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Portland-Lewiston Interurban: Maine's Fast Electric Railroad

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New England Electric Railway Historical Society

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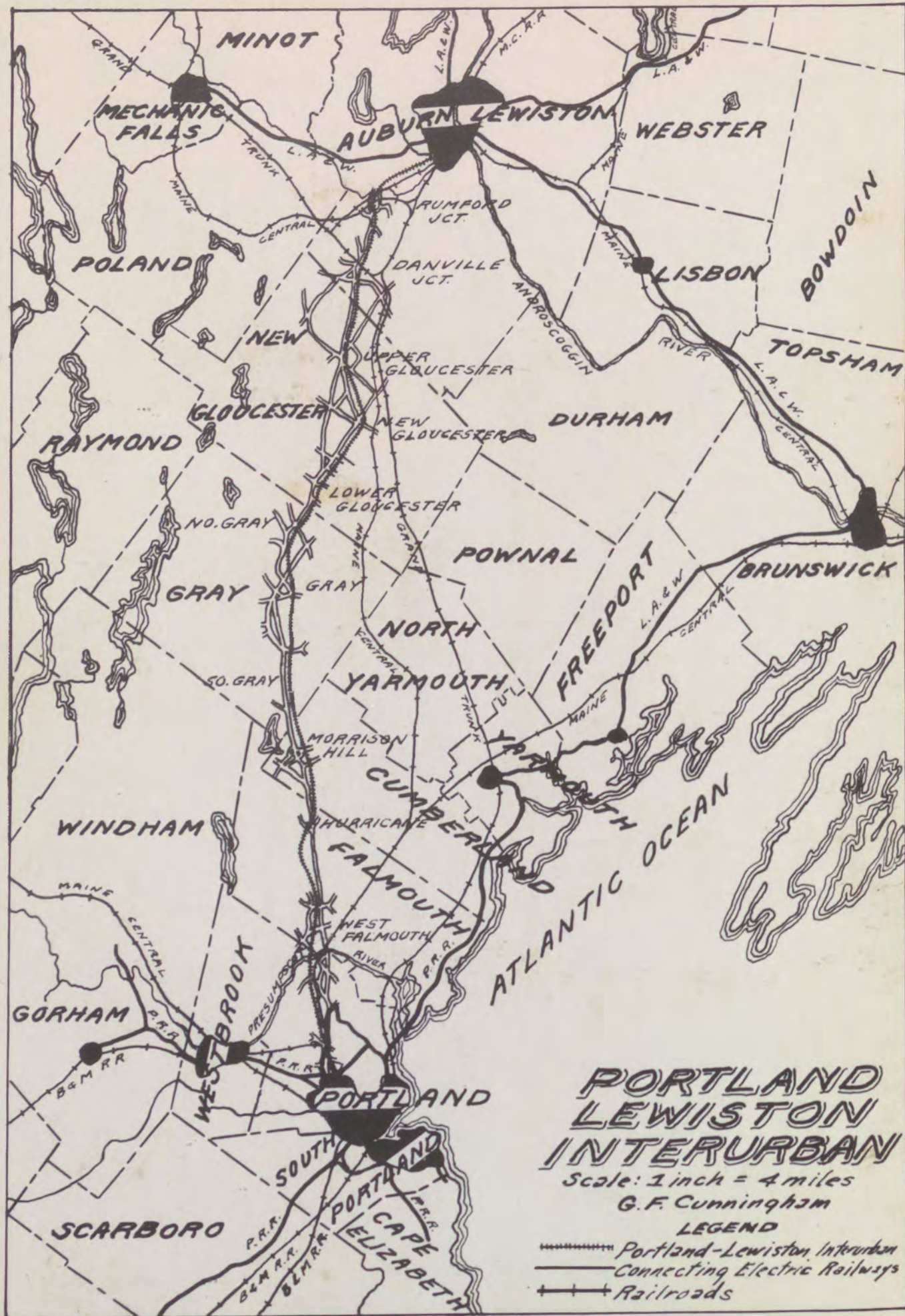
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MAINE'S FAST ELECTRIC RAILROAD

PORTLAND-LEWISTON INTERURBAN

O. R. CUMMINGS





INTRODUCTION

This is the story of the Portland-Lewiston Interurban — “The Finest Electric Railroad in All New England” — which connected Maine’s largest city and major seaport, Portland, with the Twin Cities of Lewiston and Auburn and served the intermediate communities of West Falmouth, West Cumberland, Gray and New Gloucester from 1914 to 1933.

Owned by the Androscoggin Electric Company, which became a unit of the Central Maine Power system in 1920, the Interurban operated almost entirely over private right of way from the Deering section of Portland to the outskirts of Auburn and provided the best in passenger and freight transportation for almost two decades. Its 30-mile single track line was of substantial construction — as well built as many steam railroads — and its rolling stock was produced by some of the nation’s leading car builders. Modern methods of power generation and distribution were employed; operations were conducted in a careful and efficient manner, and the road was properly maintained almost until the end.

Both limited stop and local passenger service were offered during most of the Interurban’s existence, the road maintaining an hourly headway, and while the freight business was never too extensive, it nevertheless did furnish an important part of the railway’s revenues. The line was a profitable one from the beginning of operations until the advent of the Great Depression, with its net income rising steadily through 1922 and then dropping off gradually in the face of increasing automobile and truck competition. Finally, the loss in traffic, both passenger and freight, resulted in substantial deficits and made the Interurban’s demise inevitable.

To its patrons, the Interurban was more than just a means of transportation — it was almost an institution — and when it was abandoned, there were many who felt as if an old and cherished friend had passed on. The fact that it is still well and fondly remembered is attested by the observance of “Interurban Day”, commemorating the 50th anniversary of the opening of the line, when the town of Gray celebrated its Bicentennial in 1964. There were displays of Interurban memorabilia and several former employes of the road gathered for an informal reunion.

For convenience of narration, this history has been divided into seven chapters, the first dealing with the promotion, construction and corporate affairs of the Interurban. The second chapter covers the physical properties, while the third chapter describes the opening of the line in 1914. Chapter 4 covers the passenger service from 1915 through 1932 while Chapter 5 is devoted to a “ride” over the line. Freight service is described in Chapter 6, and Chapter 7, “An Interurban Dies,” deals with the abandonment and dismantling of the line.

This history is respectfully dedicated to all former employes of the Interurban, both living and deceased, and it is hoped that the presentation will serve as a permanent memorial to this outstanding line, which has been a railroad of the past for nearly 35 years.

ACKNOWLEDGMENTS

An earlier history of the Portland-Lewiston Interurban, written by your present author, was published in 1956 as Volume 10 of *Transportation* by Connecticut Valley Chapter, National Railway Historical Society. This 28-page booklet has long been out of print but the demand for copies has continued. Rather than simply to reissue the original publication, it was decided to undertake further research and to prepare a much longer and more detailed presentation. The results of this research were fruitful and, in addition, many additional photographs were made available for publication. While some of the information offered in this new history may not be of particular interest to the average reader, it is included for the benefit of electric railway enthusiasts, to whom complete data about rolling stock and other physical property, operating procedures and the like are important.

Acknowledged in the previous history was the personal assistance of Oscar S. Adkins of Auburn, who served as motorman, conductor and dispatcher on this outstanding road, and Percy E. Weymouth, superintendent of the PLI from late 1918 until abandonment. Both of these men have since passed on. Valuable help in the preparation of this new history was given by Sumner B. Cobb of Portland, the Interurban’s freight traffic manager for many years; Rufus H. Stone of Portland, Mr. Weymouth’s predecessor as superintendent, and Harry E. Williams of South Portland, former motorman and conductor.

Charles D. Heseltine of South Portland, an Interurban enthusiast for many years, provided a large amount of material from his historical files and undertook much of the necessary research, aided by his sister, Miss Dorothy Heseltine. Among other individuals who provided information or pictures were Mrs. Gladys Robinson Cobb of Augusta, Me.; Theodore Santarelli de Brasch of South Hamilton, Mass.; Charles C. Holt of Saugus, Mass.; George King, Jr. of Walpole, Mass.; Frank C. Dodge, Jr. of Albany, N. Y.; Roger Borup, publications chairman of Connecticut Valley Chapter, NRHS; Francis J. Goldsmith, Jr., of Flushing, N. Y.; Charles A. Duncan of Danvers, Mass.; Russell J. Goodall of Sanford, Me.; the late Wesley E. Lancaster of Auburn, Me., and James R. McFarlane of Cape Elizabeth, Me.

The maps were prepared by Gerald F. Cunningham of Silver Spring, Md. and Willard R. Higgins of Stoneham, Mass. Many of the photographs came from an album compiled by former PLI employes in connection with a series of reunions held from 1938 through 1941.

The Central Maine Power Company made available remaining official records of the Interurban while other information was furnished by the Maine Public Utilities Commission. Newspapers consulted included the *Portland Press Herald*, *Portland Evening Express*, *Lewiston Sun* and *Lewiston Evening Journal*. Additional material came from the *Electric Railway Journal*, the *Street Railway Bulletin*, monthly periodical of the New England Street Railway Club, now the New England Transit Club, and from

The Exciter, Central Maine Power Company employees' magazine.

The New England Electric Railway Historical Society Inc. and the author express their sincere thanks and appreciation to all those who assisted in any way in the preparation and publication of this new history of the Portland-Lewiston Interurban. Without their help, the project would have been an impossible undertaking.

Sept. 1, 1967

New England Electric Railway Historical Society, Inc.

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ABOUT THE AUTHOR

The author of more than 25 histories of New England street and electric railways, O. R. Cummings, 44, is a native of Newburyport, Mass. A graduate of Amesbury, Mass. High School, he attended Bates College, Lewiston, Me., in 1940-42 and served in the Pacific on a Loran station of the Coast Guard during World War II. He was graduated from the Bentley School of Accounting & Finance, Boston, in 1948 but instead of accountancy, he chose the newspaper profession as his life's work and after getting his start as a reporter on the *Newburyport Daily News*, he became associated with the *Manchester Union Leader* in 1956. He is now state copy editor of the latter.

He has been a member of the New England Electric Railway Historical Society, Inc. since 1941 and currently is serving on its board of trustees. He also is superintendent of passenger operations at the society-owned Seashore Trolley Museum at Kennebunkport, Me. Cummings belongs to several other railfan organizations, the New Hampshire and Maine Historical Societies, and a number of Masonic bodies.

Most of "O. R.'s" historical efforts have been published by Connecticut Valley Chapter, National Railway Historical Society, but others have appeared in bulletins of the Electric Railway Historical Society of Chicago, Ill., and issues of *Electric Traction Quarterly*. He also has written articles for *Railroad Magazine*, *Traction & Models*, *Yankee* and the *Bates College Bulletin*.

FRONT COVER PHOTO

The *Clematis* at Deering Junction, Portland, with Marvin L. Shackford, left, conductor, and Joseph R. Lavigne as its crew. The building in the background is the old Morrill House, later known as the Keeley Cure and still later as the Fielding House.

EFFECTIVE APRIL 28, 1929

PORTLAND LEWISTON INTERURBAN

Time Table

EASTERN STANDARD TIME

Giving
Complete
Car Service
Between

PORTLAND
DEERING
WEST FALMOUTH
GRAY
NEW GLOUCESTER
UPPER GLOUCESTER
DANVILLE
AIRPORT
AUBURN
LEWISTON
and Way Stations



AN INTERURBAN IS BORN

1905-1914

Trolley service between Portland and the Twin Cities of Lewiston and Auburn had its beginnings on Aug. 8, 1902 when the Portland & Brunswick Street Railway, incorporated the previous year, opened its 15.4 mile line from the college town of Brunswick southerly through Freeport and South Freeport to Yarmouth. At Brunswick, the Portland & Brunswick had a physical connection with the Lewiston, Brunswick & Bath Street Railway, constructed in 1898, and at Yarmouth, the P&B tracks dead-ended just a few feet from the rails of the Portland Railroad Company's Yarmouth Division, built in 1898 as the Portland & Yarmouth Electric Railway.

The roundabout route between the Forest City and Lewiston created by the opening of the Portland & Brunswick was 42 miles long, with a running time of more than three hours and with two changes of cars — at Yarmouth and at Brunswick — initially being necessary. The service was frequent, however, and the combined fares of the three railways involved in the Portland-Lewiston trip was only 65 cents.

One of the two changes, that at Yarmouth, was eliminated on Aug. 15, 1906 with the establishment of through service between Portland and Brunswick by the Portland Railroad and the Portland & Brunswick after a physical connection of the two was effected at Yarmouth. Each company provided half the cars required for joint operation, the 28-mile trip having a running time of two hours. A 30-minute headway was provided from mid-June until early September. In other seasons, hourly service was given. Similar headways were maintained between Lewiston and Brunswick by the Lewiston, Brunswick & Bath and schedules were arranged to provide positive connections at Brunswick.

There were at least two proposals to build "short cut" connections between the Portland & Brunswick and the Lewiston, Brunswick & Bath to shorten the Portland-Lewiston trip. The first was the Lisbon, Durham & Freeport Street Railway, promoted by Amos F. Gerald of Fairfield, known as the "Electric Railroad King of Maine," who had created both the Lewiston, Brunswick & Bath and the Portland & Brunswick Street Railways. Chartered on January 1, 1907, this road planned to build a nine-mile line between Lisbon, on the Lewiston, Brunswick & Bath, and Freeport, on the Portland & Brunswick.

The second was the Auburn, Durham & Yarmouth Electric Railway, which was formed late in 1907 by Gerald and several associates. This proposed line was to extend from Auburn, on the LB&B, through Durham and Pownal to Yarmouth and a connection with the Portland & Brunswick and the Portland Railroad. However, the Auburn, Durham & Yarmouth, so far as can be determined, never secured a corporate charter, and that of the Lisbon, Durham & Freeport was allowed to lapse in 1909.

(The Lewiston, Brunswick & Bath Street Railway, which also owned the local trolley lines in Lewiston and Auburn, was absorbed by the Lewiston, Augusta & Waterville Street Railway in 1907, and in 1913, the former Portland & Brunswick, which had been reorganized as the Brunswick & Yarmouth Street Railway in 1911, was merged into the LA&W system. The Lewiston, Augusta & Waterville went into receivership in December 1918 and was reorganized on October 1 of the following year as the Androscoggin & Kennebec Railway. Two months later, on Dec. 1, 1919, the Portland-Brunswick joint operation was discontinued by the Portland Railroad and the A&K and through passengers again were required to change cars at Yarmouth).

Of course, there were steam railroad lines between Portland and Lewiston — the Maine Central Railroad and the Grand Trunk Railway — but there were few trains on either line on weekdays and even poorer service on Sundays. The Maine Central's line ran via Falmouth, Cumberland, Yarmouth, East Gray, New Gloucester and Auburn, while the Grand Trunk's route extended through Falmouth, Cumberland, Yarmouth, a corner of Pownal and New Gloucester to Lewiston Junction, so-called, in Auburn, whence the Lewiston & Auburn Railroad, a direct subsidiary of the Grand Trunk, ran into Lewiston.

Because of the alleged inadequacy of the steam railroad service and the time involved on the trolley route via Brunswick, there was early agitation for a direct electric railway line between Portland and the Twin Cities. But no definite action appears to have been taken until early in 1905 when two companies, the Portland & Lewiston Railway and the Lewiston & Portland Railroad, organized by separate interests, submitted their articles of association to the Maine Railroad Commissioners for approval under the provisions of the state's general street railway law of 1893.

The first of these companies was the Portland & Lewiston Railway, which filed its articles of association with the state body on April 13. This concern proposed to build a 32-mile standard gauge street railway "for the public use, for street traffic and for the conveyance of persons and property" from Morrill's Corner, in the Deering section of Portland, through West Falmouth, West Cumberland, Gray and New Gloucester to the intersection of Court Street and Minot Avenue in the city of Auburn.

Incorporators of the Portland & Lewiston Railway included Edward W. Gross of Auburn, Lewis A. Goudy of Portland, and Frank Ridlon of Boston, Mass. At this time, Messrs. Gross and Goudy were associated in the development of the Automatic Telephone Company in Lewiston while Messrs. Gross and Ridlon were the owners of the Berlin Street Railway, connecting Berlin and Gorham, N. H.

Two days later, on April 15, the Lewiston & Portland Railroad submitted its articles of association to the Railroad Commissioners. This company proposed to build a 30-mile standard gauge electric railway from a point at or near the corner of Minot Avenue and Washington Street in Auburn, through Auburn, and the towns of New Gloucester, Gray, Cumberland and Falmouth to Portland. Its incorporators were Winfield S. Libbey, better known as W. Scott Libbey; Henry M. Dingley, Julius E. Parkhurst and J. Frank Boothby, all of Lewiston, and Attorney John A. Morrill of Auburn.

(Libbey, a prominent Lewiston industrialist, and Dingley were the co-owners of the Lewiston & Auburn Electric Light Company, which held important water rights at Deer Rips on the Androscoggin River in Auburn and had constructed a modern hydroelectric plant there. The Lewiston & Portland Railroad was to be a major customer for this power development).

Both the Portland & Lewiston Railway and the Lewiston & Portland Railroad proposed to connect with the Portland Railroad Company and with the Lewiston, Brunswick & Bath Street Railway and to use the tracks of those two companies in the terminal cities.

The articles of association of the Portland & Lewiston Railway were approved by the Railroad Commissioners on April 26, 1905 and those of the Lewiston & Portland Railroad the following day, thus creating two companies with essentially the same rights and privileges. Fortunately, the Gross-Goudy and the Libbey-Dingley interests were friendly and, as the story goes, they soon reached an agreement calling for the cancellation of the charters of both the Portland & Lewiston Railway and the Lewiston & Portland Railroad and the organization of a new company, which was to be supported by all parties concerned. The power for the new road was to be supplied by the Lewiston & Auburn Electric Light Company.

(Another company which proposed to build the inter-urban was the Portland & Auburn Railway. Promoted by the F. E. Hawkes Company of Boston, Mass., this road was projected in 1906 and planned to run storage battery cars in both passenger and freight service over the route, one substantially the same as those specified by the Portland & Lewiston Railway and the Lewiston & Portland Railroad. Like the Auburn, Durham & Yarmouth, the Portland & Auburn never secured a corporate charter, either under the general laws or through a special legislative act).

THE PORTLAND, GRAY & LEWISTON RAILROAD

As successor to the Portland & Lewiston Railway and the Lewiston & Portland Railroad, the Portland, Gray & Lewiston Railroad was organized by Messrs. Gross and Goudy and the articles of association of this new company were filed with the Railroad Commissioners on June 8, 1907, being approved on July 9. The authorized capitalization was \$160,000 (soon increased to \$1 million) and the proposed route was to be 40 miles long, extending from Portland through Westbrook, Falmouth, Cumberland, Gray and New Gloucester to Auburn and Lewiston.

Incorporators, in addition to Gross and Goudy, included Charles C. Benson and John D. Clifford, both

of Lewiston; William M. Sturges and Norman D. Sturges, both of Scranton, Pa., and Tracy W. Holland of Brooklyn, N. Y.

(Messrs. Sturges and Holland also were among the incorporators of the proposed-but-never-built Portland & Northern Railroad, chartered May 11, 1907 to construct a street railway from Portland to Westbrook, Windham, Raymond, Casco, Naples and Bridgton, a distance of about 40 miles. It is said that the Portland, Gray & Lewiston and the Portland & Northern planned to use common trackage from Portland to Westbrook, where the lines were to separate and continue to their respective destinations. The rights of the Portland & Northern lapsed in May 1910 and no attempt was made to obtain a new charter).

Formal organization of the Portland, Gray & Lewiston took place on July 12, three days after the articles of association were approved, with Mr. Gross being elected president; Mr. Goudy, first vice president; Mr. Clifford, second vice president; Mr. Benson, secretary and treasurer, and Llewellyn Barton of Portland, clerk. Directors included the Messrs. Gross, Goudy, Clifford, Benson, Holland, William M. Sturges and Norman D. Sturges.

While Messrs. Gross and Goudy were men of some means, they did not command the capital resources necessary to build the Portland, Gray & Lewiston and neither, apparently, did any of their associates in the company. Finally, early in 1909, Gross appealed to W. Scott Libbey for assistance. The latter agreed to provide the necessary funds and on April 9, he was named a director of the PG&L, Attorney John A. Morrill having been named clerk the previous day. A little more than three months later, on July 26, Libbey succeeded Benson as treasurer.

To make a long story short, Messrs. Benson, Clifford, Sturges and Holland, after some litigation, all withdrew from the Portland, Gray & Lewiston, and by early 1910, Messrs. Libbey and Dingley were in complete control of the company, having purchased the interests of Gross and Goudy. As of March 28, 1910, Henry M. Dingley was president of the PG&L, Julius E. Parkhurst was vice president; W. Scott Libbey was treasurer, and Attorney John A. Morrill was clerk.

* * * *

With the collapse of the Portland & Northern project, the Portland, Gray & Lewiston management decided to build essentially the same route as that proposed by the earlier Portland & Lewiston Railway, and on March 16, 1909, the proposed locations of the PG&L were submitted to the Railroad Commissioners for their approval. A hearing was scheduled for April 6 but the case was continued until July 2, when a petition to permit certain important changes was filed. The matter finally was heard on July 14 and a favorable decision was rendered 15 days later. Additional changes in the route were approved in 1910 and 1911 after construction had started.

The initial plan for the Portland, Gray & Lewiston reportedly called for the construction of an ordinary cross-country trolley line, largely paralleling existing highways and touching all the population centers along the way. But W. Scott Libbey had different ideas. He wanted a road that, while still serving the intermediate

villages, would operate almost entirely over private right of way from the outskirts of Portland to Auburn. The route was to be as direct and straight as possible and high speed cars were to be used to provide fast passenger and freight service.

(The Portland, Gray & Lewiston, like the earlier Portland & Lewiston Railway, was authorized to carry both persons and property).

As finally established, the route of the Portland, Gray & Lewiston began at a connection with the Portland Railroad Company at Allen and Goodrich Avenues, near Morrill's Corner, Portland, and, running over private way, paralleled the Maine Central Railroad nearly all the way to the Presumpscot River and the Falmouth town line. Crossing the river, it continued in an almost straight course to the village of West Falmouth, some four miles from the starting point.

(The connection with the Portland Railroad was known as Deering Junction, probably being named after nearby Deering Junction on the Portland Terminal Company, a wholly owned subsidiary of the Maine Central).

Leaving West Falmouth, the line was to parallel the west side of the present Route 100 (the Portland-Lewiston highway) a very short distance and then follow a northwesterly course over private land for more than a mile before curving northeasterly and crossing Route 100 at Hurricane, named after nearby Hurricane Corner, an area of West Falmouth which was heavily damaged in a severe windstorm during the Revolutionary War period.

From Hurricane crossing, the route was to run northerly across country, over private right of way to the east of the highway, for about $7\frac{1}{2}$ miles through West Cumberland and South Gray to Gray, the largest town en route. Continuing on from Gray, the line was generally to parallel Route 100 to North Gray and the New Gloucester boundary; run northeasterly through Lower Gloucester to the village of New Gloucester, extend northwesterly to Upper Gloucester, and then parallel the highway again to another crossing near Danville Junction, Auburn.

Extending northerly from Danville, the line was to run in an almost straight course over private land to the Little Androscoggin River and a point near Littlefield's Corner on Hotel Road, Auburn. At first, it was planned to build from Littlefield's along Hotel Road and Court Street to a connection with the Lewiston, Augusta & Waterville Street Railway's Lewiston-Mechanic Falls line at Court Street and Minot Avenue but later, it was decided to build along Hotel and Poland Roads to a connection with the LA&W on Minot Avenue at Fairview Avenue. (Poland Road also was known as Old Portland Road.) This connection became known officially as Fairview Junction and the distance between Fairview Junction and Deering Junction was 29.72 miles.

There were to be three railroad crossings, all in Auburn. The first, near Danville Junction, was with the Grand Trunk Railway's main line from Portland to Northern New Hampshire, Vermont and Canada. Next came the Rumford branch of the Maine Central, and last was the Lewiston & Auburn Railroad. In approv-

ing the route of the PG&L, the Railroad Commissioners specified that the crossing of the Grand Trunk should be made through an underpass and that a bridge should be constructed above the tracks of the Maine Central. The crossing of the Lewiston & Auburn, near Littlefield's, was to be at grade, with the PG&L supplying the necessary crossing frogs.

The Portland, Gray & Lewiston had little difficulty obtaining land for its private right of way. Property owners all along the route were wholeheartedly cooperative, many of them deeding real estate to the railway for only nominal considerations, for they wanted the interurban and wanted it very much. Residents of Gray were particularly in favor of the road for the principal part of the town had been bypassed by both the Maine Central and the Grand Trunk and the lack of direct rail communication with the outside world was having a decidedly adverse effect on the community's growth. Hence the Portland, Gray & Lewiston was welcomed with more than open arms.

By late 1909, most of the needed land had been purchased and when the spring of 1910 rolled around, it was time for the pick and shovel work to start!

* * * *



W. Scott Libbey, the builder of the Portland-Lewiston Interurban.



Horse-drawn scoops break ground for the Interurban near Cobb Lane, Portland, in June 1911.



Excavating a cut on the Portland, Gray & Lewiston right of way at West Falmouth in 1911.



This tower wagon was used to erect the overhead wire on the Interurban in 1911.



Grading along the present Route 100 at North Gray in 1910.

CONSTRUCTION

The Portland, Gray & Lewiston was four years a-building!

One reason for the lengthy construction period was that work was carried on only during the spring, summer and fall, when weather and ground conditions were favorable. Another reason was the availability of funds, which were supplied entirely by Messrs. Libbey and Dingley, mostly by the former, the two men accepting the corporation's notes as security. The firm of Libbey & Dingley, incidentally, served as the prime contractor for the construction of the road.

(The Portland, Gray & Lewiston issued only five shares of common stock — enough to qualify the directors).

Actual construction started at 1:13 on the afternoon of Thursday, April 7, 1910 when Samuel Ferguson, construction superintendent, turned the first sod of earth near Littlefield's Corner, Auburn, and by the fall of that year, the grading had been completed from Littlefield's through New Gloucester to Gray. During the winter of 1910-11, sleds were used by a small crew of men to distribute ties and poles along much of the roadbed.

When construction resumed in the spring of 1911, work began at the Portland end of the line, the grading being pushed from Deering Junction northerly toward Gray. Coincident with the grading work, Fred T. Ley & Company of Springfield, Mass., constructed about a dozen reinforced concrete bridges of the Luten truss type across various streams along the route, including the meandering Piscataqua River in West Falmouth and West Cumberland. The two longest bridges, each about 110 feet long, spanned the Presumpscot River, the boundary between Portland and Falmouth, and the Little Androscoggin River in Auburn.

Work on the power system also was started during 1911, with substation buildings being erected at West Falmouth, Gray and Danville. An electric locomotive and five flat cars arrived late in the year and in 1912, as soon as the first overhead wire was erected on the Portland end, arrangements were made to purchase direct current from the Portland Railroad and track laying commenced. The rails were received at Deering Junction, where an interchange track between the Portland Terminal Company and the Portland, Gray & Lewiston was constructed to facilitate delivery of construction materials to the Interurban. A large gravel pit, to serve as a source of ballast and fill, was acquired at Morrison's Hill in West Cumberland and a Thew steam shovel was purchased by the PG&L for use at the pit.

The construction of a large combination carhouse and terminal building in Lewiston was started during April 1912 and in that same month, the road ordered its first passenger cars — four from the Laconia Car Company of Laconia, N. H., and two from the Wason Manufacturing Company of Springfield, Mass.

A progress report in the *Lewiston Sun* of July 18, 1912 indicated that the track had been laid all the way from Deering Junction to West Cumberland and that the erection of the overhead over the entire line was

nearing completion. The same issue of the *Sun* also noted that construction of a combination carhouse and terminal building in Portland was due to start August 1 and that the high tension line from the Deer Rips plant of the Lewiston & Auburn Electric Light Company to the PG&L substations was in place.

Work was slowed briefly during the week of August 25 when, as a climax to a feud in the construction camp near Littlefield's, one of the workmen, Vincenzo Jamari, was stabbed fatally by a fellow laborer. During the investigation, about ten others from the camp were confined to the Auburn city jail for a few days.

Because of heavy rains during the spring and fall, construction frequently was interrupted and delayed in 1913 but by the end of the year, the Portland, Gray & Lewiston was rapidly nearing completion. The track was down and ballasted, except for a short stretch between Fairview Junction and a point near Taylor Brook on Poland Road, Auburn. Four cars were on hand; the overhead was all up and the substation equipment was in place. During the early spring of 1914, the physical connections with the Portland Railroad and the LA&W at Deering and Fairview Junctions respectively were installed and, in addition, as the result of a certain amount of settling during the winter months, the tracks were leveled and aligned over the entire road, additional ballast being applied where necessary. By May 15, 1914, the Interurban was practically ready to run.

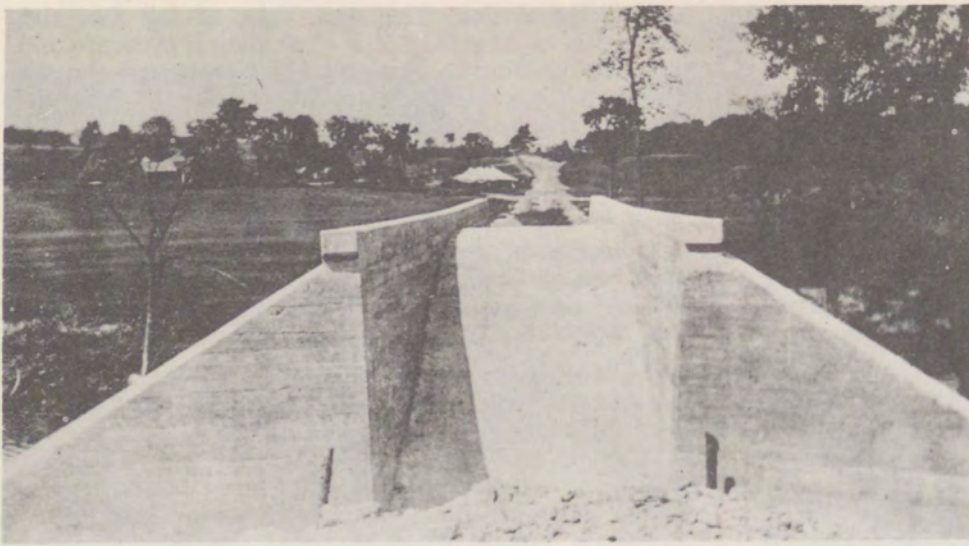
* * * *

As built, the Portland, Gray & Lewiston had a private right of way 50 feet wide. The track was built with 70 lb. open hearth steel T rails, laid in 33-foot lengths with staggered joints and twin terminal bonds. Ties were of chestnut, white oak, red oak and cedar and were laid on two-foot centers. Tie plates were used throughout. The maximum grade on the line was 4 per cent and the sharpest curve was 780 feet in radius. All cattle passes on the road were of reinforced concrete construction and culverts were of corrugated steel pipe, concrete or wood.

The overhead was of light catenary construction throughout, with both messenger and trolley wires being of No. 0000 copper. To save line material, the messenger wire was used as a direct current feeder, the trolley wire being attached to it by steel hangers 30 feet apart. The side poles supporting the overhead were 30 feet long and were of chestnut, the spacing between the poles being 120 feet. Bracket suspension was employed, the messenger wire being laid upon porcelain insulators attached to 3-inch steel I-beams, eight feet in length, with the bracket stiffened by a steel rod clamped to the pole. On curves, a pull-off rod was used between the trolley wire and the bracket. The brackets were equipped at the outer ends with hooks to hold the messenger wire on the arm in case of a broken insulator.

A private telephone system extended the entire length of the line, the wires being carried on the poles which supported the overhead. Locations of permanent instruments included Fairview and Deering Junctions, the terminal buildings at Portland and Lewiston, the three substations, and all sidings and turnouts.

The fact is that the Portland, Gray & Lewiston was constructed in as substantial a manner as many steam



Ready for the construction of the earth approaches is the Presumpscot River Bridge.

Spiking down the rails on the Portland, Gray & Lewiston in 1911.



A four-horse team draws the scoop breaking ground for the Interurban at Danville in 1910.

railroads. It was in all respects an electric railroad — not a street railway. Long radius curves and easy grades were a feature of the line, which had its share of cuts and fills. The width of the right of way suggests that sufficient land was acquired to permit the widening of the roadbed and the construction of a second track should such become necessary, but the PG&L remained a single track road with turnouts. Incidentally, there eventually were nine turnouts, these being located near Deering Junction; at the West Falmouth, Gray and Danville substations; at Sadler's, on Hotel Road, Auburn, about a mile south of Fairview Junction; at Rowe's in Upper Gloucester; at New Gloucester village; at Webster's in North Gray, and at Forest Lake, a short distance north of the Morrison's Hill pit. A spur extended from the main line into this pit.

* * * *

Annual inspection reports of the Maine Public Utilities Commission from 1915 through 1928 indicate that the Interurban was more than adequately maintained during that period and, indeed, it was well kept up to within a year or so of abandonment. It had to be because of the high speeds at which the cars were operated! Three track crews, based at West Falmouth, Gray and Danville, were kept continually busy during the spring, summer and fall, performing such tasks as raising the track at various points and applying additional ballast, repairing bridges, culverts and cattle passes, erecting wire fencing along the right of way and installing new ties and highway crossing timbers. Replacements of ties in quantity began in 1918, when some 600 were installed, and during 1921, the line crew straightened poles and realigned the trolley and messenger wires over the entire road. Other maintenance work included the installation of new tie plates, rail braces and rail bonds, the turning of rails at curves and the installation of some new rail. "Travel in Speed, Comfort and Safety" was one of the slogans of the Interurban and maintenance crews did their best to make this possible.

The Interurban was plagued with severe washouts in 1915 and 1916, especially in the latter year when rapidly melting snow in March and heavy rains in April and May turned the normally peaceful Piscataqua River, which was little more than a wide brook, and other streams into raging torrents. The approaches to several of the bridges in the West Falmouth area were carried away by the flood waters, although the bridges themselves remained intact, and at a number of points, the track and ties were supported only by air. At other points, the rails were covered by mud slides. Track gangs worked day and night to repair the damage and the steam shovel at Morrison's Hill loaded many tons of fill and ballast on gravel trains towed by the railway's powerful locomotive.

The concrete arch bridge over the Presumpscot River began to deteriorate during 1927 and early in 1928, it was replaced by a steel span of the plate girder type, purchased from the Maine Central Railroad. Delivered to the Interurban at Deering Junction, it was complete with rails and ties when it arrived. Mounted on a pair of freight car trucks, it was pushed to the river one night in January and was lowered on top of the existing bridge, which had been reinforced with trestle work. The tracks were connected at each end and the new bridge was ready for use, all without any interruption

to service on the Interurban. Then, most of the old bridge was removed, only the ends remaining to serve as abutments for the new span.

