



BOSTON & MAINE RAILROAD  
HISTORICAL SOCIETY  
ARCHIVES

# Pine Tree FLYER

Volume 1, Number 4

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Publication of the Railroad Historical Society of Maine



*Maine Railroads in Transition*

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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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## President's Message

Local railfans were treated to a unique experience on Oct. 12th, with the running of the "Lifesaver Express." BAR F3 No. 42 was on the point and MeC GP38 No. 258 helped with the chore of pulling the Maine Central inspection train — cars 322, 390, 391 and 333 — from Bangor to Portland. The special train, a cooperative effort of the State of Maine and the railroads in the state, was designed to enlighten the general public about grade crossing safety. Maine is the first state in New England to promote this national program. The train sure looked nice!! (See photo elsewhere in this issue of the *FLYER*. — Ed.)

In other news of interest to railfans in Maine and outside the state, Maine Central power has been away from its local stomping grounds lately and has been seen as far west as Buffalo, N.Y. I wouldn't be surprised to hear that the MeC yellow and gold engines have been spotted in Potomac Yard by now, too. Perhaps those members of our Society who are closer to that action will let us know and will send along photos and information. Conrail units have been seen in Rigby Yard, So. Portland, but none have been run north of the Boston & Maine-Maine Central interchange. A Norfolk & Western caboose has been seen at Rigby, as well as Conrail, Delaware & Hudson and B&M buggies on trains to Bangor and Rumford. Engines that have run north of the Forest Ave.

crossing in Portland include the following: D&H GP38-2s, GP39-2s, C420s, C424-Ms, chopnose RS11s, RS36s and U23Bs as well as B&M GP40-2s and GP38-2s. Some of this foreign power has been used on trains to Vanceboro, Bucksport and St. Johnsburry on the Mountain Division. As I indicated in issue number three of the *FLYER*, we've had some "excellent" railfanning in Maine as "pool power" has created an interesting mix of locomotives hauling freight trains in and out of the state.

This issue of the *Pine Tree FLYER* is Volume 1, Number 4 and marks the official completion of our Society's first full year of existence. The gathering and research of information and photographs for the *FLYER* has been an experience for those people who have had a hand in the production of the four issues. I would personally like to thank all concerned for the interest and dedication it took to publish and distribute the *FLYER* the past year.

Our membership continues to climb and renewals are coming in at a good rate. We will continue to grow and thrive as long as we have a supply of interesting articles, photos and drawings from our growing list of members. Keep those cards and letters coming in! Thank you.

Yours in Railroading,  
Norm Sullivan  
President

### Next Issue

The Bangor & Katahdin Iron Works Railway

Portland Terminal Alcos — photos and roster

#### Articles in Preparation

Bangor & Aroostook cabooses rebuilt from troop sleepers — a complete roster with photos.

Maine Central's Brunswick passenger station — photos and drawing.

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

S.D. Warren Railroads.

BAR Steam roster.

### On the Cover

It's goodbye yellow and green and hello basic, conservative charcoal gray, burnt orange and white for Guilford Industries motive power. Dec. 30, 1982 marked the unveiling of Maine Central GP-9 No. 470, a chopped-nose rebuild of GP-7 No. 564. The 1750 hp DC locomotive, MeC mechanical people say, "is really a GP-38." For the record, the car body is gray, the stripe is orange and the lettering is white. Trucks, underbody and bell are black, too. More details in the next issue of the **Pine Tree FLYER**. Bill Robertson photo.

**HELP!** . . . see page 14

# Letters

## Thank You, P.M.

Saw a review of your publication in *Prototype Modeler*, Sept.-Oct. 1982. Here's my \$10.00 for membership dues. Good luck and I look forward to your publication.

Sincerely,  
Don Spiro  
Atlantic Highlands, NJ

*Thanks, Don. Your letter is representative of several received following the review of Vol. 1, No. 1 of the Pine Tree FLYER in Prototype Modeler. The review included a reproduction of the cover of our first issue. Our thanks to Prototype Modeler and to all rail-press publications which have generously promoted the Railroad Historical Society of Maine and the Pine Tree FLYER. — Norm Sullivan*

## Dealer Sales

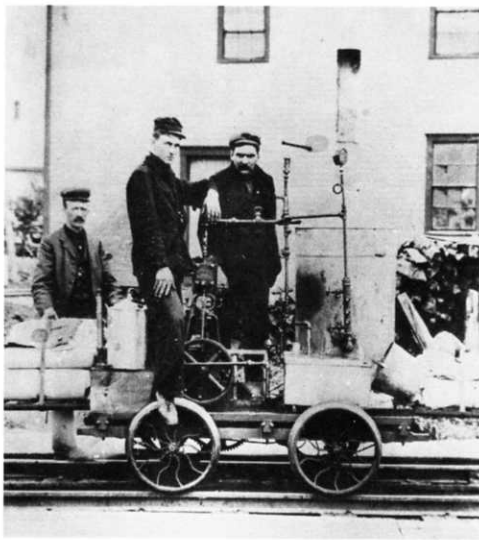
We are interested in carrying your publication in our retail shop. Please send us necessary dealer information and minimum number of issues as soon as possible. Thank you.

Robert H. Werner, Jr.  
The Hobby Barn  
Plymouth, Mass.

*Copies of the Pine Tree FLYER are available to retail outlets who are welcome to contact the Society's treasurer. We appreciate the interest of dealers who carry the FLYER. A list may be found elsewhere in this issue. — Editor*

## Baldwin 2000

Relative to Henry Preble's article in the *FLYER*, his request for info about Baldwin no. 2000: I recall getting out of school to see this unit pass through Waltham (Mass.) on 20 June 1945. There had been an article in the Boston papers about this new diesel the B&M was going to test, 2000 hp, welded cab, etc., so I was bound to see it. Took some snaps and that's why I can be specific about the date. Don't know about her sister unit and presume she was run on the MeC as was common practice. I believe she was



## Paper Train

*Here is a photograph from Buckfield, Maine: The year is 1898, and the steam contraption was used to carry Sunday papers from Mechanic Falls to Rumford Falls. Identified as the riders: L. Bingham, D. Bingham and A. Damons. Bob Outland collection.*

blue with white or possibly light yellow nose trim. She sat on 'C' trucks, definitely not a centipede. Always wondered what the B&M had in mind because just a short time later (3 Oct. 45) they had 3800-3801 on display in the North Station, hardly time to make any decision regarding the Baldwin.

Sincerely yours,  
Bruce C. Bowden  
Stone Mountain, Georgia

## Food - Glorious Food

In noting the story by Jerry Angier about the Pine Tree pattern used on Maine Central's diners, the State of Maine adopted on November 1, 1895 as the State flower the White Pine Cone and Tassel. The Maine Central adopted it as their logo on March 27, 1896. The first diner owned by the Maine Central, No. 1200, was built by Pullman on June 20, 1906 at a cost of \$20,173. It seated 40 people.

Yours very truly,  
Richard F. Dole  
South Portland, Maine

## Lead Plates Wanted

We now have an active "Nobleboro Historical Society," and have fixed up one of our old original one-room school houses as an Historical Center. We have a few artifacts of the Old Knox &

# Inside the FLYER

This issue of the Pine Tree FLYER welcomes to its pages the writings of O. R. Cummings, a New Hampshire journalist who is well-known for his knowledge of trolley and street railway systems in the northeastern states. His article on the Norway & Paris will be featured in two parts, concluding in Vol. 2, No. 1.

H. O. Preble of Brunswick returns with his account of the retirement of the Portland Terminal Alco switcher fleet at Rigby yard in So. Portland. And, making an encore appearance is the talent of caboose enthusiast Ralph Wendelaar of Spruce Head. Maine Central historian Dick Dole of So. Portland again recalls for us the happenings on the Portland and Kennebec, and Bob Worcester, the FLYER's modeling editor, takes a look at one of the few Maine Central kits available on hobby shop shelves. We are also happy to have the contribution of former Mainiac Herb Gallison who is retired and lives in suburban Baltimore, Maryland.

It's been a real pleasure to work with the many fine contributors who have helped to fill the FLYER's pages this first year of the operation of the Railroad Historical Society of Maine. Your input — articles, photographs, drawings, suggestions, constructive criticism — will assure continuation of Maine's only railroad magazine.

- Ron Palmquist; editor

Lincoln Railroad, as well as written articles concerning its history, and old railroad bonds. We also have a glass jar that was used to hold the lead filaments and acid that served the signal system. An old railroad man had promised to get me one of the lead plates to go with our jar, but he died recently. So my question is: Can you tell me where I should write to make the necessary contact (to obtain a lead plate)?

George F. Dow  
Nobleboro Historical Society  
P.O. Box 57, Nobleboro, ME 04555



## Rigby's Alco Switchers

by Henry O. Preble

All Portland Terminal Co. Alco diesel switch engines were withdrawn from service last summer (1981) and put into storage. Their replacements: MeC and B&M GP7s.

