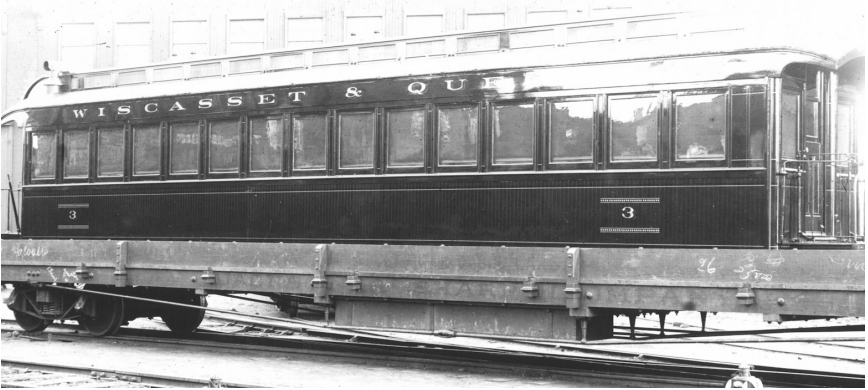


Wiscasset, Waterville &
Farmington
Railway Museum
REBUILDING MAINE HISTORY

LET'S
FINISH

Coach 9 to the Nines!



1894 builder's photo of W&Q coach No. 3, twin to historic coach No. 2.



August 2024 progress photo of our new coach No. 9.

**We are reconstructing historic Wiscasset &
Quebec coach No. 2 as our new coach No. 9.**

Follow progress at wwfry.org/coach9

WW&F Railway Museum, 97 Cross Road, Alna, Maine
wwfry.org ~ facebook.com/WWFRailway ~ info@wwfry.org

Summer 2025

Rebuilding Maine History

The WW&F Railway Museum is in the final phase of one of our most ambitious projects to date — a full reconstruction of a wooden passenger coach from 1894. With the car body now ready, our Museum seeks funding to finish the coach using the same methods and materials as the original. Once completed, our Museum will have a matching pair of 1894 coaches, allowing visitors to accurately experience how the WW&F operated in the Sheepscot Valley in the early 20th century.

The mission of the WW&F Railway Museum is to rebuild and operate the WW&F Railway (and its predecessor, the Wiscasset & Quebec Railroad) so the public can experience how Maine's narrow gauge railroads served the people of the Sheepscot Valley and other similar areas in rural Maine. Since so few pieces from the historic road's common carrier era survive, our Museum has reproduced lost freight cars, passenger cars, and even complete steam locomotives. Completed projects include cabooses No. 320, flat car No. 126, and dairy car No. 65. Progress on 2-4-4T steam locomotive 11 is well known, and our ambitious construction of passenger coach No. 9 — modeled after coaches 2 and 3 of the Wiscasset & Quebec Railroad — is on-track for a 2027 completion.

19th Century Opulence in the 21st Century



*Left: 1894 builder's photo of W&Q coach No. 3's interior.
Right: Spring 2025 photo of the interior of new coach No. 9.*

Everyday train travel in the 1890s was aboard lavishly decorated and carefully hand-crafted wooden passenger coaches. To authentically recreate 19th century opulence in the 21st century, the museum is raising \$120,000 to reproduce the grandeur of a bygone era for visitors to experience, appreciate, and enjoy.

