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THE BIDDEFORD AND SACO RAILROAD

By

O. R. CUMMINGS

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The cover photo of No. 31 at Kelley's turnout was taken by Edward D. Leavitt.

ADDITIONS AND CORRECTIONS TO BULLETIN 16

We have found a few more details on the Lake James line. Mr. M. B. Kelly, who was treasurer of the American Steel Co., purchased the line at a receiver's sale in March, 1904 for $6100. He also assumed debts which amounted to $40,000. The road was purchased as an individual investment. The original promoters tried very hard to interest the LS&MS in the line before the receivership. The LS&MS couldn't see maintaining a three mile spur just for the few excursion trains that they furnished for the Chautauqua meetings. The extension to the Angola station was built in 1905, not in 1904.

None of the rolling stock came from Ft. Wayne. The three cars were purchased in the east. Car No. 2, the big California type car, was one of 25 offered for sale in March, 1904 by W. R. Kerschner, a railway equipment dealer in Allentown, Pa. This group of cars was built in 1900 by the American Car Co. They were numbers 101-125 of the Anacostia & Potomac River RR Co. of Washington, D.C. These cars were put in service on a through line from 11th & Florida Ave., N.W. to Anacostia and Congress Heights. In 1902 this company became part of the Washington Ry. & Electric Co. The cars were renumbered 910-934. This type of car was not practical in Washington and the company offered them for sale. Other companies purchasing these cars were the Lancaster and York Furnace, St. Petersburg & Gulf, and one was seen in Boise, Idaho. The cars were 37' 5" long, 8' 3" wide, 11' high. They were equipped with Peckham No. 14 trucks, 2-WH49 motors and K10 controls. We thank Mr. LeRoy O. King for this information.

The two FM No. 24 cars, 171 and 172, on the St. Joe Valley were 30' 3" long and 8' 9" wide. These two cars had the open rear vestibules. Taylor trucks were used on all FM No. 24 cars.

Ira L. Swett and Associates have again issued a comprehensive study of an electric railway, this time the New Orleans Public Service Company. The history of this railway and its predecessors is related in detail in this 96-page bulletin. Numerous photos, maps, track layouts and car drawings are included. Also, all the facts of the Orleans-Kenner Fraction line, the Louisiana Power and Light's Algiers street railway, and the New Orleans Sewerage and Water Board are here. Price of Bulletin 17 is $2.00. Address Interurbans, 1416 South Westmoreland Avenue, Los Angeles 6, California.

A most interesting treatise on the Third Avenue Railway System from 1853-1953 is presented by Vincent F. Seyfried in his latest 112-page bulletin. First the horse cars, then cable cars followed by electrics, are accurately detailed throughout Mr. Seyfried's complete all-time roster of TARS rolling stock. Numerous illustrations of car types accompany the tabulated data. A map of the System as of 1918 appears on the back cover. Price $2.50. Order from Felix E. Reifschneider, P.O. Box 774, Orlando, Florida.

Cleveland street cars are pictorially presented by Kenneth S. P. Morse in his new 47-page (8-1/2 x 11) bulletin recently off the press. Hundreds of car types are woven into a history of the Cleveland traction era dating from the time of successful electrification in 1888 through to the final carline conversion in January, 1954. Four sectional track sketches illustrate the rail network as it existed in the vicinity of Public Square in all phases of the entire history. The last seven pages cover briefly the city's interurban lines, thus completing an account of the once far-flung electric railway system in and around Cleveland, Ohio. Price $5.00. Order directly from the author at 3804 Fernhill Avenue, Baltimore 15, Maryland.
A HISTORY OF THE BIDDEFORD AND SACO RAILROAD

INTRODUCTION

Small but important among the electric railways of Maine during the golden era of the trolley car was the Biddeford and Saco Railroad which motorized its seven mile system in 1899 after a half century of rail service in the twin cities of Biddeford and Saco and to the neighboring summer resort, Old Orchard Beach.

A busy and prosperous little road for many years, the Biddeford and Saco was a key segment in the continuous electric railway route from the New Hampshire state line to the heart of Central Maine, serving as the connecting link between the Atlantic Shore Railway and the Portland Railroad Company in addition to providing terminal trackage for the latter at Saco and Old Orchard Beach. As a matter of fact, for a time the Biddeford and Saco was controlled by the Portland system through stock ownership by Portland Railroad officials.

The Biddeford and Saco operated the last open cars in the Pine Tree State and was the last street railway in New England to run open in regular scheduled service. It is one of the oldest New England transit properties still operating under its original corporate title but its greatest distinction lies in the fact that it continues to maintain the basic five cent fare—the same fare with which it began operation in 1888! In recent years, the B&S has been given nationwide publicity over this unusual state of affairs—unusual in that there are very few bus lines in this country where a nickel retains its old-time dignity as the price of a ride.

Before proceeding with the history of this interesting road, it might be well to mention that Biddeford and Saco are situated in the northeastern part of Maine's York County, on opposite banks of the Saco river about 15 miles south of Portland. They are united historically, industrially and socially and, as a unit, rank second to Lewiston and Auburn in manufacturing importance in the Pine Tree State. Biddeford is the industrial part of the union, Saco is primarily residential. The population, strongly Franco-American, is largely employed in three large textile and textile machinery mills and several smaller factories.

Old Orchard, with one of the longest beaches on the Atlantic coast, was officially dedicated to the resort business in 1840. There are many hotels, amusements and concessions here and at the end of a long pier extending out over the ocean, "name" bands play for dancing every summer night. Numerous conventions are held at this famous playground which is thronged with vacationers every year from early June until late September.

This narrative has been divided into four parts, the first dealing with the organization, construction and horsecar operation of the Biddeford and Saco; the second covering the period from the electrification in 1892 to 1900; the third describing the B&S' heyday from 1900 to 1930; and the fourth covering the final decade of the Biddeford and Saco as a trolley line. There are several pages of supplementary notes, followed by a complete and detailed roster of equipment—from the first horsecars to the last trolleys purchased.

DEDICATION

This history is respectfully dedicated to the memory of Eugene C. Hill, the capable and efficient superintendent of the Biddeford and Saco Railroad from 1920 until his death on July 11, 1941.

"Gene," as he was affectionately called by his friends and associates, came to the B&S about 1900 as a spare conductor while regularly employed at the York Manufacturing Company in Saco. He became a permanent conductor in 1902 and remained in that capacity until his promotion to superintendent 18 years later.

He was an ardent advocate of street railways and strongly, but unsuccessfully, opposed the motorization of the Biddeford and Saco. It was his desire to rehabilitate the railway and purchase new double truck passenger cars instead of making a change to bus service.

Mr. Hill was always very accommodating in arranging excursions for railfans and railfan groups and whenever his duties permitted, he accompanied them on the trips to point out interesting features of the line. He was always ready to aid any of his fellow employees who might need assistance and was most considerate in the supervision of their daily labors. To many, Gene Hill was the Biddeford and Saco and he is fondly remembered today as a friend to all.

FOREWORD

Many sources of information have been drawn upon in the preparation of this history. Extensive use was made of the annual reports of the Maine Railroad Commissioners and Public Utilities Commission for the years 1891 through 1916 and other data have been taken from the American Street Railway Investments manuals of 1894 and 1899 and from the Street Railway Journal, the Electric Railway Journal and the Transit Journal.
Among those providing personal assistance in the preparation of this manuscript were J. Burton Stride, president of the Biddeford and Saco; Donald E. Shaw of Springfield, Mass.; Gerald F. Cunningham of Washington, D. C.; John E. Amlaw of Somerville, Mass.; Theodore Santarelli of Boston; Edward D. Leavitt of Biddeford; and many others, including a number of former employees of the road. To them I express my grateful appreciation.

Photographs have been contributed by several persons and are individually credited.

PART I

HORSECAR DAYS

Organization and Construction

Slightly more than two decades after Maine's first horsecars began operation at Portland in 1863, two prominent residents of Biddeford, Charles H. Prescott and Stephen F. Shaw, decided that it was about time something was done to provide some sort of local public transportation in that city and adjacent Saco.

Accordingly, the two men went to the state legislature and on February 24, 1885 secured a charter for the Biddeford and Saco Horse Railroad. It is recorded that the company had little difficulty in securing the necessary franchises in the twin cities but when it came to raising money to build the line—then its troubles began. Many wanted to see the railroad come into being, but when they were asked to buy stock in the enterprise, that was another matter.

Failing to secure any local support for their project, Messrs. Prescott and Shaw were obliged to seek outside capital to finance the road. According to the Street Railway Journal, among those who became associated with the company were Ex-Mayor Charles B. Pratt of Worcester, Mass. and J. N. Akarman and Henry S. Seeley, superintendent and treasurer, respectively, of the Worcester Street Railway.

