railroad Company and Portland Terminal Company. It is circulated without charge to active and retired employees of these companies and to customers and other friends throughout the nation. Printed in Maine on Maine-made paper.

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Assistant to President



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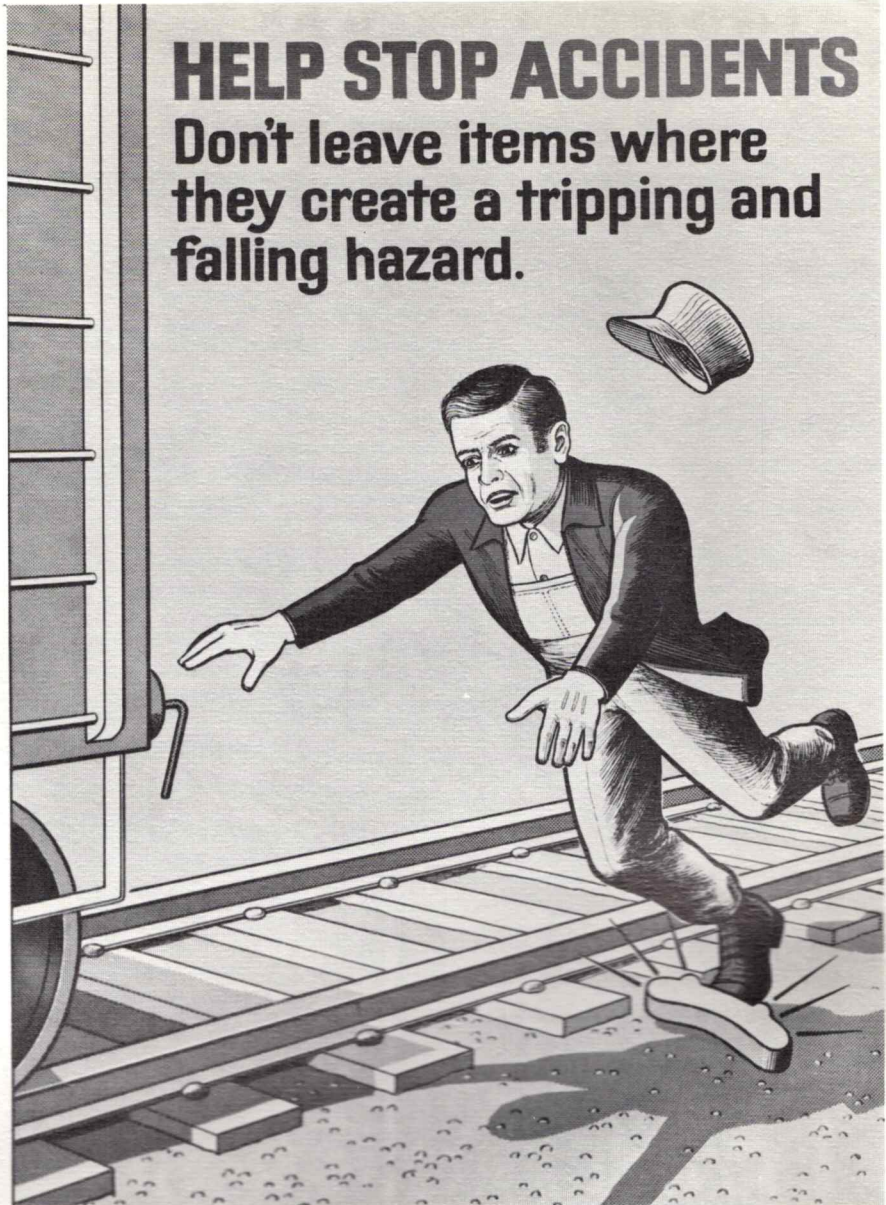


COVER PHOTO

Train YR-1, St. Johnsbury, Vt. to Rigby Yard, South Portland, passes through the bridge at Sawyer's River in New Hampshire's White Mountains. The lead unit is the Hannah Weston of the new Independence Class fleet of locomotives. Hannah Weston carried powder and lead to Machias, Maine for the naval battle between the Colonial Sloop Unity and the British Warship, Margareta. This photo by Ron Johnson was taken in June of this year.

HELP STOP ACCIDENTS

Don't leave items where they create a tripping and falling hazard.



Maine Central History

This issue of the *Messenger* contains a 16-page history of Maine Central Railroad Company. The history has been incorporated in the *Messenger* in such a way that it can be separated from the *Messenger* and retained. Simply remove the middle staple and the insert will come out leaving the *Messenger* and history intact. Copies of the history will be sent to schools, libraries, and historical societies throughout Maine. A limited number of copies of the history are available upon request to: Public Relations Department, Maine Central Railroad Company, 242 St. John Street, Portland,

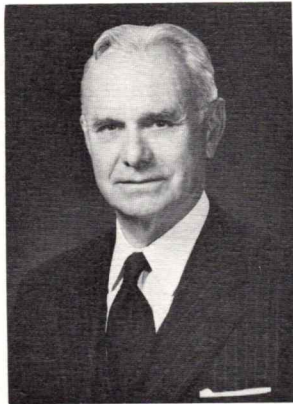
Maine 04102.

It has been nearly 30 years since Maine Central published a history. This 1976 history is more complete than anything published by the Railroad in the past. It is the author's belief that it is accurate, but considering the complex nature of the development of Maine Central Railroad, it is possible that errors will be found.

Richard F. Dole, retired Maine Central chief mechanical officer, was extremely helpful in the writing of this history and Maine Central wishes to express deep appreciation for his efforts.

From the desk of . . .

E. SPENCER MILLER



Maine's Most Serious Political Problem

It is, of course, the financial difficulties of our state. This subject has received more attention in the local press than any other during the past year and is brought home to us in three different aspects, all arising from the same cause. The first was the long, drawn-out struggle between Governor Longley, the Legislature, and representatives of state employees over wage increases for the latter. The second phase is the constant warning from high state officials that the budget will not be balanced, that state operations in the next few years will run deficits, and that state credit through bond ratings and otherwise will be impaired, thus in turn causing further maladjustments. The third aspect is exemplified in a statement made to me the other day by one of my most valued assistants to the effect that the latest increase in her wages, for the purpose of offsetting the erosion caused by inflation, had been completely wiped out through the increase in the Maine state income tax, effective August 1. The Longley struggle and the official warnings have been natural attempts to assuage disagreeable symptoms and to forecast further deterioration. They have not dealt with the cause of the disease nor any fundamental cure. We are sorry to say that the news media, so anxious to justify their existence as a free press protector of the people, have been downright negligent or indolent on explanations of how Maine has come to its present difficulties.

No important institution of the present and no complex situation can be understood without a thorough knowledge of history and the causes which brought them into existence. There follows in the next paragraph a factual account, unembellished with comment or adjectives, of exactly what has taken place.

Maine's population for several decades has remained virtually static. Maine's per capita personal income in the past ten years has doubled. Manufacturing jobs in Maine decreased 4% in the 15-year period 1960 through 1974. In the 15-year period while Maine manufacturing jobs were decreasing, state government jobs increased 97%, and in the 10-year period from 1965,

while our population failed to grow, state employment increased from 12,000 to 21,000 employees. Total state government operating expenditures for 5-year intervals of the 25-year period 1950 to 1975 have been as follows:

1950	—	\$ 62 million
1955	—	88 "
1960	—	140 "
1965	—	181 "
1970	—	318 "
1975	—	715 "

Included in the foregoing statistics are expenditures by the state of certain funds provided by the federal government, but it is indeed appropriate to include such, for after all there is no such thing as "federal money" but only "people money." So called "federal money" has been extracted from the pockets of the people by federal laws and federal tax agents, and in passing, it is worthwhile noting that according to federal reports other states receive more federal money than they are contributing while Maine receives substantially less federal money than its people are paying to Washington. State expenditures for the 1965 to 1975 period increased nearly 300%, and this is the hard, cold fact which Governor Longley and his assistants had to face when he took office.

The greatest dollar increase in state expenditures is found in the category of Social Services. For the latest 10-year period, the expenditures increased 800%. The second greatest increase was in Education at the level of 473% and the third greatest increase was in General Administration at a level of 365%. Servicing Maine debt also has increased dramatically since 1950. In that year, debt service amounted to only \$2 million, but by 1975 it escalated to \$27 million.

One statistic is absolutely frightening to us: from 1965 to 1975 the number of cases of Aid to Families with Dependent Children in the State of Maine increased more than fourfold. The increase during the previous ten years, 1955 to 1965, however, was only 14%. We can understand an increase in the number of dollars spent for this welfare aid, but it is astounding to us that with a static population there were four times as many needy people in this category in 1975 as there were in 1965. In 1965 A.F.D.C. payments in Maine were about \$7.5 million, but by 1975 payments had grown to an astonishing \$50 million.

Along with proliferation of committees, commissions, and state agencies, there came a further development which has not gone unobserved by watchful people. We refer to the filling of old and newly-established offices by the "Johnny-Come-Lately" to the Maine scene; the dropout from the more sophisticated and faster-paced areas to the south and west — young men and women, educated or not, with a distinctly social or socialistic twist to their thinking. Some have called them free spenders and some have not hesitated to use the word "carpetbaggers." The combination of the new agencies and this type of immigrant state workers has played its part in preventing industrial development and the establishment of a broad tax base which could be the only justification for increased expenditures and increased levies. While the extravaganza of the 1965-1975 decade occupied the political stage, the news media did not



quite overlook it, but condoned it with statements to the effect that "the people want the social services which Augusta is providing." Such an attitude by the self-described protectors of society is about as brilliant as it would be for a man with a \$20,000 income to live on a \$500,000 estate with a 4-car garage and a swimming pool on the pretext that "the wife and kids want them."

When we think of questionable expenditures of public dollars (our dollars) we cannot help but be reminded of two projects discussed in this column about ten years apart. In each instance, we expressed strong doubts about the wisdom of state or federal subsidy for a scheme that could not stand on its own merits. In each case we were blasted in the editorial columns of Maine newspapers, but we were proven to be correct by that inexorable agent of truth—time.

In May 1965 in a *Messenger* editorial we argued that money should not be spent to subsidize the building of a \$5 million deep water pier facility at Rockland to receive grain by barge. We knew it wouldn't work because it flew in the face of economic realities. We were vigorously criticized in the press for our attitude and our opposition to government subsidy of the terminal. But political expediency got in the way of business logic and the facility was built. It wasn't long before the truth was learned by all as the terminal received one barge load of grain and then no more and remains as a monument of testimony to political folly.

In the January 1974 issue of the *Messenger*, we criticized the use of the good name of the State of Maine and possibly, through indirection, its credit to fund the building of a \$15 million container port facility in Portland Harbor as an inducement to construct an oil refinery at Sanford. In great detail, we described why the concept was doomed by basic economic principles. We were taken to task by Portland based editorial writers implying that it was not logic but our own economic interests that dictated our position and adding that they saw no difference between a project made possible by public funds and one created through private enterprise. Again, and this time with great swiftness, we were proven correct by events. After the state committed a half-million dollars to the project, hired a consultant, and did some work, the whole scheme fell through. Why? Because it just plain didn't make any economic sense.

We do not pretend to have a panacea for the financial plague that is experienced by Maine and shared by most states in the nation, noting as an exception our neighbor, New Hampshire. We do have one suggestion that could go a long way toward retarding and reducing the growth of parasitic government in Maine.

Our own Senator Edmund S. Muskie has drafted sunset law and zero-based budgeting legislation. These concepts are not entirely new. A sunset law is in effect in Colorado where all the state's regulatory agencies will have their existence terminated within six years. Unless an agency can convince the legislature that it should be re-established, the agency's sun will set. Zero-based budgeting was initiated in Georgia by Governor Jimmy Carter and has since been adopted by a few other states. Under this concept, every department of government must justify every dollar it proposes to spend in each budget period.

A sunset law accompanied by zero-based budgeting alone won't solve Maine's fiscal plight, but such legislation in the hands of an executive with a sincere desire

to bring state expenditures under control could go a long way toward establishing fiscal responsibility in Augusta.

The sun ought to go down like thunder on those state agencies which merely duplicate and complicate the efforts of their dubiously worthy federal counterparts.

If we read correctly the mood of the American voter today, he is sick and tired of the government telling him how to run his business and of socialistic schemes set up by the government in competition with private enterprise; disgusted with the politician who goes about with a toothy grin trying to be all things to all people and, above all, to be personally very, very popular while most of his time and energy in public office is devoted to the objective of being re-elected; and fed up with those free spenders and depreciators of his savings who try the camouflage of a "moderate" label. Unfortunately, this voter sickness and apathy tends in the direction of destruction of our Republic. I am appalled as I talk with working men and women to hear them say over and over again, "I have no faith in government"; "Politicians are all crooks"; "What is the use of voting when the choice is between Tweedle Dum and Tweedle Dee?" and "How do we ever get out of this mess?"

The way out of Maine's fiscal mess is not through paying her employees less than people in private industry are paid for similar capacities at similar work levels or through preventing merited wage increases. It is through eliminating unnecessary and unneeded employees and the agencies supporting them as we have above described. The whole process could be tremendously aided by alert media who do their duty, who truly serve their purposes as guardians of our welfare, and who show that they are just as eager to expose the evils of government and the mistakes in wasted money as they are in publicizing the payments of an airplane manufacturer to Japanese officials or the peccadillos of a few old goats gamboling on capitol hill who ought to know enough to set a better example.



President

Quote From the Past

"I place economy among the first and the most important of republican virtues, and public debt among the greatest dangers to be feared. . . . To preserve our independence, we must not let our rulers load us with perpetual debt. . . . We must make our election between economy and liberty or profusion and servitude. . . . If we run into such debts, we must be taxed in our meat and drink, in our necessities and our comforts, in our labors, and in our amusements. . . . If we can prevent the Government from wasting the labors of the people, under the pretense of caring for them, the people will be happy."

Thomas Jefferson

ICC judge favors Maine Central in BAR traffic diversion case

An Interstate Commerce Commission administrative law judge has ruled that the Maine Central railroad is entitled to \$1.6 million in damages from the Bangor & Aroostook railroad because the BAR illegally diverted traffic away from the Maine Central.

The same law judge also said the Boston & Maine was entitled to \$688,000 in damages from the BAR for traffic it lost as a result of the BAR actions.

The diversion of traffic occurred from 1970 to 1974, the decision said, and could be considered part of a plan to weaken the Maine Central financially in an effort to force it into a merger with the Bangor & Aroostook.

The ICC decision brought prompt promise of an appeal from the BAR's counsel, William M. Houston, who declared to a reporter that "E. Spencer Miller (Maine Central president) will be a really old man before he collects a penny of that money."

Houston called the decision "incredible" and said it would be appealed to the U.S. Supreme Court if necessary.

The ICC decision came as the result of an investigation begun in December 1973 by the commission into the routing practices of the BAR and its connecting lines. In March 1974, the Maine Central complained officially about the traffic diversion, and in July 1974, the trustees in bankruptcy of the Boston and Maine joined the complaint.

After lengthy investigation, the ICC found that Bangor and Aroostook officials met with executives of the Canadian Pacific in Montreal in December 1969, and discussed how the BAR could increase its traffic to the Canadian Pacific by 24,000 cars a year, taking that traffic away from the Maine Central, even though in many cases there would be no advantage to the shipper from the change.

Most of those 24,000 carloads were paper products and potatoes.

Estimates made by the commission show that such diversion of traffic would cost the Maine Central and B & M about \$2.8 million a year.

The sales pitch made by the Bangor & Aroostook and CP to shippers, the ICC law judge found, "led both Great Northern Paper Co. and Fraser Paper Ltd. to believe that a power struggle exists between BAR and MEC, whereby BAR hopes to weaken MEC financially, and make a takeover easier..."

Apparently the Canadian Pacific and BAR were not too concerned about the quality of service to shippers which the new routings might cause. In May 1971, a Canadian Pacific official wrote to the Bangor and Aroostook:

"... my job, and the jobs of those under my jurisdiction, consists of getting all possible traffic to move by way of Brownville Junction (the CP connection) and the BAR.

"Service, equipment, politics and any other consideration notwithstanding, the intention of Senior Officials of CP Rail is that we bend every effort in this direction."

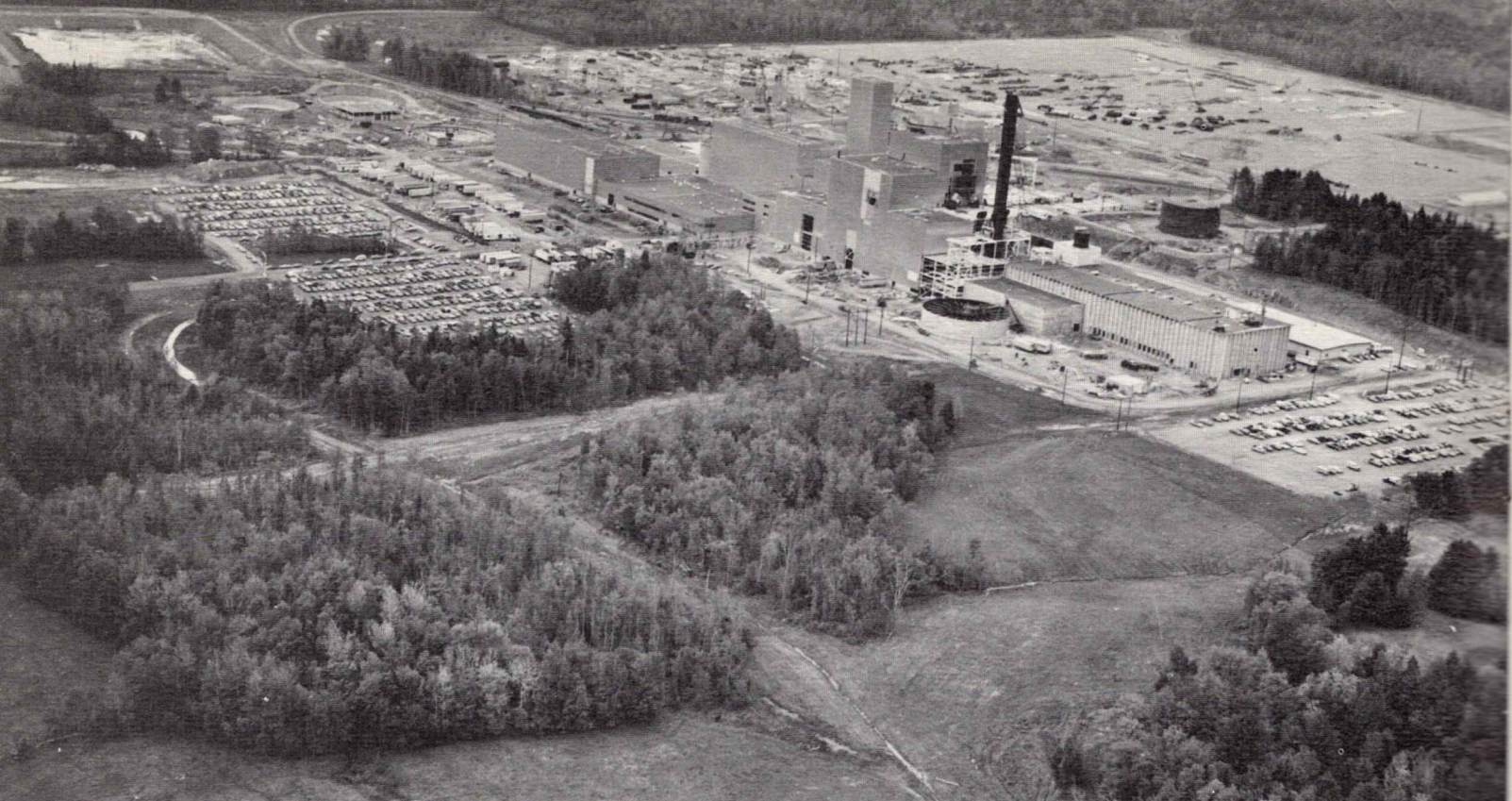
In his decision, the law judge, George A. Dahan, found that there were "no facts of record which evidence service superiority in movements via Brownville Junction (the Canadian Pacific) over Northern Maine Junction (the connection with the Maine Central.)"

