

Pine Tree

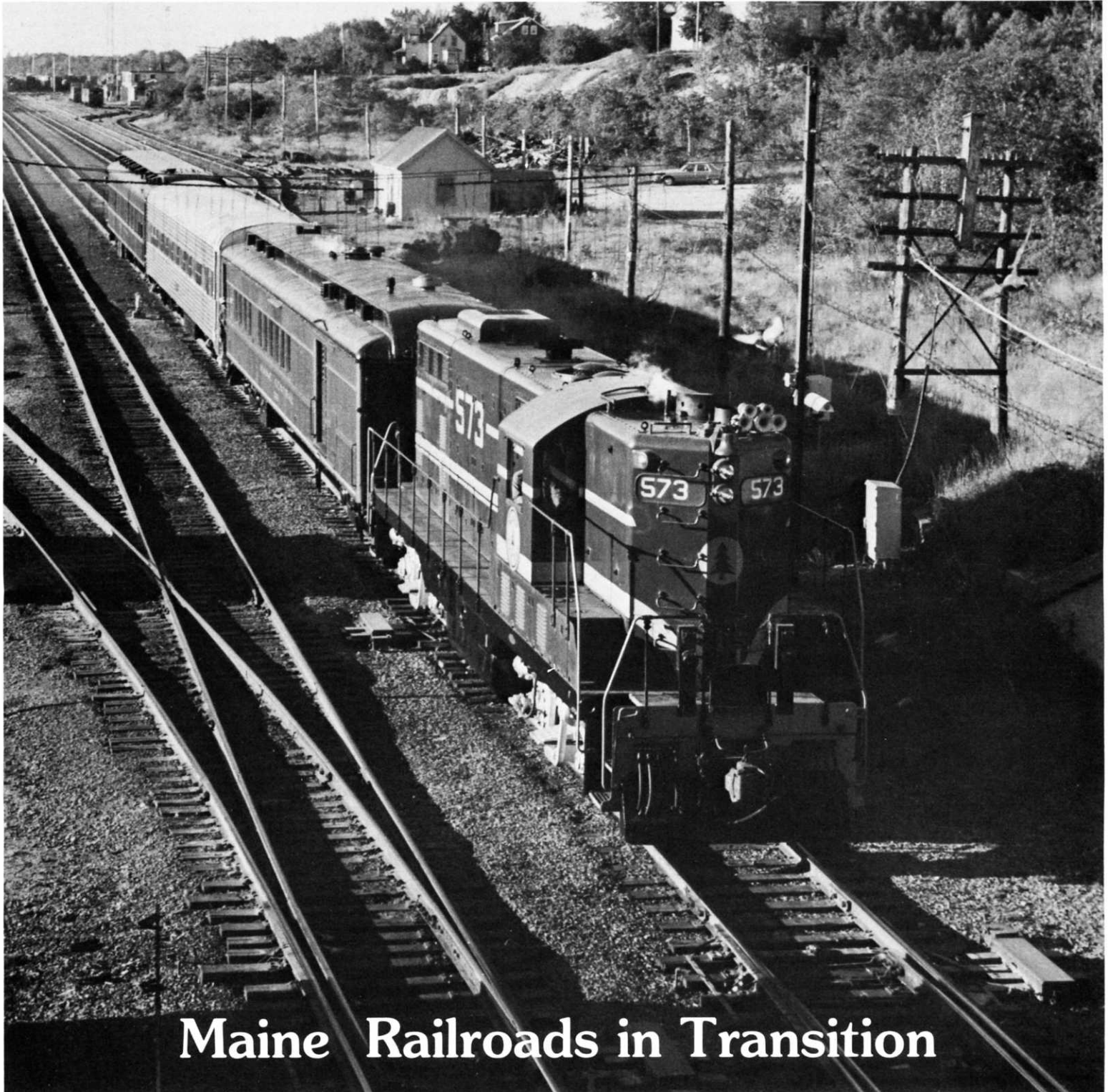
BOSTON & MAINE RAILROAD
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ARCHIVES

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Publication of the Railroad Historical Society of Maine



Maine Railroads in Transition

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

Society Officers and Flyer Staff

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

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The Railroad Historical Society of Maine has four membership classes which are open for application: Regular - \$10 per year; Contributing - \$20 per year; Sustaining - \$100 per year (or more); and, Associate - \$50 per year. (Contributing members are those individuals who pay twice the annual dues in further support of the Society. Sustaining members are those individuals who pay an amount in excess of Contributing Member dues. And, Associate Members are non-individuals - corporations, societies or other groups - paying dues in support of the Society.) All members receive a subscription to the **Pine Tree FLYER.** Single copies and back issues, when available, are \$3.00 each (plus \$1.00 for postage and handling each).



President's Message

Welcome to our first publication. With this Volume One, Number One issue of The Pine Tree Flyer, we have now begun to realize our initial goal of a fully-Maine railroad magazine.

Our steering committee, based on comments from our approximately 140 membership applications, has concluded that a well-balanced Pine Tree Flyer should include modeling information, historical and contemporary material, articles about interesting collections and railroadiana, maps and charts, (old and new, when they surface) "how to get there from here" directions for visiting railfans, and, in general, as much pertinent information as needed to keep everyone amused and excited.

We are sure that there is a wealth of material and unwritten articles that would be very welcome to those whose interests parallel our own. Please remember that this publication and the society that made it possible is 100 percent voluntary, and in order to continue and improve our balance, it must have good membership involvement. That boils down to you, the interested member, writing or researching an article, or sending in a photo for consideration. The Society has several "rewriters" who will take your material and place it in good order for publication.

The future of the Railroad Historical Society of Maine depends on you. Maine has a colorful history of railroading, and is continuing its uniqueness today. Maine railroading has been, and still is, very interesting to study. We know it — You know it — and that is what we are all about.

Support the Society and share your information and experiences with others! Articles, photos and other material should be submitted to the editor, or to the president, at the Society's Portland Post Office Box.

Every effort will be made to keep the membership informed of newsworthy events and coming attractions of interest, and all inquiries will be answered as quickly as possible. We also welcome suggestions and helpful criticism for the benefit of the Society and its publication.

Your support and patience is appreciated during these months while the first issue has been in the making. So now, put on your slippers, light your pipe, sit back and relax, and enjoy Maine railroading at its best.

Yours in railroading,
Norman Sullivan
President

Inside

We welcome the work of contributors to this first issue of Pine Tree FLYER, the official publication of the Railroad Historical Society of Maine.

Our thanks to Herman Shaner, H.O. Preble, Ron Johnson, AP and members of the staff who provided photographs for Volume 1, Number 1. A word of appreciation, too, to the authors of the articles contained in this issue.

Tom Barnes lives in So. Portland, and is a computer programmer with an interest in the Grand Trunk. Herb Cleaves, author of the Maine Central corporate story, is well known to readers of the Bangor Daily News as a rail enthusiast who covers his beat from East Machias. Both are members of the Society, and we thank them for their participation. Other articles and

photos appearing in this issue are the work of members of the staff — the Steering Committee which has handled the formation of the organization the past year.

The first issue of Pine Tree FLYER also received a helping hand from Larry Easton, editor of the **SOO**, the publication of The Soo Line Historical and Technical Society, and from Joe Follmar, who edits **North Western Lines**, the magazine of the Chicago & North Western Historical Society. Our gratitude, as well, to Joe Cobb and Brad Peters of the Maine Central and to Dick Sprague of the Bangor & Aroostook.

Your help is solicited. Ideas are welcome, so write us with details of your interests and, if possible, include a stamped, self-addressed envelope to speed a reply.

Maine Central: Preserving a Corporate Identity

by Herb Cleaves

The Maine Central Railroad Company, a transportation institution with a rich tradition of service in New England for 118 years, was purchased in June, 1981 by a 38-year-old Connecticut financier who promised to preserve the identity of the railroad in the face of future acquisitions.

Timothy Mellon's commitment included retention of the railroad's top management including its 17th president, John F. Gerity of Portland. At a June 24 reorganizational meeting, following the purchase, Mellon became board chairman of Maine Central and retained Gerity, E. Spencer Miller and Arnold J. Travis as directors. New board members included the new owner's close associates Robert Anestis of Pittsburgh, Pa.; David Fink, Durham, Conn.; Jervis Langdon Jr., Elmira, N.Y. and William Wissman, New York City.

Mellon's interest in Maine Central became apparent in May, 1981, when he signed a letter of agreement with U.S. Filter Corp. of New York to acquire the Portland-based railroad. The New York holding company was sole owner of the railroad for which it paid about \$14 million in 1980.

