

1960

Locomotive Rosters

Richard Fairfax Dole

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MAINE CENTRAL RAILROAD COMPANY



PORTLAND, ME
MAY 31, 1960

Dear Mr. Roulet,

Attached is one print each
of latest compiled information on the
2 foot gauge roads that made up
the Sandy River & Rangeley Lakes as well as
the Bridgton & Saco River R.R. Have
not yet revised the SR+RL engine
chart but this will be done. These
have been looked over by L. Woodward W.
Moody who generally agrees with them.
Much of the data has been taken from
the original engine builders' specs.
Yours very truly
R. J. Dole

BRIDGETON and Saco River RR - 2 FOOT GAGE - CORRECTED 3-25-1960

FINAL ROAD NUMBER	DRIVER WHL. BASE	WATER CAP. (GALS.)	COAL CAP. (LB.)	SERVICE WEIGHTS (POUNDS)				TOTAL WHL. BASE	OVERALL LENGTH	BOILER DIA.	FIRE-BOX	NUMBER OF TUBES	TOTAL HEATING SURFACE (SQ. FT.)	GRATE AREA (SQ. FT.)	REMARKS
				ENG. TR.	DRIVERS	TRAILER	TOTAL								
1		576	1400	—	22,000	8,000	30,000	14'-5 1/2"							HAD CLIMAX COUPLERS + BRAKES. VACUUM
2		576	1400	—	22,000	8,000	30,000	14'-5 1/2"							HAD CLIMAX COUPLERS + BRAKES. VACUUM
3	4'-4"	600	1500	—	23,000	15,000	38,000	16'-1 1/2"	26'-6 1/2"	34 3/4"	36x27 7/8"	84 13/4"x 7'-9 1/2"	340	6.9	HAD CLIMAX COUPLERS + BRAKES - NEW GRATES 9-1893. NEW STACK 2-1909 - ALL BY P.CO. LIGHT WT. 26,400 LB. VACUUM
4	4'-6"	800	1540	—	31,500	15,500	47,000	17'-6"							HAD CLIMAX COUPLERS + BRAKES VACUUM
5	4'-6"	800	2150	5,400	30,180	19,000	54,580	23'-6"	31'-1"		42 1/4"x 37 5/8"	123 13/4"x 8'-7"			HAD CLIMAX COUPLERS + BRAKES - ELEC. HEADLIGHT ON 5/17/1918. LIGHT WT. 42,200 LB. VACUUM
6	4'-6"	850	1800	5,400	30,150	20,100	55,650	23'-11 1/2"		41"	42 1/4"x 37 5/8"	130 13/4"x 8'-8"			HAD CLIMAX COUPLERS + BRAKES - ELEC. HEADLIGHT ON 6/4/1918 - LIGHT WT. 44,050 LB. VACUUM
7	5'-0"	1000	3000	6,000	38,000	22,500	66,500	26'-1 1/2"							EAMES VACUUM BRAKES - HAND SAUER. ORDERED ON 9-17-1913
8	5'-0"	1000	3000	8,000	44,000	24,000	76,000	26'-0"		43"	46 1/16"x 37 5/8"	136 13/4"x 9'-8"	695		EAMES VACUUM BRAKES - LIGHT WT. 63,400 LB. - HAD STEEL CAB. ORDERED ON 12-24-1923.

NOTES:

- 1- H.L.W. = HINKLEY LOCO. WKS., BOSTON, MASS.
- 2- P.CO = PORTLAND CO., PORTLAND, MAINE
- 3- B.L.W. = BALDWIN LOCO. WKS., PHILADELPHIA, PA.
- 4- ST = STEVENSON VALVE GEAR.
- 5- WAL = WALSCHAERT VALVE GEAR.
- 6- RECEIVERS APPOINTED AND TOOK OVER POSSESSION OF PROPERTY ON 10-1-1927 (MEL. HAD NO FURTHER INTEREST).
- 7- NAME CHANGED TO BRIDGETON & HARRISON RY AND REOPENED 6-1-1930. LAST OPERATED ON 8-1-1941.
- 8- ENGINE #6 BUILT AT SAME TIME AS SANDY RIVER AND RANNEY LAKES ENGINE #8 AND SIMILAR IN DESIGN.
- 9- MAINE CENTRAL TOOK OVER ROAD ON 7-24-1912.
- 10- STILL IN SERVICE.

EUSTIS RR. - 2 FOOT GAUGE - R.F. DOLE - 5-14-60

FIDAL ROAD NO.	BUILDER	DATE	SHOP NO.	ENGINE NAME	CYL. SIZE	STEAM PRESS.	BOILER DIA.	WHL. DIA.		TUBES	FIRE- BOX	WHL. ARRST.	COST	COMMENTS
								CTR.	O. DIA.					
7	B.L.W.	11-1903	23245	—	12X6	140	42"	27"	32"	100- 2x 9'-11 5/8"	40 5/16" x 31 7/8"	044 RT	\$5000-	
8	B.L.W.	2-1904	23754	—	12X6	140	42"	27"	32"	100- 2x 9'-11 5/8"	40 5/16" x 31 7/8"	044 RT	\$5000-	
9	B.L.W.	2-1904	23755	—	12X6	140	42"	27"	32"	100- 2x 9'-11 5/8"	40 5/16" x 31 7/8"	044 RT	\$5000-	

FINAL ROAD NO.	WATER CAP. (GALS.)	COAL CAP. (LB.)	TRACTING POWER	ENGR. SERVICE WTS. (LB.)			TRAILER WHL. DIA.	DRIVER WHL. BASE	TOTAL WHL. BASE	OVER- ALL LENGTH			COMMENTS
				DRIVERS	TRAILERS	TOTAL							
7	800	2200	8,308	40,000	16,000	56,000	24"	6'-0"	18'-3"				TO SR+RL RR. #20 IN 1911 LIGHT WT. 34200 LB. SOLD ON 8-25-1911
8	800	2200	8,308	40,000	16,000	56,000	24"	6'-0"	18'-3"				TO SR+RL RR. #21 IN 1911 LIGHT WT. 32900 LB. SOLD ON 8-25-1911
9	800	2200	8,308	40,000	16,000	56,000	24"	6'-0"	18'-3"				TO SR+RL RR. #22 IN 1911 LIGHT WT. 32,900 LB. SOLD ON 8-25-1911

FRANKLIN and MEGANTIC RR. - 2 FOOT GAGE - R.F. DOLE - 5-14-1960

FINAL ROAD NO.	BOILER	DATE	SHOP NO.	ENGINE NAME	CYL. SIZE	STEAM PRESS.	BOILER DIA.	WHL. DIA.		TUBES	FIRE BOX	WHL. APPROX.	COST	COMMENTS
								CTR.	O. DIA.					
2	H.L.W.	3-1884	1664	V.B. MEAD	9X12	130	32"	26"	30"	74- 13 1/4 x 7-0	32" X 28"	044 RT	\$ 3600.-	RENUMBERED FROM #1 IN 1902.
5	B.L.W.	12-1880	8304	S.W. SARGENT	9X14	140	38"	27"	33"	78- 2" X 10-0	40 1/4" X 31 7/8"	044 RT	\$ 3600.-	RENUMBERED FROM #2 IN 1902. - WAS ALSO #3 AT SOME TIME

