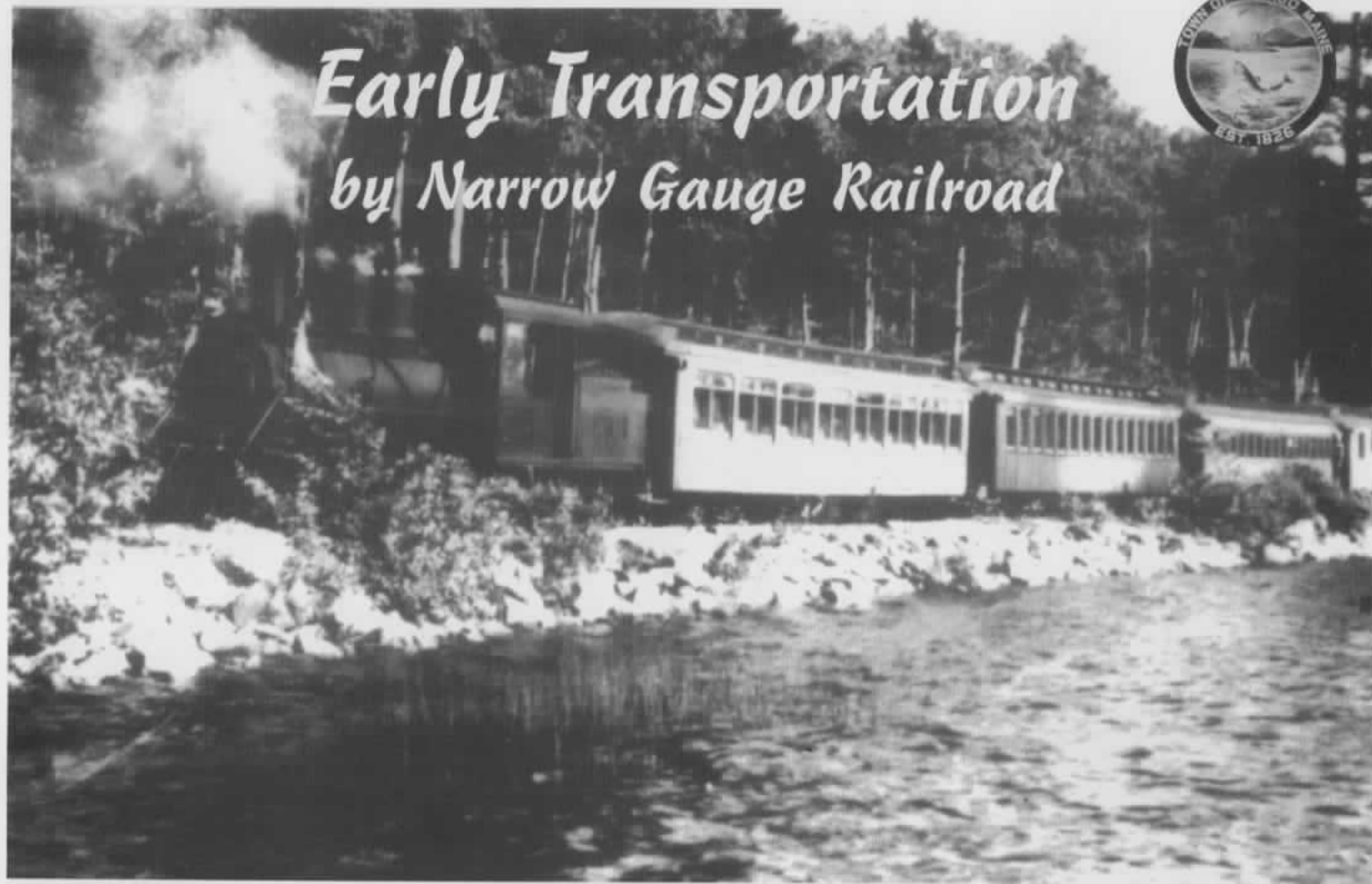


Sebago Historical Society Presents



Early Transportation by Narrow Gauge Railroad



And hark through the valley, O'er hillside and plain, The thunder is heard, Of the narrow gauge train..

