



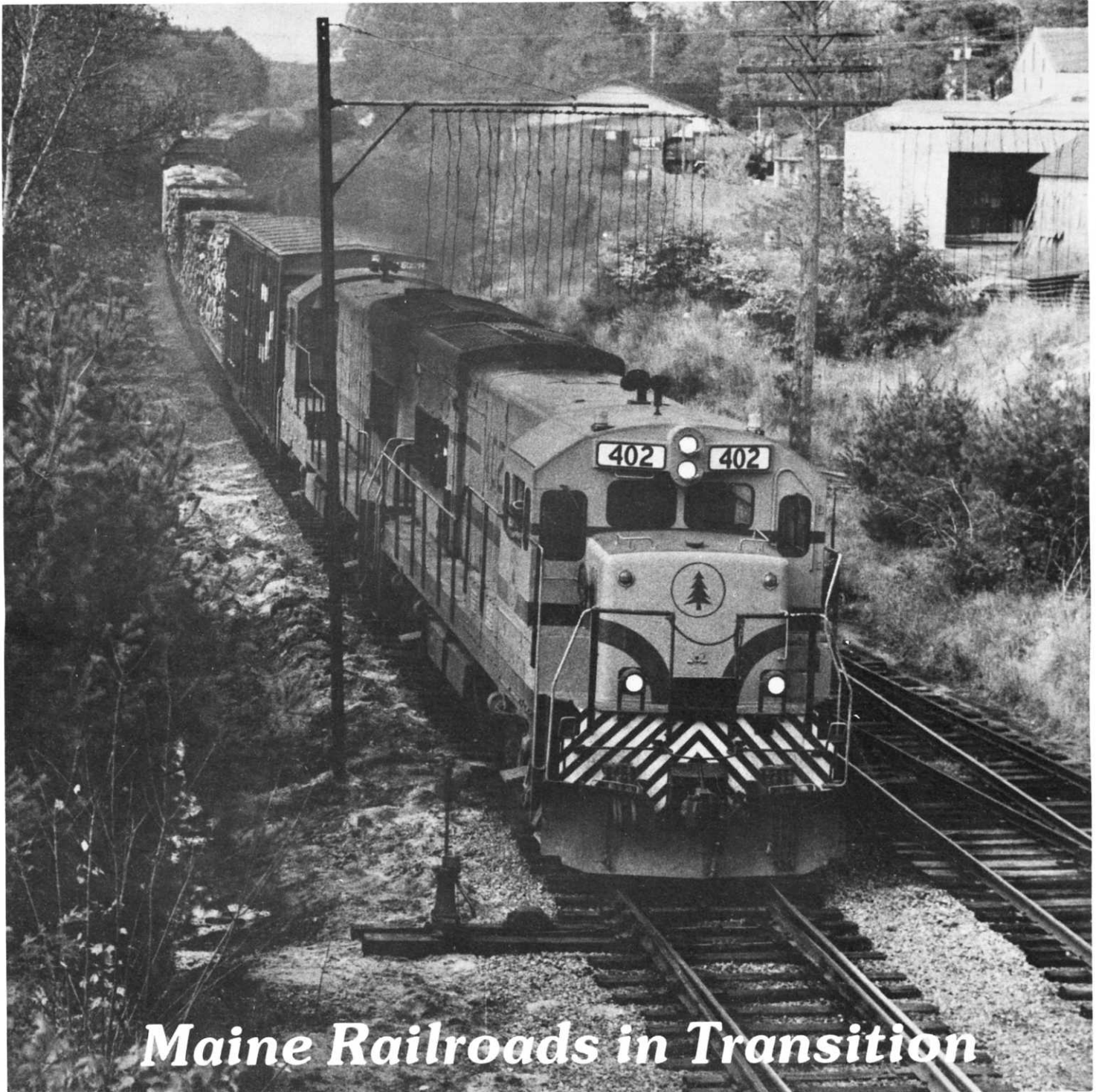
BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES

Pine Tree FLYER

Volume 1, Number 3

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Publication of the Railroad Historical Society of Maine



Maine Railroads in Transition

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President's Message

Post Card



Welcome to the pages of the third issue of *Pine Tree FLYER* - with special greetings to our growing membership and to those who are buying the magazine at hobby shops, book stores and other retail outlets in Maine and elsewhere in New England.

As of this writing, the membership of the Railroad Historical Society of Maine stands at just over 300. Super! We would like to pick up 150 additional members by November, so **spread the word**.

Some odds and ends I'd like to share with you this issue: - Updating Mr. Mellon's purchases of late - the I.C.C. has ruled in favor of his acquisition of the B&M, and is now trying to clear the way for his purchase of the D&H. All of us here in the Portland area are, of course, anxiously awaiting signs of "pool power" coming through. There have been some D&H "buggies" spotted at Rigby Yard in So. Portland recently, so maybe we will have some excellent "railfanning" over the summer months.

Our "Swap" and "Information" columns will appear on a space available basis each issue. General interest information may be published for the benefit of the membership, and specific information desired either will be published in an upcoming issue of the *FLYER* or answered directly by mail. Please enclose a SSAE with *all* inquiries to facilitate a reply.

Since we are on a bulk mailing permit, we want to be absolutely certain that members are receiving their issues. This is Vol. 1, No. 3. Please notify us immediately if there are any problems.

The RHSM membership list includes several names of persons living outside the U.S. Therefore, when sending a check or money order for dues or back issues, please make certain that the remuneration is in *U.S. Funds*.

From time to time, we'll be reproducing an interesting Railway Post Office or Postal cancellation at the head of this column. This issue it's a Skowhegan/Boston RPO dated Jan. 14, 1909. We'd welcome others if you'd like to share a rare RPO from your collection.

And, finally, I'd like to report that the Railroad Historical Society of Maine, on May 6, 1982, became a duly registered non-profit corporation in the state of Maine. Your Steering Committee now is working on Federal non-profit corporate status which will open up new and exciting challenges for us as an educational tax-exempt organization.

Yours in Railroading,
Norman Sullivan
President

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

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

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On the Cover

Photographs by Glen C. Perry of Rockland, Me., have been selected for the outside covers of this issue of the *Pine Tree FLYER*. On the front cover is Glen's photo of U18Bs 402 and 407 on Maine Central freight RS-1

(Rigby to So. Gardiner) dropping cars in Brunswick for the Rockland (No. 324/325) and Lewiston Lower (381/319) jobs. The units, which continued on to So. Gardiner with two cars of grain, returned later in the day to Rigby Yard as train No. SR-2. The date was Oct. 10, 1981. On the back cover, the power for MeC Rigby to

Bangor freight RB-1, GP7 593 (ex L&N), U25B 230 (in various shades of Rock Island red) and U18B 409 smoke-up the trackage near PT Tower in So. Portland as they head to their train. The date was Nov. 22, 1981. (More of Glen's photographs are featured elsewhere in the pages of this issue of the *FLYER*. - Ed.)

Letters

Reference Volume 1, Number 2, page 15, BAR RR Diesel Model Roster, please be advised:

1. On the E-7, Nickel Plate Products imported this model in brass. They imported 250 models in 1975.

2. On the SW-9, this was produced in brass by Oriental Limited in 1980.

3. On the F-3 (Phase II), this was produced by Nickel Plate Products in 1974 and they imported 480 models. This will soon be on the market again being produced by Oriental Limited.

4. On the GP-7, this was brought on the brass market by Hallmark Models and Pacific Fast Mail. The most recent import model was done by Oriental Limited.

5. On the GP-9, this was put on the market by Hallmark Models and Pacific Fast Mail. Again the latest brass import was with Oriental Limited.

As you can see, BAR modelers have fared out well,

Richard Sanders
Anchorage, Alaska

In response to Mr. Sanders' letter, Bob Worcester says he used the first edition of "The Brown Book," *The Complete Guide to Buying and Selling HO Brass Locomotives*, by R.A. Brown, as reference. Biting the bullet, Bob further says he just missed the E-7. But, the others were omitted because he knew they were produced, but not now available, a judgement Bob believes to be in the best interests of active modelers. Mr. Sanders, however, is quite correct and we thank him for his input. - Editor

May I express my pleasure at the picture of old Tower 3 in Portland. I worked a swing job between Towers 3 and 4 in the winter of 1945 and 1946 and it brought back some pleasant memories. I had taken some pictures during that time, some of which I will submit to the *FLYER* in the future.

Henry O. Preble
Brunswick, ME

Regarding the picture "Portland's Terminal Old Pier No. 1" in your Volume 1, Number 2 of the *Pine Tree FLYER*, that "camelback" type engine shown was the workhorse of the smaller

continued on page 16

WIGWAG



Here's what once was a typical railroad highway crossing signal, known as a "Wigwag." The photo was taken by Linwood Moody in March 1935 at a Bangor & Aroostook crossing in Guilford, Maine near Monson Junction. Collection of Edwin "Bill" Robertson

HELP!

.....see page 16

Articles in Preparation

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

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

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

Bangor & Katahdin Iron Works Railway

S.D. Warren Railroads
BAR Steam Roster

Inside

Most magazines, rail-oriented and others, sport a full-blown table of contents complete with page numbers, sample photographs and, in some cases, a "tease" of what a reader may expect to find inside. Well, as in Vol. 1, No. 2, the Editor of *Pine Tree FLYER* is taking you on a more personalized tour of the contents of Vol. 1, No. 3.