[illegible]

PHILLIPS and RANGELEY RR. - 2 FOOT GAUGE - R.F. DOLE 5-14-1960

FINAL ROAD NUMBER	ORIGINAL ROAD	BUILDER	DATE BUILT	ENGINE NAME	SHOP NUMBER	CYL. SIZE	STEAM PRESS.	WHL. DIA.		BOILER DIA.	TUBES	FIRE BOX	WHL AR667	COMMENTS
								CTR.	O.DIA.					
1	—	P.CO.	10/7/1890	CALVIN PUTNAM	615	10 1/2 x 14	140	28"	33"	34 5/8"	84- 1 3/4" x 7-9 1/4"	36" x 27 3/4"	044 RT	
2	—	B.L.W.	3-1893	ISSAC WALTON	13276	12 x 16	140	27"	33"	38"	78- 2" x 10-0"	40 1/4" x 31 7/8"	044 RT	
3	—	B.L.W.	3-1891	GEO. M. GOODWIN	11706	12 1/2 x 16	130	28"	33"	42"	100- 2" x 10-4 1/8"	40 3/4" x 31 7/8"	260	13" CYLS. USED, BUSHED TO 12 1/2" FOR EASER REPAIRS.
4	SANDY RIVER RR. #2	H.L.W.	1877	BO-PEEP	1261	8 x 12	130	26"	30"	30 5/8"	70- 1 3/4" x 6-5/8"	30" x 27 3/4"	044 RT	BOUGHT S-HAND ON 7-1890- RENUMBERED FROM P4 R #2 IN 1893 TO #4.

[illegible]

SANDY RIVER RAILROAD

- 2 FOOT GAGE -

R.F. Dole - 3-26-1960

[illegible]

(SHEET # 1)

SANDY RIVER RAILROAD

R.F. DOLE 5-7-1960

FINAL ROAD NUMBER	WATER CAP. (GALS.)	FUEL CAP.	TRACTOR POWER	ENGINE SERVICE WEIGHTS (LB.)				COST TO S.R.R.	WHL. DIA.		DRIVER WHL. BASE	TOTAL WHL. BASE	LENGTH OVER ALL	TENDER SERVICE WT.	COMMENTS
				ENG. TRUCK	DRIVERS	TRAILERS	TOTAL		E.TK.	TRAILER					
1	400	500 LB.	3,200	—	14,350	9,400	23,750	\$3500-	—	18"	3'-6"	13'-0"	23'-4½"	—	WATER CAP. INCREASED BY S.R.R. HTG. SURFACE - FIRE BOX = 30, TUBES = 211, GRATE AREA 5.6
	600				16,000	9,000	25,000								
2	400	500 LB.	3,200	—	14,350	9,400	23,750	\$3500-	—	18"	3'-6"	13'-0"	23'-4½"	—	WATER CAP. INCREASED BY S.R.R. HTG. SURFACE - GRATE AREA SAME AS ENG. #1.
	600				16,000	9,000	25,000								
	1000	3000 LB.	8,330	10,000	28,000	—	38,000	\$5750-	22"	—	6'-0"	34'-6½"		37,000	LIGHT WT. 64,000 LB.
3	550	3/4 Cord 2000 LB.	8,330	—	18,100	9,900	28,000		—	20"	4'-6"	16'-0"		—	
	700	2000 LB.	8,330	5,000	30,000	—	35,000	\$1800-	22"	—	6'-0"	34'-6½"		37,000	LIGHT WT. 64,000 LB. - COST NEW \$5880-
4	600	1500 LB.	5363	—	22,000	14,000	36,000	\$4200-	—	20"	4'-4"	16'-2½"	26'-4"	—	LIGHT WT. 25,200 LB. - NEW STYLE CYLS APPLIED ON 4-30-1898.
5	600	1500 LB.	5363	—	22,000	14,000	36,000	\$4200-	—	20"	4'-4"	16'-2½"	26'-4"	—	LIGHT WT. 25,200 LB.
8	1500	4000 LB.	10,710	5,000	37,000	7,500	49,500	\$6550-	22"	22"	7'-0"	30'-6"	38'-0"	37,000	DESIGNED FOR 40 MILES PER HOUR - LIGHT WT. 65,900 LB. HTG SURFACE - FIRE BOX 50 TUBES = 558, GRATE AREA = 4.3
16	800	3000 LB.	8,044	5,400	30,150	20,100	55,650	\$5570-	20"	20"	4'-6"	23'-8"	31'-4"	—	LIGHT WT. 39,700 LB. - HTG. SURFACE OF FIRE BOX = 55, OF TUBES = 515, GRATE AREA = 10.9, ORDERED 3-30-1907

NOTES:

- 1- ENGINE #2 (SHOP NO. 1261) SOLD TO PHILLIPS & RANGELY RR, ON 7-1890
- 2- ENGINE #3 (SHOP NO. 565) SOLD TO WISCASSET & QUEBEC RR, IN 1893 - SCRAPPED BY THEM BETWEEN 1914-1915.
- 3- EDGIVES #1 & 2 (SHOP NOS. 1251 & 1261) SPEED OF 30 MILES PER HOUR WITH 300 TONS ON LEVEL GRADE.

(SHEET #2)

Aug 14 1959

Bangor Public Library

MAINE CENTRAL RAILROAD COMPANY



242 St. John St.
Portland, Maine
Aug 13, 1959

Dear Mr. Randet,

Since sending you the
sheets on the Bridgton + Saco River and
Sandy River + Ruggley Lakes R.R.'s have
obtained considerable more data and
at the same time have had to make
some corrections.

As far as I know at present
the information now shown is all
that is available.

