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Toonervilles of Maine, the Pine Tree State

Osmond Richard Cummings

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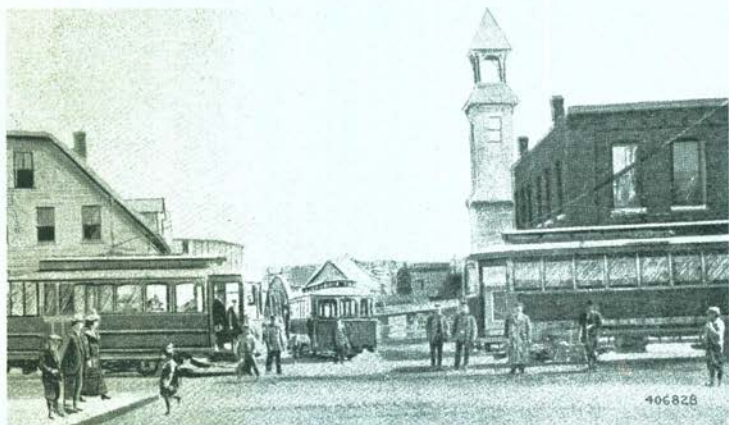
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TOONERVILLES OF MAINE

THE PINE TREE STATE

O. R. CUMMINGS



CENTER OF RAPID TRANSIT IN FAIRFIELD, ME.
LEFT, F & S COMBINE; CENTER B & F CLOSED;
AND RIGHT, W F & O DUPLEX.

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INTRODUCTION

Maine is well known among New England's electric railway enthusiasts for its four major traction systems - the Atlantic Shore Line Railway, the Portland Railroad, the Lewiston, Augusta and Waterville Street Railway and the Bangor Railway and Electric Company - and for its famous Portland-Lewiston Interurban as well! - but not so well known is the fact that the Pine Tree State had a number of small trolley lines, none over 15 miles in length, which were either contiguous to the larger systems or operated by themselves.

Such roads were the Biddeford and Saco Railroad, the Benton and Fairfield Railway, the Calais Street Railway, the Fairfield and Shawmut Railway, the Norway and Paris Street Railway, the Skowhegan and Norridgewock Railway, the Somerset Traction Company (Skowhegan and Madison), the Waterville, Fairfield and Oakland Railway - and New England's last horsecar line, the Fryeburg Horse Railroad.

The histories of the Biddeford and Saco Railroad and the Calais Street Railway have already been published and hence are not included in this anthology. All the others have been covered in as complete a fashion as available information permitted. Many of these lines have been gone for 30 years or more - records no longer exist and the memories of the few remaining former employees are growing dimmer as time passes.

Also included in this volume is a description of some of the proposed-but-never-built trolley lines of Maine.

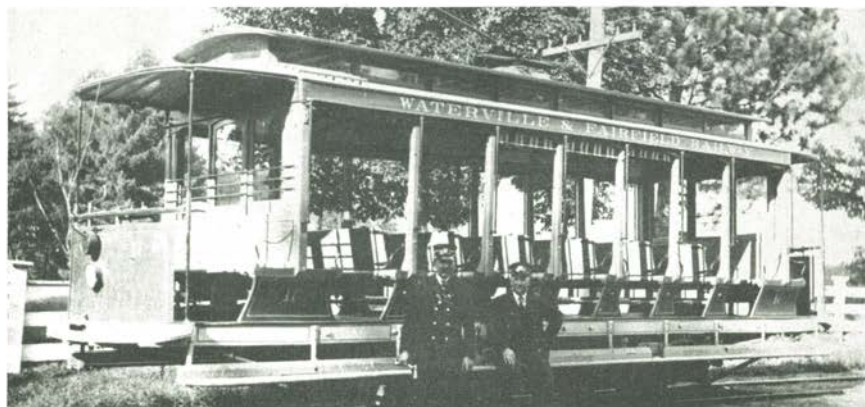
Among those who have furnished information for "Toonervilles of the Pine Tree State" are Edward W. Young of East Weymouth, Mass., Ernest Rowe of Westbrook, Me., Gerald C. Marble of Skowhegan, Me., Flora M. Webster of the South Paris, Me. public library; N. R. Longfellow of Solon, Me. and Laurence Breed Walker of Salem, Mass. Additional material has been drawn from the annual reports of the Maine Railroad Commissioners and Public Utilities Commission, the Electric Railway Journal and the U. S. Street and Electric Railway census reports of 1902 and 1907.

Sept. 1, 1955

O. R. Cummings
13 Parsons Street
Newburyport, Mass.



The Fairfield carhouse and two cars, one open and one closed, of the Waterville and Fairfield Railroad in 1888. Photo from Central Maine Power Company.



No. 17 of the Waterville and Fairfield Railway at an unknown location between Waterville and Fairfield.



No. 10 of the Waterville, Fairfield and Oakland near the Hotel Gerald in Fairfield Village.

THE WATERVILLE, FAIRFIELD AND OAKLAND RAILWAY

Connecting the city of Waterville, Me. with the neighboring towns of Oakland and Fairfield, the Waterville, Fairfield and Oakland Railway came into being on Nov. 28, 1911 by change of name from the Waterville and Oakland Street Railway and on the following day, absorbed the Waterville and Fairfield Railway and Light Company to create a 10 mile system that remained in operation until 1937.

