

The Franklin County Narrow Gauges

The Next Stop Is Farmington

GUY RIOUX

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**The Franklin County
Narrow Gauges**

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DEDICATION

The Next Stop is Farmington is dedicated to all those who I have listed in the acknowledgements. As each volume in the series expanded in the depth of new information, this volume has gone to a new level due to these individuals. Some even saved me from making mistakes or interpreting information the wrong way. When you are finished with this volume, please remember those who helped to make *The Next Stop is Farmington* what it is.

ACKNOWLEDGEMENTS

Many different sources have contributed to the creation of this book. The first are two chronological lists starting in 1908-1936 compiled by Richard Dole and noted as (D). A second information source was correspondence from Dole to Linwood Moody, which Moody used in letters he later wrote to others, noted as (A). Most of the Dole information does not overlap.

A new information source are the never before published entries from Alan Socea's Sandy River & Rangeley Lakes requisition book No.1, noted as (AB). These are not indented like other quotes as most are lists with numbers and line up better without the indention. Alan is also the source of Maine Central turntable letters noted as (ASTT). Allen is the source of any reference that begins with (A).

A second source of new information are handwritten notes that Dave Bolduc possesses, which were compiled at some point by Raymond & Helen Wyman of Farmington, Maine. Dave claims the Wymans' notes were based on records left behind in the attic of the Phillips Station "long ago." The front page of the notes state that they are newspaper stories, but they are mostly receivers' entries that fill in many years of obscure information not found in any other sources. These are noted as (DB).

The new information gleaned from Dave Bolduc and Alan Socea's book resulted in some photo captions that are quite in-depth and encompass numerous photos and years. This will become evident at the very start with Chapter-1.

Track cars were an issue in this volume, beginning with the coverage of the first generation of Sandy River & Rangeley Lakes railroad track cars.

I have to thank Al Houghton for sticking to his guns when I thought the surviving Sandy River & Rangeley Lakes railroad track car was the reported 1903 Phillips & Rangeley motorized track car. It was bad enough that I wrote an article for the Sandy River & Rangeley Lakes railroad newsletter to fix my error.

The second track car issue began with a Wesley Ewell Model T drawing on his webpage. My confusion resulted from an optical illusion with a track car photo at Redington. Then a newspaper article skewed the timeline of a second Redington track car photo, which will all be explained in the book.

Wesley Ewell has helped me tremendously over a twelve-

year period. When I had questions about building styles or the length of an object, Wes was a valuable source of knowledge and corrections as information ebbed and flowed. He has helped in my search for the first Rangeley Station, even visiting the location on a trip while in the area. This station search was originally supposed to be six pages long, but I took it out of the text because the details are too complex and unclear to put in writing at this point.

My back-and-forth with Wes over the Model T led me to reach out to Mike Vaughn, a Model T expert who was past President of The Model T Ford Club of America and Technical Editor for Vintage Ford Magazine. Between Mike's deep knowledge and records both new and old, you will get a better feel for the Model T track cars.

A thank you goes to Robert Casares for his Sheffield No.36 track car ad, giving us a visual aid of what Maine Central records were claiming.

I have to give proper credit to William (Bill) Hanks from Australia, who was a Signalling Maintainer (how Australians spell it), and an Engineer for another 28 years on the Victorian Railways. I first met Bill at the 2016 National Narrow Gauge convention.

When you read about semaphores, know that it is Bill alone who filled in the blanks. I knew I had something, but I did not know what it was, let alone explain it as it pertains to the relevant photos and information. This will become evident as you read. It was back-and-forth over six months on this subject before we got to the end product in the book.

A big thanks goes to Kenny Wing and his willingness to go on adventure hikes in the woods searching for mill sites like Madrid Freight House, Brayman Mill, and other locations. Kenny laid out the aerial map of the Madrid Freight House and Bell Mill. Kenny was with me when we explored a Rangeley barn to see if it was part of the original Rangeley station, pointing out construction facts and issues that eliminated it as a potential match. Kenny has also mapped out the houses seen in Bigelow photos that still stand today after being moved to Blanchard Ave. in Eustis.

I would like to thank Gary Priest of the Rangeley Historical Society for help in finding society records and opening it up in the off-season so I could get in. Gary was also helpful in the quest of the first Rangeley Station.

Gary grew up in the house attached to the barn Kenny and I checked out.

I would like to thank David Field for the use of family records as they relate to the Sandy River & Rangeley Lakes railroad. These records gave us the first date of Graffam's sidings.

My thanks to Don Ball for discovering the 1905 Phillips & Rangeley No.5 photo, and the Detroit Public Library for allowing the use of these two photos.

The Phillips Historical Society was the source of most of the Maine Central letters from the 1920s. The staff of the Special Collections Department at the University of Maine Orono have also been a big help over the years.

On the union details, I have to thank George Casey, General Chairman with the U.T.U/S.M.A.R.T. for using lodges/local the right way, along with insight

into dovetailed rosters. It was George who suggested contacting the Khel Center at Cornell University for their help in searching for Sandy River & Rangeley Lakes union contracts and records. The Khel Center granted permission to copy the 1912 contract.

I would like to thank Roger Lambert for allowing the use of the 1910 Redington photo. There are so few good Redington photos that any found are worthy and much needed to tell the history of the railroad.

Thanks also goes to the Boston & Maine Historical Society for allowing their copy of the accident report to be included in the text.

Lastly, I would like to thank my wife Sonja, who has thankfully liked the trips to Maine over the years and who helped in getting through the thousands of Maine Central letters at Orono.

INTRODUCTION

This volume covers the period from 1908 to 1936. As a new subject starts, letters and information are listed as a thread and most will jump ahead in months or years. In some cases, you may see reference to a past letter, or pick up a story where it left off. Both methods were used so the information is easier to follow or find later.

Unlike the past three volumes with their heavy use of newspaper articles, newspaper stories largely dried up after the Maine Central takeover. The lack of newspaper coverage is particularly evident from 1934-36. But the internal Maine Central paperwork fills in this loss. Although many Maine Central letters are included in this volume, my estimate is that only one-in-four we found were used. The Maine Central books are each 500-pages of faint blue carbon copies on onion skin paper of the original letter. The pages stick and some are faded beyond legibility. I'm sure we missed some. Most of these University of Maine letters are from the Engineering Department, and concern the track department. I estimate we thumbed through at least 30,000 pages over time, not counting loose paperwork from other department letters. The University of Maine records for the early 1920s get

quite thin for reasons unknown, but the Phillips Historical Society has a lot of Sandy River & Rangeley Lakes letters from these years that cross different departments, not just engineering.

There is some minimal duplication of letters and events in this volume that have already been covered in the previous three books. Examples are of coal, coal usage, and land ownership off the Mt. Abram Branch.

The grammar and spelling of all quotes has not been changed—everything is listed exactly as it was written. For example, newspaper articles that use two spellings of Ed McLeary/McCleary or Morris McDonald/MacDonald were left as-is.

As with the past volumes, some of the locations that are written about can be searched using Google Street View. When reading the photo captions, be sure to read them carefully. They contain information that is sometimes not in the text, or expand on information from the text. The Interstate Commerce Commission Survey (I.C.C.) will be mentioned a lot. At times it will be referred to just as the survey as they are both the same event. The Survey started in 1915 and was completed in early 1916, and the report came out in late 1916.

1

The Shooting Star

There is no soft introduction to this volume; we pick up where the three previous volumes in the series end in 1908 with the Sandy River & Rangeley Lakes stock book as Maxcy & Lewis shuffle money for the coming purchase of the Phillips & Rangeley and Madrid railroads.

They spell out how the bond money raised is to be spent. Bonds numbered 1-423 (\$423,000) will be given to the Trustee to retire:

(1).The outstanding one hundred thousand dollars (\$100,000) of first mortgage bonds of the Sandy River Railroad Company hereinbefore particularly described.

(2).The outstanding two hundred thousand dollars (\$200,000) of consolidated mortgage bonds of the Sandy River Railroad Company hereinbefore particularly described.

(3).The outstanding fifty thousand dollars (\$50,000) of first mortgage bonds of the Franklin and Megantic Railway Company hereinbefore particularly described.

(4).The outstanding forty-two thousand dollars (42,000) of first mortgage bonds of the Kingfield and Dead River Railway Company hereinbefore particularly described.”

Bonds numbered 424-523, (\$100,000) were used to pay off unsecured debts of the different roads. Bonds not used, numbered 524-1000, stayed with the trustee until needed.

The board met February 12, 1908 and Orris Vose was hired as Asst. Superintendent and Kingfield station agent in charge of the former Franklin & Megantic (F&M) and Kingfield & Dead River (K.D.R.) sections, at the rate of \$70 per month.

At the February 20, 1908 board meeting, G. Farrington stepped down and was replaced by W.D. Sewall. In October, G. Farrington was back as the board clerk. At this meeting, O. Vose’s monthly pay was increased to \$75 per month; no reason was given for the increase.

In February, Master Mechanic Greenwood met with an accident that should have killed him:

“Ed Greenwood master mechanic of the Sandy River & Rangeley lakes railroad had a narrow escape from serious injury Saturday. He was riding in the cab of a locomotive and just before reaching the bridge below the village swung himself out to look at the load the engine was drawing. The load was being carried upon trucks, instead of regular

cars and he was watching to see that they took the bridge all right. The locomotive is the widest of any on the narrow gauge system, and Mr. Greenwood in his anxiety about the train leaned out too far, with the result that his head came in contact with the bridge. He was rendered unconscious for a time, but soon was able to be removed to his home when his injuries were attended.”

Was Greenwood checking to see if an oversized load on log bunks cleared?

February 1908, at the Phillips shops:

“In February S.R. No.5 is in the shops being worked on. A date of the 17th is giving for this work which included new fire box, tubes, and crown sheet.” (D)

In January, reported business:

“Its freight business has grown enormously and about a thousand loaded cars go over the road a month...They employ about 150 men... at the highest wages paid by any narrow gauge road in the country... There have been many improvements on the roads within a year, new freight station and coal sheds at Farmington...”

In early May, digging of a new cellar started for a Phillips station addition. On June 10, 1908 the Phillips & Rangeley (P&R) and Madrid (M.R.R.) railroads were bought at a public auction in Auburn by W. Lewis & J. Maxcy, the only bidders. They bought the P&R with a bid of \$171,000 and the Madrid with a bid of \$36,000.

On June 20, at Farmington yard:

“While shackling cars last Saturday in Farmington yard. Mel says it was taken off as clean as an ax could have chopped it.”

On June 22, the first consolidated timetable was published.

The S.R.R.L. board met on June 29, 1908 after the P&R and M.R.R. were purchased. Maxcy & Lewis sold both railroads to the S.R.R.L. after producing the P&R and M.R.R. bonds. The board voted to use the previously raised bonds to fund both purchases.

With the takeover, the only remaining narrow gauge line not owned by the S.R.R.L. was the Eustis railroad

(E.R.R.), in receivership with its bonds owned by Maxcy & Lewis.

In 1908, the E.R.R. receiver Seth Carter leased the line to the S.R.R.L. until 1912, when Maxcy & Lewis bought it at auction.

In July, as the mergers progressed, the railroad still operated, even where it was not supposed to:

"The passenger train over the Sandy River & Rangeley Lakes railroad Saturday night ran into an open switch in the yard and smashed in the end of a freight car on the siding. The engineer, discovering the trouble, shut off the steam and reversed his engine, thereby evading a more serious accident. As it was the passengers were quite badly shaken."

Dole dated July 1908, not reported in any newspapers:

"South bound freight had car wheel break on Strong Mountain, and several cars derailed." (D)

Do not let the following article fool you; it has nothing to do with fresh air, or a good night's sleep—it's about money. Plain and simple, railroad people are the cheapest people you will ever meet!

"The crew of the 8.25 P.M. train on the Sandy River and Rangeley Lakes railroad leave Farmington at the early hour of 5.15 a.m., and this season have adopted a fine scheme for early rising and comfortable sleeping by sleeping in a tent pitched near the station and overlooking the baseball field at the interval. Thus they save room rent and get lots of fresh air and restful sleep."

A July 16, 1908 excursion train started at an unusual location:

"There were 26 boarded the train Saturday at Greene's Farm for Old Orchard..."

An August 6, excursion:

"About 500 went over the...Thursday, to attend Cole Bros. circus. The 7.05 train had seven cars filled, followed by a special from Rangeley with several hundred more."

A 1946 article about excursion trains to Rangeley and Sluice Hill:

"On the long summer excursion trains, where everybody sat out in the open, on chairs placed on flat cars, it was sometimes necessary for the passengers to get off and walk up this hill so the locomotive could make it."

Also in July, while forest fires in the Bigelow region raged:

"...at the terminus...which was saved only by the favoring winds. Sunday a special train stood in waiting to carry the 70 odd residents of the hamlet to safety, and a word to Farmington had gotten a steamer in readiness if the wind shifted..."

During the fire miles south:

"At Hammond Field there are millions of lumber on the landings. The fire was well back on the mountains."

An April 28, 1914 Kennebec Journal article described the Hammond Field landing, as seen from the mainline:

"A yard of 18 deer is reported seen daily in the Hammond Field, about one mile south of Carrabassett, on the other side of the river. They can be seen almost any day by the passengers on trains on the Kingfield branch."

Reported on July 16, 1908:

"The Phillips & Rangeley Lakes railroad makes work and anxiety for the; residents along the line by setting fires from the engine. Your correspondent thinks that during such dry times as now the section men should be instructed by the railroad company to run over their section after each train, thus saving many fires and loss of personal property."

An August 27 fire, just north of Davenport Flat:

"Cinders from one of the engines...set a fire near Bragg Corner, Thursday, which destroyed over 100 railroad ties piled alongside the track. Lively work of the train crew prevented the spread of the fire."

In August, a track project was finished with $\frac{3}{4}$ of a mile of track straightened south of Eustis Jct.

In September, the Phillips station addition was completed:

"The installation of the steam heating apparatus in the basement of the new addition to the station of the Sandy River & Rangeley Lakes railroad here, by the Phillips Hardware company, completes the important work of extending and enlarging the station till it is now twice as large formerly. In the new part are located an attractive office where Mr. F.N. Beal, general passenger and ticket agent, has his quarters. Besides there is a room for the officials and a store room. This relieves the congestion formerly felt in the ticket office and in general provides a very commodious and attractive building."

In an article on the new addition was this line:

"A water tank for engines is to be erected at the northern end of the station."

The water tank was never built. Why would they build one, anyways? In November 1907, they installed a new watercrane with a larger pipe to fill the locomotives even faster.

An October 15 article believed to be about an original Bedford & Billerica (B&B) car converted in 1906 into a caboose without a cupola:

"The first car built for the Sandy River & Rangeley Lakes railroad was given a coat of paint at the local shop by M.S. Kelly last week. The car has been made into a sort of a caboose and will be used this winter."

I believe the above car in question is the pre-1906 photo with Sandy River railroad lettering, which is on page-278 of *The Next Stop is Kingfield* along with information.

Remember the 1906 work was done under the S.R.R.L. umbrella, which consolidated the former F&M and S.R.R., which was covered in the previous volumes. This was some years before the 1908 P&R takeover.

This was the first reported shop work since the P&R and M.R.R. were consolidated into S.R.R.L., and the work was in the former P&R car house in their former yard.

After the 1906 rebuild this car, now minus a cupola, operated as such as seen on page-280.

The "sort of a caboose" line in the above article is why I believe this article is this caboose, later renumbered No.554.

I have two suspicions; first, the post-1906 configuration at Bigelow was more of a shoving platform carrying the crew, rather than a true caboose. The only real grade was between Huston Brook and Bigelow, and no handbrakes were needed in this direction heading uphill with loads. A locomotive could manage the empties on the return trip. Second, this caboose was on the Bigelow log trains until August 1912, when Prouty & Miller ceased operations.

So why was a cupola added?

Because business had greatly increased, by 1908 the S.R.R.L. saw that a true functioning caboose was needed, not just a shoving platform limited to Bigelow.

When was a cupola added? If not in October 1908, then prior to 1911 (more on this in the Kingfield photo caption).



