Wiscasset, Waterville & Farmington Railway Museum
Rebuilding Maine History
SHEEPScot STATION, PO BOX 242, ALNA, ME 04535-0242

March / April 2017


WW&F Railway Museum to Construct a New Coach
Jason Lamontagne

The WW&F Railway Museum is pleased to announce that we will construct a new coach, patterned after our W&Q coach 3. We have planned on constructing a new coach for a number of years—a reconstruction of one of the original, scrapped cars. Doing so would provide more seating capacity and represent another piece of the original WW&F Railway. We are currently making preparations and hope to begin construction later this year.

Construction of a new coach became possible with the extremely generous donation of a member and his wife late last year. The donation calls for the construction of an appropriate coach from scratch, the restoration of coach 3, and seed money for yet another new coach. The donation will supplement $10,000 that was raised in an Annual Fund Drive a few years back. To maintain the seating capacity needed for our events, the new coach will be constructed before structural and cosmetic restoration begins on coach 3. The additional seed money for another coach will be augmented and used at some time in the future.

The original WW&F had coaches numbered 1 through 7, so we numbered our Edaville-built coach as 8. The new coach will be number 9, and we plan to have it represent coaches 2 and 3 when they left Jackson & Sharp in 1894. As nearly as possible, it will be like a brand-new car of that period. This includes everything from framing technique, to interior finish, unique walkover seats, brass kerosene chandeliers, brass luggage racks, and a varnished Pullman green finish.

To ascertain the exact framing style and dimensions, small areas of coach 3 have been disassembled so that measurements can be taken (see page 8). Combining this information with more general resources, such as the car builder’s cyclopedia and John White’s “The American Railroad Passenger Car,” we’re quite confident that we can get most details correct. Eric Schade, with assistance from Harold Downey, has led the effort to perform this research and put together a set of plans.

As shown on page 3, we have purchased a shipping container to clear out a large area of the shop and provide storage for those items worth saving. To further improve working conditions, bays 2 and 3 will be cleared to the walls, and a thin concrete floor added. The completion of that work should roughly coincide with the completion of the car plans. At that time, we’ll order the basic framing timbers and get started!
# 2017 Proposed Operating Budget

Here is the 2017 summarized budget. There are some category changes from previous years, and are noted below.

