



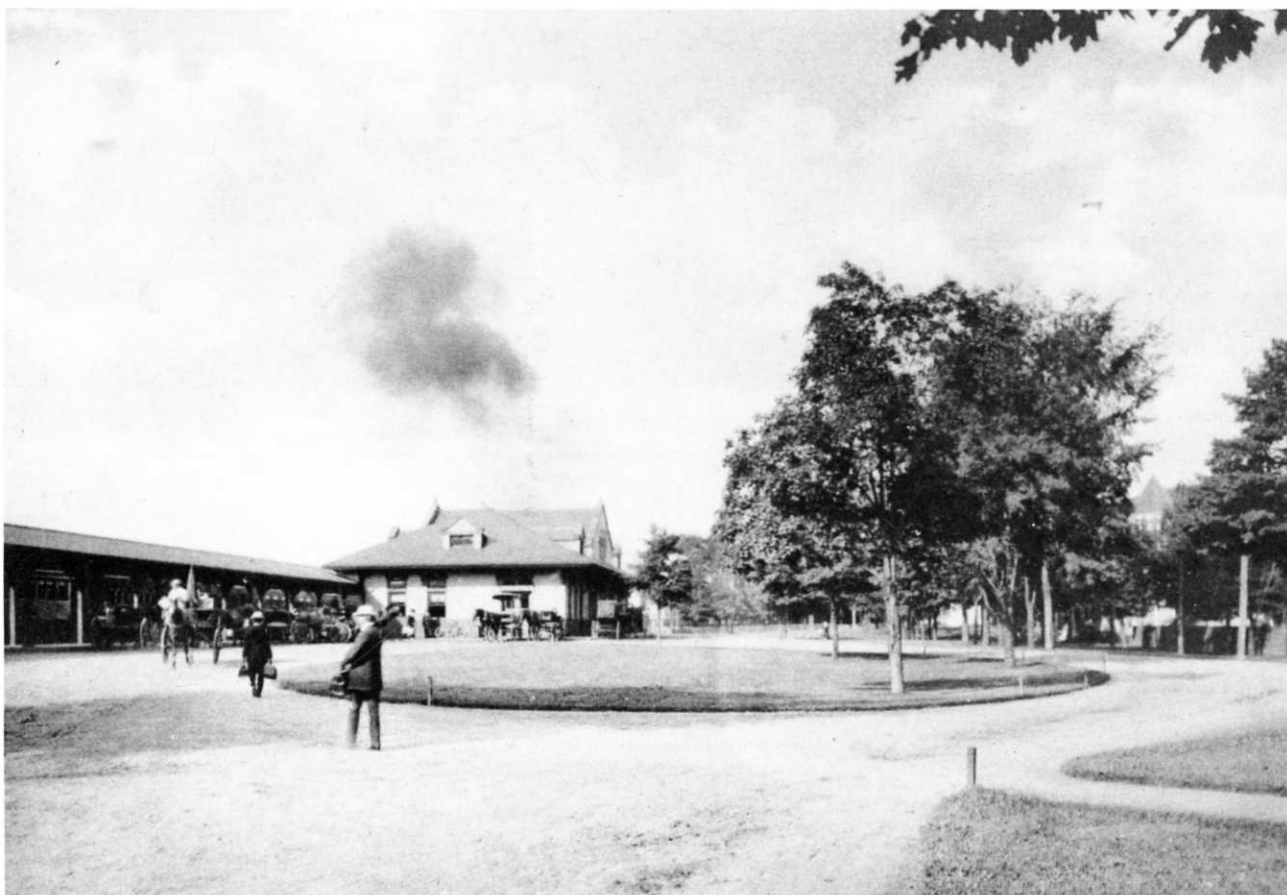
BOSTON & MAINE RAILROAD
HISTORICAL SOCIETY
ARCHIVES

Pine Tree FLYER

Volume 2, Number 2

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Publication of the Railroad Historical Society of Maine



Inside:

Brunswick Station
PT Alcos 1005-1008
Steam Photos
Depot Preservation

24 Pages This Issue

Maine Railroads in Transition



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

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

President's Message



The past several months have found us very busy behind the scenes here in Portland. The highest priority has been the preservation of the Deering Junction railroad station in the Morrill's Corner area of the city. The depot actually is the last remaining railroad station in Portland, and it has been replaced by Guilford-owned Portland Terminal Co. with prefabricated metal buildings which already are in place.

The challenge we face to find a permanent home for the Deering Junction station, as it must be moved from its present location. A Railroad Historical Society of Maine-sponsored fund is being established for this purpose with further details to be forthcoming. Any input from RHSM members will be appreciated.

In other news from Maine: Our society held a successful railroad show for the public in Portland on September 24th and we already are planning a second show on September 22, 1984. Mark your calendars! We'll have more details in upcoming issues of the *FLYER*. Our first annual show was very well received and provided some additional income for our organization.

Trackside in the area, we have seen some interesting pool power from the P&LE at Rigby Yard in So. Portland — evidently the locomotives are being used in conjunction with a new Northeast coal train routed through New York. East of Rigby, we see only Maine Central and an occasional Boston & Maine Geep. Speaking of the two Guilford lines; shop workers at Waterville have repainted MeC caboose 644 in a rust orange color scheme with white lettering and grey bar beneath. And, B&M GP40-2 317 has emerged from the shops in the new Guilford grey color scheme. We'll have photos in our next issue.

That's all for now. Yours in railroading,

Norm Sullivan, President

On the Cover

The Maine Central Railroad passenger depot at Brunswick, Me., is the subject of the lead article in the *FLYER* this issue. The photograph on the cover, date and photographer unknown, is a copy from an original loaned to us by the Pejepscot Historical Society in Brunswick.

The lower photograph is the Alco builder's plate from PT 1005, outlining the serial number, the date and the corporate identities of American Locomotive Co. and General Electric Co.

— RHSM Staff Photos

Printed by Maine Printing & Business Forms Co., Portland, Maine

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Letters

BAR GP38s

I have just received the latest issue of the Pine Tree FLYER, and enjoyed it as usual. But, I noted an error on page 14 of Vol. 2, No. 1 regarding the ex-CR GP38s. Indeed, BAR 90-92 are ex-CR 7661, 62 and 64, but were originally purchased by the southern New Jersey carrier, Pennsylvania Reading Seashore Lines, where (until the advent of ConRail, April 1, 1976) they were PRSL road numbers 2001, 02 and 04. The PRSL owned 10 of these GP38s numbered 2001-09. It was stated in the photo caption that the GP38s are "3,000-hp" — as much as a GP40, but most of us are aware that the GP38 was 1,000-hp less — 2,000-hp. All PRSL GP38s had a built-out windshield and were equipped with dual controls, the only such examples on Penn Central and, later, ConRail.

Sincerely,
Jerome A. Rosenfeld
Vice President/Editor MTT&HS

Thanks, Jerome, for setting the record straight. Of course the GP38 is a 2,000-hp locomotive. At press time, two of the units are reportedly ready for the paint crew at the BAR shops in Derby following mechanical work at Northern Maine Junction. It's our understanding that the diesels will operate on the BAR with single controls and flat cab windows corresponding with GP38s 81-85.

Editor

B&KIW Update

It is noted on page 4, Vol. 2, No. 1, that the statement was made: "neither of which were ever built."

The Bangor & Piscataquis, Canal & Railroad Company was chartered on February 8, 1833 (Private Laws ch. 307), organized on April 2, 1833.

In June 1834 some two miles were built during the year. In 1835 it obtained the charter of the Bangor & Oldtown Railway Co. and was supposed to pay \$50,000 for it but never did so.

The road was completed on November 24, 1836, formally opened on November 28 and began regular passenger service on November 30, 1836. This was the first regularly scheduled railroad in Maine.

It was renamed the Bangor, Oldtown & Milford Railroad Company on March 14, 1855 (Private Laws ch. 502). The name was actually changed on May 31 after it had been organized on May 18. The controlling stock was owned by General Samuel Veazy. It was a 4'-8½" gauge rail-
(Continued on page 6)

Inside the FLYER

It's been a while, but Vol. 2, No. 2 of the *Pine Tree FLYER* finally is off the press. It's been a busy number of weeks which became months gathering all the material for this expanded issue. The editor thanks all the people who made it possible, and regrets that such a long period of time has passed. But — let's get on with the contents.

RHSM member Henry Preble worked for the Maine Central for many, many years. His recollections of his job and the time spent at the Brunswick depot on the MeC were the impetus for the article which begins on page four. The Pejepsco Historical Society was of special help in researching the information and photographs, and we thank the Brunswick, Me. organization for its support and assistance. The article will be continued in a succeeding issue with photos of the previous Brunswick passenger stations, and some recollections of "Bowdoin's Depot."

Three deaths touched us all during the past few months, and we take time to remember Linwood W. Moody, Ralph Wendelaar and Ruth Lancaster. Our thanks to member Ernie Hill for his contributions to the Moody profile.

Speaking of thanks; we appreciate the permission of Alco Historic Photos and the Walker Transportation Collection of the Beverly, Mass., Historical Society for the use of photos from their collection for the Alco series. A pat on the back to Harry Frye, too, and to all the others who generously loan material for publication in the *FLYER*.

John R. Davis' "Along the Historic Grand Trunk" returns this issue. We conclude Dick Dole's article on the Kennebec & Portland and O.R. Cumming's account of the Norway & Paris Street Rwy.

We invite your special attention to page 15, where Pat Ranzoni's poem, "Lullaby of the Train" is featured. Artwork was provided by our own Ken White, a locomotive engineer who swapped throttle and brake for pen and ink to illustrate the lovely verses.

Steam is the subject matter of the first two of our four photo pages in this issue of the *FLYER*. And, we call to your attention the drawing on page 21 which is included as part of the Norway & Paris article. The pencil work was probably the final artwork of Ralph Wendelaar whose skill will be missed by RHSM members and the staff of the *Pine Tree FLYER*.

Vol. 2, combined numbers three and four, is on the drawing boards and will follow shortly. Your input and encouragement is solicited and appreciated. Remember to write to: Editor, Pine Tree FLYER, Railroad Historical Society of Maine, P.O. Box 8057, Portland, Me. 04104.

The Flyer Gets Around!