The company formally organized as the Biddeford and Saco Railroad on February 19, 1887 and on March 15 of that year its charter was amended to permit an extension from Saco to Old Orchard.

The route of the Biddeford and Saco, as granted by the municipalities involved, began at King's Corner, at the junction of South and Elm streets in Biddeford, extended along Elm street and continued through Main street and across the bridge over the Saco river into Saco. In that city it ran through Main and Beach streets and along Old Orchard road to the Old Orchard town line, and thence through Saco avenue, Union avenue, Washington street, back on Saco avenue and down Old Orchard street to the Boston and Maine Railroad crossing at Old Orchard Beach, a distance of 5.728 miles.

There was a grade crossing of the B&MRR's Western division on Main street, Saco, and the horsecar line passed under steam railroad bridges on Beach street and on Old Orchard road, both in Saco.

Construction began in the early spring of 1888, with 35 pound steel rail being used—tram rail on wooden stringers in Biddeford and Saco and T rail from Saco to Old Orchard Beach. A wooden carhouse and stable building was erected on Beach street, Saco, and rolling stock was ordered from J. M. Jones' Sons of West Troy, N.Y. The cars—four closed and four open—were delivered in June, and as the road was nearing completion by that time, plans were made for the grand opening of the line.

Photos of the Biddeford and Saco horsecar days are very rare but from the collection of Harold D. Forsyth comes this view of Hayburner No. 1 in front of the Advent Church on Saco Avenue, Old Orchard.
An official Brill builder's view of the 14 at Philadelphia.

Here's old No. 10 at the Campground on Washington Avenue, Old Orchard Beach.

No. 612 at Washington and Atlantic avenues, Old Orchard. Edward Leavitt, motorman.
This could be the first horsecar to arrive at Old Orchard Beach in 1888. The scene is at the end of the line near the railroad crossing.

**Operation**

Operation of the Biddeford and Saco began on July 4, 1888. It being Independence Day, the buildings on the principal streets of Biddeford, Saco and Old Orchard were decorated with flags and gay bunting. As the first car, carrying company officials, local dignitaries and invited guests, passed over the line, it was greeted by exploding firecrackers, the cheers of spectators and the music of brass bands, for such was the custom in those more carefree days. There probably were speeches galore and perhaps a banquet was held in celebration of the important occasion. Anyway, it was a gala day for the twin cities and Old Orchard for the horse railroad was running at last.

A half-hourly schedule was placed in effect, with cars leaving King's Corner, Biddeford, for Saco and Old Orchard Beach every 30 minutes from 8 a.m. until 9 in the evening. The running time between King's Corner and Old Orchard Beach was approximately one hour.

Two five cent fare zones were established, the first extending from King's Corner to Goose Fare brook at the Saco-Old Orchard town line, and the second from Goose Fare to the end of the line at Old Orchard Beach.

The Biddeford and Saco was a busy little road during its first summer of operation. Everyone wanted to ride the horsecars to Old Orchard Beach—and nearly everyone did. From July 4 to September 30, more than 125,000 passengers were carried and fares collected totalled about $10,000. But after winter came and service was suspended between Saco and Old Orchard Beach, patronage fell off alarmingly and receipts dwindled to almost nothing.

At the annual meeting of the railroad's stockholders on March 12, 1889, a cash balance on hand of $53.29 was reported by Mr. Prescott, treasurer of the company. He also revealed that the total loss for the first six months of operation was in the neighborhood of $2200. 1889 was another unprofitable year and by June 30, 1890 the Biddeford and Saco had accrued a deficit of nearly $5000. The outlook for the future was not promising and more than one of the disappointed stockholders sold his securities to those who had more faith in the venture.

**Equipment**

The initial passenger equipment of the Biddeford and Saco consisted of four 16 foot closed and eight 8 bench open horsecars built, as previously stated, by J. M. Jones' Sons. The eight open cars were of the monitor roof type and had two center lamps for nighttime illumination. The four closed cars also had monitor roofs and were fitted with one center lamp. In winter they were equipped with stoves for heating.

Sixty horses provided the motive power.

Other equipment consisted of a horse-drawn snow plow and three herdics. The latter were fitted with runners and were used in winter when heavy snows covered the horsecar tracks and forced suspension of rail service.

**Financial and Corporate**

An examination of the Biddeford and Saco's first annual report to the Maine Railroad Commissioners reveals that the railway had been built at a cost of $80,000—raised through the sale of $40,000 in capital stock (800 shares at $50 par) and the issuance of $40,000 in six per cent 20 year first mortgage bonds.
The earliest officials of the road were Stephen F. Shaw, president; Charles H. Prescott, clerk; and Charles A. Moody, treasurer. Eugene A. Worthing was named superintendent. Prescott became treasurer in 1889 and in 1890, with the withdrawal of Mr. Shaw from the company, Esereff H. Banks of Biddeford became president and chairman of the board of directors and John F. Nourse was the auditor. Directors in 1891 were Esereff H. Banks, Joseph Gooch, John F. Nourse and Charles H. Prescott, all of Biddeford; George F. Calef, Franklin Nourse and S. S. Mitchell of Saco; and Charles B. Pratt and Henry S. Seeley, both of Worcester, Mass.

For the year ended June 30, 1891, the B&S carried 226,200 passengers and its gross earnings totalled $16,371.01. Operating expenses were $13,448 and other deductions aggregated $3880.46, producing a deficit of $957.45 for the period. The total accrued deficit as of this date was $5952.97.

**PART II**

**EARLY TROLLEY DAYS**

**Electrification**

Eventual electrification of the Biddeford and Saco was planned even while the road was under construction. The Street Railway Journal of April, 1888 reported that "the road will be built so strong that when it is deemed practicable, electricity may be substituted as a motive power." In December of that year, the Journal commented that "The Biddeford and Saco Horse Railroad seriously contemplates the adoption of electricity next spring," but in March, 1889 the magazine noted that the directors of the company had decided not to put in an electric plant for the time being.

The next talk of electrification was heard in 1890 when a representative of a New York syndicate sought to acquire a controlling interest in the B&S and equip it with the Daft electric system. The deal fell through for reasons unknown. Then there was talk of building an extension of the B&S from Laurel Hill cemetery, Saco, to Camp Ellis and a connection with the Orchard Beach Railroad. The intention was to take over this railroad, a steam dummy line; effect a connection with the B&S tracks at Old Orchard Beach to create a circuit route; and operate the entire thing by electricity.

The Orchard Beach Railroad, incidentally, was built in 1880 and was reportedly a narrow gauge line at first, later being widened to standard gauge. Operated by the Boston and Maine Railroad, it ran only during the summer months and was abandoned shortly after World War I.

During the latter part of 1890 the directors of the Biddeford and Saco decided that the time had come to take definite action in the matter of electrification, and they petitioned the legislature for permission to use steam or electric power in substitution for the horses. The necessary authorization was granted on February 2, 1891 and shortly thereafter it was announced that the road would be electrified as soon as possible.

With the consent of the bondholders, a new $50,000 bond issue was floated to finance the electrification, and in November erection of the overhead and the construction of a power station began. The work of setting the poles, bonding the rails and installing the brackets and trolley wire was done by employees of the B&S, but the power plant was designed and built by
EDL  A rare view of trailer operation on the B&S. One of the original Jones 8 bench horsecars is towed by a double truck motor car from Old Orchard Beach to Biddeford. Scene is at Old Orchard street and Saco Avenue.

Westinghouse, Church, Kerr and Company.

Four 10 bench open cars were ordered from J. M. Jones and the Thomson-Houston Company of Lynn, Mass., was given the contract to supply generators for the power station and electric equipment for the cars. In addition to the new rolling stock, it was planned to motorize the four closed horsecars and several of the opens, with the remaining opens to be used as trailers.

By March of 1892 the electrification program was well under way and President Banks announced that if all went well, the electric cars would make their first trips on Memorial Day, May 30. And all did go well!

**Early Operations**

Trolley operation started between the Saco carhouse and Old Orchard Beach on the appointed date, May 30, and the electric cars began running over the balance of the route—from the Saco carhouse to King's Corner, Biddeford—a week or so later.

A fifteen minute schedule was substituted for the original half hour service and the running time from King's Corner to Old Orchard Beach was almost halved—from one hour to approximately 30 minutes. The only thing that remained unchanged was the fare setup—two five cent zones.

Much interesting information about the early trolley days of the Biddeford and Saco is contained in an old company rulebook for motormen and conductors, issued three or four years after the road was electrified.