We continue Dick Dole's series on the Kennebec and Portland and welcome back J.E. Lancaster and Jerry Angier to the *FLYER*'s pages. "Lanc" writes about Milk Cars with fluidity and Jerry's piece on rail china is non-caloric, easily digestible.

FLYER readers will enjoy the recollections of Henry O. Preble, retired Maine Central employee and widely-known rail photographer.

Grand Trunk History is the work of historian John R. Davis of Rumford Point, Me., active in the Island Pond (Vt.) Historical Society. His offerings will be regular *FLYER* features.

Glen Perry of Rockland sent along a sampling of his rail photo skills, which we share with you. His prototype and model pictures have appeared in several national publications.

The centerfold artwork for this issue of the *FLYER* is the work of Brad Hutchins, a technician for a Falmouth, Me., engineering firm, and one of the operators of the New England Midland (Model) Railroad in W. Falmouth.

Finally, we call your attention to the "Information Please" column and hope you'll take advantage of this opportunity to gain practical knowledge about your particular rail interest by communicating with fellow *FLYER* readers.

Again, your ideas and participation are solicited. If you have a story idea, contact the editor. And, when preparing manuscripts or letters to be reproduced in the *FLYER*, please use a typewriter with upper and lower case letters and double space all copy. That's to facilitate editing and to help the sun shine brightly for our patient typesetter at Pilot Press in So. Portland.

- Ron Palmquist, Editor

Boston & Maine Steam on the Maine Central



B&M 3689 at Brunswick, Maine in May 1936 on MeC train 78.

by Henry O. Preble

(All photos by the author unless otherwise designated.)

Many Boston & Maine Railroad steam engines were operated on the tracks of the Maine Central Railroad during the joint management period of the MEC and B&M. It was a time when management, personnel and costs were shared between the two roads, too. B&M locomotives sometimes were assigned to the MEC as well.

In going through some train register books of the Brunswick, Me. station for periods during 1944, 1945 and 1947, I discovered not too many B&M locomotives were used. Occasionally, a B&M P-3 class, 3700-3709 series Pacific would be on MEC train No. 21, and return the next day on train 14 headed back to Boston.

For a period of about a month, B&M No. 4007 seemed to be assigned to the Maine Central, then it

disappeared from the register. The 4023 appeared once as a light engine move eastbound, then returned later in the day doubleheaded with MEC No. 470 on a westbound extra. Apparently, the 4023 had gone east to relieve power that had broken down. The B&M 3014 showed in the books regularly in 1947, and as this engine eventually became MEC 658 it probably already had been purchased. But, the engine operated with its B&M name and number until due for shopping.

When I first started taking engine pictures in 1936 I noticed B&M steam locomotives on almost every train on the Rockland Branch; I noticed in a friend's photo collection that he had pictures taken as early as 1932 to support my observations. The flood in March 1936 took out the Maine Central main line bridge between

Brunswick and Topsham, and during the three months it took to repair the span Boston & Maine power was used almost exclusively. B&M P-2 class 3600 series Pacifics and K-8 class Consolidations were on almost all trains, except the Brunswick-Bath road switcher and the Brunswick and Rockland yard switchers. K-8s regularly were assigned to both the Lewiston Branch and the Rockland Branch local freight trains, and I took many pictures of them.

On the Maine Central main line, after the bridge was repaired, B&M P-3 and P-4 class Pacifics were in regular service. The P-4s of the 3710 to 3719 series, with big capacity tenders, were needed for trains 11 and 12 which ran non-stop between Portland and Boston. They ran the Portland-Boston trip in two hours flat. Of course, the

speed limit on the B&M main line was 70 miles per hour in those days.

Sometime after I went to work for the Maine Central in May 1944, I heard Portland Union Station report train No. 5 (Portland-Waterville back road local) with B&M engine No. 3235. That was the only time I'd ever heard of one of the B&M Atlantics operating in Maine.

As a footnote to my recollections of B&M steam on the MEC, the register book showed that Maine Central train 14 had units 2000 and 2001 as motive power on June 16, 1945. And, on June 22nd of that year, train 14 showed unit 2000. I don't know what those engines might have been, but it's possible they were the Baldwin Centipede diesels used as demonstrators and featured in the pages of the May 1982 issue of *Trains* magazine. (I wonder if any reader remembers seeing the units and possibly has photographs of them?)

I have seen Boston and Maine F units on Bangor-Rigby through freight trains, but noted in the Rockland Branch register book of March 23, 1953 that MEC train No. 57 had B&M 4257 and MEC 574 diesel units. The 4257 returned on a cement extra as leading unit with MEC 561 trailing. Also, on June 9, 1952, Extra B&M 4251 East left Brunswick at 2:10 a.m. with 17 loads and 30 empties for a total of 675 tons. This train probably was a cement extra rushing empties down to the plant at Thomaston. Until I saw this entry in the register I had never realized that Boston and Maine diesel freight power was ever used on the Rockland Branch of the Maine Central.



Top — B & M 3021 at Tower 3, Portland on December 23, 1945.

Middle — B&M 3705 on MeC train 764 at Augusta, Maine on June 21, 1942.

Bottom right — B&M 3710 at Bowdoinham, Maine on MeC train 764.
The date: October 14, 1941.

Bottom left — The "Kennebec Limited" at Brunswick, Maine on October 3, 1936,
with B&M 3706 as power.



(more photos next page, please)





Rockland, Maine is the location where the photos of B&M 3645 (7-31-36) and B&M 2638 (6-1-33) were shot by Mervin Harriman. Henry Preble was behind the lens to photograph B&M 3262 on MeC train 78 at Bath, Maine in June 1936 (bottom).



Swap & Sell

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

SETH BRAMSON, 8035 Cecil St., Miami Beach, Florida 33141 buys Maine narrowgauge material and most other items such as dater dies, hat badges, lanterns from all Maine RRs.

DR. EDWARD D. METZ, 1120 4th West Ave., Kemmerer, Wyoming 83101 interested in purchasing or trading train orders and employees timetables, various RRs.

BOB WORCESTER, 737 Riverside St., Portland, ME 04101 needs Bangor & Aroostook color and B/W photos of blue and gray scheme; also needs new D&H schemes with striped noses.

DONN OSIER, 55 Grant St., #4, Portland, ME 04101 has prints for sale. BAR, MeC, Rutland and others including narrowgauge. Donn mentioned some Colorado Roads also.

WINFORD T. NOWELL, 8 Rollins St., Groveland, MA 01834 sells "O" scale screen printed decals for Maine Central, Portland Terminal and B&M.

FRANK R. TRASK, Kennebunk Coins & Currency, Shoppers Village, Route 1, Kennebunk, ME 04043 is a collector of the stocks and bonds of Maine railroads and would be pleased to correspond with other stock and bond collectors. He has several duplicates, and will swap or sell.

Information

"Railroad Information" is the title of a quarterly listing of model railroad shows, railfan days, fan trips, etc., prepared by David Collinge of Dover, New Hampshire. The Jan. 5, 1982 issue of his publication includes a comprehensive listing of rail-oriented events through November 1982. For more information, contact: Railroad Information, David Collinge, 77 Home Street, Dover, NH 03820, or call 603/749-4870 weeknights after 6 p.m.

Kennebec & Portland Railroad Company

Continued from last issue

by Richard F. Dole

On October 17, 1851, the company mortgaged engines BATH, BRUNSWICK, RICHMOND, AUGUSTA, STATE OF MAINE and the KENNEBEC to Reuel Williams who had paid for them. This also included six coaches, six flats and twenty-nine gravel cars. William's received all income and paid the operating costs after the first \$1,500. went to him as partial payment of the mortgage. He had the right to sell the road at a public or private auction if the payments were not made.

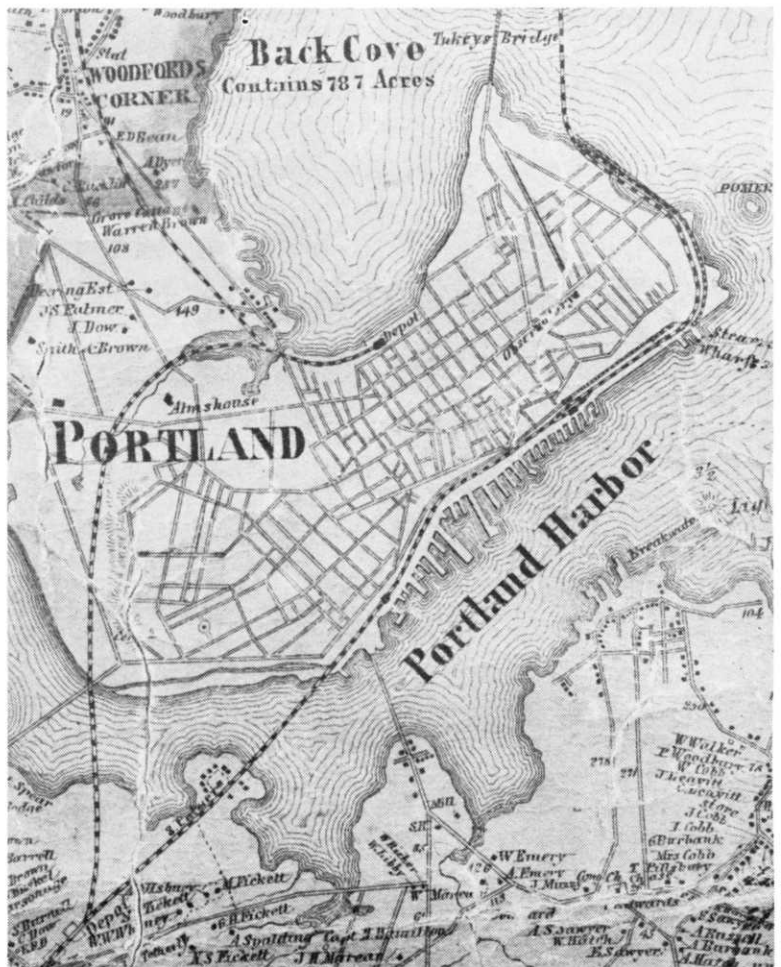
The first engine came to Augusta on December 15, 1851 in a heavy snowstorm. A passenger train was deadheaded to Augusta on December 29 with regular service to Portland the next day.