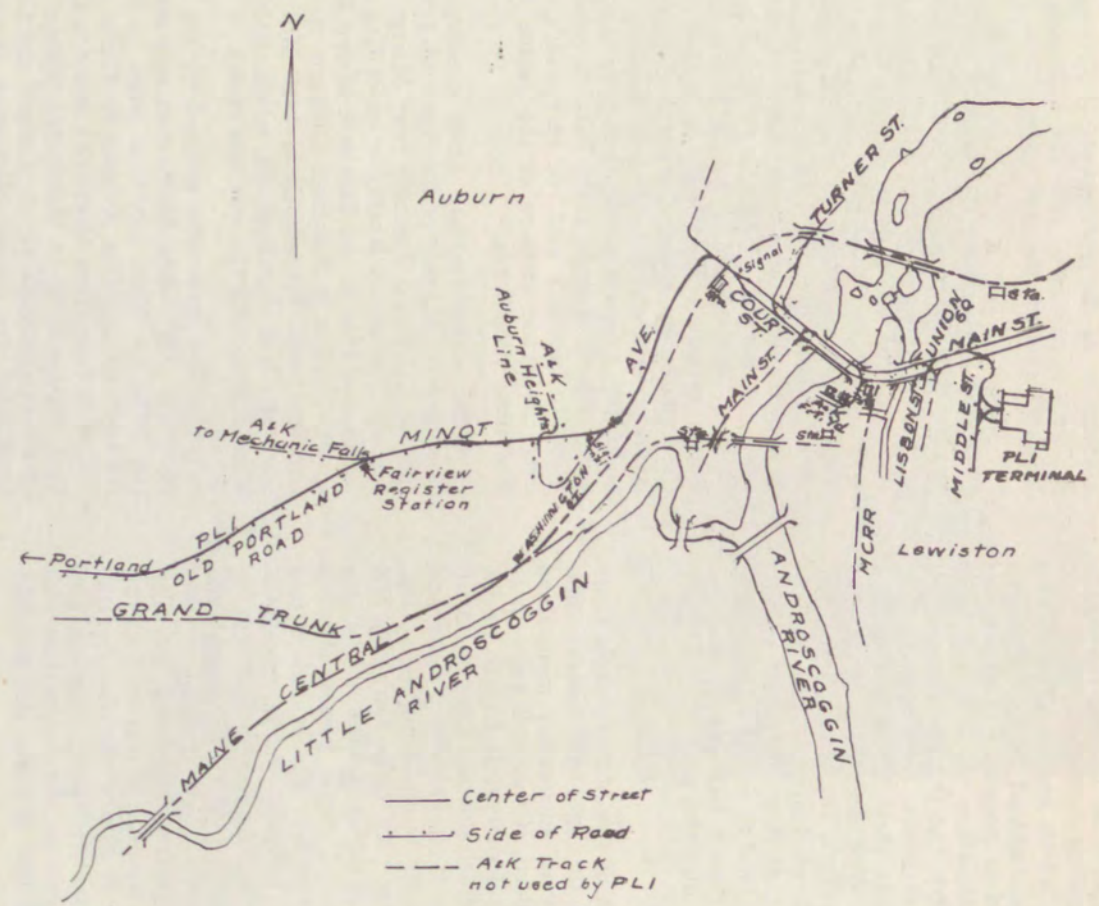
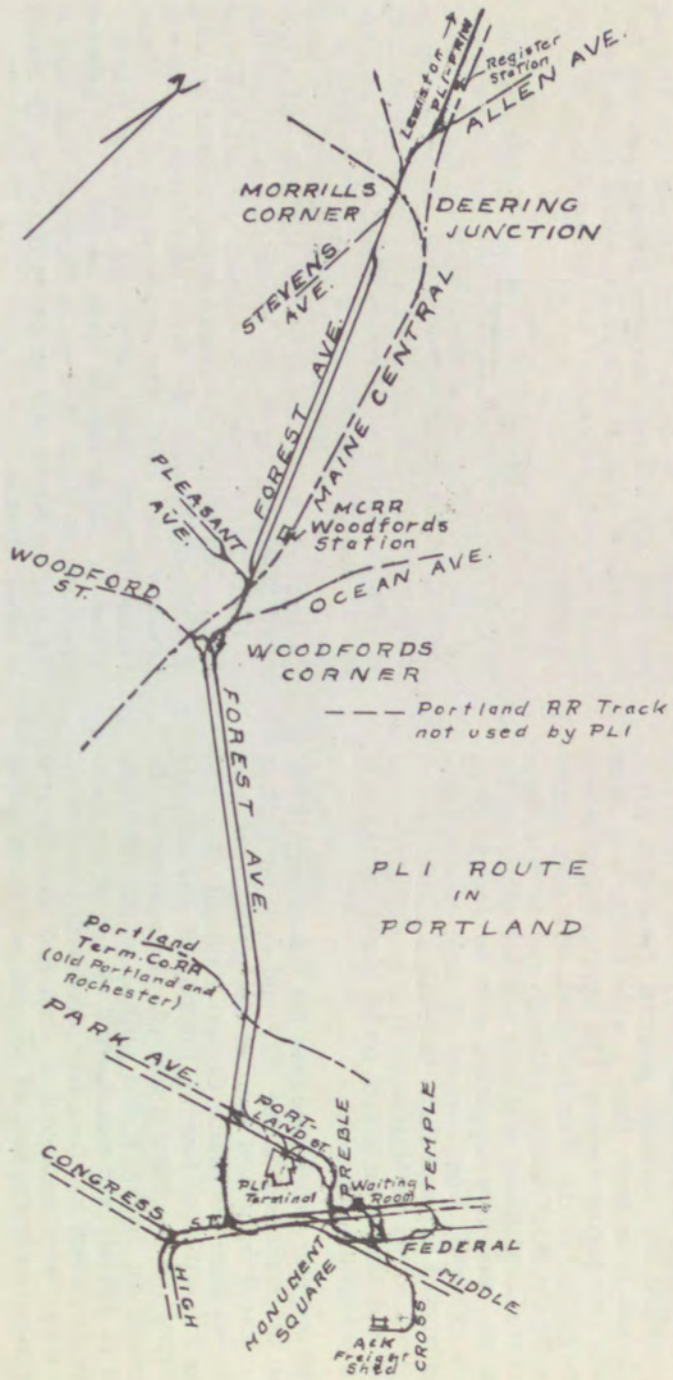
* * * *

While the Portland, Gray & Lewiston was busy constructing its line, the Portland Railroad Company, in anticipation of handling Interurban cars in the city, was engaged in making several important improvements on its system. Among these were the laying of a single track up Forest Avenue hill from Park Avenue and Portland Street to Congress Street; the construction of a single track on Temple Street between Federal and Congress Streets to provide a loop near Monument Square; the building of a new double track line along Forest Avenue from Woodfords to Morrill's Corner, and the replacement of single track by double iron on Forest Avenue between Martyr and Kennebec Streets. The latter two projects provided a continuous double track along Forest Avenue from Park Avenue and Portland Street to Morrill's with the exception of a single track over the grade crossing of the Maine Central's main line near Woodfords.

(Other steam railroad grade crossings along Forest Avenue included that of the Portland Terminal Railway spur to the Casco Tannery near Martyr Street; that of the old Portland & Rochester main line near Kennebec Street, and that of the Boston & Maine Railroad's Worcester, Nashua & Portland Division at Morrill's. The crossings near Woodfords and at Morrill's were protected by ball signals which, when raised to the top of a mast, indicated the way was clear).

Under the agreement reached by the Portland Railroad and the PG&L, Interurban cars arriving at Deering Junction from Lewiston were to run over PRR trackage along Allen Avenue to Forest Avenue; along Forest Avenue from Morrill's Corner to Congress Street; up Congress Street to Monument Square, and loop back to the square via Federal, Temple and Congress Streets. Outbound cars, leaving Monument Square, were to run down Preble Street to Portland Street; through Portland Street to Forest Avenue, and out Forest Avenue to Woodfords, Morrill's, Allen Avenue and Deering Junction. The distance between Deering Junction and the intersection of Temple and Congress Streets for inbound cars was 3.25 miles; for outbound cars, an even three miles.

In the Twin Cities, Interurban cars arriving at Fairview Junction, Auburn, were to run over LA&W trackage along Minot Avenue to Court Street and on Court Street to the so-called Upper Bridge over the Androscoggin River. Crossing the span into Lewiston, they were to run up Main Street to Union Square at Main and Lisbon Streets. There was a grade crossing of a spur track of the Maine Central on Main Street, near the Lewiston lower station of the McCRR, and a protected grade crossing of the Maine Central's main line on Court Street, near Railroad Street. The LA&W had double iron all the way from the Court Street crossing to Hospital Square (at Main and Sabattus Streets), Lewiston, and there was single track along Minot Avenue between Court Street and Fairview Junction. Automatic block signals were provided at Fairview Junction; on Minot Avenue at Cushman Place and at Washington Street, and on Court Street, at the corner of Minot Avenue.



PLI ROUTE
IN
LEWISTON AND AUBURN

(The distance between Union Square and Fairview Junction was 1.77 mile).

For the trackage rights in Portland, Lewiston and Auburn, the Portland, Gray & Lewiston agreed to pay the Portland Railroad and the LA&W four and three cents respectively per passenger. Under the agreement, the Interurban cars were to handle no local passengers between downtown Portland and Deering Junction or between Fairview Junction and Union Square, Lewiston, and were to charge fares of not less than 10 cents between those points. Interurban cars were restricted to a speed of 15 miles per hour over Portland Railroad and LA&W trackage.

THE ANDROSCOGGIN ELECTRIC COMPANY

The consolidation of the Libbey-Dingley electric light and railroad properties into a single corporation was envisioned in February 1913 when W. Scott Libbey, his older son, Harold S. Libbey, Henry M. Dingley, Julius E. Parkhurst and John A. Morrill organized the Androscoggin Electric Company and petitioned the State Legislature for a charter. This was granted on March 25, the special act empowering the new concern to purchase the Mechanic Falls Electric Light Company, the Portland, Gray & Lewiston Railroad and "any other public service company doing business in Androscoggin County," meaning, of course, the Lewiston & Auburn Electric Light Company.

No immediate use was made of the new privileges but they still were valid on May 17, 1914 when W. Scott Libbey died suddenly in his 63rd year. His death resulted in considerable speculation as to the future of the Portland, Gray & Lewiston and there were persistent reports that it would be taken over by the Lewiston, Augusta & Waterville Street Railway. Control of the road was vested in the Libbey estate, although Mr. Dingley held a substantial interest.

The name of the Portland, Gray & Lewiston was changed to the Portland-Lewiston Interurban Railroad on July 10, 1914 and a month or so later, the Libbey estate and Mr. Dingley began negotiating with a syndicate which included former Governor William T. Cobb of Rockland and Maynard S. Bird and Hugh J. Chisholm, both of Portland, all of whom were officials of the Maine Railways, Light & Power Company, a holding corporation owning the Rockland, Thomaston & Camden and the Norway & Paris Street Railways. All three men also were interested in other public utility properties and Chisholm, among other things, was president of the Oxford Paper Company, the Rumford Falls Power Company and the Portland & Rumford Falls Railway and also was a director of the Maine Central Railroad. Mr. Cobb also was a director of the Maine Central.

Early in October, an agreement was reached under the terms of which Mr. Dingley sold his interests in the Portland-Lewiston Interurban and the Lewiston & Auburn Electric Light Company to the Libbey estate. The estate, in turn, conveyed the properties to the Cobb-Bird-Chisholm syndicate, which also acquired the capital stock of the Mechanic Falls Electric Light Company, formerly owned by Libbey, and the charter of the Androscoggin Electric Company.

Formal organization of the Androscoggin Electric Company took place on October 23, 1914 and three days later, it purchased the assets, properties and franchises of the Portland-Lewiston Interurban Railroad and the Lewiston & Auburn Electric Light Company, both of which subsequently were dissolved as corporations. The Mechanic Falls Electric Light Company was not included in the merger, its capital stock being held by the Androscoggin Electric until March 29, 1916 when the securities were conveyed to the Oxford Electric Company, formerly the Norway & Paris Street Railway.

As of the date of consolidation, the property of the Portland-Lewiston Interurban Railroad was valued at \$1,119,528 and on the liability side of the balance sheet were \$500 in capital stock and \$1,094,173 in loans and notes payable, mostly to the Libbey estate. The road operated 29.80 route miles plus .78 mile of sidings and turnouts and .18 mile of carhouse and shop tracks for a single track equivalent of 30.76 miles.

While the Androscoggin Electric Company was not a direct subsidiary of the Maine Railways, Light & Power Company, it effectively was controlled by that organization until April 1, 1920 when its capital stock was sold to the Central Maine Power Company, which also gained control of the Oxford Electric Company and the Knox County Electric Company, formerly the Rockland, Thomaston & Camden Street Railway. (Earlier, in 1911, the Central Maine had taken over the Waterville, Fairfield & Oakland Railway).

Both the Knox County Electric and the Oxford Electric were merged with the Central Maine but the Androscoggin Electric remained a separate corporate entity, although fully integrated into the Central Maine system. Harvey D. Eaton, president of Central Maine, also served as president of the Androscoggin Electric, and Walter S. Wyman was treasurer of both companies. Fred D. Gordon, who had been general manager of the old Lewiston & Auburn Electric Light Company, served as general manager of the Androscoggin Electric from 1914 until October 1920 when he resigned to accept a similar post with the Cumberland County Power & Light Company of Portland. His successor was George S. Williams, general superintendent of the Central Maine Power Company.

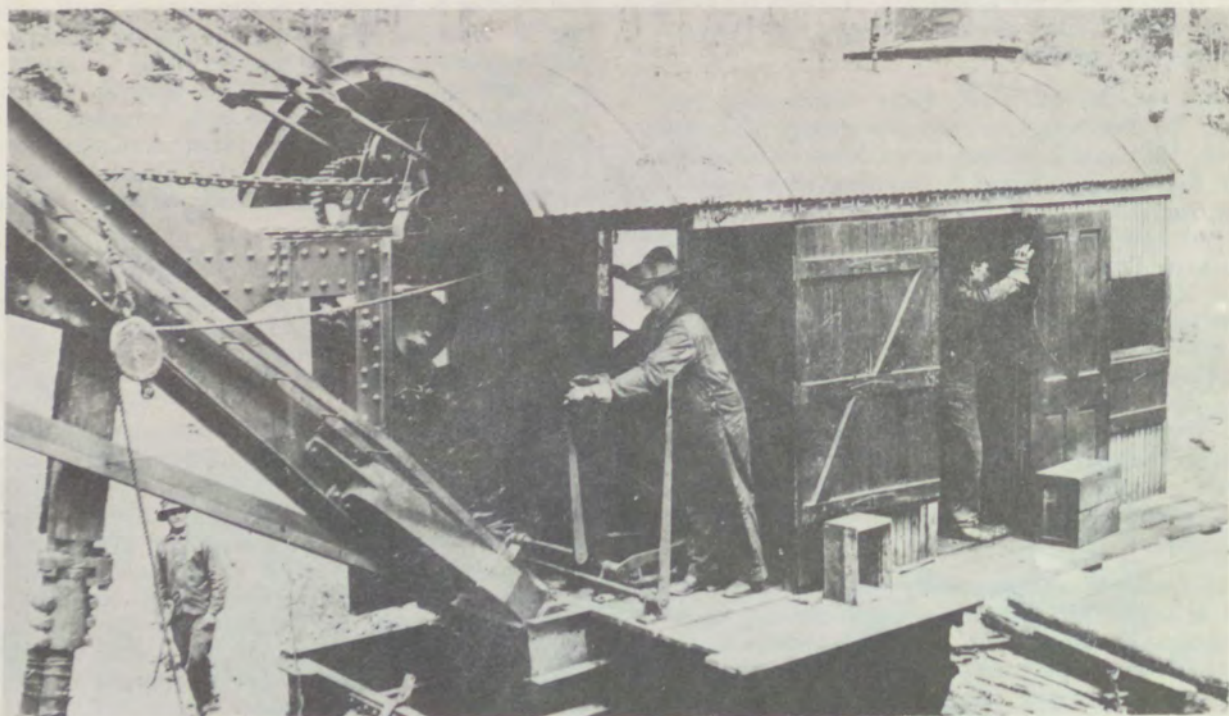
(The Cumberland County Power & Light Company, from 1912 on, was the lessee and operator of the Portland Railroad Company. For the purpose of this narrative, the Portland system will continue to be referred to as the Portland Railroad).

At the time the Interurban was abandoned in 1933, Walter S. Wyman was president of the Androscoggin Electric, with William B. Skelton of Lewiston, president of the Androscoggin & Kennebec Railway, as vice president and George S. Williams as vice president and general manager of operations. The Androscoggin Electric Company became the Androscoggin Electric Corporation in 1935 and was merged with the Central Maine Power Company that same year after absorbing the Liverymore Falls Light & Power Company and the Turner Light & Power Company.

From 1925 on, the Central Maine Power Company was a subsidiary of the New England Public Service Company, a unit of Samuel Insull's Middle West Utili-



Harry W. Ferguson drives the wagon used to haul supplies and materials during construction days on the Interurban.



Hard at work at the Morrison's Hill pit in West Cumberland is the Interurban's Thew steam shovel. George Hillman is the operator and the fireman is Raymond Jewett.

ties Company. With the collapse of the Insull empire in the early 1930s, control of NEPSCO, which also owned the Cumberland County Power & Light Company, was acquired by financial interests friendly to the Central Maine. Consolidation of the Central Maine and the Cumberland County took place in 1942.

* * * *

Although the Portland-Lewiston Interurban Railroad, as a corporation, was dissolved, the name remained as the operating title of the railway and appeared on all of its rolling stock, timetables, tickets and advertising. (In most cases, the word "railroad" was omitted).

The first superintendent of the Interurban was Samuel Ferguson, who had supervised the building of the line, but soon after operations began, he was succeeded by Rufus H. Stone, a Lewiston man, who had become associated with the railway during its construction days. He resigned in November 1918 to enter private business and Percy E. Weymouth, former superintendent of the

Augusta Division of the Lewiston, Augusta & Waterville Street Railway, was named to take his place. He remained in direct charge of the PLI until abandonment and later held various positions with the Central Maine Power Company.

And speaking of the Lewiston, Augusta & Waterville, that company, as earlier reported, went into receivership in December 1918 and there were reports that it would be taken over by the Androscoggin Electric Company. (Four years earlier, it will be recalled, there were reports that the Interurban would be taken over by the LA&W). These rumors were scotched by General Manager Gordon of the AEC, who said to a reporter for the *Lewiston Journal*, "You may state in the Journal, as emphatically as you are able, that the Interurban doesn't want the LA&W in any way, shape or manner. We want nothing to do with the proposition. We are kept sufficiently busy attending to the affairs of our own company."

* * * *



Delivering the new Presumpscot River bridge at the Deering interchange with the Portland Terminal Company in January 1928.



The new Presumpscot River bridge in place atop the original concrete span.

A motorman's eye view of the track through Chandler's Woods, New Gloucester, looking toward Portland.



No. 1 bridge, a triple arch, across the Piscataqua River at Pearson's curve, West Falmouth.

The Interurban tracks burrowed under the Grand Trunk Railway's main line from Portland to Canada a short distance east of Danville station.



FACILITIES AND EQUIPMENT

CARHOUSES AND TERMINALS

The combination carhouse and terminal of the Interurban in Lewiston was located on the east side of Middle Street, the building running through Bates Street, while that in Portland was situated on the south side of Portland Street and extended to the north side of Cumberland Avenue. Both were brick structures.

The Lewiston terminal was a T-shaped affair, with a 50-foot frontage on Middle Street and 73 feet on Bates Street, and was approximately 200 feet deep. A second story on Middle Street contained four offices, which were occupied by the dispatcher, the superintendent and the clerical force. There was a first floor waiting room.

From a branchoff on the LA&W's double iron on Main Street, above Union Square, a single track extended southerly on Middle Street to Oak. The carhouse had two entrance tracks from Middle Street and there were four tracks inside the building. One of the entrance tracks was in the form of a wye, with legs extending north and south on Middle Street. The railway's main shop facilities were provided here, one and later two of the barn tracks being provided with inspection pits.

The Portland terminal was an irregularly-shaped two-story structure. Because of the descending grade between Cumberland Avenue and Portland Street, only one story was at street level on Cumberland while both stories were above ground on Portland Street. The track entrance was on Portland Street, along which the Portland Railroad had double iron running in an east-west direction. There were four carhouse tracks, fanning out from a combination switch and crossover just inside the door. From this point, wye tracks curved east and west on Portland Street, both legs of the wye originally connecting with the Portland Railroad's westbound track. Later, in 1928, the west leg of the wye was relocated to connect with the Portland Railroad's eastbound track; a crossover was provided a short distance west of the terminal, and the east leg of the wye was taken up.

Original plans called for all Interurban cars leaving Portland to start from this terminal and the upper floor, with its entrance on Cumberland Avenue, was to contain a waiting room and toilet facilities. However, instead, cars were routed through Monument Square and the Interurban used the Portland Railroad's waiting room at Congress and Elm Streets. Consequently, the upper floor of the terminal was leased to various business concerns, including automobile agencies, over the years.

After the establishment of freight service in 1915, a small office was provided at the northeast corner of the Portland terminal building and a freight platform was constructed directly behind the office, covering one of the carhouse tracks. Freight facilities also were provided

at the Lewiston terminal, an inside platform being constructed at the southwest corner and a door being cut through the wall to provide access to a freight shed of wood frame construction erected on Bates Street in 1916 and enlarged six years later.

Late in 1915, a one-track wood frame carhouse was erected near the Gray substation. Used principally for locomotive and work car storage, the building collapsed about 2 p.m. on February 11, 1918 due to the weight of snow on its roof. It almost immediately was rebuilt, being modified in design so it also could serve as a freight house. This second building was destroyed by fire, believed caused by the careless disposal of smoking materials, on the afternoon of Friday, May 23, 1924. A replacement freight house was erected later in the year but contained no facilities for locomotive storage.

The wind-driven flames destroyed the nearby home of Interurban Roadmaster George F. Davis and the roofs of several other houses in the vicinity were ignited by flying sparks. Students from Pennell Institute joined in fighting the flames and helped save a number of threatened dwellings. Fire trucks from West Falmouth and Portland responded to a call for help but one of the engines from Portland broke down en route when a connecting rod failed. One of the homes saved, incidentally, was that of Mark Marcus Muzzy, the day operator at the Gray substation.

POWER

The substations erected at Danville, Gray and West Falmouth were neat red brick buildings, the first two being approximately 25 by 40 feet in area. That at Gray doubled as a passenger station, wood frame waiting stations initially being provided at Danville and West Falmouth.

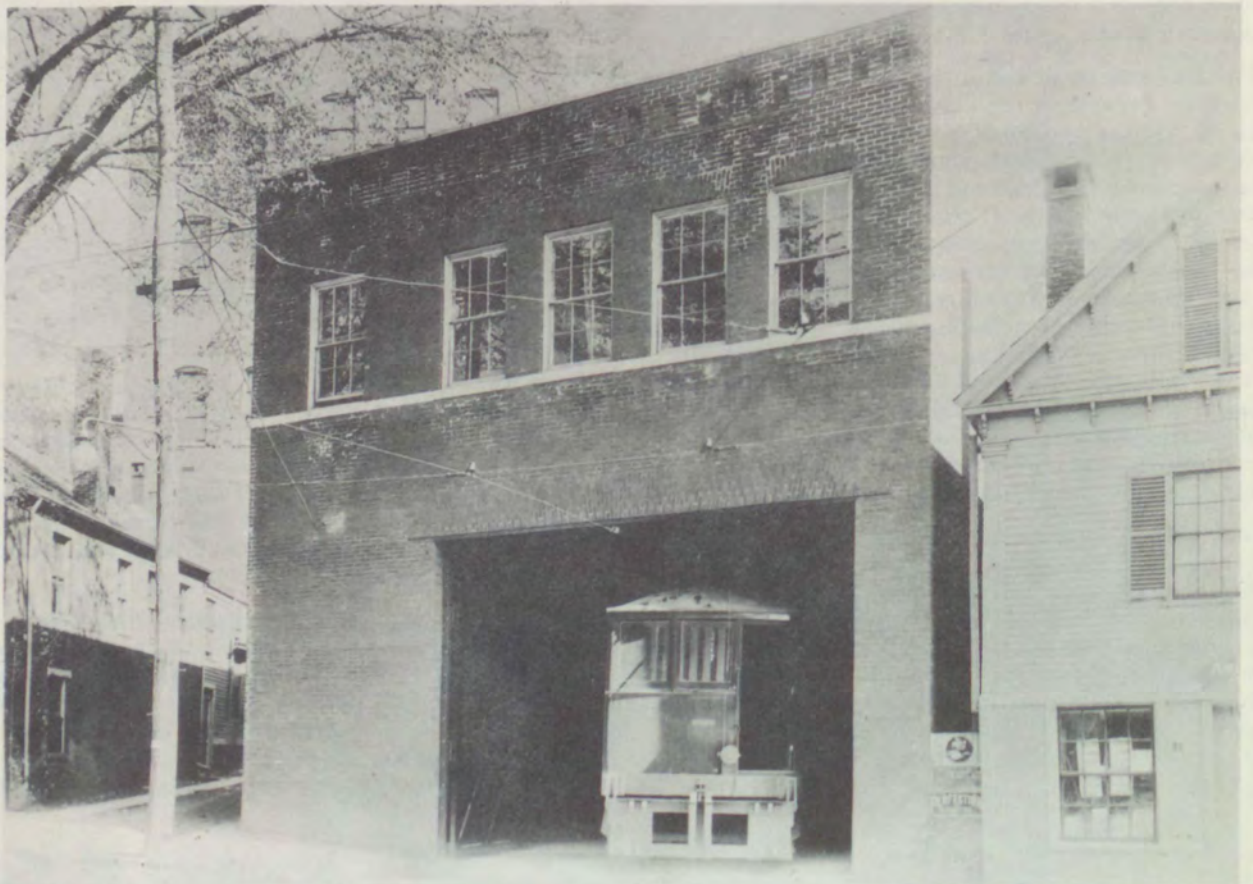
Three-phase 60 cycle alternating current from the Deer Rips hydroelectric station (supplemented in 1915 by a steam turbine plant in Lewiston) was transmitted at 10,000 volts to Danville, where it was boosted to 33,000 volts for the stations at Gray and West Falmouth. The high tension line poles were separate from those used for the trolley overhead and were 40 feet high. No. 1 copper was used between Deer Rips and Danville and No. 2 wire the rest of the way.

(About 1924, the transmission line was extended from West Falmouth to Portland to connect with the Cumberland County Power & Light Company and the original copper between Danville and West Falmouth was replaced with aluminum wire, the transmission pressure being boosted from 33,000 to 36,000 volts. Thereafter, the high tension line could be energized from either end.)

Each of the substations initially had one General Electric 300 Kw. rotary converter, with an output of 600-650 volts direct current, and three 100 Kw. step-down transformers. The Danville station also had three



The Cumberland Avenue entrance of the Interurban's Portland terminal.



The Portland Street entrance of the Interurban terminal building in the Forest City.

200 KVA 10,000/33,000 volt step-up transformers. All of the transformers initially were inside the substation buildings, those at Gray and Danville later being modified for outside use and being moved outdoors in 1924.

(With the moving of the transformers at Danville, part of the station became a waiting room. At West Falmouth, a brick waiting room was built as an ell on the north side of the substation in 1924, replacing the earlier wooden structure. There also were passenger shelters of frame construction at Upper Gloucester, New Gloucester, South Gray, West Cumberland and at other more important stops along the line and toilet houses (of the Chic Sale type) were provided at all three substations).

The operators at the substations doubled as company agents and there were two men at each station, one working from early morning until mid-afternoon and the other being on duty from that time until the last cars completed their runs at night. In the last years of the road, Muzzy still was the day operator at Gray, with Maurice P. Burns working the night shift. The operators at Danville were M. Clyde Grover, days, and LeRoy Libby, nights, while at West Falmouth, George Brackett was the day man and Robert K. Devere worked nights.

Norman Flye, 19, of Dry Mills, was the day operator at West Falmouth on the morning of Tuesday, December 1, 1914. It was the youth's third day on the job after having been trained at Gray. He put the station "on the line" around 6 a. m. and then apparently decided to clean some of the equipment. While doing so, he came into accidental contact with an oil switch carrying 33,000 volts and was electrocuted. His body was discovered shortly after 7 o'clock by a local resident who had come to the station to board a car.

The armature on the rotary converter at Danville burned out on March 4, 1921 but, fortunately, there was a spare available in Portland and it was at once loaded on a freight car, which was given the right of way over the line. All hands in the electrical department went to work and the converter was back in service the next morning.

During 1922, a Westinghouse 500 Kw. synchronous converter was installed at the Gray substation, the original Gray rotary being moved to Danville to supplement the equipment there. This greatly improved power conditions on the line and during 1924, new voltage regulators were installed at all three substations.



The Middle Street terminal of the Interurban in Lewiston.



The Danville substation. M. Clyde Grover, partially hidden, is in the doorway while Norman H. Merrill stands on the platform.



The Gray substation of the Portland, Gray & Lewiston just prior to the opening of the road in 1914.



George Knight at the West Falmouth substation.

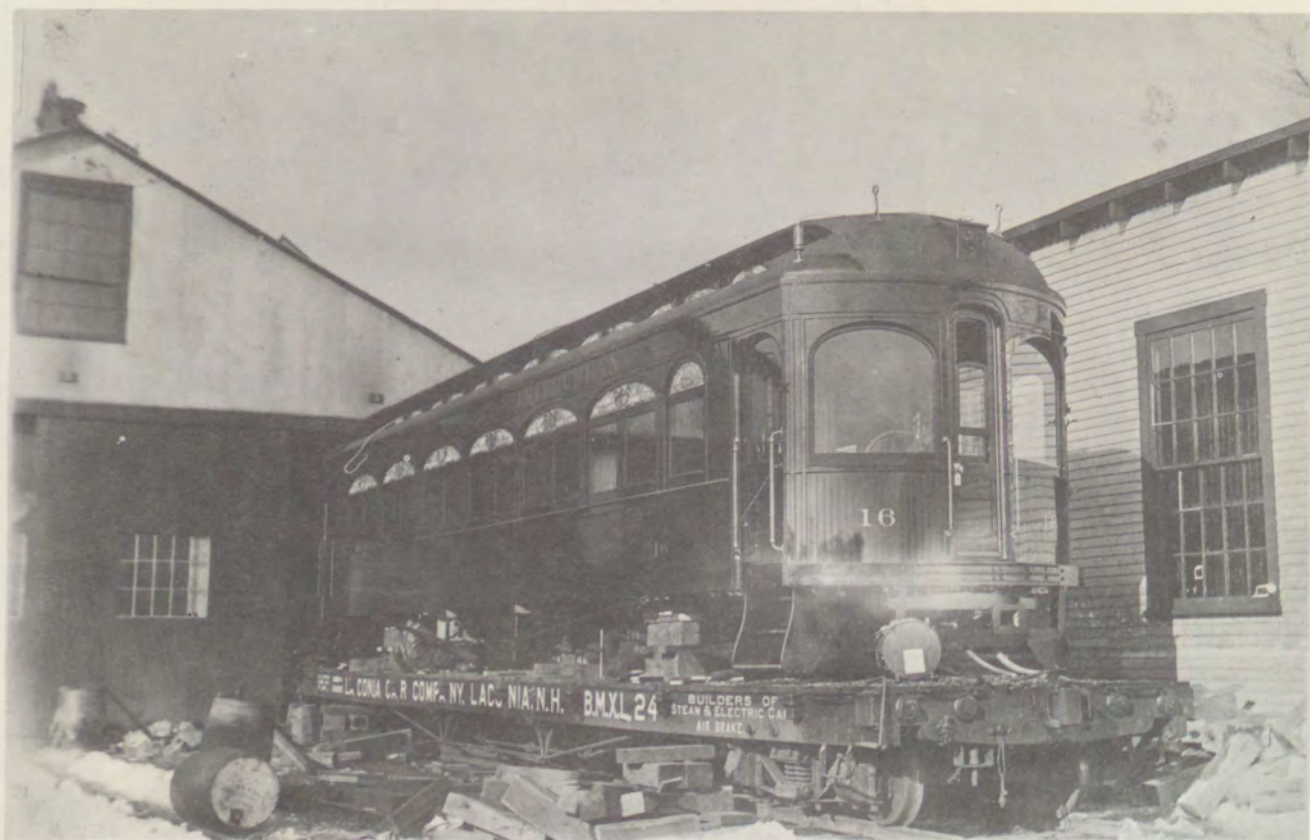
The Gray substation, freight shed and carhouse about 1917.



The Gray yard in March 1920, looking toward Portland.

The new freight house and the substation at Gray about 1925.





The *Clematis* is prepared for shipment from the Laconia Car Company plant to the Portland-Lewiston Interurban.



This photo of the *Gladiolus* was taken to show the bar pilot installed on the No. 1, or smoking compartment, end.



An interior view of one of the main passenger compartments of one of the Laconia coaches.

PASSENGER CARS

Only nine passenger cars were owned by the Interurban during its lifetime, the total including six with which the road commenced operations in 1914, two acquired in 1915 and one purchased in 1921.

The six original cars were Nos. 10, 12, 14 and 16, built by Laconia, and Nos. 18 and 20, constructed by Wason. Except for some differences in the shapes of the windows and doors, the Laconia and Wason lots were essentially identical, all having 36-foot wooden bodies with steam coach roofs and seven arch windows — six double and one single — on each side, the sashes being designed to slide vertically into roof pockets. Each car weighed 34 tons complete and was 46 feet long overall, the outside width being 8 feet 8¾ inches.

Each car was divided into two compartments, one six feet long for smokers and the other 30 feet long for passengers in general. The main compartment had 20 reversible transverse and two longitudinal corner seats, upholstered in green plush and accommodating 44 passengers, while the smoking section had two longitudinal seats, upholstered in leather, with a capacity of eight riders. The smoking and main compartments were separated by a bulkhead having a central sliding door. Each vestibule was provided with two sets of Pullman-type steps, with trapdoors in the floor, three steps being provided in each case, and there was a train door at each end of the car. The cars were fitted with baggage racks; interlocking rubber tile was used on the floors, and the interior finish was of mahogany, with ebony and holly decorations.

Standard equipment of each car included four Westinghouse 304 (90 hp) motors geared for a maximum speed of 59 miles per hour at 600 volts; Westinghouse Type HL automatic multiple unit control, and Westinghouse straight air brakes, hand brakes also being provided. The Laconia cars rode on Baldwin 79-25A trucks and the Wason cars on Brill 27-MCB trucks, each type of truck having 36-inch wheels. Consolidated car heaters, Van Dorn couplers and Crouse-Hinds arc lights were used. Initially, the cars had bar pilots on one end only but later, similar pilots were installed on the other end.

(Although the cars were equipped for double end operation, they normally were run with the smoking compartment forward).

Without doubt the largest and finest electric railway passenger cars in Maine, they were painted a Pullman green with gray roofs and dark red doors and trim. Each carried *Portland-Lewiston Interurban* on the letterboards above the side windows and the number and car name on the side panels, the number also appearing on the dashers. The lettering and numbers were of gold leaf. Cars were equipped with destination signs of the revolving four-sided wooden box type mounted on the vestibule hoods. The signs were illuminated from below by incandescent lamps inside two round reflectors. Between the reflectors were the receptacles for the electrical cables used when the cars were operated in trains.

(In later years, the dashers on some of the cars were painted orange with horizontal green diamonds to make the car ends more visible at night).

The Laconia cars were named the *Arbutus*, *Gladiolus*, *Narcissus* and *Clematis* respectively while the Wason cars were the *Azalea* and the *Magnolia*. The names were bestowed because of W. Scott Libbey's desire that each car should have a personality and his belief that such a personality could not be achieved by mere numbers.