Of the two consolidating companies, the Waterville and Fairfield was the older, having come into being as the Waterville and Fairfield Railroad, a horsecar line, in 1888. It was reorganized in 1891, electrified in 1892 and again reorganized in 1897. The Waterville and Oakland, on the other hand, was incorporated in 1902 and began operation a year later.

The Waterville, Fairfield and Oakland was owned and operated by the Central Maine Power Company, being the first street railway property acquired by that system.

At Waterville, the WF&O connected with the Lewiston, Augusta and Waterville Street Railway and provided terminal trackage in that city for the latter. At Fairfield, connections were made with the Fairfield and Shawmut and the Benton and Fairfield Railways, two tiny lines which extended to the north and east of Fairfield.

It is perhaps a misnomer to describe the Waterville, Fairfield and Oakland as a "toonerville" for it was a modern, up-to-date system in every respect - although only a little over 10 miles long. Its history is included in this collection because it did not merit publication separately.

Appropriately, the history of the Waterville, Fairfield and Oakland is followed by the histories of the Benton and Fairfield and Fairfield and Shawmut Railways. The three roads comprised the so-called Waterville Group - and they marked the end of the continuous electric railway route from New York City to the heart of Central Maine.



The WF&O's carhouse and main line to Oakland are shown in this view of the Central Maine fairgrounds at Waterville. Tracks of the Oakland line are at the extreme left.



No. 22 of the Waterville, Fairfield and Oakland on Main street, Waterville. Car is one of the Duplex type, originally owned by the Waterville and Oakland Street Railway.



No. 11 of the WF&O on Grove street in Waterville Lower Plains.



En route to the Central Maine fair are these four cars on Main street, Waterville. Photo from J. O. Brew

The Waterville and Fairfield Railroad

Street railway service in the thriving Kennebec Valley city of Waterville, Me. had its inception on Feb. 24, 1887 when the Waterville and Fairfield Railroad Company was incorporated under Chapter 47 of the Private and Special Laws of Maine and was authorized to build a horse railroad from Waterville to the nearby town of Fairfield, a distance of slightly more than three and one quarter miles away.

At the time, Fairfield was the base of extensive lumbering operations in the Somerset County area while Waterville, the seat of Colby College, was a busy manufacturing center. In view of the heavy travel between the two communities, there was every indication that a horsecar line would be both successful and profitable.

Promotors of the enterprise included Amos F. Gerald and Stephen A. Nye of Fairfield and E. F. Webb, Stephen I. Abbott and E. L. Jones, all of Waterville. Formal organization of the company, capitalized at \$20,000, came on Nov. 21, 1887 and construction began the following spring.

The line commenced on Main street, Waterville, in the heart of the business district, and continued through College avenue and along the present Route 201, roughly paralleling the Maine Central Railroad, to Fairfield Village. There were three grade crossings with the steam railroad, two on College avenue, Waterville, and one on Main street, Fairfield. Thirty five pound rail was used in building the route.

Two eight bench open and two four-wheel closed cars were purchased and the car barn and stables were erected on Main street, Fairfield, near the Maine Central crossing. The motive power consisted of six horses.

The total cost of the road was \$40,000, of which \$20,000 was provided through the sale of capital stock. In 1889, the company issued \$20,000 in 20 year six percent mortgage bonds to finance the balance of the construction and equipment costs.

With appropriate fanfare, operation of the 3.36 mile route commenced on June 23, 1888, one Theodore F. Stephens being the driver of the first car. A half-hourly schedule was placed in effect and the fare was set at five cents.

Riding was heavy during the summer and fall months but when winter came, operations were hampered by the heavy snows which blocked the tracks for long periods of time. It was necessary to purchase two sleigh barges in order to continue service and when spring came, the W&F was forced to spend large sums for the repair of its light track. ✓

Passenger equipment had been increased to five cars (three opens and two closed) and two sleigh barges by 1891 and on March 4 of that year, the Waterville and Fairfield was authorized to extend its line from Waterville through Winslow and Vassalboro to the village of North Vassalboro and to operate the railway by electric power. The extension to North Vassalboro was never built but the electrification did take place the following year.

As of June 30, 1891, officials of the W&F included George W. Williams of Salem, Mass., president and chairman of the board of directors; E. F. Webb, secretary; D. J. Lord of Lynn, Mass., treasurer; H. D. Bates, assistant treasurer, and C. O. Sturtevant, general superintendent.

The Waterville and Fairfield Railway and Light Company

During the early part of 1891, Amos F. Gerald, a man who later became one of Maine's outstanding electric railway promoters, and several of his fellow directors on the W&F, organized the Waterville and Fairfield Railway and Light Company to take over the properties of the Waterville and Fairfield Railroad, the Waterville Electric Light and Power Company and the Fairfield Electric Light Company. The new corporation was chartered on Feb. 12, 1891 and the consolidation took place on June 13.

Associated with Mr. Gerald in the W&FR&L were Stephen A. Nye, who had owned the two power companies absorbed by the Waterville and Fairfield, and Atty. Herbert M. Heath of Augusta.