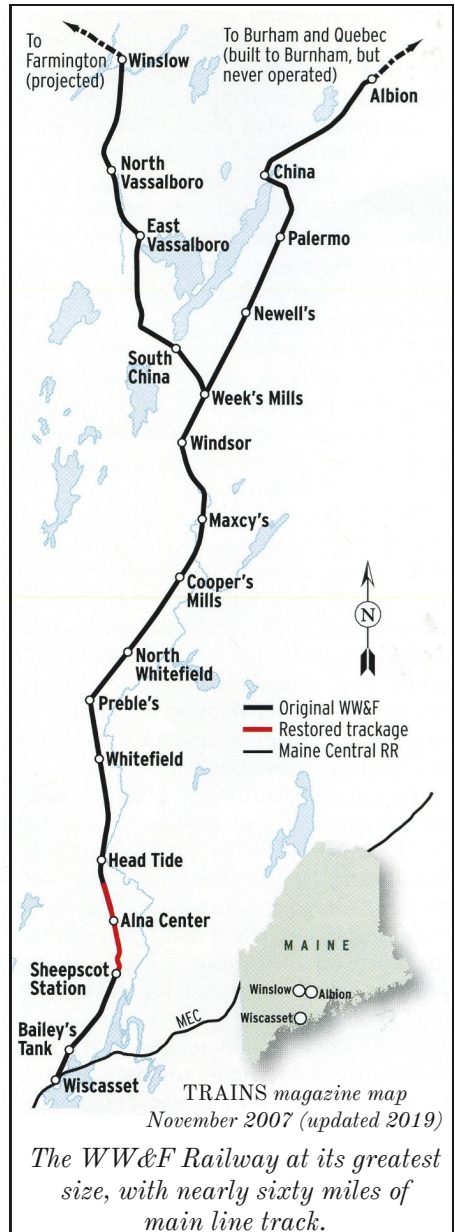
Big Dreams, Little Wheels

In 1894, the ambitiously named Wiscasset and Quebec Railroad (W&Q) began constructing a narrow gauge railway northward from the seaport of Wiscasset, Maine, towards Canada, with hopes to capture freight being frozen out by the St. Lawrence River during winter. Backed by merchants in Wiscasset, the railroad purchased a matching three-car passenger train set: a baggage car, and two identical coaches. As was common in that era, these wooden cars were finished in a manner that would be considered opulent today. Complete with gorgeous chandeliers, plush seats, and ornate hat racks (all finished in polished nickel trim), passengers were given the impression that the thriving W&Q Railroad was built to last.

Alas, the W&Q never completed its route to Quebec. Bankrupt, it reorganized as the Wiscasset, Waterville, and Farmington. This railroad of “big dreams and little wheels” served the locals of the Sheepscot valley until it closed in 1933. W&Q baggage car No. 1 and coach No. 2 were scrapped, but coach No. 3 survived and is now part of the WW&F Railway Museum’s collection, where visitors can once again ride along 3½ miles of the reconstructed railway.

The WW&F Railway Museum’s mission is to restore and rebuild the operation and equipment of the 1894-1933 railroad as completely as possible. To that end, our organization is reconstructing Wiscasset & Quebec coach no. 2.

Once completed, the reconstructed coach (given the number 9 to honor its new construction, and the railway’s



The WW&F Railway at its greatest size, with nearly sixty miles of main line track.

practice of sequential numbering of equipment) will complement surviving coach No. 3 and provide visitors an unmatched experience of the optimism and splendor of the Victorian era.

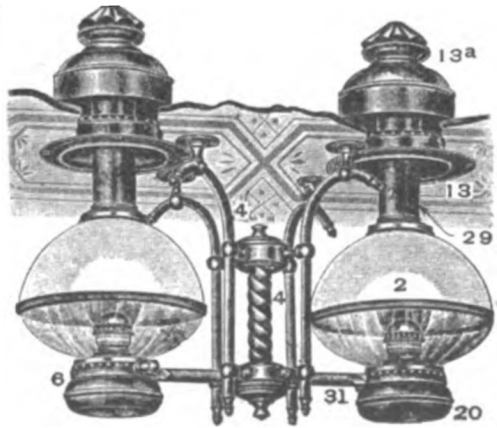
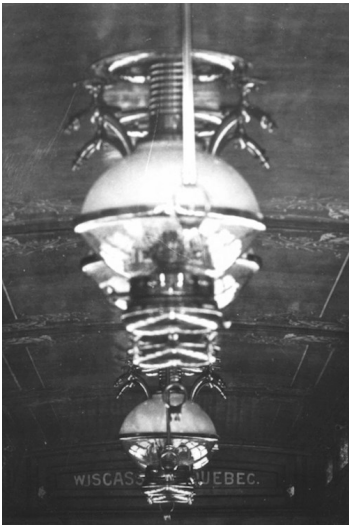
The Coach 9 Project

The project to build Coach 9 was started back in 2017 with a single, substantial donation. With those funds now exhausted, we are calling upon the WW&F's world-wide friends and followers to fund the remaining portions of the coach. There have been no shortcuts in this reconstruction, and only the finest materials have been shaped by our volunteer craftsmen.

A breakdown of remaining tasks to be accomplished in 2025-2026

so that the finished coach can be enjoyed by our visitors in 2027 follows. These final details are necessary to complete the coach in a manner that honors the craftsmen of old while providing a true living history experience to the Museum's visitors. In some cases, the WW&F Railway Museum will be the only place where a complete trainset from the late 1800s can be recreated while employing the technology of that era.