Phillips station after automatic couplers and air brakes were added to the passenger cars. At this time the platform extended beyond the station between the mainline and the Dana track, with a sand pile being used as a bumper. This was later replaced with a proper bumper as seen in later photos. The name Dana track comes from Elliott Steward and his book *Sunset on the Sandy River*. The piled wood waiting to be loaded is peeled pulp. (Author's Collection)

Information from 1909-26 on No.554 is limited. The first of two notations included in *Two Feet Between the Rails*:

Date Rebuilt: 1906

Date: 1926

Disposition Notes: Scrapped, SR#1 leased to F&M" (1)

The second entry from *Two Feet Between the Rails*:

Disposition Notes:

"Scrapped; Rebuilt 1906, Cupola added 1913-18." (2)

The next documentation on No.554 didn't come until 1926, when fire information was added.

There was an April 19, 1913 report of a caboose derailment, likely No.554, which we will explore in a photo caption:

"An accident on the Barnjum branch Saturday afternoon resulted in the injury of no one when a car of lumber was overturned and also the caboose car, which it has reported had six passengers aboard. A wrecking train was sent from Phillips and the car was returned to its upright positions."

There were no follow-up articles found about the accident. Could the April derailment actually be caboose No.555, not No.554?

An entry of No.555 from *Two Feet Between the Rails*—was this the result of the accident?

Date: 10/15/13

Disposition Notes: Removed from revenue service (3)

In a June 30, 1923 document No.555 while on the P&R was No.12.

A car shown in three photos between 1910-14 with track gangs could possibly be No.555. The above was when it was finally struck from revenue service by the M.C.

I leave it up to you to draw your own conclusions as to the above information and in the photo captions.

The October issue also reported a fire that M.S. Kelly discovered and extinguished on the north end of the covered bridge. Repairs were made to the P&R "stone round house" which is covered in *The Next Stop is Rangeley*.

"Repairs on the stone round house are nearly completed. The facings around the windows and roof have been painted a bright green giving the structure quite a novel appearance."

A January 4, 1912 M.C. letter to W. Toothaker about the former P&R car house:

"The inspector of the Railroad Insurance Syndicate who has examined buildings at Phillips recently makes report as to probable danger to building called repair shop, being Item #27 on...insurance schedule. At the time this inspector examined the building, December 24, 1911, one locomotive and one freight car were in the building. I suppose it is the building near the easterly end of the bridge west of the Phillips Station. The inspector reports the "Defects and sources of danger" as follows:

- 1 Lacking private fire appliances.
- 2 rubbishy and untidy appearance of premises.

The "Remedies and Improvements" are as follows:

1. Two casks and pails to be installed in building and one outside building.
2. Rubbish to be removed and premises put in orderly condition..."

(Courtesy of Special Collections Department University of Maine)

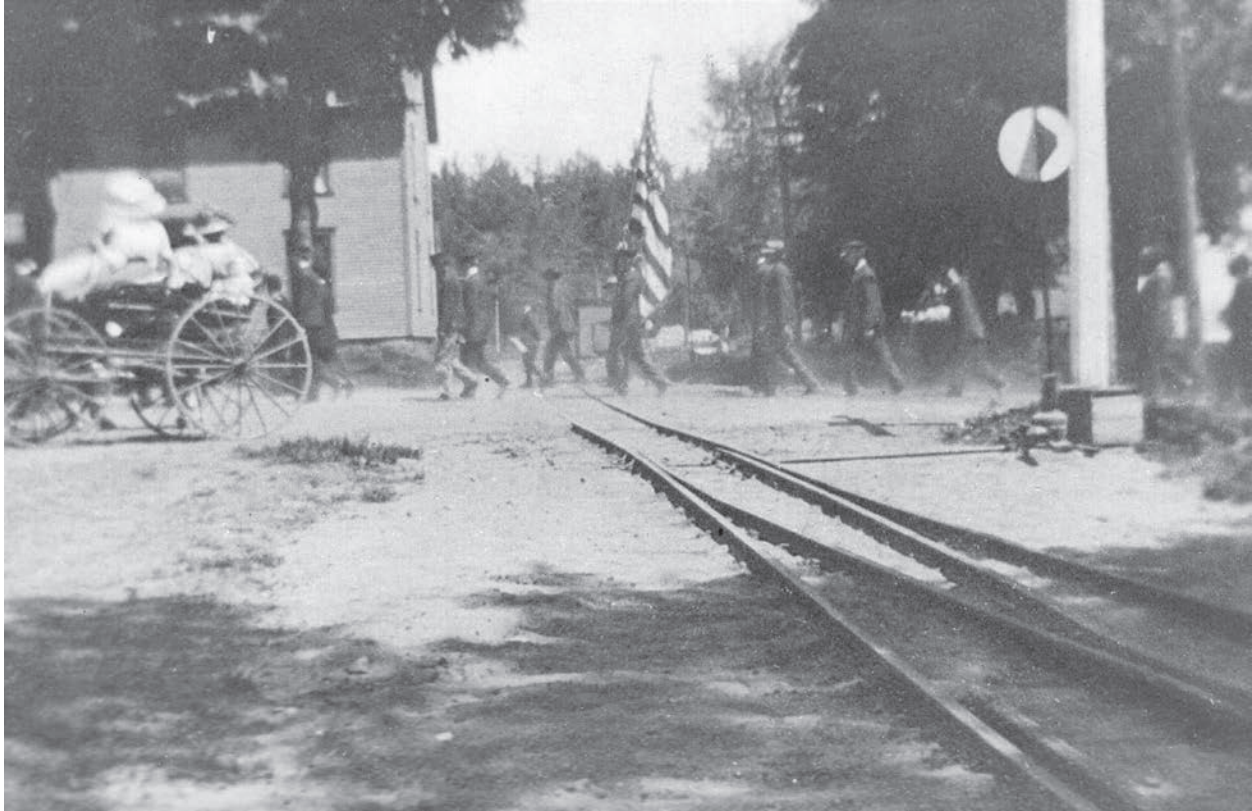


Looking south towards Farmington. On the left is the Phillips watercrane shown years after the 1908 article. In a later 1910 yard photo, you can compare the watercrane changes over the years. This ball signal seen here controlled movement into the yard, and is referred to in later photos as semaphores/signals become a more prominent subject. The steel turntable seen here was installed in 1921. The boxcar in the background is on the Braymen spur. (Author's Collection)



Behind the pulpracks is the former Phillips & Rangeley car house, built on the former Daggett lot. The Sandy River & Rangeley Lakes railroad used this as a paint shop during 1908, although it is unknown how long this continued. After the railroad was taken up:

“A fire, discovered about midnight Wednesday, destroyed the paint shop, formerly owned by the Sandy River and Rangeley Lakes Railroad near the covered bridge across the Sandy River, and now owned by Orris Vose. It is understood there was no insurance. An ice house nearby was also destroyed. The cause of the fire is unknown. Mr. Vose had the shop securely locked and the windows were boarded. The bridge caught fire but was extinguished.” (Author's Collection)



A Phillips July 4th parade, which had become a large event over the decades, crossing the former Phillips & Rangeley railroad Main Street grade crossing. The Phillips & Rangeley-owned Daggett house can be seen across Main Street, and in the distance is the car house from the previous photo. Judging by the horse and carriage, the women's dress style, and the faint edge of the Phillips & Rangeley enginehouse, this photo predates the June 1904 enginehouse fire. The photo is intriguing for a number of reasons, the first of which is a rare use of a low switch type. Its operating lever mounted across the top of the switch timbers. High switch stands were typical—a faint example is under the flag being carried. I believe the switch in the foreground was the boundary between the Sandy River and Phillips & Rangeley railroads. The large white pole next to the switch banner is not the grade crossing sign seen in a photo on page-153 of *The Next Stop is Rangeley*. This grade crossing sign is also seen on page-291 in *The Next Stop is Phillips* during 1900-01 timeframe. The photo also shows a telegraph pole, the only definitive railroad pole between the station and Main Street crossing. In a 1920s Main Street photo, only one grade crossing sign was located here. Later information from 1911 shows crossing posts were 8" by 8" by 18". In 1914, crossing posts had cast iron caps and were referred to as "standard posts." In this photo, is the white post next to the switch round or square? I'll come back to the shape later.

First, while studying this photo, I believed I discovered a semaphore signal controlling Phillips & Rangeley railroad traffic into the Sandy River yard. We have already seen the two-ball signal photo in the yard's south end, but why only control movement from one direction? You can see the semaphore shadow in a stop position on the ground between the pole and the track. Besides the shadow, there were other reasons why I thought this was a semaphore mast.

Second, the pole and switch are located at the entrance of Sandy River railroad property, and within the right-of-way.

Third, later in this chapter there is a 1910 account of yard poles being painted black and white, yet this photo is from years prior. Does being painted white make it railroad property?

Fourth, it's not a telegraph pole; those can be seen along the tree line.

A few weeks after my "discovery," I showed the photo to someone and was informed he saw this same photo years ago at a train show stating the same conclusion. I sent it to Bill Hanks, thinking he would enjoy it because he emails out photos of Australian narrow gauge operations from the 1960s onward in which semaphore signals were then still in service. Bill informed me I was wrong since the shadow should have been cast on Main Street, not westward. I made a paper semaphore to experiment with shadows, and Bill was right. Further digging led me to believe the shadow was from the power pole cross arm seen on the page-153 photo of *The Next Stop is Rangeley*. After going back and forth over why I still thought it was somehow railroad related, Bill came up with his second observation—could it be a signal mast? Note that I do not claim this is a ball signal since the bottom-mounted pulleys, used in raising and lowering the balls seen in ball signal photos, are missing. There are no pole rungs or a ladder, both seen in other photos. That brings us back to the question of whether the mast is round or square? If you think it is square, are the sides causing shadows, or are control cables giving it the illusion of being square? If you think it is round, on left side of the pole are the visible dark lines of the control wires (the photo is not of the best quality)? If you believe they are cables, then the only other way to control a signal would be to walk to it and a hand crank controlling unit would have had to be in the box at the mast base, protecting pulleys and wires from ice and snow. The Phillips ball signal was not near the station, but the station had plenty of personnel to raise and lower signals by hand as needed. I believe due to a lack of rungs, ladders, or controlling wires from the station, just a simple up or down arm signal was used here through the box. I leave it to you to draw your own conclusions as to what role, if any, this white mast may have played with the railroad. As we progress, semaphore information will expand with letters and photos.

(Photo courtesy of Phillips Historical Society, Phillips, Maine)



The former Eustis railroad locomotive No.7 at Kingfield with Sandy River & Rangeley Lakes report markings after the 1911 Eustis purchase. First I will deal with locomotive No.20 in an effort to help establish a timeline. The builder's photos of the earlier Eustis locomotives show numbers on the headlight and sand dome only, not on the cab sides. Years after the builder's photos, the stencil style of the numbers changed. No.20 is shown in a later Farmington photo, prior to the Eustis purchase, with Eustis railroad report markings, but without a numbered sand dome. The Sandy River & Rangeley Lakes railroad renumbered the Eustis locomotives 20, 21, and 22, but all had to keep the report markings of the railroad that owned them. Here at Kingfield the crisp number "20" on the sand dome and cab sides have changed since Farmington, and now carry faded Sandy River & Rangeley Lakes report markings on the tender, post-1911 sale. Commonalities between the Kingfield and Farmington photos include a tender-mounted headlight. Missing here is a number plate on the smoke box, automatic couplers, and air brakes. Later photos show No.20 with a number plate and automatic couplers. All of these factors tell us this photo was taken no later than August 1914, when No.20 reportedly had airbrakes installed. As we delve into the caboose, however, that estimate will be further refined to 1912.

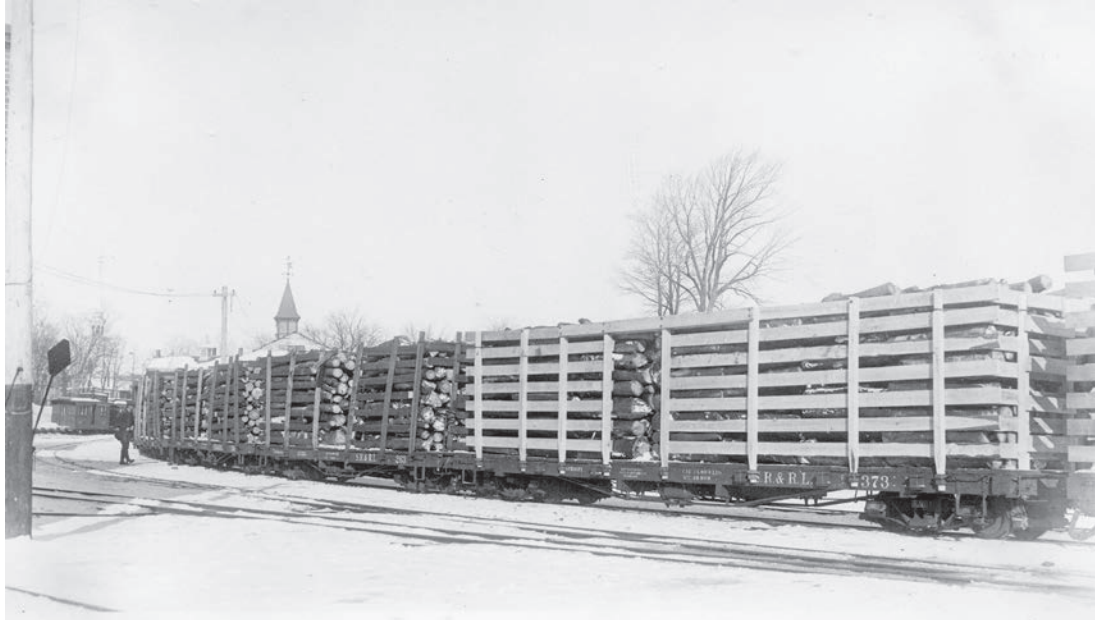
Refer back to prior photos concerning this caboose from pages-166, 278, and 280 in *The Next Stop is Kingfield*. Caboose No.5 seen here serves as a bridge between past configurations in *The Next Stop is Kingfield*, after the cupola was added, and later additions in further photos.

A page-278 photo shows this caboose with Sandy River railroad markings numbered as No.1 prior to its 1906 rebuild. On page-280 at Bigelow, head out is a Eustis locomotive (note the caboose without a cupola after the 1906 rebuild), along with the end view on page-166. A photo on page-280 is believed to be taken from inside No.5 after the 1906 rebuild but before the cupola was added. On the lower left-hand side there appears to be a corner of a wood stove with birch logs on the floor. This Kingfield photo is the only one found numbered as No.5 prior to its renumbering as No.554, a process that began in April 1912 and included repainting of rolling stock. The above progression brings us to the question of when a cupola was added. Is this post-1906 configuration what the October 15, 1908 article refers to with the wording "sort of a caboose?" At a later date in 1908, Berlin Mills closed at Toothaker Pond. So any caboose on that job would have been freed up to fill a void if No.5/554 was in the shop having a cupola added. If the cupola was not added in October 1908, it had to have been prior to the August 1912 Prouty & Miller mill closure, which I believe No.5 was assigned to during the timeframe seen in *The Next Stop is Kingfield* up to the mill closure. Also keep in mind No.554 in the Interstate Commerce Commission survey was listed as:

"Franklin & Megantic railroad R.R. Co.—1905—wood"

The only way this could have happened was the surveyors were told this by a railroad official. The two end widows seen at Bigelow were removed from this side due to the addition of the cupola. Eight months after the Prouty & Miller closure was the April 19, 1913 accident on the Barnjum branch. I believe the accident involved No.554, which led to the final configuration we explore with photos in Chapter-8. Other authors have noted that No.554 and flangers No.503 and 504 were the only cars with diagonal sheathing on the ends. That observation is plainly seen here, yet it is the only photo taken close enough showing this fact with No.5/554. As we read in *The Next Stop is Kingfield*, the Franklin & Megantic had shops at Strong or Kingfield up through the Maxcy & Lewis takeover. I suspect the diagonal sheathing on the ends was a Franklin & Megantic trademark. It has been claimed that after the 1926 fire, No.554 was brought to Rangeley for crew use. Yet in photos taken at Rangeley of a similar style car, the sheathing is vertical. Is this further evidence of a 1913 incident? In Chapter-8 we'll explore how this all matches with the dates in footnote No.2.