The RHSM is indebted to the following distributors for handling the Pine Tree FLYER on a regular basis. If you are not a subscriber (member), you may purchase the FLYER at the following locations:

Massachusetts

Bay State Models
8 Rollins St.
Groveland, MA 01834

Bedford Train Shop
32 Shawsheen Ave.
Bedford, MA 01730

MacDonald's Hobby Center
777 Broad St.
East Weymouth, MA 02189

Rhode Island

Iron Horse Hobbies
63 High St.
Westerly, RI 02891

New York

Willis Hobbies
154 Mineola Blvd.
Mineola, NY 11501

Colorado

Caboose Hobbies
500 South Broadway
Denver, CO 80209-4002

Maine

Bookland of Maine
Cooks Corner Shopping Center
Brunswick, ME 04011

Sullivan Train & Camera
736 Forest Ave.
Portland, ME 04103

New Hampshire

Dave Collinge
Railroad Information
77 Horne St.
Dover, NH 03820

Connecticut

The Hobby Gallery
5 Mohawk Dr.
Wolcott, CT 06716

Florida

Happy Hobo Trains
5403 N. Church
(at Dale Mabry)
Tampa, FL 33614

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

Maine Central Railroad Station, Brunswick, Maine

Bowdoin's Depot

by H.O. Preble and Ron Palmquist

From 1855 until 1962, Brunswick, Maine boasted a railroad passenger station. In fact, there were three station structures. The first was by the Portland & Kennebec in 1855 with a main building and a three-track covered platform. Its life was short, however, because it was destroyed in a fire two years later. A second frame structure was built as a replacement and served until the Maine Central constructed a masonry edifice in 1899. H.O. Preble of Brunswick, a long-time Maine Central employee, worked in the Brunswick depot. His photos and recollections were the incentive to complete modest research on the building, which we are happy to present on these pages of the FLYER.

— Editor

There is little remaining to remind shoppers who park their cars in a shopping center parking lot adjacent to the Maine Central railroad tracks in Brunswick that at one time there was a railroad passenger station, platform shelters and tracks which hosted such trains as the "Pine Tree," the "Penobscot," the "Flying Yankee" and locals to Bath, Rockland and Lewiston lower.

In 1944, a traveler could ride the 27.6 miles from Portland to Brunswick for just 66¢, 94¢ first class, one-way. Passengers arriving at the community which is the home of Bowdoin College were greeted by a story-and-a-half structure, built in 1899 by M.C. Foster and Son.

It was the third Maine Central depot built at Brunswick, a handsome structure constructed of buff brick with brown stone trim, wood timbered floors in the baggage room, marble floors in the passenger waiting rooms and toilets and a slate roof. The foundation was heavy split granite with 10 brick foundation piers. The interior finish of the building, which measured 120 by 40

feet, was brick trimmed with ash on the first floor and North Carolina Pine on the second floor. A cathedral ceiling over the waiting room measured over 27 feet from the floor to the peak, and was sheathed with 3½ inch ash. Above the first floor level were two 40-foot and six 8-foot dormers which extended above the hip roof.

Some other details of interest, outlined in Interstate Commerce Commission reports, reveal that there were 109 lights, heat was hot water (Ideal boiler number W-28-7) with 2516 square feet of radiation from 27 radiators, a fire place in the waiting room constructed of buff brick with a brown stone mantel and plumbing fixtures which included two marble slab lavatories and one marble drinking fountain.

From its slate roof to a slate sink in the cellar, the Brunswick passenger depot was a fine structure built with materials designed to withstand the ravages of Maine winters and the wear and tear of the traveling public. The passenger waiting room occupied the central portion of the ground floor of the station and was 56-feet long

and 40-feet wide. An octagonal ticket office with a bay window overlooking the platform was situated about midway along the exterior trackside wall.

Express and baggage rooms, measuring 20 by 20 feet each, occupied the east end of the building. Access to rooms over the express and baggage areas was located in an inside corner of the express room. Men's and ladies' restrooms and the offices for the agent and telegrapher were located in the opposite end of the station.

Passenger shelters were located on platforms adjacent to the station building and across the twin mainline tracks. The platforms were built with 15,020 square feet of "tar concrete" and 4732 square feet of hard pine with curbing built from 2330 linear feet of granite, each piece 6 inches by 18 inches. (A pile of the granite curbing remains at the depot site, dug up by work crews from the railroad last summer.) The two hard pine post frame passenger shelter structures were 500-feet long and each had 30 post frames built on 12-inch by 12-inch brick piers with a 12-inch granite cap on 3-by-3-by-12-inch concrete footings five feet below the grade.

The Brunswick passenger station was closed following the abandonment of rail passenger service on the Maine Central line. The last eastbound passenger train to stop at the Brunswick depot was greeted by about 100 people, many of them residents from Lewiston who were on the platform to see a group of young people off to school in Canada. That was Sept. 6, 1960. The last train arrived at Union Station in Portland early Wednesday, Sept. 7, 1960, west bound from Vanceboro.

The depot finally was demolished following an unsuccessful effort by the railroad to furnish mail-merchandise service, a condition imposed upon the Maine Central when passenger trains were eliminated. It was torn down to make room for a shopping mall and parking lot.



Brent S. Michiels collection



Howard W. Kirkpatrick photo

The photo taken by H.W. Kirkpatrick in 1938 shows the station and platforms about as originally built. The track to the left of the mainline platform terminated at the west end of the station, and I knew it as the Lewiston Spur, or, as it was sometimes called, the Buggy Track. Lewiston branch passenger service was discontinued in 1933 and the track later was used for storage of cabooses from trains laying over for the night, or from trains which initiated at Brunswick. The mainline track (still there) was next to the mainline platform. To the right of that was the Rockland branch track. The covered platform for possible Rockland branch use, or to detrain passengers from the track known as the Goose Pen, was just to the right.

Half the width and the entire length of the mainline platform is still there and every place where an awning post had been (to the left of the mainline track) is marked by clumps of grass. It's possible to determine where the telegraph office was (in 1944) by counting down the posts in the picture and then counting down the clumps of grass from that point.

On the blueprint of the station, as built in 1899, the two rooms on the west end of the station labeled "agent" and "telegraph," were variously empty during my tenure at the station, or used by the track supervisor and his clerk. At one time the Western Union switchboard was located in the room labeled "telegraph office" and we used to have to run out there every time the Western Union wire chief wanted to make wire tests. Eventually this switchboard was moved into the ticket office, making it a bit handier to make the wire tests. It also provided a convenient place to hide a coffee percolator behind its doors. The percolator wasn't hidden

quite enough as a certain assistant track supervisor, I suspect, was responsible for spiking the coffee a girl ticket clerk and I drank with red pepper. The funny thing was we never noticed the difference.

There were two rooms upstairs over the offices on the west end of the building that were used by enginemen and firemen as living quarters. They contained bunks, a sink, a stove, a refrigerator and tables and chairs. It was quite an improvement over old caboose 504 which had been used as living quarters by engine crews. The 504 was located in the easterly stall of the Brunswick enginehouse.

I remember one morning shortly after train number 8, the "Gull," had departed at 5:07 a.m., I went out to a caboose to have coffee with a conductor while he had his breakfast. And, what a breakfast it was. Now, I could hardly eat a donut for breakfast in those days. But, he ate steak, home fries, cheese, pickles and very strong coffee. What that man had for break-

fast would have been a good supper for me, but he had a 16-hour working day to face. Some of the members of train crews were pretty darn good cooks.

The most frustrating thing about working at any passenger station was that when a passenger train was due, customers were there to buy tickets, the telephone was ringing and the train dispatcher usually was after you for train orders. On top of that, on the first trick, a local company telephone always was ringing, too. As you might guess, the dispatcher took precedence.

Working in a ticket office as both seller and telegrapher was very busy at times, but I know that on second or third trick I usually could read a paperback book every night. Either you had four things to do at once or there was nothing to do at all. Some of the telegraph jobs were like that. You were paid for being there in case something needed doing. A lot of train orders, messages and hooping orders to passing trains were routine. No two days were ever alike. However, when the diesels

H.O. Preble photo



Maine Central Railroad Station, Brunswick, Maine

came it took a lot of the fun out of the job. Then, when the Morse wires were replaced by telephone — I think the last Morse train dispatchers wire was taken out in about 1962 — some of the glamour was taken away from the job. With the Morse wire I could be a sentence behind while copying a message. But, I couldn't do that on the telephone. I wonder how the newer men, who use radio and telephone for about seven trains a day, would cope with 30 or more trains a day with Morse dispatching?

I remember during a strike in 1946 I was working the third trick and was told not to come in the following day as the station was to be locked. However, the next day I received a telephone call to report to work as usual. It seems no one could locate the keys to the doors of the station. That evening, workmen were installing bolts on all four waiting room doors so they could be fastened. Then, we were able to exit the building through the baggage room which did have a lock. About 4 a.m., the strike ended, so we never had to use the bolted doors until the building was abandoned in late 1960 or early 1961.

In the 1944-1950 time period, the station employed four telegraphers, a ticket clerk, two baggagemasters and two baggagemen. The baggage room personnel also took care of the janitorial work and fired the furnace.

One operator who was somewhat of a jokester used to put caps designed for children's cap pistols under the ticket dater dies. Needless to say it was quite a shock to a customer — and to me — when, after the ticket dater was used, the whole thing seemed to go up in an explosion with smoke.



H.O. Preble Collection

Letters

(Continued from page 3)

road at all times and was a thorn to those who were involved with the European & North American Railway Company, especially John Poor. The General died in 1868 and his son ran it for awhile.

The E&NA was a 5'-6" gauge road and they bought the BO&M for \$135,000 and took it over on December 1, 1869 and dismantled it about a year later. For some more of this story see the Down East magazine for May 1972.

Regards,
Richard F. Dole

P.P.V.&P.?

Was there ever a RR in Maine (or promoted in Maine) by the name of Passamaquoddy, Passadumkeag, Vermont and Pacific? I heard of it somewhere, sometime.

E.P. Brooks
Rt. A, Box 32
Millboro, Virginia 24460



Linwood W. Moody

1906



1983

Ernie Hill collection

Linwood W. Moody died July 13, 1983 at a Waterville, Me., hospital after a long illness. He was 77.

Moody was the man who was best known as a chronicler of Maine's two-foot narrow gauge railroads. "Lilliputs," he called them. He was the author of "The Maine Two Footers" and has been called a "landmark figure in the reporting of the Maine narrow gauge" by David P. Morgan, editor of *Trains* magazine.

