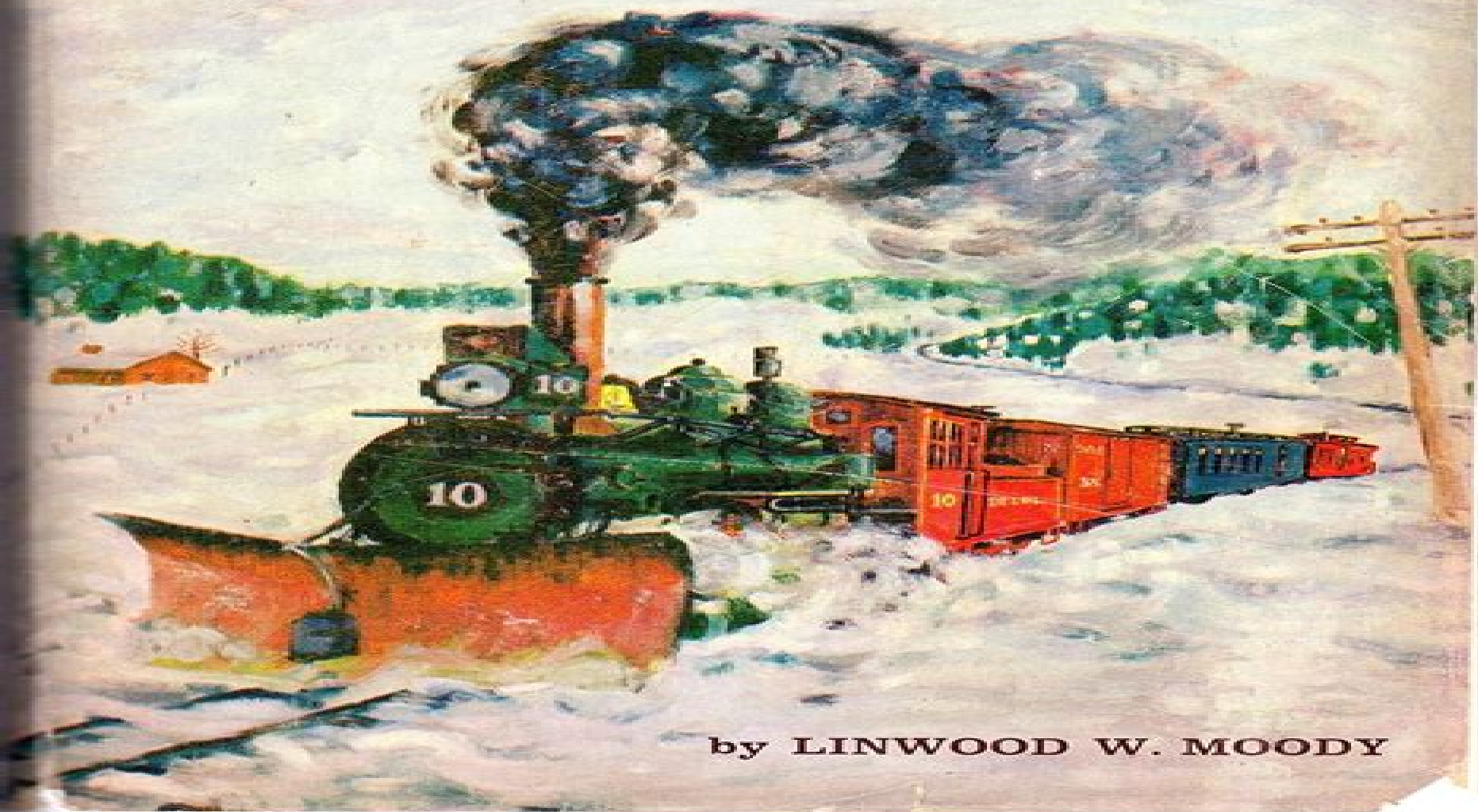


the **MAINE** **TWO-FOOTERS**

The story of the two-foot gauge
railroads of Maine



by LINWOOD W. MOODY

Maine Two Footers

Clinton F. Thurlow



Maine Two Footers:

The Maine Two-footers Linwood W. Moody, 1959 The story of the two foot gauge railroads of Maine *Maine's Two-Header Railroads* Mike Torreson, 2024-02-19 Beginning in 1932 Linwood W Moody 1905 1983 documented in photographs and collected artifacts of Maine s two footer railroads A pioneer of railroad photography his work led to articles in numerous publications such as Railroad Magazine and later culminated in Linwood s 1959 publication The Maine Two Footers Among his personal effects at the time of his death in 1983 were hundreds of photographs of three of the Maine two footers the Wiscasset Waterville Farmington Railway the Sandy River Rangeley Lakes Railroad and the Monson Railroad The state of Maine was unique in regards to its narrow gauge railroads Most railroads in the United States have a width of four feet eight and one half inches between the rails known as standard gauge Due to the efforts of George Mansfield a railroad promoter of the late 1800s a very narrow gauge of two feet between the rails was successfully developed in the state of Maine

Structures of the Maine Two-footers Peter S. Barney, 1988 *A Two-Header Trilogy* Clinton F. Thurlow, 2009-02-01 **Maine Narrow Gauge Railroads** Robert L. MacDonald, 2003 The narrow gauge railroad arrived in the United States in the late nineteenth century Based on the Welsh two foot gauge the American narrow gauge was expanded by railroad engineers to a three foot gauge that became the standard track width for narrow gauge railroads in the United States Maine however adopted the two foot gauge that was developed by George E Mansfield in Massachusetts The narrow track width was ideally suited to the mountainous terrain and the maneuverability of the trains proved highly beneficial to companies and passengers traveling to remote locations The narrow gauge railroad served Maine for over fifty years until the early 1940s Maine Narrow Gauge Railroads is a comprehensive pictorial record of the history of the narrow gauge railroad in Maine From the one hundred twelve mile Sandy River and Rangeley Lakes Railroad to the five mile Kennebec Central Maine Narrow Gauge Railroads features the toylike miniature trains of Maine as they appeared at different stages in their history The Bridgton and Harrison Railroad the Monson Railroad and the Wiscasset Waterville and Farmington Railway lines are documented within as well as the current restoration projects that are under way **A**

History of Maine Railroads Major Bill Kenny USAF (Ret.), 2020-06-22 Maine is populated with intriguing characters who set in motion a fascinating compelling story of railroads and the unique communities they helped to build One of the first states to build railroads and trolleys in the United States Maine at one point had more than ninety communities with trolleys Standard gauge and two footers crossed the state including the St Lawrence Atlantic and the Bangor Aroostook From an international electric trolley to the attempted World War I dynamiting of a railroad bridge between the United States and Canada the state is home to a rich rail heritage Join Bill Kenny as he takes you on a journey from the first tracks made of wood to today s high speed Downeaster Amtrak train

Work Equipment of the Maine Two-footers Peter S. Barney, 2007 *Guide to Narrow Gauge Modeling* Tony Koester, This book provides an entry point for any modeler

interested in building a narrow gauge layout Narrow gauge railroads remain popular among railfans and modelers due to the spectacular mountain scenery in which many operated Although narrow gauge layouts have a passionate niche following there are very few books on this subject The book is an overview of prototype narrow gauge railroading as well as available models This is a one stop book for introducing modelers to the subject of narrow gauge railroading It explains why and where narrow gauge railroads were built how they operated what their equipment was like and why they were abandoned *The Weeks Mills "Y" of the Two-footer* Clinton F. Thurlow, 1964 **Hiking Maine's 4,000-Footers** Doug Dunlap, 2021-04-01 Including Tumbledown Saddleback the Bigelows and of course Katahdin Maine has 14 mountains over 4 000 feet in elevation For hikers it s a shared goal to summit all 14 of them Registered Maine Guide Doug Dunlap has done just that multiple times in fact and he shares his wisdom and experience in this guide Included are detailed directions to trail heads trail routes and difficulty levels what to expect as you hike and other useful information to help you bag them all and have a blast doing it Color maps and photos included [The Story of American Railroads](#) Stewart H. Holbrook, 2016-01-14 This richly comprehensive history by a self proclaimed low brow historian features more than 100 photographs and contemporary prints of America s railway system Stewart H Holbrook presents a dramatic highly readable chronicle of the development of the backbone of the country s commerce and industry Abounding in episodes of ingenuity and achievement the growth of the railway system required constant improvements in techniques devices and machines from the first wood burner that traveled on wooden rails to modern streamliners and diesel powered giants In addition to technological innovations the colossal enterprise required courage and resolve to battle challenges posed by nature as well as by political maneuvering and corruption This fascinating survey draws upon many hitherto unknown original sources and new data in addition to firsthand accounts from hundreds of brakemen conductors engineers and other railroad employees Sound and authoritative it constitutes a definitive history of America s railroads *Trains*, 1962 **The Oxford Handbook of Industrial Archaeology** Eleanor Casella, Michael Nevell, Hanna Steyne, 2022-05-12 Representing the first substantial English language text on Industrial Archaeology in a decade this handbook comes at a time when the global impact of industrialization is being reassessed in terms of its legacy of climate change mechanization urbanization the forced migration of peoples and labour relations Critical debates around the beginning of a new geological era The Anthropocene have emerged over the last decade This approach interrogates the widespread exploitation of natural resources that forged industrialization from its early emergence in 18th century northern Europe to its contemporary ubiquity environmental impacts and social legacy within our globalized world Through a broad international and multi period set of chapters this volume explores the complex origins processes and development of industrialization through both its physical remains and human consequences both the good and the bad It provides a diverse material framework for understanding our modern world from its industrial origins through its future paths in the 21st century **Welsh Slate** David Gwyn, 2015-05-06 Slates from quarries in Wales once went to roof

