

1962

Maine Central Railroad: A Century of Service to the State of Maine -- 1862 - 1962

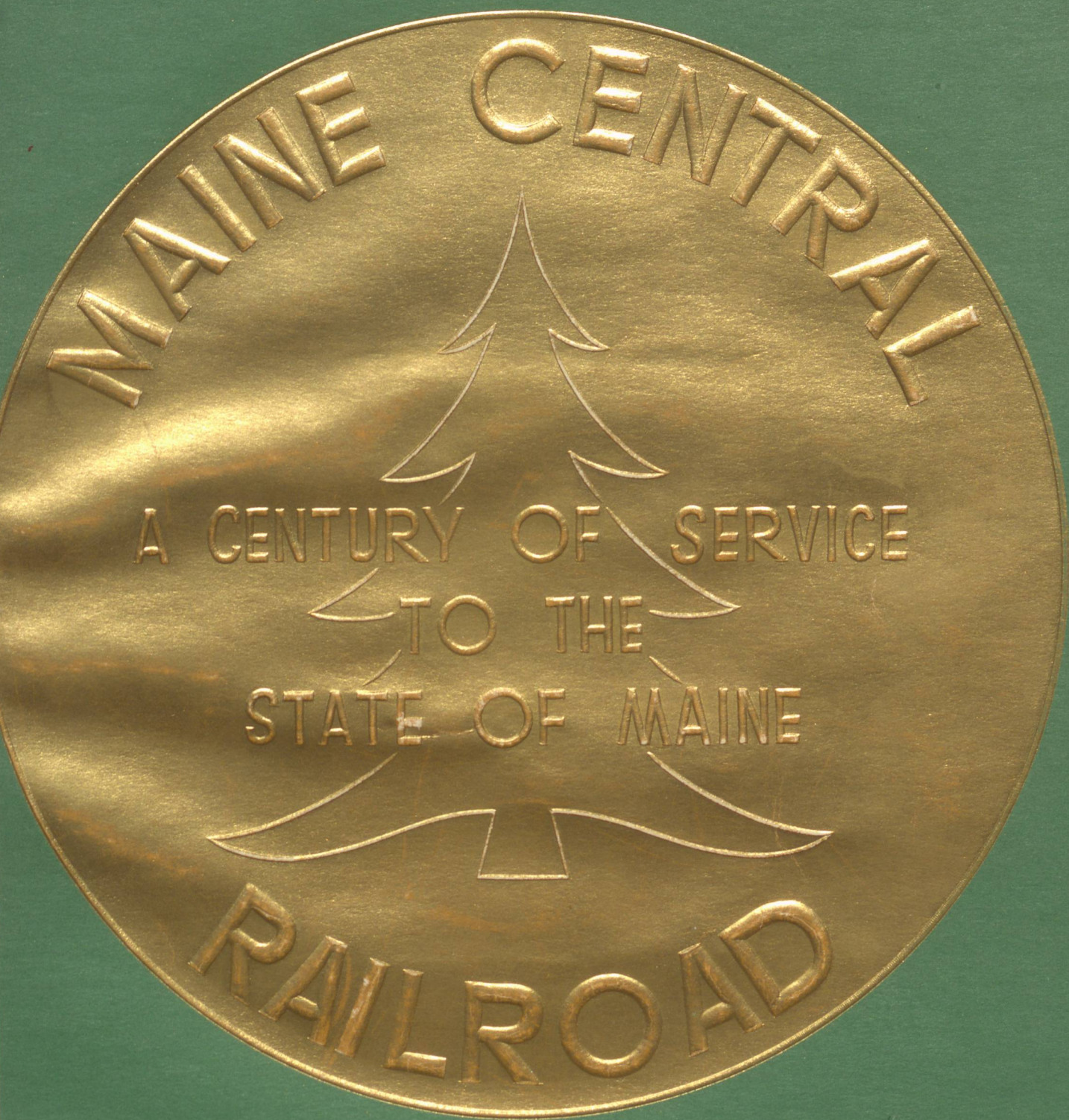
Maine Central Railroad Company

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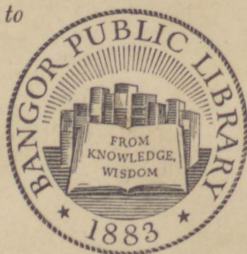


1862

-

1962

Given to



by

Maine Central
Railroad **BGRM**

BANGOR, MAINE

SHELF NO.

VOLUME

385. M271

ACCESSION NO.

COPY

524055

ACCESSION DATE

JUL 17 1963

Observance of the centennial of the Maine Central Railroad Company, the State of Maine's largest railroad which serves 14 of the 17 counties in Maine, is being held at Waterville because it was in Waterville that the Maine Central was incorporated on October 28, 1862.

Waterville is also the geographical center of the Maine Central system which today serves from Portland to Eastport and Vanceboro; to St. Johnsbury, Vt., and also thru sections of the State of New Hampshire. Its general offices are located at Portland, Me.

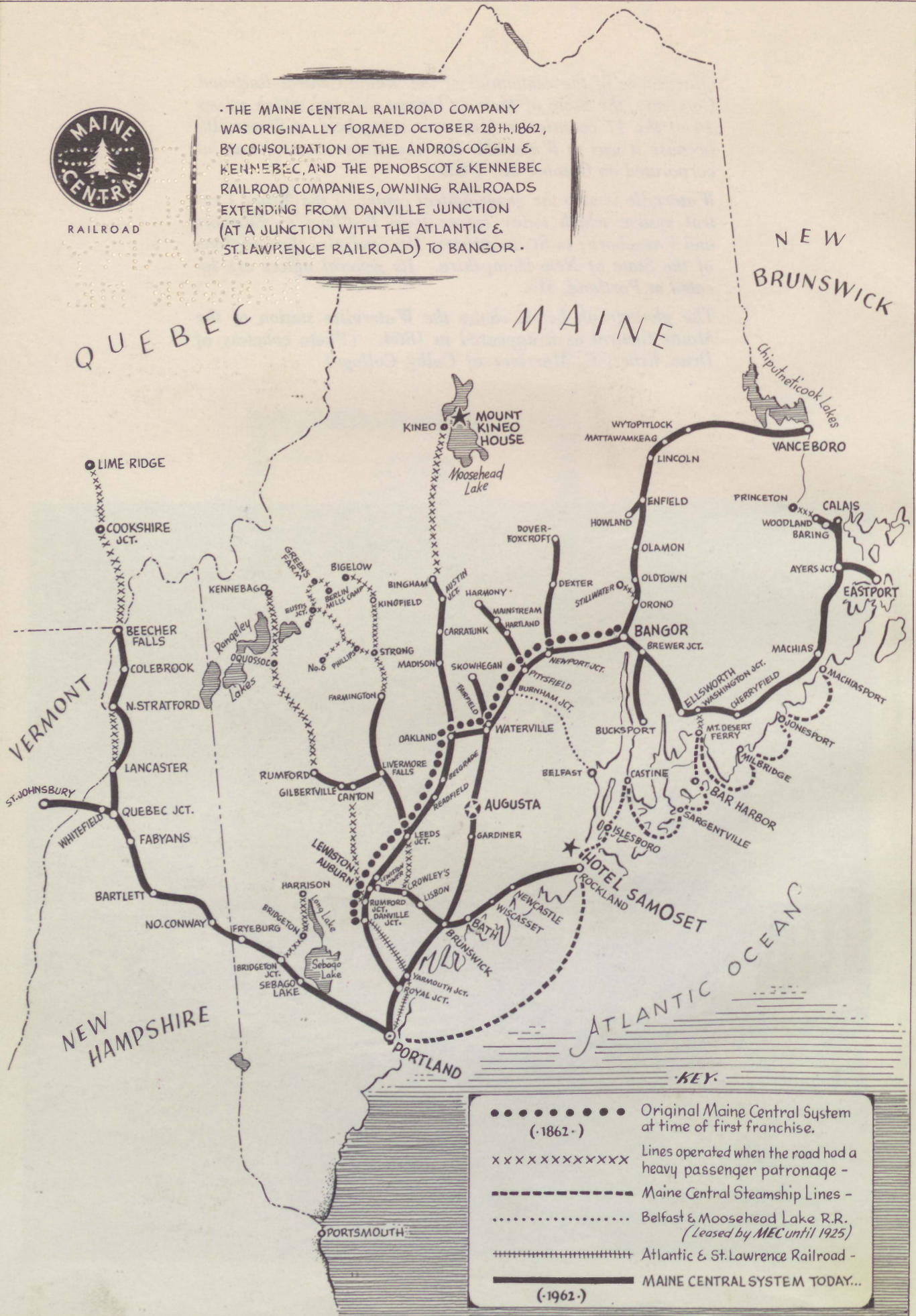
The photograph below shows the Waterville station of the Maine Central as it appeared in 1864. (Photo courtesy of Dean Ernest C. Marriner of Colby College)





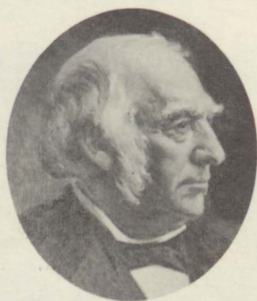
RAILROAD

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

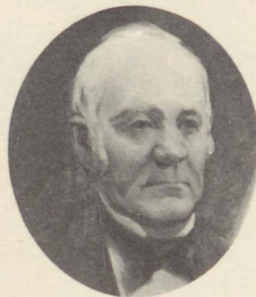


Illustrious Men Have Headed Maine Central

Seventeen men have headed the Maine Central Railroad Company as president. Two, Anson P. Morrill and Abner Coburn, also were elected to serve as Governor of the State of Maine.