Of the units that were stored, the P.T. 1062 (ex D&H 3045) was sold to the Fore River (Mass.) Railroad, painted yellow and numbered FR 18. P.T. 1008, about the same time, went to the State of New Hampshire pre-

sumably for use on the Concord-Lincoln trackage, formerly owned by the Boston & Maine and last operated by the Goodwin Railroad.

In May 1982, the newly formed Bay Colony (Mass.) Railroad bought the P.T. 1052 and 1058. The yellow P.T. logo was painted over and Bay Colony lettering applied beneath the cab windows, but the numbers remained when the units departed from Rigby

*PT 1063 and 1061, now the property of the Bay Colony RR in Massachusetts, team up to return to Rigby Yard from Cumberland Mills in Westbrook on a warm summer day in 1979. - Ron Palmquist photo.*

Yard in So. Portland. P.T. 1052 had been stored in Waterville, Me., along with sister unit 1053. Both were owned by the Maine Central and leased to the Portland Terminal Co. They never saw service lettered MeC.

A month or two earlier, P.T. 1055 was purchased by the North Conway Scenic Railroad in New Hampshire. Thus, the last four of five operating P.T. units — 1008, 1055, 1058 and 1062 — were disposed of. During the winter of 1981-1982, P.T. 1101 was restored to service due to a power shortage and at this writing (July 1982) is still in service, the last Portland Terminal Co. Alco switcher remaining at Rigby Yard.

On June 8, 1982, seven P.T. Alcos (No. 1101 excepted) were on track 231, the old ash track, at Rigby Yard pending movement to Waterville on June 10 in a special train for storage. The train also included both active MeC relief cranes 160 and 180, MeC cabooses 559 (built in 1910) and 582 (built in 1920) and miscellaneous freight cars which had been hauled to Rigby Yard from various derailments. Lined up behind the train's power on Extra 251/405 East were P.T. Alcos 1056, 1054, 1057, 1063, 1007, 1061 and 1051. The train operated under a 15 mph speed restriction to Waterville via the lower road through Brunswick and Augusta. (I've learned that the P.T. 1061 and 1063 also may be sold to the Bay Colony RR.

And so, the operation of Alco yard switchers at Rigby in So. Portland — with the exception of No. 1101 — has ended. It began in September 1936 with the arrival of HH 600s No. 1001 and 1002. Ironically, the remaining unit — No. 1101 — was not originally Portland Terminal Co. property. It began life as No. 661 of the Greater Portland Public Development Commission, and was acquired by the P.T. Co.

I might add that in addition to the

Extra 251/405, with P.T. Alcos bound for storage, is ready to depart Rigby Yard on June 10, 1982.

- H. O. Preble photo.



P.T. Co. locomotives, all Maine Central Alcos are stored at the railroad's Waterville shops. MeC 313 saw service as a switcher in Waterville this past winter and both MeC 958 and 960 were used by the Martin-Marietta Cement plant in Thomaston at different times when the company-owner diesel was down for repairs.

*An all-time Portland Terminal Co. diesel roster, with photographs, will be featured in the next issue of the Pine Tree Flyer.* - Editor.



Seven P.T. Alcos are in line, ready for a special train movement to Waterville. - H. O. Preble photo.



Fore River RR 18 (ex P.T. 1062) shines in a new yellow and black paint scheme prior to delivery to its new owner. - Ron Palmquist photo.

NSRR 1008 (ex P.T. 1008) on Nov. 16, 1981 outside the State of New Hampshire engine house at Lakeport, N.H.

- Brent S. Michiels photo.



## 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.

Daniel W. Peavey, Sr., 158 Falvey St., Bangor, ME 04401 wants to know whether any of the locomotive manufacturers make the Maine Central 470 model steam locomotive. "My uncle, Forest S. Peavey, was the engineer on the 470 steam loco when it was new," Mr. Peavey says. "It was a beautiful engine."

There are no commercially available models that we know of of the Maine Central 470, on display in Waterville, Maine. However, the Lifelike light Pacific is a fairly close representation of the prototype. Modelers interested in the engine can obtain a photograph of the static display, which recently has been refurbished and painted and lettered in the 470 scheme which was applied to the engine when the steamer last operated in 1954. Decals are available from Walthers and detail parts can be obtained from Cal Scale, Precision Scale and other model manufacturers. Bob Worcester

John S. Estabrook, P.O. Box 84, Taconic, CT 06079 wants to know about "wet lap service," regarding Maine Central freight cars in the roster in Vol. 1, No. 1 of the Pine Tree FLYER.

The Maine Central has set aside box cars in assigned service for the pulp and paper products industry in Maine. "Wet lap" is wet wood pulp shipped from a large paper mill to a smaller mill which has no digester process, or to a mill which has ordered a special blend of hard and softwoods. Among the plants using assigned cars are the Scott Paper Co. in Winslow,

(continued on page 15)

# The Norway and Paris Street Railway

By O. R. Cummings

The dubious distinction of having been Maine's shortest independent trolley line is held by that which connected the village of South Paris with the town of Norway, both in the heart of Oxford County, for slightly more than 23 years. Opened in 1895 by the Norway & Paris Street Railway and closed in 1918 by the N&P's successor, the Oxford Electric Company, the standard gauge electric road was only 2.13 miles long from stem to stern at the very beginning and remained so until the bitter end. Primarily a passenger carrier, the railway handled the U. S. Mail for nearly two decades and after 1904 its transportation earnings were supplemented by income from the sale of electric power. Eventually power revenues substantially exceeded those earned by the trolleys and effectively subsidized the latter.

Constructed with 35-pound steel T rails, the trolley line began at Pleasant and Main Streets in Norway and extended down the south side of Main Street for about 500 feet before swinging to the center of the street and con-

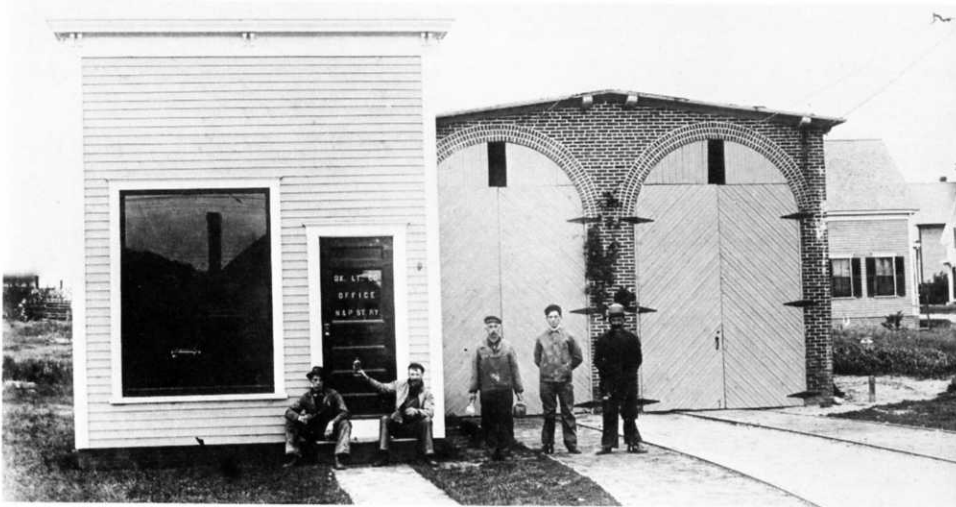
tinuing through the business district and across Tannery Brook to Paris Street. Running along the westerly side of Paris Street, the tracks crossed the Norway-Paris boundary at the Oxford County Fairgrounds and about a quarter mile farther on, a short distance beyond Pine Grove Cemetery, was a grade crossing of the Norway Branch Railroad, leased to and operated by the Grand Trunk Railway.

The fairgrounds were neatly bisected by the town line, the covered grandstand for the horse trotting track being within Norway and the exhibit buildings being situated in South Paris.

From the crossing, the trolley line continued along the westerly side of the highway (the present Maine Route 26) for another quarter mile or so, curved to the opposite side of the road and crossed the main line of the Grand Trunk near the South Paris depot. It then followed Pleasant Street (now Main Street), first on the south side and then in the center of the traveled way, to Market Square, South Paris, curved southeasterly into High Street and

Heading for South Paris, one of the Norway & Paris 10 bench opens was photographed on Main Street, near Whitman Street, in Norway.





Here's the barn off Main Street, near Marston Street, in Norway. The building still stands and is owned today by the Central Maine Power Company.

terminated in front of the Andrews House Hotel. The only turnout on the line, a short one, was located near the line, a short one, was located near the Agricultural Building at the fairgrounds.