The STATE OF MAINE is the only early engine of which any description is now available. It had an octagonal steam dome with colored Maine coat of arms on each side. The engine truck was directly under the smoke box, instead of the cylinders, with a short wheelbase. The main rods were directly connected to the main drivers that used a cranked axle. The cylinders were oiled from the outside when in service and a fireman had to go out on the runboard. The latter had a "fence" that protected him from falling off the engine. The safety valves were operated by a lever at right angles to the blow-off pipe and were often adjusted to a higher steam pressure by the crew when climbing grades or with a heavy train. The boiler bands, steam dome and blow-off pipe were brass and kept highly polished by the crew. The driver and engine truck wheels were painted dark red. It was built to haul freight trains between Portland and Augusta but when heavier engines came it ran on the Bath branch and hauled fifteen cars. This engine was the first to be converted to coal by master mechanic D.H. Davis (formerly of the Old Colony Railroad) and put in service on April 30, 1860. Coal was used during the 1860-1861 winter but as it did not generate enough steam pressure it was changed back to wood burning. In most of such conversions the firebox was not large enough to burn coal.

On October 1, 1852, the U.S. Post Office Department granted a mail contract between Brunswick and Augusta. During the year the treasurer's office was moved to Augusta and later the main offices were transferred there.

Up to September 30, 1852 the road had spent \$2,768,237. That included \$70,900. still due contractors and \$23,853. due three directors who had advanced funds for equipment. The gross income was \$254,170. with a net of \$100,552. over operating costs.

On April 21, 1853 the stockholders met in Brunswick and voted to lease the Somerset & Kennebec Railroad Company guarantee 6 percent interest on their construction costs for twenty years and furnish all equipment.



An early map shows the Kennebec & Portland bridge across the Fore River from Portland to Cape Elizabeth (now So. Portland). The bridge was opened on April 14, 1851.

An agreement was made with the Somerset & Kennebec RRCo. on May 31, 1853 to operate it from Augusta to Kendalls Mills, the present day Fairfield. Mail contracts were granted on July 1, 1853 between Portland and Augusta and on October 1, 1853 between Augusta and Skowhegan.

The stockholders voted on August 28, 1854 to operate the Somerset & Kennebec from Augusta to Kendall Mills when it was ready for service. The 1854 gross income was \$270,332. with a net of \$208,568. All of the ties had been replaced and the rails were secured directly to them as the original method was unsuccessful. The number of passengers carried annually had increased 300 percent since the road began to run.

The WEEKLY KENNEBEC JOURNAL reported that on October 14, 1854 a test was made of an improvement in brake design by Elisha Rice of Hallowell. Iron brake shoes, 18" long and with rounded corners, that pressed upon the rail instead of on the wheels were used. The basic principle was that the whole weight of the load was on the rail on which the shoes slid. While it stated that the test worked satisfactorily one wonders how long the iron rails lasted before replacement.

An engine first ran on the Somerset & Kennebec on November 17, 1854 from Augusta to the Seven Mile bridge

next page please

Portland & Kennebec - continued

with regular service the next day, and opened to Kendalls Mills on January 6, 1855 with regular passenger service on January 19.

A serious and unusual accident occurred on January 29, 1855 when the new engine J.D. LANG and tender, on the train for Augusta, ran off the track about 7:30 A.M. at Hobb's bridge in Falmouth. The train speed was about 15 miles an hour and when the engineman saw that the engine had left the ice and water covered rails he tried to reverse it but the lever broke. The engine went 170 feet after it left the rails, hit a corner of the stone bridge, went down the embankment and into about 30 feet of water. The baggage car was partially dragged down the embankment but the shackle next to the engine broke and saved it. Only the first pair of wheels of the following coach left the rails. The fireman was instantly killed but the engineman was caught by the engine's ashpan with only his head and one arm above the water. Despite the efforts of rescuers, who used such tools that were on the train, the engineman drowned about forty-five minutes after the accident. It had been raining very heavily for several hours before and the rails were covered with ice and water. Two hours after the accident, the river had risen two feet above the engine. A section crew had passed over the track in a hand car shortly before the accident and found no trouble.

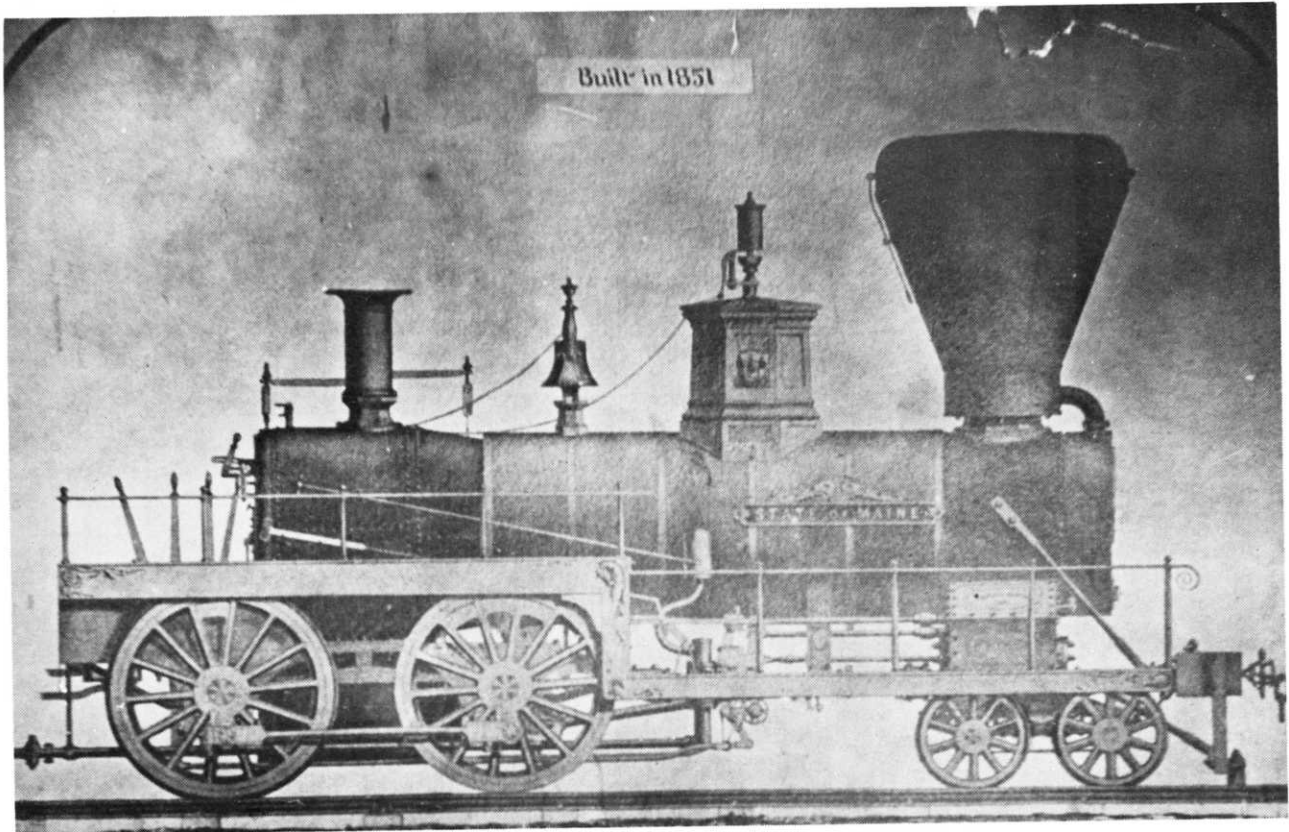
The PORTLAND DAILY ADVERTISER reported on February 1 that the accident was charged to the railroad due to negligence as insufficient drainage was provided.