Ernie Hill of Cape Elizabeth, a retired Maine Central Railroad worker and a member of the Railroad Historical Society of Maine, remembers meeting Moody in 1961 at Brooks station on the Belfast and Moosehead Lake Railroad. "I wanted to find out about the Georges Valley Railroad," Hill recalls. Their meeting was the start of a friendship which continued until Moody died of pneumonia. Moody had been in ill health since heart surgery about 15 years ago.

According to Hill, Moody was best known as a rail photographer and published "Moody's Magazine" in 1941. A feature, in addition to articles about standard and narrow gauge railroads, was "Moody's Picture List." Among the photos — post-card size, 10 cents each — were scenes from the three-foot gauge Eureka Nevada Railway, the New York Central, Cleveland Union Terminal and Erie railroads. In succeeding issues, Moody offered readers photographs of the Nevada County Narrow Gauge Railroad (another three-footer), the Nevada Consolidated Copper Co., and, from Maine, the Kennebec Central, Bridgton & Harrison and Knox (George's Valley) railroads. (J.E. Lancaster, writing in the 470 Railroad Club newsletter, says the Moody negatives "were sold some

years ago to the DeGollier Collection in Texas where they are available to the serious researcher.") Moody's Magazine was a "fan" publication, and his favorite subjects were steam locomotives. His interest in photography, according to Ernie Hill, dropped off when railroads dieselized. "When they gave up steam," Hill remembers Moody saying, "that was the end of it."

Moody was a railroad man. He worked for the Knox Railroad, and then was employed by the late Ellis Atwood at the Edaville Railroad in the construction and operation of the two-foot gauge line in Massachusetts. He is credited with saving much of the narrow gauge material which is operating and on display at Edaville. Moody most recently was an agent for the Belfast & Moosehead Lake Railroad at Brooks, Me., and later he was a clerk at the railroad's general office in Belfast. As a writer, he was editor of the "Waycar" magazine for the B&ML and "The Bogger" at Edaville. In addition, he authored a brief history of the predecessor Georges Valley Railroad while working for the Knox Railroad.

Writing in a 1950 issue of the "Waycar," Moody talked about Maine's fickle weather and a calendar sent to him by the editor of the Chesapeake & Ohio employee magazine. "Has a picture of their cat, 'Chessie,' on it. What railroads need is more pictures of cats. I got a necktie for Christmas with a cat's puss hand-painted on it, too. Too nice to wear. I plan to be buried in it. The Indians used to be buried with their bows and arrows; why shouldn't people be planted with their cat? Besides, its nine lives might help get us out of the hole."

Linwood W. Moody 1906-1983

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 Co. (part 2)

Milk Cars (photographs and plans of GPEX reefers)

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

Food — Glorious Food (collecting railroad china)

Grand Trunk History

Vol. 1, No. 4

Rigby's Alco Switchers

The Norway and Paris Street Railway (part 1)

Along the Historic Grand Trunk

BAR Caboose C-59 (photographs & plans)

Kennebec & Portland Railroad Co. (part 3)

A History of Railroad

Kit Critique (St. Joe Valley Shops MeC hopper)

Vol. 2, No. 1

Iron Rails and Iron Bars — The Bangor & Katahdin Iron Works Railway 1881-1922

PT Diesel Roster — Alco HH600s No. 1001-1004

Maine Railroad Passes — Collector's Corner

Kennebec & Portland Railroad Co. (part 4)

The Norway and Paris Street Railway (part 2)

For each back issue ordered, please remit \$3 (in U.S. funds) plus \$1 for postage and handling to: Treasurer, Railroad Historical Society of Maine, P.O. Box 8057, Portland, ME 04104.

In August 1980, PT 1008 was busy switching cuts of cars at Rigby Yard, So. Portland, just a year before its sale to the state of New Hampshire.

—RHSM staff photo



Alco S-1

PT Diesel Roster

Technical information compiled by **Ron Palmquist** from *The Second Diesel Spotter's Guide*, by **Jerry A. Pinkepank** (Kalmbach Books, 1973); *Maine Central Diesel Locomotives* by **Edwin B. Robertson** (1973); and, *Northern Rails* by **Dwight A. Smith, Jr.** (1967). Additional technical data from **Richard F. Dole**.

The Portland Terminal Co. increased the size of its roster of diesel switchers to five with the acquisition of No. 1005, an S-1 from American Locomotive Co., built in May 1941, six months before the United States officially entered World War II. No. 1005 was the first of five S-1s which eventually would switch PT and Maine Central freight and passenger cars in the Greater Portland area.

The S-1 is a 660-horsepower diesel-electric unit. A total of 540 S-1s were manufactured by Alco for railroads in the U.S. and in Mexico; each was equipped with a six-cylinder 539 prime mover and all were produced at Alco's Schenectady, N.Y. plant between April 1940 and June 1950.

The Portland Terminal S-1s were numbered 1005-1008 and 1101 (the latter will be featured in a future issue of the **FLYER**), and were in regular service for more than three decades shunting cars at Rigby Yard in So. Portland. The S-1s hauled local freights to Cumberland Mills, Deering Jct. and Back Cove and waterfront yards in Portland, and switched the petroleum docks and shipyard area of So. Portland. Prior to the discontinuance of rail passenger service in Maine, Union Station in Portland was no stranger to the PT S-1s.

The Alco S-1 had a "familiar low-hood Alco switcher car body" and a pair of Blunt trucks, according to published descriptions of the locomotive. "The S-1 radiator was taller than wide" and it was equipped

with a "small stack with a circular base centered on the hood."

Portland Terminal S-1s were delivered in the basic black paint scheme with wide red and white nose stripes and white block letters and numbers. In later years, the PT applied the black and yellow colors so familiar to local train watchers.

By the time Bill Robertson shot this photograph at Rigby Yard, So. Portland, in March 1978, PT 1007 was painted black with yellow nose and FRA safety equipment. Footboards had been removed, new couple release bars installed and steps and handrails painted bright yellow.



Portland Terminal Co. Alco Switching Locomotives

PT 1005 at the Schenectady, N.Y. Alco plant prior to delivery to the Portland Terminal in 1941.

— *Alco Historic Photos*

Model S-1, 660 Horsepower



No. 1005 Class DS3b Built 5/28/41 Serial No. 69494

Scrapped 1973

PT 1006 at Rigby Yard, So. Portland, in 1946. The switcher was owned by the Maine Central and leased to the Portland Terminal.

— *Walker Transportation Collection
Beverly (Mass.) Historical Society*



No. 1006 Class DS3b Built 1/11/45 Serial No. 78083

Sold by MeC to GE 12/76

**Portland Terminal Co. Alco Switching Locomotives
Model S-1, 660 Horsepower**

PT 1007 builders photo taken in late
1949 at Schenectady, N.Y.
—Alco Historic Photos



No. 1007 Class DS3b Built 11/2/49 Serial No. 77111

Retired, 1981

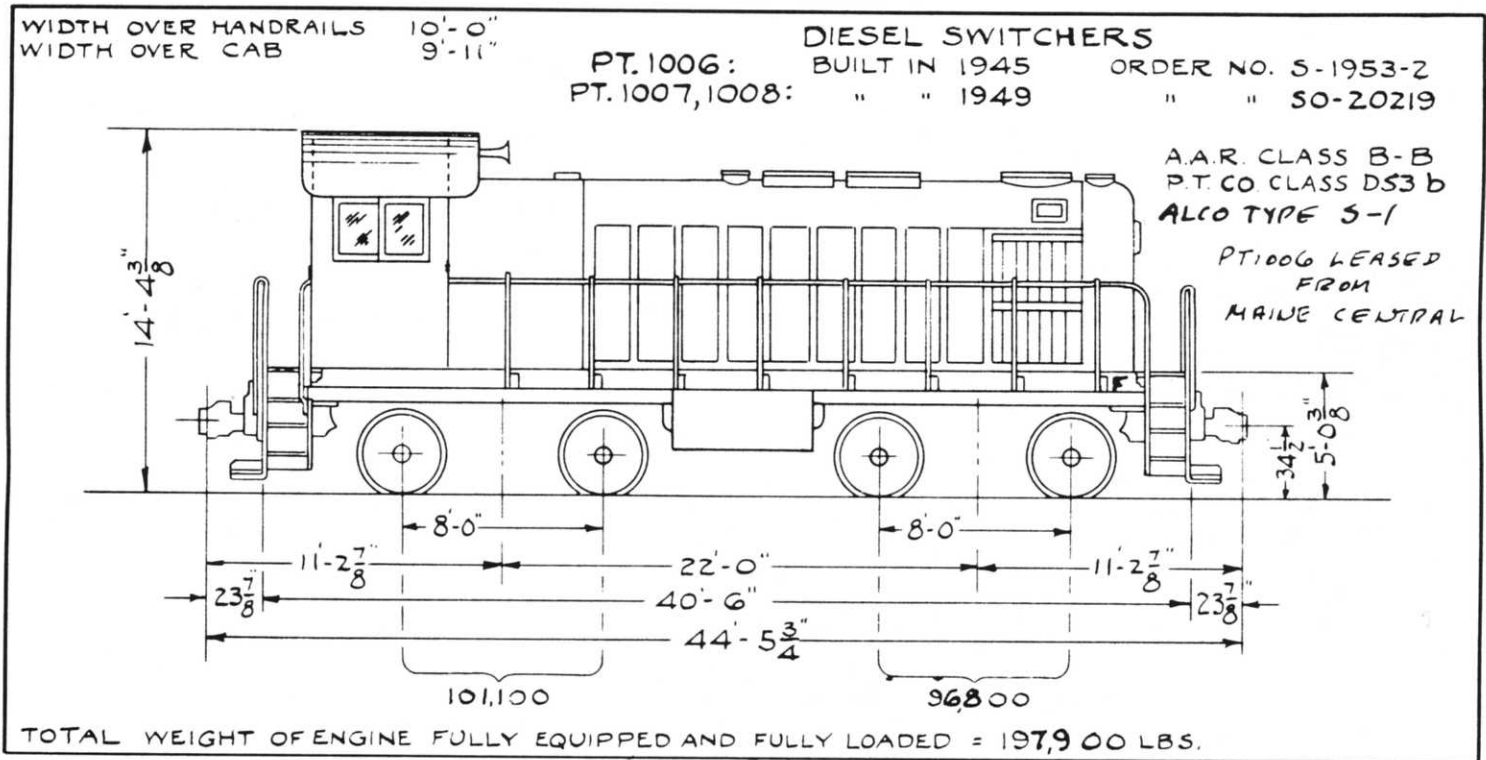
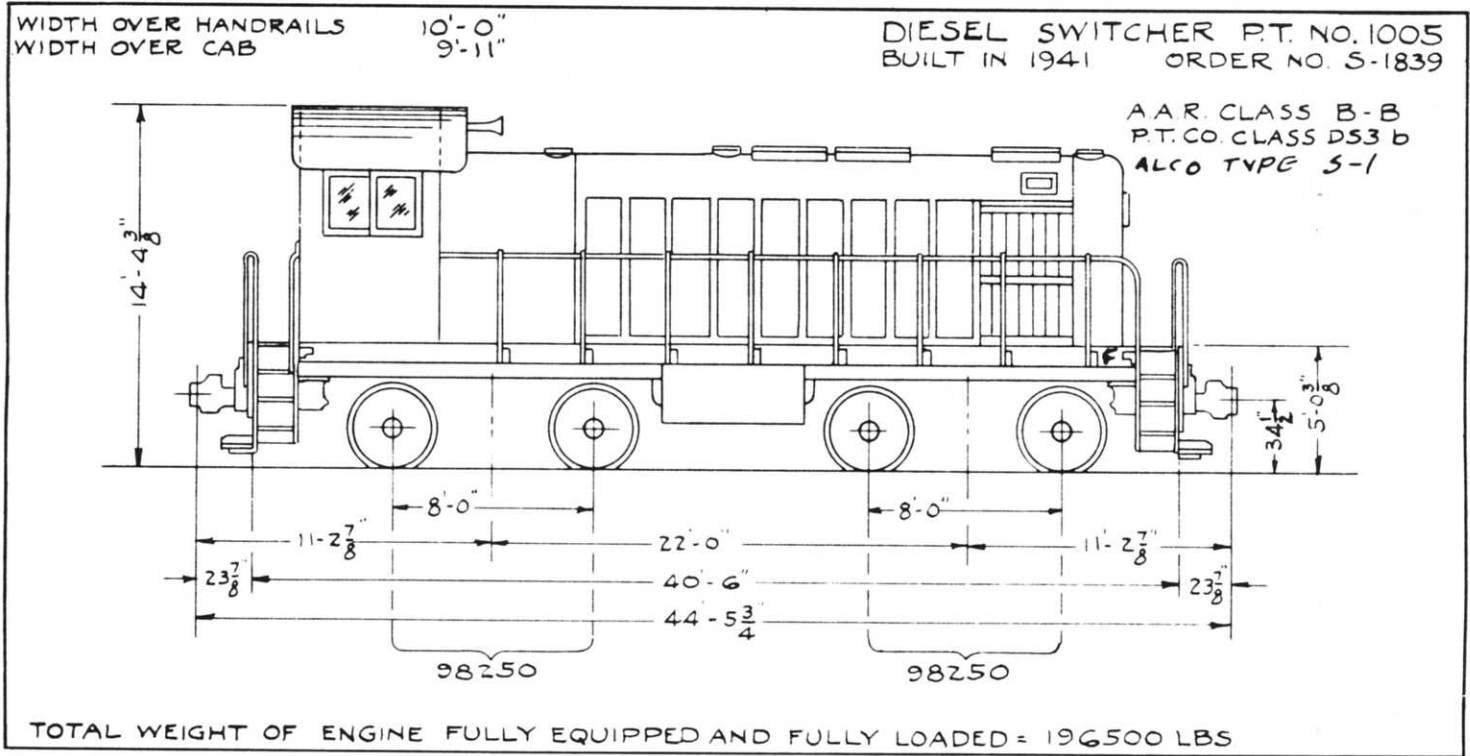
PT 1008 switching in Portland on
August 19, 1965.