Yours very truly

R. F. Dale

CHANGED 8-12-1959

CHANGED 6-14-1959 ✓

COMPILED BY R. F. POLE
1-2-1959

BRIDGETON + SACO RIVER RR - 2 FOOT GAUGE

ORIGINAL ROAD NUMBER	ORIGINAL ROAD	DATE ORDERED	BUILDER	DATE BUILT	SHOP NUMBER	CYL. SIZE	STEAM PRESS.	WHEEL DIA.		WHEEL AREA	TRACTION POWER	ENG. TK WHL. DIA.	TRAILER WHL. DIA.	COMMENTS
								CENTER	OUTSIDE					
1	B+S		H.L.W	10-1882	1563	9X12	140	25"	30"	0-4-4	3850	—	20"	SCRAPPED T. POINT 3-20-1913
2	B+S		H.L.W	10-1882	1564	9X12	140	25"	30"	0-4-4	3850	—	20"	SOLD TO WISCASSET, WTVL + FARMINGTON RR. IN 1912
3	B+S		P.CO.	4-14-1892	624	10 1/2 X 14 9 7/8 X 14	140 ✓	26"	31"	0-4-4	7,000 5,240	—	20"	SOLD 8-10-1892 TO KENNEBEC CENTRAL (#3) FOR \$1250 - LATER WISCASSET, WTVL + FARMINGTON #8 - DESTROYED 6-15-1933.
4	B+S		H.K. Porter	8-1901	2360	11X16	140	26"	31"	0-4-4	7,480	—	20"	ELECTRIC HEADLIGHT APPLIED 1920 - DRIVER BRAKES APPLIED 1920. LATER BRIDGETON + HARRISON #4 - SCRAPPED 1930.
5	B+S		P.CO.	1906	628	11X14	180	28"	33"	2-4-4	7,854	20"	20"	DRIVER BRAKES IN 1920. LATER BECAME BRIDGETON + HARRISON #5 - SCRAPPED IN 1935.
6	B+S		B.L.W	9-1907	31827	11 1/2 X 14	180	30"	35"	2-4-4	8,094	20"	20"	DRIVER BRAKES IN 1920. LATER WAS BRIDGETON + HARRISON #6 - SCRAPPED IN 1938.
7	B+S	9/17/1913	B.L.W	12-12-1913	40864	12X16 ✓	180	30"	35"	2-4-4	10,000	22"	22"	LATER BRIDGETON + HARRISON #7 - SOLD TO EDVILLE RR AT S. CARVER, MASS - STILL IN SERVICE.
8	B+S	12/24/1923	B.L.W	3-1924	57659	12X16 ✓	180	30"	35"	2-4-4	10,000	22"	22"	HAD STEEL CAB. - RECEIVED ON 3-26-1924 - ORDERED 12-24-1923 - SHIPPED FROM EDDYSTONE, PA - 3-12-1924.
														LATER WAS BRIDGETON + HARRISON #8, SOLD TO EDVILLE RR AT S. CARVER, MASS - STILL IN SERVICE.
NOTES:														
1- RECEIVERS APPOINTED AND TOOK OVER POSSESSION OF PROPERTY ON OCT. 1, 1927. MAINE CENTRAL HAD NO FURTHER INTEREST IN IT.														
2- NAME CHANGED TO BRIDGETON AND HARRISON RY AND REOPENED 6-1-1930. LAST OPERATED ON 8-1-1941.														
3- BRIDGETON + SACO #6 BUILT AT THE SAME TIME AND EXACTLY LIKE THE SANDY RIVER AND RANGELEY LAKES #8 IN DESIGN.														

CORRECTED 8-12-1959
CORRECTED 12-27-1959

SANDY RIVER AND RANGELEY LAKES RR.

COMPILED - 1-2-1959

FINAL ROAD NUMBER	WHEEL ARRGT.	WATER CAP.	COAL CAP.	ENG. SERVICE WEIGHTS (LB.)				TRACTIVE POWER	WHEEL DIA.		TOTAL WHL- BASE	LENGTH OVER ALL	COST TO REBUIL	TENDER SERVICE WEIGHT	COMMENTS
				ENGR TK	DRIVERS	TRAILERS	TOTAL		ENGR TK	TRAILER					
1	0-4-4	600		—				3200	—				\$3500-	—	BUILT FOR BILLERICA + BEDFORD RR (MASS) AND BROUGHT TO PHILLIPS ON 9-13-1879
2	0-4-4	600		—				3200	—				\$3500-	—	BUILT FOR BILLERICA + BEDFORD RR (MASS) AND BROUGHT TO PHILLIPS ON 9-13-1879. REBUILT BY H.L.W. PRIOR TO GOING TO PHILLIPS
3	0-4-4	600		—	18,000	10,900	28,900		—	18"	15'-0"		\$3600-	—	
4	0-4-4	800		—	35,000	15,000	50,000	8330	—	24"	18'-8"		\$3600-	—	
5	0-4-4	600	1500	—	22,000	14,000	36,000	5363	—	20"	16'-2 1/2"	26'-4"	\$4200-	—	LIGHT WT. 25,200 LB.
6	0-4-4	600	1500	—	22,000	14,000	36,000	5363	—	20"	16'-2 1/2"	26'-4"	\$4200-	—	LIGHT WT. 25,200 LB. - HAD NO DRIVER OR AIR BRAKES.
7	0-4-4	600	1500	—	22,000	14,000	36,000	5363	—	20"	16'-2 1/2"	26'-4"	\$4200-	—	LIGHT WEIGHT 25,200 LB.
8	2-4-4	800	3000	5,400	30,150	20,100	56,650	8,094	20"	20"	23'-8"	31'-4"	\$5570-	—	LIGHT WEIGHT 39,700 LB. HEATING SURFACE = 57059. FT. FIRE BOX = 55 + TUBES = 515 GRATE AREA = 10,929. FT.
9	2-4-4	800	2400	5,400	30,150	20,100	56,650	8,094	20"	24"	23'-8"	31'-4"	\$5250-	—	LIGHT WEIGHT 39,700 LB. HEATING SURFACE = 57059. FT. FIRE BOX = 55 + TUBES = 515. GRATE AREA = 10,929. FT.
10	2-4-4	1000	3000	6,000	38,000	22,500	66,500	9,900	22"	22"	26'-0"		\$8118.01	—	RECEIVED 11-10-1916
15	2-6-0	1200		8,000	38,000	—	46,000	8483	22"	—	34'-0"		\$6200-	31,000	LIGHT WEIGHT 65,000 LB.
	2-6-2	1400	4000	5,000	37,000	7,500	49,500	11,745		22"	46'-2 1/2"			37,000	COST \$3675.87 TO REBUILD - ADDED WEST. AIR BRAKES.
16	2-6-0	700	2000	5,000	30,000	—	35,000	8330	22"	—			\$1800-	37,000	COST \$5242.06 TO REBUILD - LIGHT WEIGHT 64,000 LB.
	2-6-2	1500	4000	4,800	36,000	7,200	48,000	10,020		22"	40'-9"				
17	0-4-4	800	2200	—	34,000	16,000	50,000	8330	—	24"	18'-4"		\$5000-	—	LIGHT WEIGHT 35,000 LB. COST \$5100.35 TO REBUILD.
								10,020							
18	2-6-0			10,000	28,000	—	38,000	8,330	22"	—	40'-0"		\$5750-	37,000	LIGHT WEIGHT 64,000 LB. COST \$4945.73 TO REBUILD
	2-6-2	1500	4000	4,800	36,000	7,200	48,000	10,020		22"	40'-9"				5 SHEET #2

CORRECTED 8-12-1959 ✓
 CORRECTED 6-27-1959
 COMPILED BY R.F. DOLE
 1-2-1959

SANDY RIVER AND RANGELEY LAKES RR (2 FOOT GAGE)