Of particular interest are the references to trailer operations during the summer months when there was heavy riding to and from Old Orchard Beach. The trailers, former open horsecars, were manned by a conductor and a brakeman. The conductor was responsible to the conductor of the motor car and the brakeman was under the supervision of the motorman. The two conductors were charged with the task of attending to the coupling and uncoupling of the cars and a special code of bell and gong signals governed the operation of the trains.

The general instructions included a paragraph noting that there was absolutely no danger on the electric cars during thunder storms and admonishing conductors and motormen to do all they could to assure frightened passengers of this fact.

At the Boston and Maine grade crossing on Main street, Saco, motormen were required to stop the car not less than 100 feet from the tracks. The rule further stated:

"The conductor will go ahead and standing on the crossing, if the way is clear, signal the motorman to come ahead, and if the car has no trailer, return to his car in time to hold the trolley rope while the car crosses the tracks."

If the car was towing a trailer, it was the duty of the brakeman to hold the trolley rope at the grade crossing.

The motorman's section of the rulebook included specific instructions for the operation of the two types
In accordance with the company rules, the conductor walks ahead of No. 43 as it starts to pass over the B&M crossing on Main street, Saco.

of controllers in use on the road and there was a rule stating that motormen must not pass the carhouse with less than five extra fuses on hand in the car. Another rule directed motormen to report to "someone in charge" at the carhouse if they noted any bad places in the track or line, broken wires or insulators, etc. while making their runs.

Relations between the employees and the company were such that a man could be discharged without notice or any reason being given. Needless to say, such a regulation would not be tolerated by today's transit workers' unions.

Track and Roadway

The light 35 pound T rail, laid when the road was built in 1888, proved to be entirely too flimsy for the operation of electric cars. Following their annual inspection of the Biddeford and Saco in 1892, the Railroad Commissioners cited the need of additional ties "in some places" and in 1893 the Commissioners spoke of the desirability of heavier rail in Biddeford and Saco. Nothing was done toward making these needed improvements until 1896 when the tracks were relaid in the twin cities with 90 pound, nine inch girders of 60 foot length, joined by heavy 12 bolt fastenings and spiked to the best of ties. Four years later, the balance of the route—from Main and Beach streets, Saco, to Old Orchard Beach—was rebuilt with 60 pound T rail in 60 foot lengths.

Profit and Loss

The first year of trolley operation, ended June 30, 1893, resulted in a profit of $1663.10 and in the following year the net income was $3015.51. This amount was doubled in 1895 and the accrued deficit of the horsecar days was almost wiped out. But 1896 saw a loss of nearly $7000 and the directors, who had maintained the credit of the company during the early years, refused to assume any further liabilities.

Prescott and Nourse, believing with confidence that the road could be made to pay, purchased absolute control in 1897 and upon the death of Mr. Nourse in 1898, Prescott acquired his stock. Two years later, upon becoming president of the Biddeford and Saco, Prescott conveyed the greater part of his stock holdings in the road to several directors of the Portland Railroad as individuals. Among these were William G. Davis, Charles F. Libby, William R. Wood, Ami Whitney, William A. Wheeler and J. S. Rickers, all of Portland. Edward A. Newman, treasurer and general manager of the Portland Railroad, was named general manager of the Biddeford and Saco.

For a dozen years, until the Portland Railroad was leased by the Cumberland County Power and Light Company in 1912, officials of the Portland system served on the directorate of the Biddeford and Saco Railroad. For a time, in 1901, there was talk of a merger of the Biddeford and Saco with the Portland Railroad but the consolidation never came about. The B&S, however, was often referred to as the Biddeford and Saco division of the Portland Railroad system.

Rolling Stock

As of the date electric operation began, the Biddeford and Saco owned four 16 foot single truck closed cars,
numbered 2, 4, 6 and 8; eight bench single truck opens (Nos. 1 odd through 15); and four 10 bench single truck opens (17, 19, 21 and 23); all were built by J. M. Jones' Sons.

The four 10 bench opens and two of the eight bench cars were equipped with Bemis trucks, one 25 horsepower WP30 motor each and "J" controllers. In winter, the trucks, motors and controllers from the opens were placed on the closed cars.

The December, 1892 issue of the Street Railway Journal states that the Biddeford and Saco was the first road completely equipped with the "J" controllers. Built by the Walker Company of Cleveland, Ohio, this type had five running points. Six positions of the reverse cylinder provided for cutting out one or both motors and operating forward or in reverse on either or both motors.

Later, a number of K-type series-parallel controllers were purchased and the old WP motors were replaced with more modern General Electric types.

Two additional 10 bench open cars (25 and 27), probably built by Jones, were added in 1893, and as of June 30, 1894, equipment of the B&S included four closed cars, seven open motor cars and seven open trailers. There were two snow plows—one electric and one horse—one road scraper, four barges and one buggy. The electric snow plow, a home-built rig, was a small open end affair, resembling a shed mounted on wheels, with a trolley pole perched on the roof. It wasn't very powerful and usually had to be pushed by one or two of the closed cars.

Modernization of the Biddeford and Saco's rolling stock commenced in 1890 when four 12 bench double truck open and four 18 foot single truck closed cars were purchased from J. G. Brill.

The four opens (Nos. 29, 31, 33 and 35) were of the monitor roof type and were equipped with Brill 22E maximum traction trucks, two GE200 motors, K-10 controllers and hand brakes. Air brake equipment was installed a few years later.

The four closed cars (Nos. 10, 12, 14 and 16) were also of the monitor roof type and had side seats, enclosed vestibules and electric heaters. They were equipped with Brill 21E trucks, two GE1000 motors and K-10 control and had hand brakes.

Both types were painted red with yellow trim and gold leaf numerals and lettering. Roofs were light gray.

The purchase of the new equipment permitted the scrapping of the motorized closed horsecars and several of the old open trailers. However, in 1901, a fifth single truck closed car, No. 18, and three 8 bench open trailers, Nos. 37, 39 and 41, were purchased second-hand from the Portland Railroad and a single truck shear plow, built by Wason, was added to the roster.

According to a letter written in 1933 by Supt. E. O. Hill, the closed car had open ends when received by the B&S but vestibule windows were later added. It was eventually converted to a line car.

Equipment as of June 30, 1902 consisted of five closed and 11 open motor cars, eight open trailers, three snow plows (one horse-drawn), four barges, one cart, one snow sled, two wagons and one sleigh.

Four 20 foot single truck vestibuled closed cars with side seats (20, 22, 24 and 26) were purchased from Brill in early 1903 and later that year the B&S added four more 12 bench double truck opens (43, 45, 47 and 49), also built by Brill.

GFC Bright in a new coat of paint, No. 31 waits on Nourse's Turnout, Saco.

EDL This is the only existing photo of the first electric snow plow of the Biddeford and Saco. In back of the plow are three electrified ex-horsecars being used as pushers.

ORC No. 12, Brill 18 foot closed, passes the Masonic Temple on Main Street, Biddeford, about 1905.
No. 20 turns the curve onto Alfred street at Five Points, Biddeford. This is one of the four 20 foot closed cars purchased from Brill in 1902.

With the acquisition of the second lot of double truck opens, the electric equipment was removed from several of the single truck opens and the cars were used as trailers.

No new passenger equipment was purchased by the Biddeford and Saco Railroad until 1919. A line car, built in the Portland Railroad shops, was added to the roster in 1911, and in 1914 a Taunton single truck nose plow was acquired to replace the original electric plow which had been retired.

In later years, the roofs and benches were removed from four of the four wheel opens and the cars were used as flat trailers to haul ties, gravel, rail, snow, coal, etc. One of the trailers was equipped to carry a reel of wire and was usually towed behind the line car.

No. 16, line car, and the wire trailer at Old Orchard Beach.

No. 8, line car, built for the B&S by the Portland Railroad in 1911.

Taunton nose plow at Saco Carhouse, 1934.
PART III
ON THE HEIGHTS (1900-1930)

Extensions and Improvements

The new management of the Biddeford and Saco wasted no time in bringing the line up to the physical standards of the Portland Railroad system. As related earlier, new rails were laid between Saco and Old Orchard Beach and new modern cars were purchased. Additional equipment was installed in the power station and a 1.86 mile extension was built in Biddeford.

This extension, beginning at the original terminus of the road at King's Corner, continued along Elm street to the Five Points, so-called, and ran over Alfred street to its intersection with Main street. There was a turnout on Alfred street, near Five Points. This loop was placed in operation September 5, 1900 and at about the same time double iron was laid on Main street, Biddeford, from City square to the corner of Jefferson street.

The old wooden Biddeford–Saco bridge was replaced with a steel span in 1900 and 1901, the street railway contributing its share of the cost.

