

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

PH0699951

FOR NPS USE ONLY

RECEIVED MAR 6 1979

DATE ENTERED MAY 7 1979

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Tramway Historic District

AND/OR COMMON

2 LOCATION

STREET & NUMBER

NE of Greenville

CITY, TOWN

Greenville, Me.
Township 8, Range 13

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

STATE

Maine

CODE

23

COUNTY

Piscataquis

2nd
CODE

021

3 CLASSIFICATION

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

DISTRICT

PUBLIC

OCCUPIED

AGRICULTURE

MUSEUM

BUILDING(S)

PRIVATE

UNOCCUPIED

COMMERCIAL

PARK

STRUCTURE

BOTH

WORK IN PROGRESS

EDUCATIONAL

PRIVATE RESIDENCE

SITE

PUBLIC ACQUISITION

ACCESSIBLE

ENTERTAINMENT

RELIGIOUS

OBJECT

IN PROCESS

YES: RESTRICTED

GOVERNMENT

SCIENTIFIC

BEING CONSIDERED

YES: UNRESTRICTED

INDUSTRIAL

TRANSPORTATION

NO

MILITARY

OTHER:

4 OWNER OF PROPERTY

NAME

(See continuation sheet)

STREET & NUMBER

CITY, TOWN

STATE

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Piscataquis County Registry of Deeds,

STREET & NUMBER

CITY, TOWN

Dover-Foxcroft

STATE

Maine

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Tramway Historic District consists of a strip of land 3,000 feet long running between the western shore of Eagle Lake and the northeastern shore of Chamberlain Lake. The strip is 1,000 feet wide. Within the district are located the remains of a unique log conveying tramway 3,000 feet long, built in 1902, and the eastern terminus of the Eagle Lake and West Branch Railroad completed in 1927.

The remains of the Tramway (described in its original state in Item #8) consist of 6,000 feet of continuous 1 1/3 inch diameter wire cable running doubled from shore to shore attached to which at ten foot intervals are steel trucks with two eleven inch wheels. Halfway between the trucks, steel clamps are attached to the cable. For approximately 3/4 of the distance from shore to shore two pairs of steel tracks lie beneath the trucks and cable. All of these elements now rest on the ground and in places have become partially buried by deposition of coniferous detritus or by gradual sinking as a result of the rotting away of the supporting wooden ties. The missing sections of track were carried off some years ago for salvage.

At the Chamberlain Lake end of the Tramway, lie the remains of the operating machinery largely intact. These consist of two large steam boilers, a two cylinder reciprocating steam engine, a belt wheel and reduction gear system attached to a nine foot sprocket wheel.

The immediate area through which the track runs, is densely overgrown with a mixture of spruce, birch and other hardwood second growth.

Fifty feet east of the Eagle Lake end of the Tramway in a small clearing are located two railroad locomotives, a six and an eight wheeler, resting parallel to one another on tracks whose ties have long since largely rotted out. Although the engines have sunk slightly into the ground they remain nearly level. Unfortunately "treasure hunters" have stripped them of virtually all removable and portable appurtenances. However, their external configuration remains largely unchanged.

A few years ago a path running parallel with the Tramway and some twenty feet east of it was cleared from shore to shore by a group of Boy Scouts. This facilitates public access to the Tramway and enhances its convenience as an interesting historic site along the Allagash Wilderness Waterway which is administered by the Maine Bureau of Parks and Recreation.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1902, 1927

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

In addition to those elements which represent a unique application of engineering design to the overland transportation of cut timber, the Tramway Historic District is a focal point in the history of lumbering operations in the State of Maine. During the 19th century and continuing today, this industry has played a central role in the economic development of the state and during the early period provides a story of courage, ingenuity and persistence hardly to be matched in endeavors of this nature.

The northwestern quarter of Maine, the great wilderness wherein lie its richest timber resources, is drained by two great river systems, the East and West Branches of the Penobscot River which, after the junction at Medway, flow south through Bangor and empty into Penobscot Bay; and the St. John River with its tributary, the Allagash, which flows north out of the region, then east and south to the Bay of Fundy at St. John, New Brunswick. At the center of this area, lie a group of large lakes ideal for the accumulation of cut logs to be driven eventually through streams and rivers to lumbering manufacturing centers. Three of these lakes, Chamberlain, Eagle and Churchill, originally drained into the Allagash River whereas Chesuncook Lake, furthest south, was a part of the West Branch Penobscot River.