(Courtesy of Phillips Historical Society, Phillips, Maine)



A loaded pulp train equipped with airbrakes in the Phillips yard sometime after 1915. During the fall of 1912, 1914, and 1917, 25 flatcars were racked each time. From company records, we know that the capacity of flatcar No.373 was four cords of pulp. No.554 can be seen in the distance, one of the few No.5/554 photos not taken on the former Franklin & Megantic railroad or with a Franklin & Megantic crew. This photo was taken at a later date than other photos in Chapter-8, but both show No.554's final configuration. At some point after the previous Kingfield photo was taken, No.554 was turned on a turntable. Does that increase the probability that No.554 was in the April 1913 accident to facilitate repair work? In the Kingfield photo, a view of the stovepipe vent is blocked by the cupola. This photo now shows a different stovepipe location than those on pages-166, 278, and 280 as the stove was moved to the other side of the freight door. Was No.554 even in service when this photo was taken? Note that No.554 and the two cars tied on to it are covered with snow. Had No.554 or the passenger car been heated, as any crew would have done in the winter, the snow on the roof would have melted. The pole on the left is a further example of black and white poles in the yard. As we progress with No.5/554, I leave it up to you to decide what is presented here. We pick up with No.554 in Chapter-8.
 (Author's Collection)

On October 31, heavy rains struck causing widespread damage. On the Madrid branch a trestle was washed away. At Hammond Field, the bridge spanning the Carrabassett River washed away. In Phillips, the village

On October 31, heavy rains struck causing widespread damage. On the Madrid branch a trestle was washed away. At Hammond Field, the bridge spanning the Carrabassett River washed away. In Phillips, the village was split in two when the Sandy River spilled over its banks, yet:

“The most serious loss was to the Phillips & Rangeley railroad and Superintendent Lawton has had a big wrecking crew at work all along the line repairing bridges and washouts.”

Two weeks after the October floods, ownership of Reed’s Mill changed when Harry Bell, the Deputy Sheriff, bought out A.B. Grover. Now business partners with A.W. McLeary, Bell purchased the E.H. Shepard parcel handle mill in Phillips village. The parcel handle machinery was then moved to Reed’s Mill. Both mills are covered in *The Next Stop is Rangeley*.

In October, a rail replacement project that had started in the spring and used 52-pound rails between Phillips and Strong ended. It was not stated where these rails came from. In 1909, more 52-pound rail was being used again:

“These heavy rails which are being laid on account of the increased traffic are of the light gauge used on wide track roads.”

In November, changes to the former Wilbur siding, now owned by the McKenzie Trading Company, were completed. This siding and the various instances in which it was rebuilt or expanded are covered in *The Next Stop is Phillips*:

“...Has been extended and elevated making an incline down which cars can be easily pushed to the main line.”

At a special board meeting on December 24, 1908, the 1885 S.R.R. bonds that had been in the company’s possession for some time were destroyed, along with the September 1, 1895 \$100,000 bond issue and the July 1, 1896 \$300,000 bond issue.

Also destroyed was the April 1, 1901 F&M \$50,000 bond issue and the October 1, 1900 K.D.R \$60,000 bond issue.

The meeting’s last vote resulted in a \$1 dividend per share effective on January 1, 1909.

Dole late December:

“Evening passenger train, in poor visibility due to blinding snow, caught up with and ran into a snow plow a mile south of Phillips. Damage was slight.” (A)

Dole 1908, with no specific date:

“Locomotive 2nd #2 equipped with rear headlight and a cowcatcher in order for it to be used running backwards.” (A)

During the first week of January 1909, the newspaper’s West Kingfield section included a note about a mill owner who was not reported on with any regularity. Soule’s first initial is a misprint, his first name was Fred:

“The J.B. Soule mill at west Kingfield started sawing this week with a good crew.”

Any 1909 Soule’s Mill article in the newspaper’s West Kingfield section must have been his Mt. Abram Branch location beyond the third wooden trestle. An October 25, 1911 M.C. letter confirms this location, when the branch was not in service due to poor conditions.

Beyond Soule’s Mill was the former Gilbert Mill, which operated during the F&M. In May 1910, Soule started construction of a new mill in Salem.

In January 1909, J. Maxcy was interviewed about the increase in passenger traffic during 1908:

“The management of the road think that the increase in the passenger business is due to several causes including the important improvements made road bed and equipment, advertising for tourist, hunting travel, and also to natural growth. Certain it is that the management of the Sandy River & Rangeley Lakes railroad...have always been lavish in their expenditures for road improvements.”

In the months prior to the above article, there was so much passenger and express business the newspapers speculated that the Phillips baggage room would be expanded. A May 1909 article:

“A ticket storage room is one of the of the improvements at the Phillips station of the S.R. & R.L. R.R. General Passenger Agent Beal has just completed a compilation of the various tickets used on the road, having set aside a room in the station for that purpose. About the walls cases have been built, and in these thousands of tickets are kept. At a glance it can be told what tickets are needed, and the supply can be readily regulated through a card index system. The idea does away with much complication in this matter of railroading.”

By mid-January 1909, freight traffic was off due to a mild winter, which inevitably changed:

“The snow shovelers along the line of the narrow gauge were out by day light Wednesday morning and when the seven o’clock train left Phillips the tracks were cleared in good shape. The plows did good service but it was necessary to do some shoveling. One of the railroad men said that the absence of wind saved a world of trouble...”

With snow on the ground, mills finally started operating for the season:

“The woodworking mills throughout Franklin County as reporting a material increase of business activity with orders placed far ahead and every indication of a year of prosperity in 1909...”

From January into March, everyday a car loaded with four cords of hardwood was shipped to Rangeley from Phillips for home heating.

An E.E. Field portable mill was cutting one million feet of spruce, 3,000 narrow gauge ties, 500 standard gauge ties, and 150 cords of birch for the Forster Mill in Strong. Field sold lumber to the same firms that dealt with the Redington Lumber Company when it operated.

At the end of January 1909, John Winter, a founding F&M member and the original treasurer, died at age 80 in Kingfield. Winter owned the Winter Hotel, better known as the Kingfield House. His brother was E.S. Winter, the Kingfield store owner. Both brothers are covered in *The Next Stop is Kingfield*.

The first week of February, in the newspaper’s Phillips section:

“A spring on the front truck of engine No.16...broke the other day. In quick order an emergency engine was steamed up and the regular

1.20 train reached Farmington on time, although the start was delayed a little.”

In mid-February Miller Reed, who had served as Station Agent at Reeds since it was built, died from complications due to measles.

On February 16, 1909, breakdowns struck a passenger train’s combination car No.13:

“A broken axle caused a delay of three hours to the Rangeley train last Tuesday evening. The accident happened about a half mile this side of Madrid. A special was hurried to the scene and new wheels placed in quick order... The trainmen have handled the business with remarkable success, there being little trouble since the snow came...”

A second article on the broken axle was the first to connect any superstition with the use of the number “13”:

“Phillips was well represented among the passengers who had the opportunity of seeing the wrecking crew of the narrow gauge road replacing wheels on the hoodoo car “13”...”

In Dole’s notes, Linwood Moody included a second mention, the only two found:

“On Sept. 6, 1922 combination car #13 was peremptorily renumbered to 15. This would have been shortly after Orris took the helm, following Maine Central control; and we may assume that Orris had a horror of the number thirteen. Why else would he have changed the cars number?” (A)

The last week of February, a spring thaw melted as much as a foot of snow, which caused flooding:

“The Packard Bridge in West Kingfield was carried out by last week’s freshet. The bridge over the Huston brook in Carrabasset was also carried away.”

On Monday, April 12, rain started and continued through late Thursday, causing more flooding:

“...it was thought that there might be danger to the railroad track at Davenport flat or to the railroad bridge at Phillips village. To guard against this possibility Superintendent Lawton...had an engine and two cars of coal in readiness on the north side of the bridge...the trestle near Phillips village known as the Billy True crossing...was taken out by the freshet.”

Later that summer, in the aftermath of the flood damage at Black Brook Bridge on the southern end of Davenport Flat, 1000’ of track was raised two feet and 550 yards of riprap was laid to protect it from flooding. Packard Trestle was also repaired post-flood.

In March, the Starbird Mill was so busy they started 24-hour operations and expected to cut two million board feet of long lumber, as well as laths. Over 50 teams hauled 60,000 feet of logs to the mill in one day. Whether any logs came to the Starbird Mill via the S.R.R.L. in 1909 is unknown. Starbird Mill’s large output was not an annual occurrence. The mill was busy until January 1910, when it closed for two months to allow the Starbirds to travel to Florida to visit family.

On March 4, a near miss occurred with a freight crew member after doubling Strong Mountain. What Lovejoy was attempting was to drop the pin used in link-and-pin couplers. When the pin is in, the cars are coupled together:

“John G. Lovejoy narrowly missed serious injury Thursday afternoon while coupling cars this side of Strong Mountain. But for the prompt action of Daniel Cushman, the veteran engineer of the Kingfield line it is probable he would have been crushed. Owing to a heavy train it was necessary to leave part of the cars the other side of the mountain for a second haul and it was when the two sections were being put together

that the accident happened. As Mr. Lovejoy bent over to couple the cars the train struck him and he was in grave danger of being crushed when Mr. Cushman who was standing nearby, gave the “go-ahead” signal. Other than from a severe shaking up, Mr. Lovejoy suffered little ill effect from his experience.”

The train had stalled and stopped moving, which can be caused by anything—lack of power, slippery rails, etc. The move on Strong Mountain is called “doubling.” The train is “cut” and moved in two or more sections reducing the load that caused the original stall. They “doubled” the hill, or the mountain, or any other named location.

They hauled the first cut to the closest siding to put the train back together again, which is the point when the above event happened. Lovejoy hired out on the P&R, and was also in the 1903 Dead River plow train derailment.

On March 9, 1909, the S.R.R.L. fought a proposed railroad into the Dead River region; it was a repeat of the 1903-1904 fights with the P&R:

“Wednesday afternoon of last week occurred one of the most lively and interesting hearings of the session, before the committee on railroads and expresses, on the act to incorporate the Bingham & Dead River Railway Co. The incorporators were represented by E.E. Richards of Farmington and Cyrus N. Blanchard of Wilton as counsel. It was claimed by the proponents that the road asked for, which was to be operated by electricity would open up the Dead River region and in addition to passenger traffic would handle a large amount of lumber and granite. W.E. Robinson of Bingham stated that 2500 people would be served by the road and the people of Bingham were very desirous of seeing it put through. Senator Howes of Palmyra, Senator Donigan of Bingham and Representative Colby of Bingham spoke in favor of the measure. Hon. William T. Haines stated that the country through which the road proposed would pass was heavily wooded. Representative Wing of Kingfield spoke against it. In opposition to the measure were present the officials of the Sandy River and Rangeley Lakes railroad, including vice president and general manager W.S. Maxcy of Gardiner, and traffic manager F.N. Beal of Phillips, who objected to the measure on the ground that the charter was through a territory which they proposed to enter, and residents of Franklin county, who thought that traffic would be diverted from their county into Somerset. The opposition made a point that many of the people of Eustis, which is but a few miles away from the proposed road are opposed to it, and that it is not approved by the people of Flagstaff, also in that region, that nearly every town in Franklin county is opposed to it, and that none of the timberland owners appeared in favor of it.”

I believe the above proposal was a reaction to an April 1908 article that an extension would be built from Greene’s Farm to Stratton, which reported that part of the route was already surveyed and businesses were ready to build when it reached Stratton:

“...still further progress with the proposed Sandy River & Rangeley Lakes railroad directly into the village by pushing out the Greene’s Farm branch five miles, part of which is already surveyed...and others stand ready, when the railroad moves, to erect at the junction of the North and South branches of Dead River, one mile from the village a large sawmill with a capacity of nearly a million feet a month...”

We know from *The Next Stop is Rangeley* that a route was surveyed in 1903. So was 1908 a different route? How much Stratton business was there? In 1907, the region produced 21 million feet of spruce and pine, not including pulp. In 1908, 30 million feet was cut. A

December follow-up article:

"The real facts about the resources of this country are very little known, but when we note that the Sandy River and Rangeley Lakes railroad has made a preliminary survey to the village of Stratton both via Greene's Farm and via Bigelow, we are tempted to believe that there may be something done."

On March 11, 1909, the Maine Woods and Maine Sportsman reported on the impending summer schedule:

"...As near as can be learned it is probable that the Eustis road will be closed permanently. There will be through service to Bigelow...It is understood that, with the discontinuance of the Eustis branch, Albion Savage of Greene's Farm will conduct a stage line from Eustis to Dead River station...Round trip tickets this season will be accepted on either line, and parties visiting the Dead River country will have the privilege of going in by the way of Dead River station and return on the Bigelow branch or the opposite."

Further S.R.R.L. business left behind at Greene's Farm:

"Mr. Savage has a crew of farm hands harvesting the crops, and he plans to do an extensive lumber business the coming winter."

In July 1909, an ongoing survey had only covered half the distance between Bigelow and Stratton:

"Surveys have already been made for the extending of the same into Stratton, to which place it will probably be constructed in the near future."

The reason for the service stoppage was that the S.R.R.L. had leased the E.R.R. since 1908, forcing the region's freight through Bigelow. In August 1912, a business was reportedly forced to haul 5,000 cords of pulp on Black Nubble Mountain for Rumford paper to Bigelow due to the E.R.R. closure. The same newspaper issue that announced the E.R.R. closure reported an "extra" due to deep snow between Bigelow and Carrabassett Stations:

"Charles Morrison of Phillips recently drove a team down the railroad track from Bigelow to Carrabasset station after being prevented from taking the road by snow blockades. Mr. Morrison drove from Stratton to Bigelow and after making inquiry at the station at Bigelow learned that it was probable there would be no trains on the line. The trip, however, was a dangerous one for there are frequently appearing snow trains, specials or extra freights and with the sudden bends in the line it is probable that an engineer could not have stopped in time to save the driver. Mr. Morrison reached Carrabasset without accident and stated the drive was a most enjoyable one."

Two weeks after the above extra, an extra snow train was on the move one morning:

"Snow drifted in on the tracks along Kingfield flats Tuesday morning necessitating sending a snow train through ahead of the regular."

In the spring of 1909, a new fill 300' long, with a stone culvert, with a maximum height of 25':

"Removal of the long trestle over Dyer Brook on the Franklin and Megantic line. The roadbed will be built of granite and already the contract to supply the granite has been let. L.H. Warren has secured the contract and he will begin at once to do the work."

On March 24 in Rangeley, another incident with a headend crew:

"Willis Ross, the 14-years-old son of Ernest Ross was very severely injured by being struck by the locomotive of the morning train out of Rangeley. With his older brother, Lile Ross, he was riding on a sled down the log winter road just south of the Rangeley Road. How the boys failed to notice the approaching train is a mystery. As the horses came on the track, the train crashed into them striking the sled where the shafts join. Lile Ross was thrown in a snow bank and Willie Ross was dragged under the cylinder of the locomotive. The horses dashed

up the road uninjured. Engineer Edward West brought his engine to a stop with all haste. Members of the crew assisted by passengers took the unfortunate lad from beneath the cylinder to the baggage car where he was given every possible care while the train was backed to Rangeley. He was taken at once to the office of Dr. A.M. Ross where it was learned that he suffered a badly fractured skull, fracture of one bone of the right arm below the elbow...As soon as the officials...learned of the accident a special was dispatched from Strong bring Dr. H.H. Purrington from Farmington and C.W. Bell of Strong. Some delicate surgery was performed..."

It was not until the week of April 15 that Ross was even able to go home.

On Saturday, March 26, Rangeley trains had been running heavy, but this day was busier than usual:

"Saturday was one of the most notable days in local freight shipping. The train north contained 12 full cars which consisted of freight consigned to Rangeley people. There were 2 car loads of hay, 2 of flour, 5 of coal, 1 of roofing and 2 of mixed freight. Two engines brought the freight into Rangeley. On the return there was a considerable amount of lumber and other products which was either left at stations along the line or carried through to Farmington."

The heavy freight traffic continued into early April:

"Rangeley had 11 cars of phosphate last week."