ORIGINAL ROAD NUMBER	ORIGINAL ROAD	DATE RENUMBERED	ENGINE NAME	BUILDER	DATE BUILT	SHOP NUMBER	WHEEL DIA.		CYL. SIZE	STEAM PRESSURE	BOILER DIA.	TUBES	FIRE-BOX	COMMENTS
							CENTER	OUTSIDE						
1	B+B.	1879	ARIEL	H.L.W.	1877	1251	26"	31"	8x12	130				SCRAPPED AT PHILLIPS 9-1-1912. REBUILT BY H.L.W. IN 1879.
	S.R.R.	1908	DAWN											
2	B+B.	1879	PUCK	H.L.W.	1877	?	26"	31"	8x12	130				SOLD BY S.R.R. TO PATRICK 7-1890 (#2). WHEN PATRICK BOUGHT SHOP NO. 13276 WAS NUMBERED TO #4. SCRAPPED AT PHILLIPS 9-1-1912.
	S.R.R.	7-1890	ECHO											
2	P+R.	1893	BO-PEEP											
4	P+R.	1908												
1/2	F+M.	1905/1908	V.B. MEAD	H.L.W.	3-1884	1664	26"	30"	9x12	130	32"	74 1 3/4 x 70	32"x28"	SCRAPPED AT PHILLIPS 9-1-1912.
2/3	F+M.	1905/1908	S.W. SARGENT	B.L.W.	12-1886	8304	27"	33"	12x16	140	38"	78 2"x10-0	40 1/4" x31 7/8"	SCRAPPED AT PHILLIPS 9-1-1912
4	S.R.R.	1908	—	P.CO.	10-22-1890	616	28"	33"	10 1/2x14	140	34 5/8"	84 1 3/4 x 71 1/2	36"x27 3/4"	SOLD ON 10-1919
5	S.R.R.	1908	N.B. BEAL	P.CO.	5-2-1891	622	28"	33"	10 1/2x14	140	34 5/8"	84 1 3/4 x 71 1/2	36"x27 3/4"	SOLD TO KENNEBEC CENTRAL RR (#3) IN 1916.
1	P+R.	1908	CALVIN PUTNAM	P.CO.	10-7-1890	615	28"	33"	10 1/2x14	140	34 5/8"	84 1 3/4 x 71 1/2	36"x27 3/4"	CONDENMED 1-4-1923, IN ACCIDENT WITH #20, AND SOLD.
16	S.R.R.	1908	—	B.L.W.	9-1907	31826	30"	35"	11 1/2x14	180	41"	130 1 3/4 x 8-8	42 1/4"x37 5/8"	BURNED IN FIRE IN 1923 AND NEVER REBUILT. ORDERED 3-30-1907
—	—	—	—	B.L.W.	7-1909	33550	30"	35"	11 1/2"x14	180	41"	130 1 3/4 x 8-8	42 1/4"x37 5/8"	12" CYL. USED SO IT COULD BE BUSHED WHEN WORN. ORDERED 5-6-1909
—	—	—	—	B.L.W.	10-1916	44231	30"	36"	12x16	180				ORDERED 6-2-1916. BLW CLASS 10-18 1/4 C
3	P+R.	1908	GEO. M. GOODWIN	B.L.W.	3-1891	11706	28"	33"	12 1/2x16	130	42"	100 2"x10-0	42"x31 1/8"	NEW BOILER W/ CYL IN 10-1912, NEW CYLS ON 2-9-1923. SCRAPPED IN 1933.
					1912	11706				180				
—	LARGE LK. #10750. 12/16-18	2/5/190	JAMES WYMAN	B.L.W.	10-1892	12964	28"	33"	12x16	140	38"	68 2"x10-0	34"x30"	ORIG. #16 SCRAPPED-1915. HAND PARTS IN NEW #16
3/6	S.R.R.	1903/1908	—		10-1915	12964				160	40"	90 2"x11-4	42"x31 1/8"	SCRAPPED IN 1935
2	P+R.	1908	ISAAC WALTON	B.L.W.	3-1893	13276	27"	33"	12x16	140	38"	78 2"x10-0	40 1/4"x31 1/8"	ORIG. #17 SCRAPPED-1915. HAND PARTS IN NEW #17
					2-1915	13276				160	40"	90 2"x10-0	40 1/4"x31 1/8"	
2/5	S.R.R.	1907/1908	—	B.L.W.	9-1893	13733	28"	33"	12x16	140	36"	75 2"x10-0	72"x15 1/4"	ORIG. #18 SCRAPPED-1916. HAND PARTS IN NEW #18
					1-1916	13733				160	40"	90 2"x11-4	42"x31 1/8"	
SHEET # 1														

SANDY RIVER + RANGELEY LAKES R.R.

CHANGED 8-12-1959
COMPILED - 1-2-1959

ORIGINAL ROAD NUMBER	ORIGINAL ROAD	DATE RENUMBERED	ENGINE NAME	BUILDER	DATE BUILT	SHOP NUMBER	WHEEL DIA.		CYL. SIZE	STEAM PRESS.	BOILER DIA.	TUBES	FIRE-BOX	COMMENTS
							CENTER	OUTSIDE						
8 ✓	S.R.R.	—	—	B.L.W.	3-1904	23874	28"	33"	12x6	180	42"	100 2"x10 ⁵ / ₈ "	42"x31 ⁷ / ₈ "	SCRAPPED IN 1935. - ORDERED 6-8-1903.
7	EUSTIS R.R.	—	—	B.L.W.	11-1903	23245	27"	33"	12x6	140	42"	100 2"x9 ⁵ / ₈ "	40 ⁵ / ₁₆ "x31 ⁷ / ₈ "	DAMAGED IN ACCIDENT ON 4-1923 & THEN SCRAPPED.
8	EUSTIS R.R.	—	—	B.L.W.	2-1904	23754	27"	33"	12x6	140	42"	100 2"x9 ⁵ / ₈ "	40 ⁵ / ₁₆ "x31 ⁷ / ₈ "	
9	EUSTIS R.R.	—	—	B.L.W.	2-1904	23755	27"	33"	12x6	140	42"	100 2"x9 ⁵ / ₈ "	40 ⁵ / ₁₆ "x31 ⁷ / ₈ "	SCRAPPED IN 1935.
—	—	—	—	B.L.W.	10-1913	40733	28"	33"	13x6	180	48"	114 2"x12 ⁵ / ₈ "	48"x31 ⁷ / ₈ "	RECEIVED ON 11-15-1913. 10.7 SQ. FT. GRATE AREA.
—	—	—	—	B.L.W.	5-1919	51803	28"	33"	12x6	180	48"			

ABBREVIATIONS

H.L.W. = HINKLEY LOCO. WORKS - BOSTON, MASS.

BLW = BALDWIN LOCO. WORKS - PHILADELPHIA, PA.

P.CO = PORTLAND COMPANY - PORTLAND, MAINE.

B+B = BILLERICA + BEDFORD R.R.

SRR = SANDY RIVER R.R.

P+R = PHILLIPS AND RANGELEY R.R.

F+M = FRANKLIN AND MEGANTIC R.R.

NOTES

1-HEATING SURFACE OF ENGS #20, 21 + 22 = TUBES 403 SQ. FT. + FIREBOX 44.6 SQ. FT. OR

TOTAL OF 447.6 SQ. FT. GRATE AREA = 9 SQ. FT.

2-HEATING SURFACE ENG #19 - TUBES 558 SQ. FT., FIREBOX 50 SQ. FT. = 608 SQ. FT. - GRATE AREA = 9.3 SQ. FT.

3-HEATING SURFACE ENG #8 - TUBES 511 SQ. FT., FIREBOX 55 SQ. FT. = 566 SQ. FT. - GRATE AREA = 10.9 SQ. FT.

SANDY RIVER + RANGELEY LAKES RR.

CHANGED 8-12-1959
COMPILED - 1-2-1959 - R.F. DOLE.