A 24-foot by 70-foot brick carhouse, with a frame office building adjoining, was erected on the north side of Main Street, near Marston Street, in Norway. The original rolling stock consisted of two four-wheel closed cars, Nos. 3 and 4, and two 10 bench four-wheel opens, Nos. 5 and 6, a snow plow being added during the late fall of 1895. Motors and controllers were purchased from the General Electric Company and were sufficient to equip only two cars at one time. The plow, a four-wheel affair, had no motors, it being pushed by one or both of the closed cars whenever it was necessary to clear the tracks after a winter storm.

An outdoor storage track later was built immediately west of the carhouse and during 1914 or 1915 an ell was added to the barn to cover this track.

Instead of building a power station, the Norway & Paris arranged to install a 75 Kw. 550-volt direct current generator in the combination steam and hydroelectric plant of the Norway Electric Light Company at Steep Falls on the Pennessewasee Stream. Later, in 1907, an identical generator was installed in the newly-built hydroelectric station of the Maine Power Company on the Little Androscoggin River in South Paris. These two gener-

*(next page please)*

A former Washington D.C. car in South Paris shortly before trolley service was permanently discontinued by the Oxford Electric Company.



One of the ex-Washington cars appears at the extreme right in this view taken in 1917 or 1918 at the South Paris depot. Why the crowd? Undoubtedly future World War I Doughboys were being given a rousing farewell as they left for basic training.



ators provided all railway power throughout the trolley line's history.

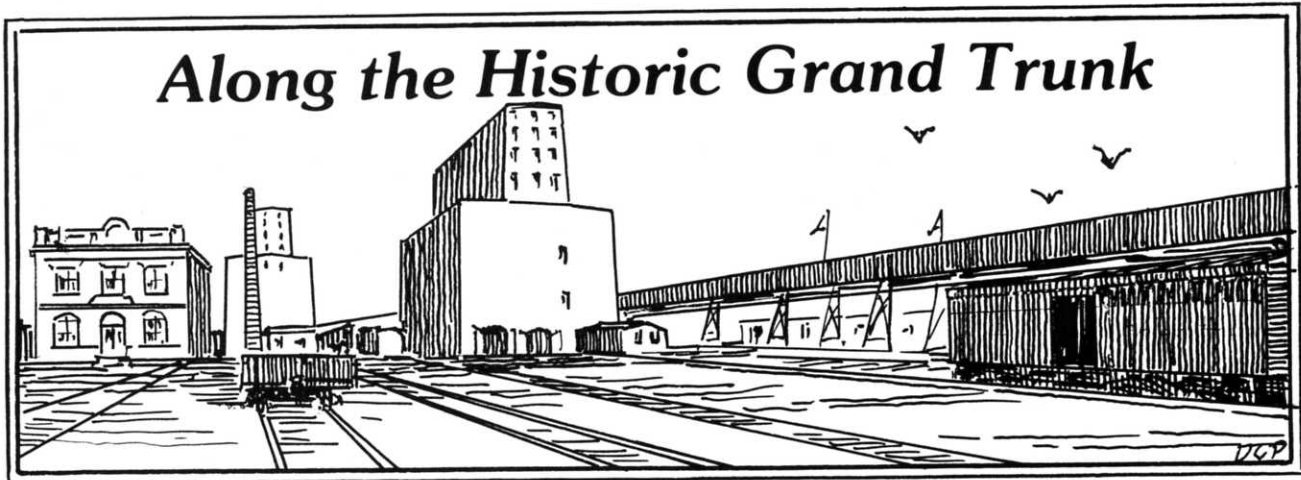
The Norway Electric Light Company was succeeded in 1897 by the Oxford Light Company, which was absorbed by the Norway & Paris Street Railway late in 1904. Both the Norway & Paris and the Maine Power Company were owned by common interests after 1907.

A certificate of safety for the approximately 1.63 miles of track between Main and Pleasant Streets, Norway, and the Grand Trunk crossing near the South Paris depot was granted by the Railroad Commissioners on June 28, 1895 but it was not until nearly two months later, on August 22nd, that a similar certificate was issued for the half mile of track between the crossing and the Andrews House. The reason for the delay is unknown.

(to be continued)

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

Moving pictures at Central Park are advertised on one of the dasher signs carried by either 5 or 6 on Main Street, Norway.



Entire trains of the Great Western Railway of Canada — engine, cars, van and crew — were operated into Portland frequently during November and December, 1861. The occasion was to facilitate expediting an overly abundant wheat harvest from the west to waiting ships. The volume moved by east-bound trains over the Grand Trunk often exceeded 500,000 bushels daily, and with trainloads of westbound empties, caused passenger trains to put on sidings for hours at a time. On Monday noon, December 2, 1861, one passenger, with little else to while away the time, found that the consist of nine westbound trains alone totaled 257 empty boxcars. Instructions issued by the Grand Trunk's Locomotive Department to terminals and fuel service stations along the line in reference to the Great Western engines and trains were quite explicit: "Everything given to Enginemen and Conductors be carefully noted by you — for instance as regards firewood for engines you must use the utmost vigilance to see that not a stick is obtained by them without your having a proper account of it which must be carefully recorded on your weekly wood return as an Issue to "GW Engines" or "Trains" or both as the case may be." And so it was — according to one surviving wood receipt from Bryants Pond: "Received 128 feet of firewood for Engine Stark J. Heselten on the account of Great Western Railway Company."

Text by John R. Davis, Island Pond Historical Society

Artwork by Don Patterson



# BAR Caboose C-59

drawn by Ralph Wendelaar

Bangor & Aroostook Railroad caboose C-59, a wood side-door "buggy" built at the railroad's Derby shops in the late 1920's, is **Pine Tree FLYER's** centerspread feature. The detailed drawing which covers the following two-page centerspread is the work of Ralph Wendelaar of Spruce Head, Maine, who will be remembered for his plans of MeC business car 333 in Vol. 1, No. 2 of the **FLYER**.

BAR cabooses C-58 and C-59 were built with steel underframes and delivered new by Derby shop crews on Oct. 2 and Oct. 14, 1929 respectively. Listed car weight was 45,600 pounds, and each car was 37-feet long over end sills, 15-feet high to the top of the distinctive cupola, 9-feet, 3 $\frac{7}{8}$  inches wide and cost \$3,649.23 when new.

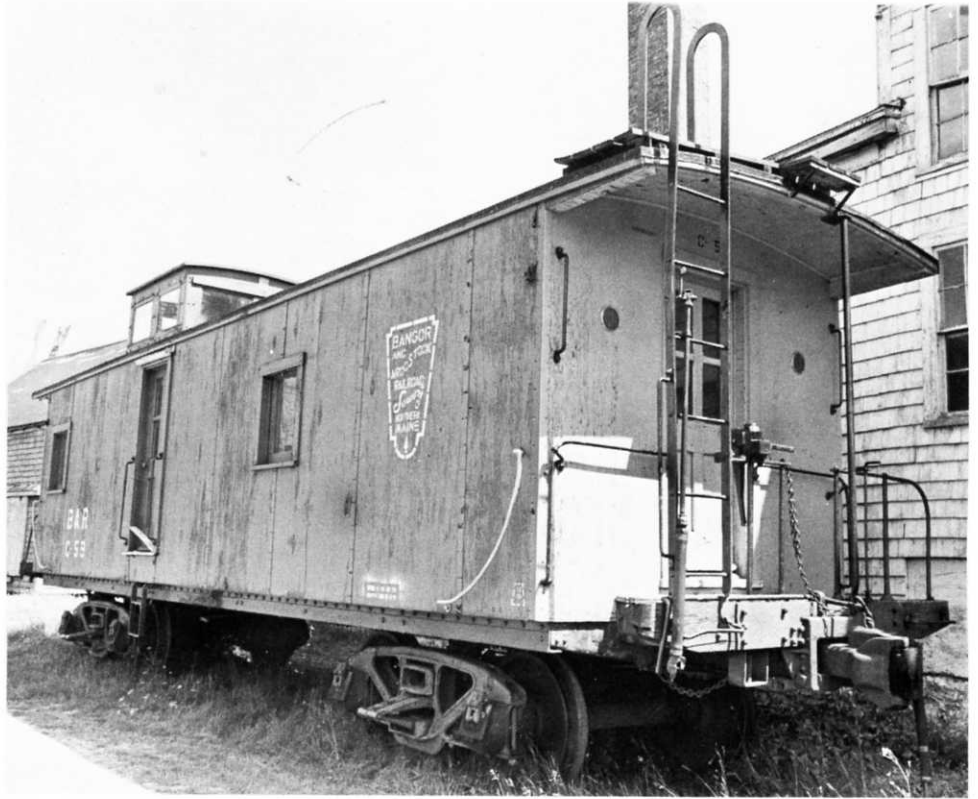
Ralph Wendelaar's research indicates the car's original paint scheme was bright red sides, ends and cupola; black roof, underframe, iron work, platforms, trucks and brake system; and the lettering was white. The cars rode on arch bar trucks with 33-inch wheels.