Chandeliers ~ \$20,000 to \$38,000

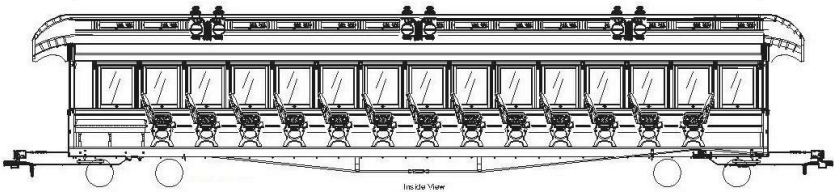


Three ornate chandeliers provided light in each W&Q coach. Above left we see a W&Q chandelier; a diagram of the chandelier model is to the right.

The original chandeliers in W&Q coach 3 were lost before the car was preserved, and no known samples of this specific Adams & Westlake lamp exist. Museum volunteers have painstakingly researched the lamps and determined the most cost-effective method of re-creation.



A CAD model has been completed (*left*), and tests using plastic and polished stainless steel to create a prototype (*right*) have proven the feasibility of re-creating the lamps. Six chandeliers (illuminated via oil and LED) will be produced — three for coach 9, and three to replace the missing ones from coach 3.



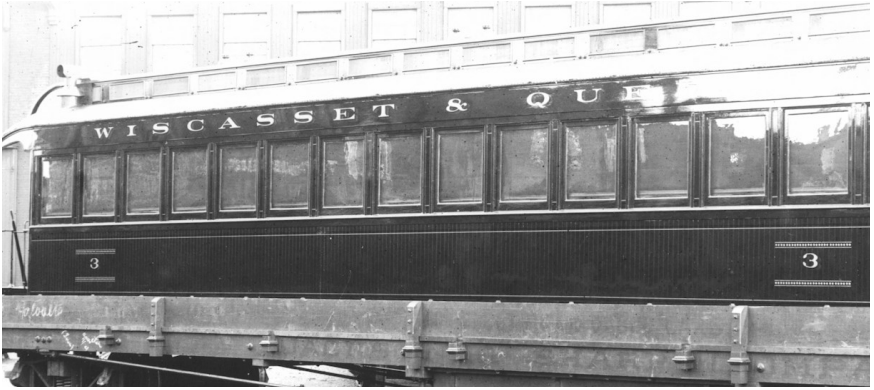
CAD diagram showing the placement of chandeliers and seats.

Seats and Upholstery ~ \$20,000



The W&Q coaches were built with 24 walk-over seats, framed and fitted with springs, horse hair, and mohair upholstery (*left*). The seat end frames were exceptionally ornate, with armrests finished in nickel plate. Museum craftsmen have replicated the seat end frames (*right*). Assembly of the seat frames is underway at a specialty carriage shop. Once received, the completed assemblies will be installed by the Coach 9 volunteers.

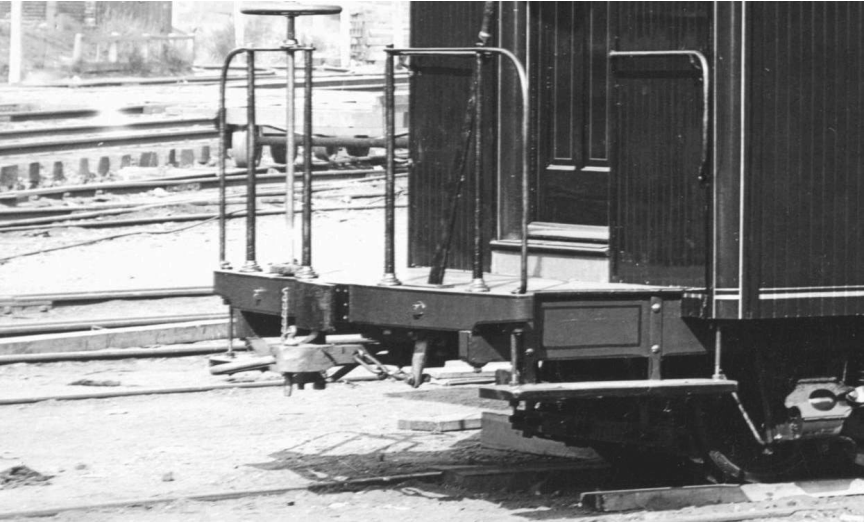
Pinstriping and Lettering in Gold Leaf ~ \$20,000
Final Varnishing and Exterior Coatings ~ \$5,000