Dahan's conclusion was that "BAR aided by CP unlawfully exercised its discretion in the allocation of freight originated and terminated on its lines by inducing shippers to divert from the Maine Central, and its connection with the Boston and Maine...", and concluded that both railroads were injured thereby.

He ordered the Bangor & Aroostook to cease and desist from such diversion of freight, and ordered the BAR to pay damages of \$1,590,438 to the Maine Central and \$688,330 to the Boston & Maine.

If Dehan's decision is eventually upheld, the \$1.6 million in damages could be worth \$11.50 a share to the Maine Central, although executives of both roads concede that any final determination is a long way down the track.

Reprinted from "MONDAY", July 26, 1976,
the "Maine newspaper that means business. "



billion dollar contribution

Work at the new Scott Paper Company Somerset Pulp Mill at Hinckley continues. This photo, taken in June of this year, shows the east side of the facility. Construction of the new mill is expected to be completed by the end of this year. Photo by Waterville Morning Sentinel.

The railroad industry in Maine is sustained by the State's greatest manufacturing enterprise, the pulp and paper industry. About 60 per cent of Maine Central's revenue is received from transporting the raw materials and finished products of the papermaking process in Maine. In 1974 Maine Central handled nearly 50,000 carloads of paper and paper products, over 13,000 carloads of woodpulp, nearly 20,000 carloads of pulpwood and thousands of cars of fuel and chemicals used by the paper companies.

But if this great industry sustains Maine railroads, it is the absolute lifeblood of the economy of the State of Maine. Maine's foremost industry, from any point of view, is papermaking, and it is growing and expanding.

The paper industry contributes more than one billion dollars annually to the Maine economy in payroll checks, payments for services and supplies, and taxes. The overall effect is impossible to determine, but banks, grocery stores, hairdressers, newspapers, motels, gas stations, law offices, doctors, and all kinds of Maine enterprises and services would not exist in their present number without the dollars generated by Maine's paper industry. Paying wages 50% higher than other production workers in the State, the paper industry has Maine's largest payroll totaling nearly \$200 million providing over 18,000 jobs directly and generating an estimated 127,000 other jobs out of 330,000 total jobs in Maine.

About half of the wood used by the paper industry comes from company owned lands and about half from land owned by others. The paper industry is the prime market for Maine woodlot owners from those who own a few acres to those who own thousands. It is estimated that as many as 20,000 persons cut wood in Maine for at least part of their livelihood.

Paper companies and other forest landowners have built and maintain a 6,000 mile system of roads throughout Maine's Unorganized Territory for harvesting use and to facilitate firefighting when necessary. The public is permitted access to most of these roads, which may make up the most extensive private road network in the world, provided at no taxpayer expense.

Maine made paper is used throughout the world but in the United States ten per cent of all paper used is produced in Maine. Paper consumption in the United States last year amounted to one ton per family and is on the increase, thus assuring continued growth for the paper industry. Maine's dependence upon the pulp and paper industry is fortunate because the industry's stability and steady growth for the past half century indicates that paper will continue to support the Maine economy for the foreseeable future.

In January, 1953, the respected engineering consulting firm of Coverdale & Colpitts of New York issued a study of the paper industry in Maine. The report stated,

"In its established paper products, newsprint, printing papers, writing papers, and high-grade specialties, and in Eastern, Central, and Midwestern markets, the paper mills of Maine have shared in and kept pace with the sound and steady growth which has taken place in the production and consumption of these products. We emerge from our investigations and study with the firm conviction and opinion that Maine's position in the paper industry can and will be maintained on a sound and competitive basis."

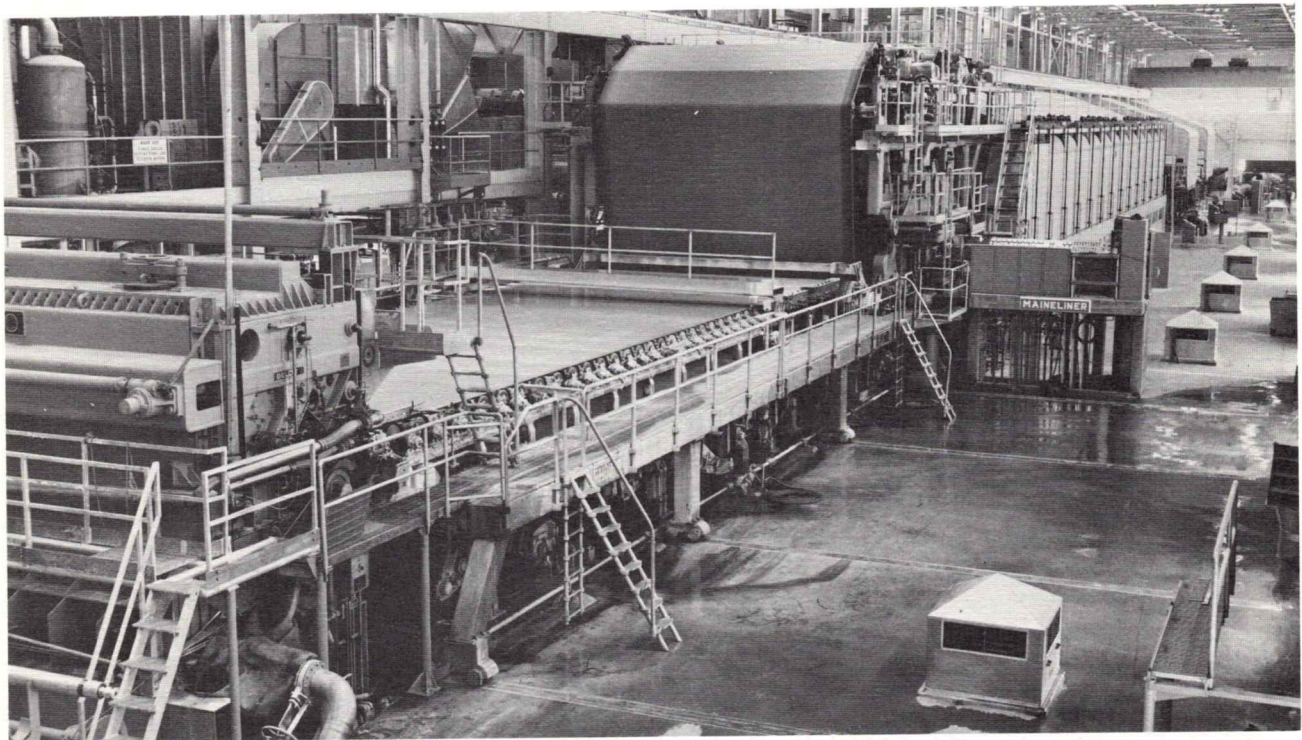
But what is really exciting about this industry is the current period of expansion in Maine. Projects throughout the State constitute the largest paper industry expansion currently going on in the United States. Several Maine facilities are now involved with construction, including expansion of existing facilities, modernization of plants, installation of new equipment, and building of pollution abatement facilities. Expansions under way during 1975 and 1976 at seven companies carry price tags totaling \$550 million. In 1976 alone, the paper industry will account for 88 per cent of the total capital investments planned in the State for plant modernization and equipment. Maine paper companies have completed or are constructing water pollution abatement facilities costing \$100 million.

Three major expansions will have a significant impact on Maine Central. The new Scott Paper Company pulp mill at Hinckley will replace the Scott pulp mill at Winslow, increasing daily pulp production capacity from 450 tons to 750 tons. The International Paper Company expansion at Jay will increase production capacity of one of Maine's largest paper mills by more than 60 per cent. St. Regis Paper Company's expansion of its mill at Bucksport will increase annual production capacity of lightweight, coated paper from 225,000 tons to 420,000 tons. These projects are expected to be operational by late 1976 or early 1977.

With these new and expanded facilities in the paper-making industry in Maine, the State is in a good position to respond to a national economic recovery and the accompanying demands of the consumer. Maine will benefit, Maine Central will benefit and the Maine pulp and paper industry will benefit and that's good news for all concerned.



Woodpulp is loaded into Maine Central boxcar at Georgia-Pacific in Woodland.



A paper machine at one of Maine's large paper mills. It is estimated that the paper industry contributes more than one billion dollars annually to the Maine economy.

beecher falls branch

The Interstate Commerce Commission has issued a final decision permitting the abandonment of the Beecher Falls Branch. The 58-mile line connects with the Mountain Division at Quebec Jct. and extends to Beecher Falls, Vermont, on the Canadian border.

The Review Board of the ICC issued the order, dated June 16, 1976, affirming a September 12, 1975 decision by an Administrative Law Judge authorizing abandonment of the line.

Maine Central petitioned for abandonment on July 24, 1973. ICC hearings on the abandonment were held in Colebrook, N.H. on January 15 and 16, 1975. At the hearing Maine Central testified that losses on the operation of the line

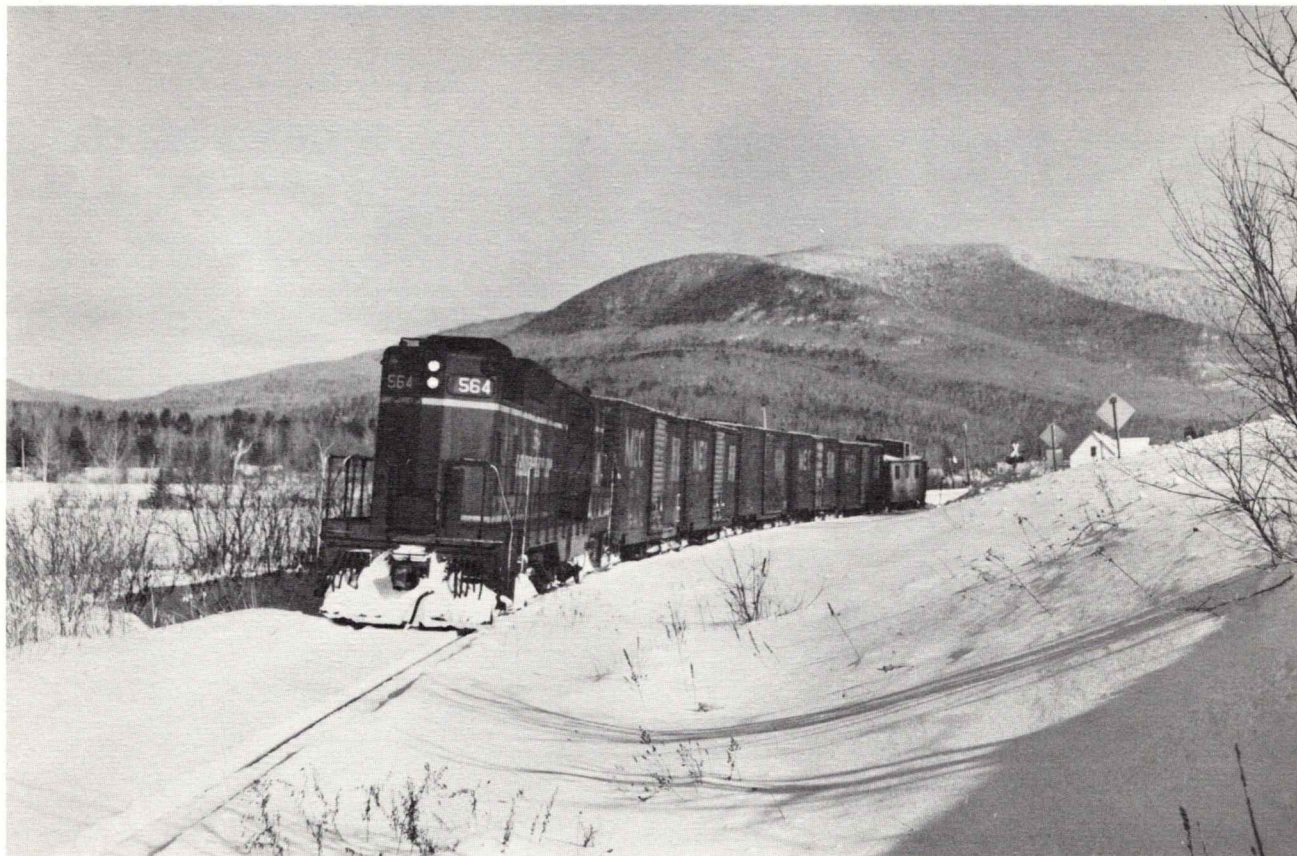
amounted to over \$250,000 annually. The initial decision by the Administrative Law Judge was appealed to the Review Board of the ICC by opposing parties.

The only portion of the line that will be without rail service is the 23-mile segment from north of North Stratford, N.H. to Beecher Falls, Vermont. A 10-mile segment will be sold to the Boston & Maine and, with the exception of a short segment between Quebec Jct. and Waumbek Jct., the remainder is owned and served by either the Boston & Maine or Canadian National.

Upon learning of the decision by the ICC, a Maine Central spokesman said he is hopeful that an early agreement can be reached with the

states for sale of a portion of the line. He said, "We understand that the two states consider this line important to the economy of the region. We have been talking amicably over a period of two years with both states with respect to possible sale of the northern 23 miles of the line."

More recent developments indicate that the State of New Hampshire will acquire the segment of the line from North Stratford to Beecher Falls and provide rail service through a shortline operator.



A winter train on the Beecher Falls Branch which has been approved for abandonment by the Interstate Commerce Commission. This photo by Ron Johnson was taken at Tinkerville, N.H. in February 1975.

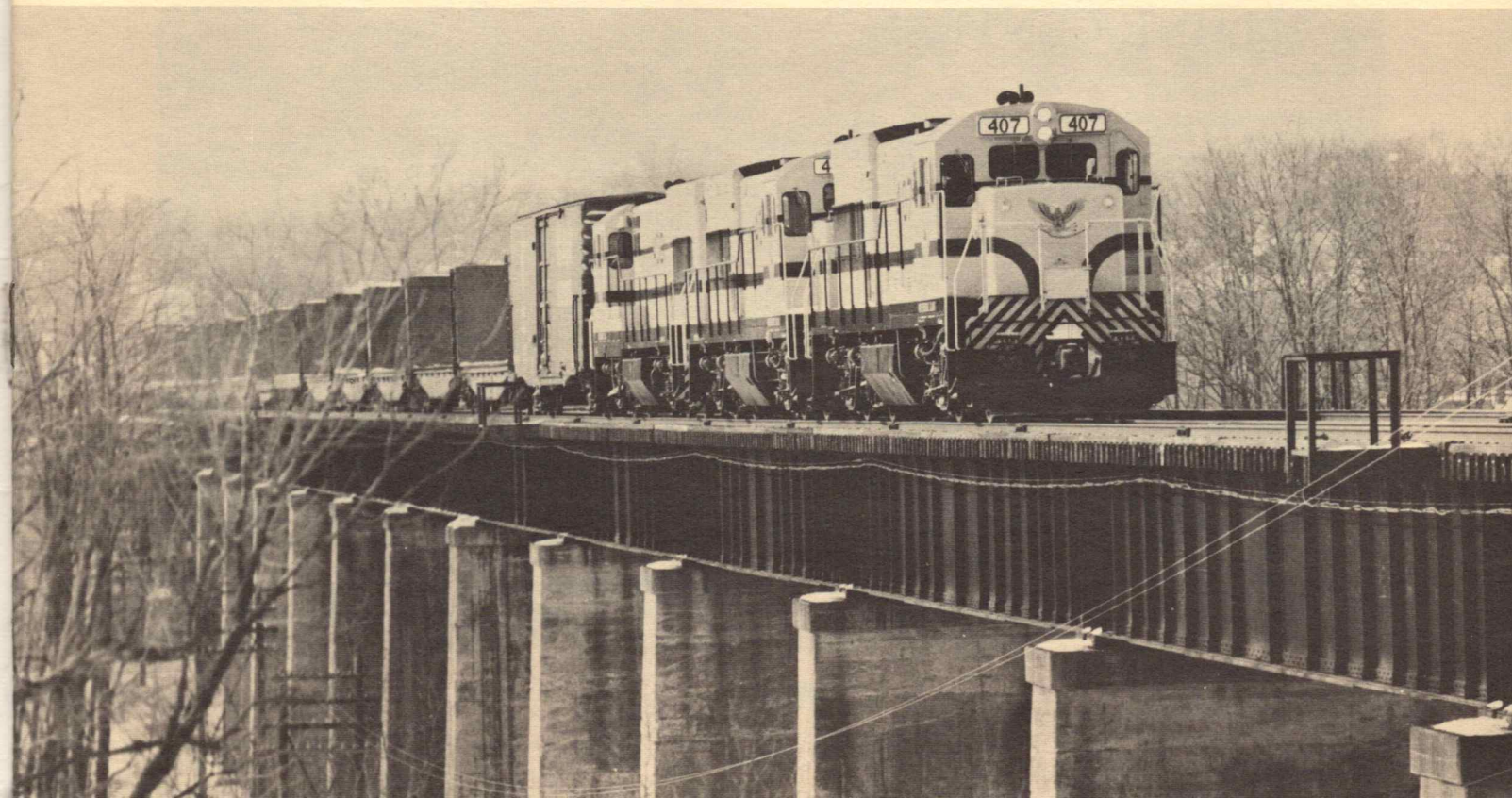


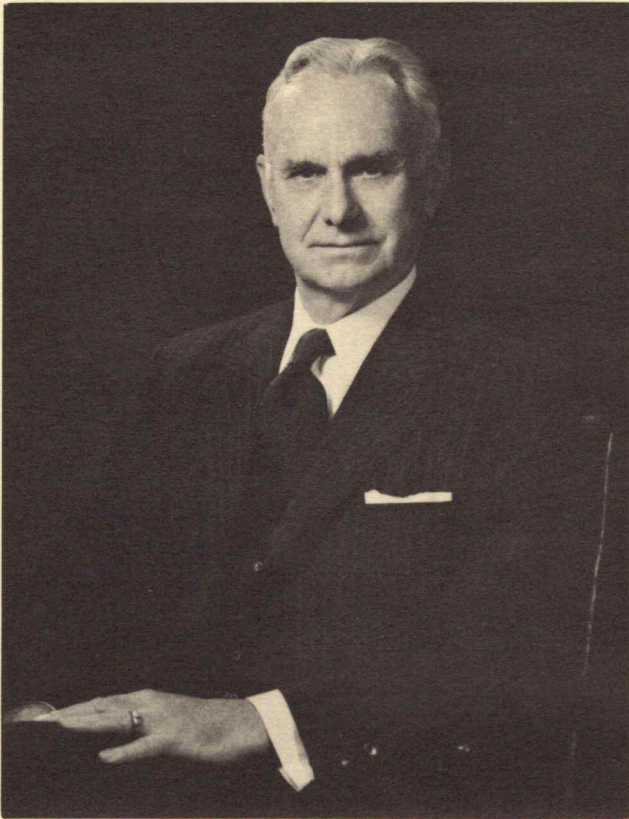
MAINE CENTRAL RAILROAD COMPANY

A Story of Success and Independence

by Bradley L. Peters
Assistant to President

Published by Maine Central
Railroad Company 1976





E. Spencer Miller, Maine Central Railroad Company president and chairman of the Board of Directors.

Special appreciation is expressed to Richard F. Dole, retired Maine Central chief mechanical officer, who supplied a great deal of information for this history. Mr. Dole, who is recognized as a leading authority on Maine railroads, also reviewed the material at several stages of development. Other sources include Maine Central Annual Reports, Edward E. Chase's *Maine Railroads*, published in 1927, and various other published material.