Another engineman was killed on February 24 due to an

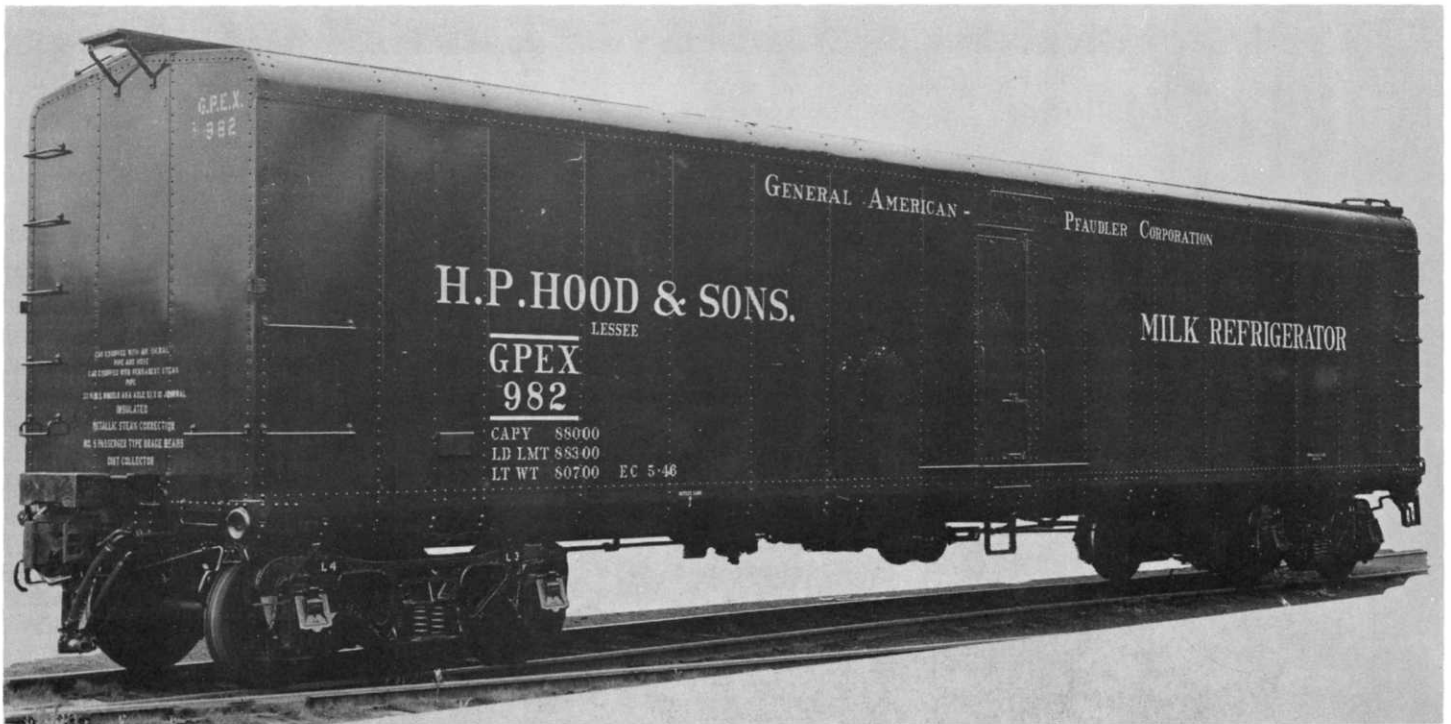
engine that ran off the track near the Portland, Saco & Portsmouth depot in Cape Elizabeth. He had jumped but fell across the rails and the baggage car and coaches piled on top of him. It was determined that spread rails caused the accident.

The year 1855 seemed to be one of continuous trouble for the company. On March 6 a freight car loaded with furniture took fire near Brunswick and burned to the wheels, it was seventh in the train.

The October 25 annual meeting at Augusta was not a happy one. From September 1854 to April 1855 the income gained \$20,000. over the same period previously. In April, May and June one half of this was lost but with some gain later on. The income was \$288,747., operating costs \$114,105., with \$40,726. spent on the track. The road found that many of the rails lacked chairs. The six-month agreement made with the Somerset & Kennebec to run it from Augusta to Kendalls Mills at \$1,000. per month, had expired. Up to September 29 the construction cost was \$2,089,355., plus land cost of \$183,407., engines at \$97,109., and cars at \$100,732. The Yarmouth extension mortgage of \$202,400. was due, stock interest of \$34,819., preferred stock interest of \$2,289., track repairs of \$40,726. and sundry expenses of \$304. increased the total to \$2,751,141. In addition the first mortgage bonds of \$230,000., second mortgage bonds of \$250,000., the preferred stock of \$246,200., annual payment of \$6,000. on the Portland, Saco & Portsmouth stock interest, and \$61,411. owed to Reuel Williams for funds advanced increased the total to \$3,564,752. **(continued next issue)**



Kennebec & Portland No. 3 built January 6, 1851 by John Souther of Boston.



Milk Cars

GPEX 982, a General American-Pfaunder Corp. milk tank car, leased by H.P. Hood & Sons. -Chandler B. Cobb collection

by J. Emmons Lancaster

Milk cars were in the consist of almost every mainline Maine Central Railroad passenger train in the 1950s.

From plants in Unity, Newport, West Farmington and Lewiston, Maine, came dairy products destined for Portland and Boston markets, loaded in railroad-owned cars and in cars furnished by the dairy industry. Maine Central and Boston & Maine Railroads each furnished insulated box and refrigerator cars for loading the familiar 40-quart cans which contained dairy products ranging from farm-fresh raw milk to specialty items such as light and heavy cream, skim milk and buttermilk.

In earlier years, some of the dairies also furnished express refrigerator cars for this type of loading. For the most part, the cars owned or leased by H.P. Hood, United Cooperative Farmers, Sealtest and Bordens were insulated, glass-lined, stainless steel tank cars. Most familiar in recent years were cars which H.P. Hood leased from General American-Pfaunder Corp.

Built to designs and patents from Pfaunder, the cars were designed for the sanitary transportation of milk without ice or refrigeration. Following a scrub-down with scalding hot water to assure cleanliness, the tanks would be cooled with icy water before being

filled with rich, cool milk. Although most Maine Central dairy product traffic in recent years was Boston-bound, the creamery at Newport received "surplus" milk from other creameries which collected and processed milk for local and Boston use. This "surplus" milk was made into cottage

cheese at the Newport plant.

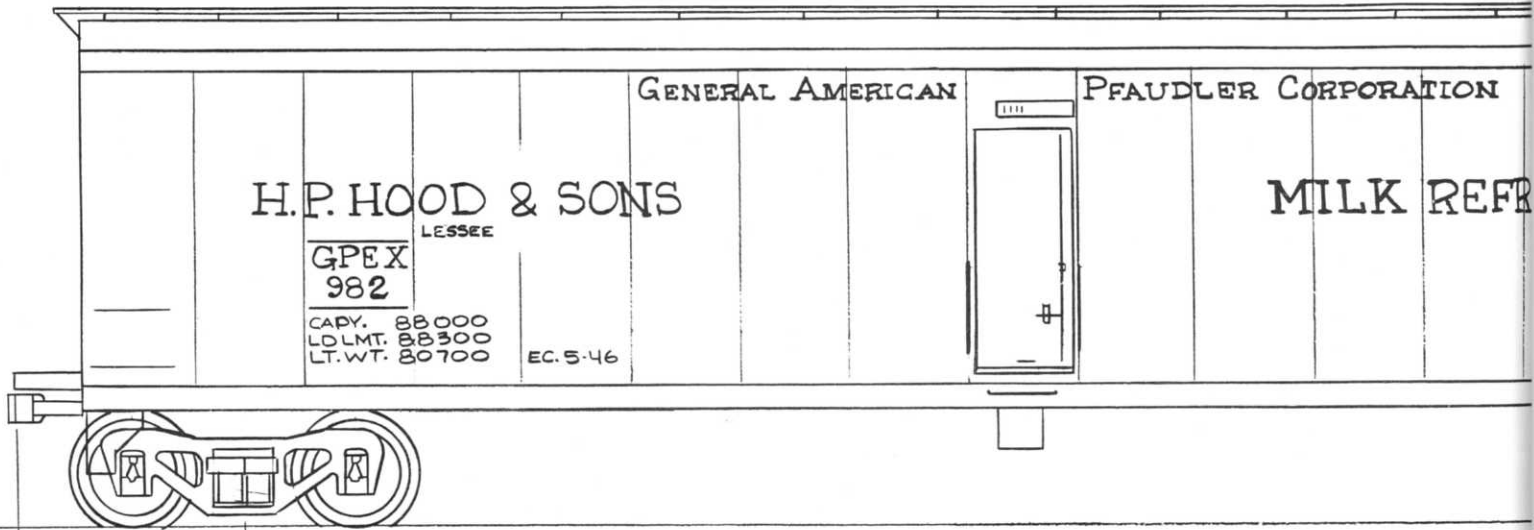
The Hood railroad car fleet in 1963 included some 50 steel cars leased from Pfaunder; 18 cars with a capacity of 6,000 gallons and 32 cars with 8,000 gallons capacity each. Just a few years

