On Friday Oct 8th, we had a group of about 35 volunteers. After gathering the points, frog, and other components for the new main line switch, the track crew divided into two teams. One team worked on installing the switch while the other team concentrated on replacing the existing 33-pound rail with 50-pound rail from Davis Curve south to the new switch, a distance of about 800 feet. In preparation for this work, the regular track crew had staged the replacement rail alongside the main line prior to the work weekend. The next step was removing the lighter rail and replacing it with the heavier rail. This took some time, as some rail joints could not be unbolted easily. Further, not all of the bolt holes in the 50-pound rail lined up with the spacing in the existing joint bars, and we had to drill a lot of new holes in the rail. We also needed to replace several ties. Drilling holes and replacing ties made work on the first 120 feet of rail a very slow process.

The Fall Work Weekend, October 8-11

Dana Deering

We made much better progress on Saturday. We got beyond the rail that had strange bolt holes and came to the rail that we had purchased from the Claremont and Concord Railroad. This rail came with matching joint bars so there was no need for drilling, and the rail replacement process went much more quickly. The work team was further divided into a tie replacement team and a rail replacement team, a division of labor that was possible due to the higher turnout of volunteers on Saturday.

I hadn’t expected the tie and rail teams to reach Jayne’s Way Crossing until late afternoon on Saturday, but they were there by lunch time. After lunch we tore out the old crossing, replaced the rail, and had the new planking all installed in about an hour. The speed with which the crossing was replaced was due in large part to Steve Zuppa. He had all of the planks cut and notched, and all of the spacers cut ahead of time so that...
the crossing went in like a “kit”. It was very impressive.

As the tie and rail teams were working to close the gap between their work site and the switch location, the switch crew was busy installing the turnout components. While they were doing that, the rail replacement team went back and completed spiking on the section they had installed. The rail had been only “safety spiked” (spiked to gauge every fourth tie) on the first pass. While all this was going on, a separate group of volunteers was at the northern end-of-track installing a culvert for a new crossing requested by a nearby landowner.

On Sunday the relay team reached the switch, and both teams worked together to complete the re-lay of the main line. This included two sets of compromise joints that allowed us to step down from the 50-pound rail to 45-pound and then to the existing 33-pound rail. This required a lot of cutting of rail and drilling of holes (most of the hole drilling was done by hand when the motorized drill decided to quit).

There was a very small crew on Monday but even so the work on the switch continued and by the middle of the afternoon most of the components had been installed along with one set of rails for the siding.

It was a very productive weekend, and I know there were other volunteers working on the cab and frame of Number 9, the inside of the Freight Shed/Gift Shop, the new rail car, and other projects. However, I will have to leave it to them to provide the details. The food was superb, as usual. Many, many thanks to the kitchen crew for keeping everyone so well fed. Thank you to all of the volunteers who worked so hard and so enthusiastically to make yet another work weekend a great success.

This drawing, by Frank J. Knight, originally appeared in the January/February 2008 WW&F Newsletter as part of an article announcing Board approval of the preliminary Percival Property Plan. It also appeared in the November/December 2009 issue with an annotation announcing the completion of the septic field access road (item C). The drawing is shown again here to indicate the vantage point from which Stephen Hussar took the photograph on page 1. The Percival House (item E) is in the distant center of the photograph.
When the motorized drill quit, it was time to bring out “old reliable,” the manual drill. J. B. Smith applied the cutting oil while Dana Deering and Stewart Rhine provided the elbow grease.

Photo by Stephen Hussar

In with the new 50-pound and out with the old 33-pound.

Photo by Stephen Hussar
Annual Fund Drive Progressing Well

The totals for the Annual Capital Fund Drive now stand at just over $36,000 (or 72% of goal) from 255 members (or 23% of total membership). From June 25th through October 30th, the Museum received donations from the following members and friends:

Allen, James and Lois
Amato, Jim
Anderson, John R.
Andrews, James
Angier, Jerry
Ashenden, David D.
Ashton, James E.
Atherton, John J.
Auman, James E.
Bache-Wig, John
Barker, Charles P.
Barney, Peter S.
Bartlett, George B.
Baston, Mr & Mrs Douglas
Beach Jr, Thomas C.
Blanchard, Richard
Blen, Harold A.
Boardman, John M.
Bocock, James B.
Bolduc, David E.
Bole, Jon
Bourdon, Richard V.
Bowers, James
Bradbury, John
Bradley, Charles
Brandes, Hans
Brink, Ken
Brinker, Morrison W.
Bromage, Edward S.
Bunker, Forest G.
Butler Jr, William H.
Butler, Alan B.
Caldwell, David C.
Carleton, Richard H.
Carroll, Richard L.
Casper, Tom
Cass, Edward
Chiado, Richard A.
Cohn, Jeffrey L.
Cole, Peter
Colomb, Owen R. & Laura L.
Conard, R. Richard
Conard, Steven J.
Cook, Alden C.
Cooney, Ray
Coryell, Jane
Costello, Jeff
Cox, Allan B.
Crabb, Paul B.
Cratsley, John
Croce, William
Cromer, George and Julie
Crow, David
Cummins, David M.
Curran, Robert I.
D’Amato, Christopher
Dandridge, Jonathan P.
Davies, Dave
Davis Jr., Alton P.
Davis, Charles A.
Davis, Roswell & Rebecca
deChene, Philip
deRivera, Eric
Devonshire, Joseph G.
Dickerson, John G.
Dietz, Eric G.
DiSarro, Jack
Dodge, Brian
Downing, Thomas E.
Dowse, Hunt
Duffett, Wayne
DuFour, James R.
Dunham, Bill
Eagan, James L.
Edmunds, Lowell
Eggert, Frank S.
Eggleston, Robert D.
Ehrenberger, James L.
Enners, Ed
Erskine, Paul
Eskelund, David S.
Ewell, Wesley J.
Fay, Gordon H.
Fitzpatrick Jr, James A
Flaningam, Richard W.
Fleming, Kenneth L.
Fowler, Nick
Freeman, George H.
Fuller, J. Bradley
Godschall, Guy
Goin, Bob
Green, Lawrence B.
Guild, Ann
Guild, Peter & Sandy
Haines, Robert R.
Hannold, Tony
Hansen, John D.
Hart, Josephine F.
Hastings, Tracy K
Hawes, Steve
Hebda, Jerome M.
Hempeler, David J.
Hender, Ray
Henderson, Charles A.
Hensley, Maurice E.
Herrington, Wendell
Hilton, John J.
Hornsby, Robert
Horton, William A.
Howard, Dan
Howard, Robert F.
Hughes, Thomas H.
Hunter Jr., Guy F.
Hyatt, Harold W
Jacobs, Jared
Johnson, Karl
Jones, Charles T.
Jones, Robert C.
Kasabian, Terence
Kennedy, Mark
King, Charles S.
King, Charles W.
King, Stephen D.
Knotts, Stan
Kohler, Gary
Kuniholm, Eleanor M.
LaBrode, Edward
Laapple, G. Wayne
Lammert, Pete
Larsen, Roy A.
Lauer, John
Leaman, Carl W.
Lee, Denneth W.
Leighton, Cliff
Lessard, Paul G.
Loitsch, Robert
Lombardi, Roberto
Lupsha, Joseph M.
Machacek, James
Mackiewicz, Barbara
Mackiewicz, Duncan
Malkiewicz, Matthew
Marshall, Richard & Jane
Marson, Don
Martel, Warren
Martin, Dana L.
Martin, Donald E
McChesney, Christopher
McChesney, William
McCormack, Michael
McLin, Bill
McNamara, John E.
Mechling, Monroe J.
Meckley, Robert G.
Millipore Foundation
Mitchell, Harold
2-Foot Musing No. 51

In this Musing I will be journeying up to the Kennebec Central Railroad in Randolph and investigating the circumstances surrounding the loss of the coal hauling contract, which resulted in the railroad’s demise. To me something has never smelled quite right about that whole business.

According to published reports, the Government put the coal hauling contract up for bid, and some trucking company in Augusta won the contract. The arrangement had been that the Government bought the coal down South and had it barged up to their coal dock in Randolph. The KC then carried the coal to the powerhouse at Togus, so the KC bid was for hauling the coal from the Government-owned coal shed in Randolph to Togus.

What did the trucker bid on? The Randolph coal shed was not used after the railroad was abandoned. Bob Jones in Two Feet to Togus says that coal was trucked from Gardiner and Bath. While the KC was bidding on carrying coal from Randolph to Togus, the truck operator apparently was bidding on hauling coal from either Gardiner or Bath. I don’t understand it. Something here does not quite compute.

Next, we look at who the trucker was that won the contract. Coal came into the Gardiner-Augusta area by barge in the summer and rail car in the winter. Each of the local coal dealers owned their own fleet of trucks to deliver coal from their coal dock to their customers. I doubt that the local trucking companies were interested in hauling coal, which is pretty dirty stuff. They mostly handled furniture moving and performed pick-up and delivery at the railroad freight houses.

From all of the above I have deduced that the coal contract winner was a local coal company. It makes sense because they would have the unloading facility and the trucks to carry the coal to Togus. The only difficulty here is that the trucking company was located in Augusta, so they must have used someone else’s unloading dock to get the coal out of the barges at Gardiner or Bath. Whatever happened, it seems like a funny result to a supposed straightforward bidding process.

As an aside, how did the KC know how much coal they actually carried to Togus? I have never seen reference to, or photos of, a track scale on the railroad. Usually loaded coal cars are weighed at the railroad yard nearest to where they were loaded. The KC and the Government may have agreed on an average weight per carload or something else, but what? This is just one more in a long list of unanswered questions about the narrow gauge.