—Harry Frye collection



No. 1008 Class DS3b Built 11/15/49 Serial No. 17112 Sold, State of New Hampshire, 8/81

Portland Terminal Co. Alco Switching Locomotives



Modeler's Corner

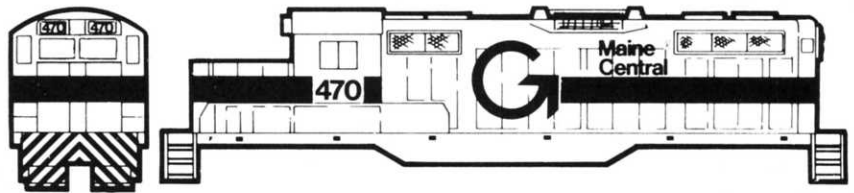
Edited from information provided by Bob Worcester.

Modelers who are interested in obtaining Alco S-1 switching locomotives for their layouts have little selection: Alco Models has issued an S-1 in brass, and Smokey Valley Railroad & Machine Co. (6120 NE 203rd St., Seattle, WA 98155) has promised delivery of an S-1 plastic body for an Athearn SW1500 frame.

With brass availability spotty, the Smokey Valley alternative seems to be the most promising. A price sheet issued July 1, 1983, lists kit K-21, Alco S-1, S-3 yard switcher, consisting of a plastic body and related parts. It will fit the Athearn frame, but the motor must be changed because the Smokey Valley S-1 hood is the correct prototype width — the Athearn motor is too wide. Kit K-17 is an Alco switcher handrail kit, with prototype stanchions and formed .015 inch wire handrails. The handrail kit, Smokey Valley says, is available now at \$12.95. The S-1, S-3 body was to be available June 15, 1983, at \$15.95. In addition, Smokey Valley is planning a power truck and frame for the switcher which the company says

may be ready at the same time the body is available. Check your local hobby shops.

RHSM Modeling Editor Bob Worcester advises that engine black is appropriate for painting an S-1 model, and the yellow used on the newest PT paint scheme is purported to be Maine Central yellow. However, decals are available only for the black with red and white nose stripe color scheme.



Guilford Industries (Maine Central and Boston & Maine) modeling materials are beginning to be offered at hobby shops throughout the country, and from mail order dealers.

For example: Maine railroad modelers interested in duplicating Maine Central's rebuilt GP7 (Cover, FLYER, Vol. 1, No. 4) can obtain Herald King decals and a chop nose kit from a new Maine company, Iver's

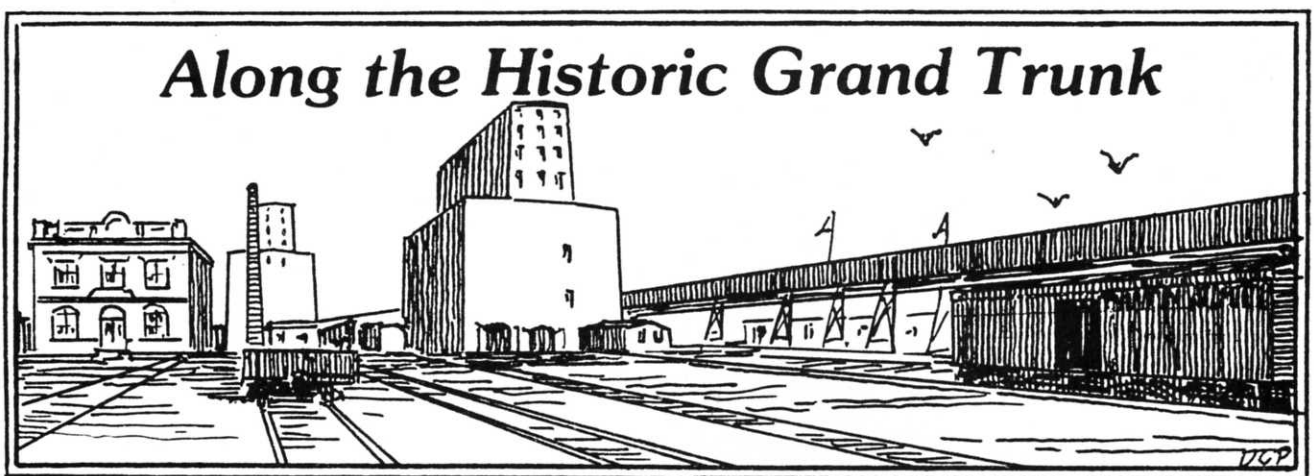
Engineering.

To begin, use the shell of an Athearn GP7-9 and follow the chop nose instructions contained in the Iver retrofitting kit, which contains a new cab face, short hood top, strobe lights and bracket, bell and bracket, drop steps and MU and ditch light stands. The kit is white metal, so be sure to file off the flash before cementing the parts in place on the plastic locomotive body.

Use Floquil grimy black to paint the entire engine body, and reefer white and SP scarlet for details. Orange stripes and pilot stripes, in addition to name and road number, are included in the decal set, No.

L-880. The chop nose kit, No. LC-200, is available from Iver's Engineering, Box 361, Brewer, ME 04412. The price is \$9.95. Super detailers will want to purchase ditch lights, MU hoses, hand rails, five-chime whistle and other parts from your hobby dealer.

We'll have more information on Guilford Industries modeling in future issues of the FLYER.



In November 1862, the Grand Trunk commenced transporting oil shipments from the springs in Western Ontario to the piers at India Street, Portland by "tankcar" instead of barrel lots. These tankcars, actually platform cars with two large iron tubs affixed to each, and perhaps an adaptation of the earlier experience in accommodating the live whales, were the forerunners of today's cylindrical jumbos. The oilfields of Western Ontario also were more closely connected to this area of Maine than merely by the Grand Trunk line and its fleet of tankcars. A sizable contingent of young men from Androscoggin, Cumberland and Oxford Counties were instrumental in locating, developing and maintaining the fields, many of them establishing new homes as permanent residents of that region, as evidenced by the names given to many of the oilwells and sites — "Auburn," "Cumberland," "Gorham," "Lewiston," "Lewiston #2," "Paris" and "Oxford."

Text by John R. Davis, Island Pond Historical Society

Artwork by Don Patterson

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.

Arthur Stanhope, 120 No. Woodstock Drive, Cherry Hill, N.J. 08034 is looking for photos, diagrams, plans and any other information about the Flying Yankee streamlined train.

Can anybody be of assistance to Arthur? Most of us know that the train is on display at the Edaville Railroad in Massachusetts, but New Jersey isn't that handy to the Cranberry Bog area of New England. There was some information and a few photographs of the train in the **1946 Car Builder's Cyclopedia**, and a good source for photographs is the Walker Transportation Collection, Beverly (Mass.) Historical Society, 117 Cabot St., Beverly, MA 01915. — Editor

Joseph Sneddon, Jr., 392 State St., Apt. 11C, North Haven, CT, 06473, is looking for some information on passenger service in the state of Maine between 1955 and 1960. The type of information needed is as follows:

1. Consists of BAR and MEC trains in the above time frame.
2. Type of power used on BAR and MEC in the above time frame.
3. If it is possible to obtain plans of BAR and MEC passenger equipment and painting diagrams for the above time frame.
4. If it is possible to obtain plans and painting diagrams of BAR and MEC passenger power in the above time frame.