text continued on page 12



GPEX 1033 sits on a siding at Newport, Maine

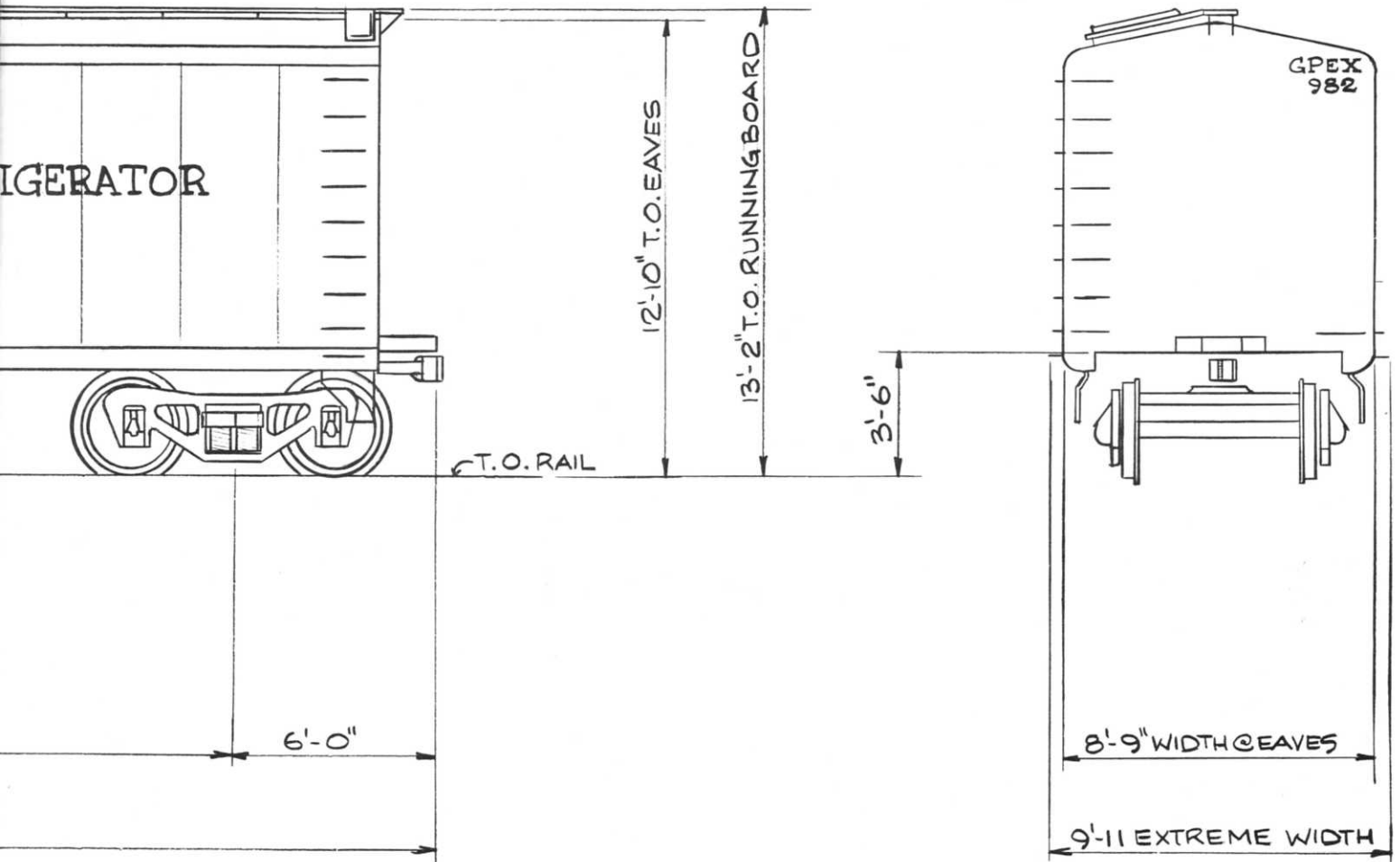
- J.E. Lancaster collection



39'-5" @ to @ OF TRUCKS

51'-5" OVER PULLING FACE OF COUPLERS

Milk Car



DRAWN BY - B.C. HUTCHINS
SCALE: $\frac{1}{4}'' = 1'-0''$

Milk Cars - continued from page 9

earlier, 31 other cars were under Hood lease, of which 18 were 6,000 gallon steel cars, five were 8,000 gallon steel cars and six were the older wood-sheathed, 55-foot long, 6,000 gallon cars. Two additional steel cars were restricted to a 7,600 gallon capacity.

The spotting characteristics of a milk tank car, as opposed to the express refrigerator-type car, were the relatively narrow doors, only two-feet, six-inches wide, used only as a manway for entrance to the pipe connections and valves at the end of each of the two interior tanks, and the sliding louver above this doorway which was used to pass the stainless steel pipe through the carside. This allowed the car doors to remain closed during loading and unloading, retaining the cool, sanitary interior conditions while pumping.

Mail merchandise service ended on the Maine Central when this business was diverted to trucks which operated on sections of the interstate highway system in northern New England. Then, when distribution patterns changed, the West Farmington plant was closed and was destroyed. The Auburn plant became a sporting goods shop. The Unity plant converted from milk to peeled potatoes. And, the Newport Creamery stopped producing cheese products.

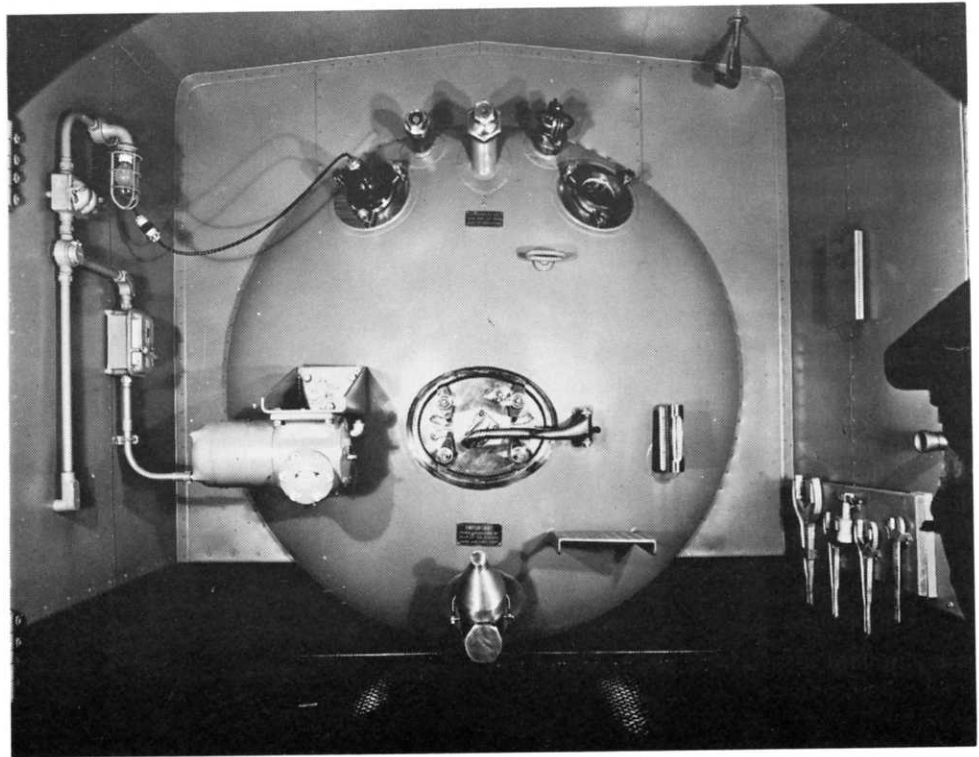
The milk cars were turned back to General American. Some of the cars were placed in wine service in California and some hauled Molson's Beer in Canada. Some of the Borden cars, after their milk-carrying days were over, were assigned to chemical service at Lunenburg, Mass. One of the 44-foot cars, now ICG No. 100641, was spotted as the generator car in an Illinois Central Gulf Railroad wreck train at Carbondale, Ill., as recently as November 1981.

At least two of the General American cars have been preserved; one car, resplendent in Hood lettering, has been donated to the National Museum of Transport in St. Louis, Mo., and another car has been given to the Illinois Railway Museum.

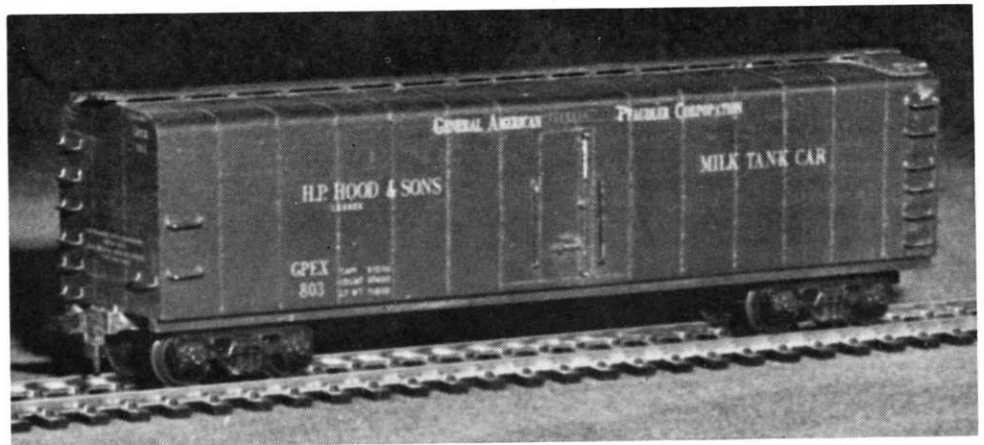
Modeling Hood Milk Cars

My model railroad, the New England Midland, required milk tank cars to further the illusion of a typical passenger train of the era.