Anonymous

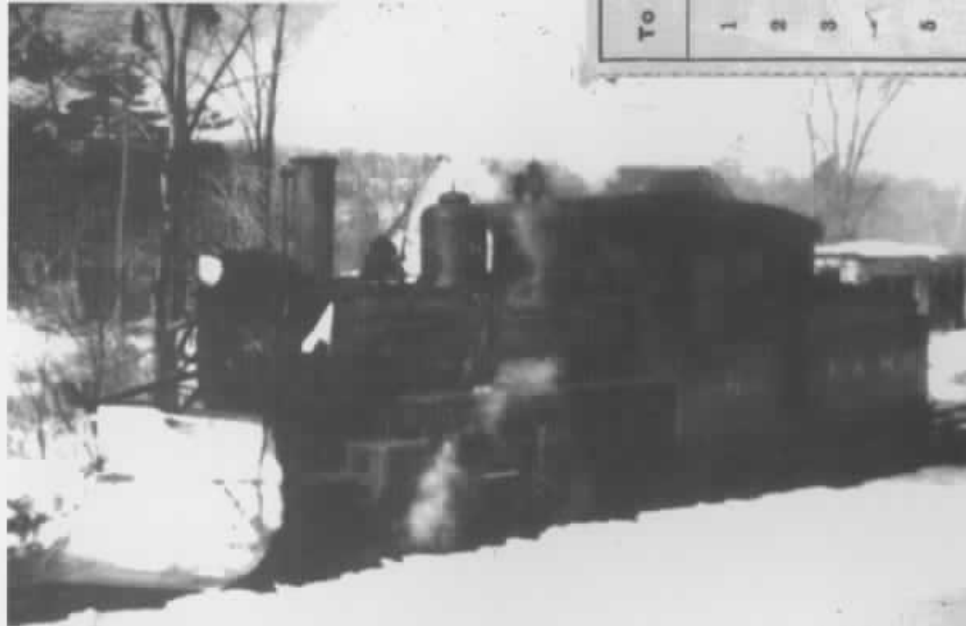
2006 Calendar

January 2006

The Narrow Gauge had several colorful nicknames - Little Jumbo, Two Footer, Bustle and Scoot Round, and Little Dinky.

The first rail was laid September 7, 1882.

Amount Collected in Cents.		10	15	20	25	30	40	50	75	80	90	100	110	120	135	140	150	160	1	17	
FORM B. No. 5882	BRIDGTON & SACO RIVER RAILROAD COMPANY. CONDUCTOR'S MEMORANDUM. Punch marks in margin indicate stations between which fare has been paid, amount paid and date, and must be punched before being separated from conductors duplicate. If presented at any ticket office of the road within ten days from date, this memorandum will be redeemed for TEN CENTS if full fare or FIVE CENTS if half fare. It is worthless for passage.																		J. A. BENNETT, General Manager.	FEB 1 MAR 2 APR 3 MAY 4 JUNE 5 JULY 6 AUG 7 SEPT 8 OCT 9 NOV 10 DEC 11	17 18 19 20 21 22 23 24 25 26 27
	From	Harrison	No. Bridgton	Meadow Brk.	Bridgton	Sandy Creek	So. Bridgton	Ingalls Road	Perleys Mills	Wasson Road	Lakeside	West Sabago	Chessays	Raffing Grnd	Barker Dam	Banks Mill	Youngs Mill	Bridgton Jct.	HALF FARE	1910	11
	To	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17		1911	12
																				1912	13
																		1913		14	
																			1914	15	
																			1915	16	