Another story dealt with the heavy log trains and pulpracks running system wide:

"The log trains are coming down over the lines of the...at a rate that well illustrates the enterprise of the lumber operators of the Rangeley and Dead River regions. With remarkable expedition the long trains, with cars shackled far apart in order to give room for the long logs the work is being accomplished. There is fine science displayed in this work of bringing the product of the forest around these mountain and the way the men of the narrow gauge do their work shows that they have the business down to a nicety...Along the Franklin and Megantic line there has been taken out between six and seven thousand cords of pulp wood. This is shipped to Livermore. The work of hauling this pulp wood is very interesting. The cars piled high with their loads held in place by racks...Long freight trains with many cars piled high with poplar are daily giving evidence of the big supply of material for paper making that the S.R. & R.L.R.R. is hauling over this line. On both the Franklin & Megantic and the Rangeley line the supply at the present time is great and it is calculated that it will be some time before this product of the woodland will be entirely transported."

Facts March 1909

"Frank R. Hodgman has resumed work on the narrow gauge road as fireman."

"A male passenger on the down train Saturday passed away the time knitting on a pair of mittens. That he was an adept was plainly apparent."

In mid-April, the body of J.W. Smith, N.B. Beal's son-in-law, was brought to Phillips by his son to be buried in the Beal plot at the Evergreen cemetery. J.W. Smith had died a few months prior in St. Paul, Minnesota. Smith was the contractor with his brother who did most of the S.R.R. upgrades since 1879.

Late in April, the Custer Manufacturing Company owned by the Brayman family was trying to relocate to Phillips from Custer, Michigan. In Phillips it was called the Brayman Mill. At first, Brayman looked at Austin & Co, but the mill and land was not for sale, or at least



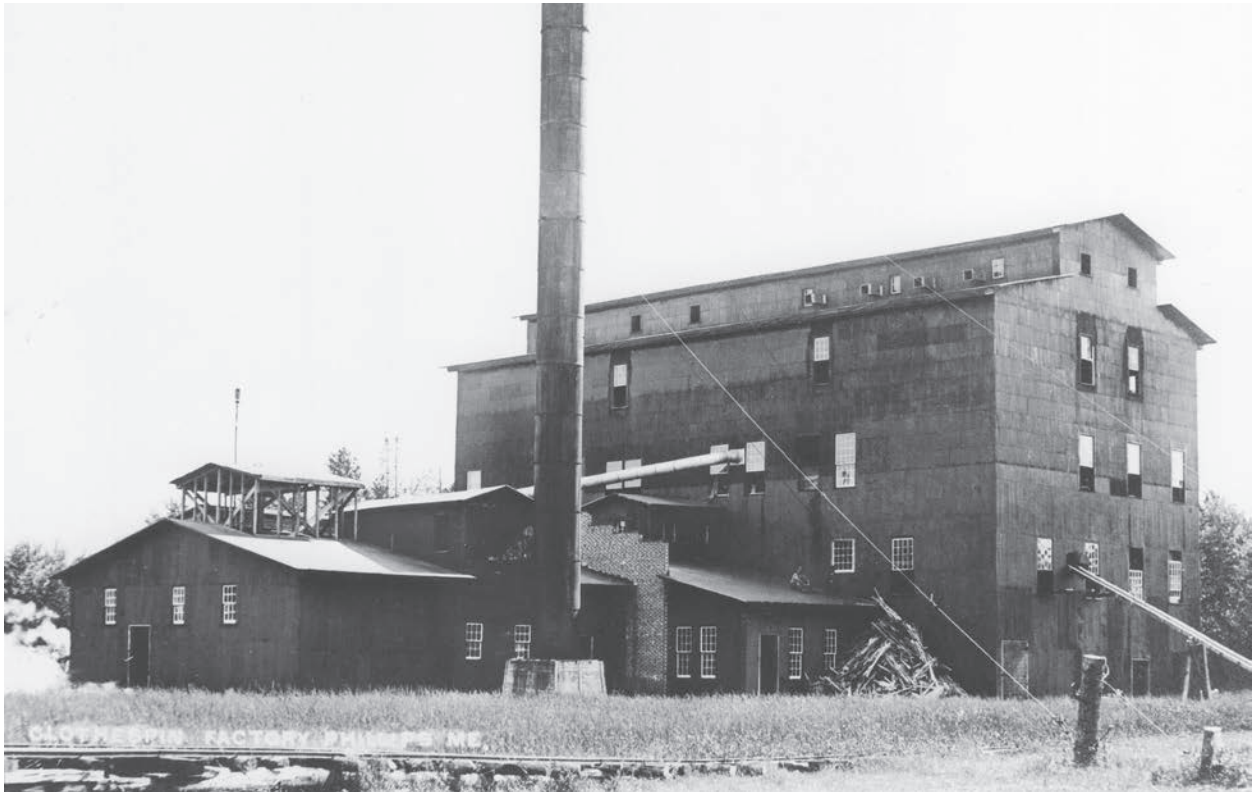
The Savage Mill, which is one of only a few photos of any mill at this location. In the foreground a few rail strings are on their sides in the weeds. In the distance, the light opening through the trees is the field and 1917 location of pulp loading operations. When pulp at Greene's Farm and Langtown operations ceased, so did all business on the former Eustis railroad.
(Author's Collection)



A southbound freight shifting on the Kingfield Flat, not far from the present-day Rt.142 grade crossing. Here the former Kingfield & Dead River railroad curved off to the left. The train's rear is near the switch that led up to the station. A crew member on top of the boxcar indicates this photo was taken before airbrakes were installed. On the right is the Jenkins & Bogert Mill. To the left of the locomotive's headlight is the A.G. Winter home, which is still standing as of 2020.
(Author's Collection)



The Braymen Mill after December 23, 1909, due to the raised smokestack. The mill was located between Dodge Road and the present-day Rt.4 (closer to the latter), built on a north/south axis, with this photo taken at an angle. At this time, Dodge Road was the road to Rangeley. The houses in the background help to orient the angles and locations of the different Braymen photos used. The log feed seen in the post-fire photo had not yet been built at this time. (Author's Collection)



The opposite side of the Braymen Mill, taken between May and the September 4, 1910 fire. On the end is the 30' by 52' storehouse, the first mill building A.J. Haley built. When comparing this photo with the next post-fire photo, an elevated track was built between the May and September 1910. It is unknown when this track was built and why it was not located next to the mill. (Courtesy of David Bolduc)



Braymen Mill still smoldering post-fire with the elevated track mentioned in the previous photo. One of the two original mill tracks can be seen at ground level between the fire damage and the elevated track. As we will see in a further photo, this elevated track was not connected to the ground level track. The height of the elevated track can be judged by the adults seen at the end on the ground. Also note, the end of the elevated track is decked on the top of the ties, unlike the rest. Reported the first week of November:

“The past few days men have been blasting out the cement foundations of the ruined engines on the site of the recent clothespin mill fire. The iron is being shipped to Port—land, and there will be a good many carloads. Two of the engines will be repaired but the other two are beyond repair.” (Photo courtesy of the Phillips Historical Society, Phillips, Maine)

not for sale to them. Next they looked at land north of the covered bridge, owned by Fletcher Pope/Phillips Manufacturing Company, but a deal could not be made. Then the Dodge Road lot was found. By the first week in June, grading of the spur track to the new Brayman Mill was underway:

“Would —all things considered —be best. This would necessitate running a spur track across from a point below the railroad machine shops at considerable expense, Mr. Maxcy in behalf of the railroad, said that the road could not afford to make such a fill and build a road to the location referred to although they would do their part gladly.”

On June 24, 1909, the Railroad Commission held a hearing in Phillips to hear the S.R.R.L petition for approval of a spur to the Brayman Mill and a Dodge Road grade crossing. Both were approved quickly.

By the third week of July, at the Brayman mill:

“The tracks have been laid on the premises on the Dodge road... three carloads of cement are on the ground ready for the work.”

In April, an article that goes to the core of the saying “what’s the problem with public transportation...the public”:

“These days when lumbermen are returning from the woods one has a good opportunity to study these hardy sons of the forest. There is no more interesting class among these than the French Canadians. When they board the trains on the lines of the narrow gauge, feeling the clear abandon and freedom after a winter of hard work the poetry of this race asserts itself. Perhaps one will start a crooning plainsong, so picturesque in the French. As the trains rattles on the song increases in scope, and after a while, the spirit becomes general and half a dozen or more voices will join in the melody. Everybody seems good natured. The idea of joviality spreads and the singing lumbermen of the great Maine woods ride along on their journey south, and happy and filled with joy. The other day a lumberman boarded a narrow gauge train at Bigelow. He had been celebrating his release from work in the woods and, when he reached Kingfield his ideas of the country were rather hazy. At Strong he got off the car and stood on the platform watching station agent Dyer attending to the baggage and when he had waited for a few moments, he stepped to one side of the trainmen and said: “I’ve been waitin’ two hours for the train to take me to Strong. Anything I hate is waitin’ here at Bigelow.”

Announced in April that a new Phillips machine shop was to be built:

“It is understood that a new machine shop will soon be built by the S.R. & R.L. R.R. in place of the present structure. The plans call for a



The two Braymen sidetracks; Dodge Road is right behind the photographer, you are looking due west. In the foreground between the two tracks is an upside down track cart. There appears to be the end of an elevated track on the right side of the photo. In this photo you can see the mill siding past the smokestack and there's no evidence of a connection to the elevated track. Just beyond that are two wooden stakes that the smoke stack guide wires were attached to. The smoke stack stood on a six-foot tall cement base, giving it a total height of 101 feet as described on December 23, 1909:

"It is a good deal of a job to set up a smokestack 95 feet long and five feet in diameter. The stack came in half a dozen sections, and it took several days to rivet these securely together..."

I believe Master Mechanic Caswell was injured during the delivery of either these sections or other mill equipment.

(Courtesy of Phillips Historical Society, Phillips, Maine)

strictly up-to-date fireproof building, the material being concrete. It will be about 65x65 feet. It will be so arranged that Locomotives can be run in on slips and brought handy to the new line of modern machinery will be installed."

Do not let the article's wording "soon" lead you to think this was impending, it was not.

A separate April 1909 article on how the railroad passed up local machine work even though they had the capabilities:

"...unless a man can be borrowed from the Sandy River & Rangeley Lakes railroad machine shop, which is of course a nuisance to the company and is never done excepting for accommodation."

In mid-May 1909, E. Greenwood, the S.R.R.L. Master



The Braymen Mill still smoking after the September 4, 1910 fire. In the foreground is the mill pond:

"The lumber hundreds of cords of it at a time, is first soaked in the steam-heated artificial pond."

The mill's chain-driven log feed was one of the items that survived the fire. A December 23, 1909 article on the needed wood now arriving at the mill and its pond:

"For sometime trainloads of hard wood, mostly maple and yellow birch cut in No.6, have been arriving...and the logs have been unloaded into the pond, or rather what will be the pond when it is filled with water...and still more trains are arriving every day."

(Courtesy of Phillips Historical Society, Phillips, Maine)

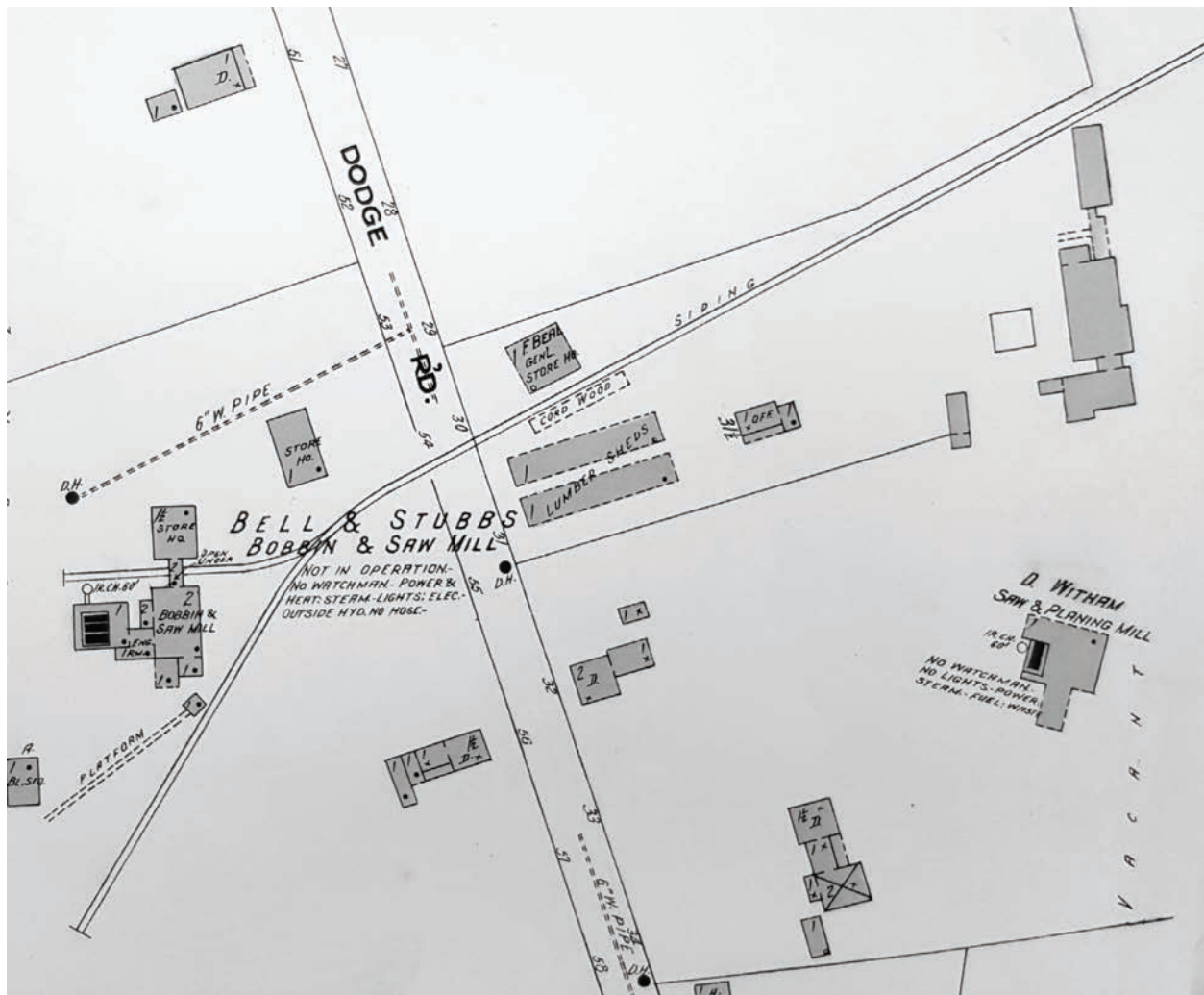
Mechanic, stepped down. His plans or why he left after so many years were not reported. Yet in July 1915:

"Edward Greenwood is employed as mechanic for the Reed's Mill Lumber Co. He has been employed in the same capacity for the past year by the International Mfg. Co."

Greenwood was given a parting gift by the shop workers:

"...With a beautiful watch chain and odds Fellows charm with his monogram on the back from the following workmen connected with his department: Herbert Goldsmith, Cliff Plaisted, Fred Davenport, Everett Holt, Nathaniel Harnden, Lionel Allen, Frank Richardson, Colby Whittemore, Dan Harden...We wish you the best of success in your new venture."

Two months after E. Greenwood's watch presentation, one of the shop employees—Herbert Goldsmith, an engineer with twenty five years' service who had been in the Cook's Wood wreck a few years prior—went to the International Mfg. in Phillips as a boiler operator. The week Greenwood



A Sanborn Map years after the Braymen Mill, which shows the original track layout. One of the two labeled lumber sheds across from the Bell Mill is a garage as of 2020. (Courtesy of Special Collections Department University of Maine)

left, he was replaced by W.H. Caswell, the son of the Master Mechanic of the Bridgeton & Saco narrow gauge railroad:

“...With headquarters at the company’s machine shops in Phillips.” On August 19, 1909, the *Maine Woods and Sportsmen*, a weekly hunting and fishing edition of the *Maine Woods*, reported on J.W. Smith’s brother:

“...Railroad has begun making an important addition to the workshops in Phillips. The company’s builder, Mr. Smith of Gardiner, is here with a crew and has already tore down the former carpenter shop, a frame building, and will erect in its place and covering considerably more ground a modern brick building. When the work that is contemplated has been completed no part of the shops will be wood with the possible exception of one shed. This addition will doubtless make the work of the machine department which is in charge of Mr. Caswell, much more convenient and in every way better.”