Interior details included a revolving seat on a 5-foot, 3-inch high platform under the cupola, twin double-deck bunks, galvanized sink, tool storage box with cushioned seat, toilet room with hopper, desk and chair.

Both cars are retired from railroad service, but each has found a new home. Caboose C-58 was sold to popular entertainer Dick Curless of Bangor, Maine in November 1972. And, in 1977, C-59 was sold to Sanware, Inc., a company which manufactured flower pots from sand, for office space at its Thomaston, Maine location. C-59 then was sold to Tom Flacke and Dick Preston of Rockland and now is on the property of the Owls head Transportation Museum at the Knox County Airport near Rockland. The caboose is being rehabilitated, and is to be used as a refreshment stand.

- Ron Palmquist.

BAR C-59, viewed on June 16, 1977, spotted outside the Sanway Corp. facility in Thomaston, as delivered from the railroad. Rockland Courier-Gazette photo courtesy Ralph Wendelaar.



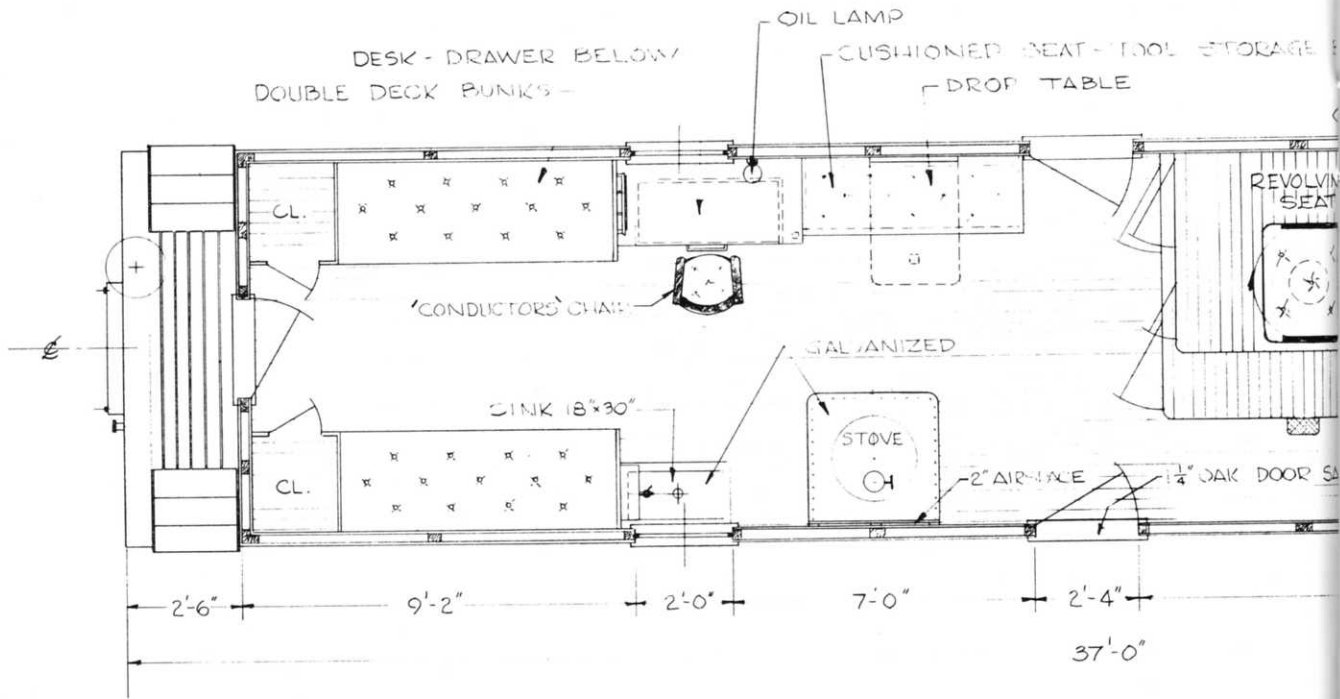
The Owls Head Transportation Museum is the final resting place for BAR C-59. The caboose is set up adjacent to the Museum's display building and taxiway where refreshments will be dispensed to fans of vintage aircraft. RHSM staff photo.

***Have you renewed your membership for 1983?***

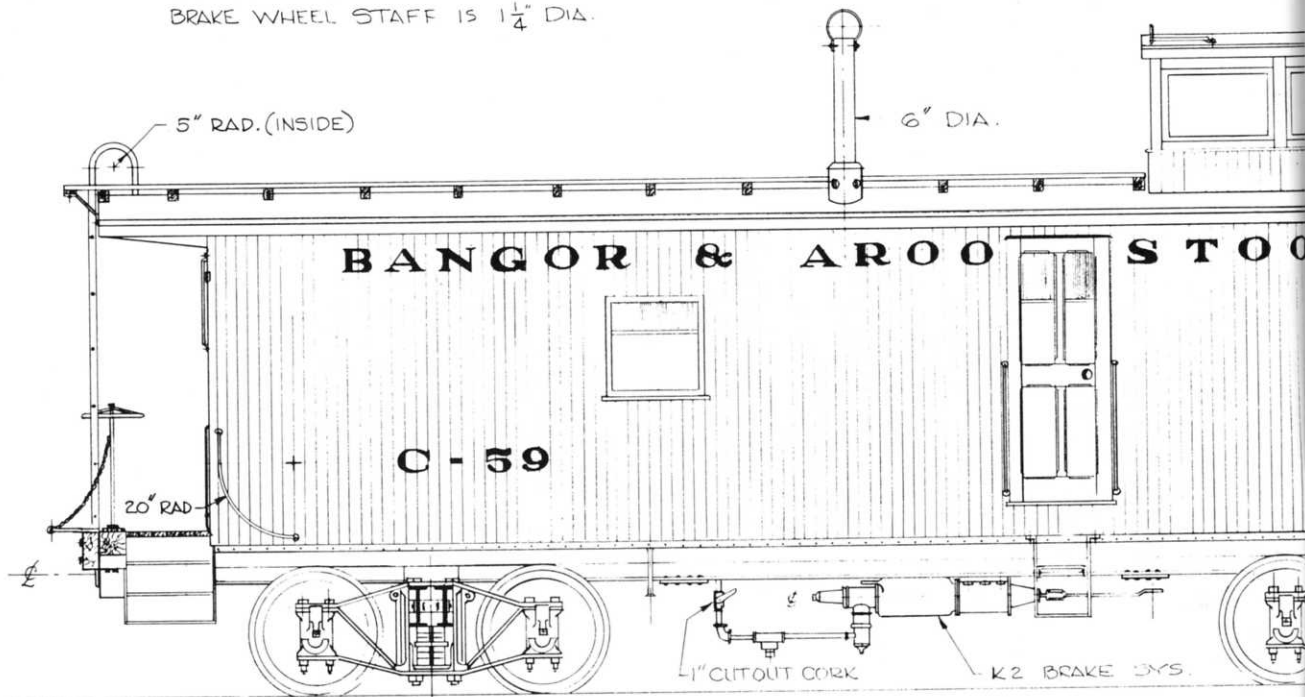
***(next page please)***

# ~ BANGOR AND AROOSTOOK

• NEW OCTOBER 4<sup>th</sup> 1929 ~ BUILT - DERBY SHOPS, DERBY MAINE ~  
 ~ NOW RETIRED AT THE OWLS HEAD TRANSPORTATION



PLEASE NOTE:  
 ALL GRAB IRONS ARE  $\frac{3}{4}$ " DIA.  
 END STANCHIONS ARE 1" DIA.  
 BRAKE WHEEL STAFF IS  $\frac{1}{4}$ " DIA.