ANSON P. MORRILL



ABNER COBURN

PRESIDENTS

WILLIAM GOODENOW
HOLLIS BOWMAN
ANSON P. MORRILL
REUBEN B. DUNN
AMOS D. LOCKWOOD
RICHARD D. RICE
ANSON P. MORRILL
ABNER COBURN
GEO. E. B. JACKSON
ARTHUR SEWALL
FRANKLIN A. WILSON
Chairman of the Board
President
LUCIUS TUTTLE
CHARLES S. MELLEN
MORRIS McDONALD
EDWARD S. FRENCH
E. SPENCER MILLER

ELECTED

October 28, 1862
June 24, 1863
July 5, 1864
February 27, 1867
May 12, 1870
May 31, 1870
June 13, 1873
March 24, 1875
April 16, 1878
December 17, 1884

December 20, 1893
May 16, 1894
October 18, 1899
September 14, 1910
July 9, 1913
September 1, 1932
April 23, 1952



EDWARD S. FRENCH
Chairman of the Board
of Directors since
April 23, 1952.



E. SPENCER MILLER
President since 1952

Centennial Program

at

Waterville, Maine

Saturday,
October 27, 1962 10 a. m.—Historical parade, under auspices of Waterville Junior Chamber of Commerce

10:45 a. m.—Presentation of "Old 470", last steam-propelled locomotive used on the Maine Central, to the City of Waterville. Presentation at former passenger station grounds, following disbanding of parade.

1-5 p. m. Open House at Maine Central Railroad shops (for employees and their families)

(In case of rain on Saturday, parade will be cancelled. Floats will be exhibited on Main Street Sunday and presentation of locomotive will be at 2 P.M. Sunday.)

Sunday,
October 28, 1962 1-5 p. m. Open House at Maine Central Shops for general public.

Monday,
October 29, 1962 2-4 p. m. Open House at Maine Central Shops for those attending Maine State Teachers Convention. (admittance by ticket only)

6:30 p. m. Centennial Dinner at Roberts Union, Colby College. (By invitation)

* * * * *

AT THE HEAD TABLE

(left to right)

The Rev. Fr. James Sullivan, Pastor of Sacred Heart Church, Waterville.

Daniel A. Benson, president, Boston and Maine Railroad.

His Honor Cyril M. Joly, Jr., Mayor of the City of Waterville, Maine.

His Excellency John H. Reed, Governor of the State of Maine.

E. Spencer Miller, president of The Maine Central Railroad and Portland Terminal Co.

Mrs. Jean Gannett Arnzen, president and publisher, Guy Gannett Publishing Co.

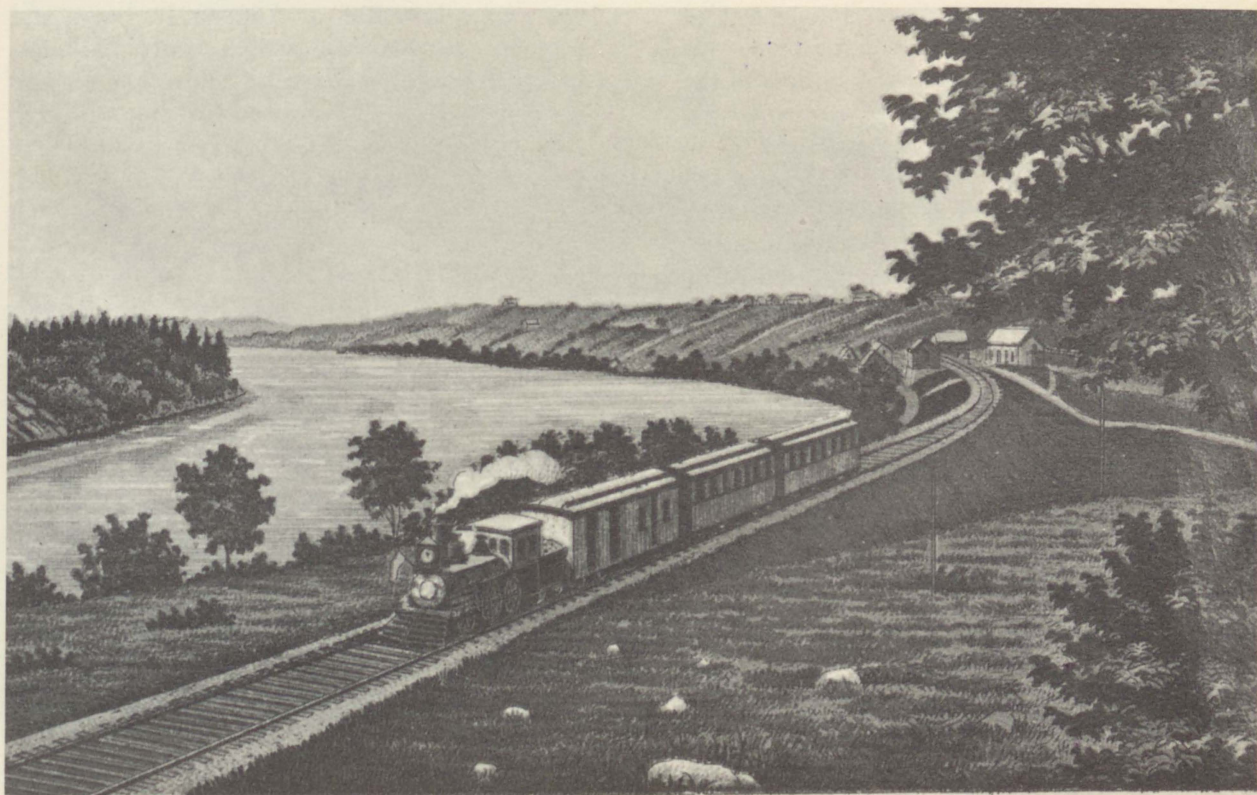
Edward S. French, chairman of the board of directors, Maine Central Railroad Co.

Robert L. Strider, president of Colby College.

W. Jerome Strout, president of the Bangor & Aroostook Railroad.

David M. Stevens, Commissioner, Maine State Highway Department.

The President's Centennial Address



Riverside, looking up the Kennebec.

Remarks of E. Spencer Miller, President, Maine Central Railroad at Colby College, October 29, 1962.

Convened here this evening are many members of the Maine Central Railroad family, honored by the presence of leaders of our state and the city of our birth, for the purpose of climaxing a three-day centennial celebration through some words saluting the past, appraising the present and pledging the resources, talent and energies of Maine Central to the future prosperity of Maine and Waterville.

It may be difficult, with a man-made space vehicle now heading toward the planet Venus, to comprehend adequately the impact of railroads on Maine's way of life a little more than a century ago. It may be hard for us to imagine, when no spot on the globe is more than ten hours away, a time when Maine people lived their lives without ever hearing anything from beyond the natural range of the human ear, or seeing anything beyond the horizons of their own farms or villages. Yet this was the situation in the early 19th Century. Travelers used the rutted woodland trails that connected the isolated towns, or the

boats that plied the rivers from the bustling fishing and ship-building communities along the coast. There was no manufacturing except for local demand, and goods were transported by horse-drawn wagons or sleds. The coming of the rails broadened the personal and economic horizons for Maine's early settlers comparatively more than our own horizons have been extended by the airplane and then eliminated by the dawn of the space age. As a matter of fact it meant far more, to the Maine farmer of the 19th Century, to know that the new railroad could bring his seed, feed, fertilizer, tools and comforts from anywhere in the nation, and could take his potatoes, his lumber and grain to markets wherever he wished to send them, than it means to us today to know that in just a few short years a space ship will allow us to travel or to transport to any point on the globe in minutes rather than weeks.

The Maine Central itself is the result of evolution and progress in transportation with its beginnings nearly a century and a half ago in Eastern Maine, when horses were employed to haul loads of timber over rude wooden rails; and only a few years later, when oxen were used in the same manner on the timber operations at the head of Moose-

head Lake. The animals gave way to machines for the first time in 1836, when the British-built steam locomotive Pioneer made its first trip over the rails from Bangor to Old Town. This was the state's first steam railroad, and others followed as the success of the Bangor venture, both from the owners' and users' points of view, became apparent.

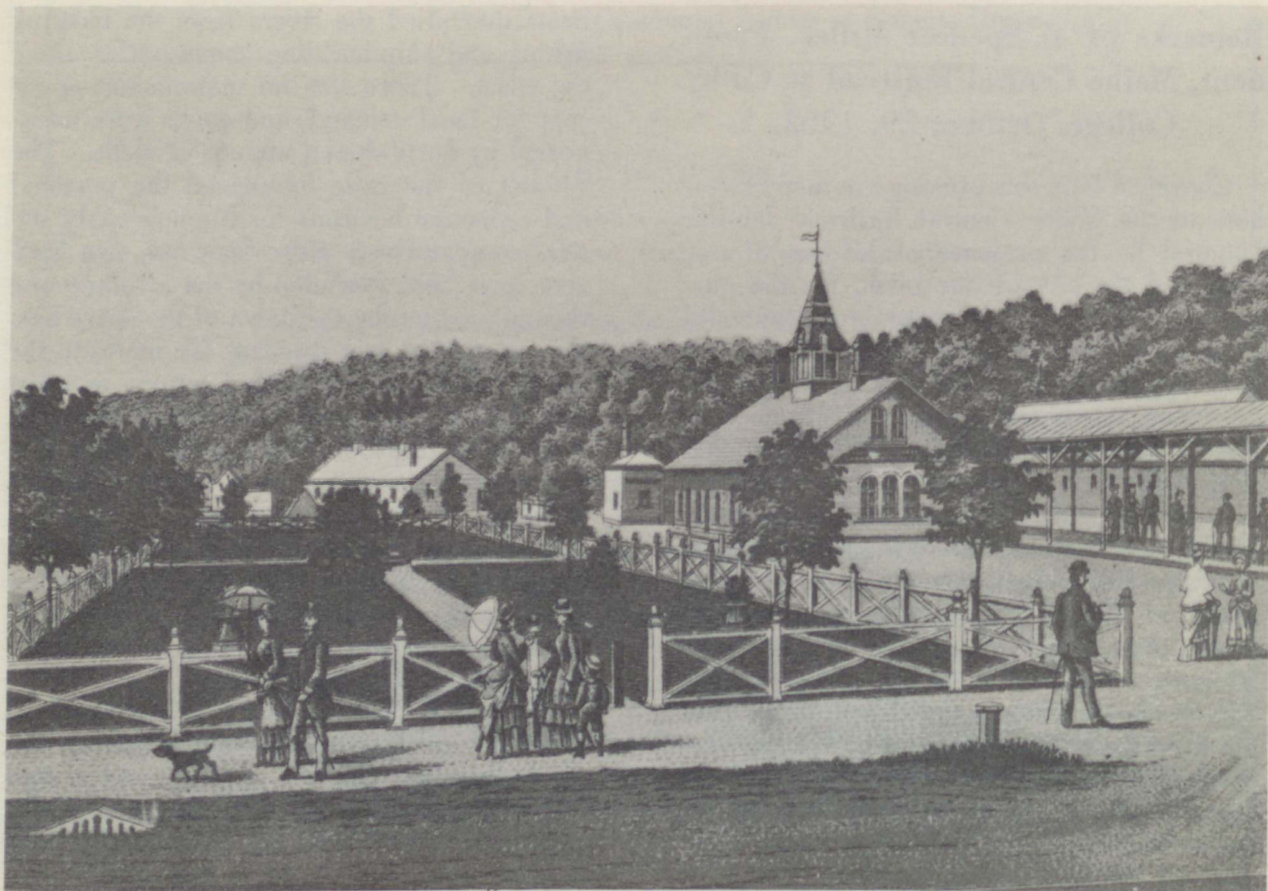
From the first, these new little railroads meant increased prosperity for the territories they served. The companies had to acquire land, then employ men, buy gravel and timber, and later, when they began to operate, burn huge quantities of wood which they purchased from abutting landowners. One after another, the economies of railroad towns began to stir as the tracks were laid, and when the trains finally appeared, spewing smoke and sparks from wood bought from farmers along the right of way, the towns began to prosper.