What was torn down was the second wooden S.R.R. car house, built in 1883 and covered in *The Next Stop is Phillips*. The car house was the last connection to the S.R.R. early years.

By mid-December 1909, the shops were only partially finished:

“The new machine and carpenter shops of the Sandy river & Rangeley Lakes railroad are practically complete so far as the construction of the building is concerned, although there is still a good deal to do inside, to get the various machines in the shops in shape and in place for work.”

On May 26, 1910, the *Maine Woods and Maine Sportsman* on the new shop and the former car shed:

“The old car shed opposite the Sandy River & Rangeley Lakes railroad station has been torn down and now the railroad yard with the fine brick machine shops presents a very nice appearance. The yard has not only been cleaned up in nice shape, but the telegraph poles have been painted white and black and things have been cleaned up generally. The old car shed has more or less of a history, in that people who had contraband liquors come frequently carried the boxes across to that shed to open them. One man estimates that \$10,000 worth of liquors have been opened in that old shed. The shed stood there not less than 20 years and he says that \$500 a year is the very lowest price for the amount of stuff that was opened there.”



This photo is noted as 1902, and the two excursion cars are next to the car shop that was torn down in 1909. The white building on the left was the original Sandy River railroad car shop. Both buildings are covered in *The Next Stop is Phillips*. (Author's Collection)



Phillips yard in July or August 1909. Construction of the new shop building was underway after a building referred to as the carpenter shop had been torn down. On the left-hand side of the photo are the rear windows of the enginehouse that were bricked in, which we will read about much later. The two flatcars and the boxcar seen here are further examples of no numbers or visible report markings. The building on the right is the last car house built, which was torn down in April 1910. The caboose is the No.553 and next to it on the ground is a locomotive cab, showing us that even though new shops were under construction, locomotive overhauls continued. It is unknown which locomotive the cab belonged to or where it was being rebuilt. (Courtesy of Walker Transportation Collection, Beverly Historical Society, Beverly, Massachusetts)

I believe the car shed and or its contents still stand in different forms. Branford Beal bought three acres on the end of Pleasant Street, and then divided it up into seventeen house lots. He was building two or three cottages:

"Mr. Beal has bought the lumber in the repair shop near the station which was torn down last week..."

It was not until the August 10, 1911 *Maine Woods* that we know the new shop was finally completed in 1910:

"Its rolling stock and general equipment is first class, and kept in prime order all of the time. The company owns and operates sixteen engines, fifteen passenger and baggage cars, and one parlor car, the latter being the only parlor car owned by a narrow gauge (2-foot) railroad. Of summer excursion cars there are seven, and of freight about 250... The car and machine shop and round house, as shown in the engraving, are superior to anything of the kind owned by any narrow (2-foot) gauge road, and are hardly excelled by any shops of the standard gauge roads. The fine brick structure, enclosing under one roof a machine shop, blacksmith shop, car and woodworking shop, storehouse, and a ten-stall roundhouse, covering 9,000 square feet of ground, was finished in 1910. The building is substantial and convenient in arrangement, enabling the work to be done in an expeditious manner. The floor is cement in all parts except in the car and wood working shops. This is not merely a car repair shop, for cars are made there, and all but the heavy boiler work is done on the engines a force of fifteen to twenty men is kept at work... Two 25-horse power gasoline engines furnish power to the plant. The tanks are underground outside the works."

A September 8, 1911 M.C. letter to their insurance broker over the new shops:

"Under Home policy No. 7705 please arrange for the following insurance increases:

- Item 20. Phillips. Engine House "A"
3-B increase \$300. Making \$500
- Item 21. Phillips. Machine Shop and Store Room "B"
4-C increase \$2000. Making \$4000
4-E increase \$3000. Making \$4500
- Item 22. Phillips. Carpenter Shop "C"
4-C increase \$550. Making \$750
4-E increase \$400. Making \$1200"

In March 1911, the railroad blacksmith was at the new shop:

"Mr. Fred Davenport got the index finger of his right hand badly crushed this week while at work in the repair shop... where he is employed. He has had to be off duty on account of it."

In a March 14, 1913 M.C. letter a further shop blacksmith:

"...Mr. Holt is employed as blacksmith in the Motive Power Department."

From the time Redington Mills announced its closure in October 1900, only a few stories appeared about the former village.

An April 1911 article on the Hough Camps, which occupied some Redington buildings that were left behind after the mill was moved to Toothaker Pond:

"...Stay around in his neighborhood a little while and you'll get a good story about moss-colored camps and cottages with white trimmings outside... The station is to be painted along with the rest... Mr. Hough says the railroad company will remove the Redington snow fences this year. But even without new paint and the other improvements Redington would doubtless have good patronage because it is so easy of access and offers such excellent fishing, right near the railroad track..."

An earlier August 17, 1910 article involving Hough and the railroad meant to be humorous, but ultimately led to the death of the S.R.R.L.:



Only months after the previous photo, in either April or May of 1910, the newly-constructed brick shop gives us a snapshot in time of the Phillips operation. This date is based on the fact that the second car house had not been torn down yet. In the far left-hand corner is the Braymen track with a flatcar of logs. We have a direct view of the mechanism used in raising and lowering the yard's south-end ball signals. With locomotive No.18 tender separated in front of the enginehouse, can we assume No.18 was being rebuilt? Remember there was a cab on the ground in the previous photo. Just to the right of No.18's tender at the edge of the enginehouse is the watercrane installed in 1910, which has not change since the photo on page-279 in The Next Stop is Phillips. The first watercrane was installed in June 1897. The siding with the caboose on it is the general location of the original siding that went alongside the covered depot in 1879. The caboose is one of two the Sandy River railroad built in the mid-1900s, then numbered No.10 and 11, and later renumbered No.551 and 552. Behind this caboose on the sidetrack that ended before the station, you can make out the rear of a second caboose with a lower cupola, which may be due to a difference in track height. Behind the boxcars on the sidetrack, what looks like a picket fence on top is actually the tops of the pulpracks ahead of this second caboose. The boxcar tied on to the caboose lacks stenciled markings, as does the boxcar to the left in front of the shop door. Using a photo program to assist with identification, this boxcar number appears to be No.21, although there is a remote possibility that it could be 91. If it is No.21, the lack of reporting marks coincides with another undated photo. Tied on to this car is a further boxcar stenciled "Cream Car" with Sandy River railroad markings (S.R.R.R.). Again using a photo program, this number looks to be either No.13 or 93. Note a small opening of some sort in the upper left-hand side. In 1912, a newly-built boxcar No.145 was assigned as a cream car. In the I.C.C. report, No.145 was the only car listed as a "Dairy Products Cars." Did No.145 replace this car? Next is a Franklin & Megantic stenciled boxcar with an unreadable number. I suspect the small octagon building in the foreground housed the water pump, connected to the Sandy River by an underground pipe that fed the watercrane. Around the octagon building is a scrap pile of empty spike kegs and scrapped wheel sets. At the end of the sidetrack is the freight house that will be moved in 1924. (Author's Collection)



A Phillips machine shop photo that predates December 1922, when the skylights were removed and a cupola was added. This photo gives a good example of how much sunlight the skylights allowed in. The shop machinery shown here was driven by the overhead belts and pulleys.

(Courtesy of Phillips Historical Society, Phillips, Maine)

“Did you ever ask the conductor to put you off at Redington when you were tired and hungry and the narrow gauge train was making quick time to Rangeley? You forget all about that tired feeling when “Fred” greets you with one of his hearty laughs and a hand shake that you realize and informs you “I am mighty glad to see you; come right up to camp,” and if he has not been fishing someone else has, and the little trout so deliciously fried a nice brown you eat bones and all and drink one, two or three glasses of milk, and all the world looks different and you enjoy your after supper pipe and forget all your friends and foes, if you have any. “This is one of the most home like places, and you are so well cared for,” remarked a New Yorker. “Why, did you know the only automobile ever at Redington came by train, and that by train, walking or coming in an airship is the only way you can come. There is no public highway with a sign “Autos go slow,” within Seven miles.” How “Fred” laughed over a letter asking if they had a garage and could take care of their car...”

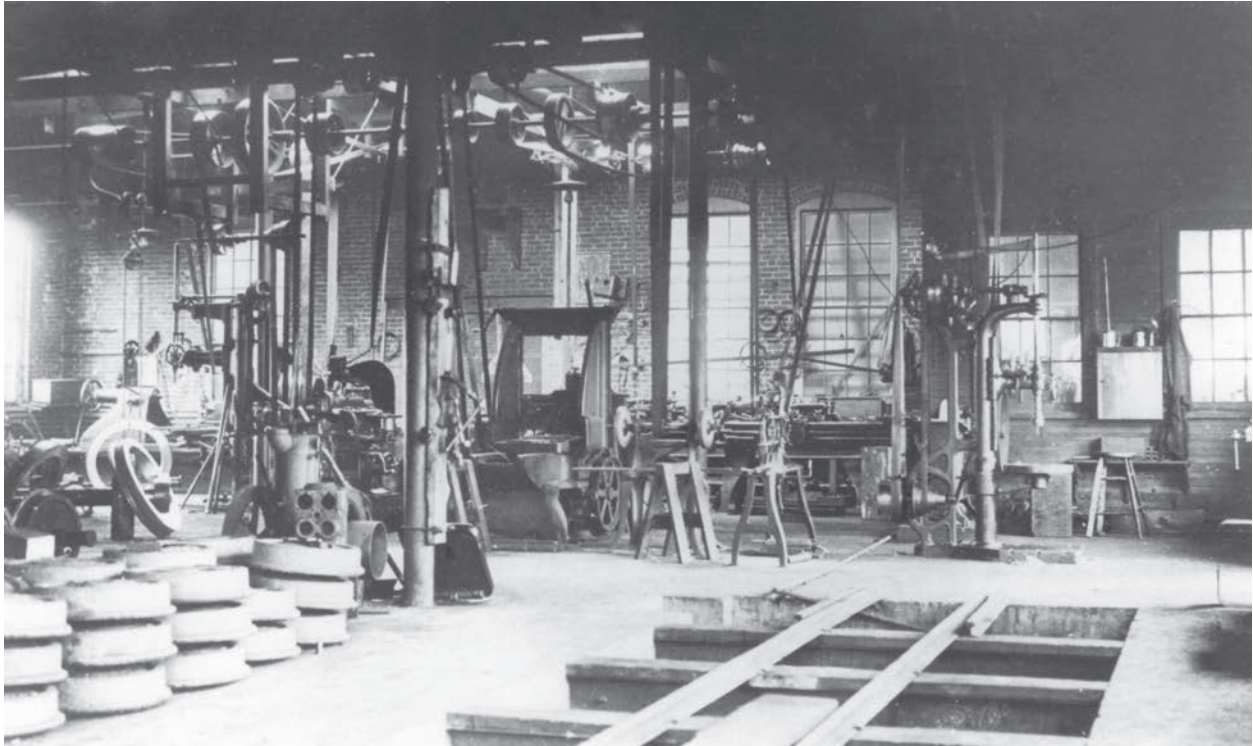
Was this the only time the S.R.R.L. hauled an automobile? No.

Kingfield was the hometown of the Stanley brothers, builders of the Stanley steamer automobiles, who later moved to Newton, Massachusetts. C. Metz started building automobiles in 1908, in Waltham which borders Newton Massachusetts, and is credited as the pioneer of the brass automobile era. A July 20, 1912 M.C. letter to F. Beal, concerning a complaint filed with the I.C.C. No further paperwork was found about this Metz automobile:



This photo is oriented a little further to the right of the previous photo, and was taken sometime later.

(Courtesy of Phillips Historical Society, Phillips, Maine)



This photo is looking more to the right at the rear of the machine shop than the above photo, and provides a further example of the skylight. The shop has a track laid into it. If you look closely beyond the rail's end, you will notice the wall with the clock in the previous photo. When the photo is blown up, it shows wheel and axle parts everywhere, including a complete locomotive wheel set. Behind the car wheels are examples of the outer part of a locomotive driving wheel that were pressed on to a center part. If you look closely mounted on the wall, there are multiple pipes used to heat the cavernous shop provided by the shop boilers noted later.

(Courtesy of Phillips Historical Society, Phillips, Maine)

“Among a list of complaints rendered the Interstate Commerce Commission about handling of shipments in this territory was one made by Mr. Chas. M. Metz who is a manufacturer of auto mobiles at Waltham Mass. In the shipments was one from Feb. 7th, this year. I don't know if this was an automobile being returned for repairs or whether it was automobile stock or just what it was, I will be obliged if you will go to Kingfield get the proper record of this shipment and advise me the date we received it at Kingfield, the date it was billed, the date it was forwarded and the date it was delivered to the Maine Central, and if possible please also give as Maine Central billing...”

(Courtesy of Special Collections Department University of Maine)

What nobody realized in October 1910 was how automobiles were already cutting into railroad business:

“The Sandy River & Rangeley Lakes railroad brought about 350 people to Phillips during the show- and fair last week, an increase over last year but only about half as many as year before last.”



A very interesting photo with Nathaniel Harnden, the Sandy River & Rangeley Lakes carpenter/car builder, in a boxcar under construction on braces, offset to the track inside the Phillips car shop. Based on articles over the decades that detailed N. Harnden's projects, it is clear that he was a master craftsman, not just a carpenter. The rails seen here are missing in the next photo taken years later of rail bus No.5 in the carpenter shop. Why is this boxcar photo interesting? The car list in *Two Feet Between the Rails V-II* is the only record of five boxcars built in 1910 in the new Phillips shop. If correct, these were the only new car builds ever performed in this shop. If it's 1910, it shows the car frame style at this time, along with the inside walls of the car being lined. Some indicators of new construction are the wooden frame with fresh looking lumber, the lower frame and wall braces coated with a sealant, and the fact that there are no truck sets under it. There is a remote chance this is 1912-13, when reported cars were converted to stockcars. However, I do not believe this is the case for the reasons listed above. The framing also does not match on two of the three stockcar frames we see in later photos. The carpenter shop still stands today as the Phillips Community Center. The brick wall in the background was the preexisting rear enginehouse wall showing how the carpenter shop was built beyond it.