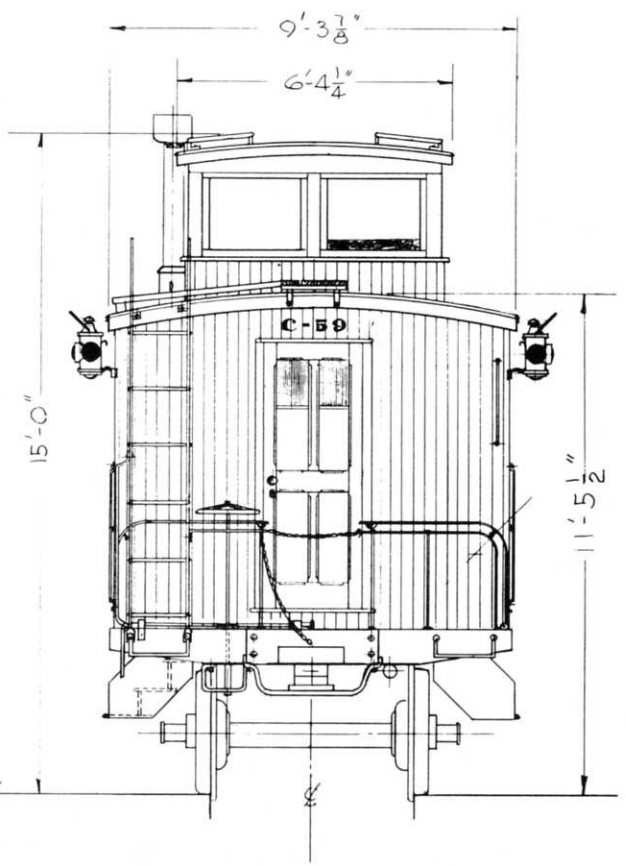
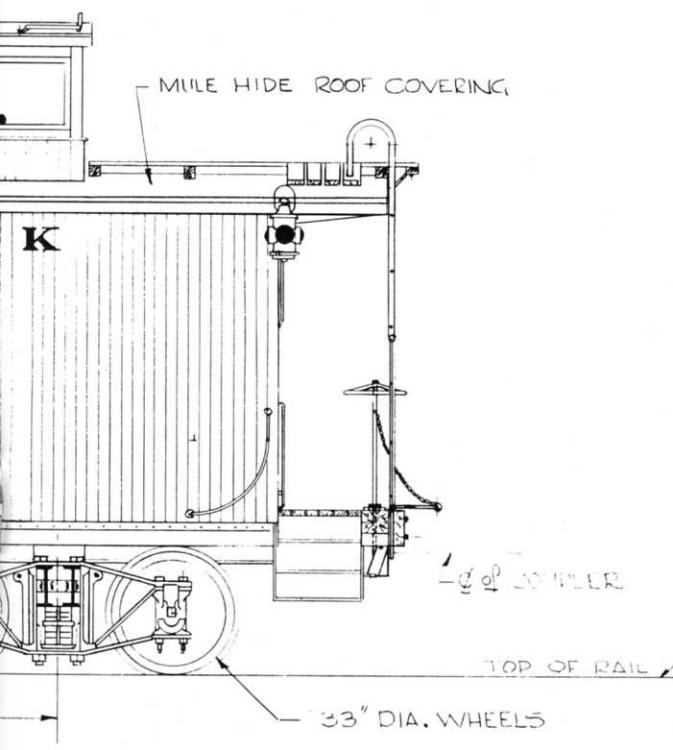
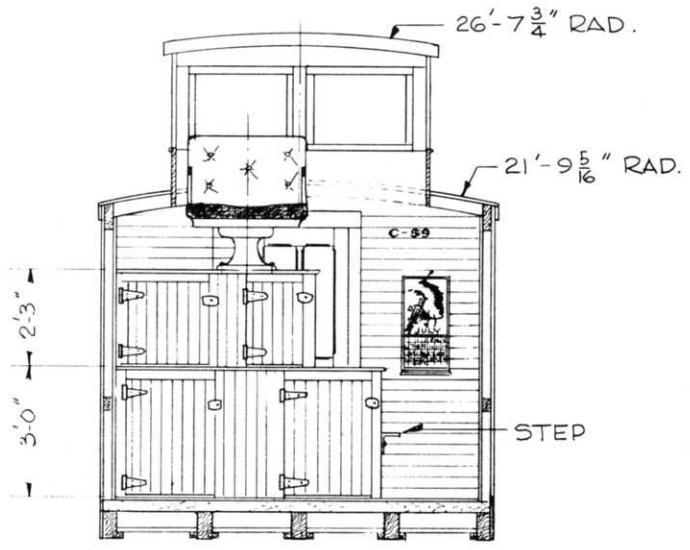
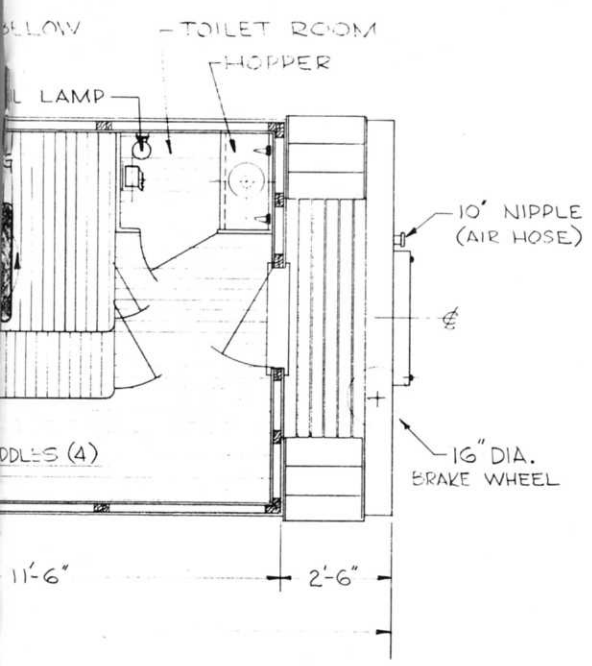
~ ORIGINAL PAINT SCHEME ~  
BRIGHT RED - SIDES, ENDS & CUPOLA  
BLACK - ROOF, UNDERFRAME, IRON WORK,  
 PLATFORMS & BRAKE SYS.  
WHITE - LETTERING

SCALE IN FEET



# RAILROAD CABOOSE C-59 ~

WEIGHT 45,600 ~ SCRAPPED - DECEMBER 1976 ~ ORIG. COST \$3,649.23 •  
 ON MUSEUM - OWLS HEAD, MAINE 04854 ~



COURTESY OF THE MAINE STATE ARCHIVES

DRAWN BY:  
 KATHLEEN WELLS LARK - BOX 1776  
 OWLS HEAD, MAINE 04850

COPY No. \_\_\_\_\_

# Kennebec & Portland Railroad

by Richard F. Dole

Continued from last issue

Kennebec & Portland Railroad  
Company stock certificate from  
1854. Dom Osier Collection.



**PREFERRED STOCK OF 1854.**

**KENNEBEC & PORTLAND RAILROAD COMPANY.**

No. \_\_\_\_\_  \_\_\_\_\_ Shares.

Be it known, that \_\_\_\_\_

is Proprietor of \_\_\_\_\_ Shares of the Preferred Stock of the  
Kennebec & Portland Railroad Company, pursuant to the vote of the  
Stockholders August 28th, 1854, on which one hundred dollars per share has been  
paid, and the Corporation engage to pay thereon semi-annual dividends of three  
dollars per share on the first days of October and April, yearly, unless the  
holder shall elect to surrender this stock and take an equal number of shares  
similar to those issued to original subscribers, or the Company shall refund to the  
holder one hundred dollars per share, and interest from the last dividend. This  
stock is transferable by an assignment thereof in the books of the Corporation, or  
by a conveyance in writing, recorded in said books: and when a transfer shall be  
made or recorded in the books of the Corporation, and this certificate surrendered, a  
new certificate, or new certificates, will be issued.



Dated at Augusta, this \_\_\_\_\_ day of

A. D. 18

\_\_\_\_\_  
President.

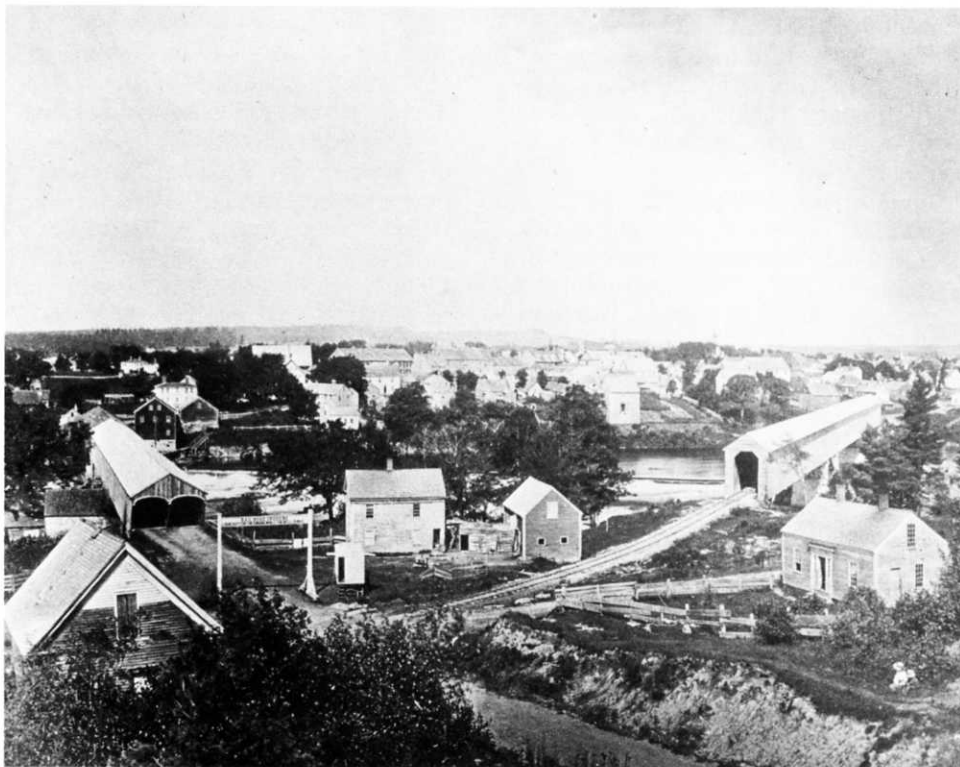
\_\_\_\_\_  
Treasurer.