The purchase, for an undisclosed sum of money, was completed on June 16, 1981 at Portland. Guilford Transportation, Inc., a Mellon company established as a legal mechanism to complete the railroad purchase, also acquired a beneficial interest in 73.2 percent of the common stock of the Vermont and Massachusetts Railroad Co.

The 56-mile track owned by V&M between Fitchburg and Greenfield, Mass. was the object of a bidding war between U.S. Filter and the Providence and Worcester Railroad Co., a southern New England shortline. The track provides a critical link between Maine and the rest of the U.S. and is a main freight line for the Boston and Maine Railroad.

Mellon also indicated an interest in Boston and Maine on April 15, 1981 when he signed a letter of intent to purchase the bankrupt railroad for \$24.3 million. On May 20, Neil St. John Raymond, a 37-year-old Ipswich, Mass. financier told B&M's trustees he too wanted to purchase the railroad.

Mr. Raymond in late September pulled out of bidding war with Mr. Mellon for the B&M. Raymond, who is president of Raymond Cattle Co., an investment firm in Boston, was said to be more interested in the shipping business. — Editor

After surviving a stormy decade during which it was locked in a bitter legal battle with Amoskeag Corporation, a Boston holding company, over control of its affairs Maine Central was sold to U.S. Filter Corp. in a series of fast-moving events that caught the business community by surprise.

At the railroad's last stockholders meeting, on Dec. 10, 1980, Maine Central's board chairman E. Spencer Miller announced the completion of the \$14 million transaction by which Maine Central was merged with Silverbridge Corp., a wholly owned subsidiary of U.S. Filter. The holding company paid \$100 a share for Maine Central stock before the final stockholders' meeting. Of the 139,784 shares eligible for voting, 6, 114 were voted against the merger and 126,014 for it.

U.S. Filter predicted that its acquisition of Maine Central would add significant capability to its interests — that of the transportation of rail freight, particularly coal, into the New England area.

Even as U.S. Filter was acquiring Maine Central, a corporate move was underway to acquire the holding company.

On Nov. 7, 1980, Ashland Oil, a huge conglomerate, entered agreements to purchase securities representing about 26 percent of the outstanding common stock of U.S. Filter's principal stockholder.

By Jan. 9, 1981, U.S. Filter's board chairman Raymond Rich was



Scenes such as this at Rigby Yard in So. Portland, in June 1979 could become more common following a much talked about Northeastern railroad coordination under common ownership. (L-R) B&M GP 40-2 No. 317, BAR GP 38 No. 88 and MeC U-18B No. 400.

telling stockholders that Ashland Oil had acquired 1,877,250 shares of common stock at \$33 a share plus U.S. Filter's \$3 million 5 percent convertible note, worth 200,000 shares of common stock. Most of U.S. Filter Corporation's directors were replaced by officers of Ashland Oil and the change of management apparently cleared the way for the sale of Maine Central which had operating revenues of \$65 million in 1980.

Although Maine Central was chartered in 1856 and organized in 1862 as a 110-mile railroad between Danville Junction and Bangor, its roots went back to 1833 when the Bangor and Piscataquis Canal and Railroad Co. was permitted to build a 12-mile line between Bangor and Old Town. The line was opened in 1836, and taken over by Maine Central in 1862.

Maine Central's first president, William Goodenow, told stockholders in the railroad's first annual report on June 16, 1863 that 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 or attention of those whose duty it was to carry them out . . ."

Eventually 37 railroads were consolidated into what became the present day Maine Central system. A study of the route of the main lines and the major branch lines indicates that almost all of Maine's population centers and all but three of the state's industrial centers are served by Maine Central.

Maine Central's desire to operate as an independent entity marked most of its 118-year history. Edward E. Chase, a railroad historian and writer, praised the reacquisition of the railroad's stock (1916) by Maine interests as "one of the few instances . . . 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."

Until the acquisition by U.S. Filter in 1980, the railroad fought fiercely to maintain its independent stature. Miller sparred continually with Frederic C. (Buck) Dumaine Jr., a financier who desired to consolidate several New England railroads under one management. Dumaine, who was credited with saving the Bangor and Aroostook Railroad from bankruptcy in 1969, wanted to combine the railroads in an effort to coordinate operations, eliminate or restrict yard delays and do away with what he called "triplicate administrative departments."

Dumaine's interests were able to acquire about 36 percent of Maine Central's common stock but the Boston businessman was blocked by the Interstate Commerce Commission from exercising much influence over Maine Central's management. On April 1,

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

Text and photographs by Ron Palmquist

Railroad officials throughout the country use a variety of transportation modes to inspect the right of way, facilities and equipment belonging to their companies.

Some railroads lease or own corporate jet aircraft. Others maintain dual-purpose highway vehicles which are equipped with hydraulically-controlled wheel mechanisms to allow their use on both auto-road and rail-road. But, for many rail officials, the only way to view the hundreds — sometimes thousands — of miles of track on which their trains are operated is to assemble an inspection train for a close-up examination of their property.

U.S. No. 1, officially known as the **Ferdinand Magellan**, was for 16 years the nation's rolling White House when American Presidents traveled by train. Presidents Roosevelt, Truman and Eisenhower conducted the business of government amid the quiet luxury of the Pullman-built **Magellan**. Entertained on board the armor-plated fortress were such notables as Winston Churchill and other heads of state. The formal dining room was the scene of countless "business" meals and numerous presidential signatures were affixed to important government documents. The national leaders also used the car to travel the country by rail on political whistle-stop campaign trips, a rather slow, nostalgic exercise which has been carried on in more recent times by a variety of political candidates in various parts of the country who use newer cars hauled by Amtrak.

Closer to home, officials of the Maine Central railroad have been inspecting the rails of the Pine Tree Route in Maine, New Hampshire and Vermont from the abundantly paneled confines of Business Car 333, acquired 42 years ago and considered the rolling domain of Presidents Edward S. French, E. Spencer Miller and John F. Gerity. Car 333, rider car 322 and a pair of

stainless steel lightweight streamlined coaches obtained from Amtrak combine to form what one newspaper headline writer called a "luxury train." The inspection train put together by Maine Central management actually represents two eras of "luxury," with the greentrimmed stainless steel coaches of the 40s and 50s flanked fore and aft by the 1931 Osgood-Bradley combine and Car 333, built by Pullman Car & Manufacturing Corp. in 1924.

For the record, Business Car 333 was built as a private car for New England industrialist R. T. Crane. First named **Nituna**, then **Lone Tree**, Car 333 was purchased by the Maine Central in 1939. Car 322 was combine number 522 while in revenue service.

Following years of sporadic activity, the Maine Central inspection train cars actually were mothballed about five years ago. According to Vice President Bradley L. Peters, use of the train became "economically unattractive," with officers, directors and guests viewing the railroad from a "comfortable high-rail van at a fraction of the cost." Peters credits U.S. Filter Corp. and Timothy Mellon with renewed use of the train. "There was interest among the new owners to see the property," Peters continued. "It could have been done by high-rail, but the numbers of people involved made use of the train economical."

According to Peters, the impetus to obtain and refurbish two surplus Amtrak coaches for the inspection train's consist was lack of space on Business Car 333 and on Rider Car 332. "The business car itself couldn't handle the directors and six or seven people from the railroad," he said. So, Maine Central's Waterville Shop crews attacked the well-worn veterans of mainline railroad passenger service, tidied up the interiors and updated the mechanical systems and covered the

Amtrak-painted window panel with MeC green. The words **Maine Central** were affixed to the letterboards of the two cars, reminiscent of the MeC's quixotic passenger days, and numbers 390 (54-seat coach, ex AMT 5444, ex PC-PRR 4044, one of two cars built by Pullman-Standard in 1950 for Florida service on the ACL) and 391 (50-seat coach-snack bar, ex AMT 3951, ex PC 3211, ex NYC coach 3011, built by Pullman-Standard in 1946 for use in the consists of such trains as the **Pace-maker, James Whitcomb Riley, New England States, Chicago Mercury, Ohio State Limited, Twilight Limited, Southwestern Limited** and for general service) were assigned to the lightweight cars.

The four Maine Central "official" cars were joined by a pair of "official" cars from the Delaware & Hudson Railroad for a special inspection train trip from Bangor, Me., to Buffalo, N.Y., via Scranton, Pa., August 24 through 26, 1981. "It was the biggest, most extensive thing ever put together by the Maine Central," said Vice President Peters. It involved three railroads — Maine Central, Boston & Maine and Delaware & Hudson — and, according to Peters, was "put together in three weeks to inspect the properties of the three carriers." Maine Central's new chairman, Timothy Mellon, hosted three railroad presidents (John F. Gerity, MeC; Alan Dustin, B&M; Kent Shoemaker, D&H), federal and state government officials (Maine Gov. Joseph Brennan, Massachusetts Congressman Edward Boland and Donald Cole, president, U.S. Railway Association headed the list) and shippers and businesspeople from the three states.