Electrification of the railway began early in 1892 and on July 20 of that year, the first trolley passed over the line. On Oct. 4, a one mile extension was opened in Waterville - from Main street through Water street to Waterville Lower Plains.

The railway drew its power from the hydroelectric plants of the former Waterville Electric Light and Power and the Fairfield Electric Light Companies, both of which were equipped with Westinghouse direct current generators - or dynamos, as they were called in those days.

As of 1893, the equipment consisted of three motor cars, five trailers and the two barges. Another car was added in 1894 and by 1896, the equipment was as follows:

Box cars equipped for electric power	3
Open cars equipped for electric power	4
Open trailers	4
Total passenger cars	11

Work cars	1
Snow plows	1
Barges	2
Carts and Snow sleds	1

The road was 4.36 miles in length, plus .073 mile of sidings and turnouts, for a total of 4.443 miles of track.

The Waterville and Fairfield Railway and Light Company was capitalized at a total of \$400,000 - \$200,000 in capital stock and \$200,000 in six percent mortgage bonds, of which \$36,000 in stock and \$36,000 in bonds were applicable to the railway property.

Operations of the railway and power system were not particularly profitable. Although small surplus were realized some years, sizeable deficits were incurred in others. In 1897, the company was reorganized, with the \$200,000 in six percent bonds being replaced by an issue of \$240,000 in five percent securities.

At the same time, the entire property was rehabilitated. New ties were laid the entire length of the road, another car was purchased and an auxiliary steam power plant was constructed in Waterville. The hydroelectric plant at Fairfield was enlarged, with a new water wheel being installed.

On Aug. 4, 1898, the Waterville Lower Plains line was extended from Water street through Grove street to Fine Grove cemetery, a distance of .39 mile. The track on Grove street was further extended in 1906, increasing the length of the main line to 4.9 miles and the total trackage of the railway to five miles.

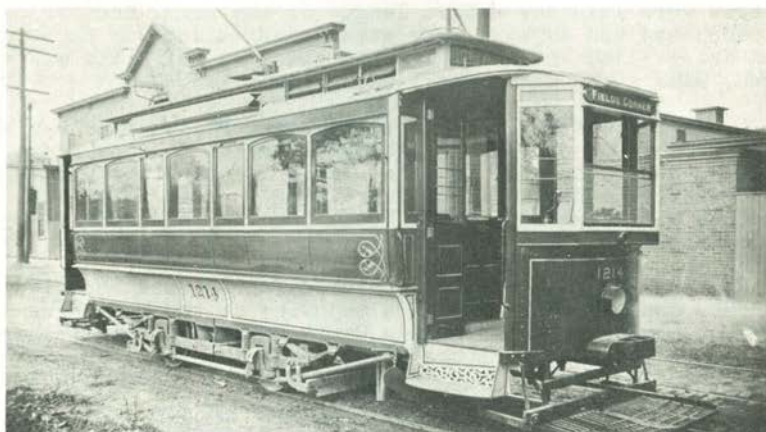
Rolling stock as of 1902 included four closed and five open cars and one snow plow, the majority of the passenger equipment coming from the Briggs Carriage Company of Amesbury, Mass. Power facilities of the road, according to the U. S. Street and Electric Railway Census of 1902, included one 400 h.p. steam engine, seven water wheels of 1250 h.p. total, four direct current generators of 513 h.p. total, four alternating current generators of 833 h.p. total and one 100 h.p. rotary converter.

The original one track carhouse at Fairfield proved inadequate after electrification of the road and a second wooden carhouse was built on adjoining land.

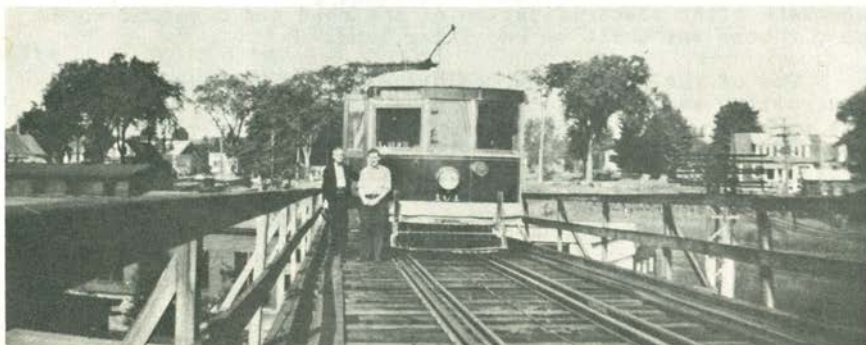
One of the five opens was discarded in 1906 and in 1907, the rolling stock consisted of four open and four closed cars, one work car and one snow plow. Two open and two closed cars were added in 1908, together with a second work car. The two closed cars purchased in 1908 came from the Boston Elevated Railway and were of the 20 foot Jones type, with the unique West End vestibule.



No. 23 of the WF&O jumped the track and struck a utility pole in front of the Fairfield carhouse.



No. 1214 of the Boston Elevated Railway, sold to the Waterville and Fairfield Railway in 1907. No. 1215 was also sold to the W&O and the two cars became No. 15 and 16.