FINAL ROAD NUMBER	WHEEL ARRGT.	WATER CAP.	COAL CAP.	ENG. SERVICE WEIGHTS (LB.)				TRACTIVE POWER	WHL. DIA.		TOTAL WHL. BASE	LENGTH OVER ALL	COST TO SERIAL	TENDER SERVICE WTS.	COMMENTS
				ENG. TK.	DRIVERS	TRAILERS	TOTAL		ENG. TK.	TRAILER					
19	2-6-2	1500	4000	5000	37,000	7500	49,500	10,682	22"	22"	40'-2 1/2"	47'-8"	\$6550	37,000	LIGHT WT. 65,900 LB. DESIGNED FOR 40 MILES PER HOUR.
20	0-4-4	800	2200	—	40,000	16,000	56,000	8308	—	24"	18'-3"		\$5000	—	LIGHT WT. 39,200 LB. - ADDED STEEL WING SNOWPLOW + WEST. AIR BRAKES.
21	0-4-4	800	2200	—	40,000	16,000	56,000	8308	—	24"	18'-3"		\$5000	—	LIGHT WT. 39,200 LB. - ADDED WEST. AIR BRAKES.
22	0-4-4	800	2200	—	40,000	16,000	56,000	8308	—	24"	18'-3"		\$5000	—	LIGHT WT. 39,200 LB. - ADDED STEEL WING SNOWPLOW + WEST. AIR BRAKES.
23	2-6-2	2000	6000	5500	50,000	7500	63,000	12,560	22"	22"	40'-7 1/2"		\$7645.07	43,000	ORDERED 9-17-1913 - LIGHT WT. 79,300 LB. - HAD WALSHART VALVE GEAR.
24	2-6-2	2000	6000	6000	42,000	6000	54,000	10,100	22"	22"	39'-11 1/2"		\$15,200	44,000	

NOTES

- 1- MAINE CENTRAL RR. CO. PURCHASED ON 6-30-1911.
- 2- RECEIVERS TOOK POSSESSION ON 7-8-1923.

MAINE CENTRAL RAILROAD COMPANY



Portland, Maine

February 10, 1959

Mr. F. Ranlett
Chief Librarian
Bangor Public Library
Bangor, Maine

Received
FEB 11 1959
Bangor Public Library

Dear Sir,

Attached is one set of prints covering detailed data on the Bridgeton and Saco as well as the Sandy River and Rangeley Lakes narrow gauge railroads.

You may note that some of the data on the attached does not agree with Mr. McLin's book on the Bridgeton and Saco, but this has been taken from our records.

Yours very truly,

R. F. Dole
Mechanical Engineer

BRIDGETON + SAGO RR - 24 FOOT GAUGE - COMPILED BY R.F. DOLE 1-2-1959

ORIGINAL ROAD NUMBER	ORIGINAL ROAD	BUILDER	DATE BUILT	SHOP NUMBER	CYL. SIZE	STEAM PRESS.	WHEEL DIA.		WHEEL AROST	TRACTION POWER	ENG. TK WHL. DIA.	TRAILER WHL. DIA.	COMMENTS
							CENTER	OUTSIDE					
1	B+S	H.L.W	1882	1563	9X12	140	25"	30"	0-4-4	3850	—	20"	SCRAPPED T. POINT 3-20-1913
2	B+S	H.L.W	1882		9X12	140	25"	30"	0-4-4	3850	—	20"	SOLD TO WISCASSET, WTVL + FARMINGTON RR. IN 1912
3	B+S	P.CO.	4-14-1892	624	$10\frac{1}{2} \times 14$ $9\frac{7}{8} \times 14$	140	26"	31"	0-4-4	$\frac{7000}{5240}$	—	20"	SOLD 8-10-1892 TO KENNEBEC CENTRAL (#3) FOR \$1250 - LATER WISCASSET, WTVL + FARM- INGTON #8 - DESTROYED 6-15-1933.
4	B+S	H.K. Porter	8-1901	2360	11X16	140	26"	31"	0-4-4	7480	—	20"	ELECTRIC HEADLIGHT APPLIED 1920 - DRIVER BRAKES APPLIED 1920. LATER BRIDGETON + HARRISON #4 - SCRAPPED 1930.
5	B+S	P.CO.	1906	628	11X14	180	28"	33"	2-4-4	7854	20"	20"	DRIVER BRAKES IN 1920. LATER BECAME BRIDGETON + HARRISON #5 - SCRAPPED IN 1935.
6	B+S	B.L.W	9-1907	31827	$11\frac{1}{2} \times 14$	180	30"	35"	2-4-4	8094	20"	20"	DRIVER BRAKES IN 1920. LATER WAS BRIDGETON + HARRISON #6 - SCRAPPED IN 1938.
7	B+S	B.L.W	12-12-1913	40864	12X16	180	30"	35"	2-4-4	10,000	22"	22"	LATER BRIDGETON + HARRISON #7 - SOLD TO EDVILLE RR AT S. CARVER, MASS - STILL IN SERVICE.
8	B+S	B.L.W	3-1924	57659	12X16	180	30"	35"	2-4-4	10,000	22"	22"	HAD STEEL CAB. - RECEIVED ON 3-26-1924 - ORDERED 12-24-1923 - SHIPPED FROM EDDYSTONE, PA - 3-12-1924. LATER WAS BRIDGETON + HARRISON #8, SOLD TO EDVILLE RR AT S. CARVER, MASS - STILL IN SERVICE.

NOTES:

1- RECEIVERS APPOINTED AND TOOK OVER POSSESSION OF PROPERTY ON OCT. 1, 1927 -
MAINE CENTRAL HAD NO FURTHER INTEREST IN IT.

2- NAME CHANGED TO BRIDGETON AND HARRISON RY AND REOPENED IN 1930 -
LAST OPERATED ON 8-1-1944.

BRIDGETON + SACO RR - 24 FOOT GAUGE

1-2-1959

FINAL ROAD NUMBER	VALVE GEAR	WATER CAP. GALS.	COAL CAP. LB.	SERVICE WEIGHTS (LB)				DRIVER WHEEL- BASE	TOTAL WHEEL- BASE	COST	TUBES	SIZE FIRE- BOX	BOILER DIA.	COMMENTS
				ENG. TK.	DRIVERS	TRAILER	TOTAL							
1	ST.	576	1400	—	22,000	8,000	30,000		14'-5 1/2"	\$6000				HAD CLIMAX COUPLERS + AIR BRAKES.
2	ST.	576	1400	—	22,000	8,000	30,000		14'-5 1/2"	\$6000				HAD CLIMAX COUPLERS + AIR BRAKES.
3	ST.	600	1500	—	23,000	15,000	38,000	4'-4"	16'-1 1/2"	\$4200	84 " 1 3/4" x 7 1/2"		34 3/4"	" LIGHT WT. 26,400 LB. NEW GRATES 9-1893, NEW STACK 2-1909 ALL BY P.CO. CLIMAX COUPLER + AIR BRAKES.
4	ST.	800	1540	—	31,500	15,500	47,000	4'-6"	17'-6"	\$4830				CLIMAX COUPLER + AIR BRAKES.
5	ST.	800	2150	5400	30,180	19,000	54,580	4'-6"	23'-6"	\$5500	123 " 1 3/4" x 8'-7"	42 1/4" x 37 1/8"		" LIGHT WT. 42,200 LB. - CLIMAX COUPLER + AIR BRAKES - ELEC. LIGHTS AT T. POINT ON 5-17-1918 31'-1" LENGTH OVER ALL.
6	ST.	850	1800	5400	30,150	20,100	55,650	4'-6"	23'-11 1/2"	\$5570				" LIGHT WT. 44,050 LB. - CLIMAX COUPLER + AIR BRAKES - ELEC. LIGHTS T. POINT ON 6-4-1918.
7	WAL.	1000	3000	6000	38,000	22,500	66,500	5'-0"	26'-0"	\$6488				ERMES VACUUM BRAKES - HAD WALSCHAERT VALVE GEAR.
8	WAL.	1000	3000	8000	44,000	24,000	76,000	5'-0"	26'-0"	\$14,135				ERMES VACUUM BRAKES LITE WT. 63,400 LB. HAD WALSCHAERT VALVE GEAR.