Cover Photo — Trains of two eras crossing the Fairfield-Benton Trestle. At the top an eastbound Maine Central passenger train powered by steam and at the bottom freight train RB-1, Rigby Yard, South Portland to Bangor, powered by Independence Class diesel-electric locomotives.

FIRST REPORT TO THE STOCKHOLDERS

Portions of the remarks of Mr. Goodenow, Maine Central's first president

To the Stockholders of the

Maine Central Railroad Company.

In presenting this first Annual Report of the Maine Central Railroad Company to the Stockholders, the Directors congratulate them on the completion of the plan of the projectors of the Railway between Portland and Bangor, through the central part of the State. At the first meeting of the Stockholders of the Androscoggin and Kennebec Railroad Company, a resolution was adopted, that measures be taken to aid in the construction of the Penobscot and Kennebec road, with the view to its ultimate union with the road of the former Company, thus making by connection with the Atlantic and St. Lawrence road, a Railroad from Portland to Bangor, on the same gauge and under the same management. This object, always kept in view by the projectors and Stockholders of the two roads above referred to, was only attained on the 28th of October last. It is unnecessary to narrate a history of the obstacles thrown in the way of its completion, by adverse interests, in the Legislature.

By the terms of consolidation the new Company owns all the property, rights, privileges and franchises, and assumes all the liabilities of the two old ones, and are to perform all their duties under their respective charters.

The Maine Central Railroad Company, therefore, at the close of the financial year (May 31, 1863), owns the Railroad from Danville Junction to Bangor, a fraction less than one hundred and ten miles in length. Upon it are twenty-one stations, with the buildings necessary to transact its business; three engine houses, and three turntables — with the shop and tools for repairs, at Waterville. They have also, the rolling stock which belonged to each of the old companies.

The traffic of the road has been conducted with success, the trains have been run with regularity, and without injury to any one, for which great credit is due to the skillful arrangements of the Superintendent, and the care and attention of those whose duty it was to carry them out.

All of which is respectfully submitted. By Order of the Directors.

WILLIAM GOODENOW, President

June 16, 1863.

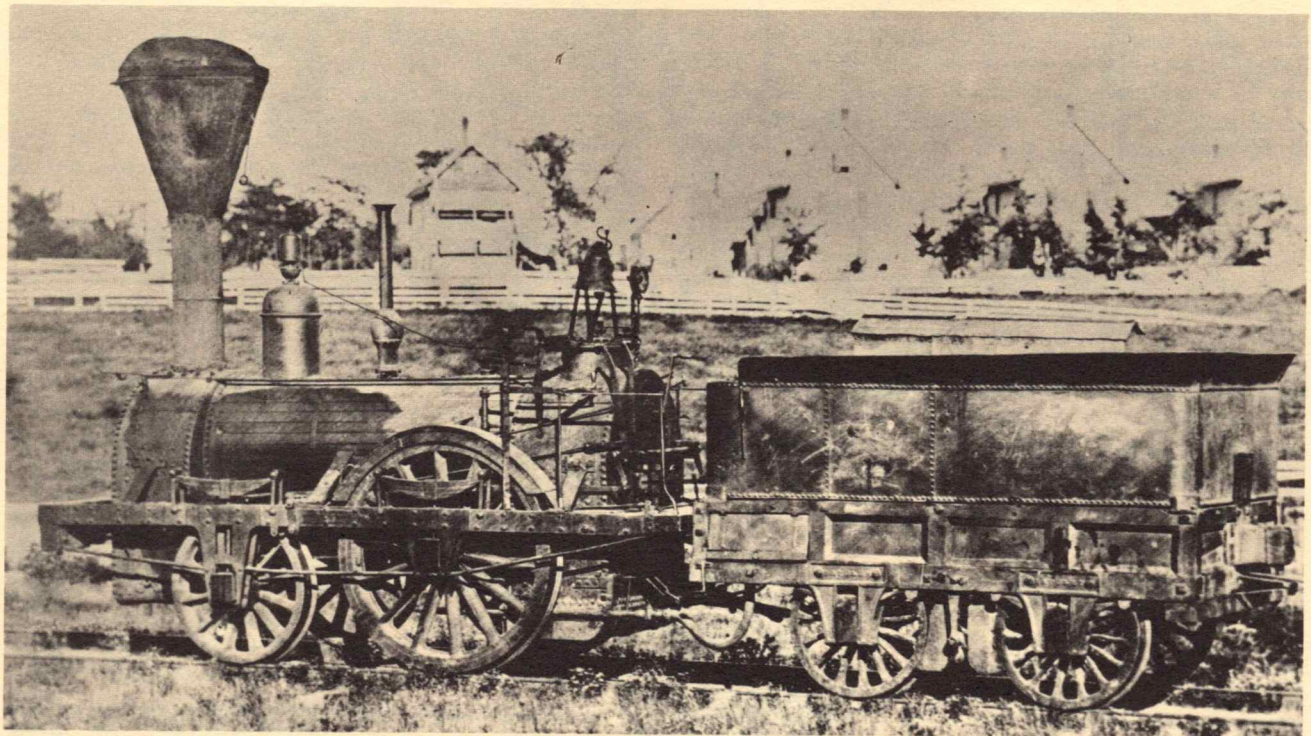
THE PRESIDENTS OF MAINE CENTRAL

Fifteen men have headed Maine Central Railroad Company as president from 1862 through 1976. Two of these men, Anson P. Morrill and Abner Coburn, also served as Governor of the State of Maine. Since 1913 only three men have served as president: Morris McDonald, Edward S. French and the current president and chairman of the Board, E. Spencer Miller, who has served as president since 1952.

President	Elected
William Goodenow	October 28, 1862
Hollis Bowman	June 24, 1863
Anson P. Morrill	July 5, 1864
Reuben B. Dunn	February 27, 1867
Amos D. Lockwood	May 12, 1870
Richard D. Rice	May 31, 1870
Anson P. Morrill	June 13, 1873
Abner Coburn	March 24, 1875
George E. B. Jackson	April 16, 1878
Arthur Sewall	December 17, 1884
Franklin A. Wilson	May 16, 1894
Lucius Tuttle	October 18, 1899
Charles S. Mellen	September 14, 1910
Morris McDonald	July 9, 1913
Edward S. French	September 1, 1932
E. Spencer Miller	April 23, 1952

THE RAILROADS THAT BECAME PART OF MAINE CENTRAL RAILROAD COMPANY

Name of Railroad	Year Chartered	Years Major Segments Opened	Miles of Line Built	Location of Railroad
Androscoggin & Kennebec Railroad Co.	1845	1848-49	55	Danville Jct. - Waterville
Androscoggin Railroad Co.	1848	1852-70	67	Brunswick - Farmington
Bangor & Piscataquis Canal & Railroad Co.	1833	1836	12	Bangor - Old Town
Belfast & Moosehead Lake Railroad Co.	1868	1870	33	Burnham Jct. - Belfast
Buckfield Branch Railroad Co.	1847	1850-55	18	Mechanic Falls - E. Sumner
Bucksport & Bangor Railroad Company	1873	1874	19	Bangor to Bucksport
Calais & Baring Railroad Co.	1849	1851-52	4	Calais - Baring
Calais Railroad Co.	1838	1839	2	Calais
Coos Valley Railroad Co. (Vt.)	1882	1891	12	Northern Vermont
Dexter & Newport Railroad Co.	1853	1868	14	Newport - Dexter
Dexter & Piscataquis Railroad Co.	1888	1889	17	Dexter - Foxcroft
Dominion Lime Co. (Canada)	1887	1887	4	Dudswell Jct. - Lime Ridge, Quebec
Essex County Railroad Co. (Vt.)	1864	1872-75	22	St. Johnsbury - Lunenburg, Vermont
European & North American Railway	1880	1888-91	4	Enfield - Howland
European & North American Railway Co.	1850	1868-71	114	Bangor - Vanceboro
Hereford Railway Co. (Canada)	1888	1889-90	49	Vt. Border - Dudswell Jct., Quebec
Kennebec & Portland Railroad Co.	1836	1849-51	71	Portland - Bath - Brunswick - Augusta
Knox & Lincoln Railroad Co.	1864	1871-73	48	Woolwich - Rockland
Lewy's Island Railroad Co. (Me.)	1854	1856-57	11	Calais - Princeton, N. B.
Maine Central Railroad Co.	1856	1870-1912	22	Eventually throughout the State of Maine
Maine Shore Line Railroad Co.	1881	1884	41	Brewer - Hancock Pt. or Mt. Desert Ferry
Penobscot & Kennebec Railroad Co.	1845	1853-55	55	Waterville - Bangor
Portland & Ogdensburg Railroad Co.	1867	1870-75	91	Portland to Lunenburg, Vermont
Portland & Oxford Central Railroad Co.	1857	1867-70	7	E. Sumner - Canton
Portland & Rumford Falls Railway Co.	1890	1892-99	38	Rumford - Auburn
Rangeley Lakes & Megantic Railroad Co.	1909	1912	8	West Kamenkeag - Kennebago
Rumford Falls & Buckfield Railroad Co.	1874	1879	1	Gilbertville
Rumford Falls & Rangeley Lakes Railroad Co.	1894	1895-1902	40	Rumford - Oquossoc
Sebasticook & Moosehead Railroad Co.	1886	1886-1901	16	Pittsfield - Mainstream
Somerset & Kennebec Railroad Co.	1848	1853-56	37	Augusta - Waterville - Skowhegan
Somerset Railroad Co.	1860	1874-75	25	Oakland - North Anson
Somerset Railway	1883	1888-90	16	North Anson - Bingham
Somerset Railway Co.	1904	1905-07	51	Bingham - Moosehead Lake
Upper Coos Railroad (N. H.)	1883	1887-91	42	Quebec Jct., N. H. - W. Stewartstown
Upper Coos Railroad (Vt.)	1888	1888	2	Beecher Falls, Vermont
Washington County Railroad Co.	1893	1898	115	Ellsworth - Machias - Eastport
Washington County Railway Co.	1903	1906	1	Woodland Jct. - Woodland

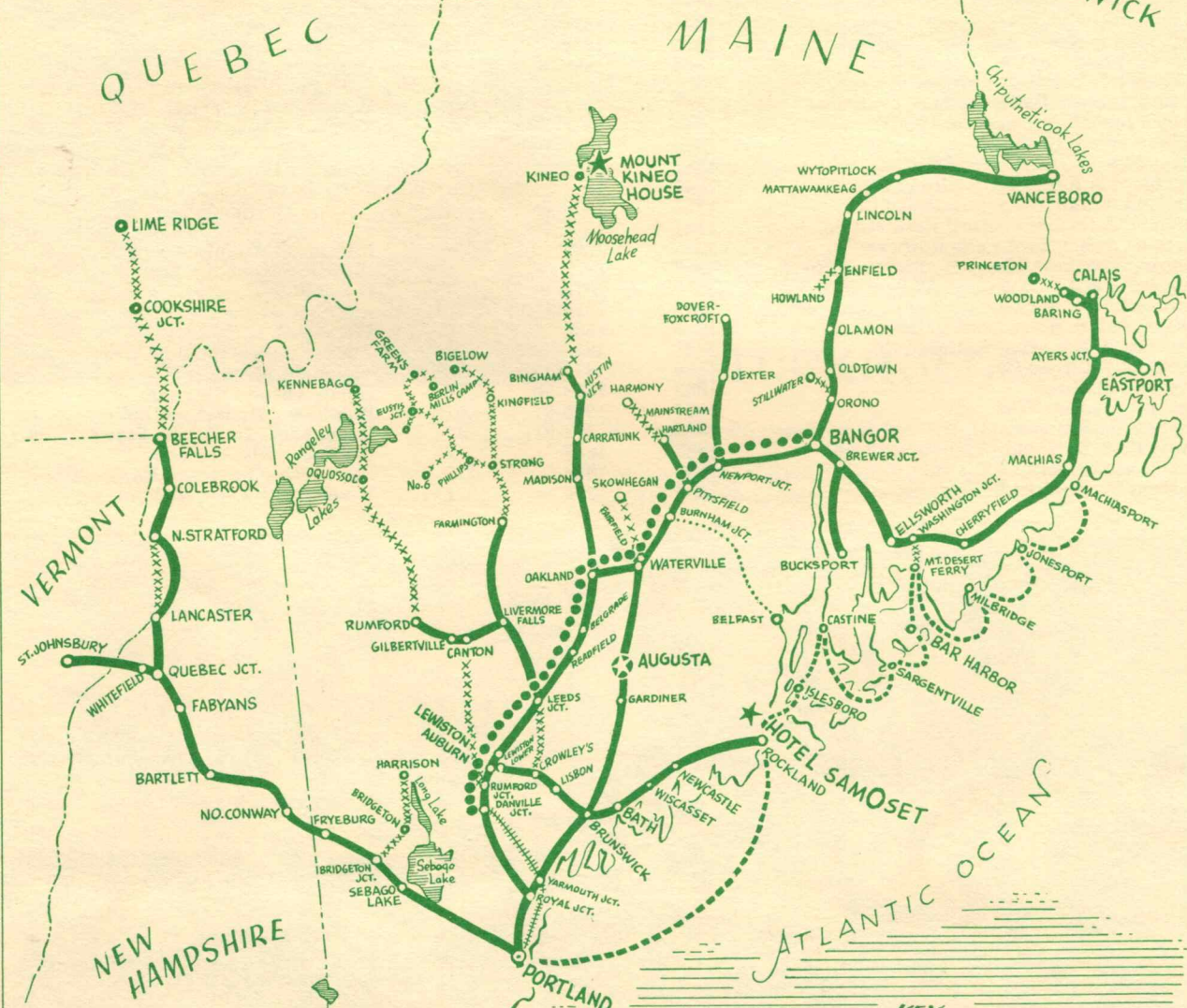


The Pioneer, the first steam locomotive to operate on a Maine railroad, was built by Stephenson & Son of England. It was first used in Maine by the Bangor & Piscataquis Canal and Railroad Company in 1836.



RAILROAD

THE MAINE CENTRAL RAILROAD COMPANY WAS ORIGINALLY FORMED OCTOBER 28th, 1862, BY CONSOLIDATION OF THE ANDROSCOGGIN & KENNEBEC, AND THE PENOBSCOT & KENNEBEC RAILROAD COMPANIES, OWNING RAILROADS EXTENDING FROM DANVILLE JUNCTION (AT A JUNCTION WITH THE ATLANTIC & ST. LAWRENCE RAILROAD) TO BANGOR.

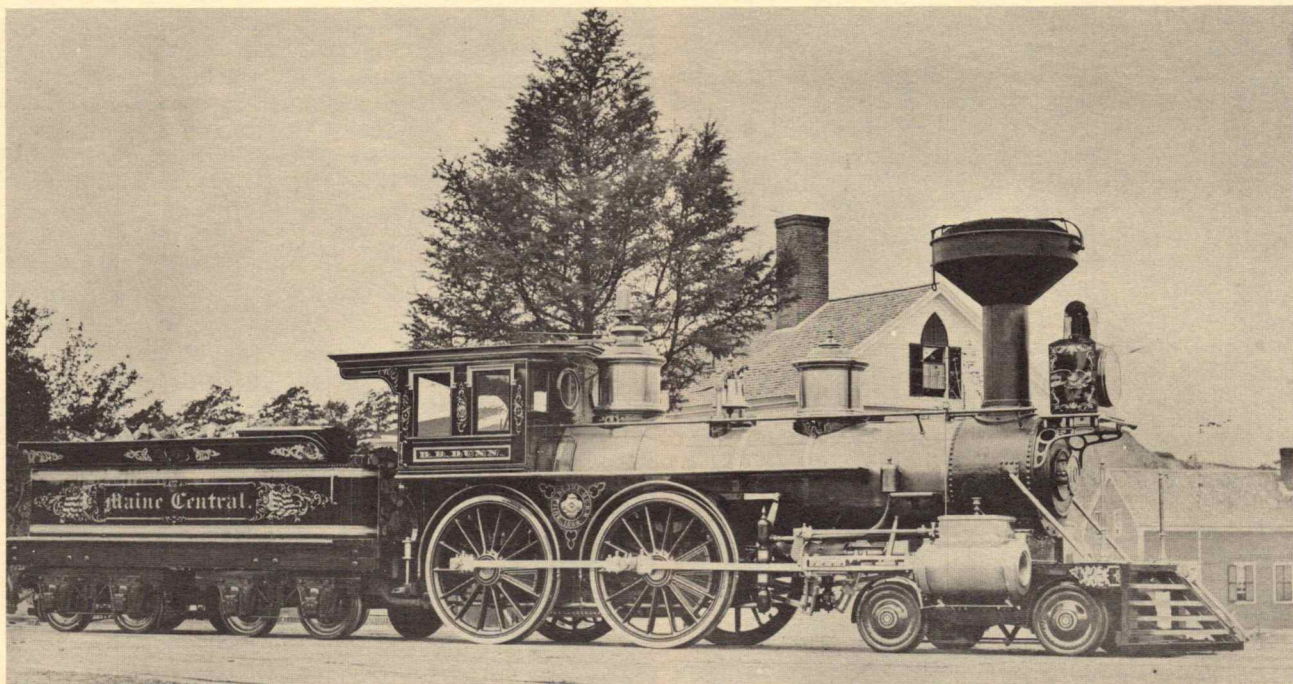


KEY.