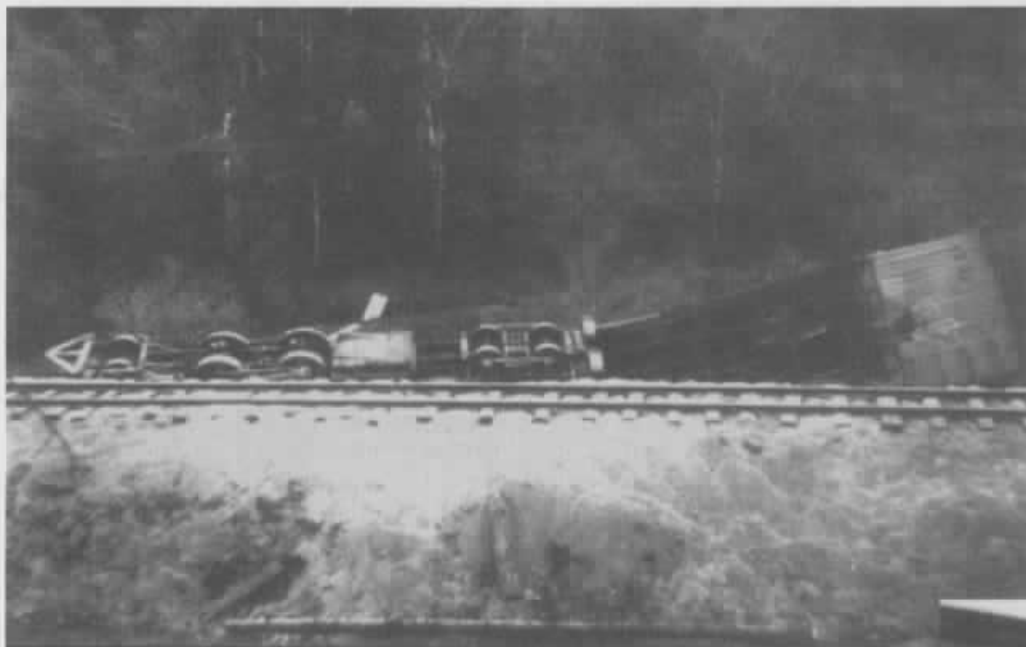


Left: Plow on Train



Right: Winter at Hancock

February 2006



Locomotive Turns Turtle

In 1911 Train # 6, due to arrive at Bridgton at 3:09, was wrecked just below Perley Mills. Engine #5, one of the new ones and weighing 17 tons, left the rails and plunged down over a seven foot embankment turning completely over, its smoke stack buried into the ground and its driving wheels pointing skyward. It carried with it a freight car next to the locomotive and derailed another freight car just behind. The engineer, Roland Woodbury, went down with the engine, his hand on the throttle. The passengers did not realize that anything serious had happened until one of them looked out of the smoking car door and saw the engine in the ditch with its wheels in the air and the driving wheels revolving rapidly.

TRIP PASS		Bridgton & Saco River R. R. Co.	
From _____ To _____ Amount _____ Until _____ cty 280 _____ cty		Bridgton, Maine, _____ cty Pass 1500 From _____ Amount _____ Good for one trip until _____ cty 280 _____ cty	
PASS ONLY ONE WAY IN OPPOSITE DIRECTION FROM PASS ATTACHED. VOID IF DETACHED. CONDUCTOR'S CHECK 280		280	



Oil Tank in Winter

March 2006



Over the life of the railroad, there were many deep snowstorms and heavy blows. In mid-March of 1884, the train got as far as Sandy Creek and could go no further. Forty men were hired to shovel all the way through Sebago and beyond. In March of 1939, 30 inches of snow fell. The narrow gauge was at a standstill. One hundred sixty CCC boys were hired to clear the track by hand shoveling the entire 16 miles.

March 11, 1887 - In some places where the ground is level, the snow was 10 to 12 feet high on either side of the narrow gauge.

April 2006

Station at Back Nippin/Chessey Camp



Over the years, there were a few unfortunate encounters with animals. In 1893, Robert Bernard's two young heifers were killed as was a "monarch of the forest" (a moose) who disputed the right of way of the engineer in 1904.

A few days ago, a man walking along the railroad track found a pile of stone on or near the rails which had been placed there by children in either a spirit of mischief or play. Parents should warn their children that this is exceedingly dangerous as it might throw the train off the track and cause much damage. Such acts are also against the law and children can receive sentences to the state school.

The first accident occurred near Barker Pond in April of 1883. The engine was thrown down the embankment because the roadbed had settled. Superintendent Mansfield gallantly took the ladies on a hand car to a team of horses hitched by the roadside and conveyed them to their quarters. The male passengers were allowed to look after themselves.

Spring freshets were common and caused many problems for the railroad.



May 2006



In May 1886 - John and Albert Roes, Herbert Berry, and several assistants started erecting Western Union telegraph poles along the entire B & SS RR. The 520 hemlock and spruce poles were set 10 rods apart to cover the 16 miles. There were two telegraph offices - one at the end of the line at Hazelton and Bennetts and the other at the railroad depot.

Right: Several stone culverts built for the railroad can still be seen today. These two are visible from the Hancock Pond Road.



Above: This is part of an old railroad bed at Hancock Pond as it looks today.

June 2006



Guests on the way to Twin Lake House

6/13/30 - The sale of the B & SR RR is confirmed by the court. Before a hearing on Wednesday held before Justice Guy H. Sturgis, in Portland, the sale of the B & SR RR to the B & H Railway for the sum of \$27,000 was confirmed by the court.