Between 1832 and 1862—just 30 years—a total of ten railroads were chartered as the benefits of better transport became obvious throughout the central Maine area. Employment increased and personal incomes rose. Best of all, prices went down as supply moved into closer balance with demand. A Read-

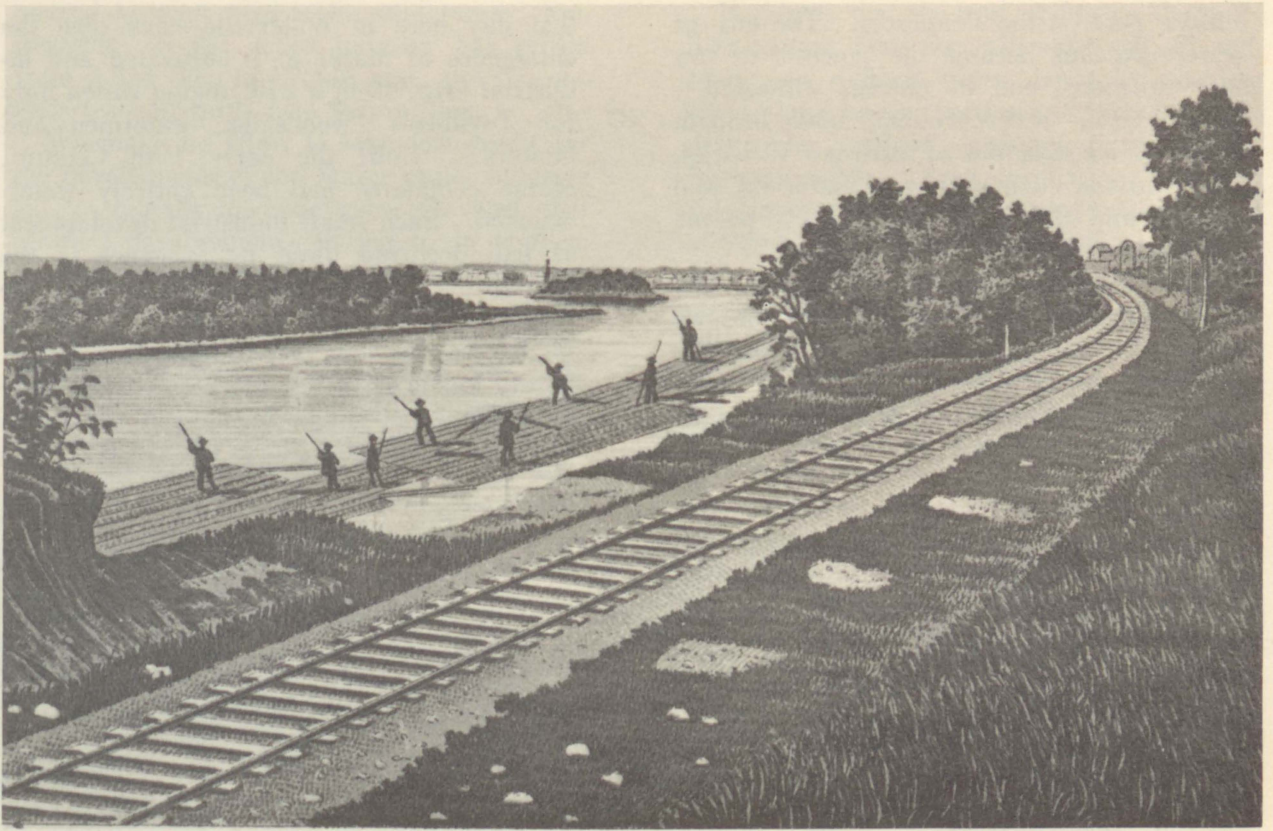
field grocer, for example, habitually purchased his winter's supply of molasses in the fall. Presumably, this was transported to his town from Lewiston or Augusta by horse and wagon. He ordered and received 25 hogsheads in the fall before the Androscoggin and Kennebec Railroad opened its line through Readfield, paying 26 cents per gallon. He proved, in later weeks, to be the only Readfield citizen even slightly unenthused about the railroad's arrival when, thanks to its service, the price of molasses dropped to 20 cents. We can only hope that his Yankee sense saved him from holding the 25 hogshead of 26-cent molasses too long.

It was this same railroad—the Androscoggin and Kennebec—that first reached the city of Waterville. Construction began in 1847 at Danville, and on November 27, 1849, a train with 200 people aboard—state officials, railroad directors, and community leaders—left Danville at 7 a.m., arriving in Waterville at noon. Regular schedules were instituted a week later.

Six years passed before another railroad—this one from Bangor—reached Waterville, establishing a connection for travelers and freight from southern Maine to the busy



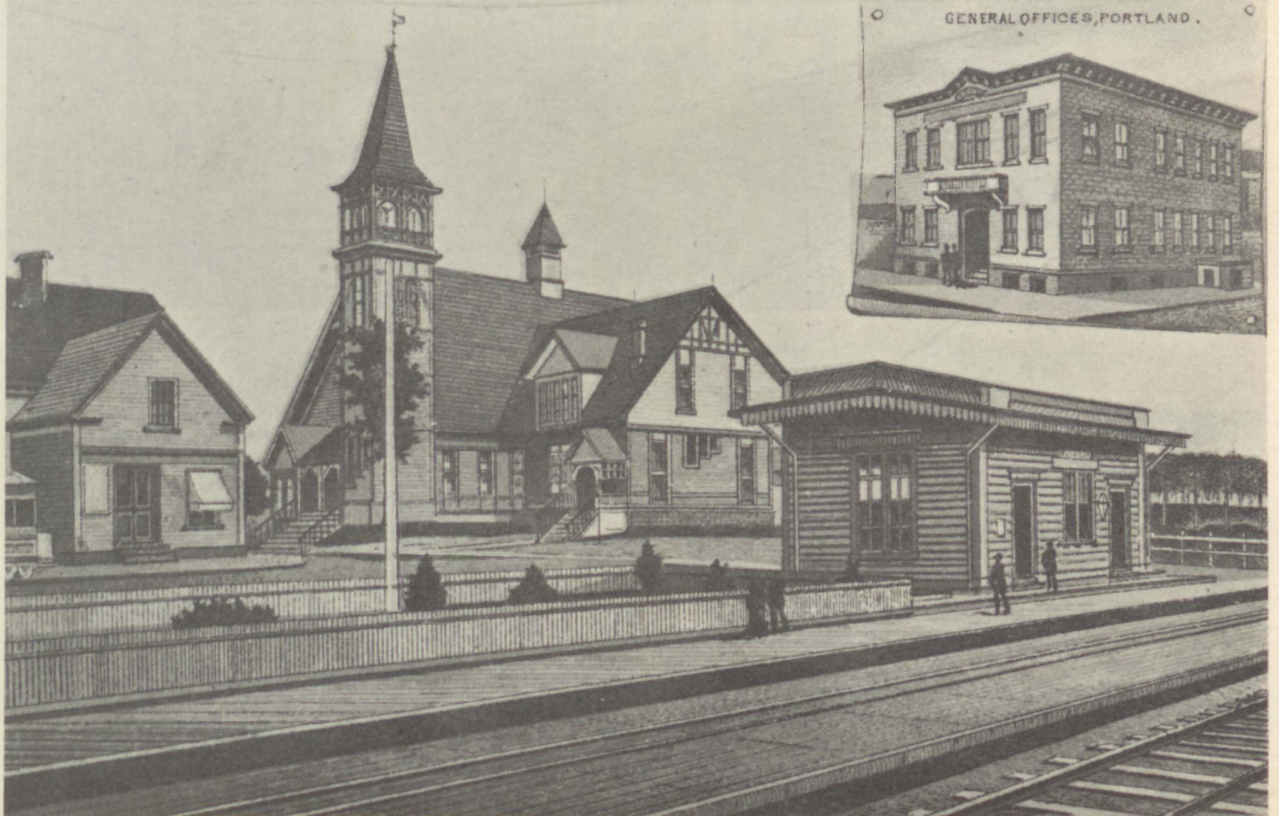
M. C. R. R. Station, Auburn.



Kennebec River, 1½ miles North of Fairfield.

(this series of historic pictures contributed by Farnham W. Smith, Carlisle, Mass.)

METHODIST CHURCH.