If needed he is willing to pay for the information.

Martin K. Van Horn, 1007 Roland Heights Ave., Baltimore, MD 21211 saw a listing for the Railroad Historical Society of Maine in the Special Interest Groups (SIG) section of the NMRA Bulletin for July 1982. Mr. Van Horn is looking for information on car painting and lettering schemes for the Androscoggin & Kennebec St. Ry. and the Maine Central. He tells us he models in 'O' scale, and is interested in all aspects of State of Maine railroading, with special emphasis on the Sandy River and Rangeley Lakes, the traction lines and the Maine Central.

We appreciate the NMRA interest in the
(Continued on page 15)

Kennebec & Portland Railroad Company

by **Richard F. Dole**

(continued from last issue)

On October 31 the York & Cumberland paid \$5.78 for the use of engine BATH. On November 30 they did car work for the Androscoggin RR to the amount of \$90.

On November 16, 1861 the road bought a second-hand snowplow from the Concord & Portsmouth RR for \$150. At an October 27 meeting at Brunswick both first and second mortgage bondholders accepted Reuel William's offer \$119,460 to settle his claims of \$185,621. An agreement was made on February 17, 1862 and \$28,300 of it paid. On Friday, February 8, 1862 a train from Augusta ran into a snowbank at East Freeport and stuck, unable to move to Freeport until Sunday. The day before some of the passengers walked the 15 miles to Portland. On Saturday a train with two engines and a plow left Augusta to relieve it and arrived at Yarmouth Jct. on Sunday afternoon. On March 4 the Augusta train came to Portland at 4:00 p.m. with four days of Augusta newspapers.

From the 1862 BUSINESS DIRECTORY of Maine the following men worked for the company: Samuel H. Carter, engineman; M. Morton, depot master and merchant at Cumberland; Charles P. Gould, conductor; P.B. Bailey, station agent at Portland; Joseph Raynes, station agent at Yarmouth (also for Grand Trunk); Paul Brann, station agent at Augusta; D. Blanchard, station agent at Bath; James Carney, station agent at Richmond; John Ellis, machinist at Augusta; and, R. Fried, Jr., manager of the Brunswick lunchroom.

On July 1 two coaches were converted into smokers with a post office at one end. On August 4 the lunchroom at the Portland depot was cleaned out of food by army recruits.

The trustees report of October 8 said the operating costs had increased over the previous year due to heavier trains, many carrying troops and munitions. Freight service to Boston was improved the last few months due to through trains. Cars were delivered to Boston from all points on the road in 20 hours. The equipment was valued at \$175,000. The road was relocated at Hallowell by building a 600-foot long embankment that replaced a bridge. This also eliminated a sharp curve. The cost was about \$6,000. The last Somerset & Kennebec operating contract had expired on May 1, 1862 and since then no accounts had been settled. Each company collected

and kept their own income.

The gross income was \$205,841 (\$18,876 from the military), operations cost \$90,675, which left \$115,166 from it taken \$60,340 for coupons, etc., and a net of \$54,826. The number of passengers increased 14,039 over the previous year. Freight tonnage carried was 66,159, a gain of 2,438. The sinking fund now \$185,534. The average passenger fare was 3½ cents a mile.

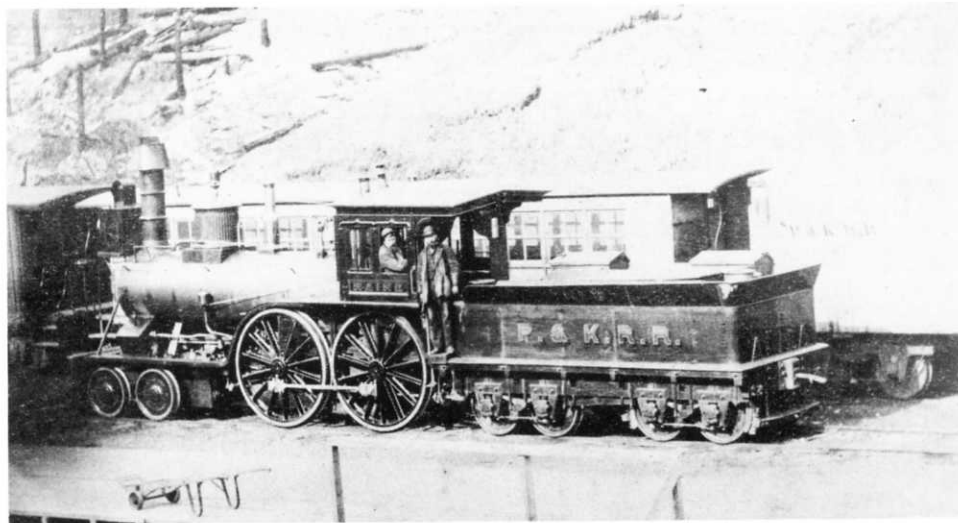
The road used no coal in its engines during January and February. The cost of coal per mile was eight cents and wood varied from 10 to over 14 cents a mile the rest of the year.

The conductors on the road now were Hatch, Mitchell, Lincoln, French and Jewett. The roadmaster was Colby.

On April 27, 1863 a man had breakfast in Augusta, ran as a conductor to Portland, traveled to Boston and ate dinner, transacted his business and returned to Portland and then ran to Augusta as a conductor and had tea upon his arrival.

The October 28, 1863 trustees report showed the gross of \$279,734 (\$15,942 from the military) an increase of about 30 percent over the previous year. This allowed the company to pay all city and town coupons, the Yarmouth dividends, pay into the sinking fund with interest and wipe out the \$91,460 due in the settlement of Reuel Williams. The foreclosure of the road for the benefit of the trustees, dated January 16, 1861, materialized on January 1, 1864. This involved a new corporation named the Portland & Kennebec Railroad Company, a reorganization that elected a secretary on May 20, 1862 with by-laws adopted and directors elected on November 5, 1862 under the General Laws of Maine.

The expense of maintaining and raising the roadbed from two to three feet had been costly. Had started to replace the "H" 56-pound rail with the "T" 60-pound. The treasurer reported that at last the station agents had realized that all money collected by them belonged to the company. The gross income was \$164,516 with operating costs \$82,821 which left \$81,695 of which \$60,144 had been for coupons, dividends, etc. with only \$21,551 left of it. There was \$7,432 cash on hand and assets in material on hand of \$30,443. The number of passengers carried had been 3,565 less than the previous year. The road charged the Somerset & Kennebec \$1,670 on April



Portland & Kennebec No. 3, the "Maine," built 1851.

— Author's collection

30, 1859 for repairs to the engine TOPSHAM that became damaged in a slide on March 30 that required new cylinders. The S&K also was charged for collision damage to coach no. 8 as it had not been properly secured on the Kendalls Mills side track. They were also charged five cents per mile for use of baggage cars and three cents per mile for flats.

The engine REUEL WILLIAMS was rented to the York & Cumberland RR, ran 2,682 miles and was charged at the rate of 16 cents per mile. On January 24, 1860 there was a collision at Richmond due to an open switch. A passenger train from Augusta ran into the freight train on a siding. The passenger engine was so badly damaged it was left there. The first mortgage bondholders met at Brunswick on December 28, 1859 and agreed to take possession on September 1, 1860. In the fall of 1859 a grocery dealer on the line began shipping potatoes to Boston. A box car was fitted with a stove to prevent freezing.

On April 10, 1860 as the men in the machine shop at Augusta quit for the day they all gathered at the turntable and asked master mechanic Davis to wait a few moments. Joseph W. Clapp, the revenue clerk, presented him with a silver cake basket and a watch chain, valued at \$100, in appreciation of their respect for him.

On July 16, 1860 the Portland Company built a 40-inch diameter wheel for the wood sawing machine. On August 14 the road hauled a 23-car excursion train from Augusta to Portland.

The trustees report of October 1 stated that as the relations between the Somerset & Kennebec had not improved three men were selected as an impartial board to mediate the situation. Two more engines were changed to coal as wood cost had increased to \$4.25 on the tender. They had found that by maintaining 3 inches of fire on the grates best results were obtained.

The gross was \$169,170, operations cost \$83,120 or \$86,050 left from which was deducted \$60,312 for coupons, dividends, depot rent, etc. This left a net of \$25,738. The passenger business had increased 3,168 over 1859. The road owned 13 depots, three enginehouses, two shops,

13 engines and 131 cars of all types. The average train speed was 20 miles an hour. There were 1,182 stockholders of whom 150 lived in Maine. On July 20 a train going east dropped a piece of wood, from the rear of the tender at Bowdoinham, fell in front of the baggage car wheels. This car with two coaches were thrown down an embankment. The baggage turned over one and one-half times and the coaches were dragged some distance on their sides. There were few serious injuries.

Trustees of the second mortgage were appointed on April 1, 1859, foreclosed on May 18, 1859 and took possession of the road on September 1, 1860 with the first mortgage bondholders.

On April 26, 1861 both the Kennebec & Portland and Somerset & Kennebec notified Governor Washburn that all troops would be carried free. On May 17 the Second Maine Regiment was carried over the road in 18 cars.

The Androscoggin RR rented the engine STATE OF MAINE from July 29 to August 17, 1861 and paid \$90. The amount of coal used was as follows: April 64 tons; May 68½ tons; June, July and August 68 tons; September 52½ tons; and, in November 65 tons with 372 cords of wood.

The trustees report of September 25, 1861 stated that the first six months the net increased \$13,000 but the last six months lost almost the amount gained. The referees settlement with the Somerset & Kennebec did not establish rates for all connected business. After some months of discussion the points in dispute were referred to them. On May 1, 1860 the gross income of both roads were totaled and the Somerset & Kennebec received 29/100 of it on a monthly basis. The Bath wharf was enlarged to accommodate the Androscoggin RR as its extension to Brunswick would soon be opened. This would cost about \$4,000. The gross was \$172,113, operations \$80,626, leaving \$91,487. From this was deducted \$60,351 for coupons, depot rent, etc., with a net of \$31,136. The number of passengers carried decreased 8,425 from the previous year. The sinking fund now had \$112,784 most of it had been invested in various town scrip.