- (1862) Original Maine Central System at time of first franchise.
- xxxxxxxxxxxx Lines operated when the road had a heavy passenger patronage -
- Maine Central Steamship Lines -
- Belfast & Moosehead Lake R.R. (Leased by MEC until 1925)
- + + + + + Atlantic & St. Lawrence Railroad -
- MAINE CENTRAL SYSTEM TODAY...

MAINE CENTRAL RAILROAD COMPANY

A Story of Success and Independence



The R. B. Dunn was built by Maine Central at Waterville in 1868. Reuben B. Dunn was president of Maine Central from February 1867 to May 1870.

Maine Central Railroad Company is the largest railroad in Maine, but by national standards the road is small especially when compared to some of the huge railroads of the West and South. Maine Central has played a vital role in the industrial and commercial growth and prosperity of northern New England and especially the State of Maine. In this year of bicentennial celebration of our nation's struggle for independence, it is particularly appropriate to review the history and growth of Maine Central and its own struggle for survival and independence.

Although Maine Central was chartered in 1856 and organized in 1862, its history goes back to the very first days of Maine railroading. The present Maine Central system has evolved from the histories of over 50 individual railroads. Each of these railroads, with as little as two miles of trackage and as much as 115 miles, could support its own historical analysis of many pages. The purpose of this narrative is to briefly review the important railroad construction and events that have evolved into the present Maine Central Railroad.

John Poor

No single person contributed more to the growth of the present system of railroads in Maine than John Poor. This visionary Bangor attorney provided a plan for railroad development in Maine and almost singlehandedly was responsible for the 1845 charter of the Atlantic and St. Lawrence

Railroad Company. The railroad connecting Portland and Montreal through western Maine wilderness and New Hampshire's mountains was completed in 1853. The line is now owned and operated by the Grand Trunk Railway, a subsidiary of the Canadian National Railway System. (For a more detailed story of Mr. Poor and the Atlantic & St. Lawrence, see story on page 16.)

A comprehensive review of each of the constituent parts of Maine Central would be too extensive to include in this brief narrative. What follows is a look at a few of the larger and more important railroads that evolved into the present Maine Central Railroad system. For specifics concerning these roads, note the chronology of the growth of Maine Central and the table which describes each railroad, its year of charter, its period of development, the miles of line built and the general location of the railroad.

Maine Central's Genesis

The genesis of Maine Central can be traced to two small railroads, one located in Calais and the other running between Bangor and Old Town. Both were granted railroad charters in 1832. The Calais Railway Company became the Calais Railroad Company in 1838 and in 1839 built and operated a two mile long horse railroad between Calais and Salmon Falls. The second railroad was the Bangor and Old Town Railway Company which was chartered to build a line between Bangor and Old Town. Before any track was laid the

Bangor and Old Town Railway was sold to the rival Bangor & Piscataquis Canal and Railroad Company which had been chartered in 1833. The road was completed from Bangor to Old Town in 1836. The 12 miles of track of the Bangor & Piscataquis Canal was laid with wooden timber rails with a three-quarter inch thick strap of iron spiked to the top of the timber. The railroad's first engine, the Pioneer, built by Stephenson & Son of England in 1832, was first used by the Boston & Worcester Railroad and then brought to Bangor in 1835. While passengers did make use of this little railroad, its principal traffic was lumber transported to Bangor, one of the most important ports on the East Coast.

Three major railroads were to become the core of the Maine Central Railroad system. The Kennebec and Portland Railroad Company was chartered in 1836 to build a railroad from Portland to Augusta. The Androscoggin and Kennebec Railroad Company was chartered in 1845 to build a railroad from near Lewiston to Waterville. The Penobscot and Kennebec Railroad Company was chartered in 1845 to build a line from Bangor to Waterville.

The Androscoggin and Kennebec was organized in 1847 and construction was started immediately at a final cost of about \$2 million. The 55-mile long road was opened from Danville Junction, where it connected with the Atlantic and St. Lawrence, to Lewiston in 1848, to Winthrop in 1849 and to Waterville on December 5, 1849. The stock of the Androscoggin and Kennebec was owned almost exclusively by Maine people. At one time the stock was held by 1,854 individuals in 87 Maine communities, with only four out-of-state stockholders.

The rival railroad to the Androscoggin and Kennebec was the Kennebec and Portland (later to become the Portland and Kennebec). The line was opened from Yarmouth Junction to Bath in 1849, from Portland to Falmouth in 1850, from Brunswick to Richmond in 1851 and to Augusta on December 29, 1851. The Kennebec and Portland also operated the Somerset and Kennebec Railroad Company which was opened from Augusta to Waterville in 1853, to Fairfield in 1855, and to Skowhegan on November 19, 1856. The Kennebec and Portland was the subject of bitter controversy for many years and control of the railroad had to be finally settled by the Maine Supreme Court. Richard D. Rice was the beneficiary of the battle for control of the railroad and he became president of the line. In 1870 the Portland and Kennebec was leased by Maine Central which later became owner in 1874. Mr. Rice served as president of Maine Central from 1870 to 1873.

The Penobscot and Kennebec was opened Waterville to Fairfield in 1853 and to Bangor July 30, 1855. The Penobscot and Kennebec was an essential part of the original plan of Mr. Poor and it was chartered in the same year as the Atlantic and St. Lawrence and the Androscoggin and Kennebec.

War of the Gauges

A major controversy in Maine railroading was called the "War of the Gauges." What is now

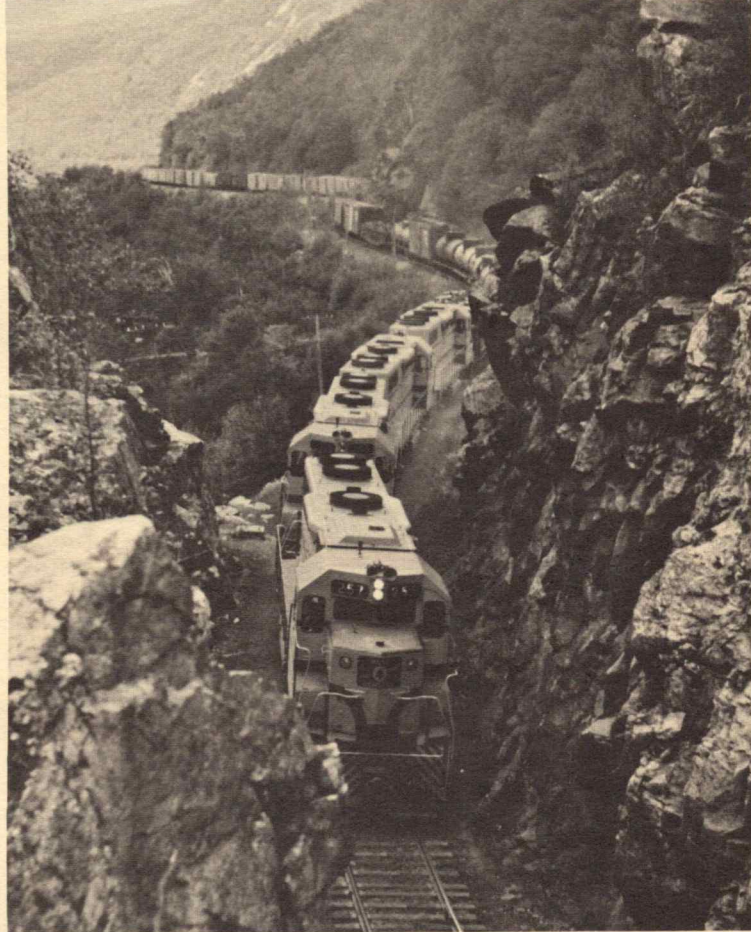
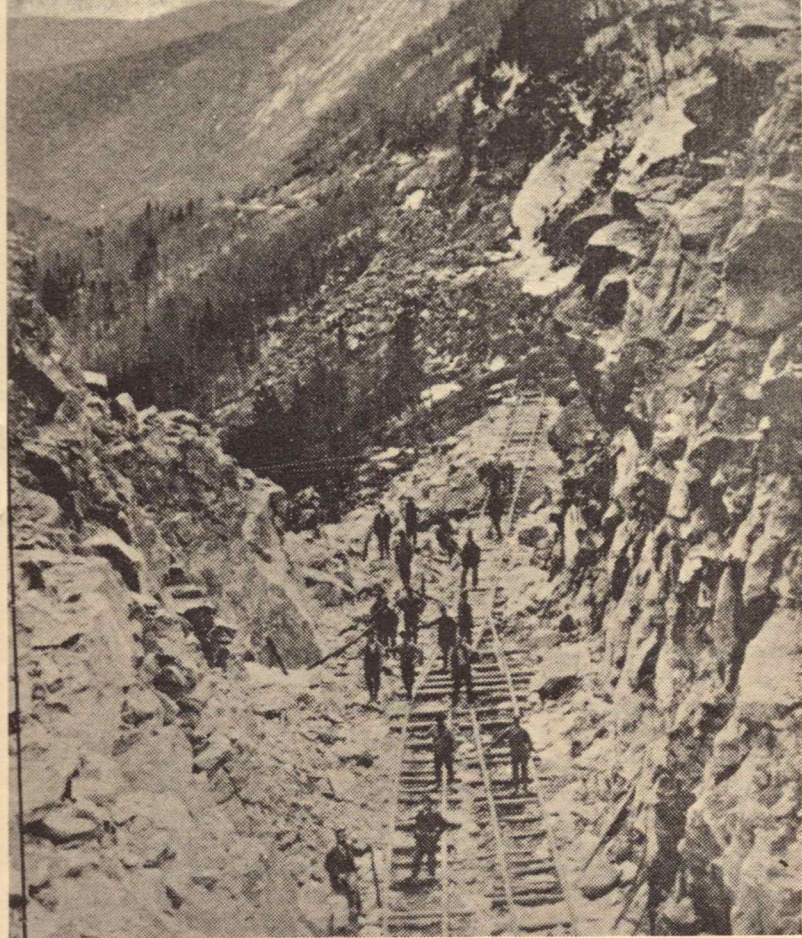
accepted in this country as "standard gauge," a width of 4 feet 8½ inches, was not universally accepted by early American railroads. The standard gauge was not an accident. It was the distance between the wheels of ancient Roman chariots. Later English wagons followed suit and that width became the gauge of English railroads. The standard gauge was adopted by Massachusetts railroads but its merit was questioned by many engineers. The Atlantic and St. Lawrence was built to a "wide gauge" of 5 feet 6 inches. The Androscoggin and Kennebec was built to wide gauge specifications in order to connect with the Montreal road. For the same reason, the Penobscot and Kennebec was a wide gauge road. The Kennebec and Portland, however, adopted the standard gauge to suit its connection with the Portland to Boston railroads.

The battle of the gauges reached the greatest intensity with the building of the Androscoggin Railroad Company which was chartered in 1848. The line was opened from Leeds Junction to Livermore Falls in 1852 and to West Farmington on June 20, 1859. This 36 mile segment was built to the 5' 6" wide gauge. A 26-mile segment was then built from Brunswick to Leeds Junction, but to standard gauge specifications. It was the apparent intention of management to change the gauge north of Leeds and bypass the wide gauge Androscoggin and Kennebec and feed traffic only to the standard gauge Portland and Kennebec at Brunswick. The management of the Androscoggin and Kennebec discovered the scheme and petitioned the Maine Supreme Court in 1861 to restrain the Androscoggin from changing its wide gauge between Leeds and Farmington. The Directors of the Androscoggin went into hiding, avoided service of papers and changed gauge on a Sunday. In 1864 a final decree upheld the right of the Androscoggin to change gauge.

The Mountain Subdivision

The Portland and Ogdensburg Railroad Company was incorporated in 1867 to build a railroad from Portland to the Great Lakes. The leaders of the enterprise were the Portland brothers Samuel J. Anderson, who became president and John F. Anderson, who became chief engineer. Great financial burdens had to be overcome and the line was built in sections as money was secured. It took a special act of the Legislature in 1872 and two votes of Portland citizens before the City of Portland contributed enough capital to complete construction on December 22, 1875 to the Vermont border to connect with the Vermont Division which had been completed earlier.

The building of the section through New Hampshire's forbidding White Mountains was considered a great engineering accomplishment which established the fame of John Anderson. Above Bartlett the elevation increases within a distance of fourteen and a half miles from 680 feet to 1,900 feet, with the steepest grade 115 feet to the mile. Some of the highest, longest and most spectacular railroad trestles in the east were built through Crawford Notch.



These two views of the "Gateway" at Crawford Notch were photographed about 100 years apart at almost the same location. At the left construction crews lay track through the Notch in 1874. On the right a modern-day Maine Central train with nearly 100 cars winds through the Notch.

The Portland and Ogdensburg went bankrupt and was leased to Maine Central in 1888 for 999 years. Maine Central acquired the line from Portland to the west side of the Connecticut River in 1943 and the 22-mile segment from the River to St. Johnsbury, Vermont in 1955 and operates them today as the Mountain Subdivision.

Bangor to Vanceboro

The European and North American Railway Company was projected by Mr. Poor as a commercial bond between the Canadian Provinces and the commercial centers of America's east coast. Its name was derived from the concept of running trains between New York and St. John connecting with ships at St. John in order to reduce the time of transatlantic passage. The line, which was chartered in 1850, was opened from Bangor to Olamon in 1868, to Mattawamkeag in 1869 and to Vanceboro in October, 1871, a total distance of 114 miles. A Canadian segment was completed from St. John to Vanceboro in the same year. A celebration was held at Vanceboro which was attended by President Ulysses S. Grant and the Governor General of Canada. John Poor had died just six weeks earlier.

That part of the European and North American running from the Canadian side of the St. Croix River to Bangor was leased to Maine Central in

1882 and trackage rights between Vanceboro on the river and Mattawamkeag were granted to Canadian Pacific which had acquired the segment from St. John to the St. Croix. The lease became burdensome to Maine Central resulting in litigation over taxes and creating strained relations for many years. After E. Spencer Miller took office as Maine Central president, friendly relations between Maine Central and the Bangor owners of the European and North American were restored. Maine Central purchased the line in 1955 for a consideration of \$125 per share or \$3,114,500 payable in cash or bonds at the election of the shareholders. On December 17, 1974 Maine Central sold the 56-mile joint section to the Canadian Pacific for a consideration of \$5,400,000, retained Maine Central trackage rights over it and ownership of the 58-mile segment between Mattawamkeag and Bangor.

During World War I Canadian troops were transported across Maine over this line in violation of International Law by the then neutral United States. Germany's protests went unheeded and a lieutenant of the regular Germany army arrived in Vanceboro, donned his uniform to avoid acting as a spy, placed a charge of dynamite under the Maine Central bridge and was about to touch it off when he was apprehended by Still Woodman, Sheriff of Washington County, who later served a lengthy and distinguished career as chairman of Maine's Highway Department.

The Chisholm Empire

Hugh J. Chisholm, Sr. had the vision and energy to carve a manufacturing empire out of the western Maine wilderness. He was the first president of International Paper and the founder and chief owner of a great pulp and paper mill at Rumford. He also owned the power and light company and the Portland and Rumford Falls Railroad Company.

In 1890 the Portland and Rumford Falls Railway Company was incorporated and extended to connect with the Maine Central west of Auburn. The Rumford Falls and Rangeley Lakes Railroad Company was chartered in 1894 and built a line that reached Oquossoc on September 1, 1902. In 1907 the Chisholm interests envisioned a railroad from the Portland waterfront to Quebec using their existing rail lines between Auburn and Rangeley Lakes and formed the Portland and Rumford Falls Railroad to implement the scheme and also to act as a holding company and lessee of the operating companies.

The actual railroad never reached much farther toward Quebec; in fact, within a few months, the Portland and Rumford Falls Railroad, which had control of the Portland and Rumford Falls Railway and the Rumford Falls and Rangeley Lakes Railroad, was leased to Maine Central for an annual rental of \$328,000, resulting in assumption by Maine Central of the rentals payable by the railroad holding company to its lessors and also another 8 per cent for the \$1 million capitalization of the railroad which was an empty shell. In 1946 the railroad properties were acquired by Maine Central with the exception of the Rangeley Lakes line which had been abandoned after the flood of 1936.

The Calais Branch

Although some of the earliest railroading in Maine was found in Washington County, this region was nearly the last to be connected to the core of railroads that had been developed throughout central and southern Maine. The Washington County Railroad Company was chartered in 1893 to build a railroad from Calais to a connection with Maine Central near Ellsworth, with a branch to Eastport. The line was completed on December 17, 1898, and including the mileage of the St. Croix and Penobscot Railroad Company, which it had acquired, was over 130 miles in length. In 1904 Maine Central secured control of the Washington County by assuming its bonds. It was operated as a separate company until 1911 when it became part of Maine Central. It is now operated as the Calais Branch of the Maine Central Eastern Subdivision. It is the longest branch of the system.

Official Beginning

From the beginning the Androscoggin and Kennebec and the Penobscot and Kennebec were developed as part of the same railroad plan. When the line was completed to Bangor, it was agreed

that the two wide gauge roads should be one. In 1856 the Maine legislature authorized this consolidation. The battle of the gauges continued, however, as parochial interest delayed consolidation until finally the Maine Supreme Court ruled in favor of the wide gauge railroads in 1862.

The directors of the Androscoggin and Kennebec and the Penobscot and Kennebec met in August, 1862 and agreed upon Articles of Consolidation. The two roads were consolidated under the name Maine Central Railroad Company and the new railroad acquired all the properties, rights, privileges and franchises and assumed all obligations and liabilities of the former companies. Maine Central Railroad was organized on October 28, 1862.

Maine Central was a long way from being a railroad giant. In 1863 gross earnings of the 100-mile-plus railroad were only about \$350,000 and had grown to only about \$600,000 by 1870. In the early 1860's the railroad carried about 100,000 passengers and less than 100,000 tons of freight annually. The road had no connection with the Boston railroads and competition from the efficiently operated standard gauge Portland and Kennebec was fierce. The first president of Maine Central, elected in 1862, was William Goodenow, who was succeeded by Hollis Bowman the next year. Anson P. Morrill was elected in 1864, served for three years, and served another two years from 1873-75.