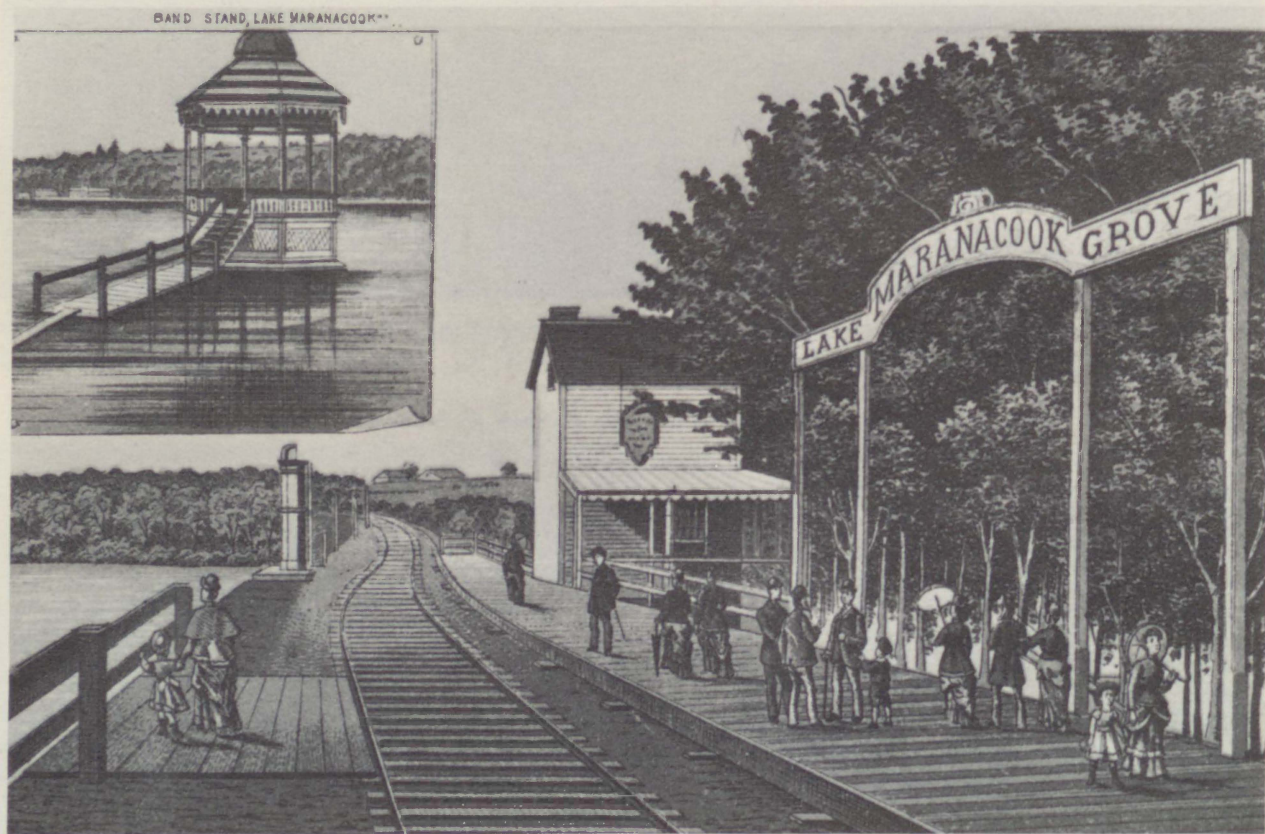


M. C. R. R. Station Woodford's.

lumber port on the Penobscot. The city of Waterville thus became the junction of two busy railroads, and its citizens witnessed—and shared in—a new economic boom brought about by construction of railroad facilities, the railroads' demands for materials and services, and of course by the influx of people and products from both east and west.

There were economic, mechanical and tariff difficulties, however, between the two railroads, meeting as they did at Waterville and after seven years of end-to-end operations, these problems were solved by consolidation.

that day here in Waterville have seen the emergence of Maine as a cultivated and industrial area, from a wild region suited only for Toynbee's "woodsmen, watermen and hunters." Until the early 19th Century, Maine commerce had been entirely water-oriented. Such small industrial development as had occurred owed its existence to the availability of deep-flowing rivers and the Atlantic. The coast was busy with fishing, lumber sawing and shipbuilding, but inland Maine was a virtual wilderness broken only by small independent farms and the towns that had developed along the rivers. Rail



Maranacook Station.

This combining of the facilities, capital and managerial talent of both roads—the Androscoggin and Kennebec and the Penobscot and Kennebec—took place on October 28, 1862. Stockholders met at 11 a.m. in the Androscoggin and Kennebec repair shop here, on the site of our present freight house, drew up by-laws, elected directors for the new company, and named as first president, William Goodenow of Portland. It is the hundredth anniversary of this event, formally establishing the Maine Central Railroad Company, that we observe here tonight.

The five score years that have passed since

transportation was thus the key which opened the vast natural resources of the state to commerce, industry and humanity.

I should like to cite one particular industry in an effort to illustrate this point. Maine Central handled only 142,000 tons of paper in 1900. Last year the railroad hauled a total of 50,000 carloads, and about 1,300,000 tons of finished paper; more than 9 times the 1900 volume, to say nothing of the woodpulp and pulpwood, chemicals, fuel and other materials used by the Maine forest products industry.

In these 62 years whole towns have ap-

peared in what used to be wilderness. Employment in the paper industry has grown from 4,851 then to 17,446 now, and its payrolls from \$2 million to \$96 million.

We make no effort to take full credit for the development of the Maine paper industry merely to underscore the fact that Maine's development—in paper, in textiles, in food processing, in agriculture, in anything we have—was made possible by the existence of steel rails, steam and diesel locomotives and freight cars. Since the early 19th Century through the industrial revolution, the Civil War, the two World Wars, the Korean conflict and now the most difficult and dangerous war of all, the "cold" war which has cut the world in two the railroads have continued to stand at the very foundation of our industrial economy.

So . . . despite the fact that man has invented the means to put himself in orbit around the earth; despite the fact that a satellite vehicle is nearing Venus after a two-month trip; despite the fact that man will shortly transport himself to the moon and back, railroads still remain the unquestioned champion in the field of moving economically masses of goods between the cities of this continent. The steel wheel upon the steel rail and the concept of trains and track are rivalled only through handicap and subsidy.

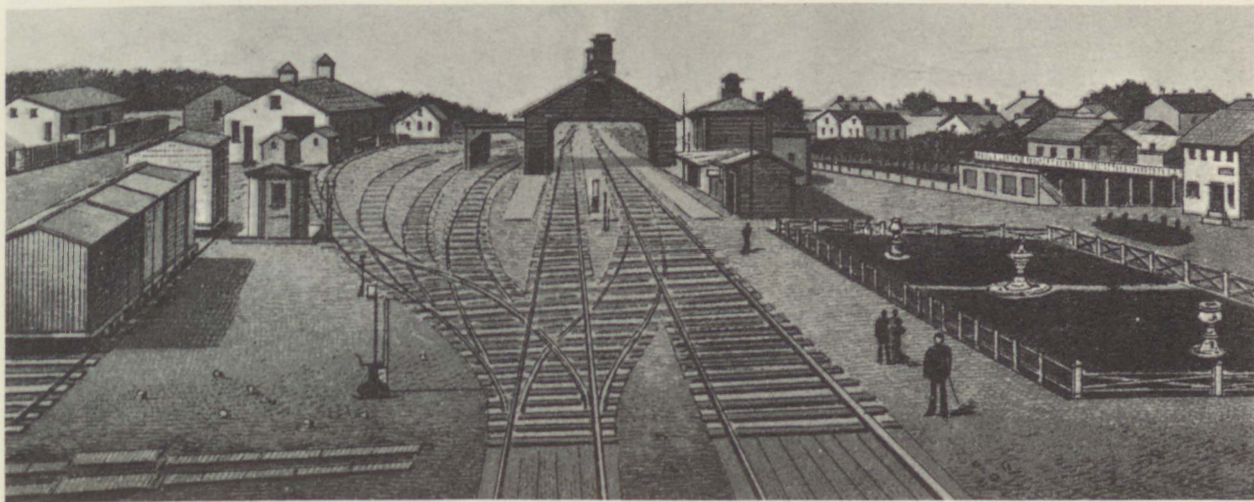
Making an optimistic future railroad prediction requires no crystal ball. It's a simple incontrovertible fact that railroads—privately owned railroads—are and will continue to be the least expensive, most efficient means of moving freight, no matter how fast we can fly to vacations in Florida or Phoenix and no matter how greatly the true costs of our competition may be masked or distorted through direct or indirect public subsidy.

It is true that the end of Maine Central's first century finds the railroad—and all railroads—in difficult times, beset by obsolete regulations, heavy taxation and forced to compete under artificial, arbitrary disadvantages. We are confident, however, that our efforts to rid ourselves of some of these burdens, and to lessen the crushing effect of others, coupled with the selfish interest of all America in preserving its most economic transport agency, will be met with success. We have accomplished much in the technical line, improving our facilities and service through a continuing program of freight car modifications here at the Waterville Shops, and augmenting our equipment with rolling stock of the newest and most modern type.

We have improved our schedules and our methods, and have returned much lost business to our rails through imaginative enterprise including the manufacture of a score of new types of cars which would have been considered railroad "freaks" even 10 years ago.

The general public has become aware of our problems, our hopes and the complete essentiality of our services, and this new awareness is more than apparent from recent pronouncements of the Administration and Congress.

We look for great things in the transportation industry during the next few years, insuring that railroads will remain and prosper and that the Maine Central will stand on firmer, more solid economic foundations . . . healthy, efficient and eminently capable of accomplishing the tasks that will continue to be set before it . . . to the enduring and ever increasing benefit of Maine and of this City which is the historical, geographical, and mechanical heart of our system.