Ellis Walker
The WW&F and Halloween

This year was the first time in many years that the Museum did not have a Halloween event. Halloween trains were quite successful several years ago, but their popularity (both among patrons and volunteers) dwindled recently. After last year’s disappointing turnout, we decided to stop running Halloween trains and to concentrate on another event—this year’s Fall Festival at the end of September.

Halloween trains started in 1998 very simply—with nighttime train rides in the full moon, passing by the Tomb of the Unknown Track Boss. The following year we added plastic pumpkins illuminated with candles. Volunteers placed the pumpkins at various places along the line and then lit them as darkness fell. We usually operated the trains two weekends before Halloween. Rides were free, and patronage was moderate, with #52 pulling two cars one way and then pushing them backwards.

About five or six years ago, one of our members gave us a sizeable donation of Halloween-themed props. Included in this collection was a life-sized statue of Boris Karloff, coffins, two large gargoyles, and lots of smaller props.

In following years we attempted to make a big production using these props, including inviting the local Wiscasset High School Student Council to help with on-line settings. For the first few years these trains were wildly successful. We ran two trains at once, with #10 and #52 each pulling a train. As the first train was out on the line, the second train would be boarding. When the second train was full, it would head into Bay 2 track and wait for the first train, then head up the line when the first train came back. At one point there were a couple hundred people waiting to board, and people were lined up out into Cross Rd. We carried about 800 people that night—our largest day ever. Train rides were held over two nights, because invariably one night would have bad weather. We charged for these trains, and split the proceeds with the Student Council.

In recent years our Halloween train patronage declined rapidly. One problem may have been that our props didn’t change. (I’ve read that there must be some new and different props every year to keep people interested.) Another problem may have been that the scenes enacted along the line didn’t show much imagination. There may have been other reasons for the decline, such as conflicts with other events. Whatever the reasons were for the declining patronage, it was clear that the enthusiasm of the volunteers was also dwindling, as the night became less fun and more like a lot of work for not a lot of return. After last year’s very disappointing returns (declining from over $3000 to less than $500), we decided to drop the Halloween trains and to focus on another event.

The Fall Festival was the replacement event, and was specifically timed (September 25th) to avoid any hint of Halloween. Held at Alna Center, it included apple bobbing, a pumpkin patch, a sack race, hay rides in the back of the Model A truck, Model T railcar rides between Alna Center and Trask Crossing (about a half mile round trip), horse and pony rides from nearby Wildwood Stables, and light refreshments. Engine 10 pulled the trains all day, with an additional southbound stop at Alna Center to pick up passengers not wanting to stay the full hour. Amy Preston, co-owner of the Alna Store, donated the apples, and Bob Gabriel donated the pumpkins.

Tickets were at the regular price, with half-price discounts for Lincoln County residents to celebrate the county’s 250th anniversary this year. We carried about 150 riders during the day and took in more than $700—not a smashing success, but good for a first-time event. Additionally, it was obvious that everyone was having fun—volunteers and riders both. Next year’s Fall Festival is again planned for the last Saturday of September.

James Patten
Non-cash Gifts to the Museum

The following are non-cash gifts made to the Museum in the first half of 2010: Davies Allen: a Lindsay towable air compressor; Bath Iron Works: 55-tons of crane rail; Hans Brandes: grit flap disks and firewood for Number 10; Joe Fox: Easter supplies and safety glasses; Mike Fox: postage for membership secretary mailings, eBay sales fees, and supplies to get the Lindsay air compressor running; Stewart Rhine: a lantern and model railroad cars for sale in the Museum Store; Leon Weeks: the Model T railcar; Roger Whitney: a laptop carry bag; Bruce Wilson: archival storage sleeves and shelving for the archives; Linda Zollers: postage scales. Thank you!

Locomotive 9’s Cylinders

Ed Gilhooley and I have recently devoted a lot of attention to Number 9’s cylinders in preparation for their repair and re-installation on the frame. (See photo on page 8.) We have removed the cylinders from the frame to facilitate cleaning, inspection, and boring—the latter being one of the major portions of the entire restoration. The cylinders were severely damaged during the locomotive’s Sandy River days, presumably from one of its many derailments. One cylinder barrel has two major cracks that have been crudely repaired by gas-weld. In order to take the stress off this repair and ensure long-term integrity, we will bore the cylinders and install sleeves. The sleeves will perform the pressure-retaining duties, while the original cylinder bore merely holds the sleeve in place. This was a fairly common repair to steam locomotives. Though typically not done to engines this small, the repair allows the re-use of the original cylinder. Concurrent work continues on the frame and smoke box for the locomotive.

Jason Lamontagne

To join the W.W.&F. Ry. Museum or to send a contribution (tax deductible) please use the form below.

Wiscasset, Waterville & Farmington Railway Museum
Sheepscot Station, PO Box 242, Alna, Maine 04535-0242

Please sign me up as follows:

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Additional Contributions:

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NAME______________________________________________________________

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Please make all checks payable to “W.W.&F. Railway Museum.”

A receipt will be sent for all contributions received.
Ed Gilhooley works on Number 9’s cylinder casting.

Photo by Stephen Hussar