6/13/30 - B & H Railway gets away to a poor start. the night train of the B & H left the rails near Long Lake Lodge Thursday on the down trip, and engine and cars topple over on their sides. Only two passengers were in the coach. Neither was hurt and none of the train crew were injured.



E. Brown standing by passenger car at Twin Lake Station



Twin Lake Station c. 1905

Form Sp. Ex. 1

To and Return

The B&H RR.
Via BRIDGTON JCT.
AGENTS & STUBS

NOT GOOD FOR PASSAGE

Form 2

ISSUED BY
Bridgton & Saco River R. R.

Round Trip Ticket

Not subject to back regulations.
When actually issued.

AND THE ONE HUNDRED PERCENT
OF THE PROCEEDS OF THE
SALE

Will pay for passage after expiration
of one month to expire.

Will pay for food and sleeping
baggage. Return. The railway carrier
will make no agent that is not
actually employed by the line.

Form 2
Sp. Ex. 1
Bridgton, Me.

BRIDGTON & SAGO RIVER RAILROAD
BRIDGTON JCT.

To

Form 2, Sp. Ex. 1 | Not Good if Returned

Issued to BRIDGTON & SAGO RIVER R. R.
Via BRIDGTON JCT.

MAINE CENTRAL RAILROAD

To

BRIDGTON JCT.

Form 2, Sp. Ex. 1 | Not Good if Returned

Issued to BRIDGTON & SAGO RIVER R. R.
Via BRIDGTON JCT.

BRIDGTON & SAGO RIVER RAILROAD

To

BRIDGTON JCT.

Form 2, Sp. Ex. 1 | Not Good if Returned

Issued to BRIDGTON & SAGO RIVER R. R.
Via BRIDGTON JCT.

July 2006



Engine at Hancock

July - This is the summer camp week. The B & SR RR has brought into this vicinity in the past week some 500 boys and girls.

July 1, 1904 - Four trains each way run for the first time.

A post office was established at Witham's Station on the B & S R RR. Jacob Witham was appointed postmaster. It was especially convenient for the many city boarders in the vicinity. When he retired as station agent in August 1889, he was granted a pension of \$4.00 per month, and back pay for 4 years amounting to \$189.73.



Hancock Pond, Sebago, Me.

August 2006



In addition to human passengers, the railroad transported cattle, circus animals, and logs.

This old car was used to haul rails and trees. It was loaded at South Bridgton and is at the Bridgton Historical Society.



Waiting for the train c. 1895 at Hancock Pond.



Along the track there were granite mileage markers. These two old whistle posts are at Hancock Pond. H means Harrison 9 miles and BJ or Bridgton Junction 12 miles.



[illegible]

The state tax of the railroad increased yearly. In 1884 it was \$31.28. It had increased to \$82.09 six years later. In 1898 the tax was \$140.33.

October 2006



October 1900 - "The only accident on the railroad this season occurred Tuesday. This was the running over of a lively woodchuck by a handcar. And even at that, no life was lost, the agile animal, to the astonishment of the trainmen, leaping from the road bed upon the snow bank immediately after the passage of the car, seemingly unhurt. He took a bee-line in the direction of a lawyer's office, presumably to enter a complaint for dangers!"