M. C. R. R. Station Brunswick.

Heyday of Maine Central In Hotel Business

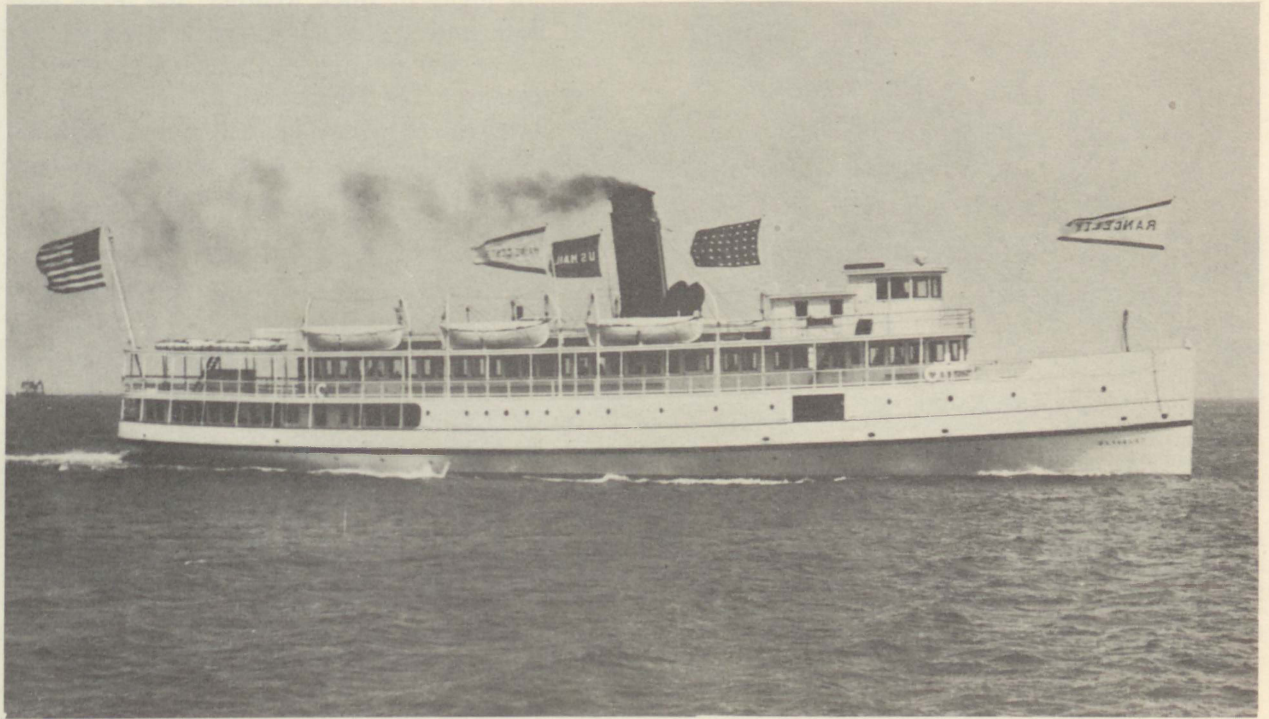


This was the Mount Kineo House, located in the shadow of Mount Kineo, on the shores of Moosehead Lake. The famous hotel was operated by the Maine Central. The majority of its patrons came by train in long lines of Pullman sleepers moving up the Maine Central's branch from Oakland to Kineo. The branch opened in 1907. Wealthy patrons from all over the East came to the Mount Kineo House, many of them famous throughout the country. They stayed the "whole season" — many with their entire families. The hotel was famous for its appointments and its food. The larger building at the left of the photo was the Mount Kineo House. The buildings at the right were the annex and the servants' quarters. The advent of the automobile — as it did for many other things — spelled the doom of the famous Mount Kineo House. Inaccessible by automobile, and reached only by the steamers and boats shown in the foreground, the Mount Kineo gradually succumbed to the more accessible resorts, especially as the Kineo's patronage died off and no new patronage was attracted. The railroad branch to Kineo was abandoned in 1933. Maine Central management made valiant efforts to keep the Mount Kineo a going resort. But in 1938 the "house" itself was sold to wreckers. They took down about two-thirds of it and then a mysterious fire did the rest. Today the Mt. Kineo Hotel — a going concern with a good summertime patronage — is conducted in what was the annex and the servants' quarters, both of which were remodeled. The ground where the Mount Kineo House stood is now a portion of the famous 18-hole golf course on the property.



This is the SamOset at Rockland, in its heyday when it was operated by the Maine Central Railroad. The surreys with the fringe on top (which can be seen parked near the veranda) were used to bring guests from the Maine Central's Rockland Branch station. One "hoss-less" carriage may be seen at the left of the photo. Costumes of the golfers on the famous SamOset course today are quite different than those shown in this photo. The Maine Central disposed of this property to interests which later sold it to the hotel interests which operate it successfully as a leading summer resort today.

When Maine Central Went To Sea



One of the speediest of the Maine Central's marine "fleet" was the RANGELEY. This trim, twin-screw craft carried thousands of Maine Central passengers while she plied the waters off the coast.

By JOSEPH H. COBB

IN the more leisurely days of the past, colors of the Maine Central went to sea, flying from the foremasts of 13 white, gilt and mahogany steamers and from four of the largest ferries ever operated on the coast of Maine.

These steamers—whose trim lines inspired many a carefully-whittled model, and whose daily appearances paled life ashore for many a Maine lad—plied Maine waters from Portland to Machiasport, for nearly a quarter of a century. The ferries—broad, heavy and powerful—crossed the Kennebec at Bath thousands of times, carrying Maine Central passenger and freight cars bound for Rockland, eastbound, and for Portland on the return.

At its peak, the railroad's steamship business played three distinct roles: one, a schedule of sailings from Portland to Rockland, Mount Desert Island ports and Machiasport; another in Frenchman's Bay alone, carrying train passengers from Mount Desert Ferry to Bar Harbor; and a third, the Kennebec Ferry carrying passenger and freight cars between Bath and Woolwich.

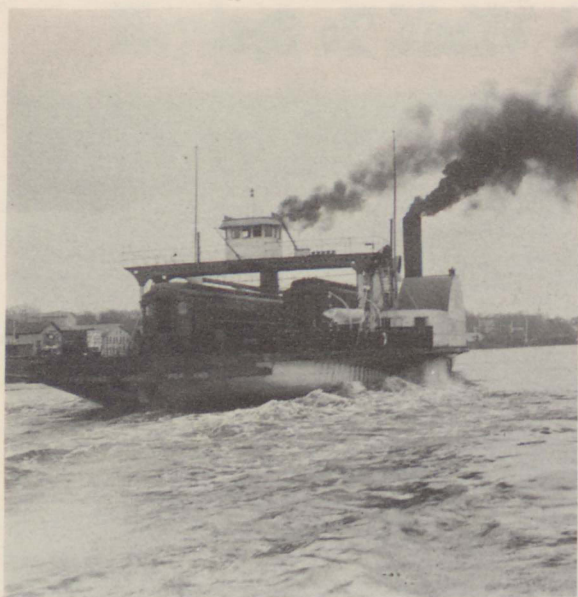
The railroad at first was not involved, when two veterans of the Civil War, Captain

Charles Deering of Rockland and "The City of Richmond," a 227-foot side-wheeler built as a troop transport, formed the active nucleus of a steamboat company at Rockland, late in 1865. First called the Portland, Mt. Desert and Machias Steamboat Company, the name was later changed as Bar Harbor and Bangor were added to the list of its ports of call.

The Maine Central became a stockholder in 1882, its officials looking ahead to the not-too-distant day when rails would extend to



The SAPHO was another of the fleet which handled vacationists in the days when the Maine Central's carriage by rail on land was supplemented by connections with its marine passenger carriers.



Before the Kennebec was bridged at Bath, this is how Maine Central's passenger coaches were taken to Woolwich. In the summer season these heavy-duty side-wheelers kept the waters churned as they moved coach after coach over the water, so it could continue its journey eastward.

Mount Desert Ferry, and when a sea-going link would be required to move passengers from the rail-head to the increasingly popular vacation resorts of Mount Desert Island.

In mid-June of 1884 the Maine Central's Waukeag Branch, running from Washington Junction to a coastal point which became known as Mount Desert Ferry, was completed. The Maine Central opened its Bar Harbor Ferry operations just a week later.

The railroad leased the Knox and Lincoln Railroad in 1891. With it was acquired another steamboat, the "City of Rockland," a double-end side-wheeler whose walking beam had sawed her across the Kennebec currents since 1871. Her voyages were short, but almost continuous. On one particularly busy day in the summer of 1890, she made 33 trips, ferrying a 66-car Barnum and Bailey Circus Train from Bath to Woolwich.

Three bigger ferries, the "Hercules," "General Knox" and "Fernando Gorges," succeeded the old "City of Rockland" in the slips at Bath and Woolwich, successively, with larger capacity of freight and passenger cars.

Navigation of the tricky Kennebec River at Bath was not without its complications. The "Hercules" once took 11½ hours to make the half-mile crossing in a blizzard, with most of the time spent in cautious waiting, and holding against the current, until a dockman finally succeeded in lighting his kerosene beacon lamp in the driving wind.

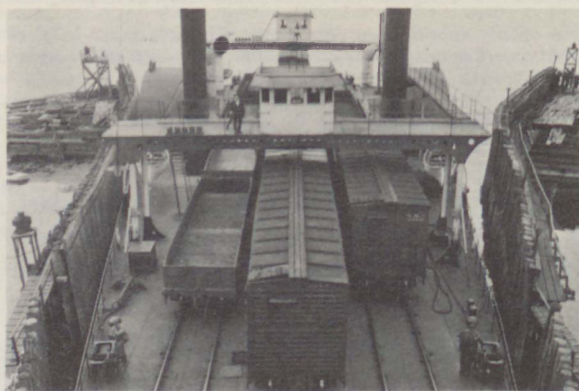
A Maine Central transportation department

order dated June 9, 1882, gave these instructions:

"In foggy or thick weather, the ferry boat at Bath and Woolwich Ferry will sound her whistle when starting on her trip as may be necessary. The locomotive at Bath or Woolwich, as the case may be, will sound the whistle frequently in order to enable the boat to keep the proper course, when by any reason of weather or darkness the landing cannot be seen."

Construction of the Carlton Bridge at Bath in 1927 ended the ponderous, and sometimes hazardous ferry operations, and brought the cities of Portland and Rockland closer by hours.