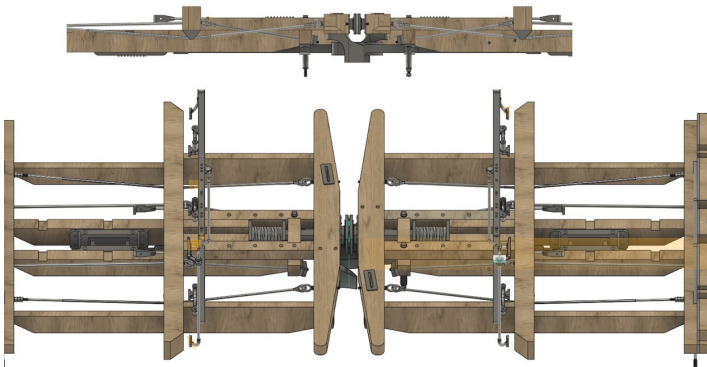
Careful research of historical photographs and documentation, coupled with consultation of current preservation experts led to a number of fascinating discoveries, including the “box shading” of lettering, the strict use of gold leafing and striping, the multi-layer base color, followed by detailing (lettering and pinstriping), and finished with multiple coats of varnish. After experimentation with gold paints and actual gold leaf, we now understand the strict adherence to actual gold leafing by the craftsman who originally built these cars. We feel that we must honor their craftsmanship and do the same, even at great expense.



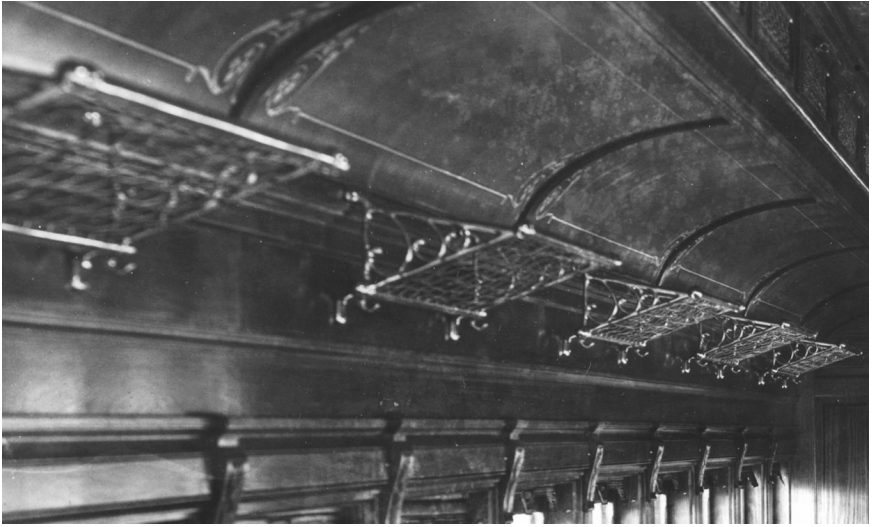
Miller Platform and Coupling System ~ \$12,000



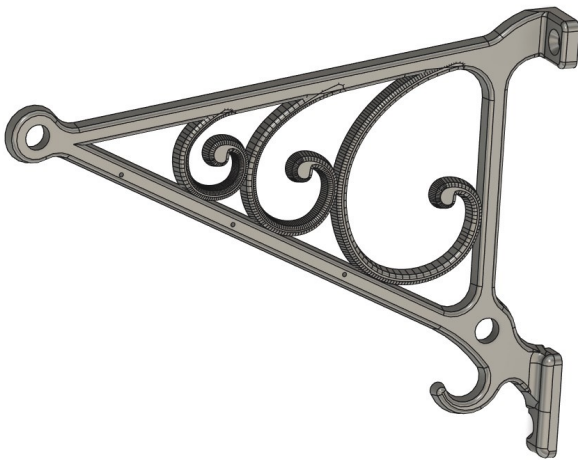
While the Miller Safety Platform was commonplace during the era, little evidence of it survived into preservation. Miller's system was far more than just a "hook;" it involved a trussed platform and revolutionary coupling system which directed buff forces safely into the car body. It is only right to properly recreate the Miller platforms that belong on these cars. Miller platforms allow cars to be in close proximity to each other compared to other coupling systems, permitting passengers to pass through more safely. The travel limits inherently built into the Miller system prohibit unintentional uncoupling of the Miller drawbars. We look forward to outfitting a portion of the Museum's fleet to this system making the WW&F the only railway where the Miller platform and coupler is used in train operations.