"It wasn't a publicity stunt," explained Peters. "It was not our purpose to draw public attention to the train." Members of the media were purposely excluded from

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the guest list which numbered over 100 because "media attention would have changed the strictly-business atmosphere" of the inspection trip.

The B&M contributed the motive power for the special train, GP40-2 No. 308, which had traveled to Bangor on Aug. 21 to await its assignment. The D&H cars, Business Car 100 (ex N&W 102 built by American Car & Foundry in 1914) and Car 43-**Champlain** (lunch counter-lounge car built by Pullman-Standard, 1950, ex D&RGW 1290-**Castle Gate**, tavern-lounge car assigned to **Prospector** service), plus the Maine Central cars, were assembled in Waterville and hauled backwards to Bangor behind MeC GP38 No.

Continued from page 3

1980, Amoskeag sold its Maine Central stock to U.S. Filter to end a 15-year corporate struggle. The sale, involving 48,299 shares of common stock, was described as a move to promote better relations between BAR and MEC.

Mellon, described by railroad officials as a "forthright man who does not seek out publicity or attention from the press," is a member of a Pittsburgh family involved in banks. He owns a tie-treatment plant in Durham, Conn. and insulated shade companies in southern New England. The Mellon trust reported is one of the three richest trusts in the U.S. surpassing even the interests of the Rockefeller and Ford families.

252 on Aug. 23.

A mechanical problem forced the setting-out of Business Car 333 at Greenfield, Mass., but otherwise the trip was successful as a "convincing demonstration of through-rail-carriers' ability to coordinate northeast shipments and improve Maine's industrial climate to the benefit of all rail customers," to quote an Aug. 27 press release from the Maine Department of Transportation. Peters of the Maine Central said the trip was a great success and

was "a learning experience for everyone."

Maine Central officials won't speculate on the future use of the railroad's inspection train, nor whether the most recent four-car consist will remain intact for the future use of Mr. Mellon and other railroad officers and directors. However, when business is to be conducted on the rails of any future consolidated northeast rail system, the Maine Central inspection train has the capacity to offer a stylish way to view the property.



Comment

The society has received many wishes of good luck and words of support from Maine, throughout the U.S. and Canada.

For example: Chuck Westenhofer, who read about the Society in Railfan, wrote simply from his home in Portland, Oregon: "Good luck." Alan Wentworth Engel of Paramus, N.J., says: "Best of luck with your excellent endeavor."

Melvin O. Stairs, who is retired and lives in Baltimore, Md., writes: "I was employed by (the) BAR for about 18 months in (the) early 50's as (a) "radio maintainer." Mr. Stairs says he's modeling Northern Maine Junction.

"Good idea to start this Society," says Ben English of Jackson, N.H. "I would prefer to see a few quality publications instead of many thrown together just to compete with other groups and publications." From Arlington, Va., Thomas L. Underwood, Jr., a copy preparer for the U.S. Government Printing Office, says: "Hoped some people like you would come along, and I'm anxious to share my notes with yours. Though I'm a native and lifelong resident of the national capital area, I've enjoyed studying, visiting and photographing the Maine R.R.'s for almost ten years. Hope I can be of some help to you." Tom saw a mention of the Society in Rail Classics.

"Best wishes on a difficult, but challenging effort," writes A.L. Clark of Burke, Va., director operations planning, Amtrak. "Don't let the Virginia address fool you. My grandfather was born in what is (was) supposedly the eastern most house in the United States in Eastport."

"It is nice to see an interest in Maine RR; I hope this turns into a strong and good society. We need one," comments Richard Ouellette of Hampstead, N.H. Ronald W. Taylor of Danvers, Mass., says: "If your publication and organization is as good as the B&M Historical Society and the New Haven, I will look forward to it with great enthusiasm. Thanks for asking me to join."

It's impossible to respond personally to all the comments, but the words of support and wishes of good luck are nice to read. Keep those cards and letters coming, and be sure to tell your friends about the Railroad Historical Society of Maine.

Ron Palmquist, secretary

On the Cover

Maine Central Railroad's inspection train, with GP9 No. 573, power generator/ rider car No. 322, Coach No. 390 and business car No. 333, approaches Tower PT and the U.S. Route One overpass in So. Portland, Me., on Sept. 26, 1978. Herman Shaner was the photographer. Additional photographs and material on the "President's Train" appear on inside pages of the **Pine Tree FLYER**.

Maine Central's 5000 Series Scrapped



Following years of yeoman service on the Maine Central Railroad, some of the 40-foot boxcars remaining on the line's roster are being scrapped. Among the cars to be cut up are the hundred or so of the 5,000 series, some of which remain in Yard 8 on Commercial St. in Portland. The lease is up on them now and it appears to be less expensive to scrap the cars in Waterville than it would be to ship them back intact to the lessor.

Shown below is a typical example of the series. Some have had door changes and sport both five and six panel doors in red and in yellow. The ConCor model displayed in the other photograph was painted and decaled by Al Barnes of Westbrook. Both are RHSM staff photos.



**MAINE CENTRAL RAILROAD COMPANY
RAILROAD FREIGHT CAR OWNERSHIP AS OF JANUARY 1, 1981**

BOX CARS 40'6" INSIDE LENGTH			VOLUME CU. FT.	CAPY. IN 1000 LBS.	BUILT	REMARKS	OWNERSHIP
SERIES	MECH. DSG.	DOOR					
2100-2109	XPI	6'	3544	110	'42	Insulated Woodpulp	6
2117-2124	XP	7'	3899	88	'47	Non-insulated Woodpulp	8
2125-2149	XPI	7'	3743	110	'47	Insulated Woodpulp	12
2150-2175	XPI	6'	3544	88	'42	Insulated Woodpulp	9
2610-2617	LC	8'	3952	110	'57	Equipped with roof hatches for fertilizer service	8
4249-4499	XM	6'	3294	88	'39		13
4500-4999	XM	6'	3272	88	'37		11
5000-5199	XM	7'	3871	110	'47	Lease expires 2/10/81	123
6300-6349	XM	8'	3887	110	'71	Rebuilt by MeC	48
6350-6434	XM	8'	3934	110	'72-'73	Rebuilt by MeC	82
8000-8249	XM	7'	3881	110	'51		3
8250-8254	XM	8'	3704	110	'69		5
8300-8356	XM	8'	3952	110	'57	Converted from 8400 Series for wet lap service	57
8400-8599	XM	8'	3952	110	'57		120
9090	XM	14'	3750	110	'41		1
14000-14242	XM	6'	3272	110	'37		5
14500-14619	XM	6'	3294	110	'39		3
16090-16173	XM	6'	3686	110	'42		2
TOTAL =							516

OB Combine Served MeC and B&M

Fifty years ago, the Osgood Bradley Co. of Worcester, Mass., predecessor of the Pullman Standard Co. plant there, built a combination baggage-passenger car for the Maine Central and Boston & Maine railroads. The cars, all-steel with roller bearing trucks and an ice air conditioning system, accommodated 44 passengers in the "smoker" compartment. They were numbered Maine Central No. 521 and 522 and Boston & Maine No. 3608 and 3609. Featured on this page are photographs of B&M No. 3608 at Portland Union Station,

date unknown, and MeC No. 521 at North Station in Boston on July 4, 1936. (The B&M photo is from the collection of Harry A Frye.) No. 521 continues in service as rider car No.322 in the consist of the Maine Central inspection train. (Information on the disposition of the other three cars is appreciated.) A beautifully detailed drawing of the Osgood Bradley combines is the first centerspread feature of *Pine Tree Flyer*, and follows on the next two pages.

Swap & Sell

This column will appear in each issue as space permits. It is intended for members of the Society who have items to sell or swap with other members and for our members to learn of publications which may be of interest to them and relate to the railroads of Maine.

THE 470 RAILROAD CLUB, P.O. Box 641, Portland, ME 04104 has just published a 64-page soft cover book entitled "Meet The Maine Central". This is a photo book covering the years 1960-1981. Write them for details.

EDWIN "BILL" ROBERTSON, 198 Saco St., Westbrook, ME 04092 sells books on the Maine Central which he publishes. Examples are — "Maine Central Diesels," "A Century in Crawford Notch," and "Maine Central Steam Locomotives." Drop him a note asking for details.

JERRY ANGIER, 79 Hillside Ave., So. Portland, ME 04106 collects railroad cap badges, buttons and silverware. Are there any Maine Central, Bangor and Aroostook or Rutland cap badges out there for swap or sale?

THE RAILROAD HISTORICAL SOCIETY OF MAINE, P.O. Box 8057, Portland, ME 04104 needs material for further issues of our magazine as well as help from members to put it together. If you want to help and join in the fellowship, contact us at the above address.