The increasing necessity for speed and the accompanying improvement of passenger train service also further cut patronage of the Maine Central's coastal steamer fleet. The pennant of the Maine Central Railroad ceased to whip in the winds in 1931.

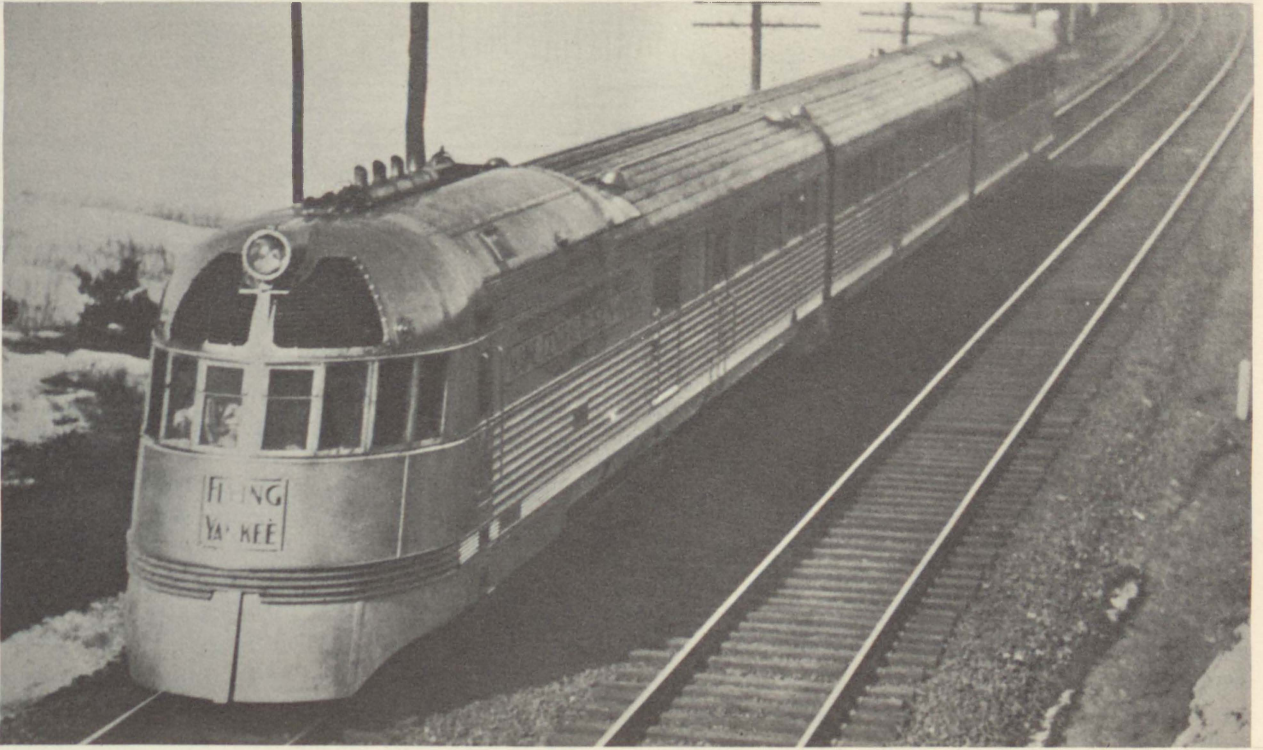


A "closeup" of a Maine Central ferryboat. Note it had three tracks which, in this particular photo are not being used to capacity. In times of peak traffic Maine Central crews loaded these ferries so that every possible foot of track on the boat was utilized to carry freight, or passenger cars.



Freight cars too, went afloat. The powerful FERNANDO GORGES, with her paddle wheels going full tilt, ferries a capacity load of freight cars from Bath to Woolwich, so they could continue their journey down towards Rockland.

Railroad Passenger Service Was Once Important



First streamlined train on any railroad east of the Mississippi . . . the famous Flying Yankee which the Maine Central introduced on the Portland-Lewiston-Bangor run in 1935. Its de luxe coach accommodations (all seats reserved) and the rear end solarium with its big observation windows attracted capacity patronage for a time. Meals were served at any seat on trays which snapped into place and could be removed by the Flying Yankee attendants.

By HERBERT L. BALDWIN

BEFORE automobiles became the generally accepted method of personal travel for business and pleasure in the United States, passenger train business on the Maine Central Railroad was one of the lifelines of the economy of the Pine Tree State.



Super de luxe "bait" for passengers in 1946. Photo shows a coach and "combine" of fleet of de luxe coaches combines and dining cars which, with the Boston and Maine the Maine Central purchased to try and arrest the public's abandonment of railroad passenger service. Even this de luxe equipment failed to stop the trend to the private automobile.

Thousands of teen-agers, today approaching majority, have never even ridden on a railroad train. They would gaze—wide-eyed—if they could see back into the 20's and the 30's, when probably the best known structure in the State of Maine was Portland Union Station. The great stone building, now demolished and replaced by a super-market and other mercantile establishments was, for many years, truly the "gateway to the State of Maine."

Through its portals, and thereby beyond to lesser stations on the sprawling Maine Central lines, passed millions of men, women and children. Train after train, especially in the peak movements of what once was the summertime rush, moved in and out of Portland's Union Station in a procession which those who were familiar with it accepted as routine. Every summer resort from Casco Bay to Eastport, as well as up along the Mountain route; down the Rockland Branch, and on the Rumford-Farmington line had an employee whose duty it was to hitch up the horses (and later get going in the flivver), to meet the trains at the local station. All their guests came thataway. Today those conditions would amaze the people who have grown up in the age of the automobile.

In the peak year of its passenger patronage, back in 1944, Maine Central carried a total of 3,973,140 revenue passengers. In the following five years this figure dropped to 1,847,410. In the last year (1960) that passenger trains were operated only 44,903 passengers rode them on the entire Maine Central system.

The era which has seen abandonment or demolition of other such important Maine Central passenger stations as Augusta, Wiscasset, Rockland, Waterville, Bangor and Ellsworth is a far cry from the times when all stations, from Portland to Eastport; to Rockland; to Kineo; to Bar Harbor; to Fryeburg, North Conway and Bretton Woods and to Rumford and Farmington were a part of the most profitable operations of Maine Central.

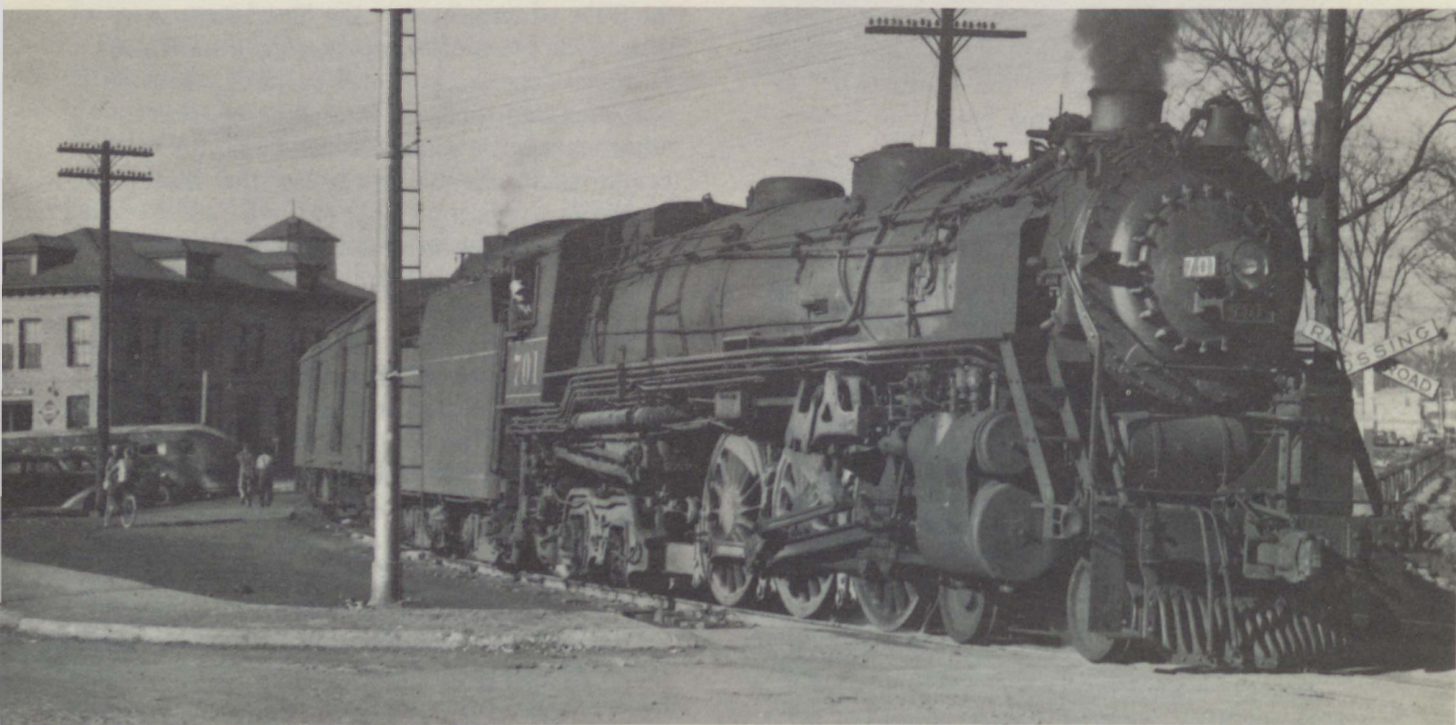
Even as recently as 25 years ago one could mention such names as Ellsworth, Danville Junction, Wiscasset, Mt. Desert Ferry, Bangor, Newport Junction, Rockland, Kineo, Damariscotta, or any of scores of others and practically anywhere in the country someone would enthusiastically shout "Yeah, that's where I get off the train for my vacations."

Likewise the present generation, who saw in person, on TV or in the newspapers the tower of the once-famous Portland Union Station crumble in the dust before the wreckers a year ago, wouldn't understand why one of the most famous restaurants in the world—

with a dozen white-coated waiters and a head-waiter in white tie and tails—was once located in Portland Union Station. In summer the station, the restaurant and the surrounding streets were one of the busiest railroad terminal centers in the United States.