As of June 30, 1902, the Biddeford and Saco operated 7.611 route miles and .535 mile of sidings and turnouts for a total of 8.146 single track miles.

Operations

Beginning in 1900, with the completion of the Elm-Alfred streets loop, the Biddeford and Saco established a plan of operation that continued substantially the same until motorization and which has been generally followed by main line buses to this day.

The service during the summer months consisted of through cars from Biddeford to Old Orchard Beach every 15 minutes. The one-way running time was 45 minutes and six cars were required to fill the line’s base schedule. There were many extras when riding was very heavy and it was not unusual to have regular trips on Sundays and holidays run in sections of two or three cars. Upon occasions, every passenger car the railway owned, including trailers, would be pressed into service to handle the large crowds.

In the fall, winter and spring, there was half hour service to Old Orchard and 15 minute local service in
Kelley's Turnout was a central meeting point for all cars running between Biddeford and Old Orchard Beach. Here, Nos. 31 and 246 pause briefly while their crews call for orders.

There were no signals of any kind on the road, all traffic being controlled by the dispatcher at the carhouse. A private telephone system connected the various turnouts and termini with the barn and crews were required to call in for verbal orders before leaving Biddeford, Old Orchard Beach or Laurel Hill cemetery. This created many operating problems when extra cars were in service as the dispatcher had to know where all cars were at all times and govern himself accordingly. There were occasional head-on meets but these were usually caused by the failure to follow orders—not the nature of the orders themselves.

Connecting Lines

The Portland Railroad Company opened its 12 mile
extension from South Portland, through Scarborough, to Main and Beach streets, Saco, on July 8, 1902, through operation from Portland to Saco beginning the following day, and on June 15, 1903, the PRR completed a 4.5 mile branch from Dunstan Corner, Scarborough, to Old Orchard Beach.

Portland cars ran over B&S trackage from Main and Beach streets to Pepperell Square, Saco, and from the junction of Portland and Saco avenues to the end of the line at Old Orchard Beach. A long siding for the Portland cars was constructed at the beach terminus.

Some difficulty attended the operation of Portland cars on Main street, Saco. They would occasionally interfere with Biddeford and Saco cars and disrupt the schedule by tying up the line as they discharged and loaded passengers in Pepperell Square. The problem was not effectively solved until 1924 when a second track was laid on Main street, from Pepperell Square to the Post Office, so that while Portland cars waited on one track, B&S cars could pass by on the other without delay.

Until 1927 or so, the last car from Portland at night ran through to City square, Biddeford.

Passengers arriving in Portland cars at Saco were entitled to a free transfer over the B&S to any point in Biddeford or Saco while the Portland Railroad granted transfer privileges to the B&S as far as Milliken’s turnout, Saco, on the Portland line.

On August 8, 1904, the Atlantic Shore Line Railway began operation over a route extending from the Town House at Kennebunkport to Biddeford, the line entering the city through Granite, Hill, Birch, Graham and South streets, terminating at City square, at the intersection of Adams and Main streets. Atlantic Shore tracks crossed the B&S at Alfred and Birch streets but no physical connection between the two roads was effected until 1915 when a switch was installed at the crossing.

With the completion of the Atlantic Shore Line from Kennebunk to York Beach in 1907, the Biddeford and Saco became an important link in the chain of electric railways extending from Boston to Portland and beyond—a chain broken only by the ferry crossing of the Piscataqua river between Portsmouth, N.H. and Kittery, Maine.

B&S cars made close connections with the Atlantic Shore Line at City square, Biddeford, and with the Portland Railroad at Pepperell Square, Saco, and at Old Orchard Beach. The Atlantic Shore operated half hour service out of Biddeford during the summer months and an hourly headway in the fall, winter and spring. A 30 minute schedule was maintained on the Portland-Saco run the year round, and on the Old Orchard branch there was half hourly service in the summer and hourly service during the other seasons.

Proposed Lines

Three proposed-but-never-built trolley lines that would have connected with the Biddeford and Saco were the Saco River Electric Railroad, the Biddeford Pool Electric Railroad and the Biddeford, Kennebunk and Wells Electric Railroad.
The Saco River line was chartered on July 13, 1897 to build from Five Points, Biddeford, through Saco and Buxton to "Bonny Eagle" in the town of Standish, a distance of 20 miles. Its location from "Bonny Eagle" to Water and Elm streets, Saco, was approved on November 23, 1897 but its petition for additional locations in Saco and Biddeford was dismissed on June 7, 1899. No more was heard from this company until 1901 when the extension of its charter was sought. This was granted by the Railroad Commissioners but when a second renewal was requested in 1904, it was denied.

The Biddeford Pool Electric Railroad was chartered on June 27, 1902 and was authorized to build from Main street, Biddeford Pool, to Alfred and Pool streets, Biddeford. Four renewals of its charter were granted, the last being dated October 2, 1912—and that was the end.

The third road which sought to build out of Biddeford was the Biddeford, Kennebunk and Wells Electric Railroad. This would-be competitor to the Atlantic Shore Line was organized by the same interests as were promoting the Saco River Electric Railroad. It sought a charter in 1899 but the Railroad Commissioners ruled that its articles of association were not in order and the application was denied.

A short extension of the Biddeford and Saco itself was contemplated in 1916 as evidenced by the following paragraph which appeared in the Electric Railway Journal of September 16 in that year:

"The Biddeford & Saco Railroad, Biddeford, Maine, will extend its tracks up North street to the Eastern Division of the Boston and Maine Railroad. It is reported that eventually a loop will be built to connect with the present line at the corner of Main and Elm streets."

There is no further information about this proposed extension—except that it was never built.

**Freight and Express**

While the Biddeford and Saco Railroad operated no trolley freight and express business of its own, it did cooperate with the Portland Railroad and the Atlantic Shore Railway which provided such service.

During 1915 the Cumberland County Power and Light Company, lessee of the Portland Railroad, erected a freight terminal at Alfred and Pool streets, Biddeford, and the B&S extended a spur track into this terminal.

Freight cars of both the Atlantic Shore and the Portland Railroad ran over B&S trackage to this terminal.

The Portland Railroad discontinued its freight business in 1920 but as late as 1927, freight and express cars of the Atlantic Shore Railway and its successor, the York Utilities Company, ran through Biddeford and Saco in the through Sanford–Portland service operated by the Atlantic Motor Express Company.

**Power**

An excellent description of the power station of the Biddeford and Saco Railroad appeared in the December, 1892 issue of the Street Railway Journal and is quoted in part as follows:

"Mr. William Lee Church designed the steam plant of the power plant. Messrs. Westinghouse, Church, Kerr & Co. acted as engineers of the plant and had entire charge of the installation. The General Electric Co. furnished all the electrical apparatus."

"The building is of brick on granite foundations and measures 62 feet long by 36 feet 6 inches wide. The engine room is 37 feet by 34 feet 6 inches and contains two Westinghouse compound non-condensing engines, also two Thomson-Houston generators of 120 h.p. each, furnished by the General Electric Co."
"The boiler room is 22 feet by 34 feet 6 inches and contains two 100 h.p. Manning vertical boilers built by the Bigelow Co. of New Haven, Conn."

A 266 cell storage battery was installed at the power house in 1900 and a year or so later, another steam engine and generator were added to provide power for the Saco-Old Orchard division of the Portland Railroad Company. According to the U.S. Street Railway census of 1907, the station was equipped at that time with three engines, rated at 575 h.p. total, connected to three generators with a combined output of 430 Kw.

The Biddeford and Saco closed down its generating plant in 1911 and began purchasing power from the York Light and Heat Company (consolidated with the Cumberland County Power and Light Company in 1914). A 300 Kw. rotary converter was installed in the B&S power house but this was later replaced by two 200 Kw. machines. Both converters were used during periods of heavy traffic in the summer but in the fall, winter and spring, only one rotary was normally in operation.

The old steam plant was retained until 1916 for possible emergency use, being dismantled in that year.

Carhouse and Shop

The Biddeford and Saco's carhouse was a wooden frame building, located on Beach street, Saco, just east of the B&MRR overpass. There were two tracks in the main part of the barn, originally the stable, and two storage tracks in the section of the building that was used as the car shed in horse railroad days. Between the two sections were the offices of the dispatcher and the superintendent.

Four additional tracks were provided in a newer section of the barn, built about the time the line was electrified.

Right up until the day the building was razed in 1939, the locations of the old horse stalls and hayloft were plainly visible. Some of the carhouse rail was the original 35 pound iron, laid when the railroad was built in 1888.

At the rear of the carhouse were the brick power station, a coal shed and a small blacksmith shop.