(Author's Collection)



An interior view of the carpenter shop at the end of operations with the railbus. (Author's Collection)

The third week of May, Austin & Co. was sold to a group called the International Manufacturing Company. In 1910, the entire Austin Mill output was for one customer, the J.P. Coats Company, an English-based thread manufacturer located in Pawtucket, R.I. A.M. Hersey, a lawyer who in 1871 opened a Buckfield,

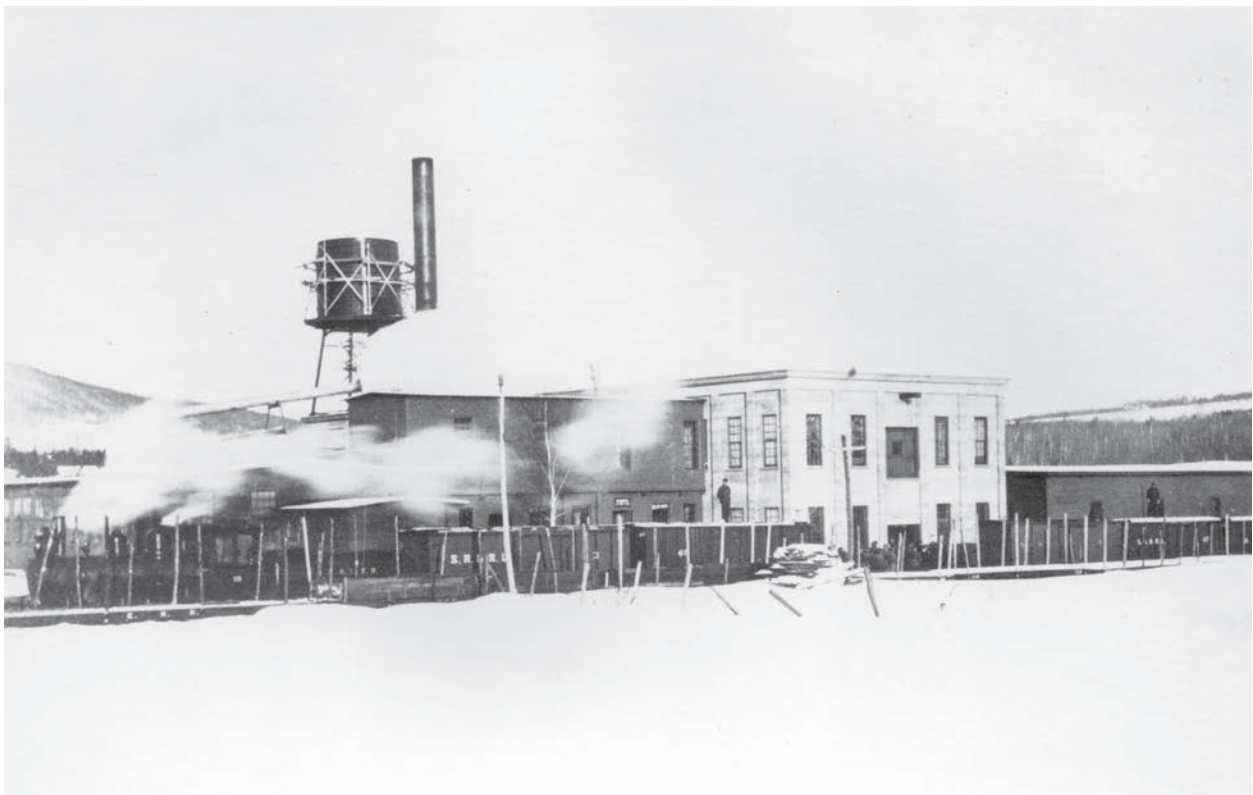
Maine office, organized the International group. In 1881, he became the attorney for C. Forster of Forster toothpick mills. In 1884, Hersey became a salaried lawyer & agent for the Forster operations. After Forster's death in 1901, Hersey oversaw the Forster estate and mill operations until July 1910. When he resigned as the estate executor, he organized the International Manufacturing Company with William A. McLeod (President) and William H. Bliss (Treasurer), both from Boston:

"The new company has made contracts with the Sandy River & Rangeley Lakes railroad for the transportation of white birch from which to manufacture its products and for the shipment of manufactured goods..."

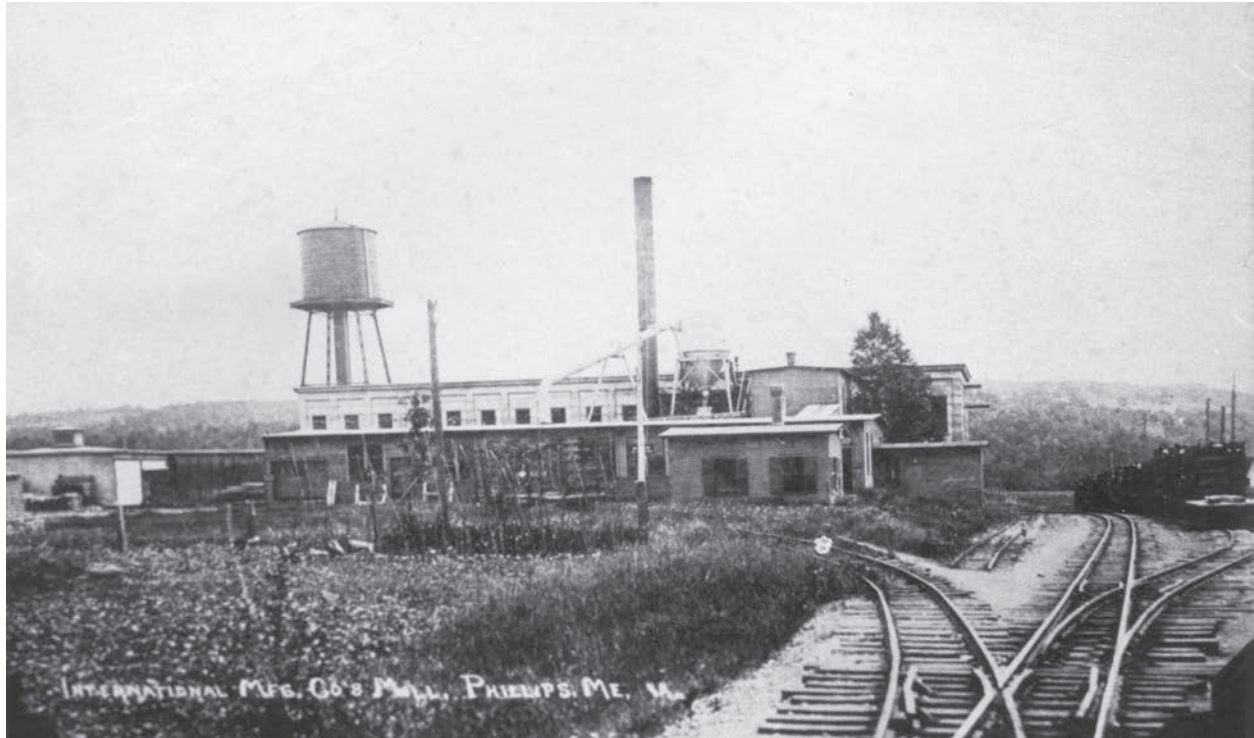
The International Manufacturing Company incorporation paperwork was signed in the office of Judge George Wing in Auburn, Maine:

"The hardwood manufacturing business is nothing new for Judge Wing as he has been connected with it for many years, having incorporated the E.B. Estes & Sons Company of New York, the largest producers of hardwood novelties in the country, more than 25 years ago, and having always been connected with the concern."

The company's mill operated in Phillips until the end of



The International Mfg. Mill at Phillips. Given the state of the water tank, the mill's fresh look, and the fact that it was a staged photo, I believe it to be the winter of 1909-10. Behind locomotive No.19 is the Sandy River & Rangeley Lakes boxcar No.3—note its large, fresh-looking white reporting marks and number. In a later 1909 photo, we will see a former Phillips & Rangeley passenger car that also has report markings, although not as big as the ones seen here. Given boxcar No.3's fresh reporting marks a year after the Phillips & Rangeley railroad takeover, are we seeing rolling stock being cut into the Sandy River & Rangeley Lakes roster, either using number slots that were open or a completely new numbering system? Next is boxcar No.85 lacking report markings, followed by Sandy River railroad boxcar No.7?, Sandy River & Rangeley Lakes boxcar No.47, and lastly an unknown boxcar. In the foreground on a sidetrack next to No.19 are two Eustis railroad flatcars with their numbers hidden by the snow bank, followed by flatcar No.114. The Eustis railroad marking could not be changed until it was later bought at auction. (Author's Collection)



This photo was published in the April 28, 1910 newspaper:

“There are four great boilers and an equal number of powerful engines, the total force they are capable of exerting exceeding four hundred horsepower.” When International Mfg. Company bought out the Austin & Co. in 1909, they kept the enginehouse and made it a dual use provider of power for both mills:

“The old 125-horsepower boiler and the old engine had long been ample power for the spool mill operated...it was decided to have one power plant for the two mill, located between the two, close by the railroad tracks. Accordingly, another 125-horse boiler and an automatic engine running...were purchased...and the fact that the only rope drive in use in Franklin County connects the great driving wheel with the main shafts in the two mills...”

(Author’s Collection)

the railroad, including a period of time in 1934 when it was known as the Berst-Forster-Dixfield mill.

Included below is a 1934 article from the middle of the ongoing depression, during which the mill morphed into different lines of business. I have left in issues with the economy, tariffs, and foreign money exchanges and their effects on sales:

“...showed the party through the mill and how the spring clothespin is made of the two pieces of wood and a piece of wire, following from the time the log is thrown into the pond (where the water is kept warm) to remove the snow and ice and take the forest out of the wood and then drawn into the mill, and by successive stages sawed into slabs, planed, grooved, cut in proper lengths kiln dried and polished, assembled, snapped onto skewers and wrapped, 18 finished clothes pins in cellophane, and packed into cartons... Three-quarters of a million feet are sawed into squares and air dried and shipped to the mill in Oakland, and the rest used for clothespins... Cheap labor in foreign countries and a “joker” in the tariff law which a colored stem to be imported into the United States at almost no duty (40 per cent ad valorem instead of 20 cents a gross which 40 per cent amounted to six cents) has decreased the manufacture of matches in this country and thrown many out of work and of course decreased the market for our lumber. When the United States was on the Gold Standard and other countries were not, Japan delivered clothespins in San Francisco for fifteen cents a gross. That 15 cents was equal to 45

cents would not pay for the birch alone, and the result was less labor and less market for our lumber. Now that the United States is on the same monetary standard as other countries, the orders are coming to our mills instead of to foreign ones...”

In June, on the Austin Mill siding where the new mill was to be built:

“A street sprinkler made by Austin MFG. company of Chicago, Ill. attracted considerable attention last Saturday and Sunday while being stationed on a flat car on a siding near Austin’s spool mill. The sprinkler had the following inscription on its side: “Town of Rangeley No.1.”

In April, before the summer timetable was released:

“The original painting which is to be reproduced on the cover of the booklet which the S.R.&R.L. R.R. is about to issue was on exhibition at the office of G.P.A. Fred N. Beal this week. The work which was done by Joseph Knowles, formerly of Eustis is pronounced a most striking work of art; and those who took advantage of the opportunity to see it say it is one of the most typical illustrations of life in the wilds that has ever been seen in Maine.”

With the ongoing spring thaw, and winter waning, the animals were starting to come out:

“It isn’t often that a man selects a skunk as a companion, yet such was the case with Charles Berry, the well known conductor of the Sandy River & Rangeley Lakes railroad. It happened recently that Mr. Berry became acquainted with a certain skunk, and when they became very friendly Mr. Berry escorted his friend to the station at Eustis Junction.



The station building at Eustis Junction; Harlan White is on the left and Ormond Haines is on the right. To the left of White, you can faintly make out the switch lock that was used to secure the building. By using a switch lock, most employees would have such a key needed to enter. There is a large book shown on the woodpile—if it is not the station registry, could it be an Engineering Department chart book, given the presence of H.O. White? The Interstate Commerce Commission report noted the building as:

“Passenger Station (1902)—1 story—12’x15’—frame Platform—Register House.”

(Author’s Collection)

Safely inside, Mr. Berry decided that the animal might prove of good friend to conductor Joe Boston when he came along with the freight from Rangeley. As a result when Mr. Boston entered the station to telephone a report he was greeted with the breathing sign of the skunk...”

Within the first days of the Caswell reign in June, a derailment occurred at Redington:

“The early afternoon train to Rangeley Wednesday week was much delayed by the derailment of the locomotive just above Redington. Frost has caused a rail to settle and the locomotive jumped the track, but the cars all remained on the iron. It was necessary to send a train from Phillips to repair the track and place the engine on the rails again.”

On June 19, an incident at Farmington yard:

“Conductor George H. Walker was assisting in taking freight from a car last Friday when he suffered a severe injury to the middle finger of the left hand. It was spilt open and a nerve exposed making a very painful wound...”



From left to right: No.1 Walter Sallinger, No.2 F.A. (Pa) Lawton, No.5 John Steward, and No.6 Daniel French. Due to the Eustis station sign, it is between the summer of 1912 and the August 1914 retirement of F.A. Lawton. Further information concerning the car in the background can be found later in the chapter. (Author’s Collection)

During the summer, at Eustis Jct. just beyond the Redington straight, the track was lowered five feet to make it as level as possible. At Redington Straight, the track was raised two feet, with 600 yards of riprap laid. At Phillips, the Salmon Hole Bridge was re-decked. The F&M branch received 2,500 car loads of ballast. On the former K.D.R. section, two miles of rail replacement with Weber joints, among other repairs:

"The trestles at Hammond Field water-tank and at camp No.1, two miles below Carrabasset station, have been filled."

In late June, the second Jenkin's Mill, built in 1896 and seen on page-164 of *The Next Stop is Kingfield*, was abandoned. The property was sold a few years later:

"The Jenkin's & Bogert Co.'s mill for sawing squares situated on the south branch of the Carrabasset river, has been moved across the river near the other mill property owned by the company."

In late June, night passenger service started:

"Night trains...went on Monday and have been well patronized this week. The first night train from Boston brought several parties of sportsmen bound for Rangeley, and the Monday night train for Boston was well patronized. With three trains a day each way all points on the road have excellent train and mail service."

In Phillips, construction progressed quickly on the Brayman mill foundation:

"...Two tracks have been laid on the premises on the Dodge Road by the Sandy River & Rangeley Lakes railroad, and trainloads of material for the plant are arriving almost every day...The storehouse, the first building to be constructed, is now nearly completed, the work is now nearly done by A.J. Haley of Phillips and his men. This building is a story and a half, high posted frame building, 30 x 52 feet in size...A deep trench about two feet wide has been dug, for the main foundation, the size of this being about 46 x 90 feet...Two large horizontal boilers, each 15 feet long and five feet in diameter have arrived, and are now blocked up in the yard. The fly-wheel, which has attracted considerable attention since its arrival, is ten feet in diameter, with a 22-inch belt surface. The outside width of the cylinder head is 24 inches..."

Brayman on October 5 faced other issues in Michigan, when their general store burned to the ground:

"The company will not rebuild in view of the fact that they are gradually disposing of their interests in Custer preparatory to the removal of the Brayman family with the manufacturing and mercantile business to Phillips, Me. Saturday workmen started loading the last car of pin machinery for shipping to Maine..."

In early August, the S.R.R.L. placed an order with the Baldwin Locomotive Co. which became locomotive No.9. This interesting line on the new locomotive:

"...And is made so that the weight is distributed with the purpose of lessening the liability of its leaving the rails."

On August 4, the board met in Gardiner and voted to approve a \$1 dividend per share on October 1, 1909, January 1, 1910, April 1, 1910, and July 1, 1910. A further vote:

"It was voted as more land is needed in Phillips to petition the Railroad Commissioners as followed that the Sandy River and Rangeley Lakes Railroad is desirous of taking and holding as for public uses certain additional land required by it for the double tracking of its road, for necessary tracks, side tracks, stations, coal sheds, wood sheds, repair shops, and car, engine and freight houses."

The land in question belonged to:

"That said owners does not consent to the taking and holding of said land by your petitioner and that the said C.H. McKenzie Trading

Company and your petitioners do not agree as to the necessity for said taking ...That J.S. Maxcy, Vice President and General Manager of said railroad company be hereby authorized and empowered to take all necessary measures and institute all necessary proceedings and sign all necessary papers for the purpose of taking and holding said land."

On September 1 at Phillips, during ongoing repairs to seven culverts:

"Mr. Fred Masterman, who is employed on the gravel train...while assisting in placing some logs for a culvert near Phillips place last Wednesday, was hit by one of the logs, causing him to lose his balance and fall to the ground, striking on one of the rails and cutting a gash in the back of his head..."

At Farmington yard on September 11, a car somehow got away:

"A narrow gauge car ran wild Friday and bumped against the freight house, breaking a hole in the side of the side of the building. Workmen immediately repaired the damage."

On September 12, at 4:45 p.m., Bert Davenport, who hired out on the P&R, drowned in Gull Pond. Davenport was on an outing at Fletcher Pope's camp along with other employees. Davenport rowed a boat with four children just offshore with everybody looking on. He stood up quickly and fell into the water; his body was not found until the next day at 11 a.m. by a large search party. The baggage car in which he was baggage master:

"Was draped in crepe and white flags on Wednesday."

In October, the relaying of 52-pound rail north of Farmington ended. Roadmaster Walter Toothaker then led a crew up on the E.R.R. taking up a half mile of rail per day from Berlin Mills six miles down to Stratton Jct.:

"He will move a water tank, a turn table that is located at the terminus of the road, and three fairsized bridges."

By piecing bits of information together, I have determined that the rails first taken up were the log tracks that crossed Nash Stream behind the Berlin Mills camp, noted on a map in *The Next Stop is Rangeley*. Then the rails from Berlin Mills to the Skunk Brook switch were removed. The Skunk Brook Branch was then removed, as well.