Through the huge train shed moved such famous trains as The Flying Yankee, the Pine Tree Limited, The Gull, the East Wind, the State of Maine, and the gilt-edged Bar Harbor Express.

It welcomed, in 1935, the first streamlined train on any railroad east of the Mississippi River. For several years, commencing in 1947, there passed thru it, on several trains every day, a fleet of the most luxurious coaches and dining cars ever seen on any railroad. These coaches, so modern that one of them was exhibited at the Chicago World's Fair, were what railroadmen hoped would, with air-conditioning, fast schedules, and low fares, lure people back from automobiles to the railroads. The railroad men guessed wrong. Not even the streamliner, with all its luxury and speed; nor the super-deluxe stainless steel coaches with their deeply-upholstered lounging seats beside picture windows, could continue to compete with the convenience of the family automobile. To quote a man who, when asked "why did you desert the railroad's good passenger service replied: "Because my automobile goes



Big passenger patronage and fast schedules demanded big passenger power. Maine Central Locomotives 701 and 702 were famous for their on-time runs, with heavy trains of baggage, express, mail and passenger cars. The 701 is shown ready to pull out of Waterville.



Once one of America's most scenic rides . . . a Maine Central passenger train en route from St. Johnsbury, Vt. to Portland, shown passing through Crawford Notch in the White Mountains of New Hampshire.

WHEN I want it, WHERE I want it, and comes back WHEN I want it." That is the story of why the public sent railroad passenger service into limbo.

The Maine Central, in its quest for the profitable vacation-time travel in Maine, once even went into the hotel business, operating the famous Mt. Kineo House on Moosehead Lake, and the Samoset Hotel, at the break-water in Rockland. The Kineo was sold to wreckers because it had no access by automobile and people would no longer come to it by train. The Samoset is still operating under other management.

In the heyday of passenger patronage, following the closing of schools for the summer, whole families came by train. They stayed at their favorite resort until school bells rang again. The more affluent came in their own private palace cars.

Somewhat less affluent were those who traveled in Pullman drawing rooms and the once common "upper and lower" berths, filling trains of scores of Pullman cars that went through Portland to Farmington, Rockland, Mt. Desert Ferry, Kineo, Bangor, and beyond on the Canadian railroads and on the Bangor & Aroostook to connect at Greenville with the fleet of steamboats which served the resorts along the shores of Moosehead Lake. Those trains ran in two and three sections in peak periods.

Gleaming silver, and white tablecloths in the dining cars, together with food that was famous from coast-to-coast made riding the crack trains of the Maine Central an event long to be remembered. It was not only the vacationists who made these trains famous. It was also the business men who, all-year-round rode the nightly sleeping cars between Bangor and Boston; from Portland to the Maritime Provinces; between Calais and Boston, and who rode the coaches of Maine Central to board the famous "State of Maine Express" which, each night in the year carried long lines of sleeping cars and coaches in both directions between Portland and New York.

On holiday week-ends all year round, and especially week-ends in the summer, extra police had to be on hand at Portland's Union Station to take care of the throngs which moved thru it. The train caller and his shout of "Trr-r-r-r-ain for Br-r-r-r-unswick, Wiscasset and Rockland" caused a rush for the doors. Getting a reservation for a sleeping car or parlor car trip on the Maine Central was often a chore which taxed the ingenuity of scores of would-be riders. Ticket sellers, more often than not, had to tell prospective customers—"sorry, we'll have to put you on the waiting list; there may be a cancellation or we may add another sleeper or parlor car, if we can find the equipment."

On the 4th of July and Labor Day weekends passenger trains actually had to wait their turn to get into and out of Portland Union Station. John McNally, for many years the station master at this busy terminal, often directed the handling of two or three extra sections of all regular trains, each section carrying capacity numbers of sleepers, coaches, parlor cars and diners. The Flying Yankee and the Pine Tree ran in sections every week-end.

Maine Central managements went further in their efforts to keep patronage on railroad passenger trains than the majority of the other railroads. There are some uninformed persons—or those with short memories—who today have said: “Oh, the railroads didn’t want the passenger business; they ran it out, with inferior equipment and dirty coaches. . . .” Nothing could be further from the truth.

Maine Central not only spent considerable money as its share of bringing here the first streamlined train in the East, but with the Pennsylvania, New Haven and Boston and Maine railroads, inaugurated the first reserved-seat coaches, running them on a day-time thru service, in both directions between Washington, New York, Portland, Bangor and Rockland. This train — The East Wind — ran 7 days a week.

Its coaches were painted a brilliant yellow. Its inauguration was touted with a tremendous publicity campaign. The East Wind did a fine business for a season, did fairly well the second and then quickly succumbed to the competition of the automobile.

This experience in railroad passenger service was not unlike the “disappearance” of the capacity patronage which filled long lines of sleeping cars that rolled off the Maine Central main line at Oakland and went up to Rockwood. These trains serving the Kineo area often ran in two and three sections. Today not even the tracks are left.

This branch line had a short, but busy



Dining on the Maine Central was a treat back in 1946. These super-de luxe dining cars were the “last word” in luxury and food served by Maine Central chefs had a national reputation. The late Fred Palmer, Passenger Traffic Manager of the Maine Central is shown at lower left of photo.

“life.” It was opened all the way to Kineo in 1907. The last train ran on it in 1933.

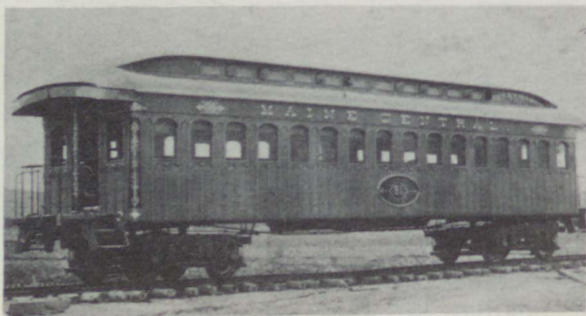
There are those who recall the days, only 25 or 30 years ago when, whether you were on the first or the second section of the Pine Tree that left the North Station in Boston at 4:30 p. m. for Bangor and Rockland, you “ran” into the diner before the train left or you stood in line until those who had “run” had finished their meal. The food in those diners was famous from coast to coast.

Harold J. Foster, the Maine Central’s former passenger traffic manager, who retired in September after 46 years’ service in the Maine Central’s passenger department summed up the passing of an era thusly:

“Certainly no one worked harder to keep people riding railroad passenger trains than the management and employees of the Maine Central. Unfortunately, like the passing of the trolley car and the stagecoach, the railroad passenger train served an era that is now only history. The advent of the general use of the automobile not only sounded the death knell of the big summer hotel where patrons spent the entire season, instead of moving about as they do today, but it also provided a convenience which even de luxe equipment on railroads could not match.

“I am proud to say I was part of a management which with super-de luxe equipment, speeded-up schedules; reduced fare excursions and other devices made a concerted effort to arrest the flight of the public from use of railroad passenger service to the automobile. Experience, and the passage of time, proved this change could not be arrested.

“Thus passed another chapter in the history of our state—the history of the railroads in the passenger-carrying business.”



Back in 1873 this type of coach, built at Patten’s Car Works, Bath, Me. was “the rage” on the Maine Central.

The Maine Central Today

THE Maine Central now starts a second century as a vital factor in the three-state area through which its 1200 miles of steel rails extend. The railroad, which stretches from St. Johnsbury and Beecher Falls, Vermont, to Vanceboro and Calais on the New Brunswick border, is northern New England's most powerful transportation force and Maine's largest railroad system.

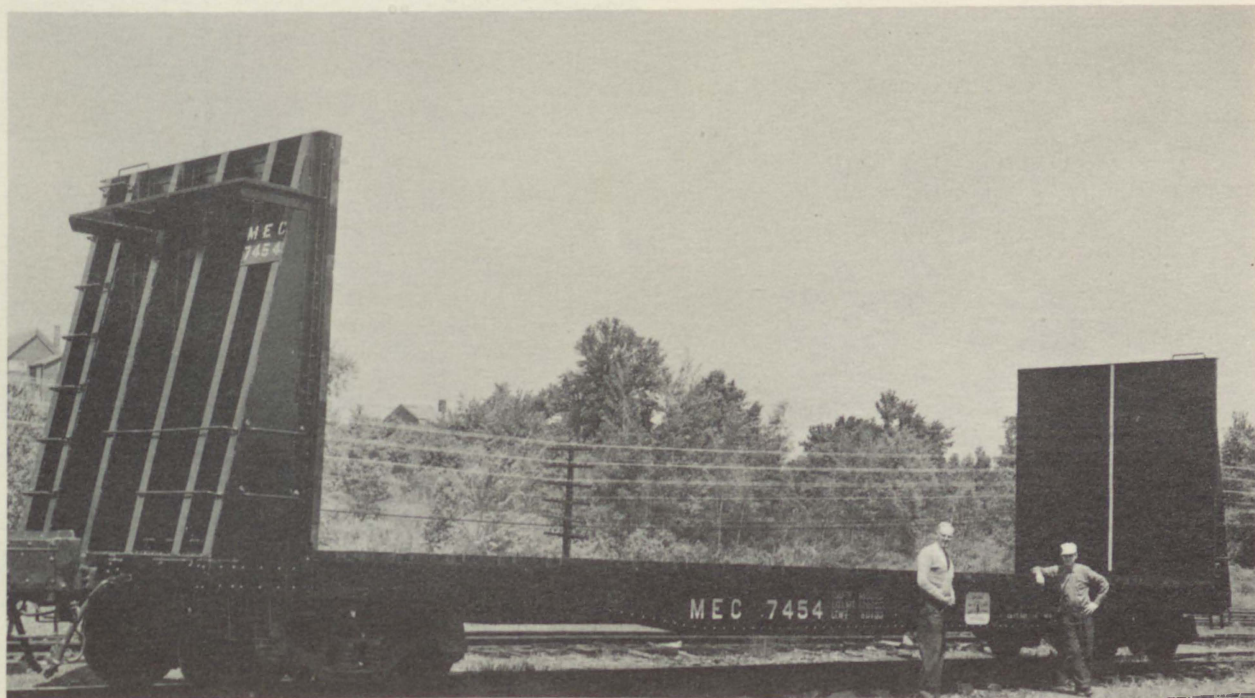
Although the physical principles of steel wheels on steel rails have not changed, railroad operations and equipment are in a continuous process of evolution, meeting the requirements of new products, new methods and new transportation assignments. Probably the most significant railroad development in recent years is the transportation of highway trailers on railroad cars . . . the "piggyback" system of freight handling which has seen tremendous growth. Maine Central is a partner in piggybacking with other railroads of the nation, and has recently joined them in another innovation, the movement of automobiles on multilevel rack cars. These innovations are products of the genius of American railroaders.