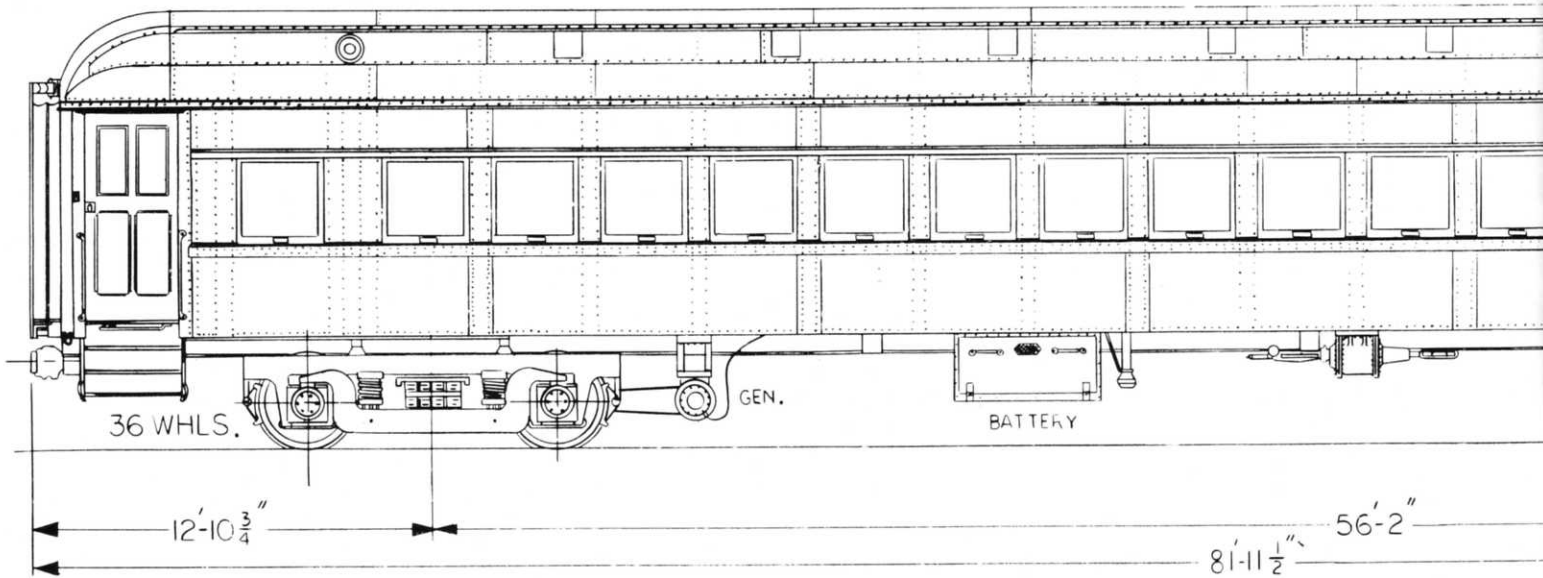
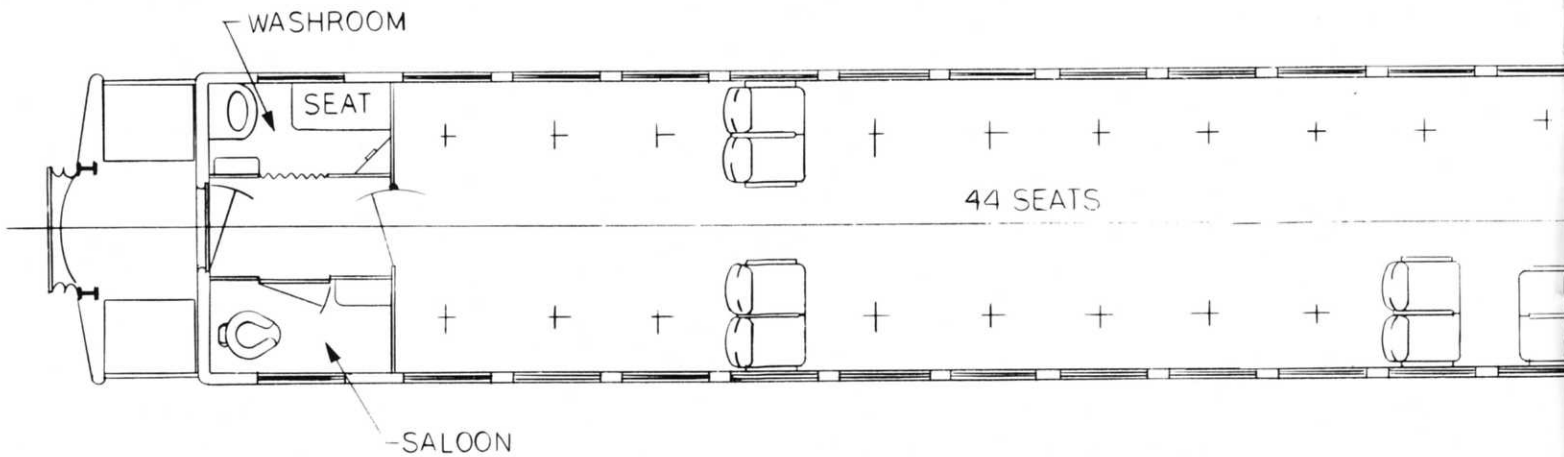
NORM SULLIVAN, 736 Forest Ave., Portland, ME 04103 collects photos of Maine railroads and The Kansas City Southern. He also sells railroad model kits and supplies.



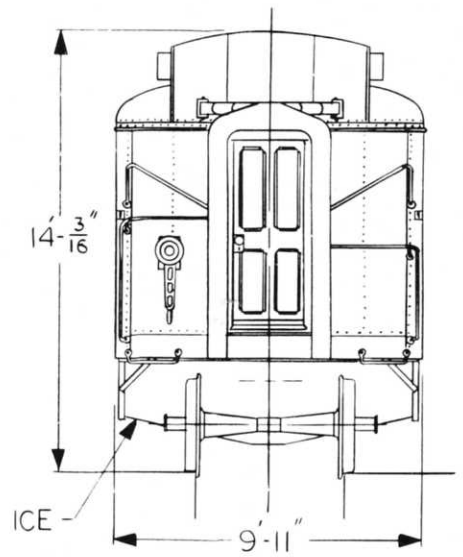
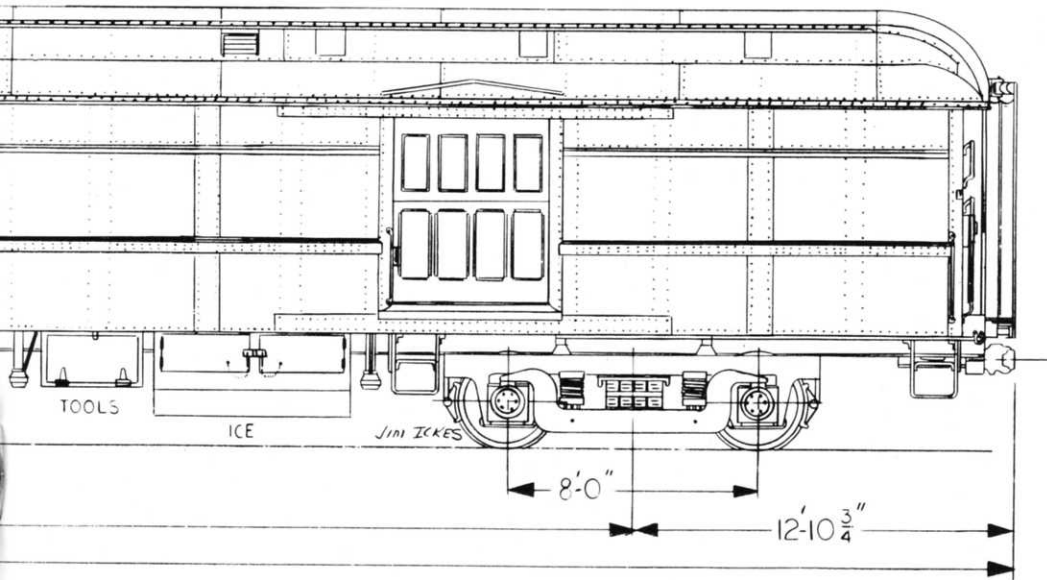
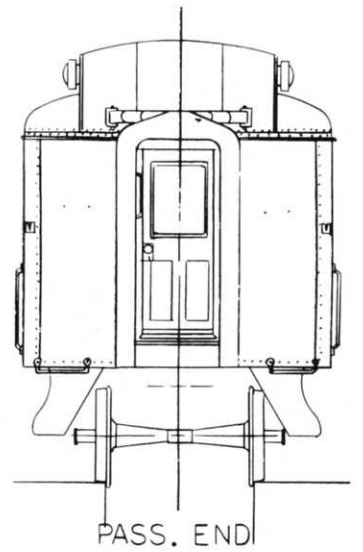
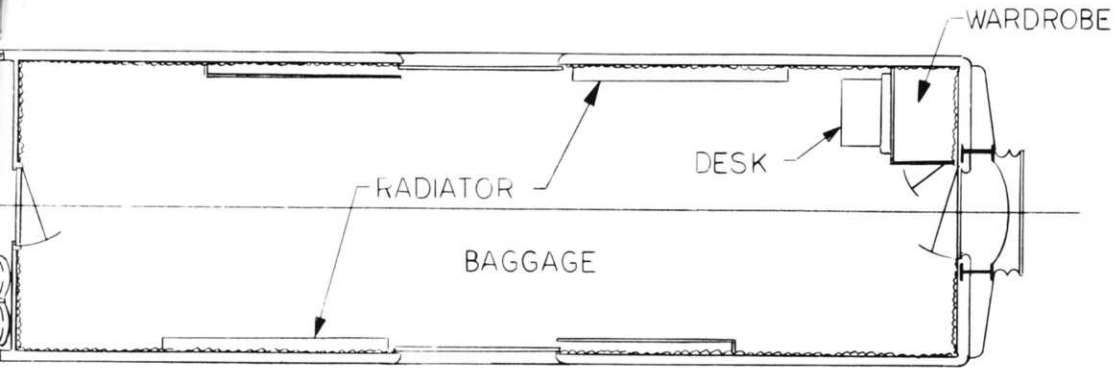
BOSTON & MAINE 3608 - 3609