<table>
<thead>
<tr>
<th>Income Item</th>
<th>Amount</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Donations</td>
<td>$21,850</td>
<td></td>
</tr>
<tr>
<td>Dues</td>
<td>$19,350</td>
<td>We have over 1100 members now.</td>
</tr>
<tr>
<td>Ticket &amp; Charters</td>
<td>$24,600</td>
<td>Includes $4200 from Winter photo event (post expenses), plus some charters, event income, and regular tickets. Of course we do not have the Narrow Gauge Convention coming up to provide a boost!</td>
</tr>
<tr>
<td>Special Events</td>
<td>$ 3,100</td>
<td>New item. Non-ticket income from special events (such as picnic food, donations at events).</td>
</tr>
<tr>
<td>Transfers from Other Funds</td>
<td>$15,000</td>
<td>Renamed from “From Store” From gift shop and coal account.</td>
</tr>
<tr>
<td>All Other</td>
<td>$ 1,150</td>
<td>Junk sales, caboose birthday rentals, etc.</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$85,050</strong></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Expense Item</th>
<th>Amount</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Administrative</td>
<td>$ 3,800</td>
<td>Accounting, business memberships, software support, etc.</td>
</tr>
<tr>
<td>Buildings &amp; Grounds</td>
<td>$ 900</td>
<td>Renamed from “Building Maintenance”. Assumes no major building/grounds maintenance.</td>
</tr>
<tr>
<td>Communications</td>
<td>$10,235</td>
<td>Renamed from “Publications &amp; Communications”</td>
</tr>
<tr>
<td>Contracts &amp; Payroll</td>
<td>$ 0</td>
<td>New Item. In case we have to pay for payroll out of operating funds.</td>
</tr>
<tr>
<td>Insurance</td>
<td>$20,384</td>
<td>Premiums keep going up.</td>
</tr>
<tr>
<td>Leases, Rents &amp; Taxes</td>
<td>$4,028</td>
<td>Taxes on rights-of-way, W&amp;Q lease, Number 9 lease, PO Box lease, etc.</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>$ 2,030</td>
<td>Archives funding from operating funds, train shows, anything else that doesn’t fit</td>
</tr>
<tr>
<td>Mortgage</td>
<td>$ 9,066</td>
<td>This is only the Percival house mortgage—the Clark property interest is paid from Annual Fund proceeds.</td>
</tr>
<tr>
<td>Publicity</td>
<td>$ 7,647</td>
<td>Assumes we print more brochures next year.</td>
</tr>
<tr>
<td>Railroad Equipment</td>
<td>$ 2,824</td>
<td>Renamed, split off from Rail Equip Maintenance. This is only for railroad equipment (flanged wheels); steam is most of this.</td>
</tr>
<tr>
<td>Special Events</td>
<td>$ 3,915</td>
<td>Includes advertising on Facebook for events</td>
</tr>
<tr>
<td>Tools &amp; Machinery</td>
<td>$ 2,890</td>
<td>Saws, shop tooling, oxy/acetylene (but not nitrogen for steam)</td>
</tr>
<tr>
<td>Track and ROW</td>
<td>$ 740</td>
<td>Renamed from “Track Maintenance”. Weed control, replacement stone, etc.</td>
</tr>
<tr>
<td>Utilities</td>
<td>$15,013</td>
<td>Includes coal purchase ($5K), electricity, heating fuel, phone, internet, etc.</td>
</tr>
<tr>
<td>Vehicles</td>
<td>$ 2,890</td>
<td>New item, split off from Rail Equip Maintenance. Tracked or rubber-tired vehicle maintenance</td>
</tr>
<tr>
<td>Volunteers</td>
<td>$ 240</td>
<td>New item. Expenses relating to the volunteers, such as travel reimbursement, injuries, etc.</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>$84,932</strong></td>
<td></td>
</tr>
</tbody>
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*James Patten*
The Museum has purchased a 40-foot storage container which will be used to store rarely-used items. Removal of these items will increase efficiency and safety in the shop building.

*Photo by Stewart Rhine*

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The Museum received the following in-kind donations in 2016:

- Peter Barney – labor constructing a model of the WW&F Wiscasset yard; Bill Baskerville – four metal flag holders, fuel filter for rail saw, second battery charger for truck, impact wrench, glass and trim for coach 8 window; Randall Beach – framed SR&RL RR Farmington photo and map, a mail bag; Owen Beeder – telegraph equipment, B&M lamp; Robert Belletzkie – *Palermo Station Ticket Report, April 1909*; Josh Botting – supplies for Easter Eggspress, Fall Festival, and Victorian Christmas; David Buczkowski – many items for annual yard sale, books, CDs, models, toys, etc.; Eleanor Carver – books, DVDs, two lanterns; Mark Cheetham – tools, gear, magazines, and WW&F paraphernalia; John Christopher – ice tongs, B&M luggage rack, yard sale items; Gordon Cook – several five-gallon pails of steam lube oil; Copeland & Sons Lumber – sawn lumber for B&SR boxcar 67 and other projects; Ronald Czaja – tools; Gordon Davis – Maine Maritime Museum membership for WW&F Museum; Timothy Dodge – *The Maine Two Footers* original edition; Hunt Dowse – books for resale; Linda Erdman – books belonging to her late husband Warren; Allan Fisher – books, maps, archival paperwork, shuttle bus between National Narrow Gauge Convention and WW&F, tour bus for tour of WW&F during Convention; David Fitts – ½ ton of hard coal; Joe Fox – supplies, postage, and pizza for the March 25 and April 28 photo trains, lumber and material for special event platforms at Alna Center, 21 Campaign mailing supplies, bus tour and winter photo event mailing supplies; Mike Fox – postage and supplies for membership mailings, Kubota excavator parts, Case bulldozer parts, shingle mill Continental motor parts, and mailing supplies for 21 Campaign; Robert Hale – two lanterns from LIRR; Mark Hall – 250-ton center bearings for turntables; Cynthia Hamburger – B&ML RR trip pass and timetable, Edaville RR timetable, both in memory of her late husband Vic Hamburger; a photo album of photos taken by her husband Vic; Tammy Harrington – three photo albums of WW&F Museum scenes taken by deceased member Charlie Young; Ray Hender – Hess toy trucks for resale, other items for yard sale; Kermit Himmelburger – die set; Madelyn Huffmire – furniture, toys and books for yard sale; Thomas Hughes – items from the estate of Fortin Powell, five boxes of magazines; Wally Johnson – books, tapes, DVDs; Kenneth Kaiser – archival images on a thumb drive; Wayne Laepple – magazines with WW&F or narrow gauge articles; Susan Longo – Christmas railroad tags and jingle bells, annual picnic supplies; David Marcham – telegraph key, railroad rule book, *1944 Official Guide*; Stephen Masters – a large variety of models, toys, and Lionel train equipment; Keith McLeod – used WW&F Railroad spikes; Bill McLin – Framed passenger car plans; Fred Morse – new chain saw blade, two keys for tractor; Clem Ojevich – restoration and donation of an Ingraham calendar clock for the gift shop (along with Bernie Perch); James Patten – books and magazines for resale or archives; Phyllis Patten – items for annual yard sale; Bernie Perch – restoration and donation of an Ingraham calendar clock for the gift shop (along with Clem Ojevich); Stephen Piwowarski – poster boards for the 21 Campaign; Geoffrey Quadland – one Lunkheimer gauge cock, six 300-PSI bronze valves, railroad books; Art Ray – a box of railroad books; Cindy Rhine – the book *Two Feet to the Lakes*, Easter Eggspress supplies, the Square point of sales system for the gift shop, a TV/DVD combo for the gift shop; Stewart Rhine – a lantern for resale in gift shop; David Rossi – books, VHS tapes, and magazines for resale in gift shop; Don Sanger – corned beef for volunteers at several events, beverages and supplies for Annual Picnic, Fall Work Weekend, and Victorian Christmas; Nicholas Simoneau – two open-end wrenches; Ian Stinson – WW&F models, narrow gauge railroad books; Steve Teel – five railroad books; Chris Van Dover – a box of books for resale in the gift shop; Bryce Weeks – Anthracite pea coal for Alna Center station; Erik Weeks – standard gauge rail cart with motor; Zack Wyllie – staging planks; Sarah Young – box of train videos.

Thanks to all of you!

*James Patten*
Annual Meeting Set for May 6, 2017

The 28th annual meeting of the Wiscasset, Waterville & Farmington Railway Museum will be held at 2 P.M. on Saturday, May 6, 2017 at the Alna Meeting House on Route 218 two miles north of Cross Road and Sheepscot Station. The Nominating Committee has prepared the following slate of director candidates for the three openings for election to three-year terms from 2017 to 2020:

**Randy Beach**, of Waldoboro, ME, is retired from banking and economic development. He has been a member since 2002. Since moving to Maine in 2014, he has been volunteering weekly at the Museum. He has been involved in the restoration of Number 9 and the turntable project. He is currently working on the baggage door for coach 8 and training to be a brakeman.

**Mike Fox**, of Waterford, ME, has worked for Pike Industries for 22 years. Since joining the Museum in 2005, he has been restoring and repairing our excavators and bulldozers, plus creating new inventions such as the ROWMOW1 right-of-way mower. In addition to his roles as chief mechanical officer for off-rail vehicles and as membership chairman, he is a qualified brakeman and diesel engineer.