No. 101, ex Rockland, Thomaston and Camden, over the bridge across the Messalonskee stream in Oakland.

By 1907, two more direct current generators had been added to the power facilities of the road and the six generators in service had a total output of 730 Kw.

Track construction was of 35 and 90 pound girder and T rail and on the overhead, 1.9 miles had span wire and three miles side bracket suspension.

The final extension of the W&F took place in 1910 when 700 feet of track were added to the Waterville Lower Plains line - along Silver street from Grove street to a point opposite Silver court. This increased the length of the main line to five miles and there was .10 mile of sidings and turnouts.

Connecting Lines

The Benton and Fairfield Railway completed its line from Fairfield Village to Benton and Benton Falls in 1901, various portions of the route having been opened in previous years, and on Oct. 8, 1907, the Fairfield and Shawmut Railway began operation over its 3.10 mile line from Fairfield to the village of Shawmut. Both roads connected with the Waterville and Fairfield at Fairfield Village and both companies purchased power from the W&F.

Following the construction of a concrete arch bridge over the Kennebec river between Winslow and Waterville, the Lewiston, Augusta and Waterville Street Railway entered the latter city on Dec. 15, 1909. The LA&W connected with the Waterville and Fairfield at Bridge and South Main streets and LA&W cars were given trackage rights over the W&F to the waiting room on Main street. A wye was built on Common street to provide turning facilities for the single end cars operated by the LA&W.

It is interesting to note that when the Waterville-Winslow highway bridge was washed out during the spring floods in 1936, the old trolley span provided the only connection between the two communities until a new bridge was constructed.

The Waterville and Oakland Street Railway

With the Waterville and Fairfield in successful operation, Messrs. Gerald and Nye withdrew from the company and during the early part of 1902, joined with Edward J. Lawrence and Albert B. Page of Fairfield and Cyrus W. Davis of Waterville to form the Waterville and Oakland Street Railway. The articles of association of the new corporation were approved by the Railroad

Commissioners on June 4 and on July 26, the railway sought approval of its proposed location.

The projected route of the W&O commenced on Elm street, Waterville, and continued through Western and Chase avenues to a private right of way which extended for some three miles to the outskirts of Oakland. Here the road entered Main street which it followed to the end of the line at Lake Messalonskee, otherwise known as Snow Pond.

Strong opposition to the building of the street railway was offered by the Maine Central Railroad which operated between Waterville and Oakland. The Railroad Commissioners ruled, however, that public convenience required the construction of the Waterville and Oakland and the necessary authorization was given on Sept. 2.

Work of building the road began in April 1903, with 60 lb. T rail being used over the entire route. Four double truck Duplex convertible cars and two 14 bench double truck Stephenson-built opens were acquired, the latter coming from the Gerald-controlled Portland and Brunswick Street Railway, and operation commenced July 2.

The line was 5.4 miles in length, with .35 mile of sidings and turnouts for a total of 5.75 miles of track. Three miles of route were on private right of way. There were two bridges on the line, the longest of which crossed the Messalonskee stream in Oakland. This bridge was a steel trestle, with a central truss span 81 feet in length.

Both span wire and side bracket suspension were used on the overhead, there being .25 mile of the former and 5.50 miles of the latter. The power plant was a 150 Kw. generator in the Shoddy Mill at Emerson-Stevens dam in Oakland and was driven by three water wheels of 150 h.p. total. There was also a 220 cell storage battery near the State Fairgrounds in Waterville and additional power, when needed, was purchased from the Waterville and Fairfield Railway and Light Company.

A three track carhouse was located at the end of the line in Oakland, on the shore of Lake Messalonskee. This building was 128 feet long and had two stories, the second floor containing a fine hall and dining rooms. A restaurant and boat house occupied the basement.

This second floor hall was the scene of thrice-weekly dances for many years and, for a time, the company operated a steamer on Lake Messalonskee and provided for excursions from Waterville to the lake and thence to islands where lunches were served and special events were held every week-end.

As an additional attraction, the company created Cascade Park at a picturesque pine grove in Oakland, near the Waterville-Oakland city line, and erected the first outdoor theatre

in the area. The best of entertainment was offered during the late spring, summer and early fall months and on Sundays, when theatrical performances were prohibited, band concerts drew large crowds to the park. C

The Central Maine Fairgrounds were located on the Waterville and Oakland Street Railway and fairgoers provided plenty of business during Fair Week in the fall. There was a small carhouse at the Fairgrounds and extra cars were kept there while the exhibition was in progress.

Half-hourly service was instituted when the railway was opened and the line was an immediate success. Nearly 500,000 passengers were carried during its first year of operation and by June 30, 1906, profits had accumulated to produce a surplus of \$11,500. Later that year, stockholders shared a dividend of \$5000.

Additional rolling stock was acquired over the years and by 1907, the W&O owned eight open and four convertible cars, one work car and one snow plow. Six of the opens were trailers. All motor cars had both hand and air brakes and the four convertibles had electric heaters. One of the trailers was discarded in 1908 and another in 1911.