MAINE CENTRAL 521 - 522

OSGOOD BRADLEY 1931



We thank the Boston and Maine Railroad Historical Society for allowing the use of this fine drawing by their member Jim Ickes.



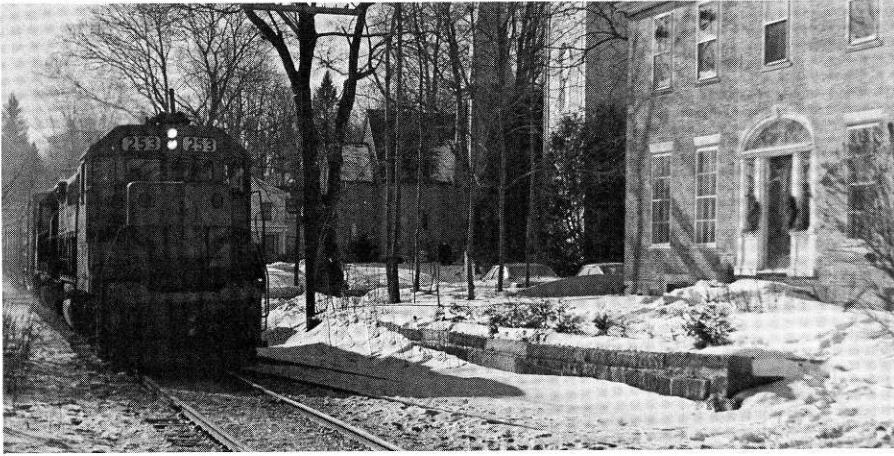
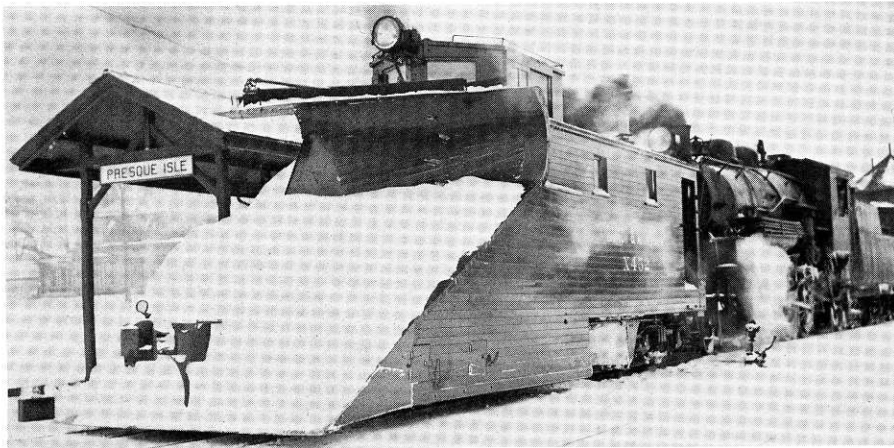


Photo Page

Edited by Jerry Angier

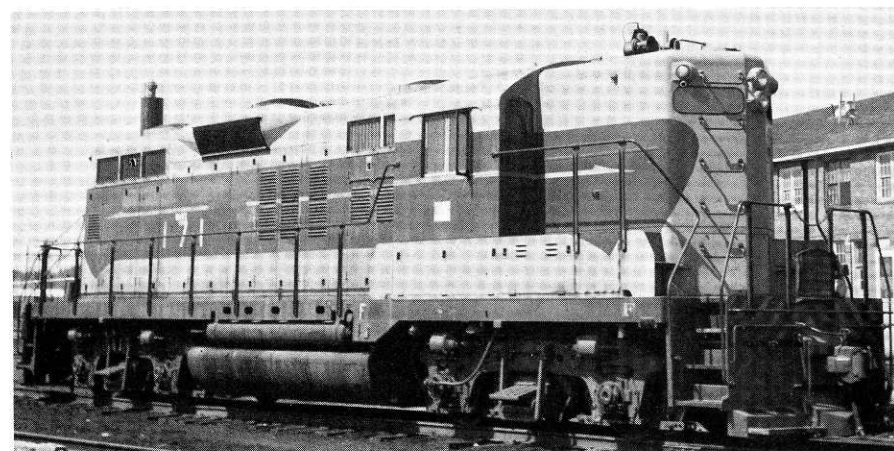
Maine Central GP-38 No. 253 leads train RS-1 through Hallowell, Maine in January 1981. It must still be the Christmas Season as the wreathes still hang on the house at the right.



A Bangor & Aroostook freight train led by B&A plow X452 and engine No. 195 arrive in Presque Isle, Maine on Feb. 15, 1939. The snow on the plow attests to the Aroostook County winter.



The Bangor & Aroostook station at Millinocket, Maine on Feb. 17, 1939.

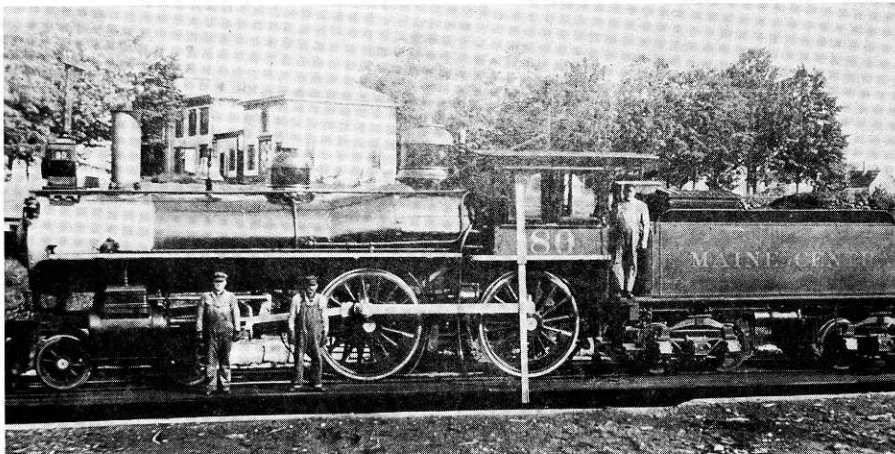


Algoma Central No. 171, a GP-9, at Portland Terminal's Rigby Yard in South Portland, Maine in August 1981. This unit is to become Maine Central #450 and will be the only GP-9 on the railroad. This unit is one of the last GP-9s built in Canada in August 1963.