ABBREVIATIONS

H.L.W. = HINKLEY LOCO. WORKS, BOSTON, MASS.

P.CO. = PORTLAND CO - PORTLAND, ME.

B.L.W. = BALDWIN LOCO. WORKS, PHILADELPHIA, PA.

ST. = STEPHENSON VALVE GEAR.

T. POINT = THOMPSON'S POINT SHOPS, PORTLAND, ME., OF MAINE CENTRAL RR. CO.

WAL = WALSCHAERT VALVE GEAR.

SANDY RIVER AND RANGELEY LAKES R.R. (2 FOOT GAGE)

COMPILED BY R.F. DOLE
1-2-1959

ORIGINAL ROAD NUMBER	ORIGINAL ROAD	DATE RENUMBERED	ENGINE NAME	BUILDER	DATE BUILT	SHOP NUMBER	WHEEL DIA.		CYL. SIZE	STEAM PRESSURE	BOILER DIA.	TUBES	FIRE-BOX	COMMENTS
							CENTER	OUTSIDE						
1	B+B.	1879	ARIEL	H.L.W.	1877		25"	30"	8X12.					SCRAPPED AT PHILLIPS 9-1-1912.
	S.R.R.	1908	DAWN											
2	B+B.	1879	PUCK	H.L.W.	1877		25"	30"	8X12					SOLD BY S.R.R. TO P+R IN 1890-1891 (#2) WHEN P+R BOUGHT SHOP NO. 13276 WAS NUMBERED TO #4. SCRAPPED AT PHILLIPS 9-1-1912.
	S.R.R.	1890-91	ECHO											
2	P+R.	1893	BO-PEEP											
4	P+R.	1908												
1	F+M.	1908	B.V. MEADE	H.L.W.	1884		25"	30"	9X12"					SCRAPPED AT PHILLIPS 9-1-1912.
2	F+M.	1908	S.W. SARGENT	B.L.W.	12-1886	8304	28"	33"	12X16					SCRAPPED AT PHILLIPS 9-1-1912
4	S.R.R.	1908	—	P.CO.	10-22-1890	616	28"	33"	10 1/2X14	140	34 5/8"	84 " 1 3/4X7 1/8"	36"X27 3/4"	SOLD ON 10-1919
5	S.R.R.	1908	N.B. BEAL	P.CO.	5-2-1891	622	28"	33"	10 1/2X14	140	34 5/8"	84 " 1 3/4X7 1/8"	36"X27 3/4"	
1	P+R	1908	CALVIN PUTNAM	P.CO.	10-7-1890	615	28"	33"	10 1/2X14	140	34 5/8"	84 " 1 3/4X7 1/8"	36"X27 3/4"	CONDENED 1-4-1923, IN ACCIDENT WITH #20, AND SOLD.
16	SRR	1908	—	B.L.W.	9-1907	31826	30"	35"	11 1/2X14	180	41"	130 " 1 3/4X8 " 8"	42 1/4"X31 7/8"	BURNED IN FIRE IN 1923 AND NEVER REBUILT.
—	—	—	—	B.L.W.	7-1909	33550	30"	35"	11 1/2"X14	180	41"	130 " 1 3/4X8 " 8"	42 1/4"X31 7/8"	12" CYL. USED SO IT COULD BE BUSHED WHEN WORN.
—	—	—	—	B.L.W.	10-1916	44231	30"	36"	12X16	180				
3	P+R	1908	GEO. M. GOODWIN	B.L.W.	3-1891	11706	28"	33"	12 1/2X16	180	42"	100 " 2"X10 " 9 " 8"	42"X31 7/8"	NEW BOILER W/ CYL IN 10-1912, NEW CYLS ON 2-9-1923. SCRAPPED IN 1933.
					1912	?								
—	LAUREL & PHOTSPGS.	1900	—	B.L.W.	10-1892	12964	28"	33"	12X16	160	40"	90 " 2"X11 " 4"	42"X31 7/8"	ORIG. #16 SCRAPPED-1915 SHAND PARTS IN NEW #16 SCRAPPED IN 1935
3	SRR	1908												
2	P+R	1908	ISAAC WALTON	B.L.W.	3-1893	13276	27"	35"	12X16	160	40"	90 " 2"X10 " 0"	40 3/16"X31 7/8"	ORIG. #17 SCRAPPED-1915 SHAND PARTS IN NEW #17
					2-1915	?								
2	SRR	1908	—	B.L.W.	9-1893	13733	28"	33"	12X16	160	40"	90 " 2"X11 " 4"	42"X31 7/8"	ORIG. #18 SCRAPPED-1916 SHAND PARTS IN NEW #18
					1-1916	?								

SANDY RIVER AND RANGE LEY LAKES RR.

1-2-1959

FINAL ROAD NUMBER	WHEEL ARRGT.	WATER CAP.	COAL CAP.	ENB. SERVICE WEIGHTS (LB.)				TRACTION POWER	WHEEL DIA.		TOTAL WHL-BASE	LENGTH OVER ALL	COST TO RE-RL	TENDER SERVICE WEIGHT	COMMENTS
				ENB TK.	DRIVERS	TRAILERS	TOTAL		ENB TK.	TRAILER					
1	0-4-4	600		—					—				\$3500-	—	BUILT FOR BILLERICA + BEDFORD RR (MASS) AND BROUGHT TO PHILLIPS IN 1879.
2	0-4-4	600		—					—				\$3500-	—	BUILT FOR BILLERICA + BEDFORD RR (MASS) AND BROUGHT TO PHILLIPS IN 1879.
3	0-4-4			—					—				\$3600-	—	
4	0-4-4			—			39,600		—				\$3600-	—	
5	0-4-4	600	1500	—	22,000	14,000	36,000	5,363	—	20"	16'-2 1/2"		\$4200-	—	LIGHT WT. 25,200 LB.
6	0-4-4	600	1500	—	22,000	14,000	36,000	5,363	—	20"	16'-2 1/2"		\$4200-	—	LIGHT WT. 25,200 LB. - HAD NO DRIVER OR AIR BRAKES.
7	0-4-4	600	1500	—	22,000	14,000	36,000	5,363	—	20"	16'-2 1/2"		\$4200-	—	LIGHT WEIGHT 25,200 LB.
8	2-4-4	800	3000	5,400	30,150	20,100	56,650	8,094	20"	24"	23'-8"		\$5570-	—	LIGHT WEIGHT 39,700 LB. HEATING SURFACE = 570 SQ. FT. FIRE BOX = 55 + TUBES = 515 GRATE AREA = 10,929 FT.
9	2-4-4	800	2400	5,400	30,150	20,100	56,650	8,094	20"	24"	23'-8"		\$4900-	—	LIGHT WEIGHT 39,700 LB. HEATING SURFACE = 570 SQ. FT. FIRE BOX = 55 + TUBES = 515 GRATE AREA = 10,929 FT.
10	2-4-4	1000	3000	6,000	38,000	22,500	66,500	9,900	22"	22"	26'-0"		\$8118.01	—	RECEIVED 11-10-1916
15	2-6-0												\$6200-		LIGHT WEIGHT 65,000 LB. COST \$3675.87 TO RE-BUILD - ADDED WEST AIR BRAKES.
	2-6-2	1400	4000	5,000	37,000	7,500	49,500	11,250	22"	22"	40'-2 1/2"			37,000	
16	2-6-0												\$5800-		COST \$5242.06 TO RE-BUILD - LIGHT WEIGHT 64,000 LB.
	2-6-2	1500	4000	4,800	36,000	7,200	48,000	8,308	22"	22"	40'-9"			37,000	
17	0-4-4	800	2200	—	34,000	16,000	50,000	9,000	—	24"	18'-4"		\$5000-	—	LIGHT WEIGHT 35,000 LB. COST \$5100.35 TO RE-BUILD.
18	2-6-0												\$5750-		LIGHT WEIGHT 64,000 LB. COST \$4945.73 TO RE-BUILD
	2-6-2	1500	4000	4,800	36,000	7,200	48,000	8,308	22"	22"	40'-9"			37,000	