In the earliest decades of the 19th century, competition began for control of this vast timber resource. By the 1830's, Bangor, on the lower Penobscot began to emerge as a great lumber processing center, called by some the "Lumber Capitol of the World." The logging companies, however, cared little in these early years where their product was sold as long as profits were adequate.

In the late 1830's, the Province of New Brunswick, began to impose a tax on timber transported out of the region by way of the St. John River system. To further complicate matters, the northern boundary between Maine and Canada was in dispute, not to be settled until the Webster-Ashburton Treaty of 1847. These factors combined to create unsettled conditions, particularly as far as the use of the Allagash and St. John Rivers for log driving was concerned.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Harkness, Orris, The Eagle Lake Tramway, Unpublished Ms., 1927.
 (Mr. Harkness was in charge of the Tramway 1902-1909.)
 Hempstead, Alfred G., The Penobscot Boom. Privately printed, 1975.
 Hutchins, Leonard W., Edouard "King" Lacroix, Down East Magazine, March, 1977.
 Shaughnessy, Jim, The Story of the Lost Railway, Canadian Rail, February, 1968

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 70
 UTM REFERENCES

A	1,9	47,09,7,5	5,112,919,5,0	B	1,9	47,12,7,5	5,112,918,5,0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C	1,9	47,09,0,0	5,112,818,2,5	D	1,9	47,06,2,5	5,112,819,7,5
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

The Tramway Historic District is a strip of land running northeast and southwest between Eagle Lake and Chamberlain Lake, 1,000 feet wide with the Tramway grade as its center line.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Frank A. Beard, Historian

ORGANIZATION

Maine Historic Preservation Commission

DATE

January, 1979

STREET & NUMBER

242 State Street

TELEPHONE

207/289-2133

CITY OR TOWN

Augusta,

STATE

Maine

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Charles S. Feltner

TITLE

S.H.P.O.

DATE

2/27/79

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

ATTEST:

KEEPER OF THE NATIONAL REGISTER

DATE

5-7-79

KEEPER OF THE NATIONAL REGISTER

DATE

5-4-79

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ITEM NUMBER

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PAGE

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State of Maine
c/o Bureau of Parks and Recreation
Augusta, Maine 04333

Seven Islands Land Company
John Sinclair, President
15 Columbia Street
Bangor, Maine 04401

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The result was the development of an incredibly ambitious scheme carried out in 1841 to divert the waters of Chamberlain Lake and its tributaries from the Allagash to the East Branch Penobscot River system. In total this meant that nearly 280 square miles of rich timber country was now added to this river transportation route. The diversion was accomplished by erection of several dams, one between Chamberlain and Eagle Lakes, one at the southern end of Chamberlain to raise the water level of that lake nearly 50 feet and one at the end of the eastern arm of Telos Lake. At this point Telos Gorge, a natural depression, was "grubbed out" to permit the now raised waters of Chamberlain and Telos Lakes to flow into Webster Lake, Webster Stream, and thence into the East Branch Penobscot. As a further means of adding to the Penobscot timber resources, the dam between Eagle and Chamberlain contained a lock system so that logs from the former could be floated into the latter.

By the end of the century, although far from exhausted, the available timber in the Chamberlain Lake area had been reduced and loggers had begun to harvest the Eagle and Churchill Lake region more heavily especially since the erection of a dam at the northern end of Churchill Lake held the waters of these two lakes at a virtually even level. These operations were hindered, however, by the bottleneck created by the lock dam into Chamberlain Lake.

In 1901, a survey was carried out by Fred P. Dow of Bangor to determine the practicality of constructing an overland transportation system across a narrow neck of land between Eagle and Chamberlain Lakes some three miles north of the lock dam. Dow's report being favorable, he was authorized to proceed with the construction of a log carrying tramway between the lakes. After considerable study of various types of conveyers, plans were adopted, contracts for castings and cables let, and construction begun in March of 1902. In 1903, a 70 foot towboat with two steam engines was built to bring rafts of logs to the Eagle Lake end of the Tramway. The transportation of all materials for construction including the heavy machinery was carried out under extreme difficulty since the nearest rail head was at Greenville at the southern tip of Moosehead Lake some 70 miles away.