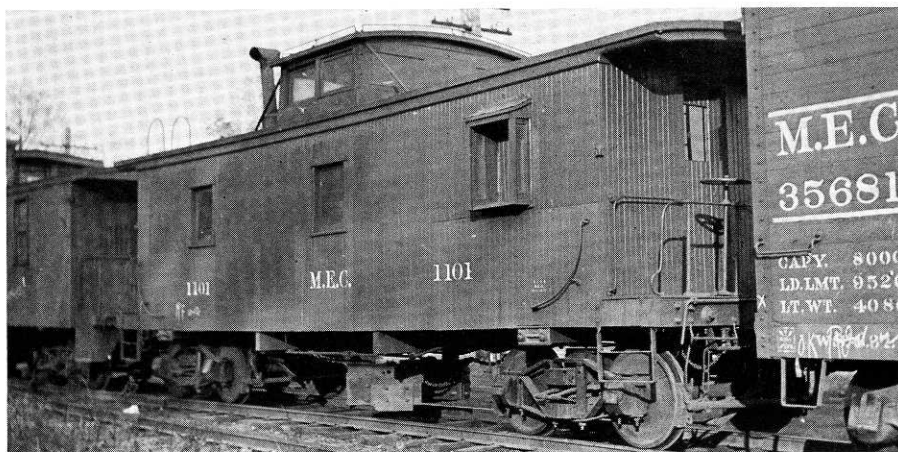
H.O. Preble photo

Photos from the collection of Bill Robertson, unless otherwise designated.

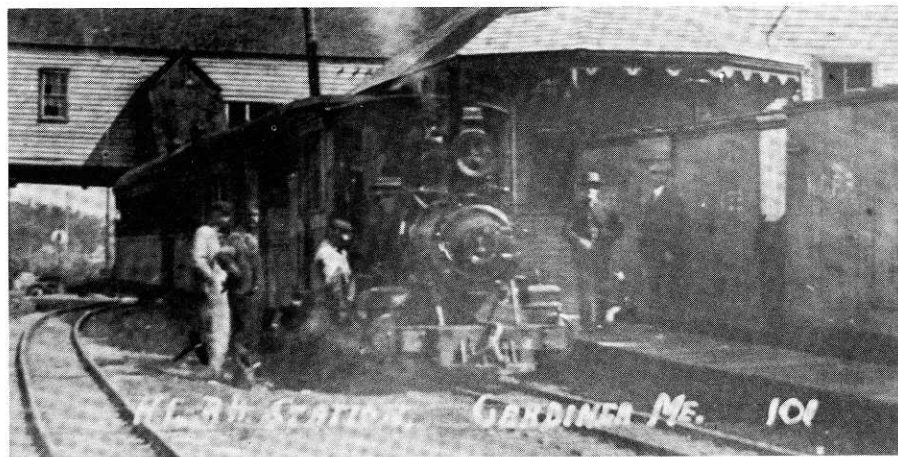
Maine Central No. 80 on the Rockland Branch in 1906 passenger service. This 4-4-0 was scrapped at Waterville in 1914.



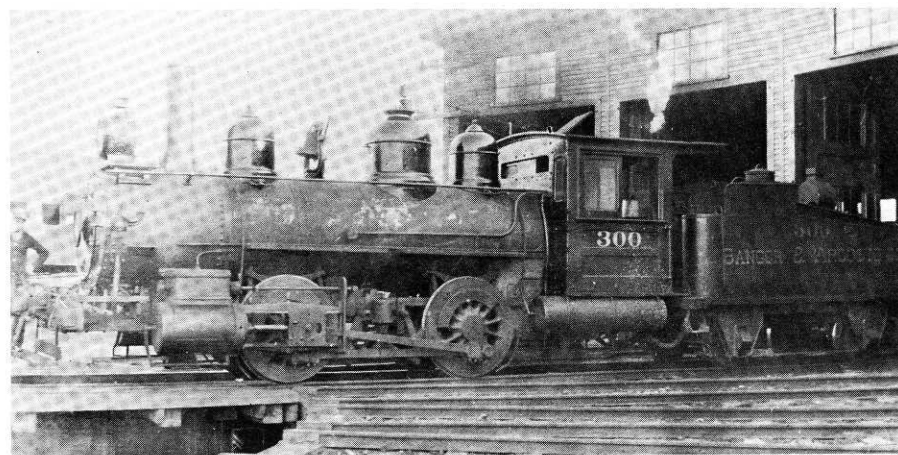
An excellent example of a Maine Central "snow flanger" caboose on the railroad's Waterville Shops in 1938. No. 1101 was built for mainline use between Bangor and Waterville.



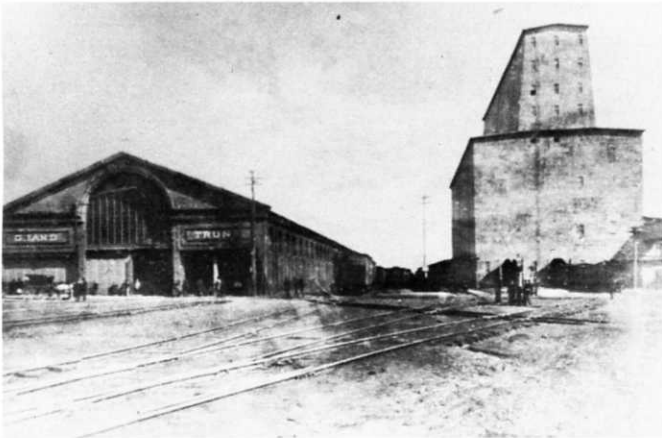
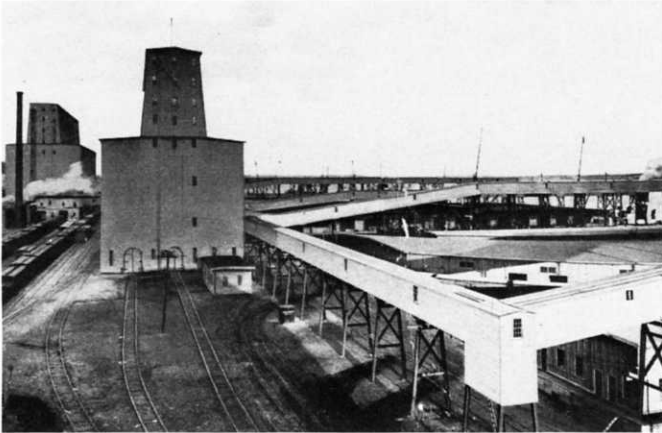
A good portion of the Kennebec Central Railroad is shown in this 1898 photo taken at Randolph, Maine (across the Kennebec River from Gardiner). We see locomotive No. 1, an 0-4-4T, and passenger cars No. 1 and No. 2. In spite of what is printed on the face of the photograph, the location is Randolph, not Gardiner.



The first "shifter" owned by the Bangor & Aroostook is pictured here at the old Northern Maine Junction engine house in 1908. The 0-4-0 was scrapped at the railroad's Derby Shops in 1910. Note the four-wheel tender.



Grand Trunk — Portland, Maine: One of the Great Commercial Complexes of its Day



GRAND TRUNK

by Tom Barnes

The Grand Trunk piers in Portland are gone now, a mass of pilings to the east of the Maine State Pier. The grain elevators and railroad stations were torn down years ago. In fact, very little remains of what was once one of the great ocean terminals on the east coast.

Few modern day Portlanders can recall the Golden Age of the Grand Trunk Railway in Portland; a time when great ocean steamers anchored in Portland Harbor to wait a turn at the Grand Trunk grain elevators; a time when Portland was called the "Horse Port" because more of those animals were shipped from the city than from any other in the United States.

This was the turn of the century, a time when trainloads of grain lined Commercial Street and the railway complex at India and Commercial Streets was believed by the Grand Trunk agent to be: "The largest terminal plant owned and exclusively controlled by any railroad on this side of the Atlantic".

The real history of the Grand Trunk Railway in Maine goes back nearly one hundred and fifty years. In 1834, the first train chugged out of the "Boston Depot". In attendance at that historic event was twenty-six-year-old, Portland native, John Poor. The dynamic presentation of transportation that Poor witnessed on that day so impressed him that for the rest of his life, he devoted himself to the study of the political, economic and social implications of railways.

By the conclusion of the 1830's, several eastern railroads were being built and linked into important routes west. Poor, a man of vision, saw clearly the barrier to Portland's westward expansion presented by Lake Champlain. Turning northward, he realized the potential of the St. Lawrence River Valley as a natural route into the American heartland. Portland, at the time, was the ice-free winter port closest to Europe. If a rail line could be won through the New England mountains to the west, Montreal lay beyond and a direct route toward Detroit beckoned.

The great road to Canada received a false start in 1835-1836. Colonel Stephen Long, sent by the United States Government to make a survey of a Maine-Canadian Railway, recommended a route from Belfast to Quebec. The Belfast and Quebec Railroad Company was chartered in 1836 and there are indications that track was laid south from Quebec. The financial panic of 1837 halted all efforts on the railroad. It wasn't until the economic situation recovered somewhat, in 1839, that Portland actively joined in the building of railroads to the northwest. In that year, the city received \$4,000 from the Maine legislature for a survey across upper New Hampshire and Vermont to Lake Champlain. Montreal was still the ultimate goal.