The construction method I selected was a solid maple block cut to the



The interior of a milk tank car, viewed from the midsection and showing the end of one of the two tanks and its fittings. - Chandler B. Cobb collection



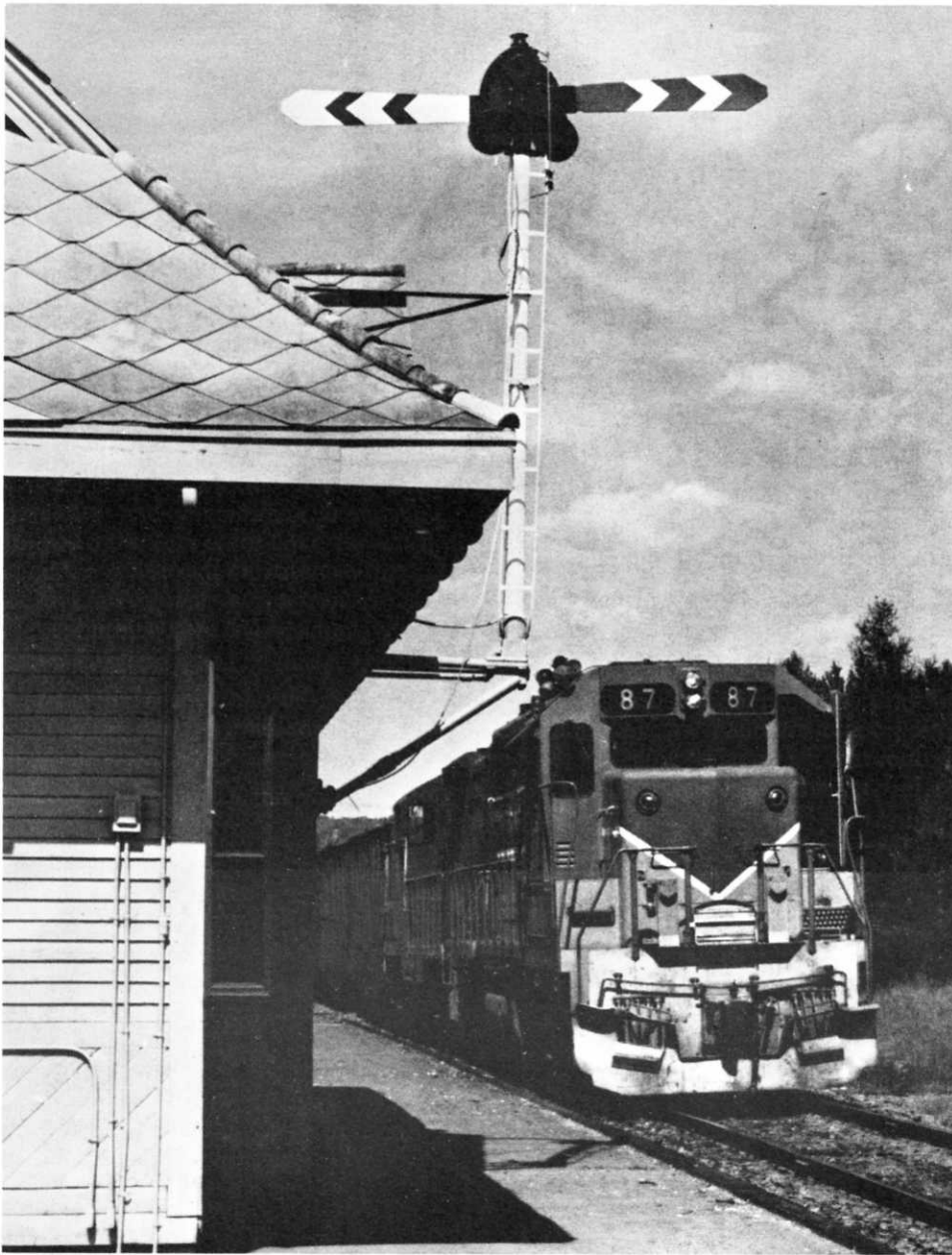
GPEX 803, as modeled by J.E. Lancaster for his New England Midland Railroad. - Model photo by RHSM staff

proper overall dimensions of the prototype. Sheet lines and the outline of the doorway and overhead louver were scribed on the wood block. A Northeast Wood Products quarter-round strip was used to fashion the bottom of the carside into the I-beam side sill which was visible on some of the older steel cars. Since the doors of the car open in, only the latch bar can be seen - no hinges show. I added normal brake equipment, running boards, individual

grab irons, couplers and trucks before applying two coats of clear wood sealer to the body. The Pullman green paint and lettering completed the model.

My model milk car - solid hardwood - is about the correct weight for operation on the New England Midland. I selected roller bearing trucks which appear to be similar in shape and proportion to the prototype trucks, which were equipped with ordinary babbit bearings with standard journal box covers.

Photo Pages *edited by Ron Palmquist*



The Bangor and Aroostook is a favorite subject of the photographer whose work is included in the photo section of this issue of the FLYER.

Glen C. Perry is a native of Rockland who is a mechanical engineer with the General Electric Co. in Schenectady, N.Y. He is a graduate of the University of Maine at Orono (B.S. Engineering Physics, 1976; M.M.E., Mechanical Engineering, 1978) who lists photography, sailing and military history as his interests.

"My first exposure to trains was on the Rockland branch (of the Maine Central) where I rode the last in/out passenger runs," he writes. "For the next few years, my railfanning centered around the Maine Central at Rigby Yard (in So. Portland). Interest shifted to the Bangor & Aroostook while I attended U.M.O. and many enjoyable weekends were spent in the Oakfield to No. Maine Junction area. Currently I devote every sunny weekend to photographing the B&M/D&H in the Mechanicville, N.Y. area."

BAR GP38 No. 87 and GP7 No. 68 labor past the former passenger station at the south end of the Oakfield, Me. yard as train ON-28 is assembled in July 1975. This job will eventually head south with six units and about 120 cars.



BAR freight ON-28 heads south with 128 cars totaling 8900 tons on Aug. 29, 1979 at Island Falls, Me. The three F3As and lone BL2 on the head-end required a push from GP7s 66-67 as the train left Oakfield.

(next page please)



BAR GP7 No. 70 and GP9 No. 76 (above) lead a 67 car Searsport Local toward No. Maine Junction on July 8, 1981. The location is Frankfort, Me. Maine Central SW7 No. 335 (below) crests the hill at Veazie, Me., with 24 cars of wood chips bound for the Diamond International Mill at Old Town, Me., on July 16, 1980.



Bring Your Camera to Maine this Summer

Sandy River Railroad Park

The Sandy River Railroad Park in Phillips features a modest collection of 2' gauge equipment. Shown at right is a gasoline powered replica of Sandy River No. 4 built by Wesley Speare of Lisbon Falls, Me. It is pulling coach No. 18 built by Laconia in 1884. Also on the property are sister coach No. 17, four wheel flanger No. 503, box/tool car No. 562 and other cars and remnants in various states of repair. A small building has been constructed to house No. 4 and it also contains a small museum with interesting relics and photos of the Franklin County two-footers. The Park is located across the Sandy River from downtown Phillips on the site of the old Phillips and Rangely grade; the P&R roundhouse is being excavated and about a half mile of track follows the old line. To reach the Sandy River Railroad Park, just turn off Route 4 to Phillips and follow Pleasant Street past the church and across the old stone bridge. The Park is down a short dirt road to the left and the way is marked with signs.

- Text and photo by Bob Bennett

Seashore Trolley Museum

Log Cabin Road, Kennebunkport: Founded in 1939, the museum has over 140 pieces of trolley and transit equipment and features trolley rides and a gift shop which is located in a new Visitor's Center. It's a unique structure built to resemble a vintage Canadian Pacific Railroad station. For information telephone 207/967-2712.

The Boothbay Railway Museum,

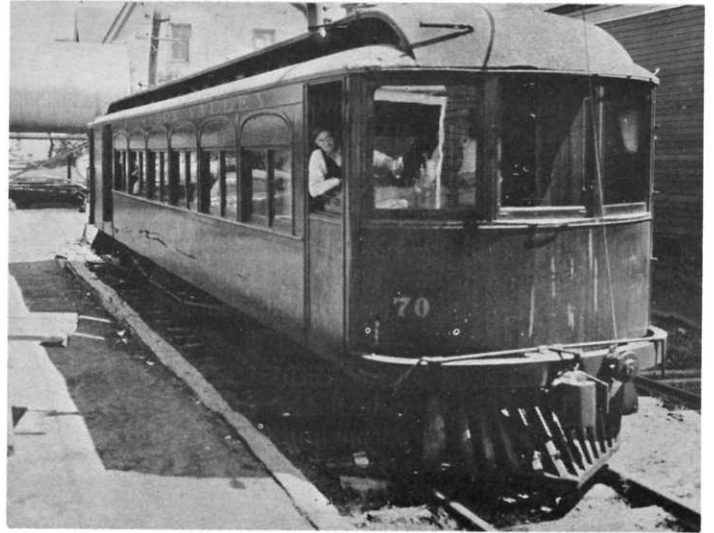
Route 27, Boothbay: two-foot gauge German steam engines operate over a loop of track. The Museum is housed in the former Maine Central depot, moved from Freeport, and the reconstructed Thorndike depot from the Belfast & Moosehead Lake Railroad. For information telephone 207/633-4727.