Due to increased business, the equipment had been worked hard. Three engines had run 19,000, 18,000 and 16,000 miles each. Since May a coach could not be spared for major repairs or painting.

Since the Androscoggin RR opened to Brunswick on September 2, 1861, so much business was obtained that a small engine was kept there. An enginehouse, 50 feet x 20 feet, was built. In July notice had been received from the Portland, Saco & Portsmouth that it and the Eastern would, after August 1, 1862, add 50 cents to all passenger fares. The average on the road was 3¾ cents per mile.

Flour and corn came in large amounts from the Grand Trunk at Yarmouth Jct. for Kennebec & Portland stations that used to come from Boston and New York. The consignees preferred the railroad over water transport.

The Somerset & Kennebec still owed \$12,990 in unsettled claims. On October 1, 1863 a lease agreement was signed so that it was now controlled by the Kennebec & Portland.

Turkeys were given to all employees in December 1863 as a New Year's gift. If a man was single he received its value in cash.

In March 1863 the railroad ran 3,577 miles with coal at 5½ cents a mile and ran 12,989 miles with wood at 10 cents a mile. No coal was used in engines in January and February. Two box cars were built in the Augusta shop. During the year the K&P bought part of the Cumberland & Oxford Canal, below Vaughn's bridge in Portland, for \$20,000 and planned to erect a depot, enginehouse and freighthouse.

The operating costs were \$104,953 that left \$174,781 and after payment of various coupons left a net of \$114,637. The total number of passengers was 144,673 (an increase of 25,412) and total tons of freight was 70,173 (an increase of 20,595). The military service demands were responsible for some of the increases. It is interesting to note that the largest passenger increase was from Bath to Portland (10,527) and from Bath to Boston (10,220). On the Somerset & Kennebec the largest number of passengers was from Skowhegan to Portland (1,378) and to Boston (1,537).

There were 2,665 tons of freight to and from Boston and Augusta and 2,984 tons to and from Portland and Augusta.

The sinking fund at this time was \$159,259 with most of it invested in town and city scrip but did have \$30,000 in U.S. bonds.

As the Portland & Kennebec Railroad Company took possession of this road on January 1, 1864 it ended the long and difficult struggle to succeed. It did change the transportation mode in Maine and allowed both the public and various business company's to decrease their costs as well as being dependable in all kinds of weather.

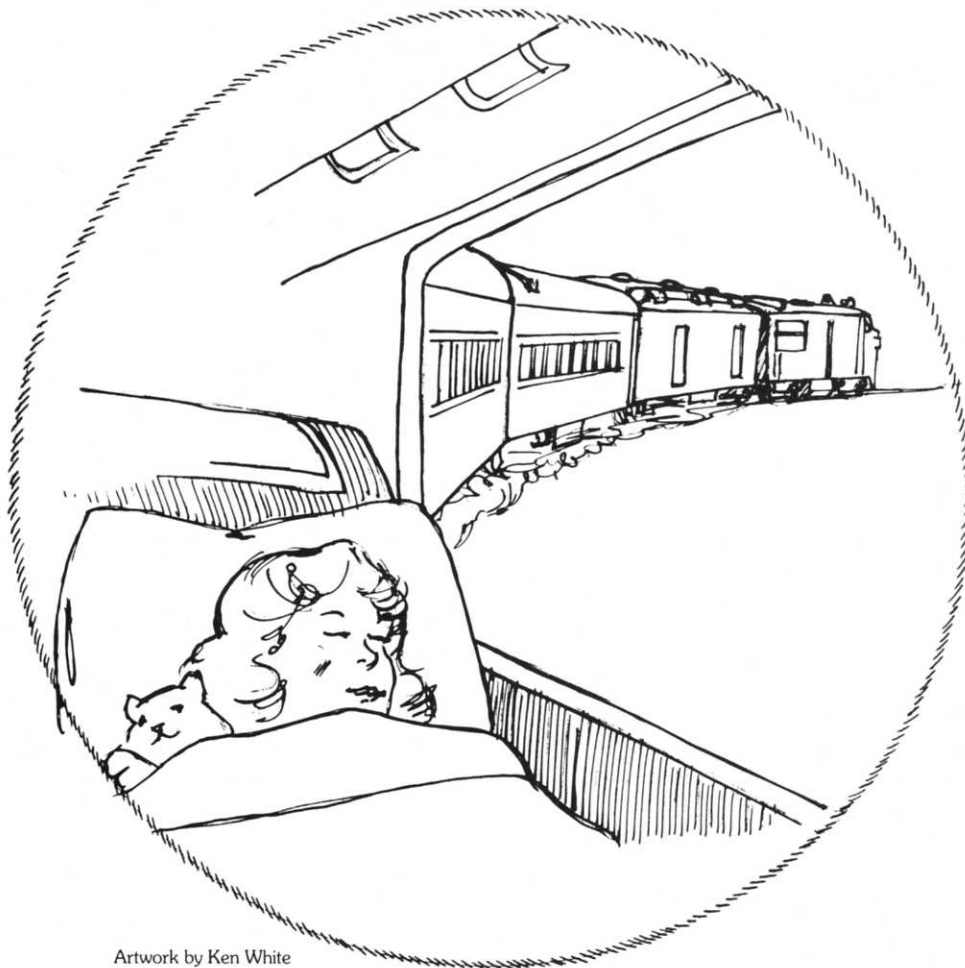
Next issue — a K&P engine roster, compiled by the author.

The Flyer's first publication of railroad related poetry "Lullaby of the Train," is part of the contents of this issue. Pat Ranzoni of Bucksport dedicates her contribution to her father-in-law, Joseph Ranzoni, who was a track foreman for the New York Central for 17 years.

Lullaby of the Train

For the children on the Montreal to Brownville Junction run, Canadian Pacific line, October 21, 1981, who needed lullabies.

by Patricia Smith Ranzoni



Artwork by Ken White

*Listen to the rolling of the wheels
along the track.*

*Listen to the whistle,
it's a promise we'll come back.*

*Listen to the soft sounds
of voices near and low.*

*Close your eyes my dear one
and listen,
listen.*

*Close your eyes my dear one,
listen and you'll know
the train is making music,
music as we go.*

*Listen to the swaying of the cars
that make the train.*

*Listen to the sounds that say
we're going home again.*

*Listen to the chorus
the rocking, long train sings.*

*Close your eyes my dear one
and listen,
listen.*

*Close your eyes my dear one,
listen and you'll know
the train is making music,
music as we go.*

*Listen to the pull of the engine,
now do not fear.*

*It's a lullaby, love
that you know that I am near.*

*Close your eyes and sleep, love,
we're warm and close and so
close your eyes my dear one
and listen,
listen.*

*Close your eyes my dear one,
listen and you'll know
the train is making music,
music as we go.*

Information Please

(continued from page 13)

RHSM, and hope that members will respond to Mr. Van Horn's request. The Pine Tree FLYER was designed to encourage members to communicate with each other. We hope that members will generously share their knowledge with other members, and that all will make use of the open invitation to contribute to the pages of the Pine Tree FLYER.

—Editor

Delmar N. Cyr, Rt. 3, Box 666 Hilliard, FL 32046, wants some details on a local run from Vanceboro to Bangor and return during the '40s and '50s. "It left around 8 a.m., arriving in Bangor about noon. The return run got back to Vanceboro at approximately 8 p.m. As I recall," writes Mr. Cyr, "motive power was a box cab. It was nicknamed 'The Skunk' and 'The Barber Shop Special,' due to the stripes, I suppose. I need any data, photos, etc. of the box cab and consist. I'll gladly pay

for duplication of any information and guarantee to return the original."

Information Please

Charles F. Cowan, 531 Hilldale Road, Boomall, PA 19008, would like to paint three model standard passenger cars in the colors of the Maine Central, circa 1920-30s. He's hoping Society members can be of assistance in providing color scheme information.



Canadian National No. 6218, hauling the 1966 excursion of the 470 Railroad Club of Portland, creates a breathtaking steam panorama. Portland photographer Don Johnson, on assignment for the Press Herald-Evening Express, made this classic exposure which was distributed by the Associated Press wire service to newspapers nationwide. With white flags flying, the 6218 is seen crossing the Presumpscot River in Falmouth, Me.

— Ron Palmquist collection



Here is a side view of Grand Trunk 0-6-0 No. 7530 which was featured on the rear cover of Vol. 1, No. 1 of the *Pine Tree FLYER*. The steam engine was switching the Portland waterfront yard of the Grand Trunk on Dec. 28, 1945.

— Norm Sullivan collection

Photo Pages

edited by Ron Palmquist

This photograph, from the Frank Trask collection, is entitled "RR Station, Palermo, Me." However, not much of the handsome structure is visible as it forms the background for Waterville, Wiscasset and Farmington No. 6 and a 1902 Jackson & Sharp combine. A cut of two-foot gauge box cars also can be seen behind WW&F No. 6 which was destroyed in a fire in 1932.



Steam!

Maine Central No. 463, an Alco-built Class C Pacific, enters Royal Junction hauling five cars. A sister to MeC 470, which is on display at Waterville, Me., the 4-6-2 was built in 1914 at Schenectady. Date and photographer unknown.
— Sullivan collection



Photo Pages (continued)

Bangor & Aroostook No. 93, at an unknown location and time, appears ready to depart with a consist of BAR "varnish."

— Bill Robertson collection



The Bangor & Aroostook Railroad from the air appears to be the work of an experienced model railroader. However, we are assured that the train is the prototype Searsport local photographed on June 22, 1983. It's a rare scene usually viewed from ground level, and an opportunity for modelers to carefully study the train, track and scenery from a miniature perspective.

— Norm Sullivan photo



Maine Central box car no. 31519, fresh out of the Waterville shops, was spotted across the main line at the rear of the MeC general offices in May.
—RHSM staff photo



Maine Central GP7 573, freshly painted in the old maroon/gold colors, paid a visit to the Delaware & Hudson during the first two weeks of October 1982. The unit was on display at Amtrak Family Days in Albany/Rensselaer and hauled an inspection train on the D&H from Rouses Point, N.Y. to Albany. The 573 also ran in freight service on the B&M. In the company of B&M 302, a GP40-2, the 573 prepares to head for the Conrail connection at Rotterdam Jct. with a B&M freight. (The 573 is now painted in the Guilford Grey color scheme. —Ed)
—Glen C. Perry photo

Wanted

Photographs of Maine Central steam generator car No. 111. The car, former coach 204, was converted in 1955 and stationed at Bartlett, N.H. as insurance should steam generators on diesel locomotives fail while operating on the Mountain Division, or should engines without steam generators be assigned to trains 162 and 163. Send your photos to: Editor, Pine Tree FLYER, P.O. Box 8057, Portland, ME 04104. Thank you!