After dismantling of the old steam plant, the front part of the power station was converted into a machine and repair shop. This shop was equipped in the finest manner, with facilities for nearly every type of job. There was no wheel lathe, however, and when wheels had to be turned, they were loaded on a flat car and hauled to the Portland Railroad shops.

The Portland Railroad also did much car painting for the B&S.

Snow and Rain

Winter operations were always troublesome on the Biddeford and Saco and there were frequent curtailments of service during snow storms. If a storm was very heavy, Old Orchard cars ran only to the Saco Country Club and sometimes operation of the Elm-Alfred streets loop in Biddeford was suspended. Upon occasions, the only service was between the carhouse and City square, Biddeford.

Snow plows were kept busy at such times and more than once plow crews worked up to 36 hours without relief. In heavy storms the plows were assisted by one or two closed cars as pushers and it was not unusual for the pushers to force the plow off the iron. This often happened near the Country Club in Saco.

The B&S held a city contract to haul away the snow in Biddeford and for this purpose the three single truck flat cars were used. The work was usually done at
night, after the storm ended, and when the cars were loaded, they were hauled to the bridge over the Saco river where the snow was shoveled into the stream below.

For several years the B&S hired Portland Railroad crane car No. 1000 to clear Main street, Saco, from the Biddeford city line to Beach street. This car was fitted with a long wing, weighted down by a 60 pound rail, and one round trip was all that was needed to do the job. At the same time, No. 1000 was being utilized by the State Highway Department to plow Route 1 from the South Portland city line to Saco. The car was operated in Biddeford one winter but did not prove too successful there because of the many corners.

At one time the Biddeford and Saco considered the purchase of one or two double truck snow plows from the Portland Railroad or the Atlantic Shore Line to replace its four wheel plows but it was found that the 8-wheel equipment was too high to clear the B&MRR underpass on Beach street, Saco.

Speaking of this underpass, it frequently became
This shows the flooded underpass on Beach street, near the Saco carhouse. No. 42 waits for the car from Biddeford.

flooded in wet weather. The water collected to such a depth that the trolleys could not pass through. When this happened, one or two cars shuttled between Old Orchard Beach and the underpass, passengers changing to cars waiting on the opposite side of the bridge. There was a sidewalk, well above street level, on one abutment. After a summer thunder shower, there would be a miniature lake at this point for hours. In winter the water often froze and the ice had to be pick-axed away from the tracks. The city of Saco and the Boston and Maine built drains to carry away the water but they proved to be inadequate and the nuisance remained until the abandonment of the trolley line.

Prosperity and Profits

Although it had incurred sizable deficits during its early years of operation, the Biddeford and Saco began to make money in 1900 and from then on was a profitable little road. Riding was very heavy during the summer months and fall, winter and spring patronage was more than satisfactory as workers in the factories of the twin cities used the trolleys regularly in traveling to and from their homes. The company prospered and regular dividends were paid to its stockholders.

The outstanding mortgage of $90,000 was refunded in 1900 through the issue of $150,000 in four per cent 40 year bonds, and in 1902 the capital stock issued totalled $49,700. It became $100,000 in 1904.

During the year ended June 30, 1915, the B&S carried 1,160,718 passengers and its net profit during that period totalled $10,771.32. Two four per cent dividends of $4000 each were paid in October, 1914 and April, 1915. The passenger count for the following year was 1,201,188 and the net profit was $12,312.60. Dividends declared and paid totalled $10,000.

Service was frequent and of the best. A 1915 summer timetable lists the first car from Biddeford to Old Orchard at 6 a.m., with 15 minute service from 7:15 a.m. until 10:15 p.m. and the last car at 11. In the opposite direction, the first car left Old Orchard Beach for Saco and Biddeford at 5:15 a.m., with 15 minute service from 7:15 a.m. to 11 p.m. and the last car at 11:40. Sunday service began at 7:30 a.m. from Biddeford and 8:15 a.m. from Old Orchard. Extra cars were provided as needed—and they were very much needed on busy week-ends.
Modernization

Following the end of World War I, the Biddeford and Saco began an extensive program of rehabilitation and modernization. Six single truck Birney safety cars (28-38) were purchased from the Wason Manufacturing Company in 1919 and two more (40 and 42) were acquired in 1920. During the following year two of the old single truck closed cars (10 and 14) were equipped for one-man operation.

The Biddeford and Saco, in 1922, boasted one of the most completely equipped repair shops of any small street railway in the United States and was given some recognition of this fact.

Two 12 bench opens were purchased from the Portland Railroad in 1923 and three more of the same type, also acquired from Portland, were added to the roster in 1925. All the open trailers had been scrapped by this time and the few single truck opens remaining were used only in occasional service as specials or extras.

Considerable track work was undertaken during 1919, 1920 and 1921, and in 1924, in connection with the reconstruction of Route 1 by the State Highway Department, an extensive track relocation job was carried out on Elm street, Biddeford.
EDL  Bound for the beach is this crowd of passengers aboard Open No. 63, an ex-Portland Railroad car, in Biddeford.

Another Birney was added in 1927, the car being purchased second-hand from the defunct Exeter, Hampton and Amesbury Street Railway, and during that same year two more 12 bench opens were acquired from Portland and the last single truck opens were scrapped.

The Proctor Road Operation

With the abandonment of the Kennebunkport-Biddeford line by the York Utilities Company (successor to the Atlantic Shore Railway) on September 15, 1927, the Biddeford and Saco leased about three miles of the

YU trackage, from City square to Proctor road, at the extension of Granite street beyond West street. Operation began on September 16, with one car providing service.

The original schedule called for 35 trips a day—11 to Proctor road and the remainder to the junction of Granite and West streets. There were two fare zones, the first from City square to West street and the second from West street to the end of the line. A five cent fare was charged for each zone.

The operation was a failure from the start—especially in the second zone. Only 57 fares were collected on the 55 trips which were run there in five full days. As a result, the outer portion of the route was discontinued.

It was decided to abandon service altogether in January, 1928 but at the request of the public to increase the fare from five to ten cents, the line continued operation. The B&S lost money every day and on June 30, 1928, the last cars ran. Two trips per day—one in the morning and one in the afternoon—were run for school children during the winter of 1928-29 but buses took over in the spring and the line was promptly torn up.

According to report, the curve at the junction of Birch and Hill streets was a bad one and there were frequent derailments at this point.

When the Portland Railroad abandoned its Saco and Old Orchard lines in April, 1932, efforts were made to induce the Biddeford and Saco to take over the PRR trackage on Main street, Saco, from Beach street to
RB No. 44, Ex-Exeter, Hampton and Amesbury No. 4, at the end of the line at Old Orchard Beach.

GFC Nos. 246 and 31 meet on the double iron in front of the Thatcher Hotel, Main street, Biddeford.
Goose Fare brook on Portland road, a distance of 1.5 miles. But the B&S, mindful of its sad experience with the Proctor road operation and because of the poor condition of the rail involved, was not interested in the proposition.

The overhead was left intact for a time and in the fall of 1932, the B&S did run a few special cars over the old line for football games at the Thornton Academy athletic field. The tracks remained in the street for many years thereafter and their location is marked today by an asphalt strip between the two concrete lanes.

During the last years of the Portland Railroad's Old Orchard branch, Portland cars terminated at the Old Orchard post office, at Portland avenue and Old Orchard street, instead of running through to the railroad crossing. The connection with the B&S was broken and the long siding at the beach terminus was removed.

The Biddeford and Saco is said to have considered purchasing some of the big 14 bench Brill opens used by the Portland Railroad on the Old Orchard line but, as in the case of the double truck plows, it was found that the cars were too large to pass under the B&M bridge on Beach street.

Bus service from Portland to Saco and Biddeford and from Portland to Old Orchard Beach is furnished today by the Boston and Maine Transportation Company.

Fares

With the construction of the Elm-Alfred streets loop in Biddeford in 1900, the fare zones on the Biddeford and Saco were changed somewhat although the fare remained the same.

During the fall, winter and spring, the railway operated on a five cent fare from Biddeford to Laurel Hill cemetery, Saco, with passengers paying another nickel to ride from Laurel Hill to Old Orchard Beach. In the summer months, the first zone was extended to Half-Way house, at the junction of Saco avenue and Ocean Park road, with the second zone extending from that point to the beach.

Because of the need for additional revenue, the number of zones was increased from two to three in 1927, thus increasing the through fare from Biddeford to Old Orchard Beach to 15 cents.

Under this new plan, effective April 11 of that year, the first zone extended from Biddeford, via Five Points, to Laurel Hill cemetery. The second zone, nearly two miles long, ran from Laurel Hill to a point known as the "Pine Tree," about 200 yards south of Union and Saco avenues in Old Orchard, and the third zone, from "Pine Tree" to the end of the line at Old Orchard Beach. These same fare limits are still in effect at the time of this writing.