SANDY RIVER + RANGELEY LAKES R.R.

1-2-1959

ORIGINAL ROAD NUMBER	ORIGINAL ROAD	DATE RENUM- BERED	ENGINE NAME	BUILDER	DATE BUILT	SHOP NUMBER	WHEEL DIA.		CYL. SIZE	STEAM PRESS.	BOILER DIA.	TUBES	FIRE- BOX	COMMENTS
							CENTER	OUTSIDE						
8	S.R.R.	—	—	B.L.W.	3-1904	23874	28"	33"	12x16	180	42"	100 2"x10 ¹ / ₈ "	42"x31 ⁷ / ₈ "	SCRAPPED IN 1935.
7	EUSTIS R.R.	—	—	B.L.W.	11-1903	23245	27"	32"	12x16	140	42"	100 2"x9 ¹ / ₈ "	40 ⁵ / ₁₆ "x31 ⁷ / ₈ "	DAMAGED IN ACCIDENT OCT-1923 + THEN SCRAPPED.
8	EUSTIS R.R.	—	—	B.L.W.	2-1904	23754	27"	32"	12x16	140	42"	100 2"x9 ¹ / ₈ "	40 ⁵ / ₁₆ "x31 ⁷ / ₈ "	
9	EUSTIS R.R.	—	—	B.L.W.	2-1904	23755	27"	32"	12x16	140	42"	100 2"x9 ¹ / ₈ "	40 ⁵ / ₁₆ "x31 ⁷ / ₈ "	SCRAPPED IN 1935.
—	—	—	—	B.L.W.	10-1913	40733	28"	33"	13x16	180	48"	114 2"x12 ¹ / ₈ "	48"x31 ⁷ / ₈ "	RECEIVED ON 11-15-1913, 10-75 SQ. FT. GRATE AREA.
—	—	—	—	B.L.W.	5-1919	51803	28"	33"	12x16	180	48"			

ABBREVIATIONS

H.L.W. = HINKLEY LOCO. WORKS - BOSTON, MASS.

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P+R = PHILLIPS AND RANGELEY R.R.

F+M = FRANKLIN AND MEGANTIC R.R.

SANDY RIVER + RANGELEY LAKES RR.

1-2-1959

FINAL ROAD NUMBER	WHEEL ARRANG.	WATER CAP.	COAL CAP.	ENG. SERVICE WEIGHTS (LB.)				TRACTIVE POWER	WHL. DIA.		TOTAL WHL- BASE	LENGTH OVER ALL	COST TO SERIAL	TENDER SERVICE WTS.	COMMENTS
				ENG. TK.	DRIVERS	TRAILERS	TOTAL		ENG. TK.	TRAILER					
19	2-6-2	1500	4000	5000	37,000	7500	49,500	10,682	22"	22"	40'-2 1/2"		\$ 6550	37,000	LIGHT WT. 65,900 LB.
20	0-4-4	800	2200	—	40,000	16,000	56,000	8308	—	24"	18'-3"		\$ 5000	—	LIGHT WT. 39,200 LB. - ADDED STEEL WING SNOW PLOW + WEST. AIR BRAKES.
21	0-4-4	800	2200	—	40,000	16,000	56,000	8308	—	24"	18'-3"		\$ 5000	—	LIGHT WT. 39,200 LB. - ADDED WEST. AIR BRAKES.
22	0-4-4	800	2200	—	40,000	16,000	56,000	8308	—	24"	18'-3"		\$ 5000	—	LIGHT WT. 39,200 LB. - ADDED STEEL WING SNOW PLOW + WEST. AIR BRAKES.
23	2-6-2	2000	6000	5500	50,000	7500	63,000	12,560	22"	22"	40'-7 1/2"		\$ 7645.07	43,000	ORDERED 9-17-1913 - LIGHT WT. 79,300 LB. - HAD WALSHAERT VALVE GEAR
24	2-6-2	2000	6000	6000	42,000	6000	54,000	10,100	22"	22"	39'-1 1/2"		\$ 15,200	44,000	

NOTES

1- MAINE CENTRAL RR. CO. PURCHASED ON 6-30-1911.

CHANGED 8-12-1959
1-2-1959

BRIDGETON + SACO RIVER RR - 2 FOOT GAUGE

FINAL ROAD NUMBER	VALVE GEAR	WATER CAP. GALS.	COAL CAP. LB.	SERVICE WEIGHTS (LB)				DRIVER WHEEL- BASE	TOTAL WHEEL- BASE	COST	TUBES	SIZE FIRE- BOX	BOILER DIA.	
				ENG. TK.	DRIVERS	TRAILER	TOTAL							
1	ST.	576	1400	—	22,000	8,000	30,000		14'-5 1/2"	\$6000				HAD CLIMAX COUPLERS + AIR BRAKES.
2	ST.	576	1400	—	22,000	8,000	30,000		14'-5 1/2"	\$6000				HAD CLIMAX COUPLERS + AIR BRAKES.
3	ST.	600	1500	—	23,000	15,000	38,000	4'-4"	16'-1 1/2"	\$4200	84 1 3/4" x 7 1/2"	36" x 27 1/2"	34 3/4"	LIGHT WT. 26,400 LB. NEW GRATES 9-1893, NEW STACK 2-1909 ALL BY P.C.O. CLIMAX COUPLER + AIR BRAKES.
4	ST.	800	1540	—	31,500	15,500	47,000	4'-6"	17'-6"	\$4830				CLIMAX COUPLER + AIR BRAKES.
5	ST.	800	2150	5400	30,180	19,000	54,580	4'-6"	23'-6"	\$5500	123 1 3/4" x 8'-7"	42 1/4" x 37 1/8"		LIGHT WT. 42,200 LB. - CLIMAX COUPLER + AIR BRAKES - ELEC. LITES AT T. POINT ON 5-17-1918 31'-1" LENGTH OVER ALL.
6	ST.	850	1800	5400	30,150	20,100	55,650	4'-6"	23'-11 1/2"	\$5570	130 1 3/4" x 8'-8"	42 1/4" x 37 1/8"	41"	LIGHT WT. 44,050 LB. - CLIMAX COUPLER + AIR BRAKES - ELEC. LITES T. POINT ON 6-4-1918. ORDERED 3/22/1907.
7	WAL.	1000	3000	6000	38,000	22,500	66,500	5'-0"	26'-0"	\$6488				ERMS VACUUM BRAKES - HAD WALSCHAERT VALVE GEAR AND HAND SANDER ORDERED 9-17-1913
8	WAL.	1000	3000	8000	44,000	24,000	76,000	5'-0"	26'-0"	\$14,135				ERMS VACUUM BRAKES LITE WT. 63,400 LB. HAD WALSCHAERT VALVE GEAR.