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While the basic concept of the Tramway was not new, the length and the work-load capabilities were remarkable and the individual engineering designs were novel. Basically the conveyor system consisted of a 1 1/3 inch diameter steel cable 6,000 feet long made into an endless loop. Trucks were attached to this at intervals of ten feet and consisted of a steel saddle with teeth and two eleven inch wheels which ran on tracks with a 22 inch gauge. Two sets of tracks, one directly above the other were mounted on a heavy wooden framework. These carried the loaded trucks (one log spanning two trucks) on the upper level and the returning empty trucks upside down on the lower. Halfway between the trucks, steel clamps were attached to the cable and these as well as the trucks fitted into a nine foot sprocket wheel at the Chamberlain (delivery) end of the Tramway. This wheel was coupled through a reduction gear system to a Westinghouse compound steam engine of a type designed originally for the generation of electricity in power stations. The engine consisted of two cylinders with bores of 12 and 24 inches respectively with a 14 inch stroke. The normal operating engine speed was 255 r.p.m. with 100 pounds of steam pressure from two wood fired boilers.

Under typical operationing procedure, logs boomed in by the tow boat from Eagle Lake would be loaded on the trucks, pulled on the top level of the conveyer system across the neck of land and dumped by gravity into Chamberlain Lake as they passed over the top of the sprocket wheel. The empty trucks then returned on the lower level of tracks to the other end where they passed up and over an idler wheel and were again loaded. With the sprocket wheel turning at 9 revolutions per minute, the logs travelled at a speed of 250 feet per minute and in a typical 16 hour working day, an average of 500,000 board feet of timber could be transported.

The Tramway, a very efficient machine, was used largely in the spring and early summer to haul the previous winter's cut. During its six years of operation about 100 million board feet were thus carried from Eagle to Chamberlain Lake.

The Tramway ceased operation as the result of the invention of the Lombard steam log hauler in 1907 by Alvin O. Lombard of Springfield, Maine. This huge machine with caterpillar drive in the rear and runners in front could haul eight sleds at a time averaging 40,000 board feet per load. Later models were gasoline powered.

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By the second decade of the 20th century the great lumber producing trees, the white pine and large spruce, had become somewhat depleted and attention had increasingly concentrated on the harvesting of younger spruce and other soft woods for pulp. This development combined with two other factors resulted in yet another change in the timber transportation system.

The East Branch Penobscot route was in its upper reaches narrow and too rough to drive easily. Furthermore, its junction with the West Branch at Medway was ten miles below Millinocket which had become a major pulp and paper manufacturing center.

The Great Northern Paper Company which had become dominant in the area proceeded to arrange for construction of a railroad from the Eagle Lake end of the Tramway across the Allagash Stream and thence south to Umbazooksus Lake. This body of water drained into Chesuncook Lake and the West Branch Penobscot River. Construction of this remarkable railroad was undertaken by Edouard "King" Lacroix of the Madawaska Company, the great Canadian lumber magnate. All materials for the project including the two locomotives and other rolling stock were transported 50 miles overland from Lac Frontiere in Quebec. Lacroix even hauled an entire steel bridge intact from St. Georges to span the St. John River.

The locomotives were a six wheeler acquired from the Maine Central in 1926 and shortly afterward an eight wheeler from the New York Central. Both were converted to oil due to the fear of forest fires caused by sparks from coal or wood. The log hauling cars were rebuilt flat cars which were given sloping floors and a hinged side to facilitate unloading.

Shortly after completion of this, the Eagle Lake and West Branch Railroad, the Great Northern extended the line five miles further directly to Chesuncook Lake, this section being called the Chesuncook and Chamberlain Lake Railroad.