**Zack Wyllie** operates A.E. Wyllie Plumbing in Warren, ME. He has been superintendent for the past nineteen years. He has worked on restoring the flatcars and boxcars, and constructing the caboose, station platform extension, machine shop extension, water tower, restrooms, garage, and car barn; he has also been active clearing the roadbed. He has been a member of our Board since 1994.

While the present election provides only three candidates (plus write-ins) for the three director positions, the Museum’s bylaws provide for the number of candidates to exceed the number of positions. If any members would like to be considered as candidates for the May 2018 election of directors, they should write to the Board of Directors Nominating Committee, WW&F Railway Museum, Sheepscot Station, Alna, ME 04535-0242.

**Solution to the puzzle in the previous newsletter.**

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BARB|TWO|FOOT
ATTU|HAM|RPO
TEEN|ITE|OEM
DIES|EN|NRA
WILT|TON|RELOAD
WOOD|VTO
FULL|ONI|TIDE
ELFL|GN|NUN
TARGET|LEANED
WOGREET|S
LAVMAR|SACO
ESEACE|ALNA
SHRINKS|YEAR
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2016-17 Fund Drive Results

The end of February typically wraps up each year’s Annual Fund Drive, and we have once again surpassed our goals. We are very fortunate to have enough dedicated members to fully fund each year’s drive goals and usually surpass them. This year’s goal was $60,000; you our members brought in over $70,000 again! Thanks to all of you for that. So how did we disperse the funds that you generously donated?

Each year, at the July board meeting we determine the approximate list of projects that the year’s fund drive will cover, and approve the letter to the members at the August meeting. The letter then goes to the printer and gets mailed out on the first of September. Setting the goal is always fraught with a bit of tension, as we don’t want to set it too high and be the first year in which we don’t make our goal!

For the 2016-17 drive, more than half of the drive’s receipts were put toward debt service. As many of you know, in April of last year we had the opportunity to purchase a mile and a half of 60-lb rail at a very decent price—the “Midwest Rail purchase.” The purchase negotiations necessitated borrowing money to pull it off, as the seller could not wait until the end of the year. Two of our volunteers were gracious enough to lend the money to us on a two-year note. There was also the purchase of the Clark property three years ago which enabled us to continue with our northward track-laying. The money for that purchase was borrowed on a 10-year mortgage, which requires a $10,000/year principal payment. So right off the bat, much of the drive’s income was spoken for, leaving us with a reduced list of things to accomplish. To refresh everyone’s memory, the remaining items on the list were:

1. Right of way repair supplies for The Mountain – to be matched by the Emery Rail Heritage Trust.
2. Hiring an engineering firm for a landscape/drainage plan for the Sheepscot Station campus.
3. Burying utilities on the Sheepscot Station campus.
4. Insulating and installing a heating system for the freight shed (gift shop), and
5. Building a coal storage facility.

As it turned out, an item from last year’s Annual Fund request ended up requiring a great deal more money that we anticipated—the turntable. The turntable was something that we wanted to build and have in service for the National Narrow Gauge Convention in September. We had originally set aside $35,000. The turntable required a deep concrete foundation, which took more time to accomplish than originally anticipated. We also brought in a local contractor, Verney Construction, to dig the foundation hole for us, since our Kubota excavator was busy at the end of track grading (and it would have been a tough job for the Kubota to do). At the time of the July meeting, there wasn’t even a hole in the ground yet.

After it became clear at the October board meeting that the funds required to pay off the now-finished turntable would bite deeply into this year’s Annual Fund, we began looking for a way to mitigate that. We decided to renegotiate the Midwest Rail loan from a two-year payback to three years, pending the agreement of the lenders. They agreed to extend the loans, and this freed up around $6000 for other purposes.

The turntable ended up over $23,000 more than we anticipated, most of which came out of the fund drive. With the Clark loan repayment, the Emery Rail Heritage Trust match, and the Midwest Rail loan repayment, this left us with only about $5000 before we reached the $60,000 goal. The letter had promised that any receipts over the goal would be funneled toward Number 10’s new boiler, so once we reached the goal (early December), that is what we did for the month of December, until by the end of the month the boiler was funded.