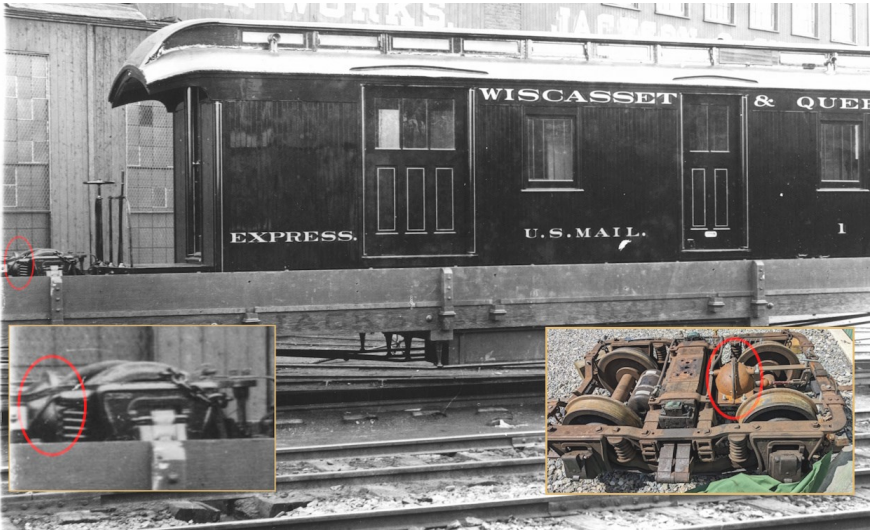
Hat Racks and Interior Hardware ~ \$5,000



Hat racks, bell rope hangers, window latch and lift hardware, door lock sets, clerestory window quadrants and latches — these were all part of the opulence that was considered standard coach class in 1894. We have painstakingly studied, measured, and designed in great detail this hardware. These final details — finished in brass and nickel — will accent the fine woodwork found throughout coach 9.



Passenger Trucks with Eames Vacuum Brakes ~ \$5,000

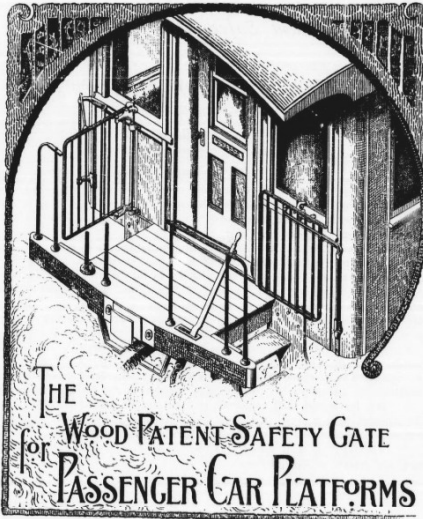


Historically, the railway utilized a Eames straight vacuum brake, as evidenced by the characteristic Eames “salad bowl” vacuum pot mounted on the trucks of the passenger cars. For the past 10 years, we have been developing an automatic vacuum train brake system based on the Eames Brake Company’s 1880s unfinished designs. On coach 9, we are attending to the finest details, down to the placement of functional “salad bowl” brakes on each truck.