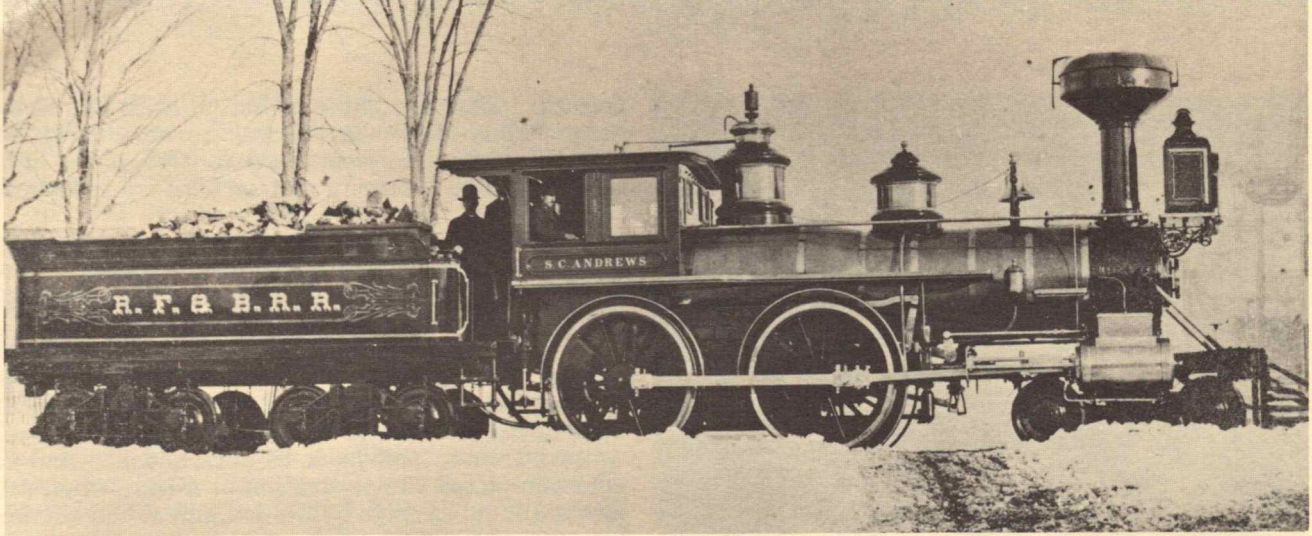
To Standard Gauge

In a somewhat controversial move in 1870, directors of the Portland and Kennebec and the Maine Central executed a lease of the Portland and Kennebec and an assignment of its lease of the Somerset and Kennebec to Maine Central for 999 years. The idea was that the gauge of Maine Central would be changed to standard and a line of that gauge would be built to connect with the Portland and Kennebec main line near Yarmouth. Mr. Poor, who continued to be an advocate of wide gauge, opposed the move and attempted without success to defeat the proposed changes at a special meeting of the Maine Central stockholders. He later took the matter to court, again unsuccessfully, where it was determined that the change of gauge would be beneficial to all parties. In 1871 the entire Maine Central had been changed to standard gauge and within a few years all of Maine's railroads followed suit.

In May, 1870 the president of the successful Portland and Kennebec became the president of the expanded Maine Central system. The new management moved quickly and acquired the lease of the Androscoggin Railroad Company, the Leeds and Farmington Railroad Company, and the Belfast and Moosehead Lake Railroad Company, all in 1871. Now Maine Central was suddenly of considerable importance in Maine with 357 miles of road and gross earnings of over \$1.5 million.

Maine Central Expands

Maine Central leased the European and North American in 1882 and now operated 470 miles of



Rumford Falls and Buckfield Railroad engine number 2 was built by Portland Company in 1878. This photograph was taken around 1880.

railroad. Earnings were improving steadily and in August, 1882 a two per cent dividend on stock was paid. In 1884 Maine Central, operating 524 miles of line, was the largest railroad in New England, and in that year paid a six per cent dividend as the road continued to prosper.

During the late 1800's and the early 1900's Maine Central continued to lease and acquire other railroads, some that had operated for some time and others that had been constructed during this era. The railroad acquired two narrow gauge railroads, the Sandy River and Rangeley Lakes Railroad in 1911 and the Bridgton and Saco River Railroad in 1912. By the time the federal government took over the operation of all U. S. railroads in 1917, Maine Central operated 1,358 miles of railroad, the greatest in its history.

The American love affair with the automobile had an early impact, about 1911, on Maine Central as several lines were almost totally dependent upon passenger patronage. The first segments to be lost were the two narrow gauge lines as the Sandy River and Rangeley Lakes went into receivership in 1923 and the Bridgton and Saco River in 1927. Two major lines were discontinued in 1933, Bingham to Kineo and Oquossoc to Kennebago, and the line from Rumford to Oquossoc was discontinued in 1936 as a result of the flood in that year.

Control of Maine Central

During Maine Central's 114-year history, one of the most interesting stories to be told is the influence of out-of-state control of Maine's largest railroad. In 1871 Maine Central's connection to the west was the Portland, Saco and Portsmouth Railroad, which was under lease to the Massachusetts based Eastern Railroad. The latter made a contract with Maine Central for all of its western business, but the contract resulted in Eastern rapidly going broke. In an effort to recoup its losses, Eastern bought Maine Central stock, canceled the contract and thus controlled Maine Central. In 1884 Boston and Maine consolidated with Eastern and through that relationship Boston and Maine controlled Maine Central.

TIME TABLE No. 69. March 4th, 1878.

THE
Maine Central Railroad
355 MILES.



Forming with its own Line and Branches the only
Rail Route between

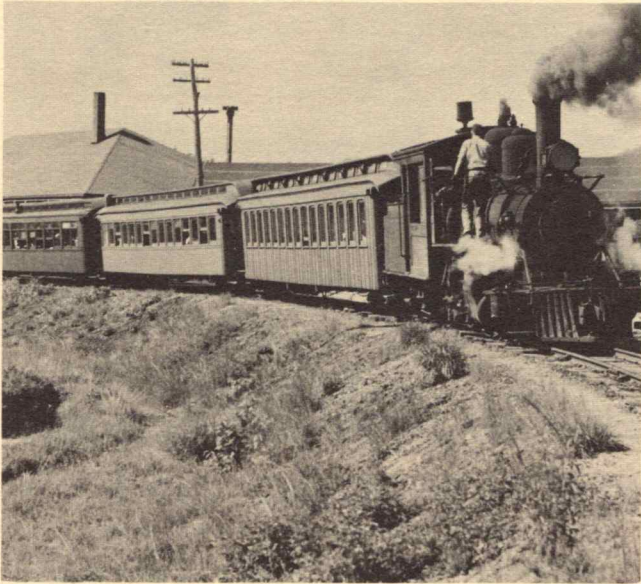
PORTLAND AND BANGOR,
BRUNSWICK, BATH, GARDINER, AUGUSTA,
SKOWHEGAN,
Waterville, Belfast, Dexter and Farmington.
BEST AND MOST DIRECT ROUTE TO
LEWISTON AND AUBURN

—AND—
TO ALL PARTS OF THE STATE OF MAINE,
Connecting with all Trains from and to
BOSTON,
NEW YORK, WORCESTER, NASHUA and the
WHITE MOUNTAINS, ROCKLAND,
ST. JOHN, HALIFAX,
And the PROVINCES.

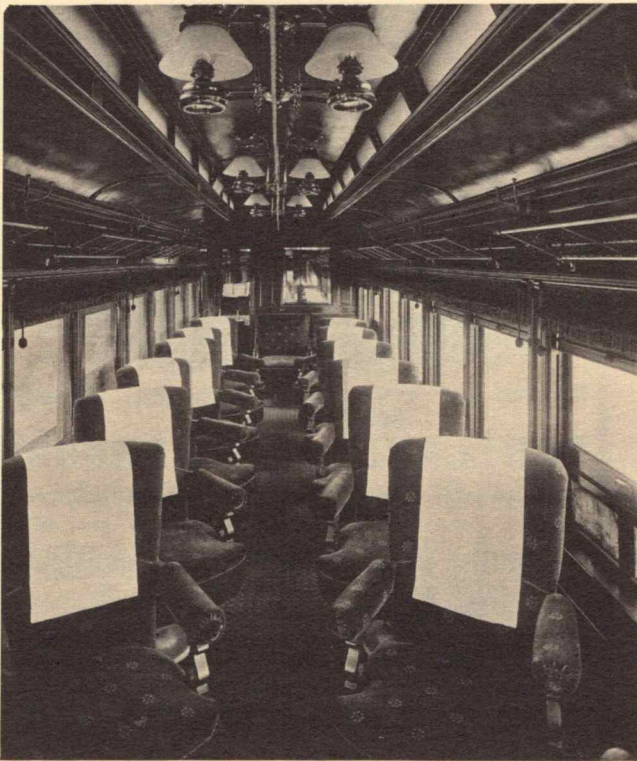
General Offices of the Company at **PORTLAND, ME.**

ABNER COBURN, <i>President.</i> GEO. A. ALDEN, <i>Gen'l Eastern Agent, Waterville.</i>	PAYSON TUCKER, <i>Superintendent.</i> F. E. BOOTHBY, <i>Gen'l Ticket Agent.</i>
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Tucker Printing House, Portland.



Narrow gauge train of the Bridgton and Saco River Railroad about to depart Bridgton Junction.



The interior of the "Rangeley," the plush parlor car of the narrow gauge Sandy River and Rangeley Lakes Railroad.

In 1907 the New York, New Haven and Hartford Railroad secured control of the Boston and Maine and with it control of Maine Central. Mr. Charles S. Mellen, president of the New Haven, became president of Maine Central in 1910 and adopted a program of expansion into new areas of endeavor. By 1914 the New Haven and Boston and Maine were in financial difficulty and prominent people in Maine viewed the peril of their own railroad with justifiable alarm. A group was

formed, under the name of Maine Railways Company, to buy Maine Central stock from the Boston and Maine and thus returned control of the railroad to Maine interests and secured its independence.

In late 1933 Maine Central became managed by Boston and Maine under a contract called a "Co-operative Agreement." Despite the fact that operations were as one, with combined operating revenues of \$100 million, the two never enjoyed annual savings much in excess of \$100,000 while serious detriments of the common management were apparent. In the early 1950's Maine Central again began to pull back to independence and in 1955 completed the separation at a time when pro forma annual savings to Maine Central had shrunk to a mere \$40,000.

The return of control of Maine Central to Maine interests in 1916 prompted the following remarks from Maine's elder statesman and railroad historian, the Honorable Edward E. Chase as he praised the reacquisition as, "one of the few instances, and by far the most notable instance, where Maine people have cooperated in an effort to regain control of their own economic destiny. . . . Experience teaches the lessons which must guide the actions of the future. In the railroad history of Maine there is no lesson so strikingly presented as the record of the Maine Central during forty years of control of capital foreign to the State."

Other Business Ventures

At various times in its history, Maine Central became involved in other ventures that were in some way associated with the railroad. At one time or another Maine Central was involved in the resort business, the operation of coastal steamers and ferries, running a bus line, and a partnership in an airline.

Maine has always been a tourist state, but in the early 1900's a great portion of the state's economy was dependent upon wealthy patrons from all over the East who spent several weeks and often a whole summer at a Maine resort. These resorts were usually served by rail and it was a natural for Maine Central to be involved with the management of two of the best in the state.

The Resorts

The Mount Kineo House was located in the shadow of Mount Kineo on the shores of beautiful and wild Moosehead Lake. The majority of its patrons came by train in long strings of Pullman sleepers moving over the Maine Central branch from Oakland through Norridgewock, Bingham, Deadwater, Mosquito, Lake Moxie, Indian Pond, Somerset Junction, and ending at Kineo Station where they then traveled by steamer to the Mount Kineo House. The hotel was famous throughout the nation for its appointments, service and food. The SamOset at Rockland on the Maine coast was another resort which catered to the affluent Easterners who traveled to Maine to spend the sum-

mer, often with their entire families. Surreys with fringe on top brought guests from Maine Central's Rockland station to the SamOset for golf, rest and relaxation.

In 1911 Maine Central acquired the Somerset Railway Company, which included the acquisition of the Mount Kineo House. In 1912 Maine Central purchased the capital stock of the Ricker Hotel Company which owned the SamOset. Now the railroad had two hotels to operate and did so as a separate company, the Ricker Hotel Company. In 1925 the division was named The SamOset Company and it established a separate division that ran buses and trucks. Declining patronage and operating losses caused the railroad to raze the main building of the Mount Kineo House in 1938. No buyer could be found for the entire property. Although the SamOset continued to operate at a small profit, in 1941, the last year in which a capital loss could be used as an offset to ordinary income for income tax purposes, the railroad decided to get out of the hotel business completely and sold the SamOset to Boston interests.

The Steamers

In the more leisurely days of the past, the colors of Maine Central went to sea, flying from the foremasts of thirteen white, gilt and mahogany steamers and from four of the largest ferries ever operated on the coast of Maine. At its peak, the railroad's steamship business played three roles: one, a schedule of sailing from Portland to Rockland, Mount Desert Island ports, and Machiasport; another in Frenchman's Bay carrying train passengers from Mount Desert Ferry to Bar Harbor; and a third, the Kennebec Ferry, carrying passenger and freight cars between Bath and Woolwich.

In 1882 Maine Central became a major stockholder in the Portland, Bangor, Mt. Desert and Machias Steamboat Company. In 1884 Maine Central's Waukeag Branch opened to Mount Desert Ferry and the railroad began its ferry operations between that point and Bar Harbor, the most prestigious of all summer resorts in the East.

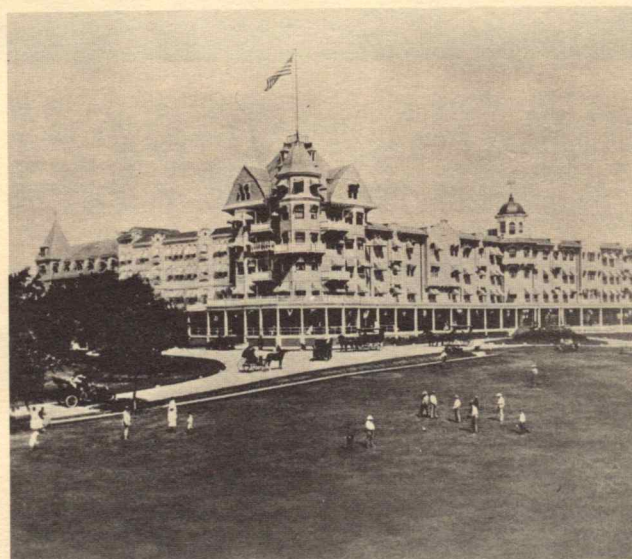
Maine Central leased the Knox and Lincoln Railroad in 1891 and with it acquired the steamboat, the "City of Rockland" to operate across the Kennebec River between Bath and Woolwich. Three larger ferries, the "Hercules," the "General Knox" and the "Fernando Gorges" continued to cross the Kennebec until construction of the Carlton Bridge, an auto and railroad bridge, at Bath in 1927. By 1931 Maine Central had discontinued all of its steamer service.

The Buses

For over thirty years, Maine Central operated bus service. In 1925 Maine Central's SamOset Company created a Transportation Lines division for the operation of buses and trucks. In 1932 the Maine Central Transportation Company was created to operate the bus service. Several lines were added and buses served most of southern and central Maine. This service, which was profitable, made possible the curtailment of a great deal of



The Mount Kineo House in 1938. The resort, which was located on Moosehead Lake, was managed by Maine Central for over a quarter of a century.



The SamOset at Rockland just after the turn of the century. The resort was managed by Maine Central for nearly 30 years.

unprofitable passenger train service.

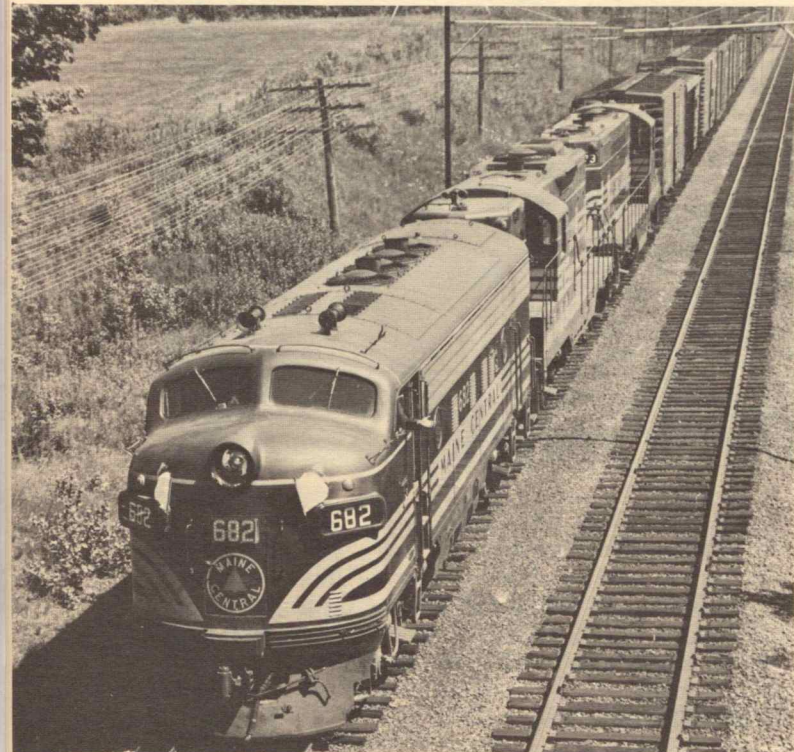
Bus operations returned profits to Maine Central during the period 1930 to 1946, but operations beyond that year were generally at a deficit and in 1954 it was determined that there was not enough demand to support two competing bus companies. In 1956 the Interstate Commerce Commission authorized sale of Maine Central Transportation Company to Greyhound Corporation.

The Airline

In 1933, shortly after Maine Central commenced an era of management by the Boston and Maine, the two railroads got into the airline business. In that year regular air service was inaugurated be-



The last passenger steam engine, the 470, made its final run from Portland to Bangor and return in 1954. Huge crowds came out to see the last trip, including this gathering at Waterville Station.



Maine Central train B-12, Bangor to Rigby Yard, South Portland, in 1955. The train had 3 locomotives and 139 cars.

tween Boston and Bangor under the name of Boston - Maine Airways, Inc. Vice president of the company, aviatrix Amelia Earhart traveled the region promoting the advantages of air transportation. In 1940 the airline was acquired by Atlas Corporation and renamed Northeast Airlines. In 1943 Maine Central substantially reduced its holdings in Northeast Airlines because of a decision of the Civil Aeronautics Board that the railroads, Maine Central, Boston and Maine and Central Vermont, exercised practical control of Northeast Airlines operations and also due to bureaucratic refusal to authorize route expansions to a railroad controlled airline.

The Maine Central System

A review of the geography of the 908-mile Maine Central system demonstrates that it is the dominant influence in Maine transportation. A study of the route of the main lines and the major branch lines shows that almost all of Maine's medium-to-large cities and towns and all but three of the state's industrial centers are served by Maine Central.

From Portland, where Maine Central connects with the Boston and Maine, the Mountain Sub-division passes through western Maine, New Hampshire's Crawford Notch in the White Mountains and across the Vermont border to St. Johnsbury where connection to the west is made with the Canadian Pacific and the St. Johnsbury and Lamoille County Railroad. Again starting from Portland, the main line divides at Royal Junction in Yarmouth where the "Lower Road" travels through Brunswick and Augusta and the "Back Road" through Lewiston, and then both join again in Waterville where the line continues on to Bangor. Connections are made with the Grand Trunk at Yarmouth Junction and Danville Junction, with the Belfast and Moosehead Lake at Burnham Junction, and with the Bangor and Aroostook Railroad at Northern Maine Junction near Bangor. Paper mills are served at Topsham, Augusta, and in the Waterville area.