Amos F. Gerald and Stephen A. Nye sold their interests in the W&O to Charles F. Johnson of Waterville in 1907. At about the same time, Johnson became financially interested in the Waterville and Fairfield Railway and Light Company. Subsequently, other officials of the Waterville and Oakland became directors of the Waterville and Fairfield - and vice versa.

The Waterville and Oakland is said to have been interested in the Augusta, Oakland and Waterville Railway, a company chartered on Feb. 23, 1906 to build from Oakland, through Sidney, to Augusta and a connection with the Augusta, Winthrop and Gardiner Street Railway, a predecessor of the Lewiston, Augusta and Waterville. Due to the construction of the LA&W route from Augusta through the Vassalboros to Winslow and Waterville, the AO&W was never built.

During 1910, the Waterville and Oakland was given the authority to construct an extension from its original terminus on Elm street, through Spring and Silver streets, to a connection with the Waterville and Fairfield at Silver and Main streets. This particular trackage was never built and when the two roads were connected in 1911, rails were laid on Elm street and through Temple street to Main street at Castonguay Square.

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Consolidation

Consolidation of the Waterville and Fairfield with the Waterville and Oakland had been authorized as early as 1909 but it was not until 1911, when the Central Maine Power Company entered the scene, that the merger took place.

The Central Maine acquired control of both companies on Sept. 8, 1911 and on Nov. 1, it formally took over the power business of the Waterville and Fairfield Railway and Light Company. Then, on Nov. 20, the Waterville and Oakland Street Railway purchased the railway assets, properties and franchises of the Waterville and Fairfield and the name of the former was changed to the Waterville, Fairfield and Oakland Railway.

As of Dec. 1, 1911, the WF&O owned 10.50 miles of route plus .45 mile of sidings and turnouts for a total of 10.95 track miles. The company was capitalized at \$500,000 and its officials included Harvey D. Eaton of Waterville, president; George D. Hegarty of Waterville, secretary; Walter S. Wyman of Augusta, treasurer; Ralph J. Patterson of Waterville, general manager, and Lester J. Choate of Oakland, superintendent. Mr. Patterson had been general manager of the Waterville and Fairfield and Mr. Choate was formerly superintendent of the Waterville and Oakland.

Operations

There were few operating changes after the consolidation. A connecting track was built between the Waterville-Fairfield and Waterville-Oakland lines to permit the shifting of cars from one route to the other and operation of specials or extras, but the regular service was maintained in the same manner as had existed prior to the merger.

The Waterville-Fairfield line was 4.75 miles in length, with a running time of 25 minutes. A 15 minute headway was maintained on week-days, with more frequent service on summer Sundays and holidays. The 5.75 mile Waterville-Oakland line also had a running time of 25 minutes, with two cars maintaining a 30 minute headway.

At Fairfield, connections were made with the Fairfield and Shawmut and the Benton and Fairfield Railways. And, as previously noted, cars of the Lewiston, Augusta and Waterville Street Railway (the Androscoggin and Kennebec Railway after 1919) entered Waterville via Bridge street, connecting with the WF&O at South Main and Bridge streets.

The center turnout on the Waterville-Fairfield route was located at the Maine Central depot, near the Colby College campus in Waterville, with the other turnouts seven and one half minutes away on either side. The principal turnout on the Oakland line was located near the Waterville fairgrounds and there was a spur track leading into the fairgrounds property.

The operation of Lewiston, Augusta and Waterville cars over WF&O trackage resulted in occasional collisions between trolleys of the two roads. One such smash took place on April 10, 1917 when a single truck closed car (No.16) of the WF&O was knocked off the rails when struck by one of the big double truck semi-convertibles of the LA&W at Bridge and South Main streets. One passenger on No. 16 was injured and both cars were damaged.

Following an investigation of the accident, the Public Utilities Commission declared that the LA&W motorman was at fault and it recommended that the WF&O install block signals on South Main street, at Bridge street and at Common street, to prevent any further mishaps of this kind.

What could have been a very serious accident took place on March 19, 1920 when a WF&O car, running between Waterville and North Vassalboro on the Androscoggin and Kennebec Railway, left the rails near Shoddy Hollow in Winslow and plunged down a 10 foot embankment, overturning on its side and breaking numerous windows. All of the eight passengers and the crew escaped with only minor injuries.

The WF&O car, operated by an A&K crew, was being used because the Androscoggin and Kennebec tracks between North Vassalboro and Augusta were blocked by snow and ice. A WF&O plow had been used to clear the line between Waterville and North Vassalboro but the rest of the route remained closed for many days.

The Strike

On Sept. 12, 1917, during the height of the Central Maine fair in Waterville, 37 conductors and motormen went on strike to enforce their demands that the WF&O sign a union contract. Automobiles were brought in from nearby cities and towns to provide transportation to and from the fairgrounds and a skeleton trolley service was maintained by linemen and other non-striking employees of the railway.