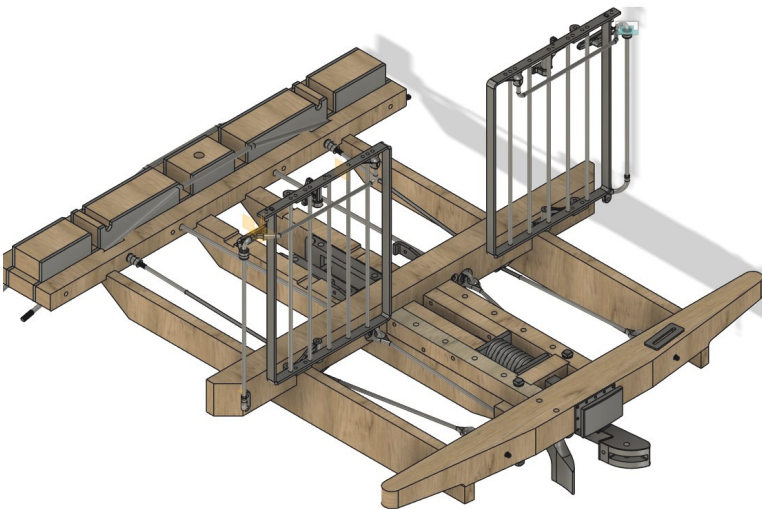


Coach 9 truck assembly progress in June 2025.

Wood Safety Gates ~ \$5,000



The “Wood Safety Gate” of 1889 was the latest technology of the era, and the W&Q spared no expense installing it on their new coaches. These were often paired with the Miller Safety Platform, as shown in the left illustration. This was “state of the art” for safe travel in the 1890s. The Wood Safety Gate is a “four bar mechanism” — the gate folds in tidily against the end walls of the coach, while the double hinged wall mount permits the gate to fold out at a location optimized for safety on the passenger end platform.



Let's Finish Coach 9 to the Nines!

In summary, here is the list of Coach 9 items remaining to be funded and completed before the car can enter service in 2027:

<i>Item</i>	<i>Estimated Cost</i>
Chandeliers	Up to \$38,000
Seats and Upholstery	\$20,000
Gold Leaf Pinstriping and Lettering	\$20,000
Varnishing and Exterior Coatings	\$5,000
Miller Platform and Coupling System	\$12,000
Hat Racks and Interior Hardware	\$5,000
Trucks with Eames Vacuum Brakes	\$5,000
Wood Safety Gates	\$5,000
Unanticipated Expenditures and Inflation	\$10,000
<i>Total</i>	\$120,000

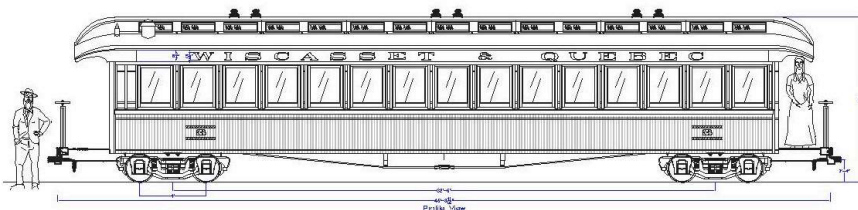
Due to the uncertainty in the global economy, there is a wide discrepancy in the possible cost of certain materials reflected in this cost summary. Should the funds raised in this campaign exceed the expenses needed to complete the car, any overages will be dedicated to ensuring Coach 9's long-term care through indoor, climate-controlled storage.

Donations for Coach 9 can be made at wwfry.org/coach9. For those interested, **sponsorships are available for specific items**, including hat racks (\$350 per rack), car seats (\$850 per seat), Wood Safety Gates (\$2,500 per gate), chandeliers (\$3,500 per chandelier), and Miller platform and coupling system (\$6,000 per platform).

👉 **Help Us Match a \$16,000 Challenge Grant!** 👈

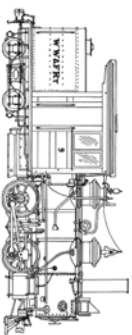
Our friends at the Narrow Gauge Preservation Foundation will match dollar for dollar each donation received, up to \$16,000!

Once completed, Coach 9 will provide visitors to our Museum a rare glimpse into transportation in the Sheepsfoot valley during the Victorian era. We look forward to completing this project with your support.



To join our Museum or to make a donation, please use the form below.

Visit us at wwfy.org ~ Follow Coach 9 progress at wwfy.org/coach9 ~ Shop at giftshop.wwfy.org.



Wiscasset, Waterville & Farmington Railway Museum

P. O. Box 242, Alna, Maine 04535-0242

Please sign me up as follows:

Life Membership.....\$350

Additional Contributions: Coach 9 _____

Annual Membership.....\$35

Locomotive 11 _____

Endowment _____

Unrestricted _____

NAME: _____

ADDRESS: _____

ZIP/POSTAL CODE: _____

E-MAIL ADDRESS: _____

Please make checks payable to "WV&F Railway Museum." A receipt will be sent for all contributions received.