Five more years were to pass before an actual survey was begun in October, 1844. At the same time, John Poor had taken to the stump. "Within a matter of weeks" wrote Stuart Ball Holbrook, "Maine and the Province of Quebec were excited as never since the revolution".

Events then progressed rapidly. The survey, concentrating on only the most difficult terrain, was completed in December, 1844. It recommended that the White Mountains be bought by building up the Androscoggin River Gulch and through Dixville Notch to the north. In January of 1845, a delegation of 350 prominent Bostonians journeyed to Montreal seeking a link into their city. On Wednesday, February 5, Poor heard of an impending meeting, scheduled by the Montreal Board of Trade, for February 10, to consider Boston's proposal. In a dramatic dash to Montreal, Poor battled a fierce blizzard arriving in the small hours of the tenth. He attended the Board of Trade meeting postponing any final decision. On that same day a charter for the "Atlantic and St. Lawrence Railroad" was granted in Maine. March 17, 1845, the Canadian Legislative Assembly completed the link, granting a charter for the St. Lawrence and Atlantic Railway. Both charters terminated at the International Boundary. During the rest of the year, subscriptions for stock were received and organization initiated. 1846, significant in Portland's history, saw a resurvey of the rail line changing the route south of Dixville Notch. The Portland Locomotive works was organized, largely by stockholders of the Atlantic and St. Lawrence Railway.

The big event of 1846 was Independence Day. Judge William Preble loaded the first barrow of earth with a silver spade. Thousands lunched under a giant pavilion on "Mount Joy" Hill. The eastern terminus of the Grand Trunk Railway was begun.

Financial realities set in. By 1848 only twelve miles of track had been laid. A year later; however, England repealed the "corn laws" throwing the English markets open to American grain. The improved opportunities spurred the effort and by July, 1851 the road entered New Hampshire. The "Grand Trunk Railway of Canada" was chartered. Two years later, the 292 mile line was open for use. Less than a month later, in August 1853, the Atlantic and St. Lawrence was leased to the Grand Trunk for 999 years. In Portland, large expenditures for the creation of terminal facilities were underway. Marginal Way, now known as Commercial Street, was built along the waterfront across the heads of the wharves. All was not perfect however. In the Grand Trunk Annual

Report of 1854 it is reported that of the 34 engines belonging to the road; 4 were scarcely worth repairing and most of the others required extensive repairs.

The first of two Grand Trunk Stations in Portland was built in 1855. A through type station, trains passed through a central train shed with waiting rooms and baggage facilities to either side.

The railroad grew slowly. On September 26, 1874, between Midnight and 7 A.M., the original Empire Gauge (5'6") was changed to Standard.

By 1882, the Grand Trunk had grown to a business hauling more than two million passengers annually. Over three million tons of freight were being moved and sixty to seventy-five pound steel rails carried the load. Then in 1896, Charles M. Hays, a future victim of the Titanic disaster, was appointed to head the Grand Trunk. This dynamic man was to change the face of the Portland waterfront. A huge grain elevator, 167 feet high, was built. Some four million board feet of lumber rose into the city skyline. A second elevator, capacity 1.5 million bushels, was completed in 1901. Together, these elevators could accommodate 140 rail cars a day and service four steamers at a rate of 10,000 bushels an hour per ship.

The original station, demolished in 1903, was replaced by a structure of rare grandeur. The interior was a mass of marble, chandeliers graced the ceiling. A large fireplace, never used, stood at one end. The tile floor and roof were complemented by gold and rose panels.

Along the waterfront, huge piers fingered into the harbor. The unique curved sheds could accommodate a variety of commerce, including three thousand head of cattle at a time. The Grand Trunk was carrying nine million passengers a year. Thirteen million tons of freight competed for the main line.

The construction of a transcontinental line and the changing economic tides in the first two decades of the century spelled hard

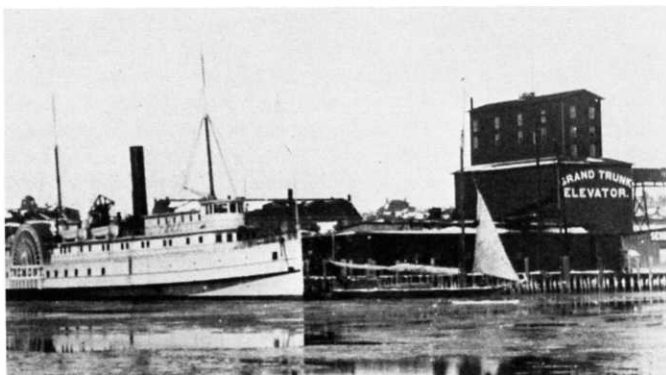
times for the Grand Trunk. Finally, in 1919, the "Grand Trunk Acquisition Act" meshed the railroad into the government owned Canadian National Railway System. On May 21, 1920, the Canadian Government formally acquired 8,000 miles of Grand Trunk track, including 1,600 miles in the states. The Golden Age of the Grand Trunk in Portland was over. Canadian interests looked to St. Johns and Halifax for their outlet to the sea and traffic to Portland began to slow.

The tale of the magnificent Grand Trunk Railway in Portland follows a slow, sad decline. Grain Elevator #1 was torn down in 1943 supplying much needed timber, sheet metal, conveyor belt and cable to the war effort. Unused sheds on the piers were used by the Navy as a hospital for the North Atlantic Destroyer Division. In 1948, the beautiful clock tower was removed from the India Street Station. The last regular steam passenger service ended on June 20, 1956. The first diesel passenger train had entered Portland the day before.

Four years later, on September 5, 1960, Engine #4905 concluded daily year round passenger service to Island Pond, Vermont. A little more than two years later, the second passenger station was closed. Marking its final days as a discount grocery store, the exquisite building was finally demolished in March and April of 1966.

Two spectacular fires filled the Portland waterfront in the summers of 1970 and 1971. Piers seven and eight disappeared in a matter of a few hours in the first fire. "Definite arson" reduced piers four and five to pilings a year later. Finally, in 1973, the immense Grain Elevator #2, another four million board feet of lumber, was dismantled.

Now, only one freight leaves for Montreal each day slowly leaving behind what was once one of the great commercial complexes of its day; The Grand Trunk Railway in Portland.





Collecting: Bits of Rail History From “Bottom Drawers”

Collecting

by Jerry Angier

Collecting railroadiana? You've got to be kidding! It's a disease! It's historical and must be preserved! If you collect railroad stuff, your wife's going to toss you out of the house, and your dog and kids will thank her for it. I know a fellow in Vermont whose front room looks like a lantern factory, or better yet — a salesroom; and there's a fellow in Westbrook who has a library in his basement — he writes the books, and the press in the corner prints them. Yes collecting — a two-edged sword that's historical but also a disease that can overwhelm us and our families. Now really, would you want someone to come to your home and think they were anywhere else but a railroad station?

This is the first issue of a publication for members and friends of The Railroad Historical Society of Maine, and a lot of our Maine railroad history is right in our own homes. Do you share that history with anyone? Probably not. Unfortunately, most of us don't. We go out seeking railroad items we appreciate and then take them home to admire and squirrel away out of sight. We have to keep most of our stuff out of sight. My wife doesn't want any of “that railroad stuff” on the first floor of our house. I have to give her credit for holding her ground over the years, but a cap badge or two surely wouldn't hurt.

In all seriousness, this short article is designed to share a bit of humor along with some thoughts of a collector about the collecting hobby. Railroad history is all too often considered old books or photographs that have been around for decades. NOT SO! Isn't a railroad lantern a bit of history? Isn't a company annual report or an old timetable a bit historical? You bet it is! I'd love to get my hands on some old annual reports from New England railroads. Why? There's a lot of factual history in those pages that tell of a railroad's formation, its growth, maturity, and maybe even its downfall and death. How many of you have the 1980 Maine Central Railroad annual report? Do you think there will be another printed in light of the Mellon purchase? Future generations won't know of today unless we save these bits of history for them and allow others to see our “bits of history”.

Do we go overboard in collecting our historical railroad material? Many who don't get directly involved would say yes. As this

article is being prepared, this writer telephoned a railroadiana dealer in Oregon in order to purchase an egg cup for \$9.00 plus shipping. No I don't need an egg cup, but my father visits about once a year and likes a single soft boiled egg in the morning. So, I will shortly be the proud owner of an egg cup worth about \$1.50 with a “streamliner pattern” worth about \$7.50. Some would say this is indeed a disease. Let's say your last name is Lancaster, and the Lancaster, New Hampshire station sign from the Maine Central depot becomes available. Is your reasoning affected — just a bit? A brass Boston & Maine “mogul” comes on the market for the H.O. gauge model railroader. Is he affected? Sure he is, and so is his pocketbook.