# Company

Due to deep snow no trains came into Portland from Augusta from the afternoon of January 25, 1856. A Bath train arrived the next day in Portland at 6 p.m., but it had been delayed at Brunswick as the down train from Augusta was derailed there. The forenoon train from Augusta on the same day was derailed at Richmond with the two engines badly damaged. On May 9, a stem sawmill at Hallowell, near the company's bridge, burned and damaged it with trains cancelled until the next day. On May 21, a front-end collision took place at Brunswick due to an open switch. The equipment suffered some damage as did some of the passengers. This year did not improve over 1855.

In July, a test of two wood-burning engines was made. The PATTEN (built by Souther in January 1851, type 4-4-0, 15 x 20 cylinders and 66-inch drivers) ran 520 miles in 10 days and used 13 cords of wood per 100 miles. The RICHMOND (built by Souther in August 1851, type 4-4-0, 14 x 20 cylinders and 60-inch drivers) ran 510 miles in 10 days and used 10½ cords of wood, or two cords per 100 miles. The record did not show any information about the trains.

The report of the October 29, 1856 annual meeting stated that as the six months interest of \$22,650 due the cities and towns on November 1, with insufficient cash on hand the directors had made up the difference. Early in December 1855 debts owed by the road were being pressed and the directors could not supply the funds. Several men who were owed money



had placed attachments on the company.

In April 1856 the income was not enough for Reuel Williams to pay the coupons due and other debts. The bondholders became uneasy about the security of their investment. After several meetings it was agreed that on September 1, 1856 the trustees of the mortgages would take over the road and perform the following: 1) Pay the operating costs, maintain the equipment, add necessary buildings and any other needed items; 2) Pay the debt due to Director Whitmore, pay present and past taxes, dividends, interest on renewed bank notes endorsed by Reuel Williams and the second mortgage; 3) Pay overdue coupons on the \$45,000 bonds for which 1/20 of the road was mortgaged and its coupons and scrip of cities and towns for which 19/20 was mortgaged as they all became due; 4) Pay 5 percent semi-annually on the mortgage to the trustees of the Yarmouth extension; 5) Pay Reuel Williams \$1,500 monthly for use of the equipment and personal property mortgaged to him; and 6) Pay commissioners of the sinking fund 1½ percent including the present interest on \$755,000 for which directors loaned in 1850. The remaining balance to be applied to take up the coupons on the cities and towns now due and overdue and if any surplus it is to be applied by the trustees of the first mortgage to

*An 1860 view from Winslow, Maine looking toward Waterville. Note the "Rail Road Crossing" sign, suspended over the dirt road in the left foreground and the long covered bridges for both road and railroad traffic. Author's collection.*

coupons of the 1851 bonds and then on the 1852 bonds. When all coupons then due and payable have been paid the trustee arrangement to end their power and then may be terminated at the end of one year with 30 days notice. For legal reasons the trustees did not take over until September 1, 1857.

The income was \$228,380, operating costs \$158,247 with a net of \$70,133. It was stated that the Yarmouth extension bonds were not worth par and appear worthless. Reuel Williams wanted his money returned to him. President Lambard had established the rule that no bills were paid without his approval and then paid in cash. Operating the Somerset & Kennebec had cost the company \$3,000 more than the annual income.

The Somerset and Kennebec R.R. Co. was completed to Skowhegan on November 18, 1856.

We have a record of several letters sent to Sup't E. C. Hyde that are interesting. One, on November 26, 1856, from the attorneys of Miss Elizabeth A. M. \_\_\_\_\_ as follows: "Miss  
*(next page please)*

Elizabeth A. M\_\_\_\_, of this city on Friday October 31, took passage from Bath to Biddeford by Railroad. She had on board the following when she left Bath but the same was not found on her arrival, viz one trunk, red leather cover, marked 'E.A.M\_\_\_\_, Biddeford,' on a card on the end of the trunk under the handle. Said trunk contained:

One black silk dress, flounced	value \$15.00
Brushes and silver flail	5.00
One years of magazines	3.00
One embroidered skirt (lasting)	3.00
2 or 3 ditto-cotton	6.00
2 all wool deLaine drapes	13.00
1 silk tissue skirt	4.00
1 straw bonnet	1.50
1 beige dress	4.00
1 lawn ditto	2.50
1 pair boots	1.25
1 pair rubbers	.75
Other articles, say	5.00
1 trunk	4.00
	<hr/>
	68.00

"You are hereby notified that Miss M\_\_\_\_ expects the above trunk and contents to be restored to her or payment of the value of same.

Attorneys \_\_\_\_\_"

A follow up letter sent by the same parties from Biddeford on December 4, 1856 read as follows: "In our letter to you dated the 26th of last month we accidentally omitted to enumerate as amongst the articles contained in Miss M\_\_\_\_'s trunk lost on passage from Bath, the following: viz;

One cloak	value \$12.00
One visite	8.00
One book	7.00
One pair cuff pins	3.00
One gold ring	5.00
One gold pin (Galdstone)	5.00
Bonnet trimmings	4.00
	<hr/>
	\$44.00

"You will please add the above to the list furnished.

Attorneys \_\_\_\_\_"

(NOTE - The trunk was found at Saco on December 19, marked #33 and was sent to its owner.)

On November 1 a Skowhegan man wrote the superintendent about his 14 year old son, who was slender and unable to do hard work, for permission to travel on the cars to sell such items as candies, nuts, etc. The answer was an emphatic NO.

The conductor's assignments for

1857 were: Monday - Hatch ran from Augusta to Portland to Skowhegan (157 miles); Sands from Augusta to Skowhegan to Augusta (74) miles; and Lincoln from Skowhegan to Portland (97 miles). On Tuesday Hatch ran from Skowhegan to Portland (97 miles) - Sands from Augusta to Portland to Skowhegan (157 miles) and Lincoln from Portland to Skowhegan to Augusta (135 miles). They alternated during the week and ended with Hatch and Lincoln having each 778 miles and Sands with 777 miles.

The Portland, Saco & Portsmouth

## 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 (Sold Out)

### Vol. 1, No. 3

Boston & Maine Steam on the Maine Central

Kennebec & Portland Railroad Company (part 2)

Milk Cars (photographs and plans of GPEX reefers)

Bring Your Camera to Maine This Summer (Sandy River Railroad Park, Seashore Trolley Museum, The Boothbay Railway Museum and the Steam Era Railroadiana Museum)

Food — Glorious Food (collecting railroad china)

### Grand Trunk History

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.

bought ties at Winslow with a freight charge of three cents each. On March 7, 1857 a shipper at East Bowdoinham complained to President A. Lambard about poor freight service. "We have been greatly affected and have suffered considerable damage in consequence of one of your conductors of the freight train. Mr. Marshall going by us and leaving freight last Friday. He went by and left some 40 barrels of fresh fish laying on the platform at Harward's Crossing. On Saturday they were taken by Mr. French, they have to lay over in Portland until tonight for me to send a boat from Portland as the weather is frequently bad the boat will not go so that even the fish will be delayed a number of days and we shall have to suffer considerable loss.

"At another time the same conductor left some 30 barrels and in consequence they were detained on the road when it was frozen with ice and we lost \$150 on that lot. His excuse was that he had no room but when he got to Bowdoinham he had room. For this season our Smelts are nearly over.

R.D.B.

"PS - If a mess of our Smelts would be acceptable please drop a line direct."

An irate passenger complained on April 22 that it took six days for his baggage to go from Portland to Bangor. The delay had cost him a \$12,000 business loss.

**(to be concluded next issue)**

## Help

### We need your help!

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

Please share your articles, photographs, drawings and ideas 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 to the Editor at the Society's post office box. We all look forward to working and sharing with you.

## Information Please (continued from page 6)

which uses "wet lap" from the firm's mill in Somerset, near Hinkley, Maine, and the Keyes Fiber Co. in Waterville.  
Bill Robertson

Lee Doone, 5300 Town Farm Road, Sidney, ME 04901, would like to hear from modelers sharing his interest in HO<sub>N2½</sub> modules. If interested, write to Lee, or call him at (207) 547-3745.