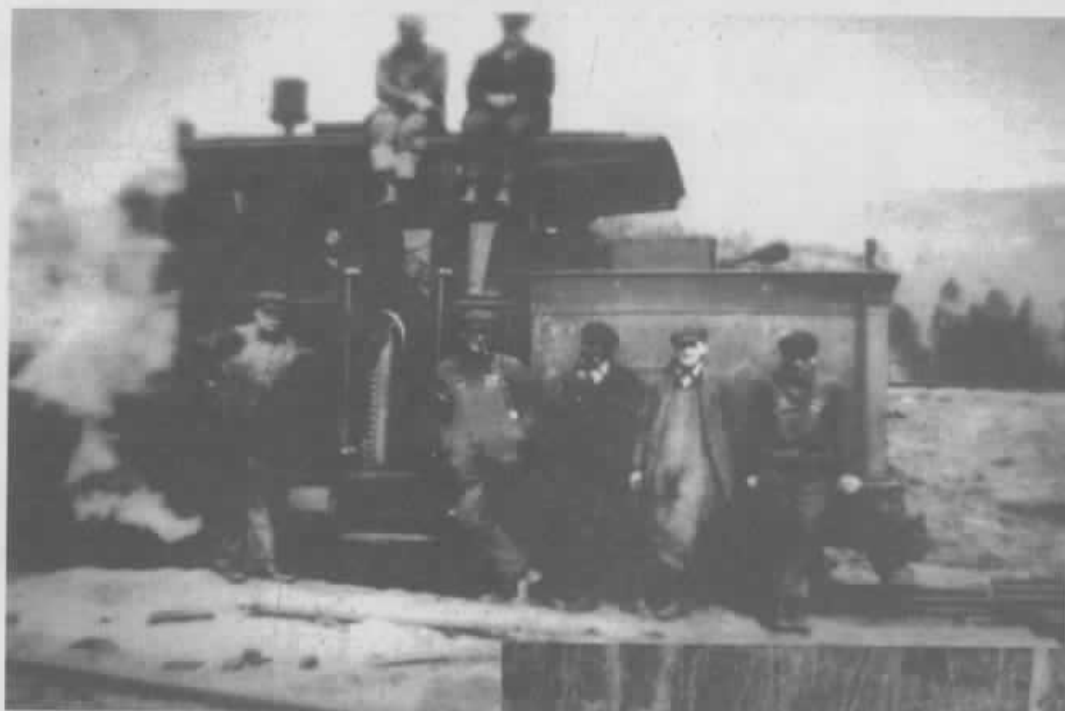


Above: Section Crew on Narrow Gauge taken around 1910.

Left: Hancock Pond in front of Bennett's Cottage - Loren Merrifield and Carroll Babb.

November 2006

Some things never change. Notice the work crews taking a break leaning against or sitting atop the engine and resting in the snowbank... One man is working diligently on an engine.



*Work Crew
1915*



*Working on
Engine*



Work Car

December 2006



Plowing Down The Tracks



Bennett Cottage at Hancock Pond

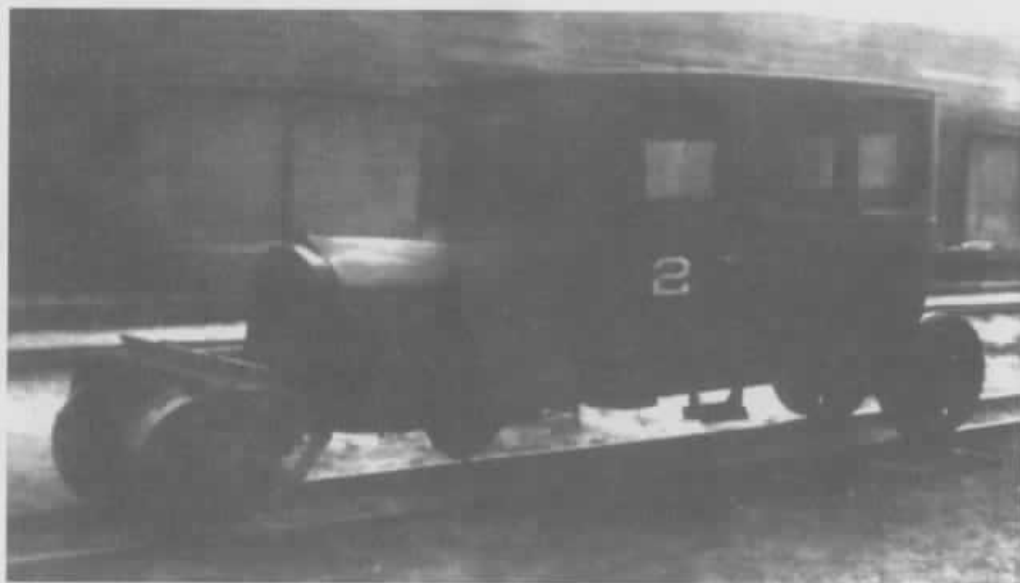
In 1885 - The other day as baggage and freight were being taken around the Sucker Brook railroad sink, one train to the other, Walter Berry shouldered a quarter of beef weighing 263 pounds and carried it unaided the entire distance, some 60 yards. Pretty soon the companion quarter of the same ox arrived at the upper section of the train borne by three able-bodied, sweating, and tugging men.

Rail Road Crossing

*This is a picture of an original sign which for many years was mounted on the garage currently owned by Keith Viles.
It is believed to be the railroad crossing sign from Hancock Pond.*



Lester Ames - Manager



5/23/12 - J. A. Bennett is enjoying his "automobile" which runs upon the tracks of the B & SR RR and which is equipped with a 2-cylinder gasoline engine, which develops alarming speed. With this car he can make a quick run to his cottage at lakeside in about 15 minutes. On the straight-aways he is like a streak of greased lightning and with a clear track ahead of him and monarch of all he surveys, he develops great speed. He uses it for frequent trips to and from his cottage and for surveys of the roadway which he finds enjoyable and a convenient piece of mechanism.