the world By the late nineteenth century as many as a third of all the roofing slates produced worldwide came from Wales competing with quarries in France and the United States This book traces the industry from its origins in the Roman period its slow medieval development and then its massive expansion in the nineteenth century as well as through its long drawn out decline in the twentieth

The Portland Company, 1846-1982 David H. Fletcher, 2002 The Portland Company commenced operations in 1846 in Portland Maine under the leadership of John A Poor It was founded primarily to manufacture railroad locomotives for the Atlantic St Lawrence Railroad The company played a major role in the economy and development of the state of Maine and continued in business until 1982 producing a wide range of cast metal and fabricated products The Portland Company manufactured a total of six hundred thirty steam locomotives starting in 1848 along with hundreds of railroad cars boilers marine engines ships steam fire engines elevators and paper and textile mill equipment Locomotives ships and cannons were built for the Civil War and munitions were manufactured for both world wars Later the Portland Company produced snowplows nuclear plant components and common castings from manhole covers to streetlights In the early 1900s the company sold five makes of new automobiles and trucks In this rich photographic history the Portland Company and the city of Portland with its great waterfront and industrial heritage come to life *Designing & Building Multi-deck Model Railroads* Tony Koester, 2008 Acquire more space for scenery and longer mainline runs with multiple decks Tony Koester walks you through design options lighting and wiring considerations and the all important construction process and techniques *The New England Quarterly*, 1960 Includes section Bibliography Articles on the history of New England in periodical literature **Catalog of Copyright Entries. Third Series** Library of Congress. Copyright Office, 1960 Includes Part 1 Number 2 Books and Pamphlets Including Serials and Contributions to Periodicals July December The Rudder Thomas Fleming Day, 1929 *Togus, Down in Maine*, 1998 Togus located 4 5 miles east of Augusta Maine was formerly part of the town of Chelsea After the Civil War Congress enacted laws and established a system of facilities that collectively became known as National Homes for Disabled Volunteer Soldiers The critical need to establish an eastern branch of the National Home led to the selection of the former Togus Spring Hotel which after some remodeling opened for Union Civil War veterans in November 1866 Gathered from cherished family albums collectors of Togus artifacts libraries and archives Togus Down in Maine The First National Veterans Home represents the first published history of the area and most of the photographs have not been viewed by the public The images of Civil War veterans are of particular interest along with views of buildings barracks and hospitals from 1866 to the 1930s From 1932 to 1960 over 60 buildings were demolished and new buildings with reinforced concrete and brick facings were built Togus located 4 5 miles east of Augusta Maine was formerly part of the town of Chelsea After the Civil War Congress enacted laws and established a system of facilities that collectively became known as National Homes for Disabled Volunteer Soldiers The critical need to establish an eastern branch of the National Home led to the selection of the former Togus Spring Hotel which after some remodeling opened for

Union Civil War veterans in November 1866 Gathered from cherished family albums collectors of Togus artifacts libraries and archives Togus Down in Maine The First National Veterans Home represents the first published history of the area and most of the photographs have not been viewed by the public The images of Civil War veterans are of particular interest along with views of buildings barracks and hospitals from 1866 to the 1930s From 1932 to 1960 over 60 buildings were demolished and new buildings with reinforced concrete and brick facings were built

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