Steam Era Railroadiana Museum,

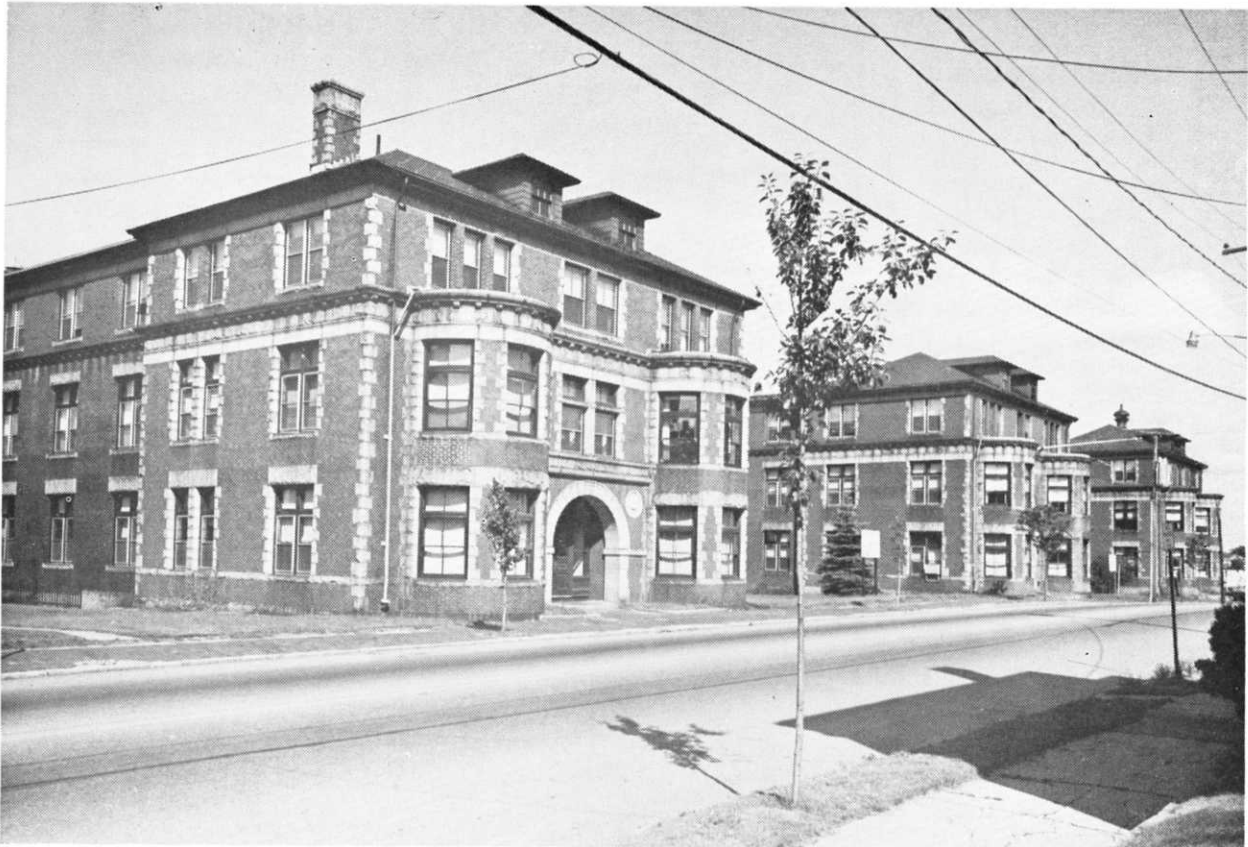
Bog Road, Gilead, Maine: A collection of Grand Trunk and other railroad memorabilia displayed by Eddie Quinn. His museum is located off U.S. Route 2 approximately eight miles west of Bethel, Maine. Effective July 1, hours are 9:30 a.m. to 4:30 p.m. each Thursday through Sunday. Other days by appointment. For information call 207/836-2673.



Gasoline replica of SR No. 4



Granville Allen aboard old No. 70 of the Aroostook Valley Railroad at Caribou station, ready for the farewell run to Presque Isle. - Photo by F.W. Lovering, August 7, 1946.



For those who haven't been with us here in Maine for awhile, we thought we'd share with you a modern picture of an historic building. It's the Maine Central Railroad General Offices on St. John Street in Portland on August 25, 1981. - RHSM Photo

Eastern railroads. Many of the roads that terminated on the West side of the Hudson River in the Jersey City yards had many of this type engine not only for yard use but for passenger and freight use. I can recall seeing them on The Reading Railroad lines in the Eastern part of Pennsylvania, with the larger having as many as eight drive-wheels. The commuter lines that ran out of Philadelphia to places like New Hope and Chalfont were all powered by "camelbacks". Other lines that used them were The Erie Railroad, The Lakawanna Railroad, The Central Railroad of New Jersey and The Lehigh Valley Railroad. I can't recall ever seeing a "camelback" on tracks of The Pennsylvania, New York Central or Delaware and Hudson Railroads; maybe on The Baltimore and Ohio Railroad. I have a decal mounted on wood of an old "camelback" switcher with no line identification.

Francis J. Trainor
Port Republic, NJ

Information Please

The Pine Tree FLYER will provide, on a space available basis, a column for letters from readers who have specific requests for information the Society is unable to provide by letter. The RHSM is a volunteer organization, and it's impossible to respond precisely to individual needs. Do write, however, because the Information Please column is a good way to develop relationships among railfans and modelers with mutual interests. - Editor

I'm working on a project of passenger cars. This project deals with the overall layout of car interiors. Do you have any information on the passenger cars used by the MeC or BAR? I'm interested mostly in dining, grill, lounge or first class cars. The information needed is interior layout, color, furnishings, etc. Thank you for any information you may have.

Yours in Railroading,
John R. Metell, Jr.
Don Bosco College
Newton, NJ 07860

I am very interested in the Sandy River & Rangely Lakes Railroad. I would like information as to precise

routes and precise locations of buildings. Could you furnish photocopies of maps showing this railroad?

Lelani V. Grose
P.O. Box 120
Freeport, ME 04032

I am planning a small model railroad (4x6) and want to base it on the BAR. Can you possibly help me with some information and maybe photos?

Tom Savio
2521 Bombadil Lane
Davis, CA 95616

Tom is interested particularly in the color of older BAR stations and buildings, photos of BAR cabooses, publications or articles on the BAR of the mid-60s, potato cold storage buildings

Back Issues

The following back issues of Pine Tree FLYER are available:

Vol. 1, No. 1

Maine Central: Preserving a Corporate Identity

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

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

Plans and photos of B&M and MEC 1931 Osgood Bradley passenger combine.

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

Collecting: Bits of Rail History from "Bottom Drawers"

Vol. 1, No. 2

The Bridgton and Saco River Railroad
Kennebec & Portland Railroad Company (part 1)

The Three 3s (plans and photos of Maine Central business car 333)

The Bangor and Aroostook Turkey Train

Bangor & Aroostook Railroad Diesel Model Roster

Maine Central Covered Rack Cars

For each back issue ordered, please remit \$3.00 (in U.S. funds) plus \$1.00 for postage and handling to: Treasurer, Railroad Historical Society of Maine, P.O. Box 8057, Portland, ME 04104.

and a photo of a BAR EMD switcher in the blue paint scheme. - Editor

I am trying to complete a collection of railroad business car floor plans. I would be very interested in obtaining any plans of older cars like BAR 100 (first) and 200. Plans with a side view of the car are most desirable. However, any plans or other material is wanted.

Patrick O. McLaughlin
P.O. Box 3714
Danville, Virginia 24543

I am looking for information on snow removal equipment used on Canadian Pacific, Maine Central and Boston & Maine railroads. Rotary and wedge plow paint schemes, equipment numbers and year manufactured would be very helpful.

Thomas Hume
87 Bridge Street
Westbrook, ME 04092

In correspondence among readers, it goes without saying that some "rules of the road" should include providing stamped, self-addressed envelopes for replies and up-front information about charges for photos, slides, drawings or reproductions. - Editor

Help

We need your help!

Yes, your help is actively solicited in making our publication, the Pine Tree FLYER, interesting and timely for the 300 members of the Society, and for those who purchase the Flyer at newsstands and hobby shops. If you live in the Greater Portland area, contact our president, Norm Sullivan and make plans to actively participate. As Pres. Norm says in his column, *the magazine is a volunteer effort*. So, come share the activity with those of us on the Steering Committee who have made things happen thus far. Please share your articles and photographs, too, so that all of us may be better informed about our hobby. If you can help and/or contribute, please call Norm Sullivan at 773-0146, Jerry Angier at 774-5781 or Ron Palmquist at 799-1761, or write the editor at the Society's post office box. We all look forward to working and sharing with you.

Food - Glorious Food

by Jerry Angier
RHSM staff photos

"Food - Glorious Food" is a line from a song in the theater production of "Oliver." Naturally, most of us love to eat, but it's more elegant if we are able to dine on railroad china. Let's take a look at a few pieces of china that may be familiar to the rail traveler from Maine.

There were not many china patterns from Maine railroads. However, the Maine Central had two that were used in their dining car service. The small cream pitcher shown was the first pattern used by the MEC. It can be rightly called the "Pine Cone" pattern and was used until the advent of the second pattern after World War II. The other Maine Central pattern shown is the "Kennebec" which was introduced when the railroad purchased

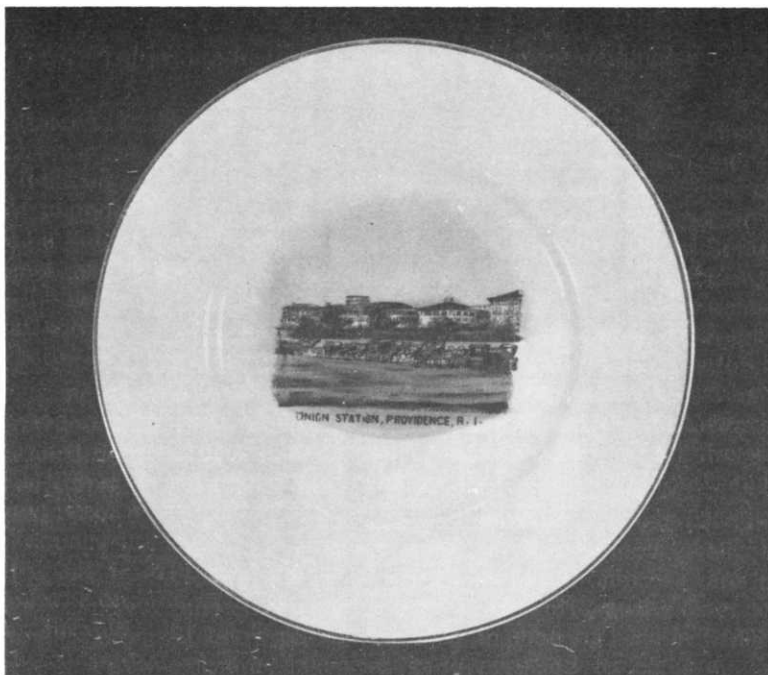


Cream pitcher illustrating Maine Central's "Pine Cone" pattern.
- Piece owned by Marty Walker

their "stainless steel fleet" of two restaurant lounge cars in the summer of 1947. This china is also white but has black and orange pinstriping along with bold block lettering. It was manufactured by the Syracuse China Company.