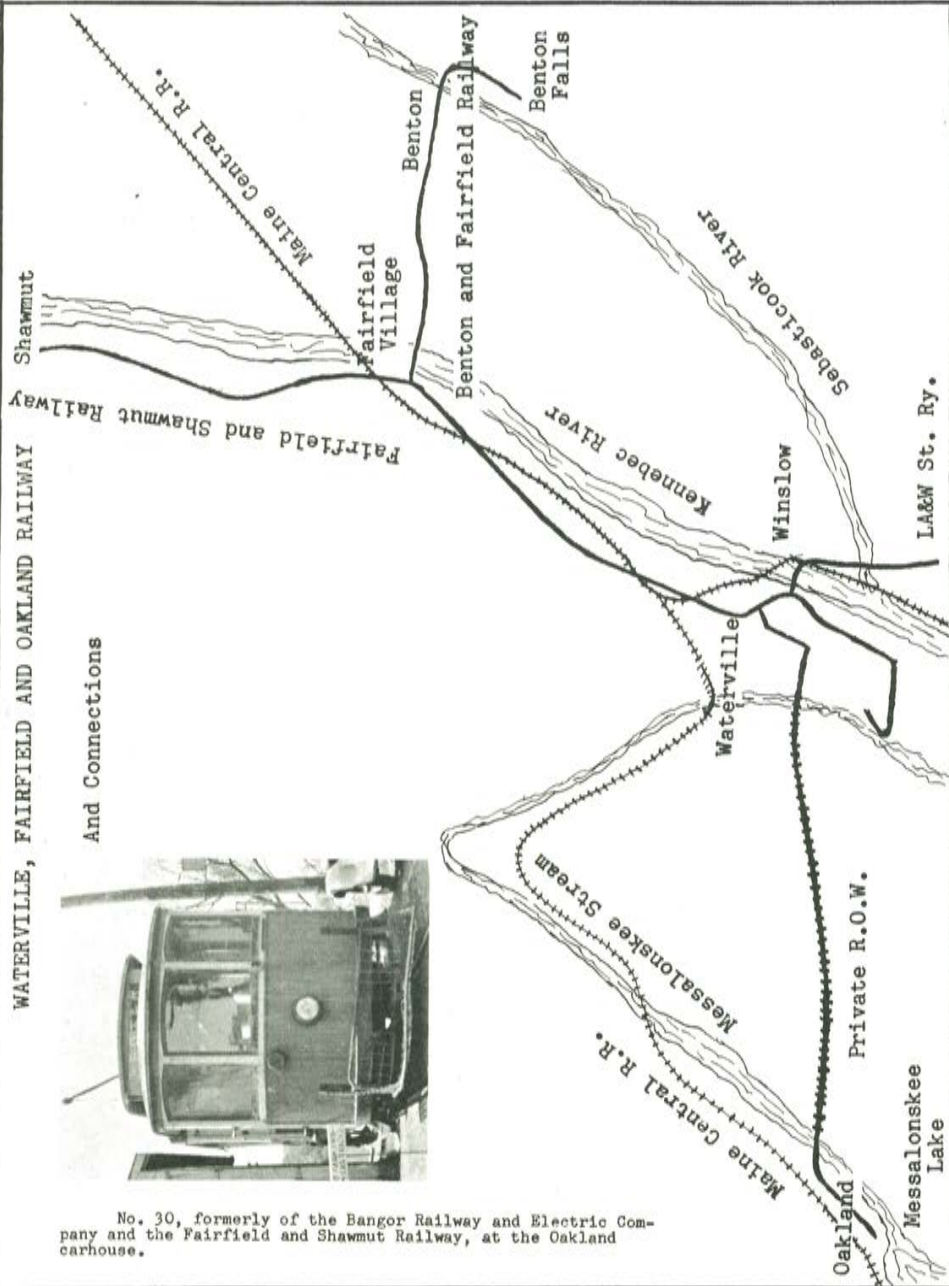
In the meantime, new men were hired to break in as motormen and conductors and when the strike collapsed on Sept. 18, the striking employees found themselves out of work. None of them were ever again employed by the WF&O.

WATERVILLE, FAIRFIELD AND OAKLAND RAILWAY

And Connections



No. 30, formerly of the Bangor Railway and Electric Company and the Fairfield and Shawmut Railway, at the Oakland carhouse.



Fares

The five cent basic fares of the former Waterville and Fairfield and the Waterville and Oakland were continued by the WF&O until 1918 when the fare was increased to seven cents. Still later, the cash fare was increased to 10 cents but a strip of 10 tickets was sold for 80 cents and a book of 50 tickets cost \$3.50. In addition, there was a 16 ride punch ticket selling for \$1. School children were permitted to ride for half fare and free transfers were issued between the Waterville and Oakland lines.

There was only one fare zone on the Waterville-Fairfield line but the Oakland route was divided into two zones, one extending from Waterville to Cascade Park and the second from the park to the end of the line at Lake Messalonskee.

Various types of fare collection and registration methods were in effect on the WF&O at various times. Ohmer registers were used for several years and on April 5, 1917, Rooke hand registers were introduced. (These are said to have been a contributing cause of the strike in September of that year.) When one-man cars were placed in service, they were equipped with Johnson fare boxes. Still later, double sided registers were installed in the cars and passengers gave their fares to the operator.