(The Interurban cars weren't the only trolleys in Maine to be named. There was the *Merrymeeting*, the deluxe parlor car of the Lewiston, Brunswick and Bath Street Railway; the *Maranacook*, *Cobbosseecontee* and the *Woromontogus* of the Augusta, Winthrop & Gardiner Street Railway, a LA&W predecessor, and the *Alice*, *Camilla*, *Dorothy*, *Flora* and *Lida* of the Portland & Brunswick Street Railway).

* * * *

First to arrive on the property were the four Laconia cars, the bodies and trucks of which were delivered at Deering Junction in January 1913. After being kept outdoors (and protected by tarpaulins) for a time, they were stored in a temporary frame building near Morrill's Corner pending transfer to Lewiston. The two Wason cars did not arrive until the late spring of 1914.

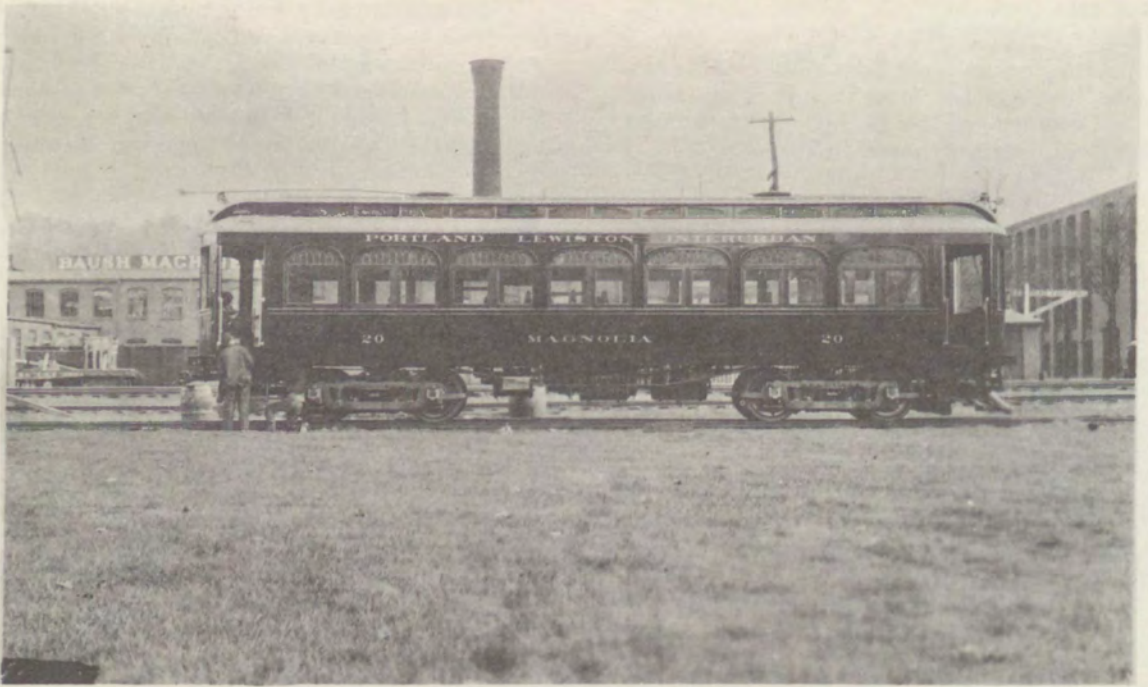
(Photographic evidence indicates that the *Azalea* and the *Magnolia* were wired at the Wason plant, being equipped with their trucks, motors, control systems and brakes at the same time. The trucks then were removed and the cars were shipped on railroad flat cars to Deering Junction. The Laconia cars had to be equipped at the Lewiston shop. Incidentally, to promote public interest in the Interurban, the *Arbutus* was placed on display for a few days in Lewiston so future patrons might have an opportunity to inspect the fine car to be used on the line).

The first attempt to operate two of these cars in a multiple unit train reportedly was made on November 11, 1916 when a secret test run was made over part of the line at night. The next day, a two-car train was used to convey a special party from Lewiston to a Christian Science lecture in Portland. The train operation was successful so far as operating over the Interurban was concerned but in Portland, some difficulty was encountered in passing over electric switches. (But even single cars of the Interurban had trouble with these because of the locations of the contact switches on the overhead wires). In Lewiston and Auburn, it is said, the two cars running together drew so much power that operation of local trolleys in the two cities was affected.

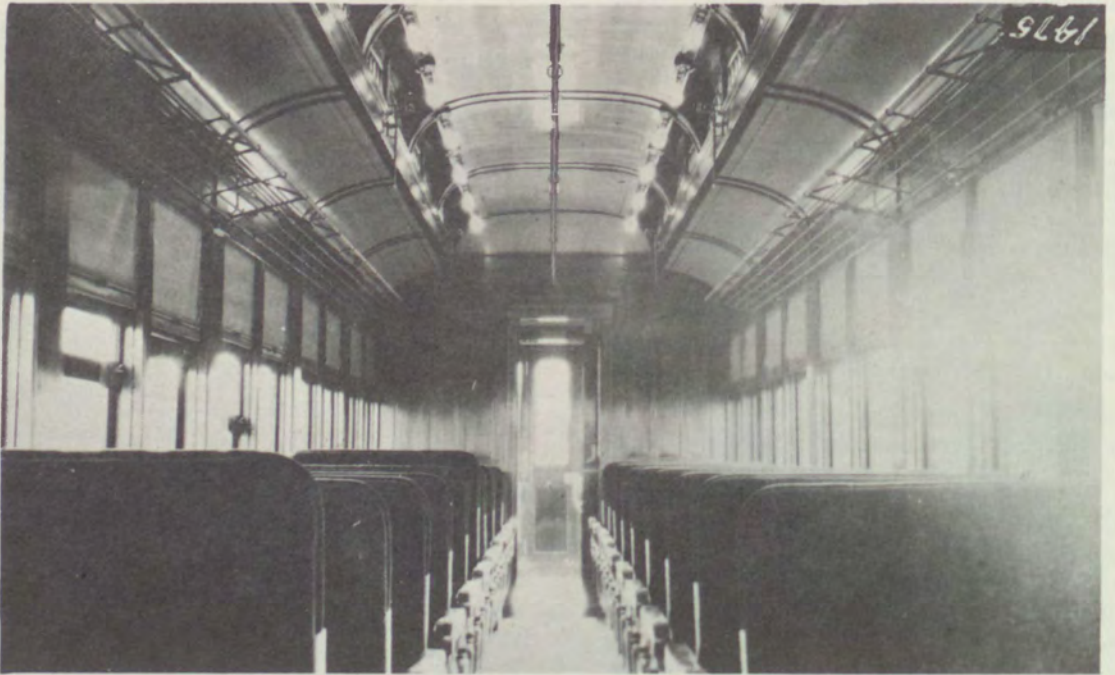
Despite the difficulties in Portland, Lewiston and Auburn, two-car trains were run from time to time thereafter but usually on special occasions only. The original Van Dorn couplers ultimately were replaced with the Westinghouse automatic type, with both air and electrical connections, to make coupling and uncoupling of cars easier and less hazardous.

* * * *

Two suburban cars, Nos. 40 and 42, to be used in local service on the Interurban, were ordered from Laconia on March 19, 1915 and were delivered during July. Measuring 45 feet 8 inches in overall length, they had wood bodies on heavy steel underframes, steam coach roofs and weighed 26 tons. There were 14 divided sash windows on each side and the seating capacity was



Magnolia at the Wason Manufacturing Company plant just prior to shipment to the Inter-urban in 1914.



An interior view of the *Magnolia* showing the main passenger compartment.

48 on 20 reversible transverse and four longitudinal corner seats upholstered in Pantasote, a patented leather-like material. Equipment included Baldwin 73-68K trucks, four Westinghouse 305 (75hp) motors each; HL:15-B control and Westinghouse straight air brakes. Designed for single unit operation only, they initially had bar and sleeve couplers, later replaced by the Van Dorn type.

Painted the railway's standard Pullman green, they were lettered *Portland-Lewiston Interurban* on the side panels and they had small bar pilots at the ends. Four destination signs — two on the vestibule hoods and two on the roof decks — were provided on each car, which were not named.

Somewhat slower than the named coaches, Nos. 40 and 42 were the only cars on the Interurban which could be operated successfully on foreign roads (the others were too large and drew too much power) and it is known that they were run over LA&W-A&K trackage (to Augusta) and on the Portland Railroad on several occasions. As a matter of fact, No. 40 was leased to the Portland Railroad when that company was faced with a severe equipment shortage (due to weather conditions) during January 1923 and was operated between Yarmouth and Saco.

Foreign passenger cars seldom were seen on the Interurban because, generally speaking, they could not meet the speed requirements. One known exception was No. 502, the Portland Railroad's largest and fastest car, which reportedly made several trips between Portland and Lewiston over the PLI.

Another car which made one trip was No. 60 of the Waterville, Fairfield & Oakland Railway, formerly No. 400 of the Plymouth & Brockton Street Railway in

Massachusetts. Purchased by the WF&O in the latter part of 1929, this car was shipped to Portland on a railroad flat car, unloaded and taken to the Portland Railroad's shops for overhauling and repainting. After this work was completed in October, the car was delivered over the road to the WF&O, running to Lewiston via the Interurban and from Lewiston to Waterville over the Androscoggin & Kennebec.

* * * *

With the arrival of Nos. 40 and 42, the Interurban had eight passenger cars and these proved adequate until 1920 when the road became hard pressed for equipment to handle a record number of riders. During mid-1921, an order was placed with Wason for No. 22, which was to be generally similar to Nos. 10-20. Somewhat more austere in interior appointments than the earlier cars, it was named *Maine* in honor of the Pine Tree State. It rode on Brill 27-MCB trucks and like the original six cars had four Westinghouse 304 motors, HL:15-B control and Westinghouse air brakes. The car was equipped with Westinghouse automatic couplers before being shipped from Springfield in November.

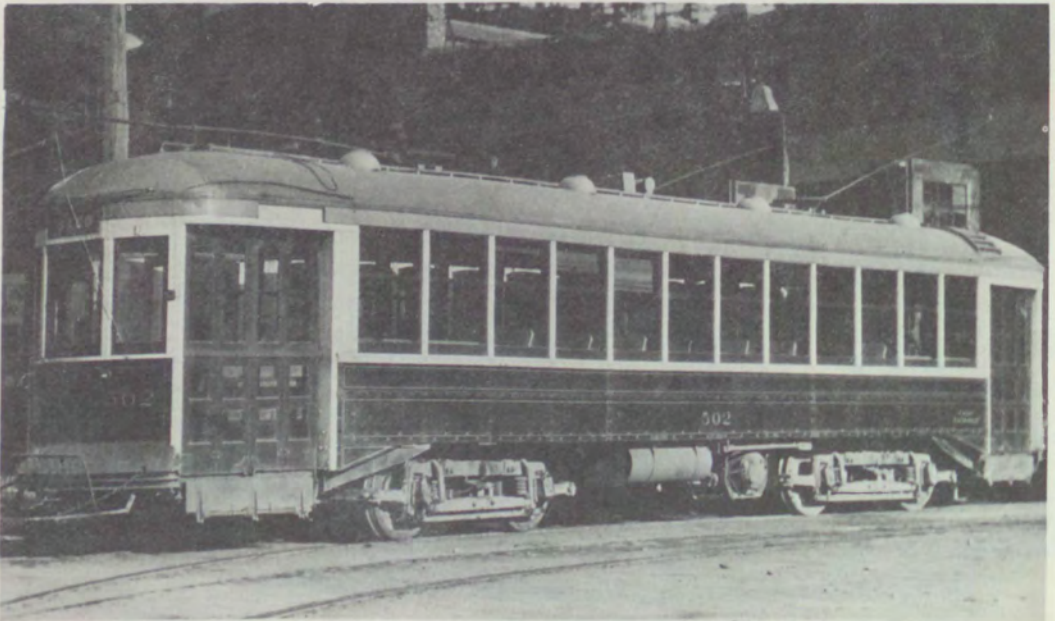
No. 22 also was equipped with Miller steel trolley shoes, which had been adopted by the Interurban in 1917 as a replacement for brass trolley wheels. During 1924, new luminous arc headlights replaced the original Crouse-Hinds type, and in 1930, the air whistles at the No. 1 ends of Cars 10-22 were replaced by dual air horns. Brass plates, with spaces for inserting the names of crew members, were installed in the main compartments of all passenger cars in late 1927 or early 1928. During 1927, all of the motor cars of the Interurban were provided with an additional marker light (tail-light), a first aid kit and two trolley wire pickups.



The *Magnolia* is delivered to the Portland-Lewiston Interurban at the Deering interchange with the Portland Terminal Company.

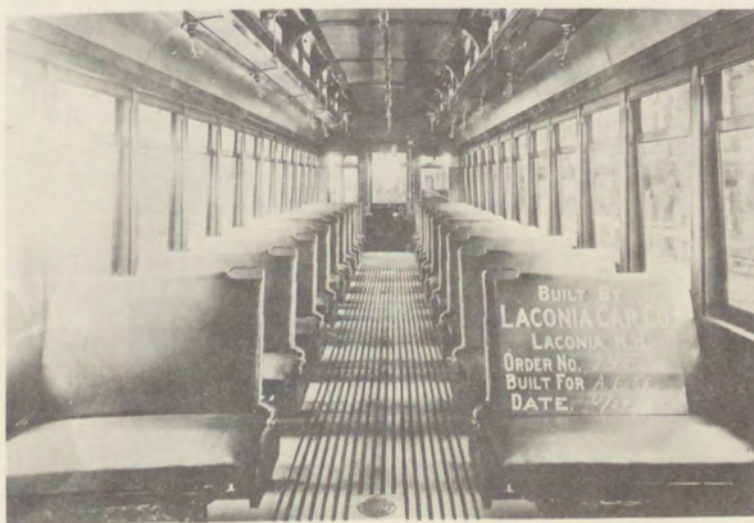
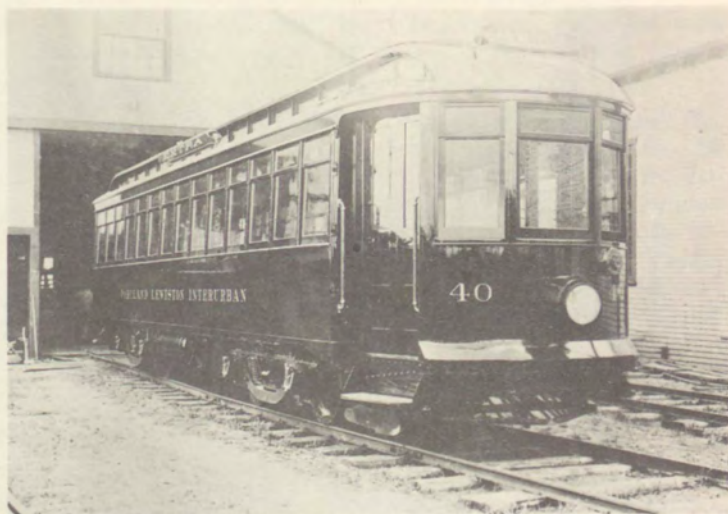


The train number, 2, appears on the headlight in this view of the *Azalea* at the Portland terminal.



Portland Railroad No. 502, which is said to have made several trips over the Interurban.

No. 40 at the Laconia plant in June 1915.

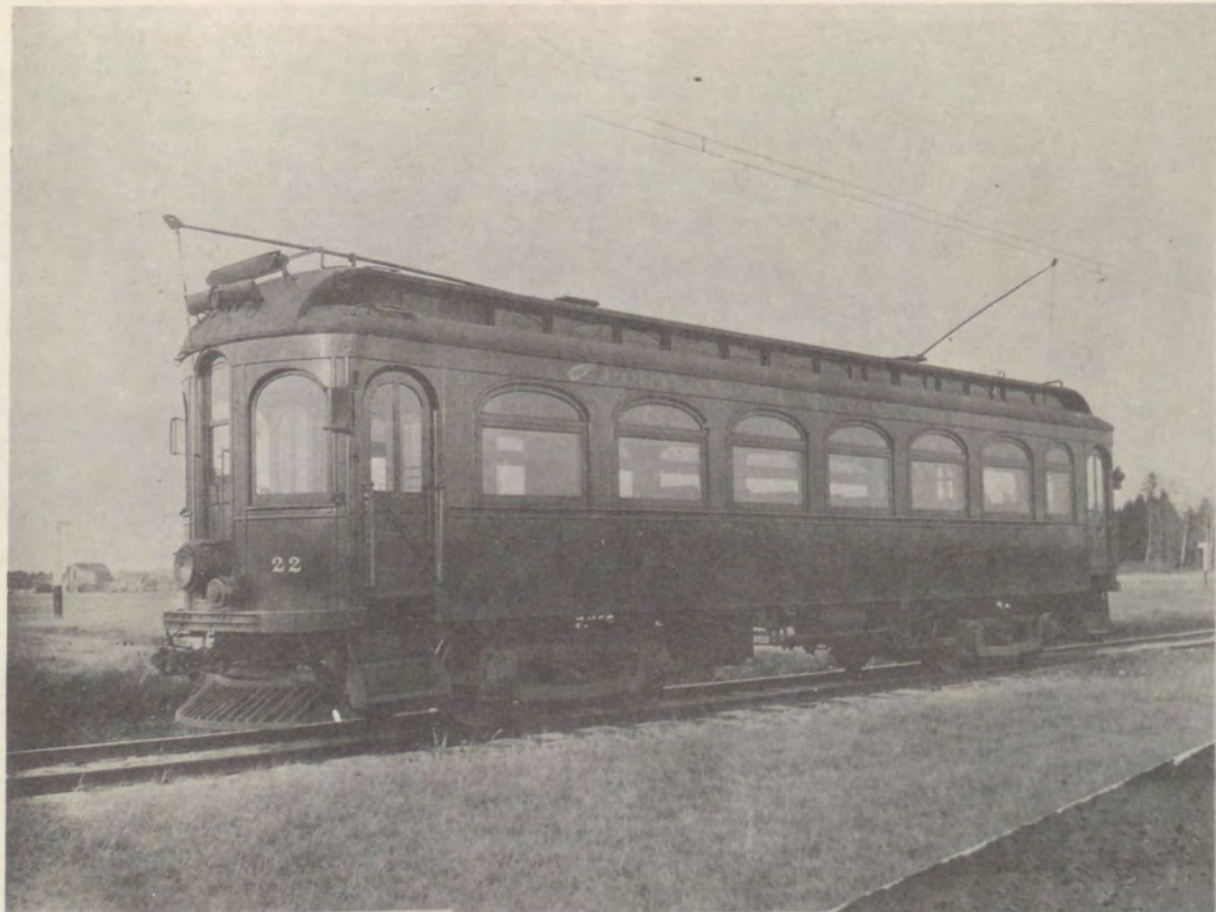


An interior view of No. 40.

BUILT BY
LACONIA CAR CO
LACONIA, N.H.
ORDER NO. 775
BUILT FOR A.P. CO.
DATE, 7/1/15

No. 40 in service on the Saco line of the Portland Railroad in January 1923.





The *Maine* shortly after delivery to the Interurban in 1921.



Interior of the *Maine* looking toward the No. 2 end.



The motorman's compartment of the *Maine*, at the No. 2 end.

FREIGHT CARS

The Interurban owned three freight cars of the double truck box motor type, Nos. 30 and 32, delivered by Laconia in 1915, and No. 34, constructed by the G. C. Kuhlman Car Company of Cleveland, Ohio, in 1919. All had wood bodies on steel underframes, arch roofs, a large sliding door on each side and a small swinging door at each end. Bar pilots and radial couplers of the MCB type were provided.

Nos. 30 and 32 each had 30-foot bodies and a rated capacity of 20 tons each while No. 34 had a 36 foot 8 inch body and could handle 30 tons of freight. Equipment of No. 30 included Brill 27-MCB trucks, four General Electric 210 (70 hp) motors and General Electric MK:0-101 control, while Nos. 32 and 34 rode on Laconia arch bar trucks and had four Westinghouse 306 (60 hp) motors each and HL:15-B control. All three had both air and hand brakes.

According to official Laconia records, No. 30 was designed as a combination freight car and snow plow and, during the winter months, carried a large steel nose at each end. It later was equipped with a roof platform for the use of line crews making repairs to the overhead. From 1919 on, Nos. 32 and 34 were the regular freight cars, with No. 30, which became more or less of a general utility car, being pressed into freight serv-

ice when needed. No. 34, it is known, was fitted with nose plows and used for snow fighting during March 1920.

A second combination freight car and snow plow, No. 36, was acquired in 1921 with the purchase of No. 60 of the Knox County Electric Company. Built by Laconia for the former Rockland, Thomaston & Camden Street Railway in 1914, it was generally similar in design to No. 30 and rode on Laconia arch bar trucks. Four Westinghouse 306 motors, HL:15-B control and Westinghouse air brakes were applied after the car arrived in Lewiston.

No. 36 was used primarily as a snow plow by the Interurban and seldom, if ever, was operated in freight service. All four of the cars were painted Pullman green and were lettered *Portland-Lewiston Interurban* on their sides. Numbers were carried on the sides and on the dashers. None was equipped for multiple unit operation.

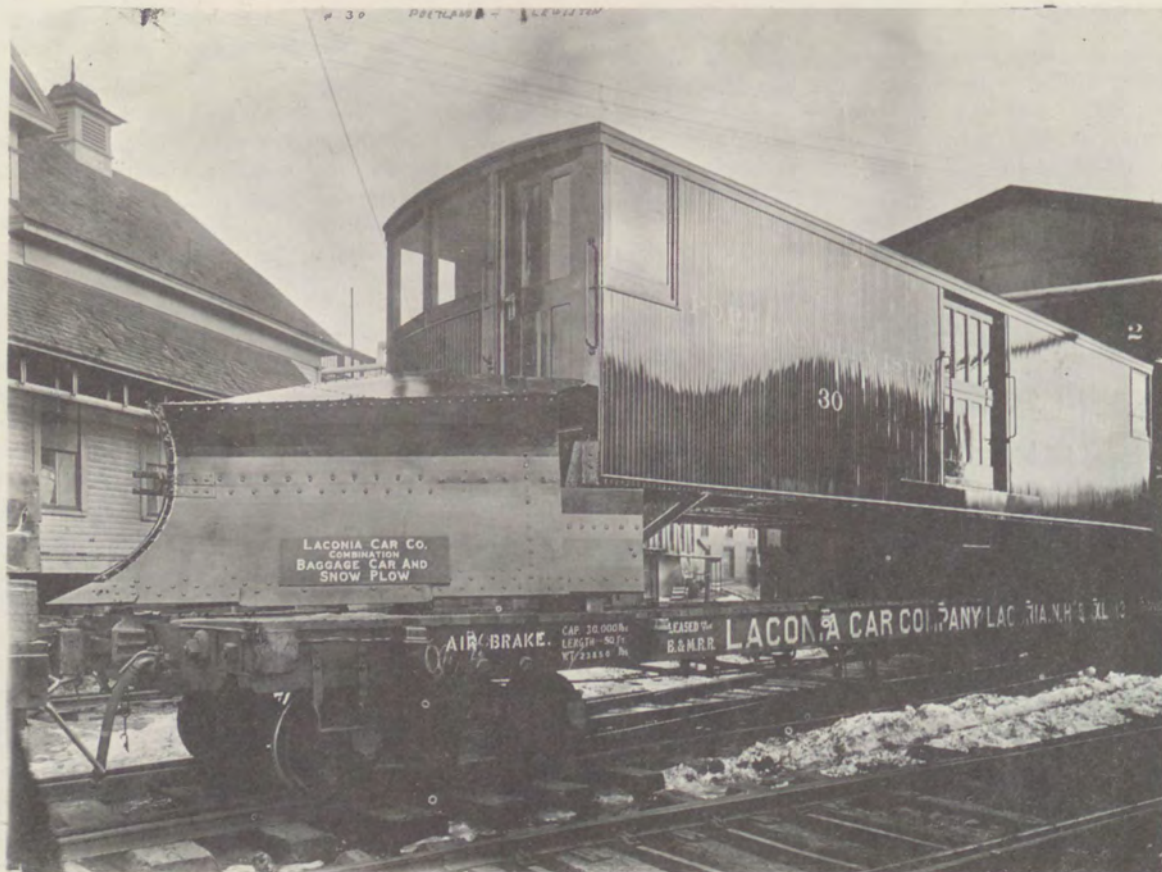
Other freight cars of the Interurban included No. 60, a 36-foot double truck flat trailer built by Laconia in 1916, and Nos. 61 and 62, both double truck box trailers acquired second-hand about 1920. There may have been others but information is lacking. No. 60 frequently was used to carry livestock, high stake sides being provided at such times, while Nos. 61 and 62 had capacities of 20 and 30 tons respectively, the latter being provided with end doors.

PORTLAND-LEWISTON INTERURBAN PASSENGER CARS

Number	Name	Type	Builder	Year	Trucks	Motors	Control	Seating Capacity
10	<i>Arbutus</i>	Coach-Smoker	Laconia	1912	Bald. 79-25A	4-W304	HL:15-B	52
12	<i>Gladiolus</i>	Coach-Smoker	Laconia	1912	Bald. 79-25A	4-W304	HL:15-B	52
14	<i>Narcissus</i>	Coach-Smoker	Laconia	1912	Bald. 79-25A	4-W304	HL:15-B	52
16	<i>Clematis</i>	Coach-Smoker	Laconia	1912	Bald. 79-25A	4-W304	HL:15-B	52
18	<i>Azalea</i>	Coach-Smoker	Wason	1914	Brill 27-MCB	4-W304	HL:15-B	52
20	<i>Magnolia</i>	Coach-Smoker	Wason	1914	Brill 27-MCB	4-W304	HL:15-B	52
22	<i>Maine</i>	Coach-Smoker	Wason	1921	Brill 27-MCB	4-W304	HL:15-B	52
40		Coach	Laconia	1915	Bald. 73-68K	4-W305	HL:15-B	48
42		Coach	Laconia	1915	Bald. 73-68K	4-W305	HL:15-B	48

FREIGHT AND MISCELLANEOUS CARS

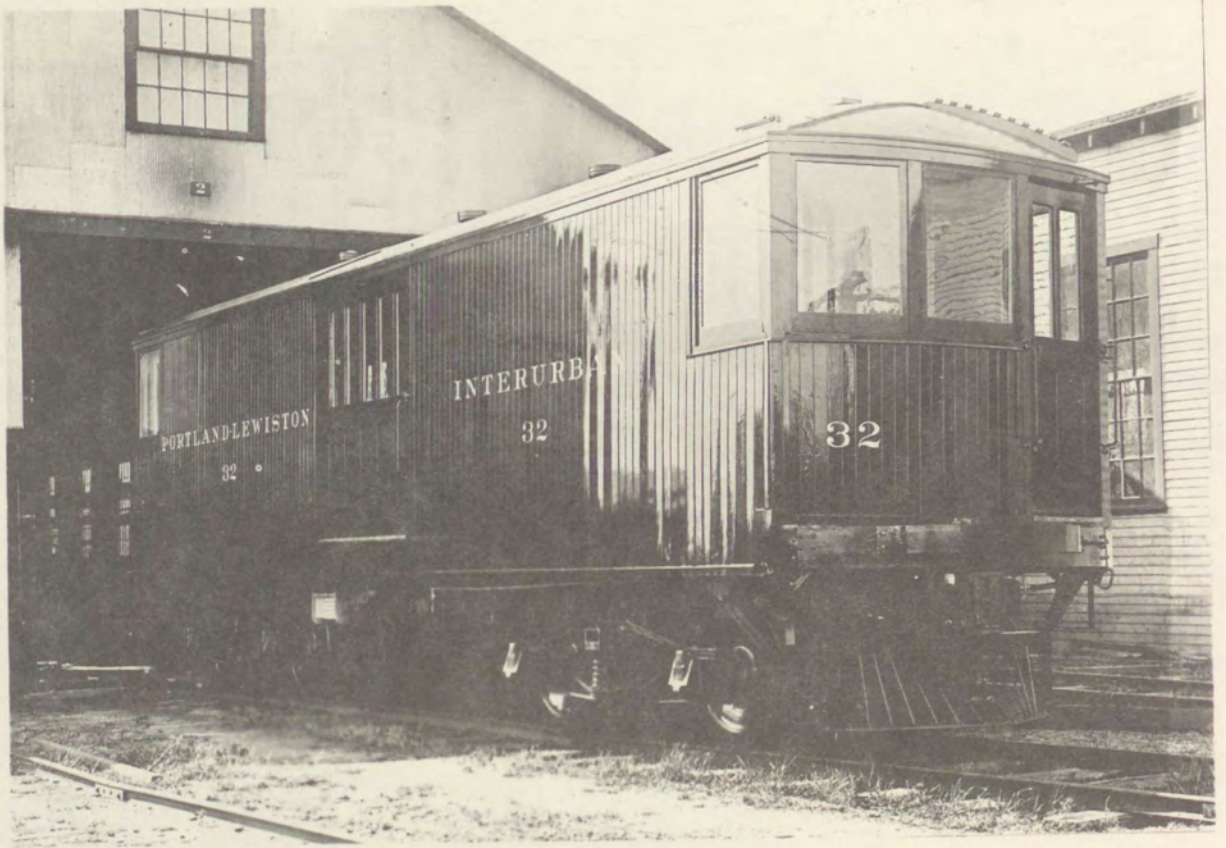
Number	Type	Builder	Year	Trucks	Motors	Control
1-5	30' Flat Trailers	Wason	1911	Arch Bar		
6-10	34' Flat Trailers	Laconia	1912	Arch Bar		
30	30' Combination Box Freight & Snow Plow	Laconia	1915	Brill 27-MCB	4-GE210	MK:0-101
32	30' Box Freight	Laconia	1915	Arch Bar	4-W306	HL:15-B
34	36' Box Freight	Kuhlman	1919	Arch Bar	4-W306	HL:15-B
36	30' Combination Box Freight & Snow Plow	Laconia	1914	Arch Bar	4-W306	HL:15-B
Transferred to Interurban from Knox County Electric Company (formerly Rockland, Thomaston & Camden St. Ry.) in 1921						
60	36' Flat Trailer	Laconia	1916	Arch Bar		
61	Box Trailer			Arch Bar		
62	Box Trailer			Arch Bar		
90	Locomotive	Baldwin	1911	Baldwin	4-W303A	HL:15-B



Combination snow plow and box motor No. 30 of the Inter-urban at the Laconia plant.



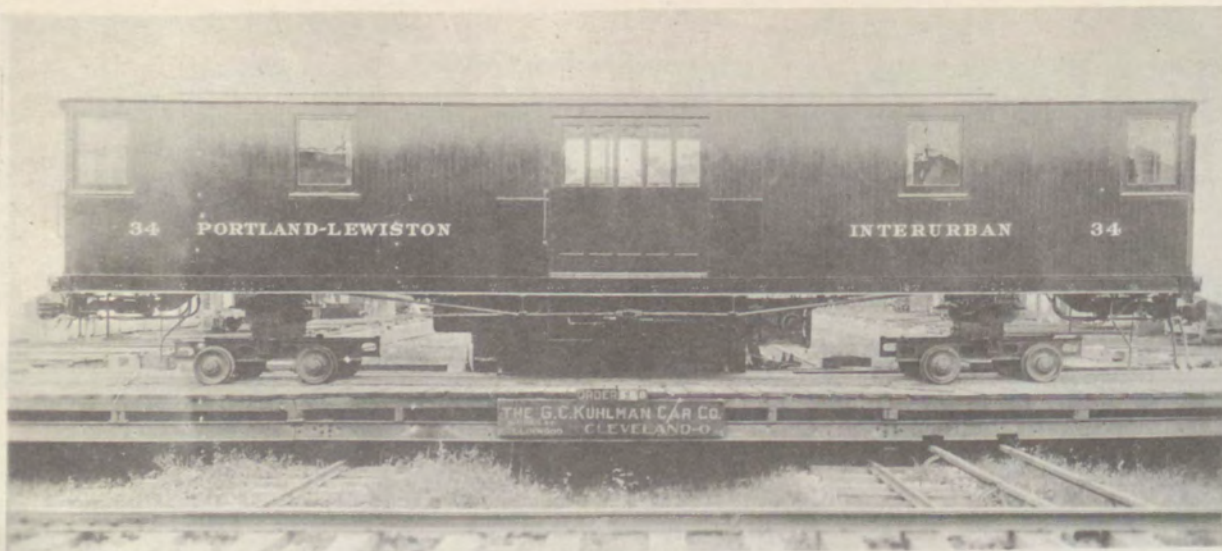
No. 30, with its roof platform, is shown in service as a snow plow at Gray.



Box Motor No. 32 at the Laconia plant.



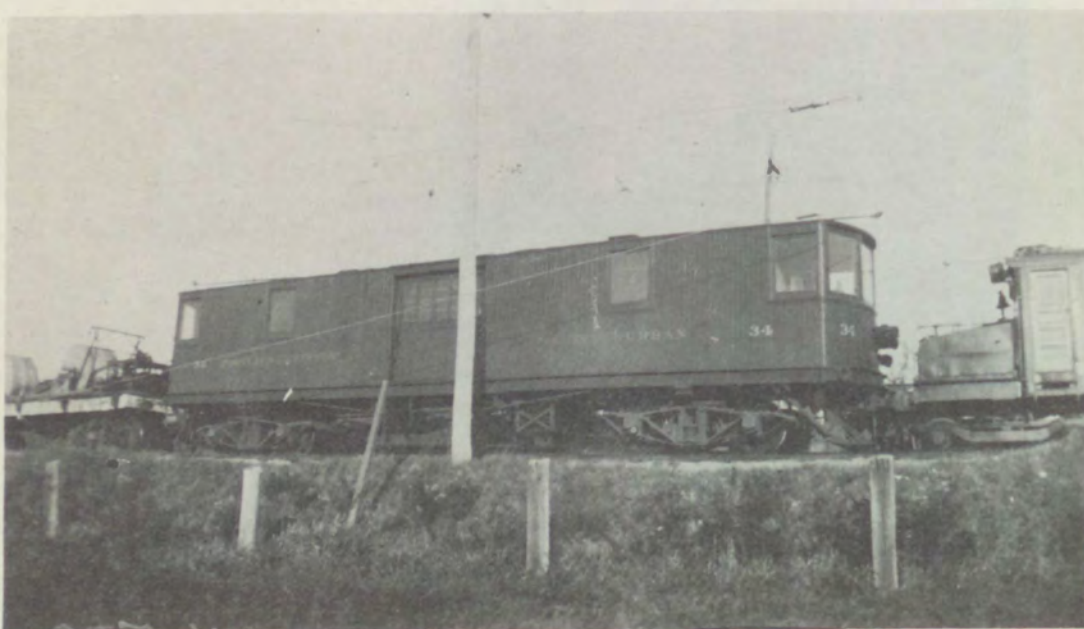
Freight car 32 inside the Lewiston terminal.



No. 34 at the G. C. Kuhlman plant in 1919.



Pressed into emergency service as a snow plow, No. 34 is shown on the outskirts of Auburn in March 1920.



Box Motor No. 34 at the Gray yard in 1933.