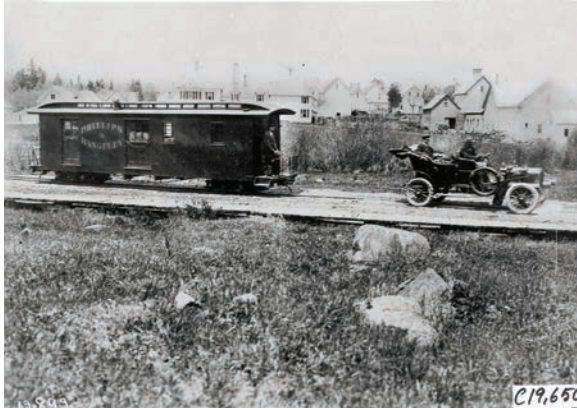
Since the release of *The Next Stop is Rangeley*, there has been a correction on the Skunk Branch switch location. The correct location was found about 300 feet further south than past forays led me to believe. The lead paralleled the mainline back to a point where it turned and crossed Nash Stream.

After crossing Nash Stream westward, the first 2,000 feet or so is further south behind a hill that parallels the present day I.P. No.5 road. Then the branch is under the present-day logging road.

Dole lists two different amounts of rails being removed—4.33 miles in 1909 and 4.54 miles in 1910. Large potato shipments from Phillips began the same week that rail removal started, then a month later:

"...Had shipped about 1,100 barrels of apples and had bought about as many more..."

O.M. Moore, the original Phillips Phonograph owner, earlier had returned to Franklin County and bought



Two November 1905 photos from a Glidden car touring stay at the Rangeley Lakes Hotel, thus the nature of the scene here at the hotel's grade crossing with Phillips & Rangeley baggage car No.5. The second photo shows the opposite side of a southbound passenger train with No.5 on the head pin at the same location. There is also a published third photo of this group with this car approaching the crossing in front of the southbound train. In *The Next Stop is Rangeley*, the same photo is used on pages-88 and 248 showing the addition of the door between the two windows. As I wrote then, that photo was taken prior to October 1906. In *The Next Stop is Kingfield*, a photo on page-218 shows this same door; all three photos are of the same side. A further winter photo at Rangeley shows No.5 with this door and the Rangeley car house in the background, and we know when the car house was torn down. We have to thank Don Ball, who found these two photos buried in the Detroit, Michigan Public Library photo archive.

(Courtesy of the Detroit Public Library Collection)

the Maplewood Farm in S. Strong. In December, his early advocacy for the S.R.R. came full circle. When he needed help to move his house over a gully six feet deep and two rods long, he used:

"...A lot of railroad ties, piled crosswise, with old railroad iron for the "track"..."

In late December, Maxcy & Lewis bought Sandy River Plantation from the Coe and Pingree Company heirs. Earlier in September, a crew surveyed for a rail line:

"Through Madrid to Smith's Falls... and that the supply of lumber thus afforded will make it practicable for the Berlin Mills company to operate the mill in Phillips eight or ten years more."

In the above, Smith Falls is a misprint, they meant Small's Falls.

On December 27, 1909 an accident struck the Farmington transfer crew:

"William Streeter of Backus Corner who is employed on the transfer fell from a M.C.R.R. freight car...striking his hip. It will be some time before he will be able to work again as his fall of ten feet was a narrow escape from permanent injury. The M.C.R.R. offered to pay all expenses."

A few years later, another injury with a transfer crew member occurred, which was handled entirely different under the M.C. ownership. Streeter returned to work the last week in January 1910. The same week that Streeter returned to work, the heavy workload seen throughout 1909 slackened:

"The transfer work which has called for so many extra men in the past month has been finished, so that only the regular men are now employed."

In December, Master Mechanic W.H. Caswell received a physical characteristics lesson he was sure never to forget:

"W.H. Caswell master mechanic for the Sandy River & Rangeley Lakes railroad, was quite painfully injured Wednesday forenoon while riding on an engine across from the company's yard towards the Brayman mill. He was looking out of the cab door when the side of his face struck a telephone pole that was too near the track and Mr. Caswell was knocked to the ground. A hole was cut in the injured man's cheek by his teeth so that a stitch or two had to be taken by the attending surgeon."

Judging by the wording of past years' articles, I believe there was some type of union, or similar association representation for T&E members. In the last week of January 1910 came the first ever report of the S.R.R.L. engineers being represented by a national union:

"President J.H. Hamilton and vice president J.P. Carrains financial secretary Waldron, treasurer L. Nelson, F.E. Hollis of the joint protective board and Mr. Ira T. Whittemore, of Portland, member of Great Eastern lodge No.4 of Portland, Brotherhood of Locomotive Fireman and Engineers were in Phillips a few days ago in the interest



On the far left is William (Billy) Frasier and behind him is the Phillips & Rangeley baggage car No.5 at Green's Farm station in 1909, with the crew removing Eustis railroad rails down to Stratton Junction. The unknown question is why No.5 was being used. Was it for hauling the crew, or for other purposes? Was No.5 still in daily passenger service, given the 1908 consolidation and the fact that there were now more baggage cars than needed? No.5 has been either spun on a turntable or went down the north leg of the Eustis Jct. wye, giving us a view of the side not seen since 1905. We can see the two large baggage doors and one window. Using a photo program, the second window can be seen above Billy Frasier's head, not a door seen in the other side of No.5. In *Two Feet Between the Rails* listed for Baggage No.5/7:

"Date: 11/13; Disposition Notes: Removed from revenue service, Rangeley, 10/15"

(Courtesy of the Phillips Historical Society, Phillips, Maine)

of the order. While here they worked under the dispensation from the grand lodge and initiated all the engineers and fireman of the Sandy River & Rangeley Lakes Railroad into their order...There are five lodges in the state."

Today a lodge is called a local. A grand lodge/committee is made up of various locals. The S.R.R.L. engineer's local, along with M.C. locals, made up this lodge/committee. I assume three of the five lodge locations would have been Portland, Waterville, and Bangor.

Locals do not have to be from only one railroad, as seen in 1910. About 50 years after the 1910 story, one Portland local was made up of only M.C. and B&M road crews.

If the engineers had national representation prior to 1910, then they were now changing that. In 1910, it was not reported who represented the conductors. In

1911, representation was by the Brotherhood of Railroad Trainmen (B.R.T.).

According to non-newspaper articles in 1911, the B.R.T. local representatives were E. Voter and J.B. Mitchell, through a Portland-based lodge founded in 1896:

"H.W. Longfellow Lodge, No.82 Brotherhood of Railroad Trainmen."

During this time in the above example, when asked you would say you're a member of the Longfellow lodge, not lodge/local No.82.

At a large railroad union conference on June 1, 1916, a written answer to a question stated that the S.R.R.L. and the Bridgton & Saco River railroads were not covered under the national union agreement that included the M.C.



Baggage car No.5, with the opposite side seen than in the previous Greene's Farm photo. It is believed to have been taken later the same day, southward between the Skunk Brook Branch and the former Berlin Mills camp. On the flatcars are examples of how Sandy River & Rangeley Lakes scrapping crews left nothing usable behind, including tie spikes. Here we have a clearer view of the side of No.5 showing large white block lettering between the baggage doors, similar to the earlier photo at the International Mfg. Mill at Phillips, which was only a few months after this photo. In the lower corner is a blurred car number. I bring this up only because records claim it was renumbered No.7 in 1910. (Courtesy of the Phillips Historical Society, Phillips, Maine)

In early January 1910, M.C. changes at Farmington:

"The Maine Central railroad is building a roundhouse in the "Y" fill near the station."

A January 1910, article about the Maxcy & Lewis purchase and passenger service to Madrid village:

"...Messrs. Lewis and Maxcy are owners of the Sandy River & Rangeley Lakes railroad. The track was built some time ago to a point within 5 1/4 miles of Sandy River Plantation near Small's Falls at the foot of the hill which is familiar to those who have driven over the highway road between Madrid and Rangeley. The extension of this railroad to the Small farm will of course mean a great deal for Madrid, as the road is likely to run through or very near to Madrid village, thus given the citizens of Madrid and those who wish to go to Madrid on business or those who ship freight to or from Madrid an important advantage that they have never had before...Citizens of Phillips are naturally looking forward to the time when the Berlin Mills Co. will again operate their saw mill in Phillips as it is generally believed that there is enough spruce within reach of Phillips to run this big mill for all of ten years to come, provided arrangements can be made to secure timber. This mill has been shut down for a good many months past, and the citizens of the town are beginning to fear that this important industry is a thing of the past so far as Phillips is concerned..."

Those who have read *The Next Stop is Rangeley* know that when it was built, the M.R.R. stipulated no passenger service, which would still continue.

The May 5, 1910 Maine Woods and Maine Sportsman reported on how it could affect Berlin Mills:

"It is said that a five-mile spur will open a territory capable of supplying the Berlin Mills for ten years."

Berlin Mills' reopening was just wishful thinking. Why logs from this region never went to Berlin Mills is unknown. As we will see, the mill sat idle with its machinery in place for years. On the evening of Wednesday, February 16, 1910 near Bragg's Corner, Bachelder died a few hours after being hit:

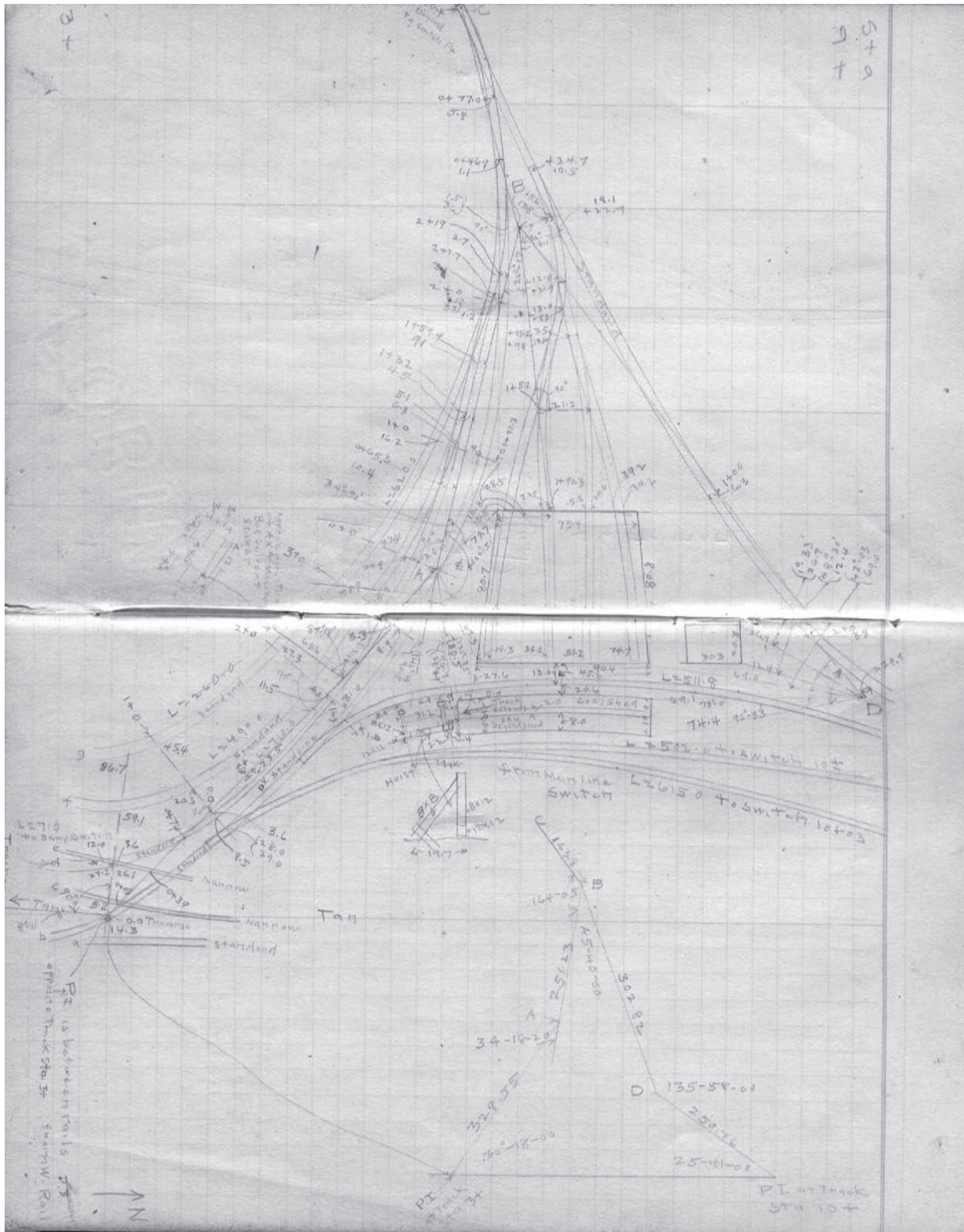
"John Bachelder of Phillips met with a tragic death last week by falling or slipping under the car wheels of the Phillips-Rangeley train. He was standing on an icy embankment waiting for a freight train to go by, when he lost his footing and slid down onto the track..."

In April, before the Brayman Mill started operations:

"Mr. H.O. White with a small crew, is grading the Sandy River & Rangeley Lakes railroad yard at Phillips. His work is very successful."

By May 18, 1910, the Brayman Mill was operational:

"There are not more than six or eight clothespin factories in the United States, and in these few mills all the old fashion pins are made. This bit of information would not have been of much interest before the Brayman Woodenware Co., the owner of one of these mills of this kind moved to Phillips from Custer Mich. With the promise of establishing the largest industry in this vicinity, and the consumption of thousands of cords of



The 1915 survey of the Maine Central Farmington enginehouse built between the wye.
 (Courtesy of the Phillips Historical Society, Phillips, Maine)



A view showing the Farmington wye before it was filled in. The area between both legs of the wye was also filled in, which is where construction of the Maine Central enginehouse started in 1910. The history behind the north leg of the wye is covered in *The Next Stop is Phillips*. I believe the dark building in the middle of the photo is a Sandy River railroad building. The Maine Central did not need one as they had the depot just to the left in this photo.

(Courtesy of the Farmington Historical Society, Farmington, Maine)

the almost useless hardwood lumber that covers the mountains and hills around us in every direction.”

The May 5, 1910 *Maine Woods and Maine Sportsman* on a portable sawmill in the Ledge Brook area:

“H.H. Lander and E.H. Grose of Stratton are doing a good business with their portable mill in Kingfield four miles above the village on the Sandy River & Rangeley Lakes railroad. They cut 600 thousand or more of spruce with a little fir and hemlock, and are sawing it in a portable mill and shipping to the Boston market.”

The above issue also published:

“Caboose car, No.11 that is just now running on conductor G.M. Cushman’s regular freight train between Phillips and Farmington is the best riding car on the Sandy River & Rangeley Lakes railroad. And that is a strong compliment for No.11 because that road’s passenger cars generally ride well.”

In May, the S.R.R.L. lost business when 45,000 cords of pulp were sent down the Carrabassett River to the Madison paper mill. The pulp run was started on the feeder streams of Redington, Houston, Hammond, and Poplar, which all emptied into the Carrabassett.

In 1910, International Paper planted 150,000 seedlings in

Letter E Plantation as part of a reforestation program. In fact the reforestation started in May 1909, when 10,000 three-year-old Norway spruce seedlings were shipped to Madrid Station at Toothaker Pond, and then transported to Letter E Plantation. Letter E Plantation had been heavily logged since the opening of the M.R.R.

Why the replanting? An answer can be found in a January 1908 paper industry journal, which stated the U.S. was then using 3.5 million cords of pulp per year:

“An area half as large as the state of Rhode Island is stripped every year to make pulp. Wood has been stripped from the hills eagerly and trees have not been planted to take its place.”

A May 14, 1913 *Boston Post* report on reforestation, as S.L. Mecham was housing a F. Barnjum crew of tree planters, planting 10,000 white pines at the former Ira Wing farm, which were sent by rail up the branch:

“F.J.D. Barnjum of 111 Devonshire street proposes to plant 10,000 white pine trees on his land a East Madrid, Me. Mr. Barnjum has been interested in this project through his friend, Fred N. Beal, who is general passenger agent...Mr. Beal has made a long study of the white pine

problem, getting much valuable information from Germany, where the planting of trees in the famous Black Forest...”