The Norway and Paris Street Railway

by O.R. Cummings

Part III

Snow was the trolley line's major enemy and after severe winter storms, when the railway's lone plow was unable to penetrate the deepest drifts, young men and older boys were hired as shovelers to help clear the track. Annual reports of the Norway & Paris show that snow fighting expenses never were substantial and except for the very last year of street railway service, there were no significant disruptions of the schedule due to "the great white cold."

These reports also show that the best year for the trolley line was that ended June 30, 1913 when 213,749 passengers were carried and paid fares totaling \$10,687. Patronage steadily declined thereafter as automobile competition slowly increased. By 1916, the railway was being operated at a loss but the shortfalls were more than offset by growing power revenues which enabled the company to continue reporting a net income at the end of each fiscal period.

The principal stockholder in the Norway & Paris for 10 years was George E. Macomber of Augusta, a man who had helped promote the Augusta, Hallowell & Gardiner Railroad, Maine's second trolley line, in 1890 and was also the prime mover of the Rockland, Thomaston & Camden Street Railway in the Pine Tree State's Knox County in 1892. During 1906, Mr. Macomber gave his controlling shares in the N&P to his son-in-law, Guy P. Gannett, who had married Macomber's daughter, Anne, in June 1905. Gannett, probably

best known as a Maine newspaper publisher in later years, was one of the incorporators of the Maine Power Company in 1907 and late in 1913 or early in 1914 he sold his interests in both the railway and power company for \$50,000 to a syndicate headed by former Gov. William T. Cobb of Rockland and Hugh J. Chisholm and Maynard S. Bird, both of Portland. These three men were the principals in the Maine Railways, Light & Power Company, chartered June 13, 1914, as a holding corporation for the purpose of controlling electric light, gas, railway and hydroelectric properties in the Pine Tree State.

The Maine Power Company was merged on May 29, 1914 with the Norway & Paris, which changed its name on Jan. 6, 1916 to the Oxford Electric Company. All of the stock of the Oxford Electric was owned by the holding company, which also controlled the Rockland, Thomaston & Camden Street Railway and provided management services for the Androscoggin Electric Company, successor in 1914 to the Portland-Lewiston Interurban Railroad and the Lewiston & Auburn Electric Light Company.

There's no doubt that the major reason for the acquisition of the Norway & Paris and the Maine Power Company by the Messrs. Chisholm and Bird was to gain control of the commercial power business. The trolley line was a sort of unwanted stepchild which was becoming increasingly unprofitable and which received no more maintenance than absolutely necessary.

Officials of the Maine Railways, Light & Power Company warned residents of Norway and South Paris several times in 1916 and 1917 that if the downtrend in street railway patronage continued, abandonment was only a question of time.

Probably the last major expenditure on the street railway was made in 1915-16 when approximately 3,000 feet of track was rebuilt with 70-lb. T relay rails and nearly 1,500 new ties in connection with the reconstruction and repaving of about a half mile of Main Street, Norway. (The company contributed \$2,000 to the municipality in addition to paying for the new rails and ties.) Then, in 1917, two second-hand single truck closed cars were purchased secondhand in Washington, D.C. to replace older cars of the same type which had seen far better days. To reduce platform expenses, the ex-Washington cars were operated with one-man crews, with the motorman collecting the fares as well as performing his normal duties.

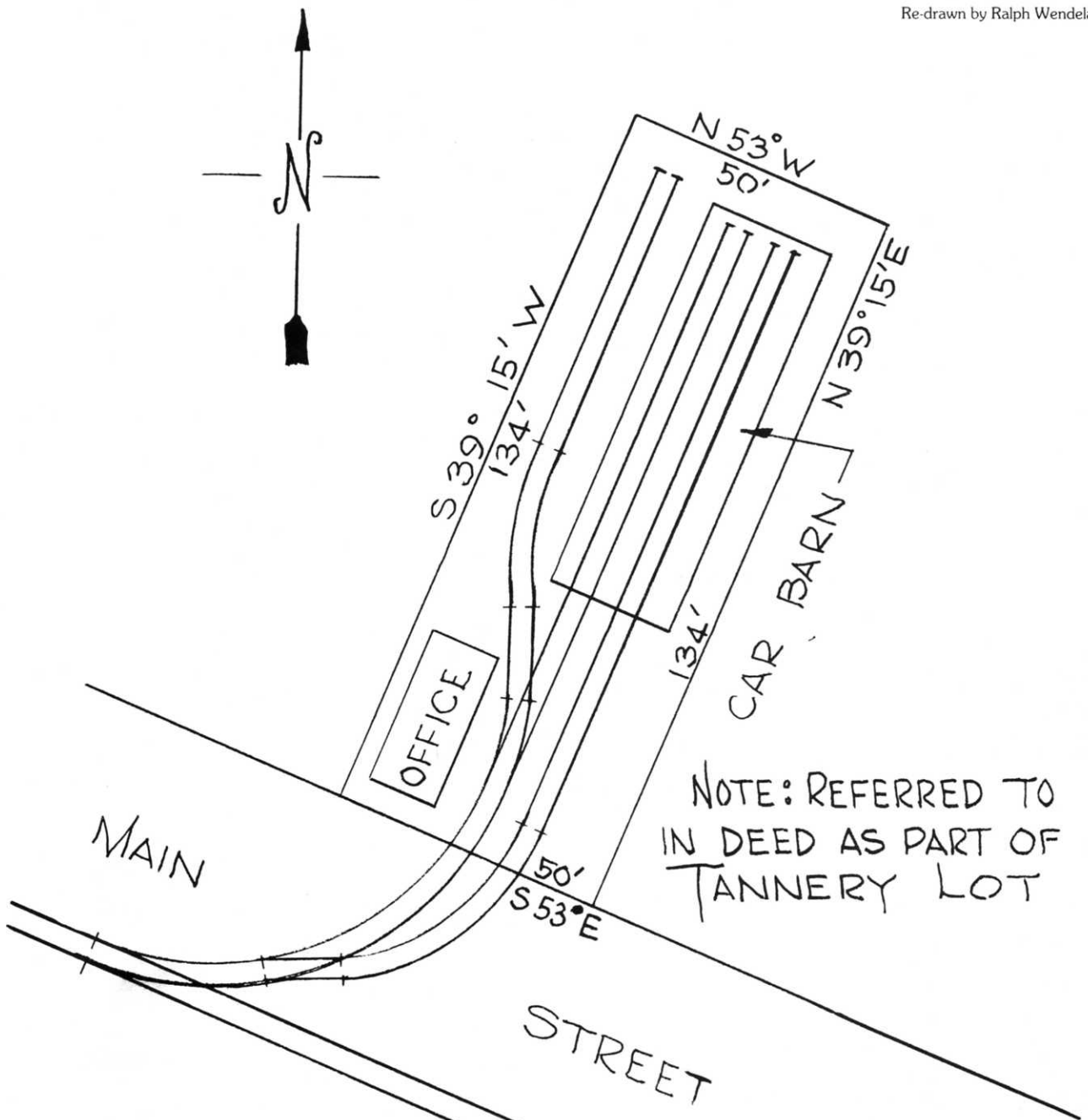
Only 153,938 passengers were carried on the trolleys during the calendar year 1917 and on Jan. 18, 1918 a severe storm forced the shutdown of the line. No attempt was made to clear the tracks and it was not until after Mother Nature took a hand in the spring that service could be resumed. The normal half-hour headway appears to have been maintained during the summer of 1918 but early in September management announced that all trips would be

(text concluded on page 22)



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

The Odd Fellows lodge of South Paris was celebrating its 25th anniversary in 1899 when a Norway & Paris 10 bench open was snapped in Market Square.



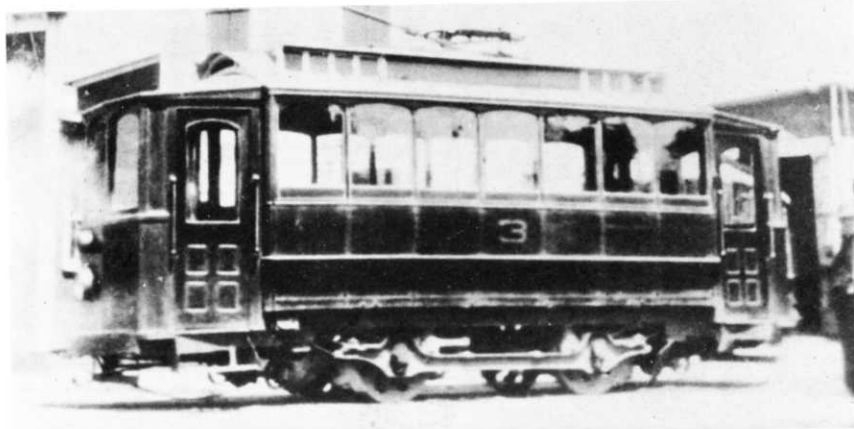
MAP OF OFFICE AND CAR
HOUSE LOT ACCOMPANYING
APPRAISAL
NORWAY ^{and} PARIS STREET RAILWAY

Norway & Paris Street Railway

suspended "within a reasonable time" after the Oxford County Fair. Saturday, October 5th, was the very last day, efforts by the municipal officials of Norway and Paris to force the company to resume service being unsuccessful.

To make a long story short, control of the Oxford Electric Company was acquired by the Central Maine Power Company in 1920 and the merger of the two was authorized by the Public Utilities Commission in July 1921. At the time of the consolidation, the street railway track and overhead was still in place and the remaining cars were stored in the carhouse. Dismantling of the railway occurred during 1922 when the rails and wire were sold for scrap and the cars were junked. The car barn remained standing and today houses the Norway office and maintenance facilities of CMP.

Norway & Paris No. 3, built as an experimental storage battery car in 1887, at the Norway carhouse.