At Brunswick the Rockland Branch diverges. It passes through Bath where it serves Bath Iron Works, through Thomaston where it serves the only cement plant in New England, and terminates in Rockland. At Leeds Junction a line goes through Livermore Falls and Jay where a huge paper mill is served and terminates in Rumford, again serving a large paper mill.

Bangor is the headquarters of the Eastern Sub-division. The main line eastward passes through Old Town, site of a large paper mill and Lincoln where another paper mill is located. The Maine Central ownership terminates at Mattawamkeag, but the railroad operates over the Canadian Pacific to Vanceboro. The Calais Branch runs through Ellsworth and Machias and terminates in Calais with a branch line to Woodland where a large paper mill is located. The Bucksport Branch leaves the Calais Branch at Brewer Junction and serves the port of Bucksport where another large paper mill is located.



An historic meet, the new 407 and the old 470. Train RB-1, powered by Independence Class locomotives, crosses paths with the 470 in Waterville in 1976. The 470 was the last steam passenger locomotive to operate on the Maine Central system and is now on display in Waterville.

A Pulp and Paper Railroad

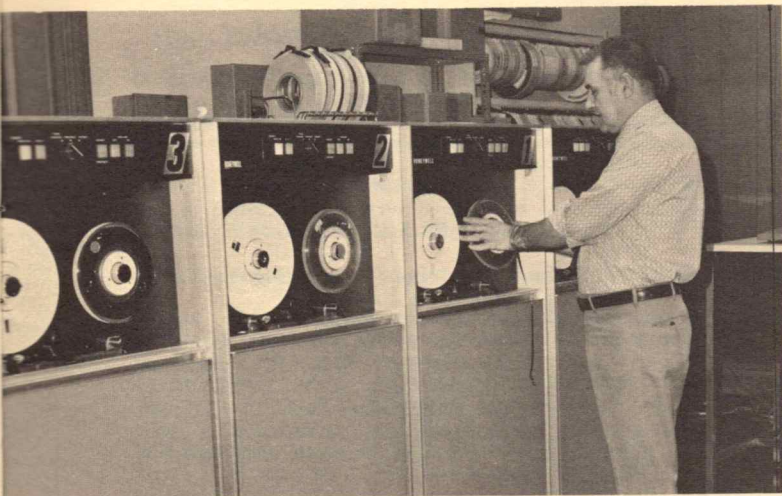
From the above it is obvious that Maine Central is a pulp and paper railroad. Nearly sixty per cent of Maine Central's business involves transporting raw materials and finished products for Maine's greatest manufacturing enterprise. For example, in 1974 Maine Central originated or terminated nearly 50,000 carloads of paper products, over 13,000 carloads of woodpulp, and nearly 20,000 carloads of pulpwood logs. Other major sources of freight tonnage are petroleum products, animal and poultry feed, chemicals, forest products, canned food, cement, salt and wastepaper.

For Maine Central Railroad, 1974 was a record year. Operating revenues of over \$34 million and ordinary income of \$2.9 million were the highest reported in the company's history. In that same year Maine Central transported nearly one billion ton miles of freight and employed about 1,800 men and women. In 1974 Maine Central had 74

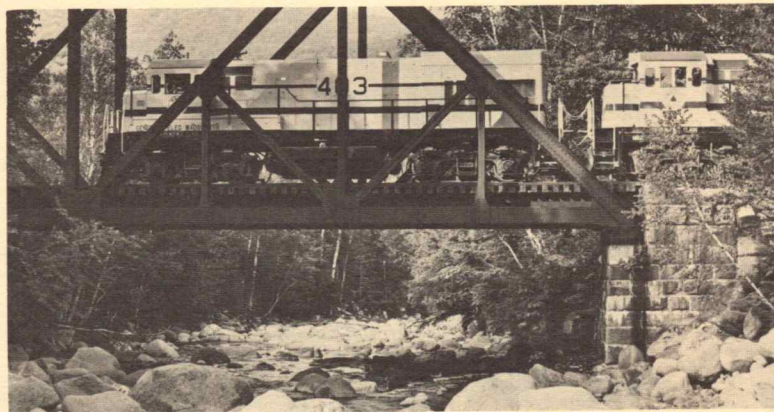
locomotives, over 4,000 freight cars, and over 50 caboose cars to serve the needs of Maine industry.

The important role played by Maine Central Railroad Company in Maine transportation for over 100 years is undisputed. Its efforts to remain independent, responding to the special needs of Maine shippers, have been successful. Speaking at the Maine Central Centennial celebration in Waterville in 1962, Maine Central president E. Spencer Miller spoke of Maine Central's future.

"The general public has become aware of our problems, our hopes and the complete essentiality of our services. We look for great things in the transportation industry during the next few years, insuring that railroads will remain and prosper and that the Maine Central will stand on firmer, more solid economic foundations — healthy, efficient and eminently capable of accomplishing the tasks that will continue to be set before it — to the enduring and ever increasing benefit of Maine."



The most modern computer technology plays a vital role in Maine Central's operations and accounting in 1976.



Maine Central train powered by Independence Class locomotives crosses a stream in a rural setting. Maine Central acquired 10 new locomotives in 1975, named each for a person or event related to the Revolution and designated them the Independence Class.

MAINE CENTRAL CHRONOLOGY

- | | |
|--|---|
| <p>1832 Bangor & Old Town Railway Company chartered and some minor work done
Calais Railway Co. chartered</p> <p>1833 Bangor & Piscataquis Canal & Railroad Co. chartered</p> <p>1835 Calais Railway, some work done</p> <p>1836 Kennebec & Portland Railroad Co. chartered
Bangor & Piscataquis opened Bangor to Old Town</p> <p>1837 Calais & Baring Railway Co. chartered</p> <p>1838 Calais Railroad Co. (former Calais Railway) chartered</p> <p>1839 Calais & Baring Railroad Co. (former Calais & Baring Railway) chartered
Calais Railroad Co. opened
Calais to Salmon Falls (2 miles) using horses</p> <p>1841 Calais Railroad abandoned</p> <p>1845 Androscoggin & Kennebec Railroad Co. chartered
Penobscot & Kennebec Railroad Co. chartered</p> <p>1847 Buckfield Branch Railroad Co. chartered</p> <p>1848 Androscoggin Railroad Co. chartered
Somerset & Kennebec Railroad Co. chartered
Androscoggin & Kennebec opened Danville Jct. to Lewiston</p> <p>1849 Calais & Baring Railroad Co. chartered (former Calais. R.R.)
Androscoggin & Kennebec opened Lewiston to Waterville
Kennebec & Portland opened Yarmouth Junction to Bath</p> <p>1850 European & North American Railway Co. chartered
Buckfield Branch opened Mechanic Falls to Buckfield
Kennebec & Portland opened Portland to Falmouth</p> <p>1851 Kennebec & Portland opened Brunswick to Augusta</p> <p>1852 Androscoggin opened Leeds Jct. to Livermore Falls
Calais & Baring opened Salmon Falls to Baring</p> <p>1853 Dexter & Newport Railroad Co. chartered
Penobscot & Kennebec opened Waterville to Fairfield
Somerset & Kennebec opened Augusta to Waterville</p> <p>1854 Lewy's Island Railroad (Maine) chartered
Bangor & Piscataquis Canal opened Old Town to Milford
Penobscot & Kennebec opened Fairfield to Pittsfield</p> <p>1855 Bangor, Old Town & Milford Railroad Co. (former Bangor & Piscataquis Canal) chartered
Buckfield Branch opened Buckfield to East Sumner
Penobscot & Kennebec opened Pittsfield to Bangor
Somerset & Kennebec opened Waterville to Fairfield</p> <p>1856 Maine Central Railroad Co. chartered
Lewy's Island opened Baring to New Brunswick border
Penobscot & Kennebec leased to Androscoggin & Kennebec
Somerset & Kennebec opened Fairfield to Skowhegan</p> <p>1857 Portland & Oxford Central Railroad Co. chartered (former Buckfield Branch)
Lewy's Island opened New Brunswick border to Princeton</p> <p>1859 Androscoggin opened Livermore Falls to West Farmington</p> <p>1860 Somerset Railroad Co. chartered</p> <p>1861 Androscoggin opened Brunswick to Leeds Jct. and Crowley's Jct. to Lewiston</p> <p>1862 Portland & Kennebec Railroad Co. chartered (former Kennebec & Portland)
Maine Central Railroad Co. organized by consolidation of Androscoggin & Kennebec and Penobscot & Kennebec</p> <p>1864 Essex County Railroad Co. (Vermont) chartered
Knox & Lincoln Railroad Co. chartered
Portland and Machias Steamboat Co. chartered
Portland & Kennebec leased Somerset & Kennebec</p> <p>1865 Leeds & Farmington Railroad Co., a reorganization of the Androscoggin, operated between Leeds Jct. and West Farmington</p> <p>1867 Portland, Bangor & Machias Steamboat Co. chartered (former Portland & Machias Steamboat Co.)
Portland & Ogdensburg Railroad Co. chartered
Portland & Oxford Central opened East Sumner to Hartford</p> <p>1868 Belfast & Moosehead Lake Railroad Co. chartered and ground broken at Belfast
Dexter & Newport opened Newport to Dexter
European & North American opened Bangor to Olamon</p> | <p>1869 Maine Central leased Dexter & Newport
European & North American opened Olamon to Mattawamkeag
European & North American acquired Bangor, Old Town & Milford</p> <p>1870 St. Croix & Penobscot (former Calais & Baring) chartered and acquired Lewy's Island
Maine Central leased Portland & Kennebec
Maine Central leased Somerset & Kennebec
Androscoggin opened West Farmington to Farmington
Bangor, Old Town & Milford line discontinued
Belfast & Moosehead opened Burnham Jct. to Belfast
Maine Central opened Royal Jct. to Danville Jct.
Portland & Ogdensburg opened Portland to West Baldwin
Portland & Oxford Central opened Hartford to Canton</p> <p>1871 Maine Central leased Androscoggin and Leeds & Farmington
Maine Central leased Belfast & Moosehead Lake
European & North American opened Mattawamkeag to Vanceboro
Knox & Lincoln opened Woolwich to Rockland Engine House and first used Bath-Woolwich Ferry
Maine Central opened Danville Jct. to Cumberland Jct.
Portland & Ogdensburg opened West Baldwin to North Conway, N. H.</p> <p>1872 Essex County opened St. Johnsbury, Vt. to West Concord, Vt.</p> <p>1873 Bucksport & Bangor Railroad Co. chartered
Portland & Ogdensburg opened N. Conway to upper Bartlett</p> <p>1874 Rumford Falls & Buckfield Railroad Co. chartered (former Portland & Oxford Central)
Maine Central acquired Leeds & Farmington
Maine Central acquired Portland & Kennebec
Maine Central acquired Somerset & Kennebec
Bucksport & Bangor opened Bangor to Bucksport
Portland & Ogdensburg opened Bartlett to Bemis
Somerset opened Oakland to Madison</p> <p>1875 Essex County opened West Concord, Vt. to Lunenburg, Vt.
Portland & Ogdensburg opened Crawford Notch to Lunenburg, Vt.
Somerset opened Madison to North Anson</p> <p>1876 Knox & Lincoln opened Rockland engine house to depot</p> <p>1879 Rumford Falls & Buckfield opened Canton to Gilbertville</p> <p>1881 Maine Shore Line Railroad Co. chartered</p> <p>1882 Coos Valley Railroad (Vt.) chartered
Eastern Maine Shore Line Railway Co. chartered (former Bucksport & Bangor)
Portland, Bangor, Mt. Desert & Machias Steamboat Co. chartered (former Portland, Bangor & Machias Steamboat Co.)
Maine Central leased European & North American
Maine Central became a major stockholder in the Portland, Bangor, Mt. Desert & Machias Steamboat Co.</p> <p>1883 Somerset Railway chartered (former Somerset Railroad)
Upper Coos Railroad (N. H.) chartered
Maine Central leased Eastern Maine Shore Line</p> <p>1884 Maine Central leased Maine Shore Line Railroad which opened Brewer Jct. to Mt. Desert Ferry
Maine Central began Bar Harbor Ferry operations</p> <p>1886 Portland, Mt. Desert & Machias Steamboat Co. chartered (former Portland, Bangor, Mt. Desert & Machias Steamboat Co.)
Portland & Ogdensburg Railway (former Portland & Ogdensburg Railroad) chartered
Sebasticook & Moosehead Railroad Co. chartered and opened Pittsfield to Hartland</p> <p>1887 Dominion Lime Co. (Canada) chartered and opened Dudswell Jct., P. Q. to Lime Ridge, P. Q.
Portland Union Railway Station Co. chartered
Upper Coos (N.H.) opened North Stratford to West Stewartstown</p> |
|--|---|

- 1888 Dexter & Piscataquis Railroad Co. chartered
Hereford Railway Co. (Canada) chartered
Upper Coos Railroad (Vt.) chartered and opened
N. H. - Vt. border to Vt. - Canada border
Maine Central acquired Maine Shore Line
Maine Central leased Dexter & Piscataquis
Maine Central leased Portland & Ogdensburg which
opened from Lunenburg, Vt. to St. Johnsbury,
Vt.
European & North American opened Enfield to Mon-
tague
Somerset opened North Anson to Embden
Portland Union Station opened
- 1889 Dexter & Piscataquis opened Dexter to Foxcroft
Dominion Lime Co. line sold to Hereford
Hereford opened Vt. - Canada border to Dudswell
Jct., P. Q.
Portland & Ogdensburg opened Fabyan's to Scott's
Jct.
Maine Central General Office Building opened on
St. John Street, Portland
- 1890 Portland & Rumford Falls Railway chartered
Maine Central leased Hereford — opened Cookshire
Jct., P. Q. to Dudswell Jct., P. Q.
Maine Central leased Upper Coos from North Strat-
ford to Beecher Falls, Vt.
Maine Central and Canadian Pacific entered agree-
ment for joint use of tracks between Matta-
wamkeag and Vanceboro.
Portland & Rumford Falls leased Rumford Falls &
Buckfield
Somerset opened Embden to Bingham
- 1891 Maine Central leased Knox & Lincoln
Coos Valley opened Guildhall, Vt. to Brunswick, Vt.
and leased to Upper Coos (N. H.)
European & North American opened Montague to
Howland
Upper Coos (N. H.) opened Quebec Jct. to North
Stratford
- 1892 Portland & Rumford Falls opened Gilbertville to
Rumford Falls
- 1893 Washington County Railroad Co. chartered
- 1894 Rumford Falls & Rangeley Lakes Railroad Co. char-
tered
Portland & Rumford Falls opened Auburn to Me-
chanic Falls
- 1895 Rumford Falls & Rangeley Lakes opened Rumford
Falls to Houghton to Letter "E"
- 1896 Portland & Rumford Falls opened Canton to Peter-
son Rips
Rumford Falls & Rangeley Lakes opened Houghton
to Bemis
- 1897 Maine Central leased Dexter & Newport
Portland & Rumford Falls opened Peterson Rips to
Chisholm and acquired Rumford Falls & Buck-
field
- 1898 Washington County acquired Calais & Baring
Washington County opened Ayers Jct. to St. Croix
Jct., Washington Jct. to Ayers Jct., and Ayers
Jct. to Eastport and operated by contractors
- 1899 Portland & Rumford Falls opened Canton to Liver-
more Falls
Washington County acquired St. Croix & Penobscot
and Lewy's Island
- 1901 Knox & Lincoln merged with Maine Central
Rumford Falls & Rangeley Lakes opened Rangeley
Station to Haines Landing
Sebasticook & Moosehead opened Hartland to Main-
stream
- 1902 Rumford Falls & Rangeley Lakes opened Bemis to
Oquossoc
- 1903 Washington County Railway Co. chartered (former
Washington County Railroad)
- 1904 Maine Central acquired majority stock of and oper-
ated Washington County Railway
Somerset Railway Co. chartered
- 1905 Maine Central acquired Portland, Mt. Desert & Ma-
chias Steamboat Co.
Somerset opened Bingham to Deadwater
- 1906 Somerset opened Deadwater to Landers
Washington County opened Woodland Jct. to Wood-
land
- 1907 Portland & Rumford Falls Railroad chartered and
leased Portland & Rumford Falls Railway and
Rumford Falls & Rangeley Lakes Railroad
Maine Central leased Portland & Rumford Falls
Railroad which had been chartered and acquired
Portland & Rumford Falls Railway and Rum-
ford Falls & Rangeley Lakes
- 1909 Rangeley Lakes & Megantic Railroad Co. chartered
- 1910 Maine Central leased Sebasticook & Moosehead
- 1911 Portland Terminal Co. chartered (formerly Port-
land Union Railway Station)
Maine Central acquired Androscoggin
Maine Central acquired Mount Kineo House
Maine Central acquired narrow gauge Sandy River
and Rangeley Lakes Railroad
Sebasticook & Moosehead merged with Maine Cen-
tral
Somerset Railway merged with Maine Central
Washington County merged with Maine Central
- 1912 Maine Central acquired Ricker Hotel Company
which owned SamOset Hotel
Maine Central acquired narrow gauge Bridgton &
Saco River
Maine Central acquired Essex County line
Maine Central opened line Mainstream to Harmony
Maine Central leased St. Johnsbury and Lake Cham-
plain Railroad extending from Lunenburg to
St. Johnsbury, Vt.
Rangeley Lakes & Megantic opened West Kamen-
keag to Kennebago
- 1914 Maine Central acquired Rangeley Lakes & Megantic
Control of Maine Central returned to Maine inter-
ests after period of control by Boston & Maine
and Eastern and Maine Railways Company
formed
- 1917 Government took control of all U. S. railroads
- 1920 Government control of railroads released
- 1923 Sandy River and Rangeley Lakes went into receiv-
ership
- 1925 Maine Central operation over Belfast & Moosehead
Lake discontinued
Hereford lease to Maine Central terminated; line
abandoned
The SamOset Co. formed to run hotels, buses and
trucks
- 1926 Maine Central turned over Belfast & Moosehead
Lake to City of Belfast
- 1927 Bridgton & Saco River went into receivership and
chartered as Bridgton & Harrison Railway Co.
Carlton Bridge across Kennebec completed and
Maine Central ceased ferry operation
- 1931 Maine Central acquired Coos Valley
Maine Central acquired Upper Coos (N. H.)
Maine Central acquired Upper Coos (Vt.)
Maine Central discontinued its coastal steamer ferry
service
- 1932 Maine Central Transportation Co. created to oper-
ate bus service (formerly The SamOset Co.)
- 1933 Maine Central managed by Boston & Maine
Maine Central and Boston & Maine inaugurated reg-
ular air service between Boston and Bangor un-
der name of Boston - Maine Airways, Inc.
Bingham to Kineo line discontinued
Oquossoc to Kennebago line discontinued
Woodland Jct. to Princeton line discontinued
- 1935 Maine Central acquired Eastern Maine
- 1936 Maine Central acquired Maine Shore Line
Rumford to Oquossoc line discontinued
- 1938 Crowley's Jct. to Leeds Jct. line discontinued
Waukeag to Mt. Desert Ferry line discontinued
Mount Kineo House razed by Maine Central
- 1939 Maine Central acquired Dexter & Newport
Maine Central acquired Dexter & Piscataquis
- 1940 Boston - Maine Airways acquired by Atlas Corp.
and renamed Northeast Airlines
- 1941 SamOset sold by Maine Central
- 1943 Maine Central acquired Portland & Ogdensburg
Maine Central substantially reduced its ownership in
Northeast Airlines
- 1946 Maine Central acquired Portland & Rumford Falls
Railroad which included Portland and Rumford
Falls Railway, Rumford Falls & Buckfield, Port-
land & Oxford Central, and Buckfield Branch
- 1948 Coos Jct. to North Stratford line discontinued;
Maine Central began operation over Boston &
Maine and Canadian National
- 1954 The 470, the last Maine Central passenger steam
locomotive, made its final run
- 1955 Maine Central acquired European & North American
Maine Central acquired St. Johnsbury & Lake Cham-
plain Railroad
Maine Central management completely separated
from Boston & Maine
- 1956 Maine Central sold its interests in bus service to
Greyhound Corporation
- 1960 Maine Central passenger service discontinued per
order of Maine Supreme Court
- 1966 Hartland to Harmony line discontinued
- 1971 Shawmut to Skowhegan line discontinued
- 1974 Mattawamkeag to Vanceboro line sold to Canadian
Pacific

JOHN POOR AND MAINE RAILROADS

by E. Spencer Miller

Maine Central President, 1952 — Present (1976)

Many men contributed to railroad development in Maine, but none played a more important role than John Alfred Poor. He had a vision and for more than 30 years vigorously pursued his railroad dreams. This Maine genius was born in Andover in 1808, taught school at Bethel and later studied and practiced law at Bangor. His intellectual greatness was equalled by his unusual physique; standing six feet two and weighing 250 pounds with clean-cut Grecian features and a matching presence and manner, his over-all appearance could only be described as Jovian.