WORK AND MISCELLANEOUS CARS

The electric locomotive purchased by the Portland, Gray & Lewiston in 1911 was numbered 90 and was of the Class A 35-ton double truck steeple cab type, built by the Baldwin Locomotive Works of Philadelphia, Pa. First used in 1912 to haul ballast trains from the Morrison's Hill pit to points where construction work was in progress, it was powered by four Westinghouse 303-A (100 hp) motors and had HL control and Westinghouse straight and automatic air brakes. Standard MCB automatic couplers were provided.

(Indicative of the name the road later was to have, the locomotive was lettered *Portland-Lewiston Interurban*).

A builder's photograph of No. 90 indicates it was equipped with nose plows at each end so the locomotive could be used for snow fighting. New steel plows for the locomotive were purchased in 1921. These were mounted on four-wheel trucks, suitably weighted, which were coupled to the engine when necessary.

No. 90 supposedly made a very fast trip between Gray and Deering Junction on Thursday, Nov. 20, 1913, when the mayor of Auburn was the guest of the PG&L management on a tour of inspection. Quoting from the *Lewiston Evening Journal* of November 22:

"The trip from Auburn to Gray was made by auto. At the power station, they boarded the motor car, which, with six trailing flat cars in tow, was about to start for the gravel pit and Deering Junction. At the gravel pit, which is six miles distant, a stop was made to drop the trailers and then the motor proceeded to Deering Junction, 15 and a fraction miles from the power station. The total time consumed in making the run from the power house to the junction, including the stop at the gravel pit, was 16 minutes. The mayor says it was the greatest ride he ever had!"

This tale must be taken with a large grain of salt for the locomotive, designed for power rather than speed, was utterly incapable of covering the actual 13.76 miles between the Gray substation and Deering Junction in 16 minutes, even if the stop to drop the trailers had not been made. The regular passenger cars,

which were geared for speed, required at least 23 minutes for this stretch of track. Someone let his imagination run away with him or else had a slow watch!

No. 90 and its two plows were badly damaged in the Gray carhouse fire of 1924 and for a time, it is said, the Interurban management considered selling the burned-out shell for junk at a price of \$100. However, it finally was decided to rebuild the engine (and the burned plows) and No. 90 was back in service by April 1925. When not required for hauling work trains or plowing snow on the Interurban, it was rented to the Portland Railroad Company for switching service in South Portland.

Other work equipment on the Interurban included five 30-foot double truck flat trailers, Nos. 1-5, built by Wason in 1911, and five similar cars, 34 feet long, constructed by Laconia in 1912. Four more double truck flat trailers were purchased, probably second hand, in 1922. Most of the flats were equipped with side boards so they could be used to haul ballast and one was fitted for a time with a frame to hold reels of trolley wire. Some of the cars reportedly were transferred to the Knox County Electric in 1920 or 1921 and by 1930, only five remained. Four of the flat trailers were equipped with air brakes during 1916.

A gasoline-powered motor section car and a ballast plow were purchased in 1922 and two more section cars were acquired in 1923. Also owned were a number of four-wheel hand flats for the use of the track gangs.

* * * *

All rolling stock was well maintained during the life of the Interurban, being painted and varnished frequently. The painting and varnishing were done by the Portland Railroad Company, which also handled any necessary major body work, but all electrical and mechanical repairs were accomplished at the Lewiston shop. The first master mechanic of the road, incidentally, was Ralph G. Weeks. He was succeeded by Maurice D. French, who served until 1921 when Nathan R. Longfellow, former superintendent of the Waterville, Fairfield & Oakland Railway, was named to the post. Longfellow returned to the WF&O in 1926 and French became master mechanic again. Guy W. Mitchell was the first foreman of the Lewiston carhouse, with Mark W. Newcomb later assuming the post.

* * * *



Snow plow No. 36, formerly No. 60 of the Rockland, Thomaston & Camden, at the Gray yard.



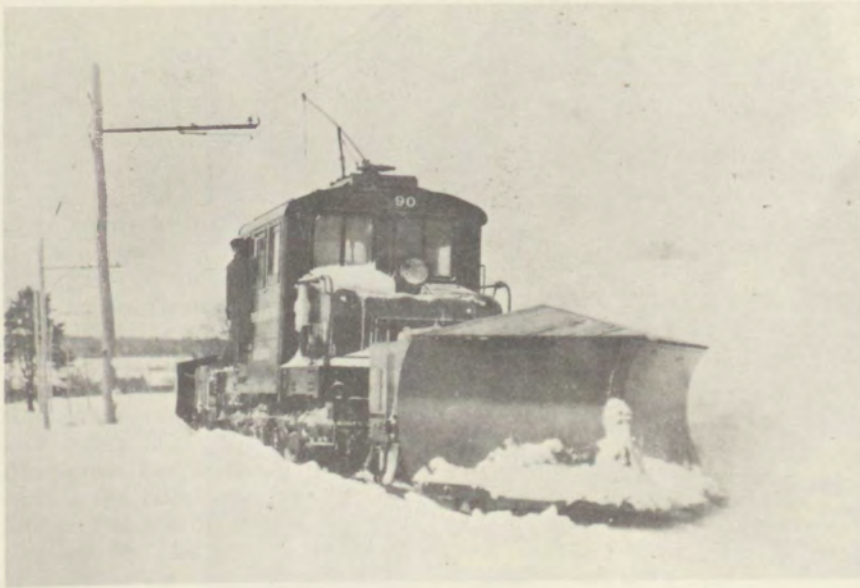
Baldwin-Westinghouse locomotive 90 and a train of ballast cars at Gray. E. J. Chateauvert is in the cab and John E. Cummings holds the trolley rope at the rear.



No. 90 has ballast cars fore and aft in this 1916 view at Morrison's Hill pit.



Towing a flat car loaded with ties and pushing a Maine Central box freight car, No. 90 is shown in work train service during construction days.

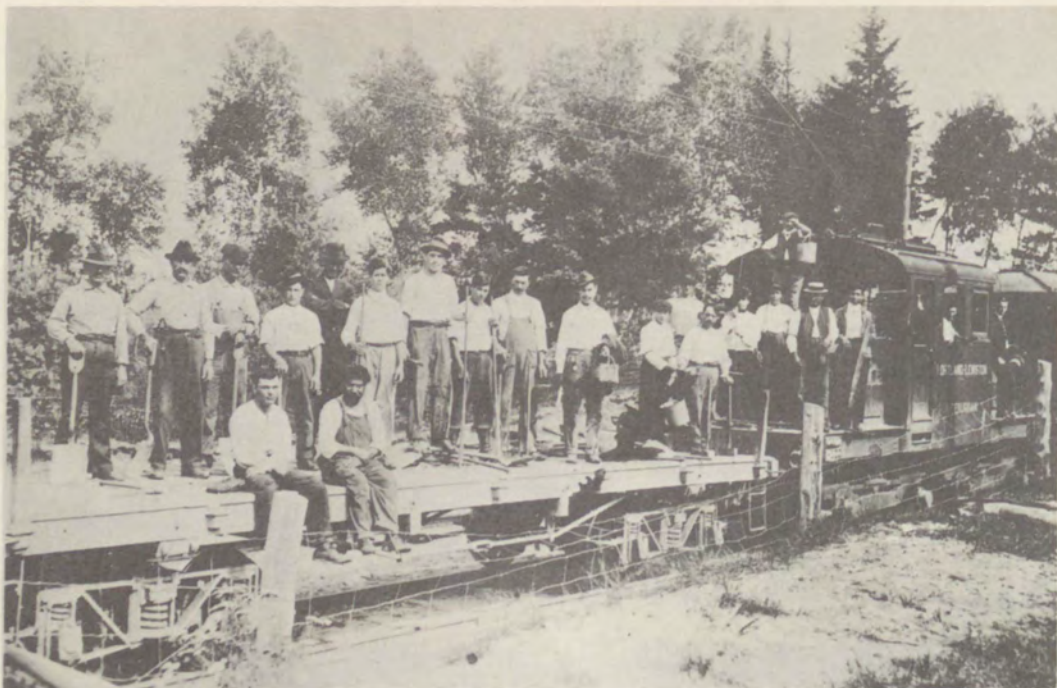


Rigged for snow fighting, No. 90 is shown "somewhere on the Interurban, about 1922.

Freight trailer 62 with Locomotive 90 at Deering Junction after abandonment of the Interurban.



Box Motor No. 30 heads a wire train at Danville substation.



The ditching crew gets a ride to the job on a flat car hauled by Locomotive 90.



Loaded with stones, Laconia flat No. 10 is pulled by Box Motor 30.

THE GRAND OPENING

1914

As construction of the Interurban progressed during the late spring of 1913, there were persistent reports that part of the line virtually completed — between Deering Junction and Gray — would be opened in July and a token service offered to accommodate the public. These rumors were denied emphatically by W. Scott Libbey, who declared in no uncertain terms that operation would begin only when the entire road was ready and when it was possible to ride all the way from downtown Portland to the Twin Cities. Since he controlled the Portland, Gray and Lewiston, his word was law and it was not until the spring of 1914 that preparations for the inauguration of service were started. If plans for an opening ceremony were considered, they were cancelled after Mr. Libbey's unexpected passing in mid-May.

Although one of the new cars made a trip from Lewiston to Gray and return on Friday, June 12, it was not until Tuesday, June 16, that the first complete trip over the entire line took place. The car was the *Azalea* and the motorman was Charles H. Mitchell, who had begun driving cars for the old Lewiston & Auburn Horse Railroad in 1892 and who subsequently was a motorman for the Lewiston, Brunswick & Bath and the Lewiston, Augusta & Waterville.

Aboard the *Azalea* were Henry M. Dingley, General Manager Gordon and a representative of the Westinghouse Traction Brake Company. According to the *Portland Evening Express* of that day, the car left Lewiston at 9 a. m. and reached Deering Junction at 11, continuing from there to Monument Square, Portland. Quoting from the *Express*:

"No attempt at special speed was made . . . as the main object of the trip was to see how the new cars could take the rails on the Portland city end of the line. President Dingley said that except where the paving in the streets of Portland wasn't laid flush with the rails, the car ran beautifully. The tread of the wheels of the interurban cars is considerably wider than is the case with the regular Portland city cars and where the paving came above the tracks, the wheels rode on the granite blocks. Steps to remedy this, Mr. Dingley said, would probably be considered in conjunction with the Portland Railroad Company."

Several additional trips over the road were made on subsequent days and on Friday, June 26, two of the state Railroad Commissioners, Frank Keizer of Rockland and John A. Jones of Lewiston, made an official inspection of the Interurban. The trip was made in the *Narcissus*, the car carrying a party of about 30 officials and guests.

Among those in the party were Mr. and Mrs. Henry M. Dingley, Mrs. Nelson Dingley, Mr. and Mrs. John A. Morrill, Mrs. Annie E. Libbey, Mrs. Gertrude Libbey

Anthony, Miss Alla Libbey, Mr. and Mrs. Harold S. Libbey, W. Scott Libbey, Jr., George W. Bowie, superintendent of the Lewiston, Augusta & Waterville Street Railway, and Mrs. Bowie; General Manager Lee H. McCray of the Atlantic Shore Railway, and representatives of the press. Motorman Mitchell again was at the controls.

The car made frequent stops so the commissioners might look over bridges, major culverts, cuts and fills and the like.

Upon arrival in Portland, the party was joined by Mayor Oakley C. Curtis of that city and then the group proceeded to Riverton Park, the Portland Railroad's resort on the shore of the Presumpscot River, where a "splendid" banquet was served in the casino "under the supervision of Dan Smith, supreme dictator of the inn."

A certificate of safety for the track between Fairview Junction and Deering Junction was issued by the Railroad Commissioners on June 29 and on that same day, the municipal officials of Portland, Lewiston, Auburn, New Gloucester, Gray, Cumberland and Falmouth were the guests of the management on another inspection trip, this time on the *Azalea*. Again, there was a banquet at Riverton Park. Once more Mitchell was the motorman, the conductor being Charles Kennison, who had gone to work for the Lewiston & Auburn in 1897 and was successively employed by the LB&B and the LA&W.

(As a matter of fact, most of the motormen and conductors employed by the Portland-Lewiston over the years were men who had previous experience on other roads, including the LA&W and the Portland Railroad).

Reporting on plans for opening the road to travel, the *Lewiston Evening Journal* of Wednesday, July 1, said in part:

"Officials of the Portland, Gray & Lewiston electric road . . . expected today that regular service would be commenced on the line tomorrow morning at 6:10 o'clock. All, however, depended on the results of their experimental runs of the day. These trips are being made for the purpose of deciding what the schedule over the road will be. These experiments, up to noon today, were satisfactory and convinced the management that the running times had been figured correctly."

"With the opening of the road tomorrow, there will not be the full service. But a skeleton of the service which it is planned to give between the two cities will be provided at that time."

"The reason is that all of the road's cars are not ready for use. Motors have not been placed in position and wired up. This work has been



The Azalea, which made the first complete trip over the Interurban on June 12, 1914, is shown at Union Square, Lewiston.

PORTLAND-LEWISTON INTERURBAN---FARE I												
FROM	TO	Lewiston	Fairview & Minot Ave.	Littlefields	Danville Junction	Upper Gloucester	Lower Gloucester	North Gray	Gray	West Cumberland	West Falmouth	Deering, Goodrich Ave.
Lewiston				10	20	25	30	40	45	60	65	70
Fairview & Minot Ave.				10	15	20	25	40	45	60	65	70
Littlefields	10	10			10	15	20	35	40	55	60	65
Danville Junction	20	15	10			10	15	30	35	50	60	65
Upper Gloucester	25	20	15	10			10	20	25	40	50	60
Lower Gloucester	30	25	20	15	10			15	20	35	45	55
North Gray	40	40	35	30	20	15			10	25	35	45
Gray	45	45	40	35	25	20	10			20	30	40
West Cumberland	60	60	55	50	40	35	25	20			15	25
West Falmouth	65	65	60	60	50	45	35	30	15			20
Deering, Goodrich Av.	70	70	65	65	60	55	45	40	25	15		10
Portland	75	75	70	70	65	60	50	45	30	20	10	

The first fare schedule - 1914.

PORTLAND-LEWISTON INTERURBAN TIME SCHEDULE

READ DOWN

Min. Past Hr.

.10	Lewiston, Main and Lisbon Streets
.22	Fairview and Minot Avenue
.27	Littlefields
.35	No. 1 Sub-Station, Danville Junction
.41	Upper Gloucester
.45	Lower Gloucester
.53	North Gray
.60	No. 2 Sub-Station, Gray
.14	West Cumberland
.21	No. 3 Sub-Station, West Falmouth
.30	Deering Junction Spur
.60	Portland, Waiting Room

Past 1st Hour

READ UP

Min. Past Hr.

.50

.38

.33

.25

.19

.15

.07

.60

.46

.39

.30

on hour

This is the time schedule placed in effect when the Interurban commenced operation on July 2, 1914.

delayed and consequently prevented the line being opened at an earlier date. The only reason for beginning service tomorrow is that the public is anxious for it. It would surprise one to know how many people have been calling up officials the past week to ascertain at what hours the cars ran. Several have come to the waiting room on Middle Street, prepared to take a car. They expressed surprise that the road was not in operation.

"As a result of this, the management has decided to open, even though the service will be but half of what it will be later."

According to Portland newspapers of July 2, the cars used in the experimental runs of the previous day were the *Azalea* and the *Arbutus* and these probably were the ones placed in service on the opening day, with the *Narcissus* being held in reserve. Still being fitted out were the *Gladiolus*, *Clematis* and *Magnolia*.

Due to unexpected delays, the first car did not leave Lewiston until 8:10 a.m. on Thursday, July 2. There were seven passengers aboard and it is believed that Mitchell was the motorman, with Kennison collecting the fares.

The *Portland Evening Express* of July 2 gave no information on the departure time of the first trip from Portland to Lewiston. The newspaper merely stated that the line had started running; that the weather was rainy, and that one of the inbound Interurban cars had become disabled on Forest Avenue during the morning. Passengers were transferred to a Portland city car to finish the trip and the disabled car was parked on a siding near the Portland Railroad's Forest Avenue power station, later being repaired and taken back to Lewiston.

The schedule placed in effect July 2 called for cars to leave Portland every two hours from 8 a.m. to 10 p.m. and to depart from Lewiston at 6:10 a.m. and two hourly until 8:10 p.m. The running time was 1 hour 50 minutes; two cars were used to maintain the service, and all trips met at Gray, the mid-point between the terminal cities. All cars stopped at Deering and Fairview Junctions (to register on and off the line) and there were eight regular station stops between, these being West Falmouth, West Cumberland, Gray, North Gray, New Gloucester, Upper Gloucester, Danville and Littlefield's Corner. Between Monument Square and Deering Junction, inbound cars stopped only at Woodfords Corner and the Congress Square Hotel (at Forest Avenue and Congress Street) and outbound cars halted only at Woodfords. Between Fairview Junction and Lewiston, the only regular passenger stop was at the Auburn waiting room of the LA&W, at Court and Main Streets. The running time between Union Square, Lewiston, and Fairview Junction was 12 minutes, while 30 minutes was allowed between Deering Junction and the intersection of Temple and Congress Streets in downtown Portland.

Commenting on the opening of the road, the *Lewiston Sun* of July 3 noted that the Interurban had no difficulty in maintaining its running time of 1 hour 50 minutes, in fact, cars had to wait at some of the stations in order to keep on schedule.

Interurban cars made convenient connections at Portland with cars running on the Portland Railroad's suburban routes to Saco, Old Orchard Beach, Yarmouth, Westbrook, South Windham and Gorham as well as with trolleys on the local routes in the Forest City, South Portland and Cape Elizabeth. At Lewiston, connections were made in Union Square with Lewiston, Augusta & Waterville cars to Brunswick and Bath, Augusta and Waterville, Mechanic Falls and Turner and, of course, with the local lines in the Twin Cities.

A 6 a.m. trip from Portland and a 10:10 p.m. trip from Lewiston were added to the weekly schedule on Friday, July 17, and at about the same time, the cars began stopping at South Gray as a result of complaints about the lack of stops between West Cumberland and Gray, a distance of some six miles.

By late July, the *Gladiolus*, *Clematis* and *Magnolia* were ready and sufficient motormen and conductors had been qualified to permit the start of full service. As a result, an hourly headway was established on Monday, July 27, the new schedule calling for 15 daily trips in each direction over the line. Cars left Portland on the hour and departed from Lewiston at 25 minutes past. The first trip left Portland at 7 a.m. and the last at 11 p.m., while the first morning departure from Lewiston was at 6:25 and the last trip at night was at 10:25. The running time for eastbound trips (Portland to Lewiston) was reduced to 1 hour 32 minutes, while that for westbound cars (Lewiston to Portland) was 1 hour 31 minutes. Four cars were required to fill the line and regular meeting points were at West Falmouth, New Gloucester and on the LA&W's double track between Union Square and the Maine Central crossing on Court Street.

(Under this schedule, the running time between Deering Junction and downtown Portland was reduced from 30 to 20 minutes but that between Union Square and Fairview Junction remained at 11-12 minutes. The running time between Fairview and Deering Junctions was one hour flat).

On Tuesday, August 18, 1914, approximately three weeks after the hourly service was inaugurated, the Interurban carried the most distinguished passenger in its history, ex-President Theodore Roosevelt. "Teddy" had been on a hunting trip in Northern Maine and on his way home to Oyster Bay, Long Island, N. Y., he was invited by the PLI management to inspect the new road. A special car, the *Narcissus*, was provided for Roosevelt and his party and on the way from Lewiston to Portland, brief stops were made at New Gloucester and at Gray, where the former chief executive addressed groups of townspeople. Upon arrival of the car in Portland, the ex-President voiced his pleasure over the "bully" ride he had enjoyed and gave the motorman, Charles H. Mitchell, and the conductor, Joseph N. L'Heureux, better known as "Joe Happy," each a tip of \$10, a not inconsiderable sum in those days.

(Roosevelt later made another trip over the Interurban, probably in 1916 when he stumped the country for Charles Evans Hughes, the Republican opponent of President Woodrow Wilson, seeking a second term).

* * * *



Ex-President Theodore Roosevelt, shown in the train door of the *Narcissus*, addresses a gathering at Gray during "Teddy's" trip over the Interurban on August 18, 1914. At the left of Roosevelt and peering out the car window is Conductor Joseph N. "Joe Happy" L'Heureux.



Lewiston terminal personnel pose beside the *Arbutus* shortly after the road opened. Standing, left to right, are two unidentified men; R. G. Weeks, master mechanic; Guy W. Mitchell, barn foreman; H. L. Wright, Mrs. Lucy Card Matthews, E. J. Chateauvert, Milan H. Spinney, Charles E. Kennison and Leonard R. Penny.

Former employes relate that from the beginning, the Interurban was a "spit and polish" road, with cars being cleaned inside and out and being given thorough inspections at the Lewiston terminal between trips. Shortly after the line opened, as a token of elegance, each motorman and conductor was issued a pair of kid gloves, which the former were to wear while running the car and the latter were to don while assisting passengers to board and alight, running railroad crossings, throwing switches and the like. The management demanded high standards of performance from its employes and, in return, paid them well, the wage scales always being a step above those prevailing on the Portland Railroad and the Lewiston, Augusta & Waterville. Interurban employes never became unionized nor was there ever any labor trouble of any consequence on the road.

(The nearest thing to a union on the Interurban was the Androscoggin Electric Company Relief Association, organized in December 1914 for all employes of the AEC. Sick and death benefits were paid by this organization, the income of which was derived largely from dues).

The PLI quickly established an enviable reputation for reliability and on-time performance and even in the worst winter weather, the big green cars, thanks to an efficient snow fighting force, usually managed to get through, and on several occasions, during severe storms, Interurban plow crews lent a helping hand to the Portland Railroad and the LA&W-A&K in clearing the tracks between downtown Portland and Deering Junction and between Lewiston and Fairview Junction.

Every indication is that the Portland-Lewiston enjoyed excellent public relations throughout its entire existence. While the Portland Railroad and the LA&W-A&K systems frequently were denounced in the press for various alleged shortcomings, the Interurban appears to have largely escaped unfavorable criticism. Crews were capable, courteous and friendly, most of the conductors and motormen being Maine born and raised and knowing and being known by the regular passengers on a first name basis. To many of the trainmen, the Interurban was more than just a means of earning a living — it was a way of life. They took a deep interest in the affairs of the road and always were ready to make an extra effort to better accommodate the riders and to attract and retain patronage.

Each terminal — at Portland and at Lewiston — had its own roster of trainmen and runs were regularly bid in at each schedule change, the senior motormen and conductors getting first choice. A day's work for a regular passenger crew usually consisted of two round trips.

Among Portland trainmen over the years were John E. Abbott, Albert C. Clement, Ernest Waldo Jamieson, Joseph R. Lavigne, G. Fred Pollock, Walter E. Pinkham, Ralph S. Hudson, Ralph Wark, Roy N. D. Mosher, Clarence D. Ward, George W. Blair and Peter L. Sander-son, all motormen, and Beecher True Lane, Marvin L. Shackford, Ralph H. Shaw, Harry E. Williams, Dana M. Russell, William C. Tibbetts, Charles C. Conant, Norris Z. Hall, Arthur F. Mayberry, W. H. McKenney, Alfred S. Wing, P. M. Gleason, Wesley N. Brown and Clarence J. Cobb, conductors.

Lewiston motormen included Arthur P. Buchanan, Edwin H. Buchanan, John I. Cluff, Albion M. Conant, George W. Maxwell, Charles W. Mills, Forrest Greenwood, Frank D. Damren, Edward P. Harlow, Charles H. Mitchell, Harry W. Ferguson, Lester O. Stevens, Harold M. Armstrong, Milan H. Spinney, J. L. Peabody, Lewis L. Chadsey and Leonard R. Penney, while among the conductors were Oscar S. Adkins, E. G. Bridges, William M. Jones, Joseph N. L'Heureux, Richard E. Trask, Philip G. Smith, L. P. Fairfield, J. E. Cummings, Charles E. Kennison, Charles D. Cole and Lorenzo J. Moreau.

Many of the conductors also were qualified as motormen and vice versa and, as on many other electric railways, certain men usually worked together as teams. Charles Mitchell and "Joe Happy" were one very well-known Lewiston crew while Lavigne and Shackford were equally familiar on cars running out of Portland. Among other well-known crews were Edwin Buchanan and Trask, Abbott and Shaw, and Clement and Lane.

The importance of the Interurban to the communities through which it passed cannot be overemphasized. Gray, in particular, was given a new lease on life by the line, property values in the town rising sharply within a few months after service began, and the direct and fast communication with Portland also was of great benefit to the cities of Lewiston and Auburn. In Auburn, the opening of the road was followed by a minor residential building "boom" along Poland and Hotel Roads and one of the housing developments was appropriately called *Interurban Heights*. A short street leading into this area still is known as *Interurbah Road*.

OPERATING PROCEDURES

The Portland-Lewiston Interurban was run in steam railroad fashion, with all cars being designated as trains and all regular passenger trains being numbered, east-bound trains carrying odd numbers and westbound trains, even numbers. The number of each train was displayed at its head end. Extra trains were designated by the car number followed by the direction of indicator — for example, "Extra 32 East."

There were no signals on the PLI right of way, all scheduled meets being positive. Movements were governed by timetables and by written train orders, with dispatchers being on duty at Lewiston at all times when trains were in operation. Train registers were maintained at Fairview and Deering Junctions and here conductors were required to call the dispatcher for orders after checking the register to determine if all opposing trains due had arrived. If the dispatcher had no orders and no opposing trains were late, the conductor filled out a clearance card, registered his train and departed. If orders were forthcoming from the dispatcher, sufficient copies were made for each member of the crew. Regular train sheets, listing all scheduled and extra cars, were maintained by the dispatcher, who kept careful records of all orders issued.

(It was at Fairview Junction, prior to calling for orders, that Conductor Brown, in charge of the last night train from Lewiston to Portland, was held up and relieved of \$50 by a masked gunman on March 18, 1917. Brown immediately notified the dispatcher and voiced suspicions about the holdup man's identity. A day or

[illegible]

20 M 4-26			
<i>I have Checked the Register Book and find all Due Trains Registered</i>		Portland-Lewiston Interurban R. R.	
		CLEARANCE CARD	
East.....	West.....	At.....	192
(Write Yes or No)		(Station)	(Date)
TRAINS DUE NOT REGISTERED		Conductor and Motorman Tr. No.	
East	West	I have..... orders for your train.	
LAST TRAIN TO REGISTER		Signal is displayed for.....	
East.....	West..... Dispatcher.	
Time.....	Time.....	This does not affect any orders you may have received.	
Signed		Each Member of Crew must have copy and see that their train is correctly designated in the above form.	
..... Conductor.			

so later, police arrested Motorman Armstrong, who had "booked off" on the night of the robbery. Armstrong, who was said to be experiencing financial difficulties, was convicted and sentenced to State Prison, where he died October 10, 1918).

When necessary, train crews were given orders at the substations, the operators of which displayed flags to notify the conductors to call the dispatcher. These operators also noted the time of train arrivals and departures and forwarded the information to the dispatcher for entry on the train sheet. For emergencies, each car was equipped with a Western Electric portable telephone set and a jointed contact rod so conductors could tap the telephone wire running alongside the track and call the dispatcher.

Extra trains were run only on orders of the superintendent. All extras were required to clear the time of regular trains by five minutes, unless otherwise ordered, and were governed by train orders with respect to opposing extra trains. In addition to calling the dispatcher

from Fairview and Deering Junctions before entering the Interurban right of way, conductors of extras also were required to notify the dispatcher upon registering off the line. Conductors of regular trains merely registered before entering Portland Railroad or LA&W trackage.

(Among those who served as dispatchers at Lewiston over the years were George M. Harris, chief dispatcher; Clarence J. Cobb, Frank W. Smith, John J. O'Connor, Charles H. Gilman, Harry J. Jones, Edward P. Harlow, Thomas I. McCarthy and Oscar S. Adkins).

When regular trains were running in sections, all but the last section carried two green flags by day and two green lanterns at night. Extra trains wore two white flags in the daytime and two white lanterns at night. The conductor of each car, incidentally, was required to report his train number to his counterpart on each opposing train at meeting points.

* * * *



Rufus H. Stone, superintendent, is the second man from the left in this 1914 view at the Lewiston terminal. Left to right are Charles E. Kenniston, Stone, R. G. Weeks, Norris Z. Hall, Richard E. Trask, Harry W. Ferguson, unidentified, Everett Cross, E. J. Chateauvert and Henry Coffin.



The *Narcissus* on Federal Street, Portland with Roy Mosher, left, as motorman, and P. M. Gleason, conductor. The Woodcock Restaurant appears in the background.

One of the Laconia coaches on Temple Street, Portland. The First Parish Church is in the background.



Pulling out from Temple Street into Congress Street is *Clematis*, followed by a Portland Railroad car.

PASSENGER SERVICE

1915 - 1932

From the beginning in 1914, the Interurban catered largely to through passenger traffic between its terminal cities or between its intermediate stations and either Portland or Lewiston. Consequently, it wasn't long before the Public Utilities Commission began to receive complaints that the railway was not providing proper service, the principal grievance being that the nine regular stops between Deering and Fairview Junctions were located so far apart (from two to more than four miles) that it was impossible for persons living along the line to get any satisfactory measure of local accommodation.

Hearings on these complaints were held early in 1915 and on Thursday, July 1, in accordance with orders of the PUC, the Interurban inaugurated a combination of fast limited stop and local trains, each operating on a two-hour headway. Between Deering and Fairview Junctions, the limiteds stopped only at West Falmouth, Gray, New Gloucester and Danville to pick up and discharge passengers, while the locals, in addition to these four stations, stopped at Littlefield's and Marston's Corners in Auburn, Upper Gloucester, Penney Road in Lower Gloucester, North Gray, South Gray, Whitney Road, Morrison's Hill, West Cumberland, Hurricane, Leighton's Crossing in West Falmouth and Cobb Lane (now Riverside Street) in Portland. All cars, both limited and local, stopped at the Auburn waiting room of the LA&W and at the Auburn depot of the Maine Central, and in Portland, inbound cars stopped at the Woodfords station of the Maine Central, at the Woodfords post office and at the Congress Square hotel. Outbound cars made only the two Woodfords stops.

(In later years, both inbound and outbound cars also stopped at Morrill's Corner).

This mixture of limited and local service met the needs of all classes of passengers and greatly stimulated patronage of the Interurban, on which the rider count increased annually through 1920, the peak year. From the outset, the road was a profitable one, the net revenues growing steadily to reach a high of \$101,477 in 1922. This income, coupled with that from the power and light division, enabled the Androscoggin Electric to meet its interest obligations with ease, to pay regular dividends on its preferred stock, and to build up a tidy surplus in its treasury.

The number of limited stops remained the same until about 1927 when Upper Gloucester was added, but in late 1915 or early 1916, local trains began stopping at Arsenault Park, near the intersection of Poland Road and the present Rochelle Street, in Auburn, and during August 1918, local stops at Morse and Town Farm roads in Lower Gloucester were ordered by the Public Utilities Commission. By the summer of 1921, local trains also were stopping at Verrill Road in West Cumberland and Carey's in Gray, and the timetable for the fall of 1927 listed no less than 27 stops for locals, including

Newton Street in Portland, Camp Adams (Boy Scouts) in West Falmouth, Wilson Mill Road in West Cumberland, and Maple Point, Interurban Heights and Hazelhurst Street, all in Auburn. During 1930, locals began stopping at the Lewiston-Auburn Municipal Airport near Marston's Corner and for a brief time that year, limited trains halted there as well.

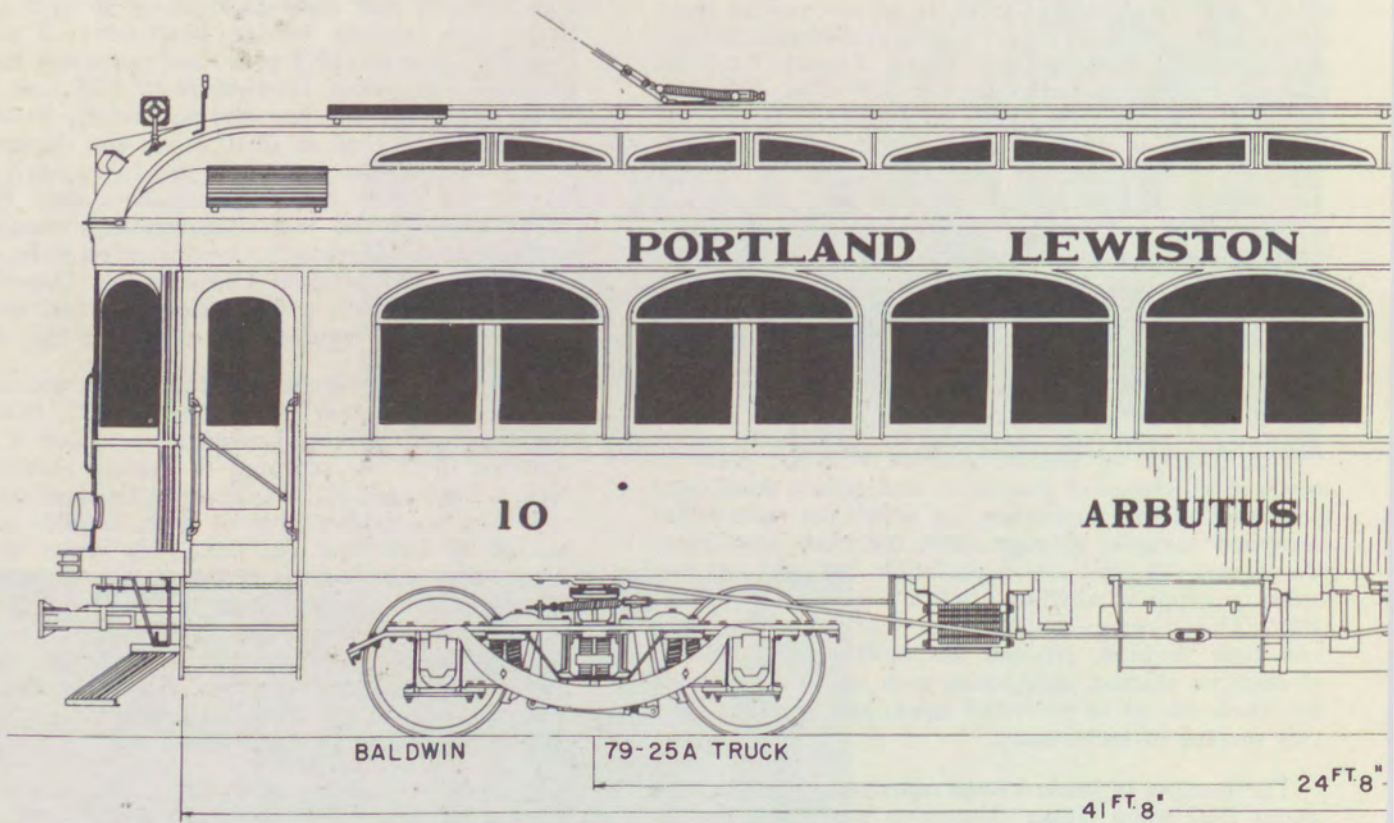
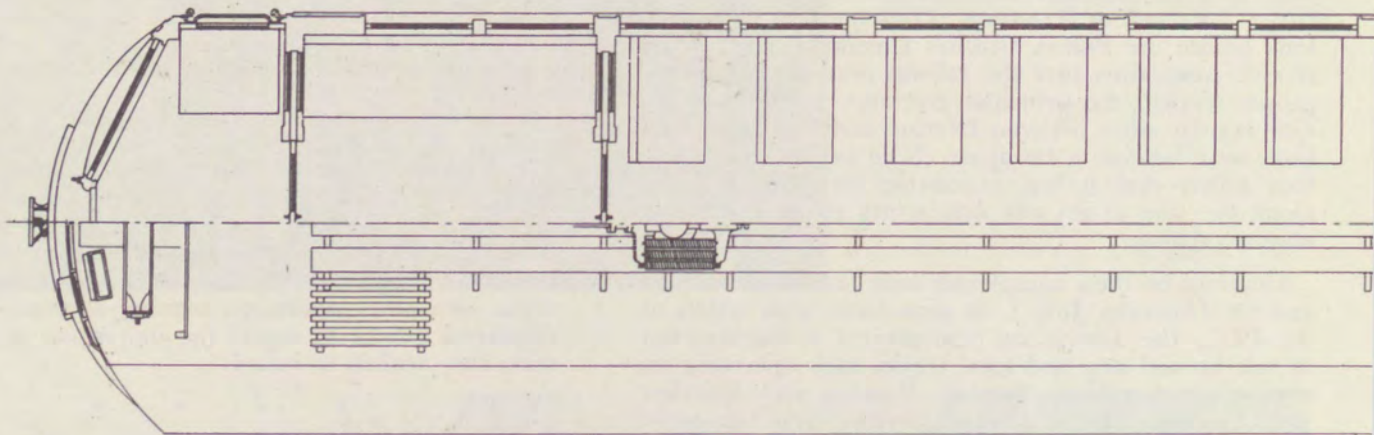
Many of the points served by the local trains were so-called "flag stops," that is, cars halted only on signal to pick up passengers. If there were no riders to be taken on or discharged, the trains barely slowed as they passed — after motormen had sounded the regulation whistle signal of two long and two short blasts. At night, of course, passengers waiting at these flag stops displayed a light to signal the motorman of the local train they wished to board.