NORWAY & PARIS STREET RAILWAY

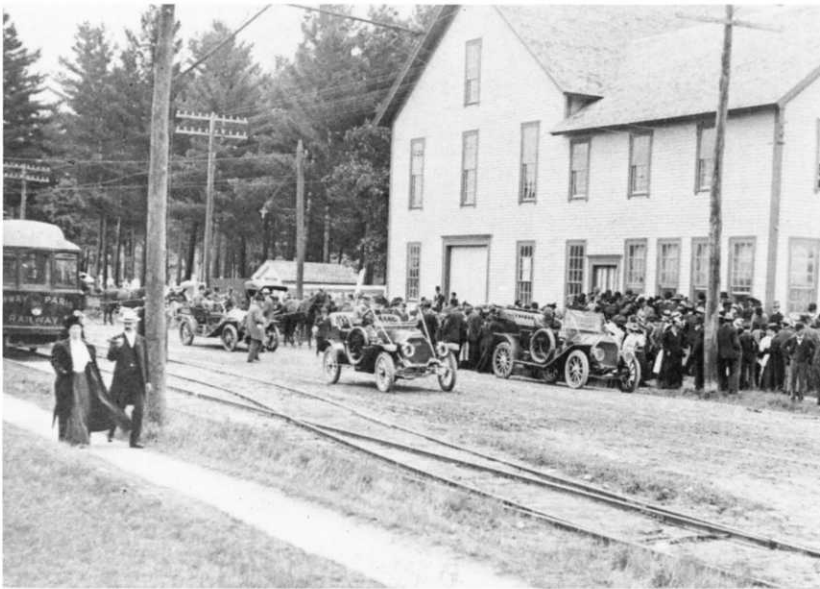
OXFORD ELECTRIC COMPANY

PASSENGER CAR ROSTER

Number	Type	Builder	Year	Trucks	Motors	Control	Seats	Seating Capacity
2	20' closed	Briggs	1898	Peckham	2-GE800	K-2	2 long	28
<i>Purchased second-hand in 1907 from the Lewiston, Augusta & Waterville Street Railway. Car built for the LA&W's predecessor, the Lewiston, Brunswick & Bath Street Railway.</i>								
2	17'8" closed	American	1897	Lord Baltimore			2 long	24
?	17'8" closed	American	1897	Lord Baltimore			2 long	24
<i>Two cars purchased second-hand in 1917 from the Capital Traction Company of Washington, D.C. Operated as one-man cars by the Oxford Electric.</i>								
3	16' closed	Stephenson	1887	McGuire	2-GE800	K-2	2 long	22
<i>Built as experimental storage battery car in 1887. Purchased second-hand by the Norway & Paris for \$375 in June 1895 from the West End Street Railway of Boston, Mass.</i>								
4	20' closed	Briggs	1895	Bemis	2-GE800	K-2	2 long	28
5	10 bench open	Briggs	1895	Bemis	2-GE800	K-2		50
6	10 bench open	Briggs	1895	Bemis	2-GE800	K-2		50
7	20' combination passenger-baggage	Briggs	1893	Taylor				

Acquired second-hand during year ended June 30, 1900 from the Rockland, Thomaston & Camden Street Railway, on which it was No. 12. Sold by N&P during year ended June 30, 1901 to the Augusta, Hallowell & Gardiner Railway, on which it reportedly became No. 21.

— Compiled by O. R. Cummings



The Norway & Paris Street Railway's sole turnout is evident in this view of No. 2 at the Oxford County Fairgrounds circa 1910.

Our Sympathies

Railroad Historical Society of Maine members and readers of the *Pine Tree FLYER* will be saddened to learn of the recent death of Ralph Wendelaar of Spruce Head, Maine.

Ralph was a member of the Society, and the artist who drew the floor plan for Maine Central business car 333, published in Vol. 1, No. 2 of the *FLYER*. He also drew the plan for BAR caboose C-59 and was gathering material for a drawing of BAR business car 100. He suffered a heart attack at his home just before Christmas, and was dead on arrival at a local hospital.

The Maine railfan community also mourns the death of Mrs. Ruth Lancaster, wife of J. Emmons Lancaster, a Society member and a founding member of the 470 Railroad Club of Portland. Lanc authored the articles on Maine Central covered rack cars (Vol. 1, No. 2) and on milk cars (Vol. 1, No. 3).

We all join in sending our sincere sympathies to the Lancaster family, and to Mrs. Elizabeth Wendelaar. A Ralph Wendelaar profile is planned in a future issue of the *FLYER*.

— Ron Palmquist

Back Cover

The month of September 1983 will be remembered by Maine railfans for at least two events of historical significance. The last regularly scheduled "Mountain" trains operated between Rigby Yard in So. Portland and St. Johnsbury, Vt. and return on Sept. 2-3. In the top photograph, Maine Central train RY-2 crossed Maine Highway 113 at Steep Falls with GP38s 260 and 252 handling the consist. The suspension of MeC trains YR-1 and RY-2 followed the transfer of the railroad's interchange with the Canadian Pacific from St. Johnsbury to Mattawamkeag, Me. Alternate service was provided for shippers in New Hampshire and Vermont. Unaffected is Portland Terminal Co. traffic to Cumberland Mills (Westbrook) on the Mountain Division line. On Sept. 10-11, a "Flying Yankee" railroad excursion took fans on a round-trip ride from Boston to Bangor in what was billed as "a recreation of . . . the famed Boston & Maine-Maine Central train to northern Maine." The consist, two MBTA F40PH locomotives and six recently rebuilt ex B&M RDCs, is viewed in the bottom photograph heading eastbound at Carmel just a few miles from its Maine destination. The Massachusetts Bay RRE was the sponsor.

— Bill Robertson 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:

Date _____ (Print or type please)

Name _____ Age _____ *

Address _____

City _____ State _____ Zip _____

Telephone _____ (Add area code outside Maine)

Occupation _____ *

Membership Class: Active _____ \$10.00 per year

(Check One) Contributing: _____ 20.00 per year

Sustaining: _____ 100.00 per year

Associate: _____ 50.00 per year

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.



GET ON THE RIGHT TRACK

THE RAILROAD HISTORICAL SOCIETY OF MAINE
P.O. Box 8057, Portland, ME 04104

January
1985

SECOND ANNUAL MODEL RAILROAD SHOW

The success of the 1983 show encouraged officers to plan a 1984 show which was held Saturday, Sept. 22 at King Middle School in Portland. Over two dozen dealers had tables, and several operating layouts were in action during the day. A portion of a layout, created by Al Barnes and his son, was built from scratch - fashioned from pieces of plywood, styrofoam and other materials. The RHSM "auxiliary" had a food concession, with soft drinks and hot dogs, coffee and donuts available. Admission to the show was \$1.50 for adults with kids under 12 just 75-cents. It was a great day. The Society made a little money and plans already are being made for the third annual show in September 1985. John Hume is the RHSM show chairman. He and his crew deserve applause!

PRESIDENT'S MESSAGE

We are heartened by the support RHSM has received from throughout the country, and from abroad, too. Our publication, the Pine Tree FLYER, has been publicized in several rail-oriented publications, including Mainline Modeler, the NMRA Bulletin and, most recently, Model Retailer, a hobby trade publication (more about the FLYER follows). Letters have come to us from as far away as Scotland and New Zealand with requests for information. In the meantime, the RHSM Steering Committee is working on a dues structure for the coming year, trying to keep membership fees at \$10/year, with \$20/year for contributors. We're also working on other fund raising projects, including another raffle (more about that follows). Our membership continues to grow to well over the 400 mark. There have been many words of support spoken on our behalf, and it makes us feel that we are filling a void for those who are interested in the history and modeling of Maine railroads. Our thanks to all the staff and active participants for their loyalty, and to the general membership for its interest and support. I hope you all had a happy holiday season, and look forward to a prosperous new year.

Yours in Railroading,
Norm Sullivan

FLYER SIDETRACKED BY SKYROCKETING PRINTING COSTS

The Pine Tree FLYER, RHSM's quarterly publication, has been printed in Portland, Me. by Maine Printing and Business Forms Co. We have been pleased with the results. However, the cost of preparing a slick publication such as ours has reached the point where the firm was forced to increase its prices by as much as 50-percent. So, the RHSM Steering Committee has directed the editor to re-negotiate the price or find a new printer. It would appear, as this is written, that a new printer will replace Maine Printing as the publisher of the FLYER. RHSM members have been most understanding about the delay. We have material in hand and are ready to go as soon as this situation is resolved. Hang in there with us...the next two issues will be printed soon and mailed to all members. All members will receive the four issues each is entitled to in return for annual dues. And, you will receive notice of renewal prior to the distribution of Vol. 2, No. 4. We always are looking for new material and ideas, so please contact me at the RHSM post office box. - Ron Palmquist, editor

coastal community where the MeC and 2-foot gauge W.W.&F. once interchanged traffic. More on the above in our next issue of the FLYER, which, by the way, will feature an article on the Monson Rwy. by Roger Whitney of Wiscasset.

CHESSIE POWER IN MAINE

Our field reporters, including correspondent David Anderson of East Millinocket, tell us that Chessie System B&O GP40s are beginning to arrive in Maine via the CP. David photographed two units, 3731 and 3708, at Millinocket on Nov. 29, 1984. A hostler told him units were among several to be repaired by the Bangor & Aroostook. He also reports seven Chessie units at Northern Maine Junction (one in B&O blue). As this is written (1-4-85), Bruce Nett of Bangor confirms the engines continue to be spotted at Northern Maine Jct. with batteries pulled. Bruce theorizes the locomotives might have been in unit train service as their condition is not too good. He also reports the GP40s are owned by GATX (leased by Chessie?). (We'll have photos in the next issue of the FLYER. - editor)

SECOND ANNUAL RAFFLE

Enclosed is information regarding our latest raffle, a fund-raising device which we hope will allow us to put off an annual dues increase. The model which is the grand prize is a BAR GP38, kitbashed from an Atlas GP38 kit by Tom Hume of Portland. (We'll have an article based on Tom's work in the next issue of the FLYER. - editor) Please join in the good fun. If you recall, our last raffle was a good success with a local modeler the winner of a Portland Terminal Alco switcher built by Bob Worcester, a founding member of RHSM. We also need ideas for future raffles, so send your suggestions along with your dollars.

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:

Date _____ (Print or type please)

Name _____ Age _____ *

Address _____

City _____ State _____ Zip _____

Telephone _____ (Add area code outside Maine)

Occupation _____ *

Membership Class: Active _____ \$10.00 per year

(Check One) Contributing: _____ \$20.00 per year

Sustaining: _____ \$50.00 per year

Associate: _____ \$50.00 per year

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