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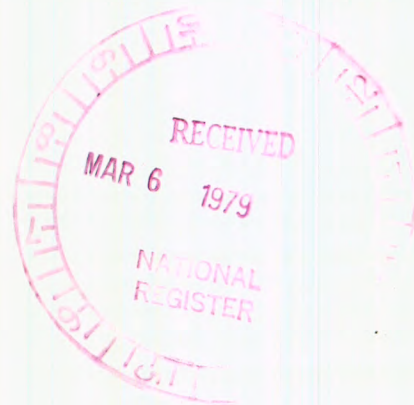
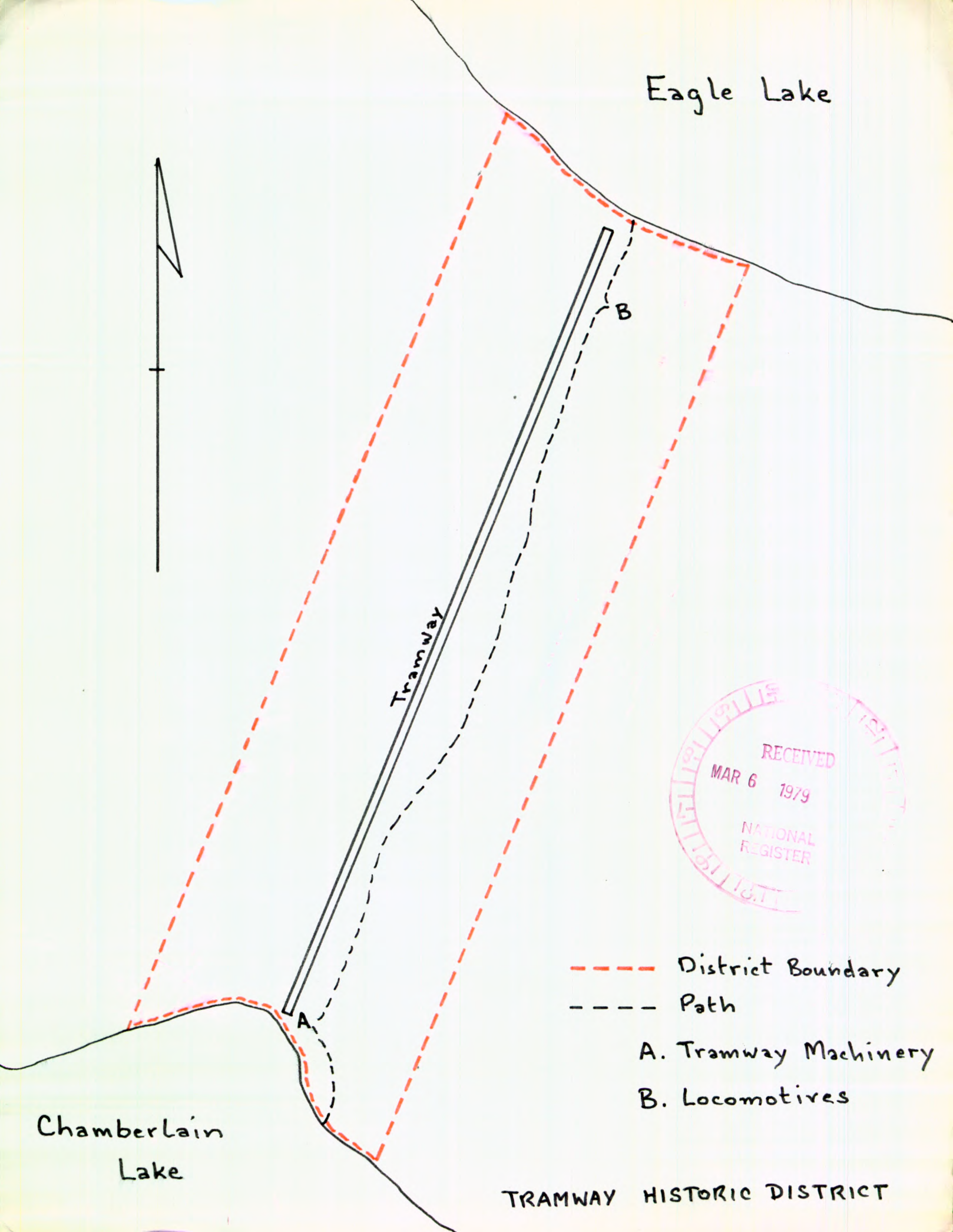
From 1927 to 1933 in summers only, the so-called "Pulpwood Express" ran several trips a day over this isolated, junctionless 18 mile railway in the Maine wilderness. Each train consisted of 10 to 12 cars and an average work week saw 6,500 cords hauled by the two locomotives.

When the line ceased operation in 1933, the engines were stored in a shed at the Eagle Lake terminal never to run again. The shed was later burned leaving these monuments to the logging industry surrounded by the wilderness in which they had run during their last years of operation. The remaining log cars were also burned leaving little but their trucks as remains.

Thus ended a century of logging history during which the Tramway district had been at the center of activity.

Today the Tramway is part of the Allagash Wilderness Waterway, a state park administered by the Maine Bureau of Parks and Recreation.

Eagle Lake



- - - - District Boundary
- - - - Path

A. Tramway Machinery

B. Locomotives

Chamberlain
Lake

TRAMWAY HISTORIC DISTRICT