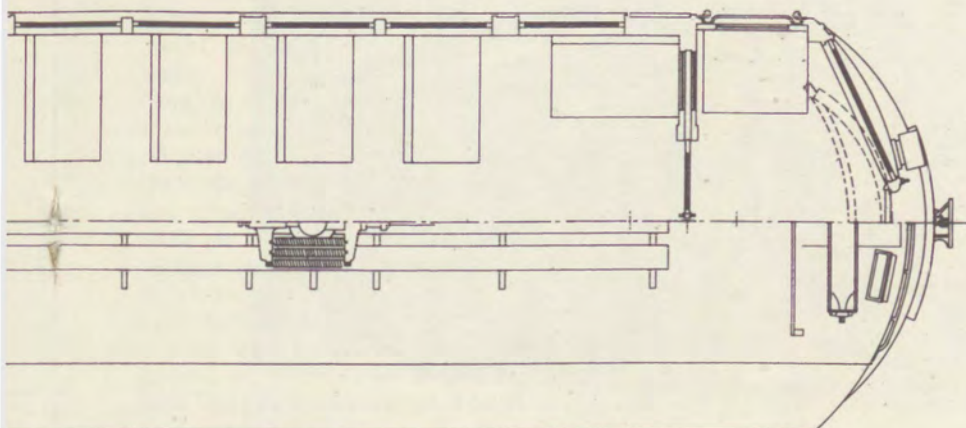
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Under the schedule effective July 1, 1915, there were eight limited and eight local trains in each direction daily, with limiteds leaving Portland at 7 a. m. and every two hours until 9 p. m., and departing from Lewiston on a two-hour headway from 7:25 a. m. to 9:25 p. m. Local cars left Portland two hourly from 8 a. m. to 8 p. m. and then at 10:10 p. m., and departed from Lewiston at 8 a. m. and every two hours until 10 p. m. In addition, early morning local trips were made between Portland and West Cumberland, trains stopping at Cobb Lane, Leighton's Crossing, West Falmouth and Hurricane, and between Lewiston and Danville, with stops at Littlefield's and Marston's Corner, for the accommodation of regular commuters into the cities.

All through service on the Interurban was suspended shortly after noon on Wednesday, May 17, 1916, due to washouts in the West Falmouth area, and it was not resumed until the morning of Friday, May 26, when local trains began running between Portland and Lewiston. The normal schedule of both limiteds and locals started the following day. Nearly six inches of rain fell between 10 a. m. on the 17th and 2 a. m. on the 18th. By the morning of the 19th, the PLI was able to run cars between Portland and West Falmouth and some trips also are believed to have been run between Lewiston and Gray. But, for all practical purposes, the line was effectively knocked out for nearly nine days because of the heavy precipitation.

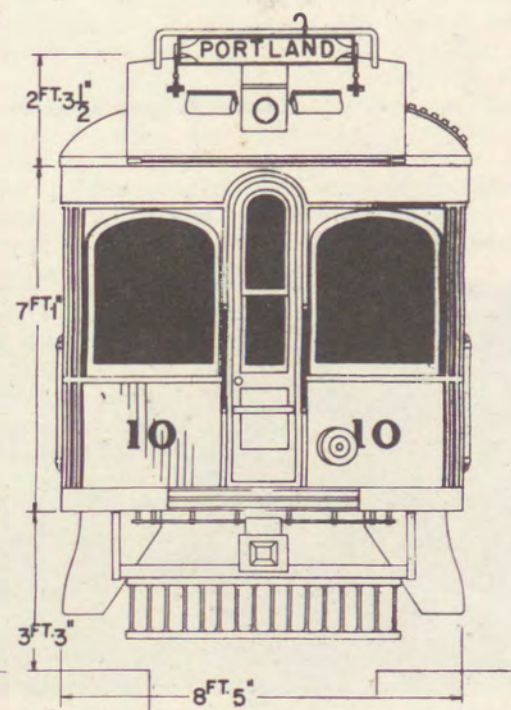
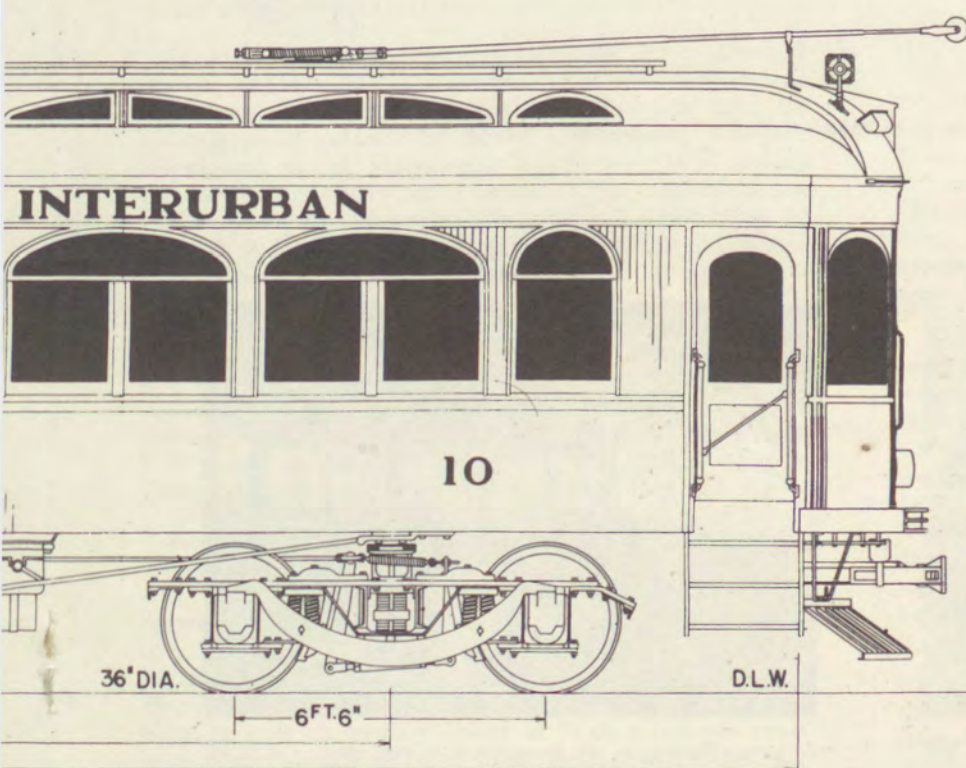
A major revision in the PLI schedule became effective Friday, December 1, 1916. While there were still 16 trains daily in each direction, only seven of these were limiteds, the remainder being locals. Limiteds now left Portland at 7:20 a. m. and two hourly until 7:20 p. m., with locals departing at 5:20 and 8:15 a. m., every two hours until 6:15 p. m., and then at 9:20 and 11:20. Limiteds left Lewiston on a two-hour headway from 7:25 a. m. to 7:25 p. m. and locals every two hours from 6:20 a. m. to 6:20 p. m. and then at 9:25 and 11:25. The running time for eastbound limiteds was 1 hour

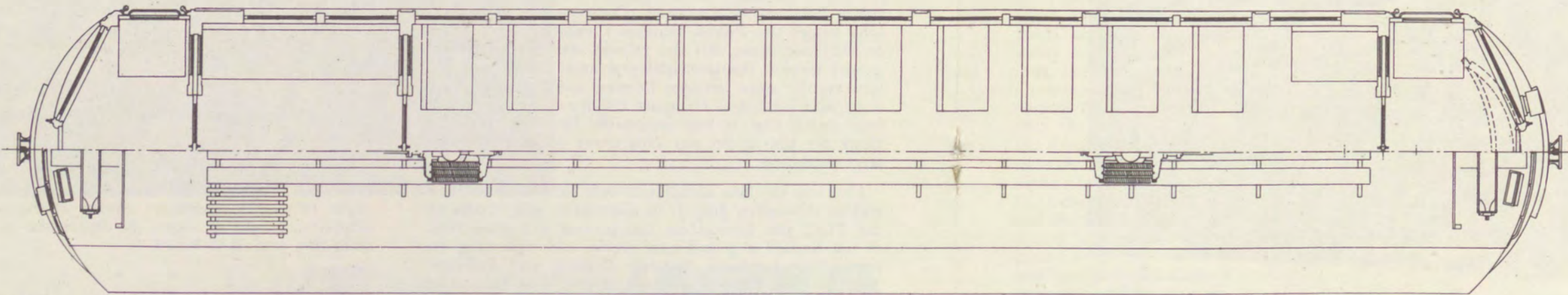




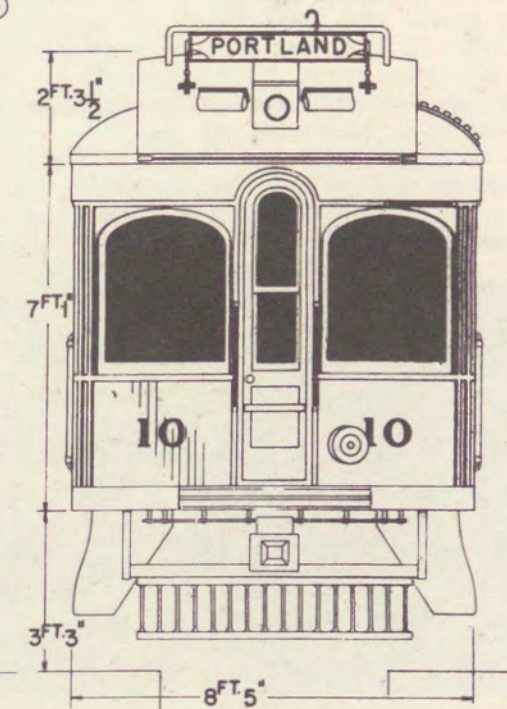
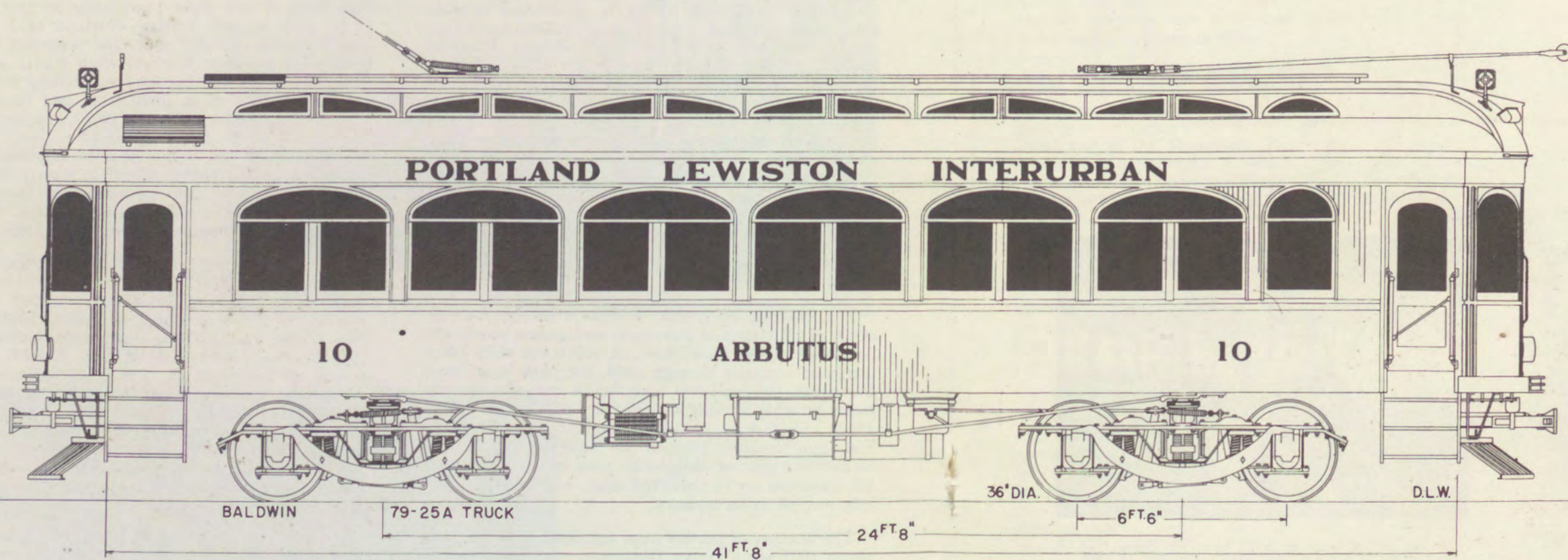
SCALE $\frac{1}{4}" = 1'$

FULL SIZE
FOR "O" GAUGE





SCALE $\frac{1}{4}" = 1'$
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 FOR "O" GAUGE





The *Gladiolus* on Congress Street, Portland, in front of the Portland Railroad's waiting room.



The Soldiers' and Sailors' monument is at the right in this view of the *Clematis* in Portland in 1933.



Only two passengers are in evidence in this interior view of the *Clematis* at Monument Square, Portland, in 1933.

28 minutes (from Monument Square to Union Square) while that for westbound limiteds was four minutes less. For eastbound locals, the running time was 1 hour 38 minutes; for westbound, two minutes more.

Limiteds and locals, if they were on time, had layovers of 31 and 15 minutes respectively in Portland and the cars usually waited on a spur on Federal Street before looping through Temple and Congress Streets to Monument Square to begin their return trips to the Twin Cities. (The Woodcock Restaurant on Federal Street, featuring bountiful dinners for 25 cents, was a mecca for PLI motormen and conductors). It wasn't long, however, before the standing trains were termed a cause of traffic congestion and beginning Wednesday, August 1, 1917, in a move to eliminate or greatly reduce the layovers during the busiest hours of the day, the departure times from both Portland and Lewiston were changed. Westbound limiteds began leaving Union Square two-hourly from 7:35 a.m. to 7:35 p.m., while locals ran at 6:10 a.m., every two hours until 6:10 p.m., and then at 9:35 and 11:25. Limiteds left Portland at 7 a.m. and two hourly until 7 p.m., while locals departed at 5 and 8 a.m., every two hours until 6 p.m., and then at 9 and 11:20. The running time for limiteds remained about the same but that for locals was increased slightly. Necessary layovers now were scheduled for Lewiston, with trains waiting inside the Middle Street terminal between trips.

It soon became apparent that the new schedule, which allowed PLI trains less than five minutes in downtown Portland, was too tight because cars frequently were delayed by heavy traffic along Congress Street and in the Monument Square area, with resulting tardy departures for Lewiston. The condition was eased greatly on Thursday, November 1, 1917 when all limited and most local trains began leaving the Forest City at 5 minutes past the hour.

While several changes in local service were effected subsequent to 1917, the number of limited trains — seven in each direction daily — and their schedules remained the same through 1924, with eastbound limiteds leaving Portland at 7:05 a.m. and two hourly until 7:05 p.m. and westbound limiteds leaving Lewiston at 7:35 a.m. and every two hours until 7:35 p.m.

How fast were the limiteds? Under the schedule for the summer of 1921, eastbound trains, with a total running time of 1 hour 26 minutes, covered the 29.72 miles between Deering and Fairview Junctions in 54 minutes, for an average speed of 33.02 miles per hour. Westbound trains, with an overall running time of 1 hour 20 minutes, took 56 minutes between Deering and Fairview, to post an average speed of 31.84 miles per hour. The actual speeds attained over the line were considerably greater for, as earlier indicated, such cars as the *Arbutus* and the *Magnolia* were geared for a free running speed of 59 miles per hour and this nearly mile-a-minute rate frequently was reached or even slightly exceeded between stations. The fastest stretch of the line appears to have been the 10.1 miles between the West Falmouth and Gray substations, which eastbound limiteds covered in 15 minutes for an average speed of 40.4 miles per hour and westbound limiteds in 17 minutes, at 35.5 miles per hour. Probably the slowest stretch was that between Fairview Junction and Little-

field's, where the Interurban tracks ran alongside Poland and Hotel Roads. But even here, the cars managed to average a 25 mph speed. While none of these rates seems high by present jet age standards, they were considered more than satisfactory during the heyday of the Interurban, which well merited the title, "Maine's Fast Electric Railroad."

By this same summer of 1921, the Interurban was operating 10 local trains daily in each direction, trips leaving Portland at 5, 6:30 and 8:05 a.m., two hourly until 6:05 p.m., and then at 9:15 and 11:20, and cars departing from Lewiston at 5:30 and 6:20 a.m., every two hours until 6:20 p.m., and again at 9:15 and 11:15. Although some of the departure times were changed after 1921, the total of 20 local trains daily was maintained through 1924.

The 1921 timetable listed a running time of 12 minutes between Deering Junction and Monument Square for most westbound limiteds and locals while eastbound cars continued to require 20 minutes between those points. The additional eight minutes was allowed to give conductors an opportunity to collect all fares before reaching the start of the PLI right of way. The running time between Union Square and Fairview Junction remained at 12 minutes in either direction.

* * * *

The single track along Minot Avenue between Fairview Junction and Court Street was shared with cars running on the LA&W's Mechanic Falls route and, as reported in Chapter I, block signal protection was provided. Occasionally, however, even the best signal systems have troubles and one such time was Friday, December 21, 1917, when a Mechanic Falls car, No. 280, and the *Narcissus* collided head-on on Minot Avenue, near High Street. Albert W. Beals, a LA&W motorman, and Eugene Roux, a student motorman, were injured fatally in the accident.

According to newspaper reports of the crash and the investigation which followed, the outbound No. 280, when it entered Minot Avenue from Court Street, failed to trip the block signal which would have stopped the eastbound *Narcissus* at Minot Avenue and Washington Street. The motorman of the latter, George Blair, believing he had a clear line, had started toward Court Street when he observed the other car coming at a fast clip about 200 feet away. The Interurban car was moving slowly and after cutting the power and throwing the brakes into emergency, Blair jumped to safety.

(Under the trackage rights agreement between the PLI and the LA&W, the *Narcissus*, had the signal indicated an occupied block, would have been switched onto the track of the LA&W's Auburn Heights line on Washington Street to allow the Mechanic Falls car to pass).

Witnesses testified that Beals made every effort to stop when he observed the *Narcissus*, applying emergency air and reversing the motors, but because of the speed at which No. 280 was traveling, his actions were too late. The LA&W car was badly damaged and had to be towed away. On the other hand, the *Narcissus*, which had come to a full stop just before the impact, received only minor damage and was able to proceed under its own power. None of the passengers on either



Heading for Lewiston, the *Gladiolus* passes through Woodfords. The building at the right is the Masonic Temple.



Albion M. Conant, left, motorman, and Beecher True Lane, conductor, are the crew of the *Arbutus*, on Forest Avenue, between Woodfords and Morrill's.



The *Arbutus*, running as Train 27, pauses at Morrill's Corner to take on a few passengers.

car was hurt although all were shaken by the impact.

This was the second fatal accident involving the *Narcissus* in a little more than two months. On Wednesday, October 7, 1917, James E. Flynn, 40, of Auburn, was struck and killed by the westbound No. 14 near Marston's Corner.

Flynn, who reportedly had been seen in an intoxicated condition at an earlier hour, was lying on the track and failed to heed the whistle blasts sounded repeatedly by Motorman John E. Abbott, who cut the power and applied the brakes as soon as he spotted the man. The railway was absolved of all blame.

THE CENTENNIAL YEAR

The year 1920, when Maine observed the 100th anniversary of its statehood, didn't get off to a very good start for the Interurban. A series of bad storms during January and February deposited about six feet of snow on the ground and a blizzard on Saturday, March 6, turned out to be the last straw. Electric railways (and steam railroads too!) throughout New England were crippled and the PLI was tied up for about four days because of deep drifts covering the tracks and thick ice between the rails at some points. A large crew of hand laborers, including trainmen and other operating personnel, was recruited to shovel away the deepest drifts so the snow plows could get through and finish the job. Service between Portland and New Gloucester was restored on March 9 and on the following day, the last drift was cleared at Lane's Cut on Danville Hill and the line was open all the way from Deering Junction to Fairview Junction.

Only a few months later, on Monday, July 5, the Interurban had the biggest day in its history! The previous two days had been busy but on the legal holiday, the railway was called upon to handle so many riders bound to and from the Centennial Exposition at Deering Oaks, Portland, that its eight passenger cars couldn't begin to handle the traffic and Nos. 30, 32 and 34 had to be fitted out with portable benches, borrowed from the Pythian Temple in Portland, to help carry the crowds. Cars were jammed to overflowing — as a matter of fact, four cars, with a seating capacity of 208, took 503 passengers on one trip from Lewiston to Portland. Attempts to maintain the regular schedule were abandoned early in the day, trains, after disgorging their loads in Portland, being rushed back to Lewiston to pick up still more people. At night, the Interurban had the task of carrying everybody back home. The day was a hectic one for all hands, who worked long hours to handle the extra heavy travel.

"We have had holidays and we have had crowds before but we never struck any such combination as this. Never before have we carried any such number of passengers in a single day," was the statement made to a *Lewiston Sun* reporter by General Manager Gordon, who, on July 6, expressed his appreciation to the employees of the Interurban for their hard work and co-operation.

(Gordon's mention of previous crowds undoubtedly referred to the heavy riding experienced every September when the Maine State Fair was held in Lewiston. The Interurban cars did not run to the fairgrounds,

however, passengers bound for that point being obliged to change to Lewiston city trolleys at Union Square).

That hectic day, July 5, was not without its lighter moments. As the story goes, one of the Interurban's conductors was asked by a woman standee in a jammed train why the railway didn't have more cars. His prompt and solemn reply was, "We've got them ordered, lady, and they'll be ready for the next Centennial."

Also contributing to the record passenger revenues of the Interurban in 1920 was the visit of Ellis L. Garretson, imperial potentate of the Ancient Arabic Order of the Nobles of the Mystic Shrine, to Kora Temple in Lewiston. Motorman Joseph R. Lavigne and Conductor Marvin L. Shackford were the crew of the *Gladiolus*, which conveyed Garretson and his suite from Portland to Lewiston on Monday, November 8. Following No. 12, which had emerged from the paint shop only a few days before, were three other specials carrying members of the fraternity.

The year ended in much the same manner in which it began — with poor weather. Only this time it was heavy rain instead of snow. The heavens opened on Monday and Tuesday, December 13 and 14, and the deluge caused two bad washouts, each about 100 feet long. Through service was suspended for some 11 hours until repairs were completed.

When final statistics for 1920 were compiled, it was found that 531,440 passengers had been carried during the year. Passenger revenue was \$232,581 and there was a net profit of \$82,236. While, due largely to a fare increase, the passenger revenue and net income rose in both 1921 and 1922, never again did the Interurban carry so many riders in a single 12-month period.

A HIGHWAY OPENS

While there was a direct highway between Portland and Lewiston at the time the Interurban was constructed, it left much to be desired, being mainly a succession of town roads. Maintained by the municipalities, it was largely, if not entirely, unpaved and parts of it reportedly were impassable at times in winter — and during the mud season in spring as well. As a result, the PLI, in its early years, had little automobile competition and then only in the late spring, summer and early fall.

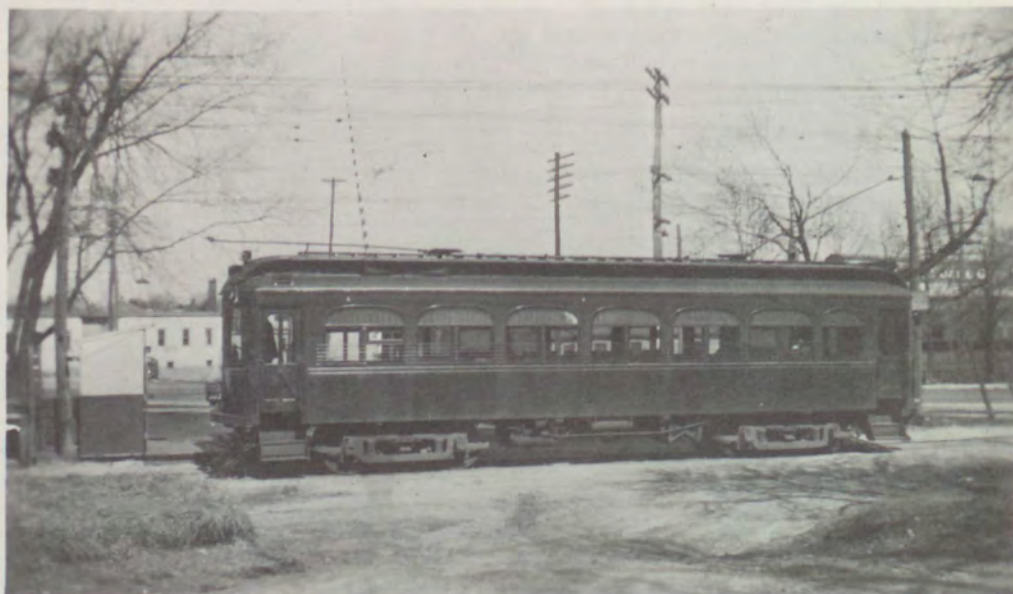
But all this changed after World War I when the mania for rubber-tired transportation began to grip Americans. Henry Ford's Model T and other low-priced cars appeared in ever increasing numbers and due to public demand, roads throughout the nation were vastly improved. Among the early highway projects in Maine was the construction of a two-lane concrete thoroughfare from the outskirts of Portland to Auburn. Following the route of the existing roads most of the way, it was opened from the Forest City to Gray in the fall of 1921 and was completed through to Auburn in the autumn of 1923.

However, the PLI did not begin to feel the full effects of the new road until the spring of 1924. The passenger count for 1922 was the same as that for 1921 and although there was a drop of nearly 20,000 riders in 1923, the total was still well above that for 1919. But during April 1924, passenger revenues were some \$5,074 less



Walter E. Pinkham, left, was one of the first motormen on the Interurban, while Clarence J. Cobb, conductor, became the PLI's first freight agent in 1915. The *Azalea* is pictured at Deering Junction.

The register station is at the left in this view of one of the Wason coaches arriving at Deering Junction on its way to Lewiston.



One of the Laconia coaches "in the hole" at Deering Siding about 1920.

than in the same month in 1923 and from then on, except for a slight recovery in 1926, patronage decreased steadily. Operating profits were reported through 1930 but the net for that year was only \$3,992.

One very noticeable effect of the highway competition was the shift of the peak passenger traffic from the summer season, when there formerly was a large amount of pleasure riding, to the late fall, winter and early spring. During the Twenties and, indeed, well into the Thirties, many automobile owners regularly stored their cars from early December until early April, these fair weather motorists turning to public transportation during that period. The powerful mechanized snow fighting equipment of today was then years in the future and streets and roads were not cleared so quickly or as well after a severe snow storm as they are now.

There was little the Interurban could do to meet the competition. More frequent service than hourly could not be justified and the trains already were being operated at the maximum speed consistent with safety. As it was, even with the new highway, the PLI could make better time between Portland and Lewiston than many automobiles of the day. Fare concessions were considered — and eventually were granted — but the fact of the matter is that the lure of the private automobile, which gave its owner freedom from schedules, was just too great for the railway to overcome. And to make things worse, many would-be Interurban passengers, waiting for trains at stops within sight of the state road, were given rides by well-meaning motorists, not a few of whom were former PLI patrons themselves.



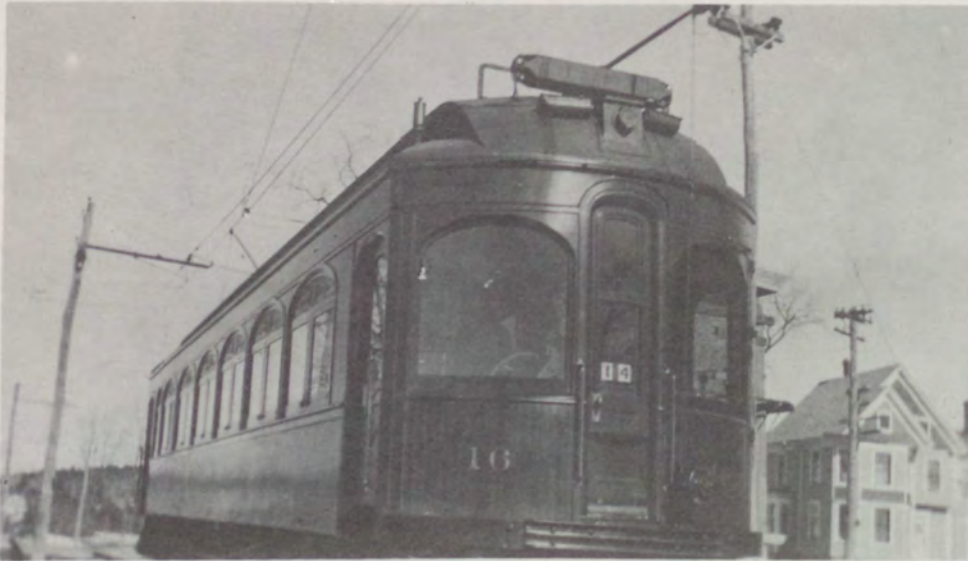
The *Clematis* derailed and snowbound at Cobb Lane after the big storm of March 6, 1920.



Little is visible of Locomotive No. 90 as it breaks through the drifts between Deering Junction and Cobb Lane after the March 1920 storm. The Maine Central Railroad is at the right.



Both of these views were taken from the Presumpscot River bridge looking toward West Falmouth. At left, the original concrete span is still in place. At right, the new steel bridge has been erected.



The *Clematis* as Train 14 at West Falmouth.

SERVICE DECLINES

Some 56,000 fewer passengers were carried in 1924 than in 1923 but there were no important changes in Interurban schedules until late May or early June of 1925 when one limited train in each direction was changed to a local. These were Trains 30 and 31, leaving Lewiston and Portland respectively at 7:35 p. m. and 7:05 p. m. Seventeen trips — six limited and 11 local — in each direction continued to be operated daily until the fall of 1927 when two early morning trips, one eastbound and one westbound, were dropped on Sundays. Then, in 1928, the number of limited trains each way was reduced to five although the total number of trips remained at 34 on weekdays and 32 on Sundays. Changed from limiteds to locals were Trains 26 and 27, departing from Lewiston and Portland at 5:35 and 5:05 p. m. respectively.

There were no further major changes until Monday, February 8, 1932 when all limited service was discontinued and every train ran as a local. The Great Depression was tightening its grip on Maine's economy; the railway had carried only 243,672 passengers during 1931 (compared to 519,488 ten years earlier) and there had been an operating deficit of \$14,724 for that year.

The last schedule showing both limited and local service was issued on September 27, 1931 and called for limiteds, stopping at West Falmouth, Gray, New Gloucester, Upper Gloucester and Danville, to leave Portland at 7:05 a. m. and two hourly until 3:05 p. m. and to depart from Lewiston at 7:35 a. m. and every two hours until 3:35 p. m. On weekdays, locals left Portland at 4:55, 6 and 8:05 a. m., two hourly until 4:05 p. m., hourly to 7:05 and then at 9:05 and 11:05. From Lewiston, on weekdays, locals left at 5:25, 6:15 and 8:25 a. m., two hourly until 4:25 p. m., and then at 5:35, 6:25, 7:25, 9:05 and 11:05. The 4:55 a. m. and 9:05 p. m. eastbound and 5:25 a. m. and 9:05 p. m. westbound trips were omitted on Sundays when Trains 134 and 135 left Lewiston and Portland respectively at 9:10 and 9:25 p. m.

Under the new all local schedule, there still were 17 eastbound and 17 westbound trains on weekdays and 16 trips in each direction on Sundays. On weekdays, trains left Portland at 4:55, 6 and 7:05 a. m., hourly until 7:05 p. m. and then at 9:05 and 11:05. Cars departed from Lewiston at 5:25, 6:15 and 7:35 a. m., alternately at 25 minutes past the even hour and 35 minutes past the odd hour until 6:25 p. m., and then at 7:25, 9:05 and 11:05. On Sundays, as before, the 4:55 a. m. and 9:05 p. m. eastbound and the 5:25 a. m. and 9:05 p. m. westbound trains were omitted, Trains 134 and 135 leaving Lewiston and Portland at 9:10 and 9:25 p. m. The departure times of a few trains were changed subsequent to February 8 but the basic schedule remained the same through that year and well into 1933.

And with the change to all local service, trains began stopping just about everywhere and anywhere as the Interurban went after every possible passenger. In fact, by April 1932, no fewer than 43 stops between Deering and Fairview Junctions were listed, these being Newton Street and Cobb Lane, Leighton's Crossing, West Falmouth station, Pearson's, Camp Adams, Hurricane,

Harmon's Road, West Cumberland, Morrison's Hill, Wilson Mill Road, Verrill Road, Whitney Road, South Gray, Gray, Colley's, Hawkes', Carey's, North Gray, Webster's, Morse Road, Town Farm Road, Penney Road, Weymouth Road, New Gloucester, McIlroy's, Rowe's, Upper Gloucester, Rangeway, Witham's, Mosher's, Danville, Rice's, La Pointe's Crossing, Airport, Marston's Corner, Grove's store, Littlefield's, Blake's, Maple Point, Interurban Heights, Arsenault Park and Hazelhurst Street. Trains halted on signal only and indicative of the fact that they did not make many stops was the scheduled eastbound running time of 1 hour 24 minutes and the westbound of 1 hour 27 minutes, approximately the same as the times of the former limiteds. Most trains, both eastbound and westbound, covered the 29.72 miles between Deering and Fairview Junctions in 54 minutes to maintain an average speed of 33.02 miles per hour. Train 37, the 11:05 p. m. eastbound trip, stopped at all white poles in Auburn and Lewiston to discharge passengers, while Train 36, leaving Lewiston at the same hour, made similar stops in Portland. (These white poles were the regular designated stopping points for A&K and Portland Railroad local trolleys).