Carhouses and Power Stations

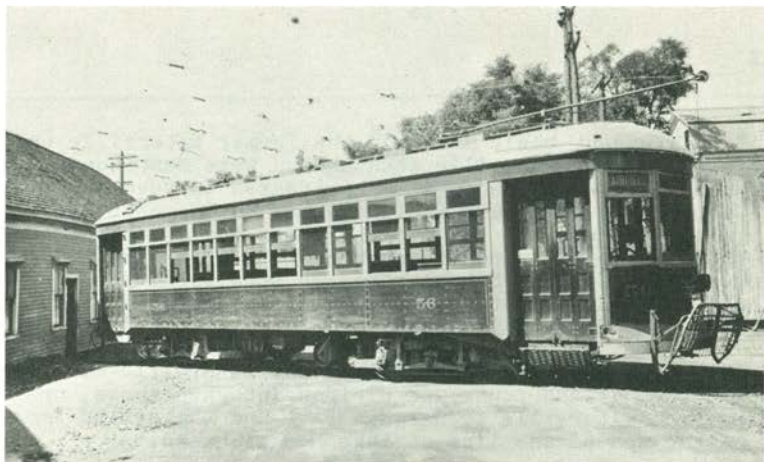
Carhouses of the WF&O were those at Fairfield, Oakland and at the Waterville fairgrounds. All were small wooden frame buildings.

The Oakland carhouse, with its dance hall overhead, was declared unsafe in 1923 and was rebuilt into a one story structure, narrower and shorter than the original building. It accommodated only two tracks instead of three, the third track remaining as a spur outside the barn.

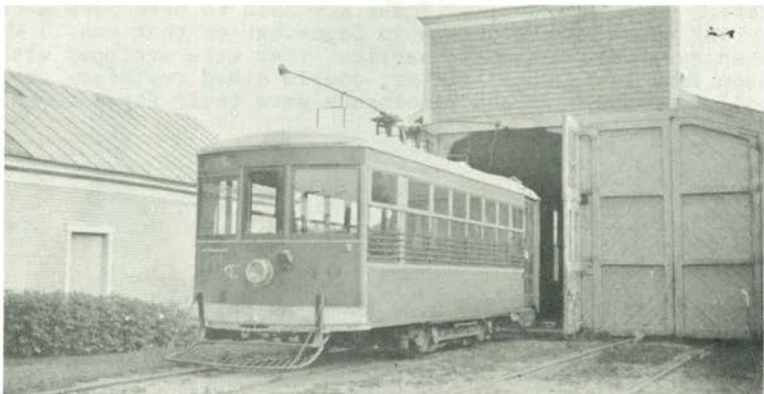
The car barn at the Fairgrounds was razed during the 'twenties and one of the two carhouses at Fairfield was partially destroyed by fire in 1936. It was not rebuilt.

Repair shop facilities were located at the Fairfield carhouse.

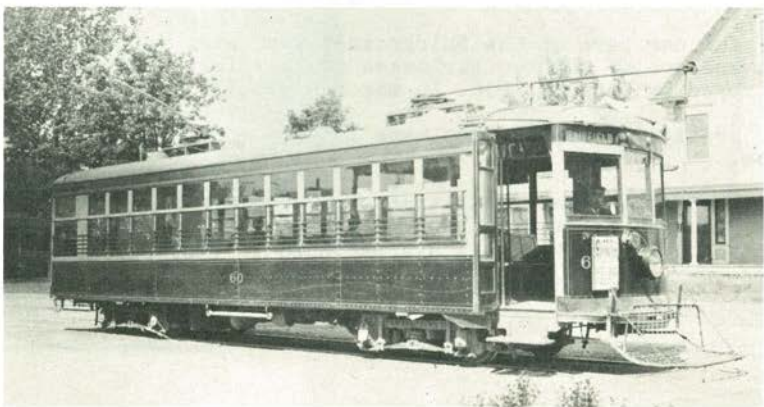
The early power facilities of the WF&O were those taken over from the Waterville and Fairfield and Waterville and Oakland roads. These were all discontinued in 1923 following the



No. 56, ex Rockland, Thomaston and Camden No. 100, at the Fairfield carhouse. Photo from George Votava.



No. 40 at the Oakland carhouse in 1936. This two track building replaced the original W&O carhouse on the shore of Messalonskee Lake.



No. 60, formerly Plymouth and Brockton No. 401, near the end of the line in Fairfield. Photo by Roger Borrup

installation of two motor generator sets of 500 Kw. and 300 Kw. capacity in the Central Maine Power Company's Bangs station in Waterville. Power was transmitted to the overhead at 650 volts in order to provide adequate energy for the Benton and Fairfield and Fairfield and Shawmut lines.

Extensions

The only new trackage constructed by the WF&O was a 300 foot extension on Silver street, Waterville, in 1912 and a 266 foot spur on Britt street, Waterville, in 1915. The Britt street spur served the Maine Central Railroad shops and extra cars were run mornings and evenings to accomodate the railroad employees.

Equipment

Rolling stock owned by the WF&O on Dec. 1, 1911 included six closed cars, eight open cars equipped for electric power, five open trailers, four Duplex convertibles, two work cars and two snow plows. The five open trailers and one of the open motor cars were scrapped shortly thereafter.