When 26, Poor heard that the Boston & Worcester Railroad was about to run its first train and he journeyed from Bangor to Boston to witness the great event on April 16, 1834. Poor stood fascinated as the British engineman stepped onto the platform of the British locomotive with the air of a juggler, placed his hand upon the lever throttle, moved it slightly, and the drivers commenced to turn mid snorts of exhaust and cheers of the multitude.

Over the ensuing weeks Poor planned the railroad system of Maine which was to be hinged upon Portland which he intended as the key and perhaps chief North American port. His master plan contemplated a railroad from Portland to Montreal, a line from Portland to Halifax, and a trunk line all in the United States from Portland via Rutland, Vermont to Chicago. His attention was turned first to the Montreal line, and for several years he traversed every practical route between the two cities, surveying, noting grades and distances, and talking with the people, learning what they thought a railroad could do for them.

In 1843 Poor announced his conception and that he intended to promote railroads radiating from Portland to Montreal to the West and Halifax to the East; these were to be only the founding lines of a great international system. Portland had fallen on evil days; the clipper ships were gone, grass was growing through the cobbles of India, Pearl and Exchange Streets. Poor's announcement hit the city like "an alarm bell in the night struck by the hands of a stranger." Not only were meetings held in Portland and Montreal, but Poor roused the inhabitants of scores of hamlets in between. But competition was raising its ugly head in the city of the bean and cod. Three hundred fifty-seven Bostonians, described by the Mayor to be the most wealthy capitalists of the city, joined forces with Erastus Fairbanks, manufacturer of scales in St. Johnsbury, Vermont, to charter a line known as the Boston, Concord and Montreal and moved upon Montreal to conclude an agreement with the Canadian group.

Portland's peril was reported to Poor on February 4, 1845 and at 12:30 A.M. on the fifth he started for Montreal in the teeth of one of New England's worst blizzards. Poor, on February 4, had sent men ahead to arrange for relays of horses while he collected necessary engineering data and papers.

Wrapped in furs and blankets, accompanied by a man named Cheney, and behind a strong and spirited horse, he tried to hold to the road which soon disappeared. The snow cut men and horse and they bled. Poor protected his eyes by allowing icicles to form and hang from his eyebrows. Horses were changed at Falmouth and Paris, but there was to be no rest for the men. The snow was especially deep at Rumford, but six young men broke a horse-track to Andover, beyond which there was no road and only the Big Woods for 40 miles to Colebrook, N. H. Poor battered on and at last reached the Dixville which he described as a terror of a place like "a titanic gateway to some vast and mysterious desolation." Poor said the Notch thundered like the bellows of the gods, it was a place of chaos and old night, dark with thickening snow; but he passed over the 2,000 foot divide and via Sherbrooke and the Plains of Quebec reached the banks of the Great River in the dark of Monday morning the 10th. The huge waterway was a fearsome sight with swift current and floating ice, but finally a dauntless French boatman ferried the travelers to the island city, arriving at 5:00 A.M. on the 10th; Poor slept an hour before acting.

At 10 A.M. the Montreal Board of Trade met to act upon the Boston proposal. The Canadians were neutral between Boston and Portland, but the Bostonians had been on the scene for days. Poor spoke and extolled the excellence of Portland harbor, its closer proximity to Canada and Europe, and the favorable physical features of his route — a debatable point. His eloquence and impressive appearance gained valuable delays and a few days later when the matter was again debated, Judge William Pitt Preble strode into the hall dramatically holding aloft a handsome charter, glittering with red seal and elegant script, for the Atlantic and St. Lawrence Railroad Company granted February 10 by the Maine legislature. The Montrealers voted for Portland and proceeded to organize their own part of the railroad.

Poor and Preble returned to Portland in triumph, but the terrible ordeal was too much for even his physique and he lay in delirium for many weeks and probably never fully recovered. He later walked on crutches, partly paralyzed, which condition improved however, and he was busily engaged with his railroad enterprises until his death in 1871.

On July 4, 1846, a great crowd witnessed the laying of the first rail of the Atlantic and St. Lawrence. It connected Portland with Montreal just 7 years later. The Grand Trunk Railway of Canada was organized and leased the roads for 999 years in August 1853 and this Portland to Montreal line was the start of an ocean to ocean system.

Note: The description of Mr. Poor's journey is borrowed from a paper delivered to the Maine Historical Society in 1890 by James Phinney Baxter which in turn was based upon the original writings of Mr. Poor concerning the trip.

news briefs

Lion Returns Home

The oldest steam locomotive still in existence in New England has been returned to Washington County, Maine. The 130-year-old Lion, which worked the Whitneyville and Machiasport Railroad for nearly half a century, is now at the University of Maine at Machias.

For several years, beginning in 1939, the Lion was displayed in Crosby Hall at the University of Maine in Orono. Need for space relegated the Lion to an obscure shed on the Orono campus until it was moved to Machias on June 11, 1975 after an 80-year absence from the region. Members of the Washington County Bicentennial Commission, University of Maine at Machias personnel, the Machias Rotary Club, and local businessmen and volunteers pooled their efforts to build a spacious structure to house the Lion.

The *Messenger* may have had something to do with the Lion being displayed in a proper way. Bangor Daily News Machias reporter, Herb Cleaves, said in a recent story, "The old locomotive's plight was noted by Bradley Peters, editor of Maine Central Railroad's publication, *Messenger*, in 1973. Peters urged that the significance of the relic be recognized and that the Lion be moved once again into an historical spotlight."

In 1977 the present agreement to display the Lion at the Machias campus runs out. Considering the efforts of Washington County to properly display the locomotive for the first time in many years, we must assume that the Lion will remain at its home long beyond the 1977 deadline.

Minute-Man Flag

Maine Central and Portland Terminal employees recently won praise from the Department of the Treasury for their "direct expression of faith in America and its future" through an outstanding 51 per cent participation in the Payroll Savings Bonds.

In an award ceremony, a special 5 by 8 foot Minute-Man Flag was presented to E. Spencer Miller and manager freight claims, Benjamin Braasch, who has acted as campaign chairman for several years. The presentation was made by Robert Bateman, State Director for United States Savings Bonds, who said to railroad officials, "You are establishing an important service to your employees by maintaining an assurance of financial security for many years to come, while at the same time pronouncing your faith in America and its future."

Waterville Shops

Roland E. Boulette has been appointed shop superintendent at Waterville and Donald I. Dickey has been promoted to the position of assistant shop superintendent. Both men have long careers at Waterville Shop.

Boulette was first employed as a



Maine Central and Portland Terminal were recently presented a "Minute-Man" flag by the Department of Treasury. Left to right above: Robert Bateman, state director for United States Savings Bonds; Benjamin Braasch, campaign chairman for the Railroad and E. Spencer Miller, president.



Left to right: Donald I. Dickey and Roland E. Boulette.

carman helper in 1947. He became a carman in 1950. In 1973 he was promoted to the position of Work Equipment and Paint Shop foreman. He was appointed lead foreman of the Waterville Freight Car Department in October, 1975 where he was responsible for coordinating all car repairs at the Shop. Boulette also has advanced through several officer positions in the Army National Guard.

Dickey was employed as an electrician helper in 1943. In 1948 he was promoted to electrician and to leading electrician in 1963. In 1970 he became chief electrician, which placed him in charge of employees of the electrical craft at Waterville. In March 1975 he was promoted to general shop foreman. Dickey is assistant editor of the *Messenger*, representing Waterville Shop.

Changes in Mechanical Department

Several supervisory changes have been made in the Mechanical Department. The following Waterville Shop appointments were effective August 1, 1976:

Blaine K. Ladd, lead foreman, Locomotive Department; Diamond B. Sherrard, foreman, Air Brake and Wheel Shops; Andrew Miles, foreman, Machine Shop and Engine-house; Glendon P. McCarrison, lead

foreman, Car Department; Basil F. Thompson, foreman, Repair Track; Peter J. Reny, foreman, Freight Shop; and Sydney J. Brown, foreman, Work Equipment and Paint Shop.

Effective July 19, 1976, Ashel W. MacDonald was appointed Engine-house foreman, Bangor, and effective July 22, 1976, Richard E. Porter was appointed assistant general car foreman, Bangor.



Left to right: Diamond B. Sherrard, Blaine K. Ladd and Andrew Miles.

A Bicentennial Customer

The O. Ames Company of Parkersburg, West Virginia, was founded in 1774 and for over two centuries has supplied a universal product—the shovel. Until Ames began making iron shovels, the only ones available to the colonists were imported from England. Hammering each shovel into shape individually and delivering it in person to the customer, it wasn't long before the new company had a corner on the shovel market. For nearly a century, Ames had no competition.

Ames shovels followed the nation as it moved West and they were used to build everything from railroads and the Panama Canal to subways in New York City. They were used



Left to right: Sydney J. Brown, Peter J. Reny, Basil F. Thompson and Glendon P. McCarrison.

in the 1849 California Gold Rush and in every war from the Revolution to Vietnam. Today Ames makes hammers, hatchets, axes, several garden tools and of course, shovels. Ames still dominates the nation's shovel market with a 45 per cent share.

O. Ames Company has a plant in West Palmyra, Maine, which is served by Maine Central. The facility which has operated since 1943, manufactures wood dowels used mostly for shovels. It employs about 15 persons and is one of eleven such Ames plants located throughout the country. Ames is far from a large Maine Central shipper but it is one of dozens of small shippers that together contribute substantially to Maine Central revenue.

And what about the future of the national shovel market? The President of Ames responded recently, "The shovel is so stable, so basic, that I can't look far enough into the future to see a time when they won't be needed and produced in quantity in this country."

In 2076 the Maine Central *Messenger* may contain an update on this story of a Bicentennial Maine Central customer.





Bucksport Branch train crosses the Penobscot River into Bangor with solid consist of tank cars of chemicals from IMC Chemical Group (formerly known as Sobin Chemical) in Orrington. After the train crosses the bridge, it will back under the bridge beside the cars shown in the foreground and then into Bangor Yard. Photo by Ron Johnson.



Portland Terminal number 1061 is shown after a complete overhaul by Portland Terminal forces. The new Federal Railroad Administration switching step should be noted. Left to right: Oley Kline, electrician; Joe Fontaine, electrician; Ernie MacVane, machinist; and Harry Lawrence, machinist. Also involved was Frank Blair, electrician, who was unavailable for this photo.

The Grapevine

General Offices

A hearty welcome to Randolph Pike, who is working as a rodman in the drafting room of the Engineering Department for the summer. In May, 1974 Randy received an Associate of Science degree in Civil Engineering Technology from the University of Maine, Orono. He is a member of Tau Beta Pi, the National Engineering Honor Society, and will graduate from U.M.O. in December of 1976 with a B.S. degree in Civil Engineering. Randy is the son of Mrs. Clara Pike and the late Neville Pike of Auburn, Maine.

J. O. Born, chief engineer, wife Vaun, daughter Christine, and son Douglas have returned from their cruise to the Caribbean Islands, where they visited Puerto Rico, St. Thomas, St. Martin, and stopped at Bermuda on the way home. They had ten days on the Holland-America cruise ship "Veen Dam." It's truly a fun ship with all the fixings—swimming pools, bars, dance bands, ping-pong, and food, food, food. Of course, Vaun is a gourmet cook, but strange cooking was a real treat for her. The youngsters enjoyed riding motor bikes around Bermuda and Jim Born liked the whole thing!

Reid Potter, engineer of structures, and wife Evelyn took a trip to Bermuda by air for a week in July. They stayed at the Bermudiana Hotel in Hamilton and saw the islands from there by bus and taxi, eating at all the nice places and enjoying the night life in the evenings.

Sympathy is extended to Peggy and Wendell Quimby, circuit designer, on the death of her mother, Mrs. Edward Peters of Caribou, and on the death of his mother, Mrs. Harold Quimby of Gray.

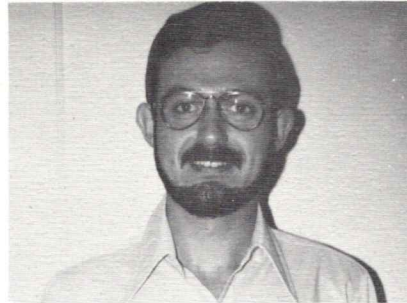
We all wish Henry Sawyer, bookkeeper, a full and speedy recovery from the heart attack he suffered in early July. After spending some time in Maine Medical Center, Henry is recuperating at home and would enjoy receiving cards from his friends.

Mark Bennett, son of Earle (head clerk, Freight Claims) and Ruth Bennett, has been accepted by the University of Miami Law School, where classes will begin September 16.

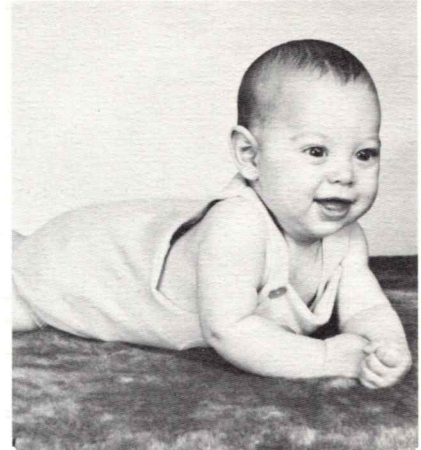
We would like to welcome back Arthur P. Gilbert, commodity statistics clerk, Auditor Revenue Department, after being out sick for nine weeks. Good to see you back, Arthur!

A warm welcome to Gregg Scott, re-audit clerk to the Auditor of Revenue Department. Gregg formerly worked at the Rumford Freight Office.

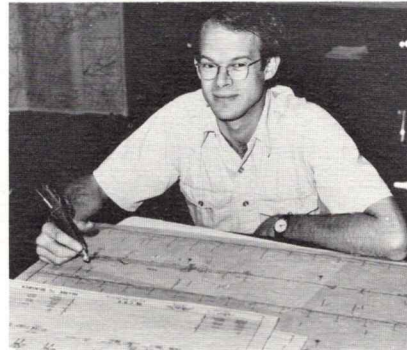
Joe (head clerk, Revenue Office) and Florence Green have returned from their cruise on the Russian Ship M/V Odessa. They sailed from Boston and visited Charlottetown, Gaspé, Bagotville, Quebec City, and Montreal. This is the second trip on the Odessa for Florence and Joe. By this time they should be old friends with some of the crew and able to converse fluently in Russian.



"Randy" Pike is working in the Engineering Department for the summer.



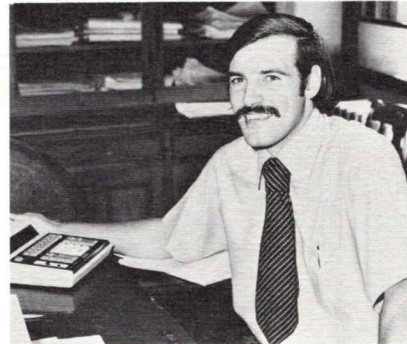
Say "hi" to 5-month-old Jeremy Paul Sjoberg, grandson of Larry Harding (real estate representative) and son of their daughter Marilyn and her husband Paul.



Above is John Wolf, recently employed as signal draftsman. He is the son of Mr. and Mrs. William Wolf of Cambridge, Massachusetts and a recent graduate of the University of Maine at Orono with a degree in physics. He is married to Mary Wolf, daughter of Mr. and Mrs. Frederick Wolf of Portland.



Fourteen-month-old Kevin Andrew Hayward, son of Bob and Dora Hayward, is the grandson of Bill Hayward (instrumentman, Drafting Room) and wife Irene. Kevin was saving some of his birthday cake frosting for later, in this photo. Bill says Kevin is sweet, even without the frosting.