* * * *

Despite the drop in traffic, there still were times when trains were unexpectedly and heavily overcrowded. One such occasion was Sunday, November 27, 1927, right after Thanksgiving, when Train 27, the 5:05 p. m. eastbound limited, had every seat taken and about 40 passengers standing when it left Monument Square, Portland, for the Twin Cities. A second section was a must and as soon as the jammed train reached the PLI terminal building on Portland Street, the conductor, Beecher T. Lane, hurried inside and buttonholed Sumner B. Cobb, the railway's freight agent, who happened to be in the building. The overflow of riders was transferred to one of the spare cars usually kept at the terminal and a taxicab was dispatched to the home of Joseph R. Lavigne, an off-duty motorman. Cobb prepared the car for service and within 10 minutes, Lavigne and Cobb, the latter serving as conductor, were on their way to Lewiston behind the regular. Many of the passengers on the two cars were Bates College students, returning to the campus from their homes after the holiday recess.

Another late afternoon trip made Interurban history on Monday, September 23, 1929. It appears that Inspector John Moran of the Aviation Division of the U. S. Department of Commerce had been in Rumford investigating an airplane accident that had occurred a few days earlier. After he had completed his work, he discovered that he could not get a train out of town until the next morning. So he promptly hopped in a plane and was flown to Auburn, the aircraft landing at Merrow's field, near Littlefield's Corner, just as Train 26, the 4:35 p. m. westbound local, was passing Maple Point.

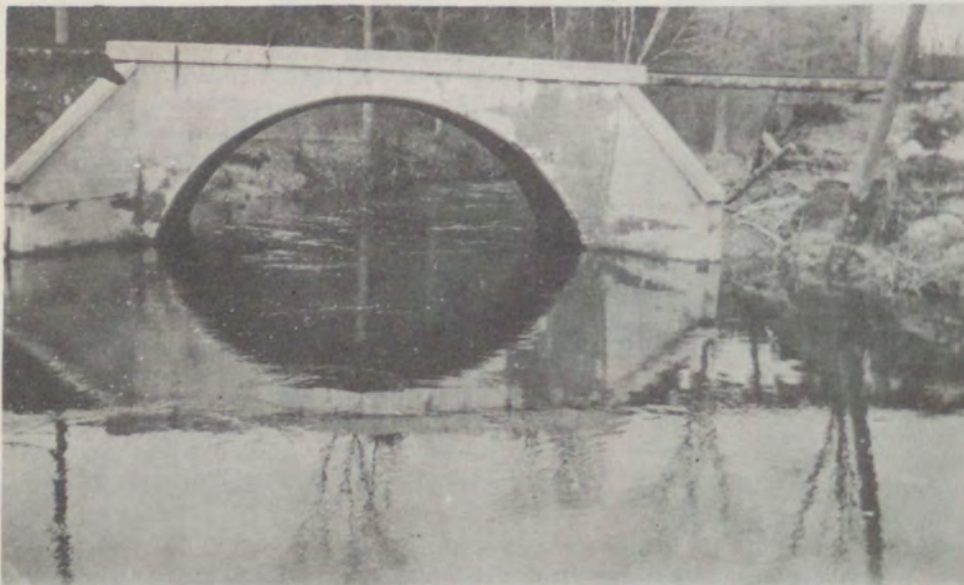
As the train approached the field, a motorcycle policeman signaled Motorman Albion M. Conant to stop. Inspector Moran climbed aboard, paid his fare to Conductor Oscar S. Adkins, and was in Portland shortly before 6.

Adkins also was the conductor of a train which enabled the Interurban to play the role of Good Samaritan



The *Narcissus*, left, and *Gladiolus* at West Falmouth on May 19, 1916.

The westbound *Gladiolus* takes the siding at West Falmouth on April 6, 1933, less than three months prior to abandonment.



Washout at No. 5 bridge in West Falmouth on May 18, 1916. Note ties and track suspended in air at right of span.

on Thursday, April 16, 1931. A Mr. Woodman of Upper Gloucester, an elderly man whose property adjoined the railway right of way at Rowe's siding, decided to burn over the grass at the rear of his barn. The fire fanned out of control and as Train 9, with Motorman John E. Abbott and Adkins as its crew, arrived at Rowe's, the flames had just begun to creep up the side of the barn. Roadmaster Davis, bound for Lewiston, grabbed the car's fire extinguisher and ran across the field to the aid of Mr. Woodman. Other passengers followed and in a matter of three or four minutes, the fire was out.

And speaking of Roadmaster Davis, he was an ardent Democrat and was a strong supporter of Alfred E. Smith, his party's nominee in the 1928 presidential election. Mark W. Newcomb, foreman of the Lewiston terminal, was an equally enthusiastic Republican and worked hard for Herbert C. Hoover, the GOP standard bearer. As election day, November 6, drew nigh, Davis and Newcomb made a bet on the outcome of the race, the wager calling for the man supporting the losing candidate to give the other a wheelbarrow ride from the rear of the Lewiston terminal to the Gray substation, some 17 miles distant. Despite predictions that the men would get cold feet and call off the bet, on the morning of November 8, after Hoover's victory had been confirmed, a freshly-painted barrow was produced at the terminal. Newcomb climbed in, Davis picked up the handles, and as bells were rung and whistles were blown, the two men started off for Gray. They didn't reach there, however, for the pair called it quits at the top of Court Street hill in Auburn.

* * * *

As regular patronage plummeted after 1923, the Interurban attempted to offset some of the loss in revenue by increasing its charter car business at attractive rates. Many athletic teams were carried to scheduled games or special tournaments and numerous cars were chartered by lodges, clubs and societies for visitations, picnics, outings and the like. Beginning in 1926, the PLI began picking up a few extra dollars by handling some closed pouch mail on its regular passenger cars between Portland and Lewiston and between Portland and Gray. The pouches and sacks were carried in the front vestibule and provided a little inanimate company for the motorman.

During the summer of 1930, Sunday excursions were operated from the Twin Cities to Old Orchard Beach or to the Casco Bay Islands in cooperation with the Portland Railroad Company and the Casco Bay Lines respectively. The two small cars, Nos. 40 and 42, usually were used for the Old Orchard excursions, running through to the beach, but there were occasions when one of the big coaches had to be run from Lewiston to Portland in excursion service, passengers transferring at Monument Square to a trolley of the Portland Railroad for the rest of the trip. The change between Interurban car and steamboat on the Casco Bay excursions was made at Custom House Wharf on Portland's Commercial Street.

In the same year, 1930, Gray Road Inn (or Gray Road Park) in West Cumberland was opened for business and the Interurban offered special weekday and weekend round trip rates from both Portland and Lewiston to

the new establishment, the nearest stop to which was Wilson Mill Road (now known as Skillin Road).

TRAIN AND BUS CONNECTIONS

An important new service for Interurban patrons was offered beginning Monday, September 28, 1925, when the railway began making close connections at Portland with the *Pine Tree Limited*, the crack Boston-Portland-Bangor train of the Boston & Maine and Maine Central Railroads. The first schedule placed in effect called for a car to leave Lewiston at 6:15 a. m. and arrive at the Congress Square Hotel, Portland, at 7:33. Here, Boston-bound passengers transferred to a local streetcar of the Portland Railroad and rode to Union Station, from which the *Pine Tree* departed at 8 o'clock. In the evening, passengers arriving at Portland on the *Pine Tree* at 7 o'clock rode a local streetcar to Monument Square to connect with an Interurban trip leaving for Lewiston at 7:20. The departure of the PLI train was delayed if the *Pine Tree* was late. Although schedules changed occasionally, these same connections were maintained through 1931 and many persons appear to have taken advantage of the accommodation. Of course, the connection would have been even better had the Interurban cars been run directly to and from Union Station but for some reason, this was not possible at the time the service was started.

The ultra-fast morning train from Lewiston to Portland to connect with the *Pine Tree* was appropriately nicknamed the *Cannon Ball* and its first crew was Edwin H. "Elder" Buchanan, motorman, and Richard E. "Ezra" Trask, conductor.

(Several other trains on the Interurban had nicknames, among them being the *Sun Kissed Limited*, *Barn Door Local*, *School Teacher Local*, *Midnight Horror* and *Midnight Scream*. The reasons for these nicknames are not all known but the last two referred to those trains which made the last trips from Portland and Lewiston at night, the runs being considered generally to be the least desirable on the road).

Train connections also were made at Auburn and Lewiston for points east on the Maine Central and beginning in 1929, Interurban timetables also noted that connections were made at Portland with motor buses to and from Boston and New York, the railway offering to make bus reservations on request. In addition, there was advertised a "convenient train connection" on Sundays, when passengers arriving at Portland Union Station from Boston about 8:15 p. m. could ride to Monument Square on a local streetcar and board an Interurban train leaving for Lewiston at 8:35. PLI timetables for 1930 and 1931 also carried schedules of Androscoggin & Kennebec Railway cars running from Lewiston to Sabattus, Gardiner, Augusta, Waterville and intermediate points; to Lisbon Falls, Brunswick and Bath, and to Mechanic Falls.

Coincident with the change to all local trains in February 1932, the morning connection with the *Pine Tree Limited* was made at the Woodfords depot, while at night, an Interurban car waited at Union Station for the arrival of the *Pine Tree* from Boston. The Sunday connection with the train from Boston also was made



A westbound train sweeps around the S-curve near Morrison's Hill in West Cumberland.



Many grade crossings on the Interurban were protected only by small wooden signs, one of which appears in this view of *Gladiolus* at an unidentified location.



Oscar S. Adkins, left, and John I. Cluff, motorman, with the *Narcissus* at Gray.

at Union Station, thus eliminating the previously necessary streetcar ride from the station to Monument Square.

At this same time, the Interurban began advertising connections at Lewiston with two bus services, the White Line, running from the Twin Cities to Waterville via Winthrop and Augusta, and the Blue Line, which operated coaches between Lewiston and Rumford and between Lewiston and Farmington. Later, in April, the Interurban began making connections at Portland with Maine-Land Stages, which operated Pierce-Arrow deluxe limousines between Boston and Portland. This last connection appears to have been a summer-only proposition for it was not advertised when the fall timetable went into effect September 25, 1932. The White Line bus service from Lewiston to Augusta and Waterville took on new importance when the Androscoggin & Kennebec abandoned its trackage between Sabattus, six miles northeast of Lewiston, and Waterville, on Sunday, July 31, 1932.

ACCIDENTS

There was a wave of accidents on the Interurban during the Twenties, most of them involving collisions with automobiles at unprotected grade crossings. There was one rear-end collision between two PLI coaches at Deering siding and three persons were killed while trespassing on railway tracks.

(An experimental automatic crossing signal, with warning lights and bell, had been installed on Mountain Road, at the West Falmouth substation, in 1917, and a similar signal was provided near the Gray substation in 1921. Another was placed near the New Gloucester waiting room in 1922 while the crossings of the new state highway at Hurricane and Danville were protected by signals installed in 1923 and 1924 respectively).

The rear end collision at Deering siding occurred about 7:30 on the night of Friday, January 11, 1924, when two special cars, the *Azalea* and the *Maine*, were carrying the Edward Little High School basketball team and student rooters from Auburn to a game with Portland High in the Forest City.

It was a very foggy night and moments after the *Azalea*, with Lavigne and Shackford as its crew, halted on Deering siding for a meet with Train 31, the 7:05 p. m. eastbound limited, the *Maine*, operated by Lester O. Stevens, crashed into its rear. About a score of the 115 passengers aboard the two specials were hurt and were carried into Portland on Train 31, which had arrived at Deering Junction just after the accident. Most of the injured were released after treatment at Maine General Hospital but six were held, including William O. Skinner, coach of the Auburn team, and the Edward Little team's star player, Thomas A. Huston.

According to the Public Utilities Commission report of the accident, Stevens lost his bearings in the fog and was not aware that the car was so near Deering Junction. He had reduced speed to about 20 miles per hour and had called his conductor, Oscar S. Adkins, to the head end to see if he could identify any of the barely visible landmarks. Suddenly, the motorman saw the taillight of the standing *Azalea* and threw the brakes into emergency, but was unable to stop in time.

After the investigation, the PUC criticized the Interurban for failing to require rear end protection, either red flares or track torpedoes, for standing trains on foggy or stormy nights. It also was critical of the Crouse-Hinds arc headlights used on the cars, stating they were obsolete and insufficiently powerful. As a result, a protection rule was placed in effect by the PLI and, as earlier noted, new headlights were provided later in the year. Both cars were extensively damaged and were repaired at the Portland Railroad shops.

Despite the accident, the basketball game was played as scheduled, with the crippled Edward Little team coming out on the short end of a 24-15 score.

* * * *

The first of five fatal accidents at grade crossings occurred on the morning of July 3, 1923 when an automobile driven by Harold M. Fish, 32, of North Anson, was struck by the westbound *Clematis* at Carson's Crossing in New Gloucester. Fish, one of the contractors engaged in building the new Portland-Lewiston highway, was thrown from his vehicle, which was dragged along the tracks for some 145 feet. Removed to Central Maine General Hospital in Lewiston, he died about midnight. His injuries included three fractured ribs, a punctured lung and a rupture of the kidneys.

Charles H. Mitchell, motorman of the *Clematis*, testified at the inquest conducted by the Public Utilities Commission that he did not see the automobile until it was within 30 feet of the crossing, his view having been obstructed by bushes and trees along the side of Rangeway Road. Presumably, Fish did not see the approaching *Clematis* for the same reason.

The second fatality occurred on the morning of July 9, 1924 when the westbound *Maine* struck an automobile at the Wilson Mill Road crossing in West Cumberland. George N. Wilson, 72, of West Cumberland, the driver, and his son, Willard Wilson, 38, both were critically injured and were removed to St. Barnabas Hospital, Portland, where the younger man died 10 days later. The crew of the *Maine* was E. H. Buchanan and Trask.

A prominent Gray physician, Dr. Anson Morrill Andrews, 49, was instantly killed about 3:40 on the afternoon of Saturday, October 2, 1926 when his Ford coupe was struck at Hill's Crossing, South Gray by Train 23, an eastbound limited which had left Portland at 3:05. The "flivver" was demolished and Dr. Andrews' body was badly mutilated, its upper part being crushed beyond recognition.

Dr. Andrews was driving up from Long Hill toward the state highway as the Interurban train, with Mitchell and L'Heureux as its crew, approached the crossing. Mitchell's view was blocked by a building and he did not see the automobile until it was too late. He blew the whistle frantically and applied the brakes but with practically unslackened speed, the big coach struck the coupe with such force that the latter was practically disintegrated. The Interurban car swept on for a distance of about 200 feet before it was brought to a stop, dragging the frame of the automobile the entire distance.

Another occurred in mid afternoon on May 24, 1927 when the westbound *Magnolia* rammed a truck driven by Omer Croteau, 22, at the freight house crossing in New Gloucester. Croteau, who suffered a broken right arm, a double fracture of the right leg, and a skull fracture, died later in the day at Central Maine General

Hospital. The truck was demolished but the *Magnolia*, which was being operated by Frank D. Damren, received only moderate damage.

The fifth crash occurred October 22, 1929 at the New Gloucester waiting room crossing when Car 30, running as a work extra, struck an automobile driven by Charles F. Nickerson, 77, of North Raymond, who was carrying the mail to the New Gloucester Post Office. Nickerson died of his injuries on November 17 at the Central Maine General Hospital.

The official report of the collision indicated that Nickerson apparently failed to hear or notice the crossing signal at the crossing or the blasts of the car whistle and drove right into the path of No. 30, which was being operated by Harry W. Ferguson.

* * * *

So far as can be determined, the *Azalea* and No. 40 were the only Interurban passenger cars not involved in fatal accidents. The other local car, No. 42, struck and killed a woman, Mrs. Delma Isabel, 67, of Auburn, on the late afternoon of February 16, 1928 as she was walking beside Poland Road, near Valley Street, just a short distance south of Fairview Junction.

No. 42, operated by John I. Cluff, was running as an extra local behind Train 26, a westbound limited, and had left Lewiston at 5:35 p. m. Cluff, who reported he had trouble with the headlight on the car, said he first saw the woman when about 130 feet away. He applied the brakes, sounded the whistle repeatedly and finally reversed the power, but the woman continued walking close to the tracks and was hit.

A few months later, on July 2, the *Maine* struck two women standing in the track near the Rangeway Road crossing in Upper Gloucester. Mrs. Nellie Farnhum, 66, of Auburn, was killed instantly, and Mrs. Mary McColeman, 43, of Upper Gloucester, was injured critically.

The two women, according to report, were engaged in a spirited conversation, not having seen each other for a long time, and paid no attention to the whistle blasts sounded by Motorman G. Fred Pollock. The accident occurred shortly before 6 p. m. as the car, Train 26, was en route to Portland.

About a year after the Upper Gloucester fatality, the eastbound *Clematis*, with E. H. Buchanan as motorman, struck and killed one Daniel Gould, 75, of Lewiston, as he was crossing the tracks on his way to work at the lumber mills of Leander Mosher, a short distance south of the Danville substation. The accident occurred at 7:13 a. m. on July 24, 1929 and according to the official report, Gould's body was tossed 15 feet by the impact.

* * * *

Two Interurban employes, Narcisse LaPointe of Auburn and Horace Williams, also of Auburn, both track-

men working out of Danville, were injured in June 1925 in a freak accident at Upper Gloucester. A passing automobile suddenly went out of control and bounded onto the railway right of way, hitting the pair. Williams was only bruised but "Father" LaPointe suffered a broken ankle and was confined to St. Marie Hospital for a time.

Conductor William C. Tibbetts of Portland suffered a broken leg and a hip injury during April 1921 when, after spotting a fire at Woodfords, he turned in a box alarm. When the apparatus arrived, Tibbetts, who apparently was off duty, made a flying leap for one of the engines but missed his footing and was thrown to the ground. Removed to St. Barnabas Hospital, he was laid up for several weeks.

Another conductor, Beecher T. Lane, suffered a spinal injury in a fall at the Maine Central crossing on Court Street, Auburn, on October 29, 1930. Placed in a plaster cast at the Central Maine General Hospital, he later was moved to his home in Portland and was unable to return to work until May 1931. Beecher, incidentally, was known as the "poet laureate" of the Interurban because of the spritely bits of doggerel he frequently composed.

FARES

A through fare of 75 cents between Portland and Lewiston was established by the Interurban when it commenced operation in 1914, the rate being 15 cents less than that charged by the Maine Central. Intermediate fares ranged from a minimum of 10 cents to a maximum of 70. From Lewiston, the minimum fare entitled a passenger to ride as far as Littlefield's in Auburn, while in Portland, the 10 cent rate applied between Monument Square and Deering Junction.

With the inauguration of local and limited service in 1915, the first fare zone out of Lewiston was extended from Littlefield's to Marston's Corner and a rate of 15 cents between downtown Portland and Cobb Lane, this being reduced to a dime on May 15, 1918 in order to encourage local riding.

During October 1917, all fares from 35 cents up became subject to a federal war tax of 8 per cent, raising the cost of a Portland-Lewiston trip to 81 cents, of which six cents went to the government. Then, on November 29, 1920, the through fare between Portland and Lewiston was increased to \$1, including a war tax of seven cents. Intermediate fares were adjusted at the same time although there was no change in the basic minimum of 10 cents. By now, for the benefit of regular patrons, 10-ride tickets were being sold at a discount of 10 per cent from the regular rate and 22-ride coupons were available at a discount of 25 per cent. The latter had to be used within 16 days of purchase and were not good on Sundays. Student tickets, valid from Monday through Friday, were issued at half fare. Children from 6-12 years old were carried for half fare at all times, those under 6 riding free when accompanied by an adult.

The war tax expired December 31, 1921 and in anticipation of this, the Interurban, earlier in the month, filed a new tariff with the Public Utilities Commission calling for a 95 cent fare between Portland and Lewis-

ton. This was disallowed by the commission, which insisted that the fare be decreased by the full amount of the expiring tax. As a result, a 93 cent through rate became effective January 1, 1922, other fares being changed accordingly. Reduced rate tickets continued to be available at the same discounts as before.

Early in 1924, as Interurban revenues began to slip as a result of automobile competition on the new highway, the Androscoggin Electric Company petitioned the Public Utilities Commission for authority to increase the Portland-Lewiston through rate to \$1. The boost was slated to become effective May 14 but was suspended by the commission pending the holding of a public hearing. This hearing was conducted June 3; there was no opposition, and on June 6, the PUC announced a favorable decision, allowing the new rate to be charged beginning Sunday, June 8. Intermediate fares also were adjusted, resulting in some advances and some reductions, but the minimum remained at 10 cents. The discount tickets were continued.

There were some revisions in local fares subsequent to 1924 but the dollar rate between Portland and Lewiston remained unchanged until abandonment of the Interurban. Beginning in 1925, the PLI began offering

\$1.50 round trip tickets on Sundays and later they became available on a daily basis. For a brief period in 1932, the Sunday round trip rate was cut to an even dollar but when the bargain fare failed to produce the hoped for results, the higher rate was restored.

The fare collection method on the Interurban was simple. A conductor picking up a cash or ticket fare punched a duplex check showing the date and the points between which the passenger had paid to ride. One section of the check was retained by the conductor to serve as a record of the collection; the other part was given to the rider for identification. Cash and ticket collections were reported on a trip summary sheet, which was turned in by the conductor at the end of his run.

Conductors usually started collecting fares in the smoking compartment and worked toward the rear of the main compartment. On cars leaving Portland, they were interrupted in their collections at least three times due to the necessity of running the railroad crossings at Kennebec Street, Woodfords and Morrill's Corner. On Westbound cars leaving Lewiston, there was only the Maine Central crossing on Court Street, Auburn, to check.

* * * *

Gray	South Gray	Whitney Road	Verrill Road	Skilling's Rd.	Morrison's	W. Cumberland	Hurricane	Camp Adams	W. Falmouth	Leighton's	Cobb Lane	Newton St.	Deering Siding	Deering Jct.	Portland	1931	JAN	1	12	23
Lewiston	Fairview	Hazelhurst St.	Ars'n't Park	Inter. Heights	Maple Point	Littlefields	Marston's	Danville Jct.	Upper Glouc.	Lower Glouc.	Penny Road	T. Farm Road	Morse Road	North Gray	Careys	1933	FEB	2	13	24
ANDROSCOGGIN ELEC. CO. (PORTLAND-LEWISTON INTERURBAN)																MAR	3	14	25	
10 RIDE TICKET																APRIL	4	15	26	
6282																MAY	5	16	27	
Good for passage between stations indicated by punch marks. Good until used or until change in fare is made.																JUNE	6	17	28	
G.S.W. Williams, GENERAL MANAGER																JULY	7	18	29	
																AUG	8	19	30	
																SEPT	9	20	31	
																OCT	10	21		
																NOV	11	22		
																DEC	12	23		

Gray	South Gray	Whitney Road	Verrill Road	Skilling's Rd.	Morrison's	W. Cumberland	Hurricane	Camp Adams	W. Falmouth	Leighton's	Cobb Lane	Newton St.	Deering Siding	Deering Jct.	Portland	1927	1	31	30	29
Lewiston	Fairview	Hazelhurst St.	Ars'n't Park	Inter. Heights	Maple Point	Littlefields	Marston's	Danville Jct.	Upper Glouc.	Lower Glouc.	Penny Road	T. Farm Road	Morse Road	North Gray	Careys	1926	2	JAN	28	
ANDROSCOGGIN ELECTRIC COMPANY (PORTLAND - LEWISTON INTERURBAN)																3	FEB	27		
22-TRIP COMMUTATION BOOK																4	MAR	26		
FOR PERSONAL USE OF																5	APR			
Dorothea Chase																6	MAY	24		
7805																7	JUNE	23		
Between Stations punched and to and including expiration date indicated.																8	JULY	22		
G.S.W. Williams, General Manager																9	AUG	21		
																10	SEP	20		
																11	OCT	19		
																12	NOV	18		
																13	DEC	17		
																14	15	16		

ANDROSCOGGIN ELECTRIC CO.											
G.S.W. Williams, General Manager											
SEAT CHECK											
BETWEEN STATIONS PUNCHED											
Portland	Lewiston										
Deering Jct.	Fairview Jct.										
Deering Siding	Bazellhurst										
Newton St.	Arsen't Park										
River St.	Inter'n Hts.										
Leighton's	Maple Pt.										
W. Falmouth	Blake's										
Pearson's	Littlefield's										
Camp Adams	Grove's										
Hurricane	Marston's										
Harmon's	Alford										
W. Cumberland	Lapointe's										
Morrison's	Blair's										
Gray Rd. Pk.	Danville										
Verrill Rd.	Fisher's										
Whitney Rd.	Wigham's										
So. Gray	Wayway										
Gray	Webster										
Colley's	Blair's										
Harley's	Morrill's										
Carey's	N. Webster										
N. Gray	Wayway										
Webster's	Penny										
Morse Rd.	Town										
O Ticket Ltd O Half Fare											
JUN	MAY	APR	MAR	FEB	JAN	JUN	MAY	APR	MAR	FEB	JAN
DEC	NOV	OCT	SEP	AUG	JUL	DEC	NOV	OCT	SEP	AUG	JUL
10	9	8	7	6	5	4	3	2	1		
20	19	18	17	16	15	14	13	12	11	10	9
30	29	28	27	26	25	24	23	22	21	20	19
No. 65401											



Harry L. Plummer, a well-known Lewiston photographer of yesteryear, took a ride over the Interurban in No. 42 on March 1, 1927 and snapped these views in the woods at New Gloucester. Freshly-fallen snow enhanced the attractiveness of the landscape.



The Whitney Road crossing in New Gloucester.

RIDING THE INTERURBAN

The time is the summer of 1921 and the hour is shortly before 9 o'clock on a warm, sunny morning. Bound for Lewiston, we're waiting in Portland's Monument Square for the 9:05 limited trip over the Portland-Lewiston Interurban. This fast train makes only four station stops after leaving the Forest City and we'll be at our destination in less than 90 minutes.

Standing in front of the street railway waiting room at Congress and Elm Streets, we view the passing parade of Portland Railroad city and suburban trolleys. There seems to be an endless variety of them, all appear to be well maintained, and many are painted in an attractive red, white and blue color scheme. The starter in the square is continually darting into the waiting room to announce departures.

Shortly after the bell in the nearby First Parish Church strikes the hour, we glance to our right down Congress Street and see a large imposing car, seemingly as big as a steam railroad coach, moving slowly toward the square. How it towers above the ordinary street cars and other vehicles! As it enters the square, it pauses briefly to discharge a few passengers and then starts up again, passing to the south of the Soldiers' and Sailors' Monument and disappearing down Federal Street beside Edwards & Walker's big hardware store, once the United States Hotel. But, before it gets out of sight, we note that it is No. 10 and on its brightly varnished Pullman green sides we can make out the name *Arbutus* in shining gold leaf letters.

Moments later, we hear the scream of wheel flanges fighting curved rails and looking to our left, we see the *Arbutus* moving slowly from Temple Street into Congress. As she approaches, we observe the train number, 9, displayed in the window of the train door. There's a hiss of air and the car stops directly in front of us. There's Joseph N. L'Heureux, "Joe Happy," the conductor, standing on the step at the rear and he has a small stool in his hand. He steps to the street, places the stool on the ground, and with a smile in his voice as well as on his face, proclaims distinctly, "All aboard. Limited Car to Lewiston. This car stops only at West Falmouth, Gray, New Gloucester and Danville. Board!" The Portland Railroad's starter steps inside the waiting room to make a similar announcement.

There are quite a few passengers for this trip and "Joe Happy" stands by, ready to lend a helping hand to any who need it to board the car. He has a warm greeting for everybody and he is greeted in kind. Joe is apparently well liked and we can't help but remark on his neat and tidy appearance. The Interurban is no ordinary trolley line — it's a railroad operated by electric power and its employees look and act like smart railroaders.

L'Heureux has been with the Interurban since 1914 and in addition to being one of its most popular conductors, he apparently is also a pretty good salesman.

We recall reading somewhere that during a Central Maine Power Company stock selling contest for system employees in the late spring and early summer of 1920, he took top individual honors by garnering subscriptions for 202 shares in one week's time.

With "Joe Happy" as conductor, it's almost a sure bet that his motorman is Charles H. Mitchell for the two have been running together for a long time. In response to our question, Joe confirms this and adds, "He was out sick with a bad summer cold for a couple of days but he's feeling fine now."

Bounding up the three steps into the rear vestibule, we move forward into the car, noting the comfortable looking green plush seats, the tile floor, the shining baggage racks and the complete lack of advertising cards. As we take a seat on the right beside an open window, we see the smoking section ahead is already filled with "drummers" on their way to the Twin Cities. Salesmen find the Interurban a great convenience in covering their territories and you'll always find one or more of them on almost any train.

One of these commercial travelers, we've been told, had a rather unnerving experience in November 1920. When he boarded a car in Portland, he had \$235.35 on his person but when he arrived in Lewiston, only 54 cents did he possess. He at once reported his loss and a couple of hours later, Conductor Dick Trask phoned the dispatcher to say he had found the missing money, which apparently had slipped out of the salesman's pocket and fallen under a seat.

Scarcely have we become seated when, above the knock-knock-knock of the air compressor, we hear "Joe Happy" announcing the train again. It's time to go and Joe swings aboard at the rear and yanks the bell cord twice, giving Mitchell the go-ahead signal. As the conductor slams the trap door over the step well and closes the vestibule door, the motorman gives a quick shot of juice to the four 90 horsepower motors and the *Arbutus* starts to creep slowly ahead. The switch at Congress and Preble Streets has previously been thrown and the car proceeds cautiously over the points as it takes the curve to the right.

Almost coasting down the fairly steep Preble Street grade, the car soon swings to the left onto Portland Street, after crossing Cumberland Avenue, and a few doors beyond, on our left, we see the Interurban's terminal and carhouse building. Box motor 30 is in the doorway and its crew waves a friendly greeting as the *Arbutus* slips past. We notice that No. 30 is wearing the white flags carried by extra trains and it may be that she'll follow us part or all of the way to Lewiston.

At Forest Avenue, the Interurban car swings right onto the broad thoroughfare which it will follow for more than two miles to Morrill's Corner. Slow running



An Interurban train and C. E. Ray's general store at New Gloucester.



The Clematis on Rowe's Siding, Upper Gloucester.



Looking down Danville hill from Lane's Cut toward the Danville substation.

The new highway which raised havoc with the Interurban's passenger business appears prominently in this view of Danville hill looking toward Upper Gloucester.



is in order here as there's a speed limit of 15 miles an hour and vehicular traffic is heavy. Near Kennebec Street, Mitchell stops the *Arbutus* at the old Portland & Rochester tracks; L'Heureux runs ahead to make sure the way is clear, and signals Mitchell to cross. As the car clanks over the special work, the conductor swings aboard and gives the two bell signal again.

There are a couple of Portland city cars ahead and they are stopping frequently to load or discharge passengers. "Joe Happy" doesn't mind the delay, however, as he has fares to collect, seat checks to issue and questions to answer. Once it arrives on the Interurban iron at Deering Junction, the *Arbutus* can easily make up any lost time. We pass over our dollar bills to the conductor, say "Lewiston," and settle back to enjoy the ride.

A stop is made at Woodfords to pick up outbound passengers who may have arrived from Westbrook or from the Deering area. At the Maine Central main line crossing just beyond, the gate tender raises the red ball signal to the top of the mast to signify the way is clear for the *Arbutus*, but just to be safe, Mitchell stops the car and taps two bells on his foot gong. "Joe Happy" interrupts his fare collecting to "run the crossing" and the car continues along Forest Avenue to Morrill's Corner.

There's a brief stop at Morrill's to take on a few more riders and the *Arbutus* is given another "high ball" at the WN&P tracks of the Boston & Maine. A short distance beyond, the car takes the switch and bears right onto Allen Avenue, almost immediately swinging left onto Goodrich Avenue, merely a dirt track laid out as a proposed future street, and the start of the private way of the Portland-Lewiston Interurban at Deering Junction. On our left, we catch a glimpse of the old Morrill House, a three-story 32-room brick dwelling built in the early part of the 19th Century. For a time it was known as the Keeley Cure, a treatment center for alcoholics, and still later was called the Fielding House.

The *Arbutus* is brought to an easy stop alongside a wooden platform and the register station. L'Heureux unlocks the door of the telephone booth and steps inside to call the dispatcher for orders. We see him writing on a pad of order forms and then, through the open window, we hear him repeat slowly the instructions, "Meet Extra 40 Westbound at Forest Lake and Extra 34 Westbound at Danville." After a brief pause, the conductor hangs up the phone, writes on the pad again and tears off two sheets, the original order and a carbon copy. "Joe Happy" then fills out a clearance card in duplicate, registers the train and leaves the booth, closing and locking the door. Boarding the car, he gives the now familiar two bells signal and strides forward to give Mitchell his copies of the order and clearance card.

It's now 9:30; we are about five minutes late and we have some time to make up. It's about four miles to the first station stop at West Falmouth and for about half of this, the tracks will follow a gentle down grade to the Presumpscot River. The line, straight as an arrow, parallels the Maine Central along here and as we leave Deering Junction, we see on our right Deering siding and the remains of the former interchange track which once connected the Interurban and the Portland Terminal Company.

A Maine Central passenger train, which is just picking up speed after a stop at the railroad's own Deering Junction depot, offers a challenge which Motorman Mitchell cannot resist. He applies full power and as the *Arbutus* surges ahead, gradually leaving the competition behind, we hear one passenger behind us telling another, "The other day, when I went up to Gray, Joe Lavigne was running and as we passed a train at just about this same spot, the locomotive fireman stuck a broom out of the cab window and made paddling motions. Man, these cars sure can move!"

Racing along at nearly a mile a minute, the *Arbutus* crosses Cobb Lane, dashes over the reinforced concrete bridge spanning the Presumpscot, and then begins the easy climb from the river valley toward West Falmouth. The ride is a very smooth one, indicating that the track is well cared for, and the swift clickety-click of the wheels passing over the staggered rail joints and the slight side sway are as soothing as a lullaby. We fight the urge to close our eyes and grab a little nap. At high speed, there's an occasional "nosing" motion, which the motorman corrects through a deft touch of the air brake. It's not a disagreeable sensation but one which merely heightens one's feeling of traveling at a rapid pace.

On both sides of the track are neat farms but we hardly have time to get used to the rural scenery before Mitchell commences to reduce speed as the car approaches the West Falmouth station. On the siding, just before the station is reached, stands *Magnolia*, which, as Train 8, is making the 8:20 local trip from Lewiston to Portland. Our conductor steps to the rear platform, opens the door and shouts the number of our train to the conductor of the *Magnolia*. The latter responds in kind.

A brief stop is made at West Falmouth, with its neat red brick substation seeming almost out of place among the cluster of frame houses, a general store and, on our left, a white country church. We leave a few passengers and take on others bound for points farther along the line. Starting up again, the *Arbutus* crosses Mountain Road and we see and hear the flashing light and bell signals which protect the crossing. Now the car runs down a slight grade, with the highway nearby on our right, and a short distance beyond, the tracks swing slightly to the left, crossing a series of concrete bridges spanning the Piscataqua River, and continues in a northwesterly course through the woods so as to avoid a fair sized hill. Crossing another reinforced concrete arch bridge, the line gradually curves northeasterly toward Hurricane.