Other special-purpose cars and loading devices of many types are the product of Maine Central ingenuity and have been designed to keep pace with demands of its shippers.

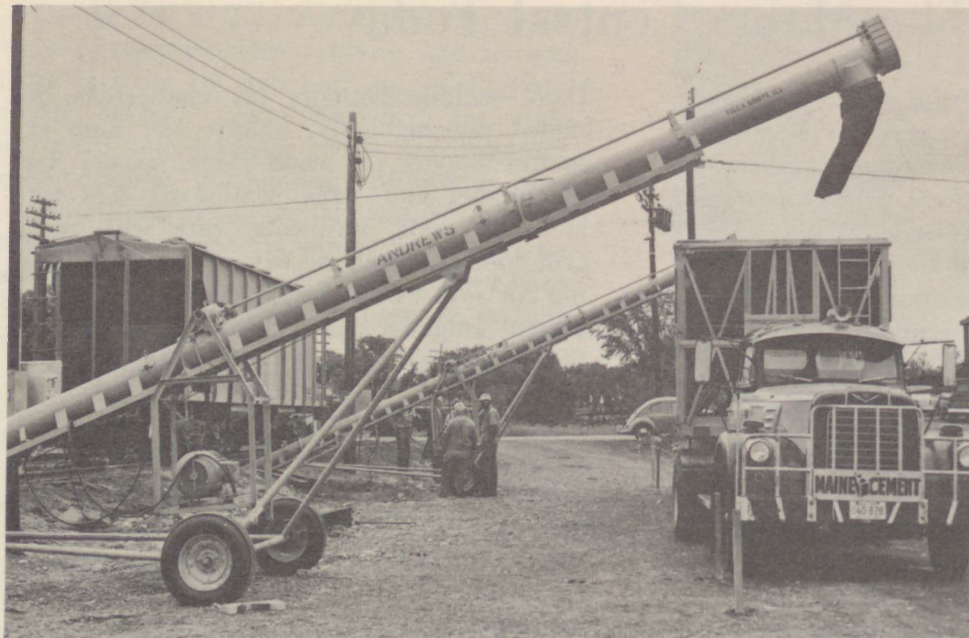
These include hoppers for clothespins unloaded pneumatically, unique and high capacity hoppers for wood chips, special flats for lumber and slabs, wallboard cars with bulkhead ends, pulpwood cars with rectangular flooring, insulated cars with special flooring for wet crumb pulp, a unique automatic cement unloader and handling devices rented to shippers and receivers of lumber, grain and hides.

Such innovations together with complete machine accounting, new methods of research, a special department combining engineering and traffic talent and the work of all executives in the field keep the Maine Central up to the minute, produce constant changes in its operations and insure that as it enters the second century it will be as vital and as necessary as at any time in the past.

One hundred years from now our successors may well look back upon that which is new and glamorous today, much as we reminisce upon the days of steamships and passenger trains, but one thing is certain — transportation will ever be the chief element in the distribution of the products of agriculture and industry and Maine Central, continually and soundly changing with the times, intends to maintain its dominant position in that business in the area which it serves.

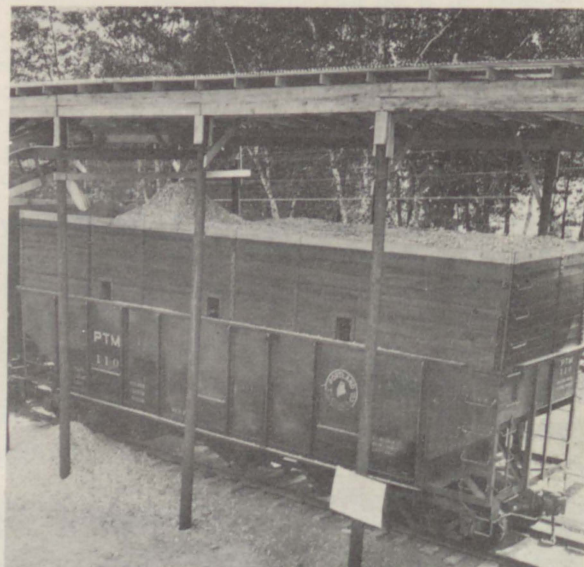


Special bulkhead flatcars for transportation of wallboard were built at the Waterville Shops.



Maine Central's cement unloading facility is at Veazie and consists of three conveyors to speed loading of trucks from cement hopper cars.

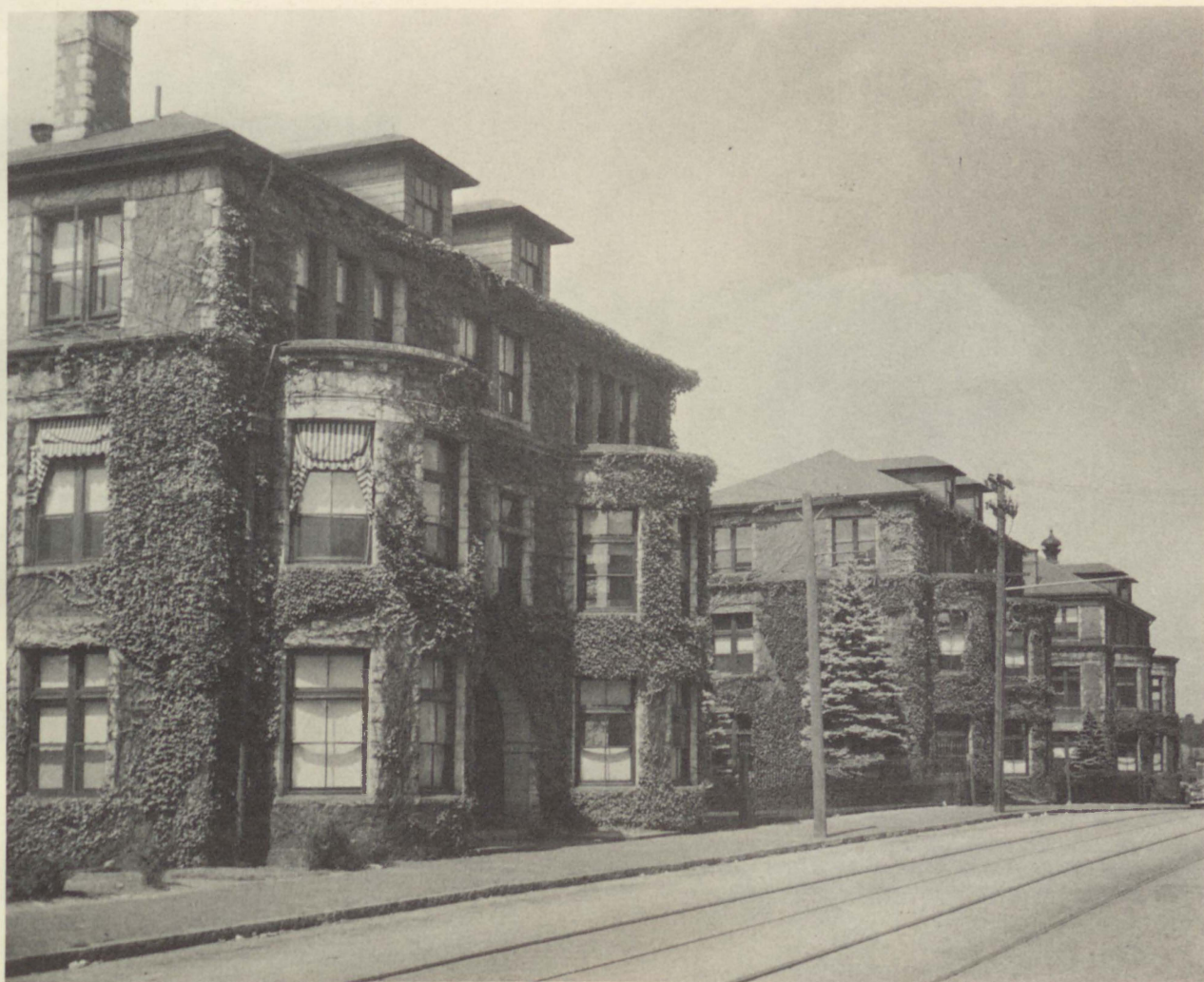
Hoppers, fitted with high sides, are used for moving wood chips from Oakland to the Oxford Paper Company at Rumford.



Covered hopper cars have been modified for carrying clothespin woods which are loaded and unloaded pneumatically.



First Maine Central Office Building, located on Commercial Street in Portland, Me. This structure was built in 1885.



Maine Central General Office Building on St. John St., Portland, Me. The three-winged structure houses the executive offices of the railroad. Its vine-covered walls have long been a landmark in Maine.

The railroad, and its role in the booming lumber trade of Bangor, is shown in this early photograph of the Queen City's wharves. These ships were part of the lumber fleet that made Bangor pine known and in great demand throughout the world.



These old-time locomotives are the type which was used in the early days of railroading. They were familiar sights in Waterville during the early days of the Maine Central.



The former Portland Union Station, once one of the busiest travel centers in the East. With the desertion of railroad passenger service in favor of the private automobile, the station was sold; demolished — and the site is now occupied by a shopping center. Sale of the station was on June 20, 1961.

MAINE CENTRAL RAILROAD COMPANY