In late November/early December, we fortuitously were given two substantial unspecified donations—one from the Narrow Gauge Convention Committee (proceeds remaining from the show) and one from a visitor during the Convention who was quite impressed with us. This worked out to about $7500. Feeling bad about the fact that there was seemingly little to show for the effort of the fund drive, I asked the Board if we could put the proceeds from the donations into the Annual Fund account. The board agreed. This has allowed us to fund the buried utilities project, and gravel/stone for track work. We’ve also funded some additional projects which weren’t on the list: purchase of a 40-foot container to store unused items that we don’t want to part with, but which take up needed shop space, and work to convert a small highway trailer into a maintenance-of-way railroad car which will enable us to easily carry the excavator or bulldozer. We ultimately decided against hiring the engineering firm to do a landscape and drainage plan, and we have postponed the insulating and heating system for the gift shop.

Looking ahead, the upcoming Annual Fund Drive in September should include some funding for the new coach mentioned on page 1 and work down The Mountain, in addition to the gift shop work and debt service. So start saving your pennies for September’s letter!

James Patten

Mandatory Operating Rules
Reviews This Spring

There will be two meetings this year: Saturday, April 29, during dinner at Spring Work Weekend, followed by a special steam trip for the crew, and Saturday, May 27, at noon. On both days we will also stage simple emergency drills on the trip immediately after the rules session, involving our crew only, as a test and demonstration of the emergency procedures provided on the back of the timetables. These will involve a simulated minor occurrence onboard, followed by the conductor taking appropriate action. The drills will demonstrate the most likely type of emergency we will have.

Attendance at least one session is required; attendance on the trips immediately after is required for conductors, and strongly encouraged for all others. As usual, those who do not or cannot attend one of these sessions must make alternate arrangements with either Bob Longo or Jason Lamontagne. We will not hunt you down—it is your responsibility to stay qualified.
Spring and Summer Schedules

Saturdays, May 6 through May 20:
Train rides every Saturday. Diesel powered or Model T inspection car trains operate 10:30 am, noon and 1:30 pm, crew and weather permitting. No trains on Sundays.

From May 27 onward:
Train rides Saturday and Sunday. Diesel or steam trains operate 10:30, noon, 1:30 PM, and 3 PM, with special events likely having a different schedule.

James Patten

Yard Sale for the Archives

During the Annual Picnic on August 12th and 13th, the Museum will be holding a yard sale for the WW&F archives. Please bring standard yard sale items, but please do not bring appliances, computers, or televisions; clothing should be clean and without stains or tears. Storage space is available at the Museum if you wish to bring items over beforehand. Please call the Museum at 207-882-4193 or Linda Zollers at 207-315-5746.

Linda Zollers
WW&F Railway Museum Spring 2017 Calendar

April 28 – 30  Spring Work Weekend at Sheepscot Station
May 6      Annual Meeting at Alna Meetinghouse 2 PM

2016 Volunteer Hours

Many thanks to the following folks who volunteered their time in 2016:

Last year we had 191 volunteers give a record 21,445.15 hours – the highest number of volunteers except for 2015. No doubt this year’s record hours had much to do with the nine-day Narrow Gauge Convention, but also we have a sizeable weekday crew working throughout the year. Plus there’s a number of people working off-site, to get the mail, organize events, design things, and generally keep the Museum running. Many thanks to all of you for all the work you do!

James Patten

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: Additional Contributions:
Life Membership..................☐$300  #9 Fund _________________________
Annual Membership............☐..$30  #10 Fund _______________________
Rail Fund ______________________
Endowment ______________________
Unrestricted ______________________

NAME ________________________________________________________________
ADDRESS ____________________________________________________________
_____________________________________  ZIP/POSTAL CODE _______________

Please make all checks payable to “W.W.&F. Railway Museum.”
A receipt will be sent for all contributions received.
Eric Shade has examined coach 3 construction to guide construction of coach 9.

*Self-timer photo by Eric Schade*