Emerging from the woods at Hurricane Crossing, the *Arbutus* dashes across the so-called Gray Road at top speed, with Motorman Mitchell sounding the regulation warning signal of two long and two short blasts on the chime whistle. As we sail over the crossing, we note a few wagons and automobiles waiting for the car to pass. There are many signs of construction here for the state is building a new concrete highway from Portland to Auburn.

We are in farming country once again and as the car speeds along over the private way, we see now and then a herd of grazing cattle or a flock of sheep, who pay scant attention to the *Arbutus*. Crossing the town line

into West Cumberland, we hurtle down grade to another concrete bridge over the Piscataqua at Shawtown, so-called, wind into a long and easy S-curve, so as to avoid the summit of Morrison's Hill, and pass the spur leading into the railway's gravel pit. On the left, along the shoulder of the hill, we catch a glimpse of a steam shovel, piles of ties and poles and a string of flat cars.

Meanwhile, the conductor has been in the smoking compartment exchanging jokes with some of the "drummers." As he comes out, he is laughing heartily and, flashing his gold teeth, he half turns and says, "I'll have to remember THAT one to tell the boys at the barn." He walks down the wide aisle, pausing frequently to exchange pleasantries with many of the passengers.

As we gaze out the window, we cannot help feel what a scenic ride this must be in the fall, when the autumn foliage is at its peak, or in the spring when the apple blossoms are in full bloom and other trees are leafing out. It also must be a pretty trip right after a fresh snowfall. We've been told that passengers on early morning and late afternoon trains frequently see deer, particularly on the Gray meadows, and other forms of wildlife.

(We're reminded of a story about a certain motorman, identified only as "Ed," who one morning created quite a stir among his passengers when he suddenly called someone's attention to a "deer" near the track. Immediately the car was in a tumult, riders craned their necks to get a better view, and everybody was excited. But, alas, the "deer" turned out to be only a neat pile of wood).

Now we are approaching Forest Lake siding where the meet with Extra 40 is scheduled. But No. 40 is nowhere in sight! After waiting a few minutes, "Joe Happy" goes to the trackside telephone and calls the dispatcher, George M. Harris.

"George, this is No. 9 at Forest Lake. Where's Extra 40?"

"Joe, she was delayed and she's waiting now at Gray. Meet her there."

"Hokay, George," L'Heureux replies and then rings off the line. "She's at Gray," he tells Mitchell and gives the go-ahead signal.

Starting up again, the *Arbutus* gradually picks up speed as Mitchell throws the controller handle against the pin and soon we are barreling along at about a mile a minute once again. We have almost the sensation of flight as we race through the woods which grow close on either side, occasionally flashing by a bit of clearing which marks a country road. Wilson Mill Road, Verrill Road and Whitney Road are but names to us but they are important points to those who live in the area and rely upon the Interurban's dependable local cars for quick transport into the city. Now we break out into the sunshine once again for a fast run across the level Gray meadows until again our speed is diminished and we feel the brakes being applied to bring us to a stop at Gray, where another brick substation also serves as a waiting room. Despite the delay at Forest Lake, we're

on time at Gray and here's No. 40, its crew outside enjoying a smoke as the car waits on the siding beyond the station. Just to the north of the station, beside the track, we see a fairly long frame building, which serves as a freight house and locomotive storage shed.

Again some passengers leave and others board and "Joe Happy" exchanges a little banter with Mark Marcus Muzzy, the day agent-operator, who frequently is referred to as the "mayor" of Gray. They're talking about Beecher Lane, the Portland conductor.

"I'll never forget the day," Muzzy says, "about a year ago when Beecher's train lost its trolley on the way to Portland. The pole struck a cross span wire, which it broke off on both sides of the street. Before the motorman could stop the car, the trolley pole was pulled out by its roots, the clips on the trolley wire were broken off, the retriever was dangling from the rope and a rear window was smashed. Beecher's first comment was, 'My God, what do I do now?' It was quite a mess and it took the Cumberland County boys a little time to straighten things out."

In Gray, the Interurban station is the local "depot" and serves as a gathering place for those who have little else to do. Muzzy is a prominent man in the town and when he's on duty, he has a lot of visitors.

But it's time to be on our way and as we leave the Gray station, we occasionally see the highway on our left as the *Arbutus* races along to North Gray and the New Gloucester town line. Curving into the woods just after crossing the boundary, our car dashes over Morse Road, Town Farm Road and Penny Road and we frequently hear the two long and two short blasts of the whistle. As the car approaches the New Gloucester station, a frame waiting shelter, Mitchell applies the air and once again the *Arbutus* comes to a smooth stop.

Quite a few women board the car here and from their conversation, we gather that they're going into Lewiston for a shopping spree and perhaps to attend a show at the Empire Theater if they have the time.

Departing from New Gloucester, the car crosses two intersecting roads, swings into a long curve and enters Chandler's Woods. The *Arbutus* scarcely has time to build up speed when it begins slowing down for Rowe's siding, where *Clematis* is waiting. This is Train No. 10, a Portland-bound limited, and once again the conductors shout their train numbers to each other.

The story is told that one fine late summer day, Clyde Grover, the day operator at Danville, received a hurry-up call asking him to gather a posse to hunt for a bear cub which supposedly had been struck and seriously injured by Train 4 near Chandler's Woods. The posse, well armed, arrived at the woods in due course but there was nary a sign of the cub. However, the men did find a freshly-killed porcupine that evidently had been run over and the motorman of the train, E. H. Buchanan, who had told his conductor to call Grover, was advised to buy some books on animal identification.

Another time, in the spring, as Train 20 was heading toward Portland, its crew, Oscar Adkins and Philip

Smith, spotted a cow moose on the tracks at the west end of Chandler's Woods. The animal was standing between the rails and facing toward Portland. When she heard the approaching car, the moose leisurely walked off the track and down the railway embankment, leaped a fence and disappeared into the brush and trees.

* * * *

Heading for Danville, the next station stop, the *Arbutus* breaks out of the woods, dashes across a half mile of pasture land at Upper Gloucester and swings close to the highway. With Mitchell throwing the controller "into the loop," the car races down an exceedingly long grade, eased somewhat by plenty of fill, and up a corresponding grade with but little slackening of pace. The car seems to be moving along as fast as its wheels will turn! A road crossing and Danville station are ahead and Mitchell expertly applies the air, bringing the car to a stop directly in front of the brick station building. On the siding just beyond are two freight cars, Nos. 32 and 34, one loading and the other discharging shipments. The former, which left Portland more than an hour ahead of us, will follow us into Lewiston while No. 34 will head for Portland.

From Danville, we run on a tangent through the woods, passing beneath the main line of the Grand Trunk Railway and dashing over a bridge crossing the Rumford branch of the Maine Central before arriving at Marston's Corner. A little farther on, we come to Littlefield's diamond, where the Interurban crosses the Lewiston & Auburn Railroad at grade. The conductor walks ahead and after looking both ways at the crossing, beckons Mitchell to come ahead. "Joe Happy" is picked up and the car crosses the Little Androscoggin River over the last major bridge on the line.

Leaving Littlefield's, the tracks follow the side of Hotel and Poland Roads to Fairview Junction and we roll past Wilken's store and Maple Point before coming to Sadler's siding, the last turnout. As we continue on, we go by Interurban Heights, Arsenault Park and Hazel-

hurst and at 10:19, right on the dot, we're at Fairview. "Joe Happy" enters the phone booth to register off the line and once he is aboard the car again, the *Arbutus* takes the switch and enters the trackage of the Androscoggin & Kennebec Railway's Mechanic Falls line.

The block signal at the junction indicates the way is clear and again restricted to 15 miles an hour, the *Arbutus* moves slowly along Minot Avenue. The Auburn Heights line of the A&K is crossed at Western Avenue, and at Washington Street, the tracks curve from the south to the west side of Minot Avenue and continue on to Court Street, passing the Turner Centre Creamery on the right. Arriving at Court Street, the car turns to the right, crosses the Maine Central at grade (despite another "high ball," L'Heureux checks the crossing) and enters the double iron of the local system. Running down the main business street of Auburn, we meet outbound Train 12, No. 40, on the 10:20 westbound local; pause a moment at the Auburn waiting room, and cross the Androscoggin River bridge into Lewiston. There's a slight curve and now it's uphill on Main Street, the *Arbutus* crossing a Maine Central spur and the canal bridge before arriving at Union Square, the end of the line for us.

After leaving the car and walking to the sidewalk, we again hear the two-bell signal and the *Arbutus* starts up again, heading slowly up Main Street and then swinging into Middle Street on its way to the Interurban terminal building. Hurrying up to the corner, we see the car, with "Joe Happy" guiding the trolley rope, being backed slowly into the barn for inspection and any necessary cleaning before departing on the 11:35 limited run back to Portland.

We have some business to transact in Lewiston but this soon is accomplished and we have time to get something to eat before taking the 12:20 local to Portland. This ride will be a little slower than the previous trip but still we'll be back in the Forest City a little before 2 o'clock.

* * * *



No. 40 at Danville Siding. "Joe Happy" is leaning out the door at right.



The *Azalea* pauses at Marston's Corner to pick up a passenger.



The *Arbutus* crosses the Lewiston & Auburn Railroad at Littlefield's, with Richard E. Trask, left, and Arthur P. Buchanan as its crew.



The *Magnolia* crosses the span over the Little Androscoggin River in Auburn.



Extra 32 Eastbound meets the *Arbutus* at Sadler's Siding Auburn.



The *Narcissus* and an A&K Birney in Union Square, Lewiston, on April 6, 1933.

FREIGHT SERVICE

1915-1932

Freight service over the Interurban was inaugurated on the morning of Monday, March 22, 1915 when box motor 30, with Frank D. Damren as motorman and William Hopkins as messenger, left the Portland terminal at 6:55 on the first trip to the Twin Cities, arriving in Lewiston about 2½ hours later. There weren't many shipments on this maiden run but patronage of the service increased steadily as the months passed.

The first freight schedule called for one round trip daily, Monday through Friday, with the car leaving Portland at 6:55 a.m. and arriving in Lewiston at 9:30. Departing from Lewiston at 11:55, the car was back in Portland at 2:30 p.m. The eastbound freight was listed as Train 81 and the westbound as Train 80, both being designated on the timetable as second class trains. (All regular passenger trains were designated first class).

There were one or more schedule changes after inauguration of the service and by late 1917, Train 81 was leaving Portland at 8:15 a.m. and arriving in Lewiston at 11:30. Leaving Lewiston at 12:45 p.m., it returned to the Forest City at 3:22. The closing time for freight shipments at Portland was 7:45 a.m.; the time at Lewiston being 12 noon.

After the arrival of No. 32 in late 1915, it took over most of the freight runs, with No. 30 being held in reserve, and with the purchase of No. 34 in 1919, the Interurban began operating two regular freight trips daily except Sundays and holidays in each direction. Trains left Portland at 8 a.m. and 2:55 p.m. and departed from Lewiston at 8:45 a.m. and 12:45 p.m. The 8 a.m. trip from Portland and the 12:45 p.m. run from Lewiston continued to be designated as Trains 81 and 80 and were operated by a Portland crew. The other round trip was classed as an extra and was handled by Lewiston trainmen.

Clarence J. Cobb was the first manager of the freight department, having previously served as a conductor, and upon his appointment as a dispatcher at Lewiston, he was succeeded by his younger brother, Sumner B. Cobb. The latter served in that capacity until early 1929 except for a stint with the Army during World War I. By 1921, Cobb the Elder was serving as a freight solicitor; Joseph N. McIlroy was freight clerk at Portland, while S. Lloyd Rafnell held a similar post in Lewiston. Ernest W. Jamieson, motorman, and John E. Cummings, messenger, were the Portland freight crew in early 1921, while the Lewiston crew consisted of Frank D. Damren, motorman, and Lester O. Stevens. After his return from military service in 1921, Harry E. Williams, a motorman on the Interurban before entering the Army, became freight messenger at Portland. Jamieson and Cummings, incidentally, were, for several years, the regular crew of the work train operated every year during the spring track lifting and ballasting operation.

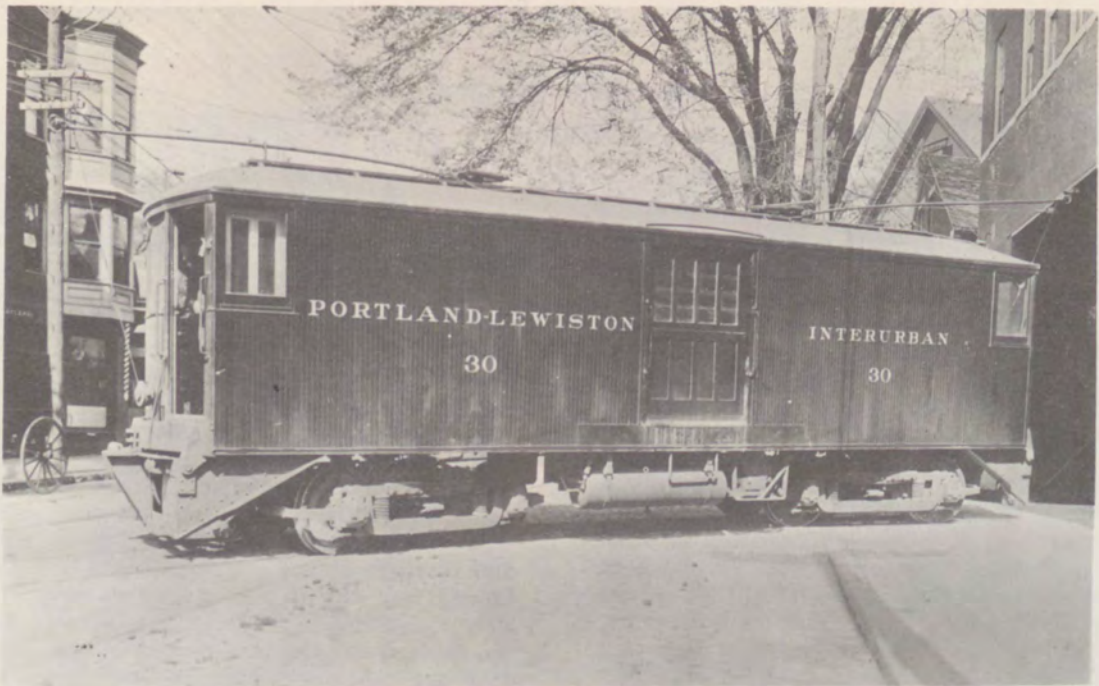
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Most of the shipments handled by the Interurban consisted of less-than-carload lots, and since the towns served by the PLI primarily were agricultural communities, milk, cream, eggs and other farm produce in large quantities were transported. (As a matter of fact, Trains 81 and 80, which handled the bulk of the milk and cream, were known as the *Dairymen's Special*). Other goods in the freight cars included meats, fish and canned goods, furniture and household supplies, cookies and crackers, bottled beverages, fertilizer, grain and feed, paper, lumber and other building materials, and a wide variety of additional commodities. Wholesale houses and retailers patronized the service extensively as it afforded fast and reliable transportation at reasonable rates to customers in the outlying areas. Because of the relatively quick delivery on the electric line, meats, seafood and other perishables did not require refrigeration in transit. Freight charges, incidentally, were based on the official classification of steam railroads.

Many cases of Dr. True's Elixir, a well-known patent medicine, were carried in the freight cars from Lewiston to wholesale druggists in Portland. The C. M. Rice Paper Company of Portland was a frequent shipper and most of the cookies and crackers came from the T. A. Huston & Company bakery in Auburn and the National Biscuit Company in Portland. Tubs of sweet butter were carried to Portland from the Turner Centre Creamery in Auburn (which also received much of the milk and cream handled on the line) and many were the cases of bottled Poland Spring Water that were picked up at Danville and carried to either Portland or Lewiston. Much freight was handled for the Poland Spring House in Poland, and in September, many horses were transported to Lewiston for exhibition at the State Fair. W. H. Pearson's general store at West Falmouth received nearly all of its merchandise via the Interurban as also did the general store of C. E. Ray at New Gloucester. The Opportunity Farm in Lower Gloucester was a good customer of the PLI's freight service as also were the Atlantic & Pacific Tea Company, the Grand Union Tea Company and Armour & Company. Because of the extensive assortment of goods in A&P shipments to retail stores in Auburn and Lewiston, special waybills were provided for this company, which frequently sent its merchandise in carload lots.

(The owner of the Poland Spring House, Hiram Ricker, was a frequent passenger on the Interurban and it is recalled that he invariably sat in the smoking compartment so he could enjoy the big cigars which he favored. Many Poland Spring House guests also rode on the PLI, hotel coaches meeting the trains at Danville).

Among Portland firms which regularly patronized the Interurban freight service were E. T. Burrowes Company, manufacturer of house furnishings, toys and novelties; E. Corey & Company, iron and steel; the Hamilton Paper Company; Kendall & Whitney, agricultural implements and seed; Megquier & Jones Company,



Ready to leave Portland on the first freight run to Lewiston is Box Motor 30 on March 22, 1915.



Weston Estes, messenger, stands in the door of Box Motor 32 at the Portland terminal. Leaning out the window is the motorman, Peter Sanderson.



Box Motor 34 as an extra freight at Danville. The crew is W. P. Caswell, left, and G. Fred Pollock, motorman.

structural steel; the Portland Shoe Manufacturing Company; the Willard-Daggett Company, fish and lobster dealers, and Cummings Brothers, Libby, McNeil & Libby, Conant, Patrick & Company, H. S. Melcher Company, Milliken Tomlinson Company and C. A. Weston Company, all wholesale grocers. Shipments by the Kellogg Sales Company included many cases of corn flakes, and the Interurban carried many of the "57 Varieties" of the H. J. Heinz Company. Barrels of oil and other refinery products were carried for the Standard Oil Company of New York and the Gulf Refining Company.

As earlier reported, freight handling facilities were provided at the Portland and Lewiston terminals. Freight houses, 16 by 20 feet in area, were built at Gray and New Gloucester in 1915, that at Gray being moved to Upper Gloucester in 1919 after freight facilities were set up at the Gray carhouse. Sheds later were erected at Penney Road and Morse Road and milk and freight platforms were constructed at various points along the line. Initially, no pickup or delivery service was offered by the Interurban, shippers and consignees being obliged to provide their own drayage to and from terminals and stations. There were plenty of trucking firms in Portland and one of these, Chase Transfer Company, brought many shipments from the Eastern Steamship Company wharf on Commercial Street to the Portland terminal for forwarding to Lewiston, Auburn or way stations. Armour & Company shipped many cases of canned meats from the West Coast to Portland via the Argonaut-Isthmian steamship lines, and from Portland, these were carried to the Twin Cities on the Interurban.

The physical layout of the Interurban was such that steam railroad freight cars could have been moved with ease over the line. In fact, one reason for the acquisition of the Baldwin-Westinghouse locomotive, No. 90, by the Portland, Gray & Lewiston in 1911 was the expectation that an interchange freight business with the Maine Central would be developed. So far as can be determined, only one interchange shipment, a carload of fertilizer for Sweetsir & Cole of Gray, was moved over the line and then the connecting track between the PLI and the Portland Terminal Company at Deering Junction was removed.

This action was protested bitterly by residents of West Falmouth, Gray and New Gloucester, who asserted that they had been promised carload freight service when land for the Interurban's right of way was being acquired back in 1909. An appeal to the Public Utilities Commission in 1917 was dismissed for lack of jurisdiction; legislation enacted to provide for physical connections between steam and electric railroads turned out to be permissive instead of mandatory, and a second appeal to the Public Utilities Commission in 1918 also was dismissed on a question of jurisdiction, it being argued by representatives of the Androscoggin Electric and the Maine Central that the matter was one for the Interstate Commerce Commission, not the state regulatory body, to decide. It is not known whether the case was carried to the ICC but, in any event, the connection never was permanently restored.

(The interchange track was temporarily replaced in early 1928 so the Interurban could take delivery of its new Presumpscot River bridge from the Maine Central.)

Perhaps one factor in the decision to remove and the refusal to restore the Deering Junction connection was the total lack of heavy industry on the Interurban. Had there been a few factories receiving raw materials and shipping finished products, interchange freight might have been profitable for both the railroad and the PLI. Another reason may have been that William T. Cobb, president of the Androscoggin Electric, and Hugh J. Chisholm, a director, both were directors of the Maine Central at the time of the controversy — and it is a fact that the McCRR never improved its Portland-Lewiston passenger service to offer any real competition to the Interurban. An "understanding" among PLI and Maine Central officials cannot be ruled out.

Despite the removal of the connecting track, there was some interchange of freight with the Maine Central, this consisting mostly of carload lots of livestock carried from stock farms in Auburn to Deering Junction, where a cattle run was constructed to facilitate the transfer of the animals from the Interurban to the steam road. Also handled on the Interurban were carload lots of lumber, cordwood, apples and even granite. Some automobiles, tractors and farm machinery were carried, these being transported on flat cars which were provided with special ramps for loading and unloading.

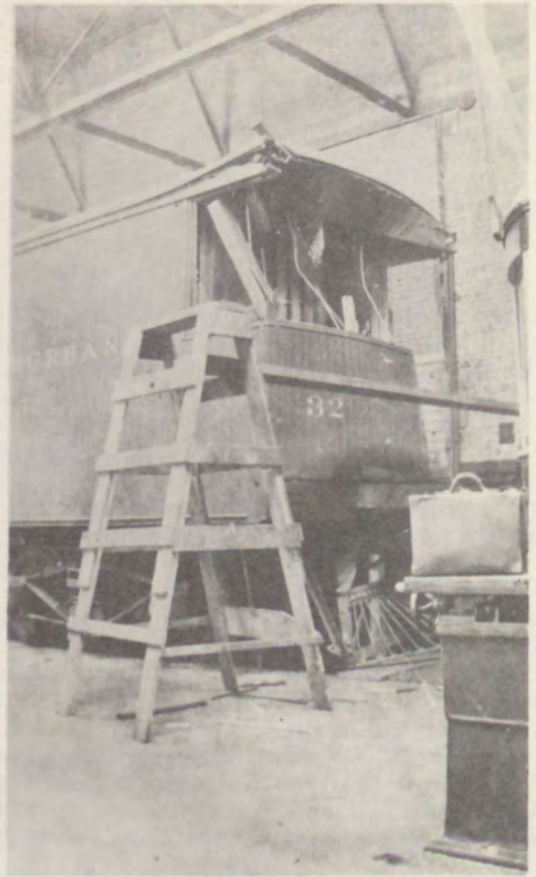
Statistics show a steady growth of freight traffic on the Interurban through 1924, with receipts for that year totaling \$40,519, nearly five times the revenue of \$8,314 for the year ended June 30, 1916. Receipts dropped about \$3,000 in 1925 but during 1926, they reached a peak of \$41,097.

* * * *

So far as can be determined, the only serious accident involving a freight car occurred late in the afternoon of Friday, March 1, 1918 when the *Gladiolus*, running as Train 27, and Extra 32 West met at the Outlet stream, between Whitney Road and Morrison's Hill, in West Cumberland. Four passengers were injured slightly and both cars were badly damaged. More serious consequences were averted by fast action on the part of the motormen, George W. Blair and Harry E. Williams respectively, who speedily applied the brakes when a collision seemed inevitable and "joined the birds." Both leaped into a nearby snow drift, Williams landing on top of Blair, but neither was hurt.

The freight car was loaded with barrels of apples and boxes of crackers and the force of the collision knocked over several piles of the latter, many of them landing on and nearly burying Albion M. Conant, conductor and freight messenger. Both cars soon were repaired at the Portland Railroad shops and returned to service but the crackers, from the Huston bakery, couldn't be fixed and the Interurban had to pay a substantial damage claim.

The cause of the accident reportedly was the failure of Train 27's crew, Blair and Norris Z. Hall, to remember a train order, received at Deering Junction, calling for the eastbound *Gladiolus* to cross the extra at Forest Lake siding. When the regular arrived at the siding, the extra was not there. Neither the conductor nor the motorman thought of the order and the car continued toward Lewiston as usual until, 7,000 feet east of Forest Lake,



The *Gladiolus*, left, and Box Motor 32 being repaired at the Portland Railroad shops after the collision in West Cumberland on March 1, 1918.



Albion M. Conant, is at the controls of Box Motor 32 running as an extra freight.

No. 32 came into sight. Reporting on the crash the Public Utilities Commission said the "human element" was entirely to blame — that it was a clear case of oversight on the parts of Blair and Hall.

* * * *

At the time the Interurban inaugurated its freight business, the Lewiston, Augusta & Waterville Street Railway and the Portland Railroad had only recently established a unified carload and less-than-carload freight service over the two systems, with regularly scheduled trips from Portland to Saco and Biddeford; to Westbrook, South Windham and Gorham; to Brunswick and Bath via Yarmouth and Freeport, and to Lewiston, Augusta and Waterville and intermediate points via Brunswick and Lisbon Falls. Service also was provided from Lewiston to Turner and to Mechanic Falls; from Augusta to Winthrop and to Togus, and from Waterville to Fairfield via the Waterville, Fairfield & Oakland Railway. Shipments were interchanged with the Atlantic Shore Railway at Biddeford and the LA&W maintained physical connections with the Maine Central at Lewiston, Bath and Sabattus.

There appears to have been intense but friendly competition between the LA&W and the Interurban for Portland-Lewiston shipments and in a way, the rival services complemented each other, for while PLI freight trips were made during the daytime, the LA&W handled much of its freight traffic at night. In cooperation with the Atlantic Express Company, later the Atlantic Motor Express Company, the LA&W, the Portland Railroad and the Atlantic Shore handled express shipments on their regular freight cars, the express concern providing pickup and delivery service.

The LA&W freight sheds in Lewiston were located on Lincoln Street, while in Portland, from mid 1915 until mid 1920, the LA&W and its successor, the Androscoggin & Kennebec Railway, and the Portland Railroad jointly operated a large freight terminal on Commercial Street, near the U. S. Customs House.

During July 1920, the Portland Railroad discontinued its freight business but the Androscoggin & Kennebec continued to operate out of Portland to Brunswick, Bath, Lewiston, August and Waterville and, until 1927, the Atlantic Shore Railway and its successor, the York Utilities Company, operated through freights between Portland and Sanford via Biddeford, Kennebunkport and Kennebunk. The Commercial Street terminal was vacated (and sold to the W. L. Blake Company, wholesale plumbing suppliers) and the A&K and Atlantic Shore freight cars ran out of the terminal of the Atlantic Motor Express Company, at 76 Cross Street, in the heart of Portland's commercial district.

There appears to have been quite a bit of cooperation between the A&K and the Interurban from 1920 on. On occasions, A&K freight cars running between Portland and Lewiston were routed via the Interurban, with a PLI motorman serving as pilot, and the two roads are known to have maintained at least two joint commodity tariffs, one covering the shipment of carload lots of apples from Augusta, Gardiner, Hallowell and Manchester to Portland and the other establishing rates for the transportation of granite curbing, flagging and paving blocks and crushed granite from Hallowell to the

Forest City. The apples and granite were hauled in trailers, pulled by A&K box motors to Lewiston and by PLI freight cars to Portland.

The major reason for routing the granite trains via the Interurban probably was weight restrictions on A&K bridges between Lewiston and Brunswick and between Brunswick and Yarmouth. The reinforced concrete bridges on the PLI could handle just about any weight. Most or all of this granite reportedly was consigned to the city of Portland for street work, carried on during the mid and late 20s.

JOINT SERVICE

The freight business of the Interurban does not appear to have been too seriously affected by highway competition until 1927, when there was a sudden drop of \$14,500 in receipts. This was followed by another sharp decrease, of nearly \$12,000, in 1928, the freight income for that year being only \$14,940.

The principal reason for the 1927 and 1928 declines was increased activity by motor carriers, which largely were unregulated as to service and rates. The trucks held an important advantage over the Interurban in that they could offer door-to-door freight service; goods were picked up at shipping room platforms and delivered directly to consignees, in many cases without rehandling en route. In an effort to offset this advantage at least partially, the Interurban had acquired a truck of its own and had inaugurated pickup and delivery service in Lewiston in June 1924. However, it did not do so in Portland, possibly because of the opposition of established express and trucking concerns.

Despite the drop in business, the Interurban continued to operate two round trips daily between Portland and Lewiston and as of September 1928, freight trains left the Portland Street terminal at 8 a.m. and 2:55 p.m. and departed from Lewiston at 8:45 a.m. and 12:40 p.m. The regular freight cars were Nos. 32 and 34, with No. 30 being used when necessary.

Also hard hit by truck competition was the freight traffic of the Androscoggin & Kennebec Railway and late in 1928, the A&K and Androscoggin Electric managements decided to eliminate the competition between the two roads and to operate a unified Portland-Lewiston service. Under the plan devised, the A&K was to conduct the business but was to route all cars via the Interurban.

The new arrangement went into effect on Friday, February 1, 1929 and according to a schedule issued by the A&K on that date, both day and night service was offered. Under the day schedule, a train left Portland at 9:30 a.m. and departed from Lewiston on its return trip to the Forest City at 12:30 p.m. The night schedule called for a train to leave Portland in the late afternoon or early evening and continue on from Lewiston to Waterville. A train leaving Waterville at night arrived in Lewiston in time to make an 8:30 departure for Portland the next morning.

All freight cars used the Cross Street terminal in Portland and the Lincoln Street sheds in Lewiston. Drayage service continued to be provided on a regular basis in Lewiston and was available "by special arrangement"

at Portland. Also offered was motor truck service from the Waterville terminal of the A&K to such points as Anson, Fairfield, Hinckley, Lakewood, Madison, Norridgewock, Skowhegan and Shawmut, and a car left Lewiston daily except Sunday at 8:15 a.m. for Gardiner and intermediate points. There also was a day train, leaving Lewiston at 9:30 a.m., to Bath.

Both A&K and PLI box motors were used in the unified service, with Interurban crews handling all freight trains between Portland and Lewiston. The A&K cars used in this service, incidentally, were equipped with two sets of trolley poles, one pair being fitted with Miller shoes for use on the Interurban. The other pair had trolley wheels, which were employed on the A&K trackage between Lewiston and Waterville. All freight trains, incidentally, now were classified as extras and their operation was governed entirely by train orders.

(The routing of all Portland-Lewiston freight service via the Interurban enabled the A&K to abandon its trackage between Brunswick and Yarmouth on September 10, 1929 and discontinue a poorly-patronized and unprofitable passenger service between these points. The abandonment also broke the original electric railway route, which had existed since 1902, between Portland and Lewiston.)

According to *The Exciter* of February 22, 1929, Ernest W. Jamieson and Harry E. Williams were the crew of the



Harry E. Williams, the motorman, took this photo of Box Motor 32 towing cattle trailer No. 60. Albion M. Conant, messenger, is looking out the window.

Portland day local freight, while Charles H. Mitchell, motorman, and John E. Cummings operated the day freight running out of Lewiston. Ralph S. Hudson and G. Fred Pollock ran the night "Highball" freight from Portland. Mitchell retired on February 1, 1930 after nearly 16 years of service on the Interurban, and later in the year, Frank Damren, motorman on the first freight trip over the Interurban in 1915, also retired after an extended illness.

Sumner Cobb served as commercial agent for the A&K and the Atlantic Motor Express Company for about two years before becoming associated with Hodgdon's Transportation, a trucking firm which leased part of the Interurban's Portland terminal in 1931.

The arrangement with the A&K came to an end on July 31, 1932 when that road abandoned its Sabattus-Waterville trackage and virtually discontinued its freight business. Thereafter it maintained only switching services to and from the Maine Central interchanges in Bath and Lewiston and hauled coal in carload lots from Bath to Brunswick and Lewiston.

200-12-24

Androscoggin Electric Company

PORTLAND - LEWISTON INTERURBAN

Is offering an added service which consists of a
*Pick-Up or Delivery of
Freight at Lewiston.*

Rates applying between Portland including this service are

Class	1	2	3	4	5	6	R25	R26	MIN.
Rate	42	36 1/2	32	26 1/2	22	19	32 1/2	26 1/2	42

(Rates are Cents Per Hundred)

Leaving Times From Portland

7.45 a. m. & 2.45 p. m. Arr. Lew. 11.00 and 5.30 p. m.

Leaving Times From Lewiston

8.40 a. m. & 12.15 p. m. Arr. Port. 12.00 & 3.30 p. m.

Service Daily Except Sundays

TWO FREIGHTS DAILY

FREIGHT TERMINALS

PORTLAND
20 Portland St.
Tel. 1147

LEWISTON
116 Middle St.
Tel. 866

This rate card issued in December 1924 advertised the Interurban's pickup and delivery service in Lewiston.

THE PLI TRIES AGAIN

During late June or early July 1932, in anticipation of the coming A&K abandonment, the Androscoggin Electric Company named Sumner Cobb its freight traffic manager and virtually gave him carte blanche to organize a new service. Cobb made arrangements with William G. Barry Inc. of Medford, Mass., to serve as the Interurban's freight agent in Boston and to solicit shipments for the electric line. He also arranged a tie-in with Hodgdon's Transportation, which continued to use the Portland terminal facility as well as to maintain a terminal in Auburn.

The Barry concern operated overnight truck service between Boston and Portland and at the latter city, shipments for Lewiston and intermediate points were transferred to the Interurban's freight cars. From Lewiston, the Hodgdon firm operated a truck route to Augusta, Hallowell and Gardiner via the present Routes 202 and 201, and from Portland, Hodgdon provided motor carrier service to Gorham and Berlin, N.H., via Poland, Mechanic Falls, Oxford, Norway, South Paris, West Paris, Bethel and West Bethel. Also operated by Hodgdon was the pickup and delivery service in Lewiston.

Once more the Interurban offered two daily round trips between Portland and Lewiston, with Albert "Skipper" Clement, motorman, and Dana M. Russell

as the Portland crew, and John I. Cluff, motorman, and Forrest Greenwood running out of Portland. John E. Cummings was freight agent at Lewiston and Emery Tillson, formerly with the A&K, was freight solicitor.

The brave attempt to reestablish the Interurban's freight business was not crowned with spectacular success, although the PLI did report common carrier receipts of \$12,265 from August 1 to December 31, 1932. Intensive solicitation was necessary and Cobb recalls many trips to Boston in efforts to drum up shipments. Despite the PLI's links with the Barry and Hodgdon concerns, competing motor carriers still held the advantage and one by one, shippers forsook the Interurban and turned to the trucks.

Among the shipments handled after the PLI resumed service on its own were bolts of cotton cloth, hauled from the Pepperell Manufacturing Company in Biddeford to the Lewiston Bleachery for processing. These were transported from the mill to Portland in Hodgdon trucks and transferred to PLI box motors, which ran directly to the bleachery on lower Lisbon Street, near the A&K's car barn, Lewiston. The S. D. Warren Company of Westbrook also patronized the Interurban to some extent in shipping paper products to Lewiston. But the wholesale houses in Portland now maintained their own delivery services and farmers had trucks to carry their products to market.



Extra 32 westbound near Fairview Junction, Auburn.



"Joe Happy" at the Interurban's register station at Fairview Junction.



The Interurban's freight house on Bates Street, Lewiston.



Here's the Cross Street freight and express terminal in Portland.



One of the Lewiston, Augusta & Waterville's freight sheds on Lincoln Street, Lewiston.