The last week of May, construction started on the Madrid extension under the direction of Roadmaster W. Toothaker:

“...A line from Brackett Junction to Littlefield’s a distance of 4.27 miles.” (D)

An August 21, 1911 M.C. letter states that the extension to “Gray Place” was approved in 1909. News articles also reported the extension was to end at the “Gray Place,” later called Gray’s Farm. Prior to that it was the Harrison Small farm, hence the present day name of the Small’s Fall’s state-run picnic area.

During construction, two location names used between Brackett Jct. and Littlefield’s were the Smith farm and Weymouth place. Alan Socea discovered a M.C. list of M.R.R. and extension grade crossings; these are not in their proper order:

“This list is just of the crossing that were at grade that had been inspected for bushes or trees blocking the view from the highway. The crossings named on the Madrid branch were Whitemore, Field, Dills, Calvin, Dovens, Plummers, Gil, Madrid, Hodges and Weymouth.”

A September 13, 1910 article provides further information on the Weymouth location:

“Robt. Presby, fireman on the Sandy River & Rangeley Lakes railroad, running on the new branch by Madrid village, shot a hawk on “Sandy River Poultry Farm,” near Weymouth bridge, last Saturday that measured fifty inches from tip to tip of wings. The bird seemed unlike the common henhawk, resembling more the falcon, and an especially fine specimen of its type.”

At the junction, the original M.R.R., built in 1902, veered off to the left. The new extension went straight, and by piecing information together we know that it was laid with Skunk Brook branch’s 52-pound rail taken up previously by W. Toothaker’s crew. The only source that states this are notes from Dave Bolduc.

The amount of 52-pound rail fits in with the M.C. letter in *The Next Stop is Phillips* about the Skunk Brook. The length of the Skunk Brook branch noted in the *Next Stop is Rangeley* matches with 1916 information. A 1916 M.C. chart of rail weights still in their envelopes from Brackett’s to Gray’s Farm, and was used again later when the extension to Gray’s Farm was built:

“to Number 6	5.33 miles	35 lb.
Brackett Jct. to	0.46 miles east	35 lb.
0.46 to Littlefields	3.81 miles	52 lb.
Littlefields to	0.17 miles east	56 lb.
0.17 to 0.37	miles	52 lb.
0.37 to 0.76	miles	50 lb.
0.76 to 0.90	miles	58 ¼ lb.
0.90 to 0.96	miles	35 lb.
0.96 to Gray’s Farm		25 lb.”

Madrid Jct. was at M.P. 23.46, it was 1.91 miles to Brackett Jct. on the former M.R.R. Once built, the first siding was:

Madrid Village (Freight House)	M.P. 3.61	429’	9 cars
Lewis & Maxcy spur	M.P. 3.95	3076’	82 cars
		413’	9 cars
Sandy River	M.P. 6.18	Track-3	518’
		Track-5	413’
			8 cars
			8 cars

In May we read the extension was now to end at Littlefield’s, which was the first time the name Littlefield’s had been used. A later October 1912 Haley & Field letter, called this location for the time “Sandy River.” Both station names were used over the years. Where the extension ended at Littlefield’s/Sandy River was the later location of Bearce’s Mill. Yet Bearce’s was not the first mill here, as reported in November 1910:

“A.S. Meader & Co. of Lewiston are putting in a portable mill at the end of the branch road in Madrid, and are going to start in lumbering soon.”

In a later chart, the Sandy River entries of track No.3 and 5 were the Bearce Mill yard tracks. L. Moody wrote about this location, using Dole’s information:

“Also in 1919 was a new watertank built at Bearce’s log yard. As near as I can tell after intense and exhaustive research, Bearce’s and Sandy River were the same place...” (A)

During construction of the Maxcy & Lewis siding in late 1912 are further examples of both location names in use. Below are two examples that this was still ongoing through to 1916. A February 11, 1915 newspaper article using location names:

“E.A. Withee and Carl G. Johnson of New Vineyard are hauling pulp for Haley & Field from No. 6 to Sandy River siding.”

Dole on the 1916 extension to Gray’s Farm:

“Extended Sandy River branch from Sandy River to Gray’s Farm-4006 ft.” (D)

In May, at Salem:

“Fred Soule has resumed operations on the mill which he is building.”

In late June, a 20-man crew working on the Madrid extension had progressed to the Smith Farm.

In early June, construction started on the new International Manufacturing Company mill. In 1911, the new mill was described as:

“This mill is the largest of its kind in the world.”

The mill was constructed of cement, but in the forests of Maine, how did this come into being? The following from A.M. Hersey:

“I have been in correspondence with Thomas Edison, the noted inventor, and have decided to build the toothpick plant of solid cement, and also in the near future, I intend to have built at Phillips an Edison cement bungalow styled residence for myself, and I believe we will also inaugurate in Phillips a series of cement houses for the factory help.”

The house Hersey built was an extremely elaborate wood house with a cement foundation at 24 Sawyer Street. In December, the Maine Woods published a large article on the house should you be interested in further information. The house lot is bordered on the north side by the right-of-way.

Since the second day the S.R.R. operated, all the different narrow gauge lines in Franklin County ran excursion trains for any and all reasons. An unusual August excursion with the M.C. to Portland and Old Orchard Beach, the Portland event:

“...The battleship Tennessee, North Carolina and Montana will be in Portland Harbor and open to inspection.”

On August 4, the board met in Gardiner, and one of the first items voted on was:

"That the Sandy River and Rangeley Lakes Railroad is desirous of taking and holding as for public uses certain additional land required by it for the double tracking of its road, for necessary tracks, side tracks, stations, coal sheds, wood sheds, repair shops and car, engine and freight houses... That the owner of said land is C.H. McKenzie Trading Company... That said owner does not consent to the tracking and holding of said land by your petitioners... That J.S. Maxcy Vice President and General Manager of said Railroad Company be hereby authorized and empowered to take all necessary measures and institute all necessary proceedings and sign all necessary papers for the purpose of taking and holding said land."

The C.H. McKenzie Company was headed by its namesake who was:

"When the narrow gauge road was being constructed from Phillips to Rangeley he was superintendent of construction work. It was while thus employed that he met with the accident that resulted in a broken leg, and four years of partial idleness and hospital experience."

The above-mentioned injury occurred when his leg was run over by a rail car during the P&R construction. During this time of "idleness" in 1892, he opened his first store in Rumford, Maine. In 1905, he moved to Phillips and later bought the Wilbur store in 1907.

On August 25, 1910, the Railroad Commissioners traveled from Rangeley on their yearly inspection and heard the land seizure case between C.H. McKenzie Trading Company and the S.R.R.L. The Railroad Commissioners had already condemned the land for public use prior to the hearing:

"...it is said to move its large storehouse, now located on the opposite side of the tracks to this lot on Depot street where it would probably be fitted up as a billiard hall and bowling alley... should the petition be granted a freight station will probably be built in that location. When this is done, additional side tracks will be necessary and the growing freight business of the road has already made more track and freight room necessary."

The S.R.R.L. sought an injunction to stop the billiard hall and commenced with the land proceedings. On November 3, 1910, the Franklin County Commissioners heard the McKenzie appeal in Phillips:

"The C.H. McKenzie Trading company also claims damage because of being shut off from their building on the west side of the railroad tracks... The only matter in controversy appears to be the price, the McKenzie Trading company being willing to sell at its own price, which the railroad people think is too high. Should the petition be granted, the value of the land in question will be determined by the county commissioners."

It was never stated as to what was blocking the access to the building's west side, and the building was being rented out to a second party.

A collection of witnesses testified what they felt a similar lot was worth, with the prices ranging from \$300 to \$2,000:

"Brooks Stratton of the C.H. McKenzie Trading Co. testified that Mr. Weston Lewis for the railroad company, offered \$2,000 for the land, a lot large enough for the buildings to be reserved, but we are reliably informed that this offer related to all the McKenzie land west of Depot street on both sides of the railroad tracks, and there for this could have no bearing on the present case, the land on the west side of the track not being in controversy at all, this piece of land not having been condemned by the railroad commissioners. Mr. J.S. Maxcy, for the railroad company, objected to Mr. Stratton's testimony on the ground that there had been no vote by the directors authorizing such a deal, but in reply to questions

he admitted that Mr. Lewis was competent with the company to make such an offer if he saw fit."

The Railroad Commissioners ruled the McKenzie Trading Company be awarded \$1,518.07 for the land. The S.R.R.L. immediately appealed the amount to the County Commissioners.

A November 10, 1910 Maine Woods article detailed where the lot was actually located:

"The piece of land condemned is 75 feet wide at one end and 75.3 feet at the other, and extends from the northerly line of the railroad lot on which are the station, repair shops, etc., to the northerly line of the McKenzie lot near the station in Phillips village. The land originally asked for by the railroad also included a strip on Depot Street 18 feet wide on the southerly end and 93 feet wide on the northerly end on which now stands a photographic studio, small storehouse and horse sheds. This lot of land is 136 feet in length."

This location, along with the photo studio, can be seen in a photo on page-291 in *The Next Stop is Phillips*.

In August 1911 prior to the final ruling:

"A storehouse 40 by 100 feet in size...which was on the west side of the railroad track opposite the station...has been torn down and will be rebuilt on the opposite side of the tracks near the station...It was the intention to move the large building across the track last year..."

In fact, more than one building was torn down. At least one of these buildings was a lumber shed built during the first days of the S.R.R.:

"The old horse sheds which have done service for the farmers who come to Phillips to trade for many years have been torn down and several old buildings beside them on Depot street have been moved..."

In September 1911, in the final ruling of the McKenzie case, the award was lowered to \$1,300 for the land.

The 1910 claims of what the McKenzie land was needed for never materialized. It was between the two 1910 hearings that fire destroyed the Brayman Mill, as we will read about below.

When reading about how events turned sour after the fire, keep in mind these events from 1910. Was the push for the McKenzie land due to expected increased business within the Phillips yard, not just run through freight?

While the McKenzie case was being heard, in Kingfield:

"George Dane Vose has returned to his home in this village from Farmington, where he has been employed a year. He will act as station agent in Kingfield the position having been vacant by the resignation of J.E. Voter."

In an ironic twist, it was reported that there was heavy travel into the Dead River region that summer. Reported at the end of August was passenger traffic for 1909 and 1910:

"In August, 1909,...carried 6,184 local passengers and 1,391 foreign passengers. In August 1910, the records show 6,574 local and 1,478 foreign. Total last year 7,575; this year 8,052."

On Saturday, September 4 at 2:40 a.m., the Central Maine Telephone Company operator put out the call that the Brayman Mill in Phillips was on fire, which started to light up the village. The mill burned to the ground, a \$70,000 loss with only \$40,000 in insurance coverage.

That Saturday, a crew was inside the mill packing excess clothespins. The mill boilers were shut down at the time



This is the photo that started the domino effect as it concerned the earlier and later photos of No.554. The location is poorly worded on the back of the photo as the extension to Gray's Farm, which is a misuse of words. It is better described as the 1910 extension of the Madrid railroad, not the 1916 Gray's Farm extension. Here is locomotive No.15 prior to its spring 1912 rebuild, when a larger boiler was added. Standing on the far right of the flatcar is F.A. Lawton, who retired in 1914 and can be seen in a further photo. In a later track gang photo, six of those men are in this group photo in the large field where the Madrid freight house was located. The rest of this caption is directed to people who follow the Sandy River & Rangeley Lakes railroad equipment. On the head pin is a car with an unknown purpose or use. It has a stovepipe for either cooking or heat, along with end platforms and a visible brake wheel. This car is not listed in the 1915 Interstate Commerce survey under any non-revenue category such as wreck, tool, or boarding car. There are three unaccounted passenger service cars in the Interstate Commerce Commission survey with platform ends that we will either see or read about. Listed in the order of length, they are Baggage No.4 -20', Caboose No.555 -23', and Baggage No.5/7 -30'. I asked Wes Ewell for his estimate of this car's length and his response shocked me -"24' and a "Bedford & Billerica boxcar." For the equipment followers, you can figure out the car's origins/options and what it means, I'm not going down that path here. There was back and forth between us over this car, which was resolved and led to further dated photos that we have either seen or are noted as we progress. This copy is not as clear as the one on page-118 in *Two Feet Between the Rails*, where the outline of a framed-in freight door, in which the window is mounted, is clearly visible. As noted, this then led to other photos of this car, one being the previous photo with F.A. Lawton and this car in the background. On page-40 in *Two Feet Between the Rails*, there is another photo taken within moments of the F.A. Lawton photo with this car in the background. The page-40 photo takes us up to the edge of the framed-in freight door. An end view is on page-37 in *Two Feet Between the Rails*, with a 1909 date. If the date is correct, it tells us this car was used often on various projects over the years. A further question is whether this car was part of the 1915 survey set?
(Author's Collection)

due to the pin bins being full. These and other pins worth \$5,000 were saved from the fire, and were later shipped by rail.

The source of the fire was unknown. The boilers and engines that powered the mill survived. News reports stated the company would rebuild:

"The rebuilding of the mill depends wholly on the financial support the company is able to obtain."

The Farmington Chronicle even went as far as to say that if a new mill was rebuilt, it would only be two stories high, but wider at the base. Additional financial support never came, and before long, a nasty fight erupted over the Brayman Mill.

After the fire, the S.R.R.L. picked up some short-term freight traffic:

"The great mass of scrap iron in the ruins of the clothespin mill... is being taken out sorted and the greater part of it is being loaded onto flat cars to be shipped to Farmington, thence to a Portland firm dealing in scrap iron...The iron will be weighed at Farmington on the railroad scales after it is transferred to the Maine Central cars."

In mid-September, in the newspaper's Strong section the only mention of:

"They are putting in a new turntable..."

This was the only mention found about the turntable. Records from 1916 note a 1909 Strong steel turntable.

Through October, the Madrid extension continued:

"Has been completed through Madrid Village and a half mile beyond



An overview that K. Wing made showing the Madrid freight house location in the field it was built in. The survey map used at this location was used by us to zero in on this location as close as we could. There is no evidence of any kind of the freight house or siding location. (Photo illustration courtesy of K. Wing)



A photo of the 1910 Madrid extension and the ballast crew using a jack and level in the gauge to raise the rails when leveling the track for use. Six men in this photo can be identified in the group photo on the flatcar. F.A. Lawton is the person standing in the gauge. (Courtesy of Phillips Historical Society, Phillips, Maine)

the Weymouth place. This is within one or two miles of the Gray place which is the destination.”

A prior August 11 construction update:

“Mr. F.A. Lawton superintendent...reports that construction on the Madrid branch, through Madrid village to Gray (Small) place is progressing well. They expect to begin taking freight from the village this week. It is understood that there is something like forty cars of birch squares and spruce lumber ready now. The station at Madrid village is on the east side of the old highway bridge, on the old Beech hill road.” The last sentence above is confusing; I believe the “station” is a timetable location, as explained in *The Next Stop is Phillips*. A later June 19, 1912 letter only proposed a freight house, which was built on the west side of the tracks.

Using engineering records, Alan Socea determined it was 2,384 feet between the Madrid freight house and Reed’s Mills Road grade crossing. Starting behind a house off Reed’s Mill Road:

- 44 51 925n
- 070 27 404w
- 51 888n
- 27 324w Stream and tie bridge?
- 51 867n

- 27 282w Stone bridge/Culvert
- 51 852n
- 27 272w Edge of field
- 51 816n
- 27 184w Other side of field by beaver dam
- 51 797n
- 27 146w
- 51 734n
- 27 049w Fill
- 51 718n
- 27 043w Bridge Timbers
- 51 697n
- 27 037w Washout 150 feet plus of R.O.W. gone

During the October rut, a moose picked something a little bigger than he was:

“A large bull moose was a visitor in Strong recently. While crossing the railroad track he appeared inclined to dispute the passage of the train, but finally gave it the right of way and disappeared...”

Facts October 1910

“Walter Fuller of Turner who used to be newsboy on the Sandy River railroad train, was in town Monday.”

“Poultry raisers in Phillips and vicinity are shipping large quantities of live poultry to the Boston markets.”