PART IV

THE THIRTIES

The beginning of its last decade of existence as a trolley line found the Biddeford and Saco still going strong. Automobile competition was not yet too serious and although the depression had started, most people could still afford to pay a five cent fare and riding remained at a satisfactory level—although far below the peak attained during the years before the first World War. The track, roadway and overhead were well maintained and the rolling stock consisted of a fleet of nine single truck Birneys, fifteen 12 bench double truck opens and several of the older single truck box cars.

During 1931 the B&S purchased six Birneys from the recently-motorized Massachusetts Northeastern Street Railway and two cars of the same type from the Rockland, Thomaston and Camden Street Railway, thus increasing its Birney fleet to 17 cars.

An extensive track relocation job became necessary about 1932 when the Highway Department built a new bridge over Goose Fare brook on Old Orchard road. The street approaches to this new bridge were re-routed and the B&S had to follow suit. This was the last major track project undertaken by the railway. In general, however, the track crew was active and the road was kept in good condition until it became definite that bus substitution would take place.

The widespread floods which struck New England during the spring of 1936 had their effects on the Biddeford and Saco. The rising waters of the Saco river rendered the Biddeford-Saco bridge unsafe for trolley travel and so cars ran to either end of the bridge, with passengers walking across the span and boarding a car waiting on the other side.

When the Cumberland County Power and Light Company offered its 23 Birney cars for sale in 1936, Supt.
Brown, around 1915

Yellow

BIDDEFORD & Saco R. R. CO.

Fall, Winter and Spring

1933 TIME TABLE, 1934.

From Biddeford to Old Orchard Beach

5:30 a.m. and every half hour until 10 p.m. from Alfred St. via Five Points. On days that corporations are running, a car will leave Main St., Biddeford, at Washington St., at 12:00 midnight for Old Orchard Beach.

From Old Orchard Beach to Biddeford.

5:15, 6:00, 6:15 a.m. and every half hour until 10:45 p.m. Last car 12:30 a.m.

From Biddeford to Saco.

5:00, 6:00 a.m. and every 15 minutes until 11:00 p.m. from Alfred St. via Five Points. 11:30 p.m. from Main St. at Alfred St. On days that corporations are running, a car will leave Main St., Biddeford, at Washington St., at 12 midnight for Saco.

From Saco to Biddeford.

5:00 a.m. and every 15 minutes until 10:30 p.m., then 11:00 p.m. from corner of Beach St. and Old Orchard Road.

EXCEPTIONS—On Saturdays, holidays and days that corporations are not running, there will NOT be cars at 5:30 a.m. from Biddeford to Old Orchard.

5:15 a.m. from Old Orchard to Biddeford.

5:00 and 5:15 from Saco to Biddeford.

* On Sundays first car leaves at 6:30 a.m.

** On Sundays first car leaves at 7:15 a.m.

*** On Sundays first car leaves at 6:15 a.m.

SUBJECT TO CHANGE WITHOUT NOTICE

Save This Time-Table for Reference. BIDDEFORD & SACO RAILROAD CO.

Street Cars Start on Summer Schedule, Saturday, June 29, 1929

A Car Every 15 Minutes

TO AND FROM OLD ORCHARD

Here's the Regular Daily Summer Schedule.

From Biddeford to Old Orchard

6 A.M. and every 15 minutes until 11:00 P.M. from foot of Alfred Street via Five Points.

From Old Orchard to Biddeford

6:00 A.M., 6:15, 6:45 and every 15 minutes until 12 midnight.

From Biddeford to Saco

(Alfred St. via Five Points)

6:00 A.M., 6:15, 6:45 and every 15 minutes until 12 midnight.

From Saco to Biddeford

5:30 A.M. and every 15 minutes until 12:00 Midnight.

* On Sundays first car leaves at 6:30 A.M.

** On Sundays first car leaves at 7:15 A.M.

Subject to change without notice

Though cars are run on Eastern Standard Time, this schedule is quoted on DAYLIGHT time to avoid confusion.

SAVE THIS FOR FUTURE REFERENCE

BIDDEFORD & SACO R. R. CO.

“A Friend to the Thrifty.”

23
Hill went to Portland to look them over. Eight cars were selected because they were the only ones that had Brill 79E trucks, which was the standard truck on all the B&S Birneys. They were delivered by trailer truck on September 8 and 9 and six of the cars were placed in service on September 13.

Upon arrival of the new cars, some of the older Birneys were scrapped and a few were placed in storage to be cannibalized for spare parts. In 1937 the CCP&L made the B&S an exceptionally good offer on its 15 remaining Birneys and the B&S purchased 13 of them, at a reported price of $100 each, delivered. They were also brought to Saco by trailer truck and were placed in operation shortly after receipt. The addition of these cars resulted in the immediate retirement of all the old Birneys on the property.

It is said that after the purchase of the second lot of Birneys from Portland, the Biddeford and Saco discontinued all heavy repairs to its rolling stock. If a car broke down, another would be pulled out of storage to take its place and the cripple would be given a thorough inspection. If the necessary repairs were not too extensive they would be made, but if the job was a major one the car would be permanently withdrawn from service and placed in dead storage.

The famous New England hurricane of September, 1938 had little effect on the Biddeford and Saco. The road was able to maintain service with some difficulty by temporarily bracing poles as they fell on the part of the line between the Saco carhouse and Old Orchard. Local service in Biddeford and Saco was carried on until a 110 volt house current line broke loose in the gale and fouled the railroad's overhead. At that, only three trips were lost on the line, passengers being transferred around the break. B&S maintenance crews had the entire road back to normal before cars made their last trips of the night at 1:45 a.m. The total loss to the company was only $50 which, considering the experience of other New England street railway properties, was remarkably small.

### Decline and Motorization

One of the first outward indications of the decline of the Biddeford and Saco was the decreased use of the open cars. Where they had previously been operated all day every day during the summer, they were replaced by Birneys during the morning and evening hours, the opens running only in the afternoons. Then, the open cars were operated on Sundays and holidays only, Birneys providing all the service on other days of the week.

By the beginning of 1939 there were only eight open cars remaining and of these, four were not in operating condition. Of the four that would run, one had flat wheels. Other equipment included the 21 ex-Portland Birneys, one of the former Northeastern cars (partially stripped), two of the old single truck closed cars, a line car, a sand car, a wire car, a flat car and a snow plow. There was also a utility truck, fitted with a tower for overhead work and with a blade in winter for snow plowing.

The decision to motorize the line was not long in coming. A petition for the necessary authority to convert to bus operation was submitted to the Public Utilities Commission; permission was soon granted by that body and five buses were ordered from ACF-Brill. June 18 was set as the conversion date but at the last minute, due to the failure of the buses to arrive in time, the changeover was postponed until Thursday, July 6.

The last day of trolley operation on the Biddeford and Saco was July 5 when three opens and two Birneys were in service. This was the final operation of open

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GFC  A sewer construction job on Alfred street, Biddeford, interfered with car service on June 4, 1939, just a month before the B&S was motorized. Here's No. 615 waiting for passengers.
No. 33, minus crew, poses for her picture at Main and Alfred streets. This is one of the first four 12 bench opens purchased by the B&S.

The steam engines are gone and so is the trolley. No. 602 at the end of the line at Old Orchard Beach.

Another view at Saco avenue and Old Orchard street shows Birney No. 603 on June 17, 1939.
EDL No. 246 made the last regular run from Old Orchard Beach to the Saco Carhouse on July 5, 1939.

Following motorization, most of the remaining rolling stock was scrapped although a few Birney bodies were sold and old No. 31, one of the original 12 bench opens, was purchased by a group of railfans. Together with the body of one of the ex-Portland Birneys (No. 615) and a number of cars from other New England lines, it is now preserved at the Seashore Electric Railway—the trolley museum of the New England Electric Railway Historical Society, Inc. at Kennebunkport, Maine.

All open rail was soon removed and the overhead taken down, the old car barn was razed, and the repair shop, formerly the power station, was converted to a bus garage. In later years the rails in the streets of Biddeford and Saco were covered with a hot top surface. The only traces of the former street railway system now visible are the old Five Points turnout on Alfred street and a paved strip through the center of Alfred street where the trolley tracks once ran.

* * *

The first day of bus operation, July 6, was none too successful. Five buses proved to be inadequate to handle the traffic and on Sunday, July 9, according to an on-the-spot observer, all five buses were snarled in the traffic at Old Orchard Beach. It wasn't long before the motor coach fleet was increased.

At the present time, 1954, the Biddeford and Saco operated 12 buses over a dozen miles of route, including its original line to Old Orchard and newer runs to Camp Ellis and Ocean Park.