AN INTERURBAN DIES

1933

The end of the Portland-Lewiston Interurban came as a complete surprise to the public. Without any warning, the Androscoggin Electric Company announced on Wednesday, June 21, 1933 that railway service would be discontinued after the departure of the last trips from Portland and Lewiston the following Wednesday night, June 28, almost on the eve of the 19th anniversary of the opening of the road on July 2, 1914.

Reasons given for the seemingly sudden decision to quit were the substantial decline in patronage and the increasing operating losses. (Only 194,084 passengers had been carried during 1932 and there had been a deficit for the year of more than \$25,000). But there was another and perhaps more significant factor and that was an action instituted two years earlier by Frank W. Winter, an Auburn political figure, and others who organized a consumers' protective association in an effort to obtain lower electricity rates in the Twin Cities and surrounding area.

As a result of petitions filed by this group and after a series of hearings, the Public Utilities Commission, on Dec. 16, 1931, ordered the Androscoggin Electric Company to file a revised rate schedule designed to produce in the aggregate a net return of no more than seven per cent on its fixed capital, excluding the property of the Portland-Lewiston Interurban and the utility-owned Hotel Atwood in Lewiston, which had been acquired in 1929. In other words, the Androscoggin Electric could base its rates only on the value of its electric lighting and power properties.

The new rates were to become effective no later than March 1, 1932 but exceptions to the commission's order were filed and an appeal was entered in the courts. The litigation dragged on for many months but finally the action of the PUC was upheld. This decision, effectively separating the Interurban from the financial structure of the Androscoggin Electric, meant that thereafter the railway must pay its own way; any losses incurred could not be charged against the profits of the parent company. As the Interurban had lost a total of more than \$40,000 in 1931 and 1932 and since there was no prospect of any improvement, continued operation of the PLI became an impossibility. A resolution providing for the abandonment of the Interurban was voted by the Androscoggin Electric's directors on Monday, June 19.

Approximately 50 employees, faced with the unpleasant fact that they would be out of work when service ended — and jobs were hard to find in the Depression years — sought to take over the railway and operate it on a cooperative basis. The Androscoggin Electric wasn't interested in their offer — at least the proposal wasn't accepted — and the abandonment notices stayed in place. There seems to have been no public protest.

Had it not been for the actions of Mr. Winter et als, the Interurban might possibly have remained in operation for a few more years. As early as the latter part of 1930, when the road was still "in the black," serious consideration was given to the acquisition of light-weight one-man high speed cars in an effort to reduce operating expenses by cutting platform costs and reducing power consumption. Supt. Weymouth had observed and studied the operation of such cars in Ohio and Indiana while en route to and from a transportation conference in Chicago in September 1930 and it was his belief that modern equipment might attract former passengers back to the Interurban and ease, if not entirely halt, the decline in riding. The investment in new rolling stock would not have been great because many such cars were available at low prices on the second-hand market. No thought appears to have been given to the conversion of the existing rolling stock for one-man operation.

But the Androscoggin Electric Company management hesitated — and then came the Winter case. Win or lose, the AEC decided to spend no more money on the railway. Maintenance expenditures were reduced sharply during 1932 and by early 1933, the track, overhead and rolling stock all were beginning to show some signs of neglect.

THE LAST SCHEDULE

At the time the abandonment resolution was passed, the Interurban was operating on a sharply curtailed schedule, which had gone into effect on Sunday, May 7. There now were only 12 trains in each direction daily, Monday through Friday, with three additional round trips being made on Saturdays. An early morning round trip between Lewiston and Upper Gloucester was provided Monday through Saturday. On Sundays, there were only nine trains each way, operating on an approximate two hour headway. No mention of the *Pine Tree Limited* connection was made although that at Union Station on Sunday nights still was being offered.

The Interurban posted its last timetable on Monday, May 22, and on the Monday-Friday schedule, this called for eastbound trains to leave Portland at 6:05 a.m. and hourly until 9:05 a.m., two hourly until 3:05 p.m., hourly again until 6:05 and then at 9:05 and 11:05. Westbound cars left Lewiston at 6:25, 7:35 and hourly until 9:35 a.m., two hourly until 3:35 p.m., hourly until 6:35 and at 9:05 and 11:05. On Saturdays, there were additional eastbound trains at 12:05, 2:05 and 7:05 p.m. and westbound trips at 12:35, 2:35 and 7:35 p.m. The Lewiston-Upper Gloucester trip left Union Square at 5:25 a.m., returning to Lewiston in time for the car to leave for Portland as Train 4 at 6:25.

On Sundays, eastbound cars left Portland at 7:05 a.m., every two hours until 7:05 p.m. and then at 9:10 and 11:05. (The 9:10 trip made the Boston train connection

at Portland). Cars departed from Lewiston at 7:35 a.m. and every two hours until 5:35 p.m., with additional trips at 7:25, 9:10 and 11:05 in the evening. The running time for most westbound trains was 1 hr. 22 min.; for westbound, 1 hr. 27 min.

THE FINAL RUNS

The last trip from Portland to Lewiston was a memorable one. At 11:05 p.m. on June 28, the *Arbutus*, running as Train 27, departed from Monument Square and headed for Deering Junction and Lewiston. The crew was Charles H. Mitchell, motorman, and Joseph N. L'Heureux, conductor. Mitchell, who had made the first complete trip over the PLI on June 16, 1914, was called out of retirement to make the last, sad eastbound run.

Among the passengers were Mrs. Gertrude Libbey Anthony, who had come up from New York for the final ride; Supt. Weymouth; John I. Cluff and Albion M. Conant, motormen, and William M. Jones, Ralph Shaw, and Philip Smith, conductors, all of Lewiston, and Mark Marcus Muzzy of Gray and his son, Carlton, 9.

Describing the last Interurban departure from Portland, the *Press Herald* of June 29 said in part:

"The only ceremony as the Arbutus pulled out of Monument Square was the waving of hands by a handful of pedestrians in the square and employees of the Cumberland County Power & Light Company.

"But as the Arbutus passed the Portland freight office of the road on Portland Street, Charlie Mitchell, 'Joe Happy', Mrs. Anthony and a group

of veteran employees of the road making the last trip from Portland, were greeted by red flares and the explosions of torpedoes. The impromptu farewell celebration was staged by Portland employees under the direction of Sumner B. Cobb.

"Joe Happy, the genial and ever chuckling conductor, tried to hide his sorrow in great bursts of laughter and comments. But those who have ridden day after day with 'Happy' realized that in reality he was laughing and joking while his heart was full of sadness."

At Gray, the *Arbutus* met the *Gladiolus*, Train 36, making the final westbound run, with Ernest W. Jamie-son, motorman, and Beecher T. Lane, conductor, as its crew. Arriving at Union Square, Lewiston, at 12:25 a.m. on June 29, the *Arbutus* pulled in at the Middle Street terminal two minutes later, and at 12:30, the *Gladiolus* entered the Portland terminal for the last time. The Portland-Lewiston Interurban was dead.

The *Gladiolus* was deadheaded back to Lewiston during the forenoon of June 29 and that night, at Lewiston, the employees of the interurban officially closed the road at a farewell dinner, the "boys" drowning their sorrows with newly-legal 3.2 beer.

With the end of Interurban service, the Maine Central Transportation Company began operating buses between Portland and the Twin Cities, the first schedule calling for nine round trips daily, Monday through Saturday, and seven on Sundays.

From January 1 through June 28, 1933, incidentally, the Interurban carried 88,761 passengers who paid \$31,099 in fares. Freight revenues were only \$5,599 and the deficit for the nearly six month period was \$12,730.

PORTLAND-LEWISTON INTERURBAN

TIME TABLE

Eastern Standard Time Effective Sept. 27, 1931

LIMITED TRAINS

Running Time, 1 Hour and 20 Minutes

Leave Portland	Leave Lewiston
7.05 A. M.	7.35 A. M.
9.05 "	9.35 "
11.05 "	11.35 "
1.05 P. M.	1.35 P. M.
3.05 "	3.35 "

LOCAL TRAINS

Running Time, 1 Hour and 25 Minutes

Leave Portland	Leave Lewiston
* † 4.55 A. M.	† 5.25 A. M.
6.00 "	* 6.15 "
8.05 "	8.25 "
10.05 "	10.25 "
12.05 P. M.	12.25 P. M.
2.05 "	2.25 "
4.05 "	4.25 "
F 5.05 "	F 5.35 "
6.05 "	6.25 "
F 7.05 "	F 7.25 "
† F 9.05 "	‡ F 9.05 "
§ F 9.25 "	§ F 9.10 "
F 11.05 "	F 11.05 "

REFERENCES

- *—Leaves from Terminal 20 Portland St. Only
- F—Fast Local Trains §—Sunday Only
- *—Connects with Pine Tree Limited
- †—Daily except Sunday

Subject to Change Without Notice

PORTLAND-LEWISTON INTERURBAN

TIME TABLE

Eastern Standard Time Effective Feb. 8, 1932

Leave Portland	Leave Lewiston
T † 4.55 A. M.	† 5.25 A. M.
6.00 "	* 6.15 "
7.05 "	7.35 "
8.05 "	8.25 "
9.05 "	9.35 "
10.05 "	10.25 "
11.05 "	11.35 "
12.05 P. M.	12.25 P. M.
1.05 "	1.35 "
2.05 "	2.25 "
3.05 "	3.35 "
4.05 "	4.25 "
5.05 "	5.35 "
6.05 "	6.25 "
* 7.05 "	7.25 "
† 9.05 "	† 9.05 "
* § 9.25 "	§ 9.10 "
11.05 "	11.05 "

REFERENCES

- T—Leaves from Terminal 20 Portland St. Only
- §—Sunday Only
- *—Connects with Pine Tree Limited
- *—Connects with train from Boston
- †—Daily except Sunday

Subject to Change Without Notice

DISMANTLING

The Interurban remained intact for some three months after abandonment, with a few of its cars being stored in Lewiston and others at Gray. Finally, on September 27, 1933, Supt. Weymouth announced that the rails, overhead, rolling stock and substation equipment had been sold to H. E. Salzberg Inc. of New York City, a railroad salvage concern. Dismantling of the road began shortly thereafter, a number of former Interurban employes being hired to assist with the work.

The overhead was removed first, No. 30 being employed during the removal of the wire and brackets. Then the rails were taken up, a motor truck and trailers, mounted on flanged wheels, being used to haul the steel to Deering Junction for shipment. (Dismantling crews began near Fairview Junction and worked westerly.)

There was no market for the passenger or freight equipment of the Interurban and most of the rolling stock was dismantled at Gray and at the Lewiston carhouse yard of the A&K. At least five of the passenger car bodies were sold to private parties and one complete car, the *Arbutus*, was purchased by Mrs. Anthony and moved to her summer estate at Bay View, Me., for preservation in memory of her father. It remained there until 1946 when it was broken up, much to the dismay of many electric railway enthusiasts. (Reportedly, the interior woodwork of the car graces the chapel at the Franciscan Monastery in Biddeford). The bodies of Nos. 40 and 42 were acquired by Llewellyn Welch of South Casco, Me., who converted them to a boat shop. The *Maine* became a diner on Park Street, Lewiston, and the *Narcissus* became a summer cottage at Sabattus Lake. For a time, the body of the *Azalea* was located on West Rose Hill, overlooking the Androscoggin River, in Auburn.

For some time after abandonment of the Interurban, the Portland Railroad continued to hire No. 90 for switching service in South Portland and, in fact, the Cumberland County Power & Light Company had every intention of purchasing the locomotive. There was some misunderstanding, however, and No. 90 was turned over to Salzberg, being scrapped at Deering Junction. Its replacement in Portland was a former snow plow, on which suitable couplers were installed.

Nos. 40 and 42 are now at the Seashore Trolley Museum in Kennebunkport while the bodies of the *Narcissus* and the *Maine* respectively are still in Sabattus and Lewiston. The Lewiston terminal, which was used as a garage and later as a supermarket after abandonment of the Interurban, now houses the Cairo Club.

For nearly seven years, the Portland terminal was leased by Cobb & Shackford, Inc., organized by Sumner B. Cobb and Marvin L. Shackford to take over the Hodgdon motor truck route between Portland and Berlin. The concern attempted to buy the building from the Central Maine Power Company but the parties were unable to agree on price. The matter was settled once and for all during the latter part of 1940 after the conversion of the Portland Railroad's Deering carhouse to a National Guard armory was started. The PLI terminal was reactivated for street railway use and housed the Portland Railroad's line and track departments until May 1941 when the last two trolley lines in Portland were abandoned in favor of buses. The building was used for storage purposes for a number of years and currently is occupied by the Classical Girl Shoe Company, a subsidiary of the Songo Shoe Manufacturing Company, which owns the property.

Other traces of the Interurban remaining today (1967) include much of the old roadbed between West Fal-

TIME TABLE



EFFECTIVE MAY 22, 1932.

Daylight Time

Week-day Schedule

Leave Portland	Leave Lewiston
6.05 A.M.	5.25 A.M.
7.05 "	6.25 "
8.05 "	7.35 "
9.05 "	8.35 "
11.05 "	9.35 "
*12.05 P.M.	11.35 "
1.05 "	*12.35 P.M.
*2.05 "	1.35 "
3.05 "	*2.35 "
4.05 "	3.35 "
5.05 "	4.35 "
6.05 "	5.35 "
	6.35 "
*7.05 "	*7.35 "
9.05 "	9.05 "
11.05 "	11.05 "

*—Saturday only.

†—To upper Gloucester and return.

Sunday Schedule on Reverse Side.

PORTLAND-LEWISTON INTERURBAN

SUNDAY SCHEDULE

Leave Portland	Leave Lewiston
7.05 A.M.	7.35 A.M.
9.05 "	9.35 "
11.05 "	11.35 "
1.05 P.M.	1.35 P.M.
3.05 "	3.35 "
5.05 "	5.35 "
7.05 "	7.25 "
9.10 "	9.10 "
11.05 "	11.05 "

†—Connects with train from
Boston.

Running Time,

1 hour and 20 minutes.

One way fare—\$1.00.

Daily round trip and
week-ends Friday-Monday, \$1.50.

Phone—Portland For. 4800;

Lewiston 4800—886.

FOR ECONOMY & DEPENDABILITY
USE OUR FREIGHT SERVICE

Androscoggin Electric Company
Central Maine Power Company



The *Arbutus*, running as Train 37, made the last eastbound trip over the Interurban, leaving Portland at 11:05 p.m. on June 28, 1933. Left to right are John I. Cluff, William M. Jones, Albion M. Conant, Ralph Shaw, "Joe Happy", Mrs. Gertrude L. Anthony, and Charles H. Mitchell.



The very last car over the Interurban was the *Gladiolus*, which was returned from Portland to Lewiston in the forenoon of June 29, 1933.

mouth and Danville. (Parts of the Deering Junction-West Falmouth and Danville-Marston's Corner sections of the right of way were obliterated through the construction of the Maine Turnpike extension from Portland to Augusta). Most of the reinforced concrete bridges are still in place and the former substations at West Falmouth and Gray are now private homes, being owned respectively by W. H. Jones and Mr. and Mrs. Collins Taylor. The Danville substation currently is in use as a storage building.

For about eight years, the switch and one or two car lengths of former Interurban track at Fairview Junction remained in place and occasionally were used by A&K cars on the Mechanic Falls line. The A&K also acquired a pair of the Interurban's automatic crossing signals and installed them at a highway crossing just outside of Sabattus Village. Both the Fairview Junction track and switch and the signals were removed after the Lewiston-Auburn Transit Company, successor to the A&K, replaced trolleys with buses in the Twin Cities in September 1941.

REUNIONS

The first of four annual reunions of former Interurban employes was held June 29, 1938, the fifth anniversary of the abandonment of the line, at Gray, subsequent reunions being held in the same town in 1939, 1940 and 1941. Each affair included a dinner, a silent tribute to those who had passed on, and entertainment or a dance.

Perhaps the best way to bring this history of the Portland-Lewiston Interurban to a close is to quote a poem written by Mrs. Margaret Turner, a former patron of the line, and read at the second reunion on June 29, 1939. Appropriately entitled, "To the Grand Old Interurban," it went like this:

The shining rails are silent,
The sandy roadbed lays
A grim and lone reminder
Of the good old days.
The days when the Interurban
On schedule every time,
Came humming down the railway
Of the Portland-Lewiston line!

When the sun is slowly sinking
At the close of a busy day,
In fancy, I hear her whistle
In the distance far away.
Even the trees and bushes
That beside the old track grew
Are whispering and sighing
They're lonely for her too.

Tho she's gone for ever, her memory
Time never can erase
And the buses that replaced her
Can never take her place.
She served us every hour
Like a true and faithful friend
Wherever we wished to go
On her we could depend.

There's a haunting sort of silence
Along that deserted line.
That went, a regretful sacrifice
To the progress of "Time."
She's gone but not forgotten
We're proud of the record fine
Of the grand old Interurban
And the Portland-Lewiston Line!

* * * *



The rail truck and trailers used for tearing up the Interurban is shown near Webster's Siding.



These neat piles of rail at Deering Siding came from the Interurban and are awaiting sale and shipment.

PORTLAND-LEWISTON INTERURBAN
STATIONS, FACILITIES AND MILEAGES

MARCH 2, 1930

Station	Facilities	Mileage
Portland	Head of Temple Street	0.00
	Monument Square	.12
	Portland Street Terminal	.28
Deering Junction	Register Station, Cattle Run and Freight Platform	3.00
Deering Siding		3.46
Newton Street		3.92
Cobb Lane		4.99
Lambert Road		5.67
Leighton's Crossing		6.27
West Falmouth	Agent, Siding, Substation, Thaxter's Freight Platform	7.12
Camp Adams	Trail to Boy Scout Camp	9.05
Hurricane		9.75
West Cumberland		10.92
Morrison's Hill	Milk Platform, Gravel Pit, Spur for work trains only	11.82
Forest Lake	Siding	12.12
Wilson Mill Road		12.28
Verrill Road		13.60
Dojay's Crossing		13.82
Whitney Road		14.77
South Gray		15.47
Gray	Agent, Substation, Freight Shed and Storage Yard	17.22
Anderson's Crossing		17.50
Hawkes'	Milk Platform	17.93
Carey's		18.38
Yeaton's		19.14
North Gray	Milk Platform	19.52
Webster's	Siding	19.89
Peterson's	Freight Platform	19.98
Morse Road	Freight Shed	20.33
Town Farm Road	Milk Platform	20.91
Penney Road	Freight Shed	21.41
New Gloucester	Freight Shed, Passenger Station, Ray's Freight Platform, Siding	23.22
Williams' Crossing		24.70
Rowe's	Siding	24.96
Rowe's Road		24.97
Upper Gloucester	Freight Shed	25.39
Witham's		26.38
McIntosh's		27.26
Mosher's	Milk Platform	27.41
Danville	Agent, Siding, Substation, Freight Platform	27.72
Rice's	Milk Platform	28.14
LaPointe's Crossing		28.75
Androscoggin Airp't		29.04
Danville Cor. Road		29.47
Marston's Corner		29.72

Austin's Stock Farm	Cattle Run	30.01
Grove's Store		30.02
Country Club Cross.	Milk Platform	30.40
Littlefield's Diam'nd	Railroad Crossing	30.42
Littlefield's Corner	Wilken's Store	30.60
Merrow's	Milk Platform, Cattle Run	30.72
Blake's or Silo		30.99
Maple Point		31.39
Sadler's	Siding	31.88
Interurban Heights		32.02
Arsenault Park		32.21
Hazelhurst		32.61
Fairview Junction	Register Station	32.72
Union Square		34.49
Lewiston Terminal		34.59

PORTLAND-LEWISTON INTERURBAN
FINANCIAL DATA

Year Ended	Passengers	Passenger Revenue	Freight & Express	Net Profit
Oct. 26				
1914*	87,274	\$ 46,308		\$26,293
June 30				
1915	170,718	81,424	\$ 1,795	38,796
1916	296,664	135,881	8,314	54,060
Dec. 31				
1916	320,071	144,075	9,135	49,093
1917	344,890	154,896	9,764	55,594
1918	388,113	166,748	16,402	65,370
1919	471,062	203,845	21,707	78,670
1920	531,440	232,581	28,684	82,236
1921	519,488	264,243	36,536	91,457
1922	519,488	266,749	39,288	101,477
1923	499,615	254,346	40,354	87,767
1924	443,792	229,863	40,519	79,310
1925	408,486	217,095	37,480	64,983
1926	428,270	217,600	41,097	56,266
1927	378,971	190,272	26,548	26,619
1928	350,202	169,910	14,940	12,818
1929	320,481	157,249	952	18,581
1930	296,286	136,380	+	3,992
1931	243,672	109,442	+	(14,724)
1932	194,084	78,542	12,265	(25,118)
1933**	88,761	31,099	5,599	(12,730)

*From July 2

**Through June 28

+Freight handled by A&K Railway

* * * *



Emerging from the Portland Railroad shops after repainting and varnishing is No. 14, the *Narcissus*.



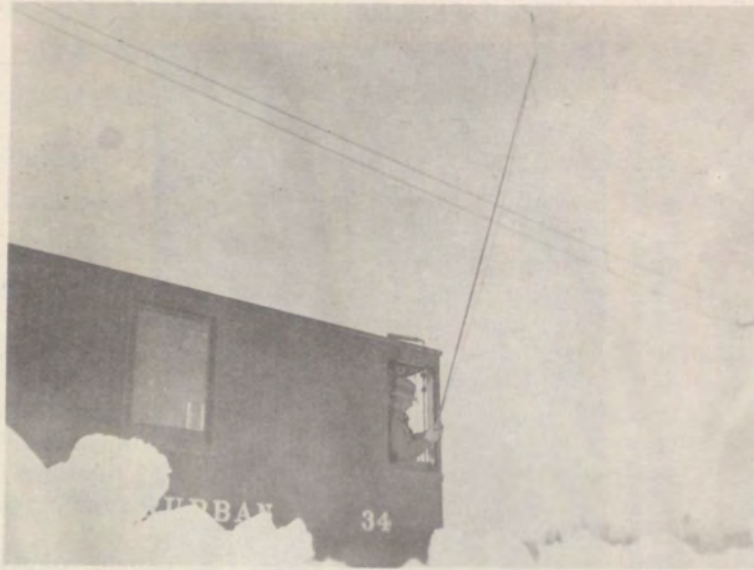
The *Clematis* and No. 40 inside the Lewiston terminal shortly before abandonment of the Interurban in 1933.



Nos. 40 and 42 at the Gray yard shortly after abandonment of the Interurban.



The *Maine* in the Androscoggin & Kennebec Railway carhouse yard in late 1933. The body was sold and became a diner on Park Street, Lewiston.

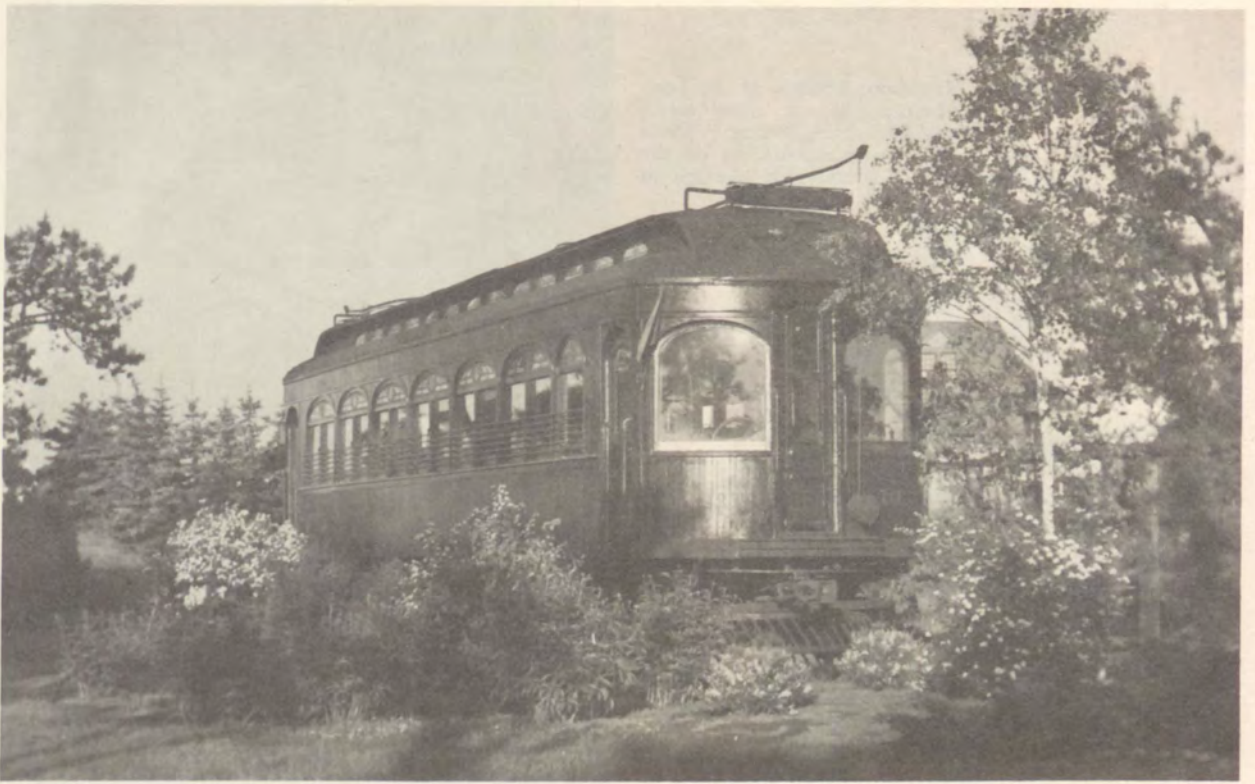


Albert C. Clement uses the portable telephone to call for orders as No. 34 augments the snow fighting force along Hotel Road, Auburn, in March 1920.

The drifts along Hotel Road, Auburn, were so high after the big storm of March 6, 1920 that General Manager Fred D. Gordon was able to touch the trolley wire, 18 feet above the tracks, with a shovel handle.



Its windows smashed by ice, No. 30 is shown near Cobb Lane after the March 1920 storm.



The *Arbutus* at the summer estate of Mrs. Gertrude L. Anthony at Bay View, Maine.



Now used as a summer camp, the *Narcissus* is located near Sabattus Lake at Sabattus, Maine.

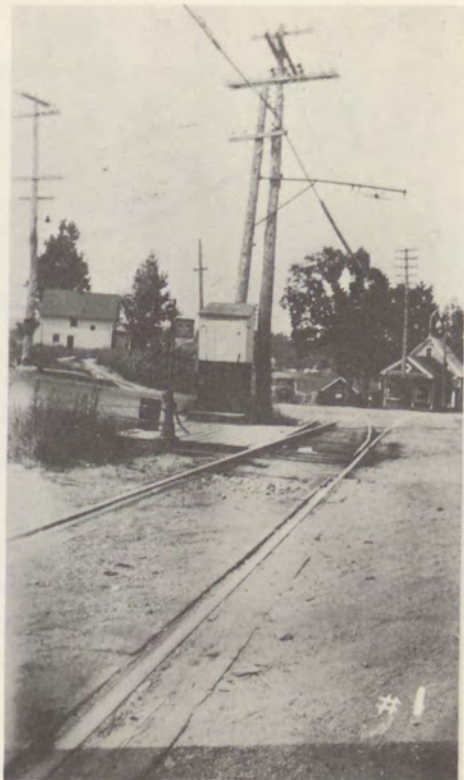


Formerly used as a diner and drinking establishment, the *Maine* is shown on Park Street, Lewiston.

Mark Newcomb, foreman at the Lewiston terminal, gets a wheelbarrow ride from Roadmaster George F. Davis as the latter pays off his bet on the Hoover-Smith presidential election in 1928.



Box Motor 30, in service as a line car, at Webster's Siding. In door are Harry Ferguson, left and Harold Ferguson, while on the roof platform are, left to right, E. J. Chateauvert, Hans Bowie and George Damon.



Fairview Junction on June 30, 1933,
two days after abandonment of the
Interurban.



The wreck of the Baldwin-Westing-
house locomotive, No. 90, at Deering
Siding in late 1933.



A&K No. 190 on the former Interurban
track at Fairview Junction on April
19, 1941.



Two crossing signals from the Inter-
urban protected a grade crossing on
the A&K's Sabattus line from 1933 un-
til September 1941.



The old Interurban terminal on Middle Street, Lewiston, now houses the Cairo Club.



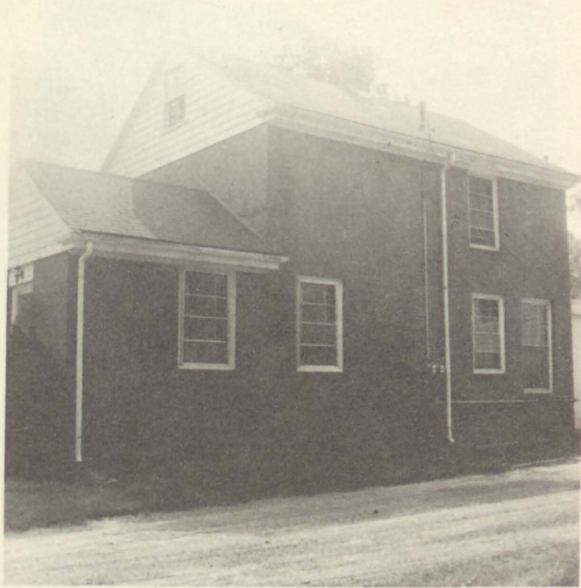
Taken in August 1967, this view shows the Cumberland Avenue entrance of the old Portland terminal, which is now the plant of the Classical Girl Shoe Company.



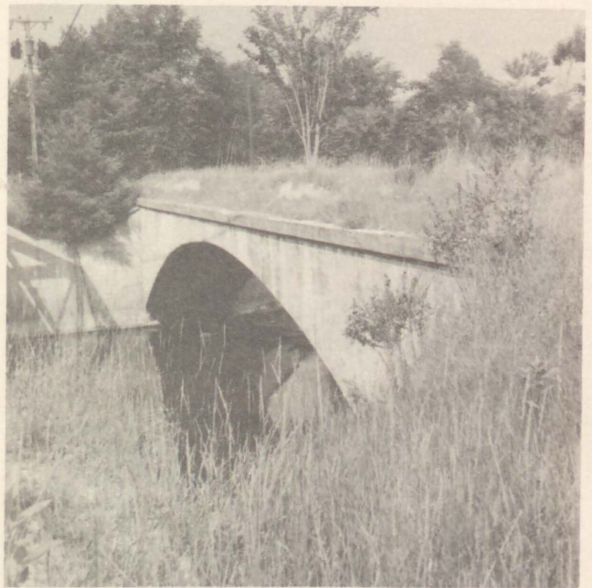
Now used as a storehouse is the former substation of the Interurban at Danville.



This attractive home, owned by Mr. and Mrs. Collins Taylor, was formerly the Gray substation of the Interurban.



The Interurban's former substation at West Falmouth, now the home of W. H. Jones.



Grass now covers the Interurban's bridge over the Little Androscoggin River in Auburn but the span seems to be as strong as the day it was built.



An attractive scene is this view of the Interurban's bridge across the Piscataqua River at Shawtown in West Cumberland.



The memory of the Portland-Lewiston Interurban is perpetuated in Auburn by Interurban Road, a short street branching from Poland Road in the area once known as Interurban Heights.



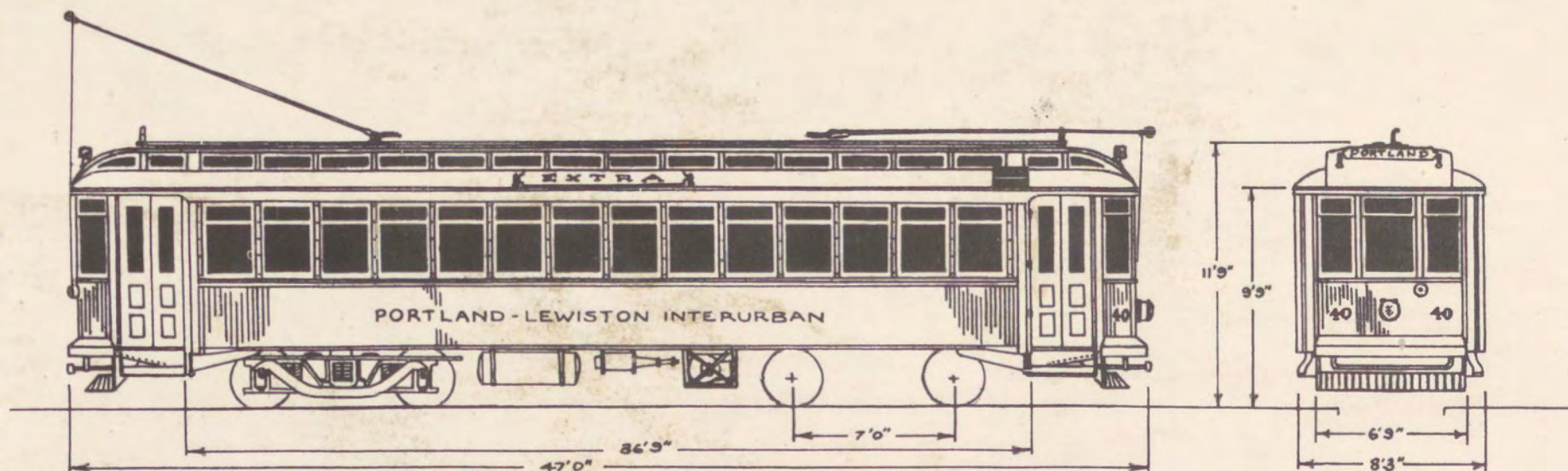
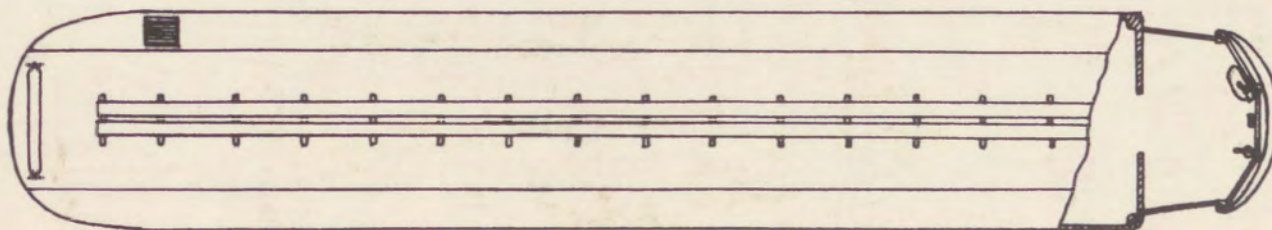
The *Arbutus*, ready to leave on a trip to Portland, is at the Lewiston terminal on Middle Street.



Joseph N. L'Heureux, "Joe Happy", left, and E. H. Buchanan, motorman, with *Azalea* at Webster's Siding, North Gray.



The orange dasher with the horizontal green diamond is plainly evident in this view of the *Azalea* at Deering Junction in 1933.
Note the dual air horns.



DRAWN BY J. A. DESCHENES III FROM
MEASUREMENTS TAKEN OFF NO. 40 AT
SEASHORE TROLLEY MUSEUM.

PORTLAND-LEWISTON INTERURBAN
CAR NO. 40 - LACONIA - 1915 SEATS 48
TRUCKS: BALDWIN 79-25A CONTROL HL-5B
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CARS LEAVE EVERY HOUR — ASK THE CLERK FOR TIME CARD