O. R. Cummings, 105 Theresa Ct., Manchester, NH 03103, is seeking to buy, beg, borrow or steal a copy of an illustrated advertising brochure published about 1900 by the Sanford & Cape Porpoise Railway. A Xerox or similar reproduction will be equally satisfactory as the route description given in the brochure is what is needed. Help! Help!

Paul M. Somers, 511 West White Street, Champaign, IL 61820 would like to locate what he calls an "in depth" article on the Flying Yankee streamlined train of 1935. Paul wants something with lots of pictures and lots of data.

Mike Zimmerman, RFD 1, Box 184, Machias, ME 04654 would like information and documents (timetables, letters, reports, tickets, etc.) on the following railroads: The Calais Railroad, the Calais and Baring Railroad, the St. Croix and Penobscot Railroad, the Maine Shore Line Railroad and the Washington County Railroad.

Donald D. Storms, R.R. 5, Box 5360, York, PA 17402 has a friend in Ireland who is interested in railroad tickets. "If any member has any — and they need not be from Maine roads — which he or she would care to let go of for a small sum or sums, I would be most appreciative — and so would my friend," Mr. Storms writes.

Jay R. Ciampi, P.O. Box 634, Lake Placid, FL 33852 is trying to obtain information on model Maine railroads. "I am a native Maine-iac," he writes, "and Maine is still in my blood."

George F. Sher, Jr., 523 Whitecap Drive, Seabrook, TX 77586 is an ATSF engineer and an HO modeler who is interested in winter scenes, particularly those featuring steam-era snowplows.

## A History of Railroading

By Herb Gallison

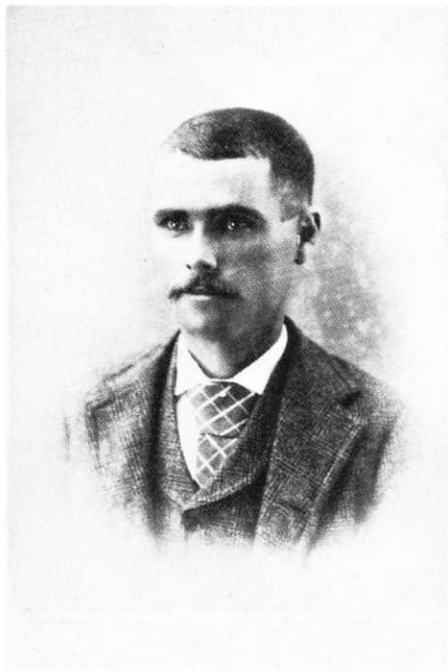
My home town, Vanceboro, Maine, has lived through many years of railroad history. Being at the jumping-off place of railroads in the United States, the gradual progress in efficient operation and safety improvements were late arriving in that tiny community on the Maine-Canada border.

My father was a railroader who worked in the Vanceboro yard, and many of the every day details and problems in his work in the 1860s had been largely improved elsewhere on other U.S. railroads, such as the Baltimore & Ohio, the Pennsylvania and the New York Central.

Track gauge is an example.

The conquering Romans in old England drove chariots on which the wheels were spaced four feet, eight inches apart. The English, always strong on tradition, adopted the Roman gauge for their railroads. Early American companies imported their locomotives from the British Isles, so the Roman gauge was maintained to accommodate the running gear.

However, there was a variety throughout the U.S. as railroads



**Herbert John Gallison**  
*Railroading for Sixty Years*

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

E.B. ROBERTSON, 198 Saco St., Westbrook, ME 04092 is the author of "Rock Island Locomotives on the Maine Central." It's a story of all the R.I. U-25b class locomotives, along with a roster. The book is available from the author at \$4.00, postpaid.

RON PALMQUIST, 16 Glen Ave., Cape Elizabeth, ME 04107 is interested in railway business cars and PV (private varnish), and will swap photographs and slides of Maine railroads for business car and PV pics.

BOB WORCESTER, 737 Riverside St., Portland, ME 04103 is looking for slides of mid-60's Reading green and yellow motive power.

Robert Warren, 1201 Kapok Circle, Clearwater, FL 33519, wants to buy a copy of Vol. 1, No. 2 of the **Pine Tree FLYER** — "reasonable."

developed, from the two, three and three-foot, six inch narrow gauges on up to the six-foot broad gauge adopted by the Erie. President Abraham Lincoln had recommended a five-foot gauge for a government-subsidized transcontinental railway. However, the rails from coast to coast were four-feet, eight inches apart, in accordance with Roman "tradition," when in mid-1886 all railroads in the U.S. and Canada were standardized.

My father, Herbert John Gallison, was a switchman in Vanceboro yard on a hot Summer Sunday in 1884

(continued on page 18)

*B&M GP40-2s are on the point of MeC train BR-2 as it crosses Congress St., Portland at the site of the old Portland Union Station. Freight cars were "pre-blocked" in Bangor, with So. Portland bound loads and empties trailing at the rear of the train to be switched out as a unit and replaced with cars pre-blocked at Rigby Yard.  
- Ron Palmquist photo.*

## Pool Power



*Maine Central GP38 no. 262, with a U25B and a second GP38 trailing, power a Boston & Maine freight southbound at Log Cabin Road, Kennebunkport Sept. 2, 1982. Maine Central units left home rails for the first time and were seen on New Hampshire, Massachusetts and New York rails. - Ron Palmquist photo.*





edited by Ron Palmquist

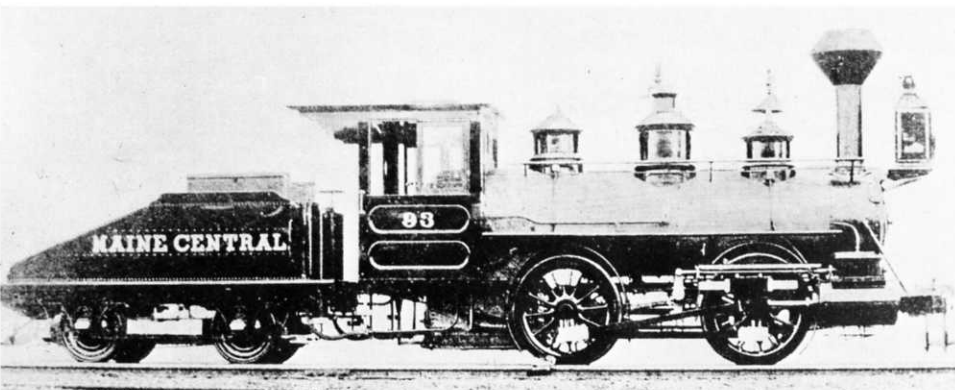
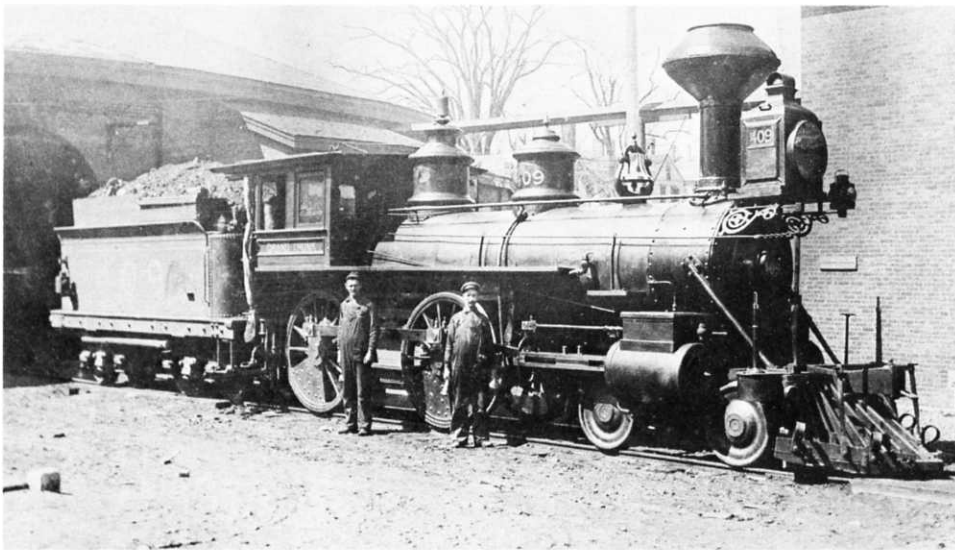
The Lifesaver Express, with BAR F3 no. 42 as lead power, at Highland Road, Hillside, Maine.

- Francis J. DiFalco photo.



Grand Trunk engine no. 409 was one of the "diamond stack" engines in use on the railroad during the early years of the century. The photograph was taken at the old Portland roundhouse, and the engineer was identified as Will Jordan. The fireman was Guy Swan Sr. of Bethel who fired on the G.T. from 1897 to 1902. A 1958 newspaper clipping accompanying the photo said the engine hauled about 17 or 18 cars — a full load — from Portland to Gorham, N.H. And, the newspaper reported, Jordan threw the engine in reverse to stop because it "didn't have any brakes in those days." RHSM collection.