6/3/1893 - Train #1: M.M. Caswell, Engineer
Charles Emery, Brakeman
Will Crosby, Conductor

Train #2: John Marcque, Engineer
Oscar Ham, Fireman
Paul Lord, Brakeman
J.A. Bennet, Conductor

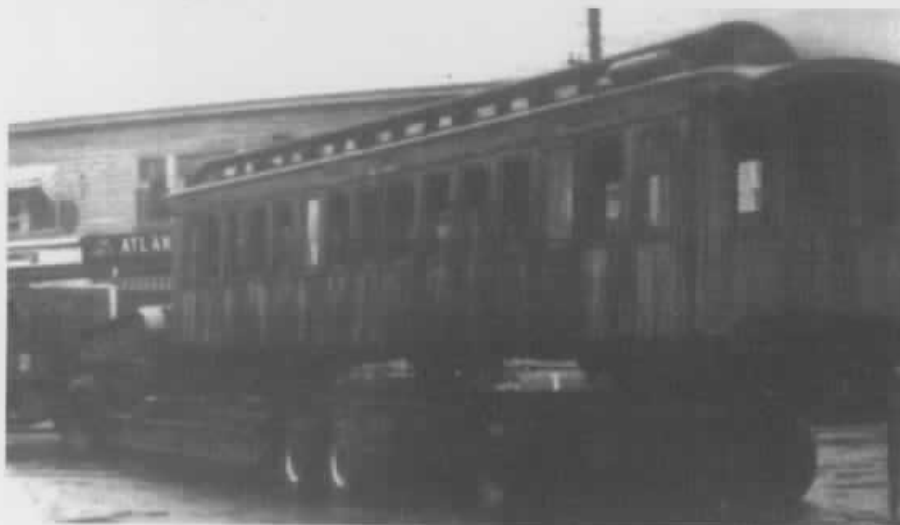


Walter Brown, Jr. - Engineer



Taking Up the Tracks

IN 1937, Happy Jack, who claimed to be 104, died. He was a night watchman for the railroad for many years. He lived in an old shack with a mule that he never took out for exercise. He told of having been with the circus and to have been intimate with Jesse James and his gang. It was said that he fried his vittles in axle grease and could spin some very interesting yarns.



Leaving Bridgton

Bridgton & Saco River Railroad.

WARNING.

For some time past, the officers of the Railroad, passengers and others have been greatly annoyed by the crowd of idlers and loafers who have gathered in crowds at the Stations and Grounds of the Company on arrival of trains. These crowds of loafers have become a nuisance and will not be tolerated longer. For the benefit of those for whom this notice is intended the law for such cases is here quoted.

Chapter 51, Section 79, Revised Statutes, reads as follows:

No person shall loiter or remain without right within any car or stationhouse of a Railroad Corporation or Steamboat, or upon the platforms or grounds adjoining such Station after being requested to leave the same by any Railroad officer, or officer or agent of such steamboat.

Whoever violates this section forfeits not less than two nor more than ten dollars to be recovered on complaint.

People who have business with the railroad or its agents are welcome at all times.

Idlers and loafers will not be tolerated and if they do not keep away from the Stations and Grounds will be prosecuted.

J. A. Bennett, Supt.

This sign was posted during the railroad's early days.

7/5/01 - WOULD BE TRAIN WRECKER CAUGHT AND JAILED: Saturday evening a little stir was made by the report that Ernest Douglass had been arrested on a charge of attempting to wreck the Tuesday evening train on the Band SR RR. Mr. Douglass, after some hesitation, admitted placing the obstruction on the track, his reason being that another party told him to do it and to see some fun. Dr. Sanborn of the Augusta Insane Asylum pronounced him an imbecile after having observed him several weeks and committed him to the imbecile ward. While not troublesome by nature, he was a dangerous character to be at large. For that reason he would do just about what he was told.



We wish to thank everyone who contributed to this calendar. Many of the photographs and much information came from the collection compiled by Merle Douglass. Our selections were chosen to represent the Narrow Gauge railroad as it passed through Sebago. A special note of recognition is extended to "The Bridgton News" for excerpts taken from past issues.

Calendar Committee

June Allen, Roberta Douglass, Diana Letellier, George Tinkham and Kathie Whitcomb