Our neighbors to the south had some interesting china pieces including the plate from the Providence, Rhode Island Union Station which is pictured. It was sold during the early part of the century as a souvenir. I suspect the plate was not used in the station dining room. However, I occasionally eat a Saturday lunch from it now. The other two examples pictured are well known to travelers outside the state and to collectors of railroad china. We see the familiar New Haven Railroad "Merchants" pattern which is oatmeal in color with nondescript grey and white border stripes. This luncheon plate has an interesting scenic map of southern New England outlined in dark red with the clipper ship, mountains and whale in the same color. The train across the center of the map is dark blue/grey pulled by a New Haven I-5 class streamlined 4-6-4.

The New Haven also used an off the shelf stock of the "Indian Tree" pattern sold by the Buffalo China Company. Unfortunately, I don't have an example of that New Haven pattern, but I do have a sample of the Pullman Company "Indian Tree" pattern that was produced by the Syracuse China Company. This is white with a brown border



A souvenir plate from Providence, R.I. Union Station.
- Piece owned by Jerry Angier

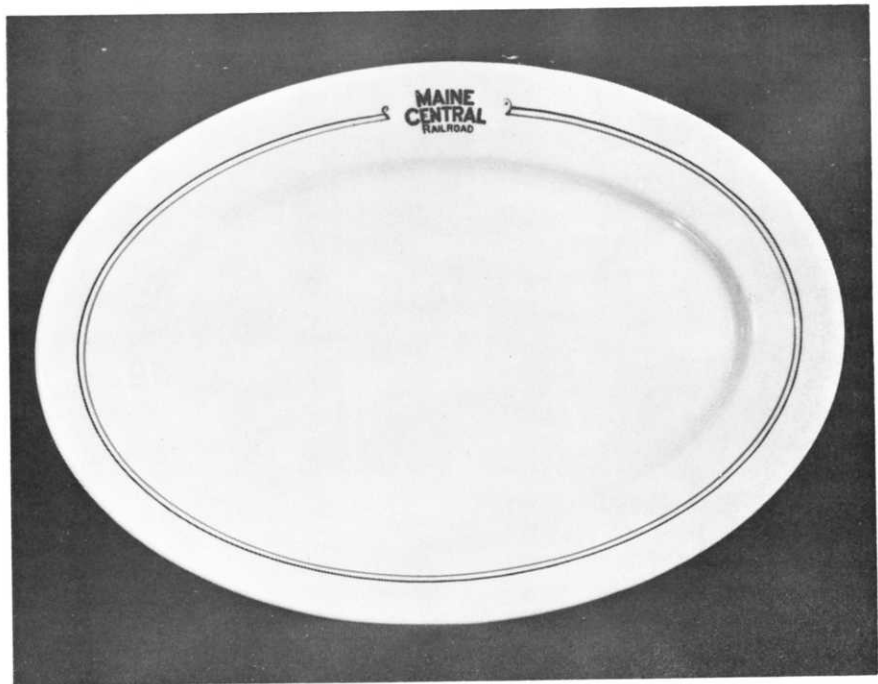
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Food - Glorious Food (con't)

design at both the rim and inside the border. The name "Pullman" is prominent at the top in dark green letters. The leaves are light green and blue; the flowers are orange and white. Some dinner plates of the pattern are sectioned while others are flat. The large flat plates have a full tree in the center.

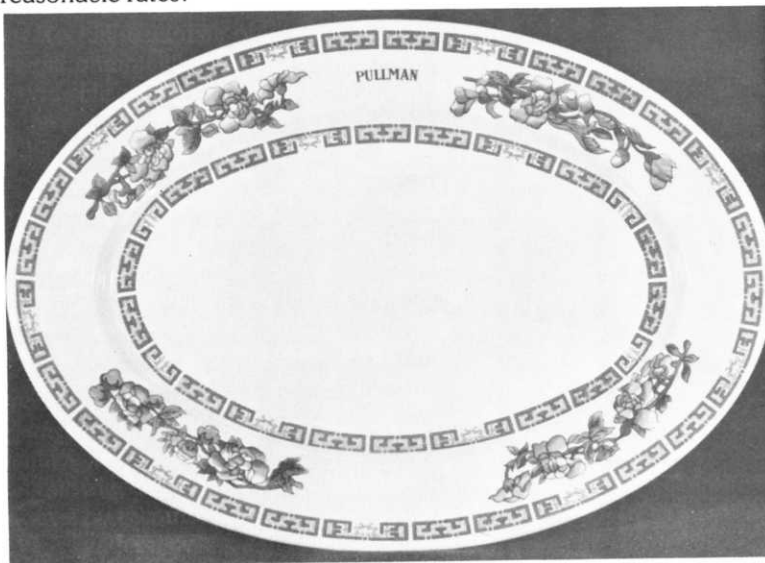
I believe the photographs with this article cover the various patterns seen in Maine except for the B&M. Unfortunately, I was unable to locate any B&M pieces to share with you. Investigation in Bangor has also produced facts leading to the conclusion that the Bangor and Aroostook had no marked china in use on their dining cars.

Railroad dining cars are gone along with the rest of passenger service in Maine, but the china lives on. For me, "nothing could be finer" than to see the table in our home set with some of our railroad china. For those of you who may be interested, the B&O Museum in Baltimore sells reproductions of the famous B&O blue china at reasonable rates.



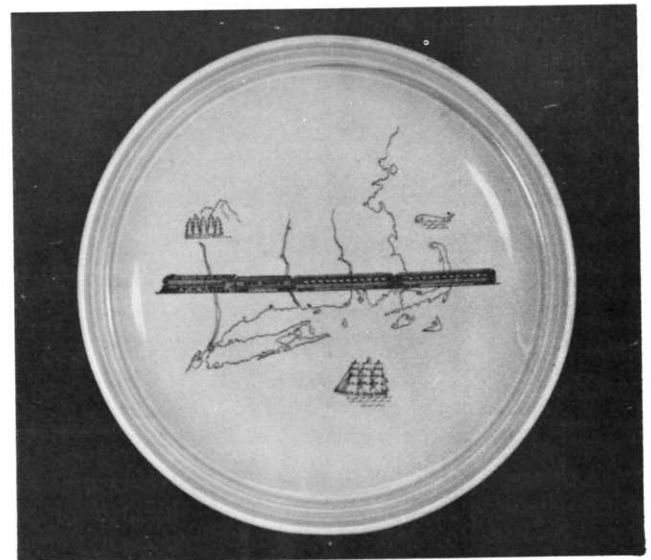
The "Kennebec" pattern of the Maine Central.

- Piece owned by Jerry Angier



The Syracuse China Co. produced this dinner plate marked "Pullman" in colorful border, leaf and flower design.

- Piece owned by Jerry Angier



The New Haven's "Merchants" pattern displays a streamlined steam-powered passenger train on a route map featuring mountains, clipper ship and whale.

- Piece owned by Jerry Angier

China Book

The Intermountain Chapter, National Railway Historical Society, is preparing a book on railroad dining car china and is looking for material to be included in the volume. Publication date

is sometime in 1983. If you have an interest in providing input - information, photographs, drawings, etc., a detailed brochure is available. It outlines objectives, proposed contents, photo

requirements and notes on the author, Richard Luckin. A copy is available from him at P.O. Box 5181, Denver, CO 80217.

Grand Trunk History

by John R. Davis
Island Pond Historical Society

The first head-on collision on the Atlantic & Saint Lawrence section of the present-day Grand Trunk, and possibly the first such type of collision in the state of Maine, occurred on the morning of November 27, 1849, at New Gloucester. The accident was occasioned by a misunderstanding of orders and involved the Androscoggin & Kennebec's train drawn by the A&K's locomotive *Androscoggin* coming westbound from Portland, via the existing trackage rights, and the A & St. L's eastbound freight train from North Oxford (the temporary terminal just over the Paris-Oxford town line). The trains discovered each other's approach in season to enable both engineers to check their speed which resulted in but little damage being done to either locomotive and without injury to any of the personnel on the trains.



Maine Central No. 450 is the only GP-9 on the roster, and was the last GP-9 manufactured in Canada. The unit was obtained from Algoma Central (No. 171) and because of its weight is limited to yard switching duties at Waterville. Fresh from the MeC shops, the locomotive was photographed by Bill Robertson in Waterville on December 4, 1981.

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