## Old Timers



## Lifesaver Express

A Bangor & Aroostook F3 and a Maine Central GP38 teamed to power a Bangor to Portland special train on Tuesday, Oct. 12, 1982. Dubbed the "Lifesaver Express," the passenger extra carried a group of dignitaries, including Maine Gov. Joseph Brennan and the presidents of three railroads — Alan Duston of the Boston & Maine, David Fink of the Maine Central and Walter Travis of the Bangor & Aroostook.

Included in the train's consist were Maine Central rider cars 322, 390, and 391 and business car 333.

"Lifesaver Express" organizers used the train to kick off the state's Operation Lifesaver program for improving railroad-highway crossing safety. The train departed Northern Maine Junction at 8:30 a.m. and made stops in Burnham Jct., Waterville, Augusta and Brunswick before arrival in Portland at 1:25 p.m. Gov. Brennan rode the train between Augusta and Brunswick and appropriately was selected to call-out the conductor's familiar "All Aboard" just before leaving the location of the former Maine Central railroad station in Augusta.

Maine Central no. 93 (old system of numbering) is shown here in a copy of an old builder's photo taken in 1885. This 0-4-0 diamond stack shifter once worked at Portland Union Station. Bill Robertson collection.

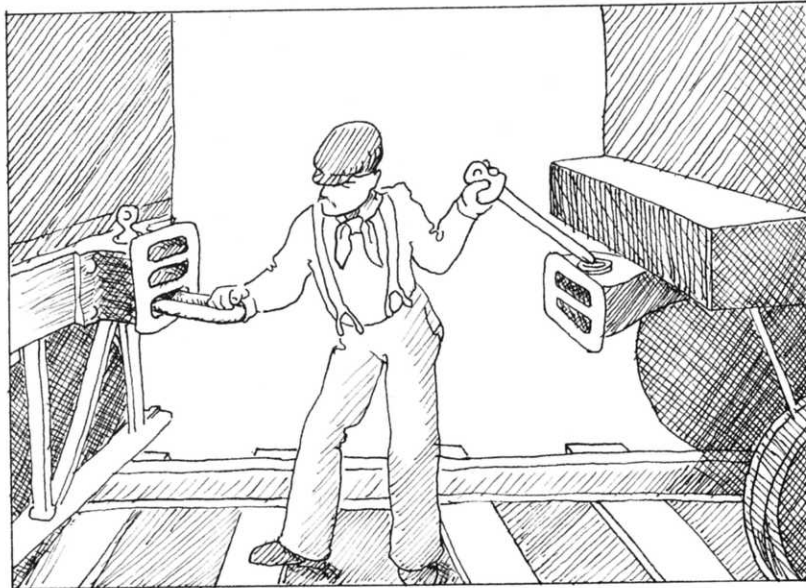
## A History of Railroading (continued from page 15)

when standardization came to Maine. Using every available track-laying group and section crew on the E. & N.A. system, one rail was moved over on the ties of the main line from Portland to Vanceboro, ALL IN ONE DAY. The next day was even hotter and soon it was discovered that many miles of rails had been spiked down with insufficient expansion clearance between their ends. One side of the right-of-way resembled a writhing serpent. Correcting that blooper took longer than the original job. They even had to draft the yard crews to lend a hand. The Brotherhood of Railroad Trainmen founded in a sidetracked caboose at Oneonta, N.Y. in 1883 had not yet organized the yard brakemen of Maine. It couldn't happen today.

The equipment available to those early railroaders was primitive. The yard switchers were wood-burning, outmoded and discarded road locomotives with funnel-shaped stacks spewing hot sparks. They leaped, jerked and cavorted like a bateau in the rapids. The cab for the engineer and fireman resembled a wooden shed bolted down to the iron frame. Father told of one rainy night in the yard's west end when an old behemoth, with the mighty Fred Little at the controls, came speeding out of a siding at 15 miles per hour. The whole rig listed so far to starboard that the hold-down bolts sheared off and the cab landed on its side in a bog. The two men inside were slobbered around like fish in a bucket. The engine, with its tender full of cord wood, stood quivering on the track and panting lecherously.

The inadequacies were not all in the locomotives. Most of the cars were devoid of any safety features. Hand rails and steps which the trainmen needed for riding to the next switch just weren't there. They had to jog beside the moving cars at the risk of slipping under the wheels, a common accident on winter's snow and ice. Father always blamed the rheumatism in his knees on those midnight marathons.

Prior to the 1893 mandatory adoption of George Westinghouse's air-brake, hand brakes were used exclusively on all railroad cars. On the downgrade the trainmen, running along the tops of the boxcars, applied



The Link and Pin Coupler —  
from Liz Gallison

the brakes with hand wheels and ratchet levers to decelerate the train. Thus, the trainmen became known as "BRAKEMEN." It was a most hazardous job; even worse on snow and ice.

The original trains, not in our neck of the woods, used three-foot long chains to hold the cars together. The engineer, who outranked the conductor, would release all the slack in the chains and then throttle full speed ahead to jerk the train forward. The train crews enjoyed seeing stovepipe hats falling off the dandies.

When rail cars were redesigned with drawbars, couplers came into use. Until Major E. H. Janney's Automatic Coupler in 1893, cars were coupled with the link and pin, a killer extraordinary second only to the guillotine. At the center of the drawbar on each end of the car was mounted an adapter with flat horizontal multiple sockets for various car heights. An elongated steel link was inserted in one of the sockets on the adapter and a long steel pin thrust down through holes in the center of the sockets secured the link. Another such pin held the link in the horizontally coinciding socket in the adapter of the next car in line. Handling the link and pins while reaching between the two mating cars was a disastrous finger-smashing, hand-crushing task for a trainman. Thousands across the continent lost fingers, hands and lives before the switch to the Janney.

Eastern Maine residents were used to low paying woods jobs, usually available only in the winter months, and hard back-breaking work. Railroad employment meant steady, year-

round pay and a chance to settle down. That is the reason for the marked difference between our forebears and the railroaders found further west. Probably because of the many accidents, maiming and fatal, many operating crewmen were boomers. They drifted from one railroad to another staying long enough to earn a grubstake to cover the next migration. About the turn of the century the free pass was introduced. Among other reasons, it was intended to reduce vagrancy. It gave free transportation on the coaches to employees of tenure, their wives and dependents.

Through 15 years of courting disaster with the abominable link & pin and 11 years with the constantly improving Janney coupler, switchman Herbert John Gallison led a charmed life. During those 26 years he worked six 12 hour shifts every week, leaping about the same old yard. Eight hour days and vacations with pay were only radical ideas propounded by suspected criminals like Eugene Victor Debs.

In the wee hours of February 13, 1904, in minus 25 degree temperatures, switchman Gallison had his right hand hopelessly mangled in a faulty Janney coupler which some bibulous car-knocker had marked "O.K." As his only compensation he was given a lifetime job as a stationary engineer at the company's local steam pump station. He worked another 34 years before being forced to retire at age 78.

Having been born six years after his mishap, I never knew my father with a whole right hand. But, to me, HE WAS ALWAYS A WHOLE MAN.

# Kit Critique

The St. Joe Valley Shops model constructed by Bob Worcester.  
- RHSM staff photo.

Edited by Bob Worcester

A four-year old MeC "crosshopper" no. 3718 at Bath, Maine in 1940.  
- H. O. Preble photo



Maine Central Hopper, Kit No. 5  
St. Joe Valley Shops, P.O. Box 272,  
Osceola, IN 46561

The hopper car is a Train Miniature of Illinois kit, black with hot-stamped white Maine Central lettering. The model closely resembles MeC 3718, photographed by H.O. Preble at Bath, Maine in 1940. The car was built in 1936. The 1981 Equipment Register lists the cars as self-cleaning hoppers numbered 3701-3848 and 3850-3949 with 78 on the roster. Many of the cars have been seen in work service hauling crushed rock ballast.



MeC hopper no. 3741, in maintenance of way service, on Oct. 24, 1982 in Yard 8 Portland. RHSM staff photo.

Assembly of the kit isn't difficult. However, the truck screws provided with the kit I put together were too small and were replaced with two Athearn truck screws available at local hobby shops. The kit is a good buy at \$4.50.

## Back Cover

A Guilford Industries "prototype" color scheme has emerged from the Maine Central's Waterville shops. Each all-white side of MeC 20311 sports a corporate "G" and reporting marks in charcoal black with rust marks in bright orange bars. The car ends are black with white lettering. In the lower photo, an all-yellow Bangor & Aroostook boxcar 5513 is one of 100 leased from the Lamoille Valley RR in Vermont.  
- RHSM staff photos

### 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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(Check One) Contributing: \_\_\_\_\_ 20.00 per year

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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.