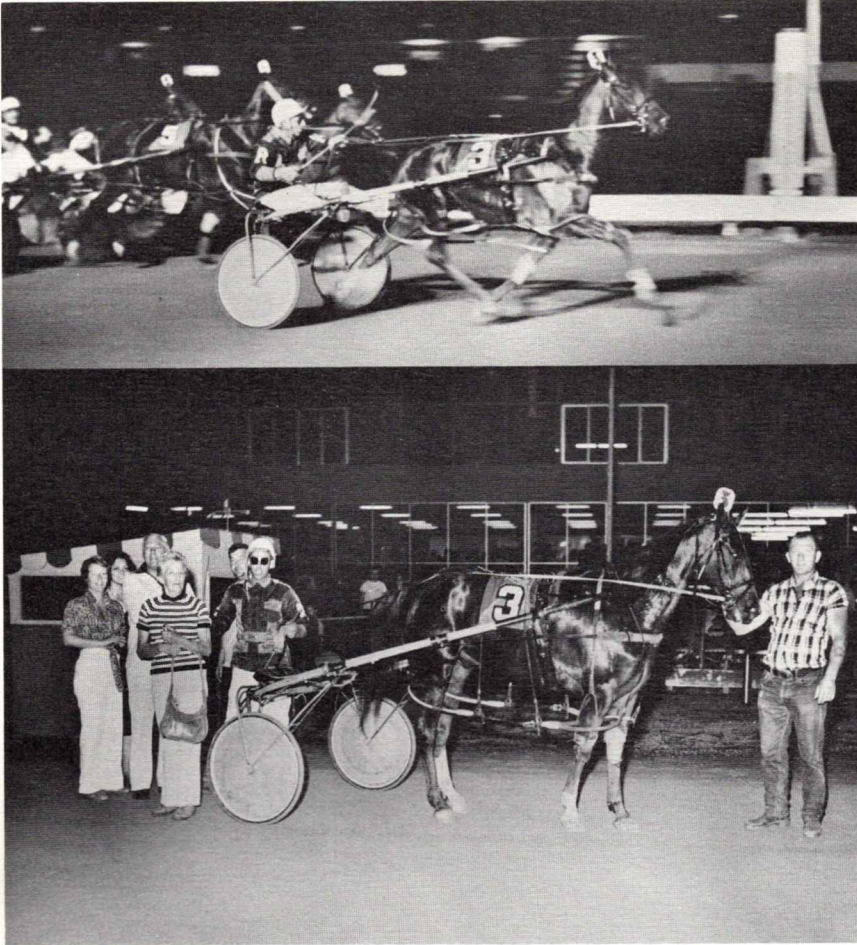


Joseph Crawford recently transferred from the Revenue Office to the Engineering Department to become office assistant to the chief engineer. Joe graduated from Boston College with a degree in mathematics. He is the son of Mr. and Mrs. George Crawford of Portland.

Rigby

Engine dispatcher Arthur Mills and Mrs. Mills spent two weeks of their vacation in England. They made their headquarters in London and visited relatives of Mrs. Mills in Galway, Ireland. Arthur remarked that the streets in London were very narrow as a rule, and that must be the answer to so many small, compact automobiles.

The Rigby Welfare and Flower Association was discontinued as of July 31 after over twenty years of existence. This move was necessary because of the loss of members due to earlier retirement and a lack of interest among new employees.



A group of BRAC members from the General Office Building enjoyed an evening of dinner and harness racing at Scarborough Downs in June. The fifth race of the evening was dedicated to the group and Maine Central Railroad. Posing with the winner of the race, Northwood Jerome, at the far left, from left to right, are: Cheri Wallace, vice president; Kathy O'Brien, chairman of the Program Committee; and Paul Crawford, local chairman.



A dinner party held recently included several retired employees. Those attending were: front row, left to right, Florence Cooper, Ethel Armstrong, Margaret T. O'Donnell, Ever Nelson, and Fay Marcroft. Second row, Christine Heskett, Mary Peilegrino, Peggy Gilman, Katherine Brown, Mary Norton, and Eleanor Flaherty. Back row, Louise Scannell, Alice McLaughlin, Ruth Kenny, Oüivia Chadwick, Mary Foley, and Sally Hanson.

Retired electrician Harold Marden of Seminole, Florida was in town recently. While in this area, he attended the Soroptomist outing held at Sebago Lake. He was accompanied by Mrs. William Ray Pease of Seminole, Florida.

Machinist Milton Coombs and Mrs. Coombs announce the marriage of their son Alton to Jolyne Wilbur of New York. The ceremony took place at the First Christian Advent Church on Park Avenue. The reception was held at the Westbrook Eagles Club.

Retired machinist "Bert" and Mrs. Jewett were in Portland recently visiting their son "Bert" Junior. Young "Bert" is an instructor at Southern Maine Vocational Technical Institute.

Retired boilermaker and layout man John Geary tells us that Mrs. Geary was taken sick suddenly, but is recuperating very well.

Lawrence Conley, 71, died recently after a long illness. He saw service for over 30 years at the Portland Terminal Wharf No. 3 as a longshoreman. He was the uncle of Engine House employees Tommy and Martin Conley.

Two employees, Francis Haldane and William Danforth, retired under the 60 year clause with 30 years service.

Retired engineman Leon Boynton, 85, died at a local hospital after a brief illness. Leon served as a fireman and later as an engineer. He retired in 1958.

Mrs. Katharine F. Bolton, 90, the wife of former machinist "Cliff" Bolton, died after a short illness. She was a member of the White Rock Church as well as other local civic organizations.

Machinist welder and Mrs. McCann announce the marriage of their son Peter who is serving with the Army in Germany. He operates heavy construction equipment, is now serving his second enlistment, and may make the Army a career.

Some news concerning the children of Joseph H. Green, yard conductor, and Mrs. Green. Stephen H. graduated from Dartmouth College this spring and will attend Tufts Medical School this fall. C. B. Jane graduated from Westbrook College and is now working as assistant to Dr. Tabachnick in Portland. M. Louise graduated from Catherine McAuley High School. Grandfather Joseph E. Pouliot is a retired tower man.

Seven retired employees were among the group at a dinner party held in Scarborough recently. The retired employees were:

Ethel Armstrong, retired in 1961 after 51 years of service.

Ever Nelson, retired in 1964 after 43 years of service.

Florence Cooper, retired in 1964 after 31 years of service.

Margaret T. O'Donnell, retired in 1967 after 25 years of service.

Fay Marcroft, retired in 1969 after 30 years of service.

Alice McLaughlin, retired in 1970 after 53 years of service.

Mary Norton, retired in 1970 after 53 years of service.

All of the above retired from Portland Terminal Company.

Louise Scannell retired from Maine Central Railroad in 1973 after 41 years of service.

A gift was presented to Mrs. Cooper on her 64th wedding anniversary.

Waterville Shops

Ralph M. Barton, lead clerk, Waterville Stores Department, retired on June 30 after 41 years of service. He was honored at a small party on his last afternoon of work. Ralph was presented a purse and a season ticket at Pine Ridge Golf Course. A large cake in the shape of an old locomotive was shared with many of Ralph's railroad friends. He plans to enjoy his sports of golf and photography and also plans to spend his winters in Florida.

Renee Huard, daughter of clerk-stenographer Lucette Huard and Lionel Huard, represented the State of Maine in a physical fitness competition and television documentary filmed at CBS-TV studios in Los Angeles in August. A six-person (three boys and three girls) team earned the trip as the pick of Winslow Junior High School, which won the top school honors in Maine at the 7, 8, 9 grade level in the President's Physical Fitness Program. Similar groups from the other 49 states also competed in L.A. The group was accompanied by their coach Ernie Gilbert, who is widely known for his physical education and weightlifting work. Renee is 15 years old and will be a sophomore in September. She plays the drums in the school band and also plays violin with the Waterville Colby Community Orchestra. She also is an honor student.

Electrician Paul Getchell recently purchased a camp on Great Pond in Belgrade and has been busy getting it spruced up.

Machinist Reggie Ellis has had a lot of excitement in his neighborhood this summer. Two yearling moose joined the horses in his father's pasture, one taking permanent residence and the other making frequent visits. A number of spectators were drawn to the area when word got around. Reggie says some of the camera bugs assumed a lot of risks to get their pictures.

Waterville Shop was saddened by the news of the tragic death of fellow railroad man Shep Allen of the Bangor Engine House and his young son. We extend our deepest sympathy to his family and pray for a complete recovery for his wife who was seriously injured.

Laborer Harold Vear and his family are spending the summer at Great Pond, Belgrade, living in his travel trailer.

Sympathy is extended to retired chief clerk Denis Chamberlain on the recent death of his wife Lucille.

Lew Ifill, diesel fireman, a veteran of more than 30 years, retired recently. He began his career as a machinist apprentice in 1935. He became diesel fireman in 1948. Our best wishes go with him for a long and happy retirement.

Waterville Yard

Our congratulations to newcomers in Waterville Yard: R. S. Carter, R. S. Bickford, Jr., L. A. Genest, A. L. Powers, L. J. Lemieux, R. J. Michaud, and W. A. Strout. They have served their required time of learning the job and are now in practice—and are busy filling vacation vacancies.

Conductor Marshall Pratt has bid off a conductor's vacancy on a through job. He was telling O. J. Bouchard that he has

gained weight and may have to come back and take a Waterville Local to get back in shape.

As Phil Messier, yardmaster, second trick, was coming in to work, he was seen carrying a box, a bag, and his personal radio. He was asked if he was on a diet. It seems that Phil is carrying one bag less these days, and the truth is, he is trying to cut down on his eating.

Coincidence of the year. It happened to two members of Waterville Yard. While Lucien Lefebvre, conductor, and Connie Mason, billrack clerk, were on vacation recently, they met by accident in Alameda, California. Neither one expected their paths to cross.

Our congratulations to Alphonse Desveaux, car inspector, and the Mrs. on their 30th wedding anniversary. Also, congratulations to conductor and Mrs. Arthur Genest on their 25th anniversary. Both couples were given a party by their children on the memorable occasions.



Lew Ifill, recently retired diesel foreman at Waterville, is shown here at the left with Alden Finimore, assistant chief mechanical officer.



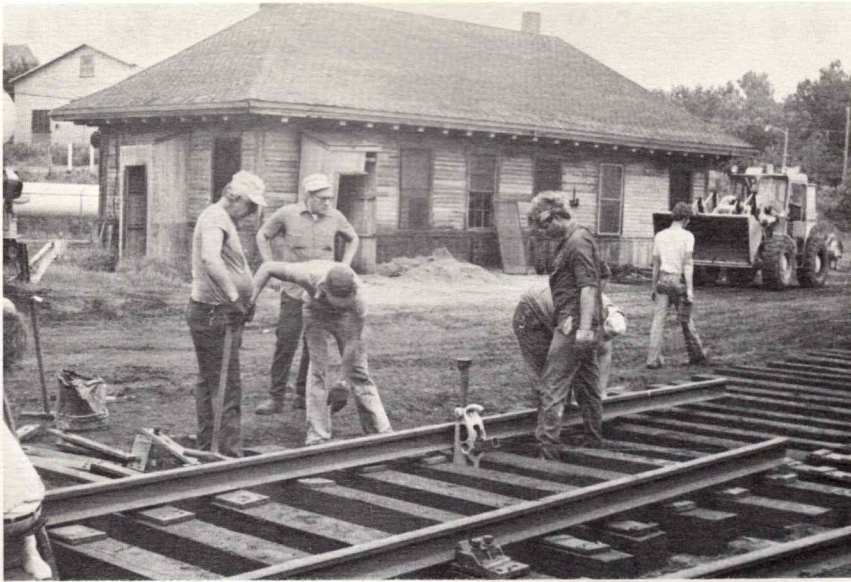
Many of our readers will remember G. K. "Steve" Stevens, former Messenger correspondent from Waterville Shop. Steve, who retired in 1972, has made a hooked rug of the 470. The locomotive has been carefully done to scale and is mostly in black on a white background with a gold Maine Central pine tree and a green and gold border. It is most attractive and represents many months of work.



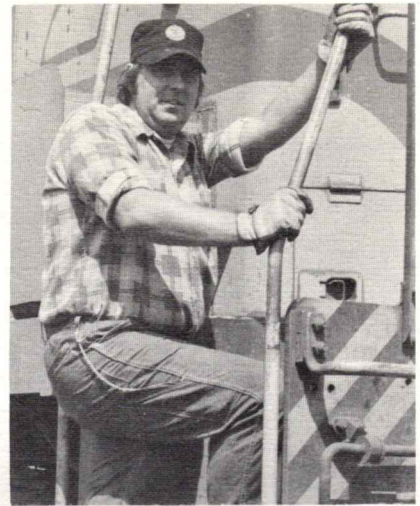
Chief clerk Frank Garland, right, of the Rigby Engine House, General Foreman's Office, gives instructions to "Dom" Fortin, clerk, before leaving for his vacation.



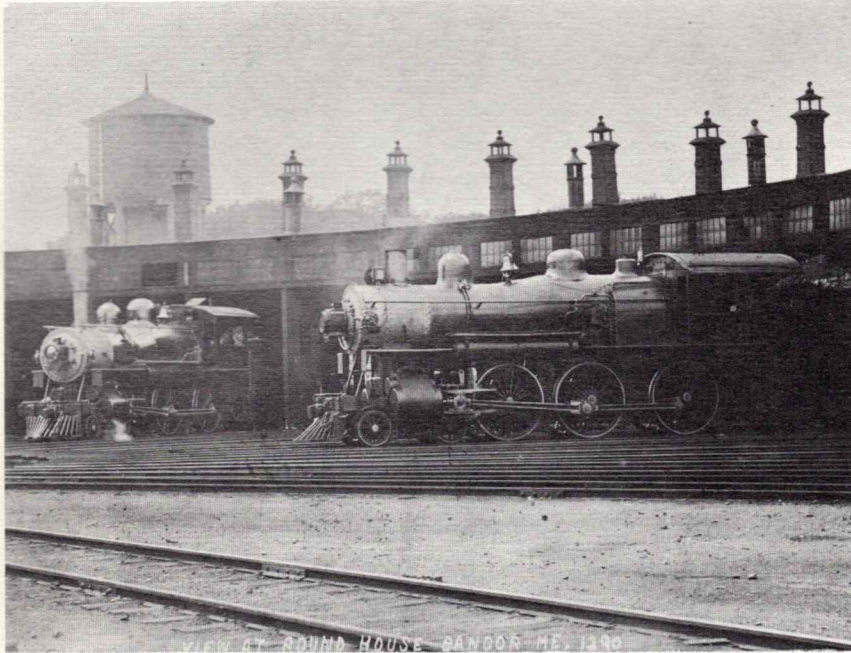
Ralph Barton has retired from the Waterville Stores Department.



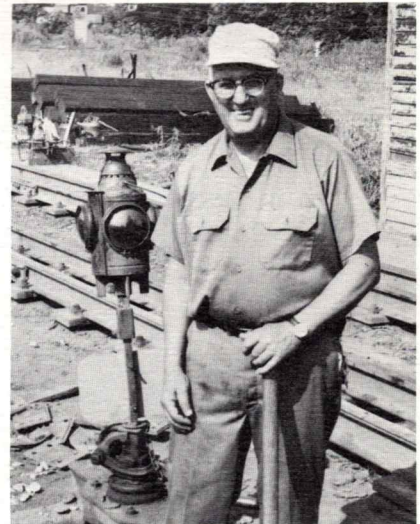
Section crew upgrades a ladder in Waterville Yard.



Bill Strout on one of his first assignments as brakeman apprentice in Waterville Yard. Bill gave up positions in the Mechanical Department to become a brakeman.



This early photo of the Bangor Engine House was provided by Charlie Wilson.



Thomas Barnes, section foreman in Waterville Yard, working on one of his last projects before retiring.



Lille Poulin, Engineering Department secretary, Waterville, shows the trophy she won recently in the Bangor Golf Tournament.

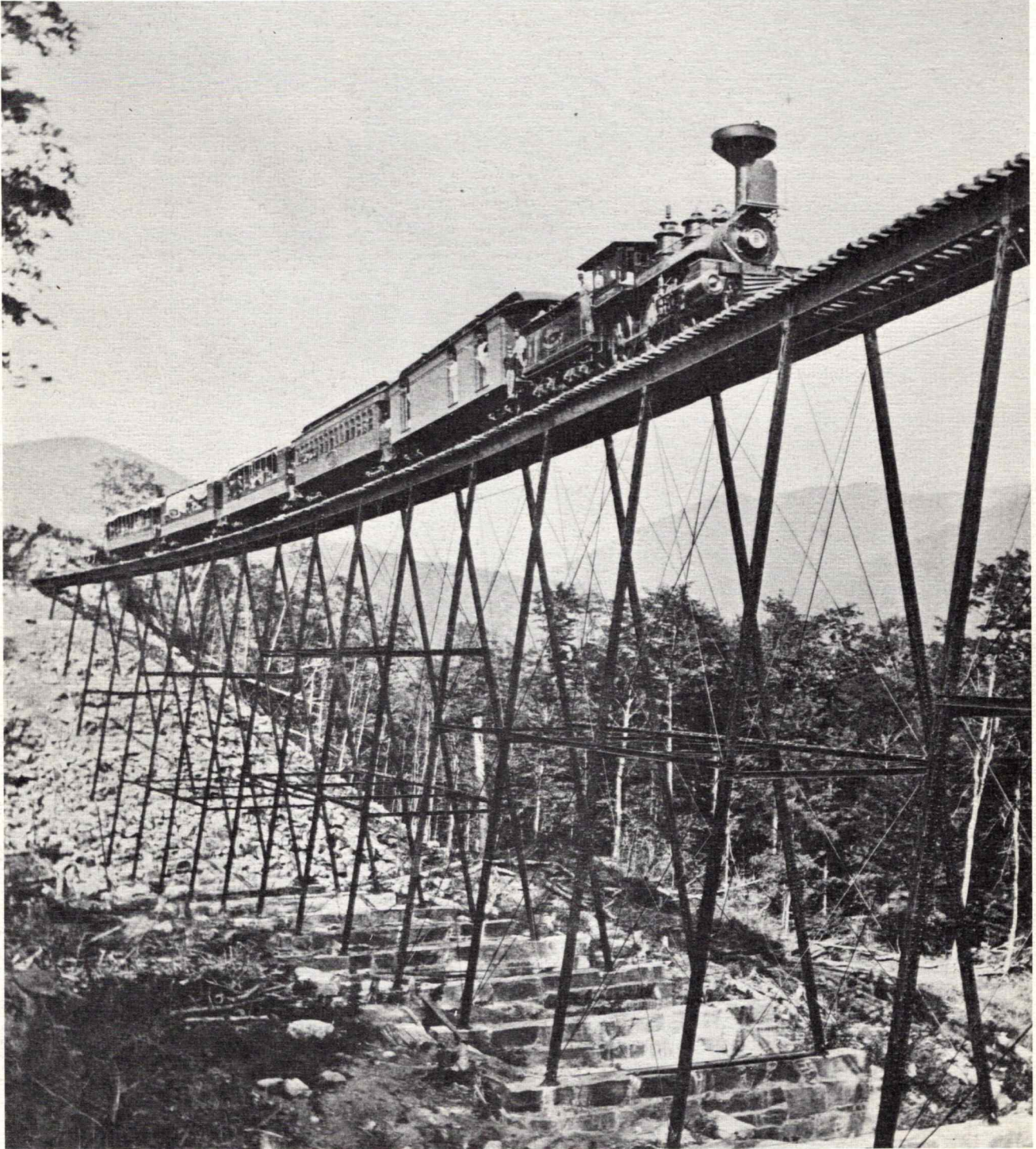


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*A Portland and Ogdensburg Railroad train stops on Frankenstein Trestle in New Hampshire's Crawford Notch.
This photo was taken prior to Maine Central leasing the P & O in 1888.*