Our historical collections are really an asset that others should see. This writer looks forward to taking a portion of his cap badge and button collection to the annual Clearing House Picnic at Thomas Point Beach which is held each July. I get to meet new people, and maybe a trade comes out of the effort. Better yet, someone knows someone who has something that's railroad oriented. The search is on, and the scent is strong. That's the fun of this railroad collecting hobby of ours — sharing with others. Yes, I get a great deal of enjoyment out of my cap badge collection; however, I also get a great deal of satisfaction in letting others see my collection and learning about it. Nothing is finer than to see someone get a misty look in their eyes because they are remembering “the good old days”. Psychologists tell us that we are the happiest when we remember something in the past that's good. Somehow a ride on the passenger train was almost always good. Cap badges and other uniform items tend to bring back those fond memories for all of us.

Our two-edged sword of collecting can really take a strange turn when the scent is keen, and a trade is in the works. A few years back, a lantern left Cape Elizabeth, Maine headed for New Brunswick, Canada. Once in Canada, the first lantern was traded for another that got delivered to Calais, Maine and traded for a third lantern. This third lantern was then taken the following weekend to the Green Mountain State of Vermont and traded for a fourth lantern which now resides in the Cape Elizabeth collection. Some people would say we are nuts to do this; however, we know better — it's fun. We meet new people and exchange stories and even some “tall tales”.

My own collection got started when I got off a New Haven Railroad train at Providence in 1966. Greeting me on the platform was the uniformed StationMaster. Why I asked him if he had a duplicate of the StationMaster cap badge that he was wearing on his hat, I'll never know. He said, "Son, wait a minute until the train leaves, and then come to the office with me". I followed him to his office in the corner of the station where he sat down, reached in a bottom drawer (why are all the goodies we collect almost always in somebody's bottom drawer?) and pulled out a NY, NH&H — STATION MASTER cap badge. Fifteen years later that badge has been joined by more than 275 others from around the world. As you might suspect, there are a lot of happy stories that go with those fifteen years, and there are also a few I'd like to forget.

Each of us share a bit of Maine Railroad history as part of our hobby. Maybe this new venture of The Railroad Historical Society of Maine will bring some of these collections together so that we all can share. How many times have we seen an historical item that had a mate, and then find that the mate went to the dump years ago? Literally tons of railroad artifacts have been tossed out over the years because a family didn't know there was any cash value or historical value to the rail related item. One way for all of us to share our hobby is to let people know that we are interested in the railroads and their historical significance to Maine and the United States. A few years ago a man appeared at my door and introduced himself as a Maine Central employee due to retire the next day after 42 years of service. He gave me a Maine Central cap badge that he found in the bottom drawer (you guessed it) of his desk that he was cleaning out that afternoon. The badge was dated before the turn of the century, and it is the only one like it that I have ever

seen. How did this come about? A parishioner in his church told him of my interest in railroad items, especially cap badges. Hence, an historical badge was saved. I came by another badge when a friend called after spotting it in an antique shop in North Windham a few years ago. After juggling business appointments in order to be on hand the next morning at nine when the shop opened, I was fortunate enough to add a Phillips and Rangleley Railroad — NEWS AGENT badge to the collection for a few dollars. I was especially excited because I don't expect there were too many of them made for this Sandy River and Rangeley Lakes predecessor.

Oh yes, there were times when I wanted to give the whole thing up. A few years ago, a fellow walked into an antique shop not far from Portland and offered to buy a railroad lantern for \$200 because someone had told him the lantern was there. The proprietor was only asking \$80, but our friend didn't bother to ask the price. Do offers like this put it all out of reach for the rest of us? At least the lantern was saved, but was the price worth it? After hearing that story, I was ready to sell my collection to the highest bidder; but I cooled off.

Collecting is fun, but it can also be that two-edged sword of either fun or a disease. Most that I know can control their emotions, but we continue to search in hopes that we will find more railroad antiques to save from the town dump. Maybe someday we will be able to give our Maine railroad collectibles to a museum for generations to see, appreciate and enjoy as much as we have. I, for one, hope so. In the meantime, we can share our disease of collecting railroad history with others and hope to find "more" in the "bottom drawer".

Contributing Members

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

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Articles in Preparation

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

Plans of Maine Central business car No. 333, drawn by member Ralph Wendelaar of Spruce Head, Me., exclusively for **Pine Tree FLYER**.

A Maine narrow gauge article by member Bob Outland of Saco, Me.

A model roster of BAR diesels, with pictures, prepared by member Bob Worcester.

Membership Information

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

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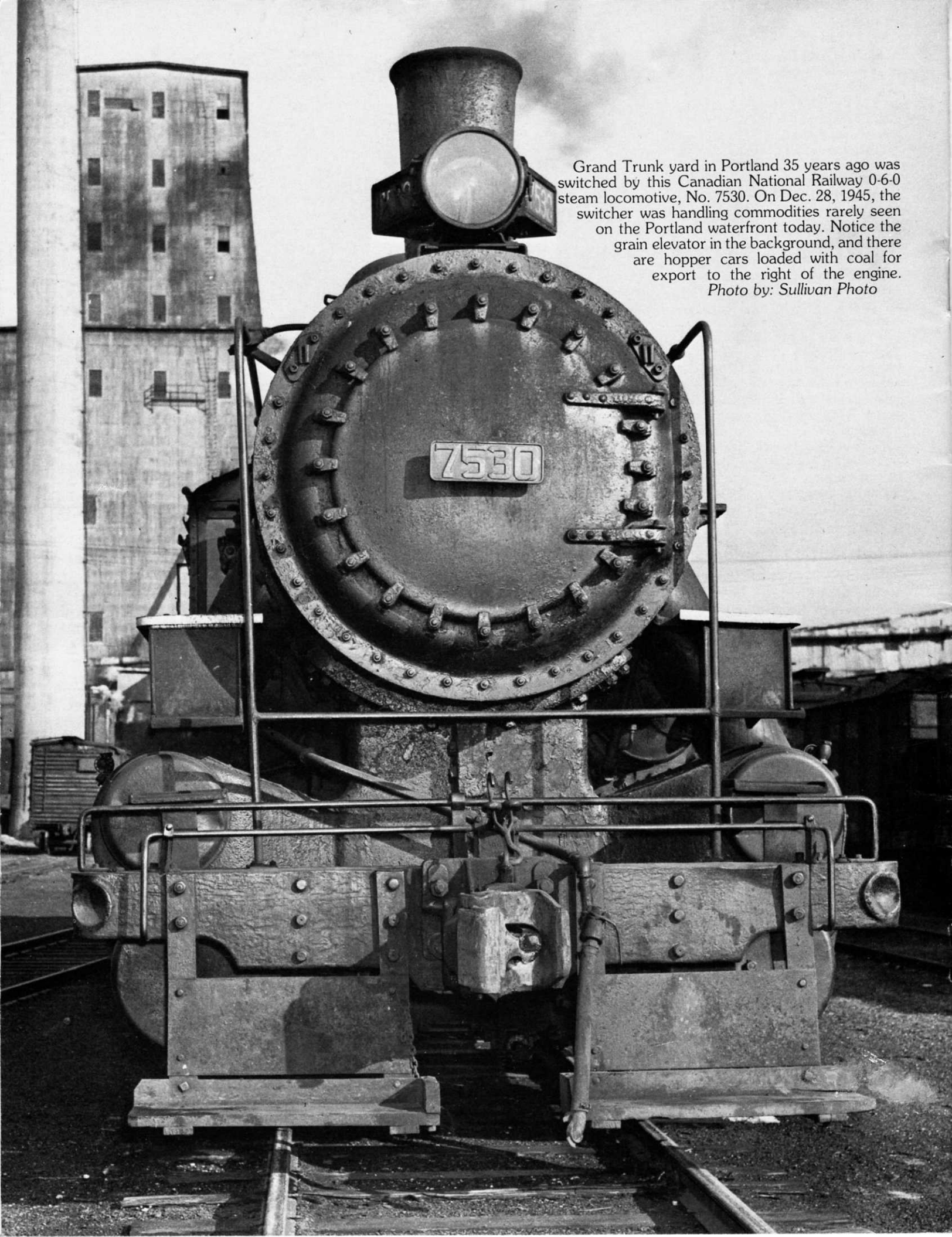
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Mail To: Secretary, Railroad Historical Society of Maine, P.O. Box 8057, Portland, ME 04104

*Optional

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



Grand Trunk yard in Portland 35 years ago was switched by this Canadian National Railway 0-6-0 steam locomotive, No. 7530. On Dec. 28, 1945, the switcher was handling commodities rarely seen on the Portland waterfront today. Notice the grain elevator in the background, and there are hopper cars loaded with coal for export to the right of the engine.
Photo by: Sullivan Photo