ABBREVIATIONS

H.L.W. = HINKLEY LOCO. WORKS, BOSTON, MASS.

P.CO = PORTLAND CO - PORTLAND, ME.

B.L.W. = BALDWIN LOCO. WORKS, PHILADELPHIA, PA.

ST. = STEPHENSON VALVE GEAR.

T. POINT = THOMPSON'S POINT SHOPS, PORTLAND, ME., OF MAINE CENTRAL RR. CO.

WAL = WALSCHAERT VALVE GEAR.

INFORMATION ON THE LAUREL AND HOT SPRINGS RAILROAD ENGINE #1 -
LATER SANDY RIVER RAILROAD #3, LATER #6 AND FINALLY SANDY RIVER
AND RANGELEY LAKES #16 - 2 FOOT GAUGE.

This engine was bought by Albert Fogg, of Philadelphia, who was a wholesale commission agent dealing in foreign and domestic fruits and vegetables but ~~he~~ dealt in many other things. He had as his agent a Mr. Thompson C. Gill, also of Philadelphia, a dealer in scrap and second hand items. It was obtained from the Laurel River and Hot Springs Railroad of Hot Springs, North Carolina with 6 platform cars for \$1800.00 on February 3, 1897. The engine and tender alone cost \$5880.00 when built by the Baldwin Locomotive Works of Philadelphia in 1892. The engine had only been operated for about 6 months and then stored by the railroad until sold by them.

Mr. Fogg arranged with the Portland Company, Portland, Maine, to store this engine and tender with four of the platform cars and an excursion car at \$15.00 per month. This last car had been fitted up from a flat car and had a seat lengthwise the whole length of the car at each side. They were eight wheelers having 20" diameter wheels with 3" x 6" journals. The height from the rail to top of the platform was 27 $\frac{1}{2}$ " and the top was 28'-0" long and 6'-2" wide.

All of the above were sent to Wiscasset, Maine, by ship and were loaded by the Maine Central Railroad Company on flat cars and shipped to the Portland Company on October 12, 1897. Arrived on October 13, 1897, were unloaded and stored inside by the Portland Company.

Apparently the President of the Sandy River Railroad was in need of such equipment as in January 1900 he had made an offer to the Portland Company of \$1500.00 for the locomotive and tender.

Mr. Fogg visited Portland a short time later and then wrote to the Sandy River Railroad advising them that he could not sell for that price as he had an offer for \$3000.00 for it, part in cash and part in stock, from another road. However he would sell the entire lot for \$2000.00 cash.

On February 5, 1900 he advised the Sandy River Railroad that he had been offered cash of \$1900.00 for the lot by another party and if the road wanted them at that price they could have them. The Sandy River Railroad agreed to buy them as of that date.

LOCOMOTIVE ROSTER

Compiled by R. F. Dole

CORRECTED 10-20-1959

BANGOR, OLDTOWN AND MILFORD RR. 4'-8 1/2" GAGE - (R.F. DOLE 6-14-1959)

BOTH ROAD NUMBER	ORIGINAL ROAD AND NUMBER	FINAL M.F.C. ROAD NUMBER	BLDR.	ENGINE NAME	DATE BUILT	SHOP NUMBER	CYL. SIZE	WHEEL DIA.		WHL. ARRGT				COMMENTS
								CTR.	O. DIA					
1	BOSTON + WORCESTER "METEOR"	—	ST.	PIONEER	1832	27	10"x16"		60"	2-2-0				LEADING WHEEL DIA 42" BOUGHT IN 1835 SCRAPPED 9-1865
2	—	—	ROTH.	BANGOR	1836	6	15"x16"		54"	2-2-0				ALSO CALLED "BIB SMITH" (SEE NOTE #9) WRECKED AFTER 1839
	OLD COLONY RR. "GOV. CARVER"	—	H+D	BOSTON	9/15/1845	51	11 1/2"x20"		60"	4-2-0				BOUGHT IN 1852. SEE NOTE #8 SOLD IN 1860.
?	OLD COLONY RR. "JOHN ELIOT"	—	H+D	JOHN ELIOT	3/1/1848	153	14x18		60"	4-4-0				BOUGHT IN 1855. SOLD TO ETNA ON 10-14-1872 FOR \$5000-
3	—	18	P.CO.	ARROSTOOK	9/17/1858	91	13x20	56 1/2"	60"	4-4-0				SOLD TO ETNA ON 10-14-1872 FOR \$6000,-
4	—	74	H+W	MILFORD	9-1869	?	14x22	56"	62"	4-4-0				SEE NOTE 6
5	? "ST. LOUIS"	25	KIRK	GEN. VEAZIE	1851	?	15x20	56"	60"	4-4-0				ORIGINAL OWNER IS UNKNOWN - SOLD TO ETNA ON 10-14-1872 FOR \$5000 - BOUGHT IN 1858.
<p><u>NOTES.</u></p> <p>1- ST = STEPHENSON WKS, NEWCASTLE - ON - TYNE, ENGLAND</p> <p>2- ROTH = ROTHWELL LOCO. WKS - ENGLAND</p> <p>3- H+D = HINKLEY AND DRURY, BOSTON, MASS.</p> <p>4- P.CO = PORTLAND CO., PORTLAND, MAINE</p> <p>5- KIRK = LEWIS KIRK, CAMBRIDGEPORT, MASS.</p> <p>6- BOUGHT BY EUROPEAN + NORTH AMERICAN RR. IN 1869.</p> <p>7- H+W = HINKLEY + WILLIAMS - BOSTON, MASS.</p> <p>8- COST OLD COLONY RR WHEN NEW \$5000,-, HAD 80-2" DIA. x 8'-0" TUBES, OUTSIDE CONNECTED AND HAD 4 WHEEL TENDER WITH 800 GAL. CAPACITY - HELD ONE CORD OF WOOD.</p> <p>9- BASED ON LETTER BOOKS THIS ENGINE WAS IN SERVICE AS LATE AS JAN. 4, 1840.</p> <p>10- ORIGINALLY "OLD TOWN RR" SOLD IN 1835 TO "BANGOR + DISCATQUIS CANAL + RR. CO" WHICH IN TURN WAS BOUGHT BY BANGOR, OLDTOWN + MILFORD RR. IN 1869 EUROPEAN + N. AMERICAN BOUGHT IT AND TORE UP TRACKS IN 1870. (BANGOR, OLDTOWN AND MILFORD RR)</p>														

Do Not Circulate