**SIDELIGHTS**

Although all trolley freight service into Biddeford was discontinued in 1927, the spur into the Portland Railroad's sold freight terminal at Alfred and Pool streets remained intact, with both track and overhead in place, until 1939. The terminal building still stands and now houses a store. Part of the rail from the spur was taken up about 1940 and is now in use at the Seashore Electric Railway trolley museum at Kennebunkport.

* * *

At one time a song was written about and dedicated to the Biddeford and Saco Railroad. Composed by Alex T. Greenwood of Biddeford, a teacher of stringed instruments, it was entitled "Cares Are Soon Forgot" and went like this:

"Local folks all point with pride
To our five cent trolley ride,
The cheapest form of transportation.
Drop a nickel in the slot,
All your cares are soon forgot,
While riding to your destination."

Printed copies of the song were distributed on the cars.

* * *

The Biddeford and Saco had its share of accidents, some minor and some serious, but as far as is known none of them resulted in any fatalities. Early mishaps included a rear end collision at the foot of Alfred street on September 13, 1899 with one lady passenger suffering slight injuries through shock. On May 30, 1900 slippery rail was the cause of a head-on collision at the foot of Dean hill in Biddeford. Three persons were injured, none seriously. There were occasional derailments on York hill in Saco and on one such occasion a car plunged down the embankment before coming to a stop at the edge of the Saco river.

Motorman Charles Leavitt chased a runaway plow on Dean hill and caught up with it just in time to avoid a bad smash with a passenger car.

In July of 1925, open car No. 35 was struck by a Greyhound bus on Elm street, Biddeford, demolishing the trolley and injuring the crew, Motorman Charles Ridlon and Conductor Charles Rhodes. Ten years later, in December, 1935, Elm street was the scene of a collision between Birney No. 38 and a Griggs-Turner trailer truck. George Perkins was the motorman.

February 24, 1931 was a bad day for the B&S when at 5:20 p.m. cars 42 and 28 came together on Jameson's hill. The front ends of both cars were completely wrecked but in true B&S style and under the guidance of "Gene" Hill, the front ends were completely rebuilt and it wasn't too long before the cars were operating again. Two years later, car 54 was hit by a fire truck on Main street, Biddeford, ripping out the operator's side of the front end.

There are photographs of derailments on Elm and Alfred streets, Biddeford; at the B&O grade crossing on Main street, Saco, and on Old Orchard road near the Saco Country Club. After highway traffic became heavy, there were occasional collisions involving trolleys and automobiles—with the latter usually coming out second best.
The date of this mishap isn't known but the scene is Elm street, Biddeford and the car is No. 26. Re-railing this car must have been quite a job.

A fire truck smashed into the side of No. 54 on Main street, Biddeford, in 1933.

No. 620, one of the few Birneys to retain both trolley poles, leaves the iron on Elm street, Biddeford, in 1937. A policeman directs traffic around the derailed car and the kids at the left anxiously await the arrival of the wrecker.
Dan Pepin, a former B&S motorman, relates a humorous incident that took place on an open car bound for Old Orchard Beach. Three young "ladies" boarded the car, gained the coveted front seat, and began a spirited conversation, speaking in Canadian French. They discussed many very intimate matters, never giving thought to the possibility that they might be understood by the motorman. Yes, you guessed it, Mr. Pepin, a Franco-American, did understand them, and when the girls suddenly and inadvertently discovered that fact, they looked at each other in embarrassment, blushed a deep red, and left the car at the next stop.

* * *

Mr. Pepin also describes a race between one of the double truck opens and an early touring car about the time of the first World War. Both the automobile and the trolley left Old Orchard Beach at the same time and although the former took an early lead, the open gradually caught up and reached the Saco barn a good car length ahead of the motor vehicle.

* * *

Like many larger street railway systems, the Biddeford and Saco used the bullseye lights over the front windows of the Birneys to designate the routes on which the cars were operating. Old Orchard cars had green lights and Saco cars, red lights.

* * *

It happened one hot summer night—memory does not recall the year—when five double truck opens were making the last trip from Old Orchard Beach to Biddeford. The first car, running slightly ahead of the others, left the rails on Jameson's hill on Saco avenue and plunged into the woods at the left of the track. The other four cars passed right by without anyone's noticing the derailed car and its absence was not discovered until a short time later. Nobody was hurt in the mishap and the car was retrieved the same night.

* * *

There were many fantrips on the Biddeford and Saco during its last years but perhaps the most eventful was the final one.

The road was scheduled to discontinue on June 18, 1939 and a farewell excursion was planned for the last day of operation. On a last minute notice, the change-over to buses was postponed to July 6, but due to previous arrangements, the excursion was held as scheduled.

It was a unique affair in that the three representative types of cars on the system were used. The trip started out with one of the old single truck closed cars, No. 10, making a round trip from the carhouse to Old Orchard, connecting at the beach with a train from Boston.

Returning to the carhouse, a change was made to Birney 607 for a round trip to Biddeford via the loop and back to the carhouse. The carhouse was inspected and cars were spotted for photographs. After a lunch period, the entire party boarded open car No. 31 for a round trip over the road.

No. 10 was also used for the famous $5 excursion enjoyed by three railfans. They made a round trip over the line, stopping at convenient places to take pictures, all for a fin.
Hi::

PRINCIPAL DIMENSIONS

LENGTH 35'-9"
WIDTH 8'-0"
HEIGHT 8'-0"
RAILWAY ROLLER 8'-0"
SEATING CAPACITY 20
WHEEL DIAMETER 3'-10"
ROSTER OF EQUIPMENT OF THE BIDDEFORD AND SACO RAILROAD

OPEN CARS

<table>
<thead>
<tr>
<th>Number</th>
<th>Type</th>
<th>Builder</th>
<th>Year</th>
<th>Trucks</th>
<th>Motors</th>
<th>Control</th>
</tr>
</thead>
<tbody>
<tr>
<td>1, 3, 5, 7, 9, 11, 13, 15</td>
<td>8 bench</td>
<td>Jones</td>
<td>1888</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>17, 19, 21, 23</td>
<td>10 bench</td>
<td>Jones</td>
<td>1892</td>
<td>Bemis</td>
<td>1-WP30</td>
<td>J</td>
</tr>
<tr>
<td>25, 27</td>
<td>&quot;</td>
<td>&quot;</td>
<td>1893</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>29, 31, 33, 35</td>
<td>12 bench</td>
<td>Brill</td>
<td>1900</td>
<td>Brill 22E</td>
<td>2-GE200</td>
<td>K-10</td>
</tr>
<tr>
<td>37, 39, 41</td>
<td>8 bench</td>
<td>Brill</td>
<td>1902</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>43, 45, 47, 49</td>
<td>12 bench</td>
<td>Brill</td>
<td>1899</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>51, 53</td>
<td>&quot;</td>
<td>&quot;</td>
<td>1900</td>
<td>&quot;</td>
<td>&quot;</td>
<td>&quot;</td>
</tr>
<tr>
<td>61, 63, 65</td>
<td>12 bench</td>
<td>Brill</td>
<td>1911</td>
<td>Brill 22E</td>
<td>2-GE300</td>
<td>K-10</td>
</tr>
</tbody>
</table>

Original horsecars purchased by the B&SRR. Used as trailers after electrification. Nos. 11, 13 and 15 equipped with motors in 1892. Motors later removed from 11 and 15 and cars used as trailers again.

Cars 23, 25 and 27 later de-motorized and used as trailers until scrapped.

Cars 51 and 53 were purchased from the Portland Railroad in 1923. Were PRR 153 and 154, respectively.

Cars 61, 63 and 65 were purchased from the Portland Railroad in 1925. Former Portland numbers included 215 and 245.

Cars 246 and 247 purchased from the Portland Railroad in 1927. The cars were not renumbered as they had just been painted and numbered by the PRR before acquisition by the B&SRR.

CLOSED CARS

<table>
<thead>
<tr>
<th>Number</th>
<th>Type</th>
<th>Builder</th>
<th>Year</th>
<th>Trucks</th>
<th>Motors</th>
<th>Control</th>
</tr>
</thead>
<tbody>
<tr>
<td>2, 4, 6, 8</td>
<td>16' Box</td>
<td>Jones</td>
<td>1888</td>
<td>Bemis</td>
<td>1-WP30</td>
<td>J</td>
</tr>
<tr>
<td>10, 12, 14, 16</td>
<td>18' Box</td>
<td>Brill</td>
<td>1900</td>
<td>Brill 21E</td>
<td>2-GE1000</td>
<td>K-10</td>
</tr>
</tbody>
</table>

Original horsecars of B&SRR. Motorized in 1892. Withdrawn from service about 1900.

Cars 10 and 14 rebuilt to one-man cars in 1921. Car 16 converted to line car.
Car 18 purchased second-hand from Portland Railroad in 1902. Originally with open vestibules. Converted to line car.

Car 24 converted to sand car.

Original Birneys purchased by B&SRR. In service until 1936–37.

Purchased from the defunct Exeter, Hampton and Amesbury Street Railway in 1927. Was EH&A No. 4.

Purchased from the Massachusetts Northeastern Street Railway. Were 0168, 0170, 0164, 0160, 0162 and 0166 respectively. Scrapped 1937–39.

Purchased from the Rockland, Thomaston and Camden Street Railway in 1931. Were RT&C 32 and 34, respectively.

Purchased from the Cumberland County Power and Light Company (Portland Railroad) in 1937. Same numbers in Portland. No. 614 never used by B&S.

Purchased from the Cumberland County Power and Light Company in 1936. Same numbers in Portland. Body of No. 615 now owned by Seashore Electric Railway.

The changeover from closed to open cars on summer days usually took place around the noon hour. Here, No. 51 waits in front of the Saco Carhouse as No. 50 pulls up behind.
BN   Plow No. 1 in November, 1934

GFC  Wason shear plow at Saco Carhouse, 1939.

No. 16, line car, at the Saco Carhouse.

No. 24, sand car, at the Saco Carhouse.
### SERVICE CARS AND SNOW PLOWS

<table>
<thead>
<tr>
<th>Number</th>
<th>Type</th>
<th>Builder</th>
<th>Year</th>
<th>Trucks</th>
<th>Motors</th>
<th>Control</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>18' Line Car</td>
<td>Portland</td>
<td>1911</td>
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<tr>
<td>16</td>
<td>&quot;</td>
<td>Brill</td>
<td>1900</td>
<td>Brill 21E</td>
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<tr>
<td>18</td>
<td>&quot;</td>
<td>&quot;</td>
<td>1902</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>20' Sand Car</td>
<td>&quot;</td>
<td>1892</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>ST Nose Plow</td>
<td>B&amp;SSR</td>
<td>1902</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>2</td>
<td>ST Shear Plow</td>
<td>Wason</td>
<td>1914</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>ST Nose Plow</td>
<td>Taunton</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

- Three single truck flat cars
- One horse-drawn snow plow
- One single truck wire car
- One utility truck

### EQUIPMENT OWNED 1892-1915

<table>
<thead>
<tr>
<th>Year</th>
<th>1892</th>
<th>1893</th>
<th>1894</th>
<th>1895</th>
<th>1896</th>
<th>1897</th>
<th>1898</th>
<th>1899</th>
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<tbody>
<tr>
<td>Closed Cars</td>
<td>4</td>
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<td>4</td>
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</tr>
<tr>
<td>Open Cars</td>
<td>6</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td></td>
</tr>
<tr>
<td>Trailers</td>
<td>6</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>11</td>
<td>11</td>
<td>11</td>
<td></td>
</tr>
<tr>
<td>Work cars</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Snow Plows</td>
<td>2*</td>
<td>2*</td>
<td>2*</td>
<td>2*</td>
<td>2*</td>
<td>2*</td>
<td>2*</td>
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</tr>
</tbody>
</table>

### EQUIPMENT NOTES

The original color scheme of all Biddeford and Saco cars was red and yellow with light brown roofs and gold leaf numerals and lettering. The Birneys purchased in 1919 and 1920, however, were olive green, with yellow striping and lettering. These new colors were applied to the Birneys purchased second-hand from the Exeter, Hampton and Amesbury, Massachusetts Northeastern and Rockland, Thomaston and Camden Street Railway except that the former RT&C cars were not lettered with the B&S name.

The Birneys purchased from Portland were painted in two color combinations—red with white and blue trim, and green with white trim, as follows:

- Red—602, 603, 606, 608-615 and 622
- Green—604, 605, 607 and 616-621

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*Including one horse-drawn plow

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This dilapidated looking car is No. 14, one of the Brill 18 foot closed lot purchased in 1900.

The two old single truck closed cars (10 and 14) rebuilt for one-man operation in 1921 had one very bad feature. The air compressors were located in the middle of the aisle at one end of the car and passengers had to walk around the noisy machines to reach their seats. The cars were used mostly for school trips and as extras during the last years of the road and were both in operating condition when motorization took place.

When converted, the two cars were painted red and yellow, with the light brown roofs, and were said to be the best appearing cars on the road at the time. But their appearance was anything but attractive at the end.

In the early 'thirties the B&S seriously considered the conversion of its opens to one-man cars, with aisle seats and screened-in sides, similar to those operated by the Boston and Worcester Street Railway. The plan was never carried out and the opens continued as two man cars right up until the last day of service.

All Birneys, except those from Portland, carried two dash advertising signs on both ends of the car. In addition to the regular ads, usually of the Palace Theatre in Old Orchard during the summer, the B&S had its own cards which advertised its service. Typical signs read: "The Street Car is the Safest Vehicle on the Street"; "Save Money, Ride Street Cars"; "69 Cars Leave Biddeford Every Day for Old Orchard"; "Fireworks Every Wednesday Night—Extra Street Cars"; and the like. The opens carried similar cards, one of which appropriately read, "Be Cool—Ride in the Open."

No. 246, purchased from the Portland Railroad in 1927, at the end of the line at Old Orchard Beach. Note the fireworks advertisement at the end of the monitor.
EDL

No. 615 being loaded onto the trailer truck for shipment at Thornton Heights, South Portland. This car is now preserved at the Seashore Museum.

Both lots of Birneys purchased from Portland were transported to Saco by trailer truck. Operated under their own power from the Deering carhouse to the end of the Thornton Heights line at Nonesuch Corner, South Portland, the cars were loaded on the trailers at this point and hauled to Nourse's turnout, near Main and Beach streets, Saco, where an unloading ramp was erected. After being removed from the trailers, the Birneys were run to the Saco car barn and were given a thorough inspection before going into service on the B&SRR. One car, No. 614, was never used because of worn axle bearings and was stored out of doors at the rear of the carhouse.

On most of the Birneys, one trolley pole was removed, the other being relocated in the center of the roof. According to Supt. Hill, this was done to permit the storage of more cars in the barn. It also served to furnish the company with a supply of extra trolley poles and rendered it impossible for a careless motorman to attempt to operate a car with two poles on the overhead wire.

The Maine legislature of 1915 passed a law requiring that all street cars in the state be equipped with fenders on or before November 1 of that year. The Biddeford and Saco adopted the Libby basket-type fender and all its passenger cars were so equipped during 1916.

CARS ON PROPERTY SEPTEMBER 9, 1933

10, 14, 16, 20 (body only), 22 (body only), 24, 28, 29, 30, 31, 32, 33, 34, 35, 36, 38, 40, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 56, 58, 60, 61, 63, 65, 246 and 247 and two snow plows.

CARS ON PROPERTY SEPTEMBER 6, 1936

10, 14, 16, 24, 28, 29, 30, 31, 32, 33, 34, 36, 40, 42, 43, 44, 46, 47, 48, 49, 50, 56, 58, 60, 63, 246 and 247.

Also single truck shear plow, single truck gondola car, two single truck flat cars and single truck wire car.

CARS ON PROPERTY APRIL 16, 1939


CARS ON PROPERTY JULY 5, 1939

Track 1: 24 (ST sand car), 16 (ST line car), STW (single truck wire car), 247, 47
Track 2: 29, 49, 63, 33
Track 3: 612
Track 4: 606, 602, 609, 620
Track 5: 622, 611, 616, 614
Track 6: 31, 246, 610, 608
Storage: 604, 48, ST Shear, 14, 621, 617, 43
In Yard: ST open rebuilt to gondola
LOCATION MAP

BIDDEFORD & SACO RAILROAD

Legend
B & S RR
Other Electric RRs.

BIDDEFORD
ATLANTIC SHORE RAILWAY

PORTLAND RAILROAD

SACO

BIDDEFORD, SACO, AND OLD ORCHARD, MAINE.

Scale 1/2
1 mile

Prepared by G. F. Cunningham
Sept. 1949

Cars to Ocean Park Road
Terminated here

Ocean Park

Granite St.

Bridgton Point

Main St.

Old Orchard

PORTLAND

BIDDEFORD

ATLANTIC SHORE RAILWAY

Legend
B & S RR
Other Electric RRs.

BIDDEFORD
ATLANTIC SHORE RAILWAY

PORTLAND RAILROAD

SACO

BIDDEFORD, SACO, AND OLD ORCHARD, MAINE.

Scale 1/2
1 mile

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