The 17 passenger cars on the roster in 1915 included the two ex-Boston Elevated single truck closed cars, two 20 foot single truck closed cars built by Briggs and two 25 foot double truck closed cars built by Bradley. Open cars included one nine bench by Briggs and two 10 bench by Lewis and Fowler; two 14 bench opens built by Stephenson and two 12 bench double truck opens built by Briggs. There were also the four Duplex cars.

Two 35 foot double truck closed cars, built by Brill and equipped with Brill 22E maximum traction trucks, were purchased second hand from an unknown source in 1916 or 1917. Fitted with smoking compartments, they were in service until 1922 when they were scrapped.

Modernization of the passenger equipment began in 1918 when two double truck steel closed cars were purchased from G. C. Kuhlman of Cleveland, Ohio. Two similar cars, both built by Wason, were added in 1922, one being new and the other coming from the Rockland, Thomaston and Camden Street Railway for which it had been built in 1920. (The RT&C was also controlled by the Central Maine Power Company.) At the same time, three Wason-built single truck Birneys were added to the roster.

The purchase of the new cars led to the retirement of many of the older ones, both closed and open. One single truck closed was conveyed to the Fairfield and Shawmut in 1921 and a second car of the same type was turned over to the F&S in 1923. The remaining open cars were retired after the Central Maine fair in the fall of 1926.

A fourth Birney, also Wason-built, was purchased second-hand from the Rockland, Thomaston and Camden Street Railway in 1926 and when the RT&C was abandoned in 1931, three double truck safety cars from that line were acquired by the WF&O. At the same time, another double truck safety car was purchased from the Plymouth and Brockton Street Railway of Massachusetts.

The cars purchased from the RT&C were moved on flat cars from Rockland to Sabattus Village, six miles northeast of Lewiston, where they were unloaded at the interchange of the Maine Central Railroad and the Androscoggin and Kennebec Railway. The cars were run over A&K tracks from Sabattus to Waterville.

The car bought from the Plymouth and Brockton was moved on a flat car from Brockton to Portland and unloaded at the latter point. After being reconditioned at the shops of the Portland Railroad Company, the car was run to Waterville over the Portland-Lewiston Interurban and the A&K.

One of the 14 bench Stephenson opens had been rebuilt to a double truck motor flat and a general duty double truck work car was constructed by the WF&O in 1924. A single truck closed car built by Brill and a single truck plow were acquired from the Fairfield and Shawmut Railway in 1927 and another single truck plow was purchased from the Rockland, Thomaston and Camden in 1931.

The Brill closed car purchased from the F&S was originally owned by the Bangor Railway and Electric Company. It was converted into a sand car by the WF&O.

A single truck plow was badly damaged in the Fairfield car-house fire of 1936 but was rebuilt and returned to service.

At the beginning of 1937, rolling stock of the WF&O included eight double truck safety cars, three single truck Birneys, three snow plows, two double truck work cars and one single truck sand car.

Decline and Abandonment

Operation of the Waterville, Fairfield and Oakland Railway continued well into the 'thirties, the line outlasting many other roads in the Pine Tree State. The Fairfield and Shawmut was

abandoned on July 23, 1927 and the Benton and Fairfield followed a few years later. On July 31, 1932, the Androscoggin and Kennebec Railway abandoned its entire Augusta division, including the line from Augusta to Waterville.

The WF&O purchased the Fairfield and Shawmut Railway for salvage purposes after the latter's abandonment.

There was some talk about the WF&O's taking over the A&K tracks from Waterville to North Vassalboro but no official action was taken.

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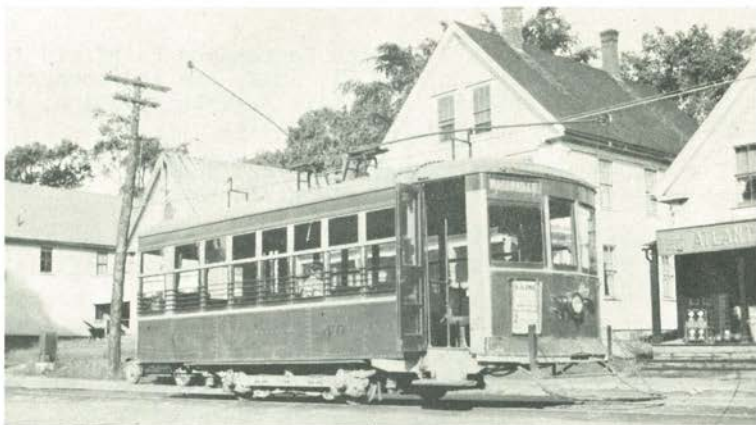
The WF&O continued to operate for five years more but finally, because of increasing automobile competition, the Central Maine Power Company decreed that the trolleys must go. A petition for authority to abandon was filed with the Public Utilities Commission during the summer of 1937 and the necessary permission was granted Sept. 9. ✓

Oct. 11 was set as the date of abandonment and the last car over the line had Theodore F. Stephens, driver of the first horsecar, at the controller for part of the trip. (The regular operator was Ernest J. King.) On the following day, the Community Bus Line, owned by one Arthur T. Duplessie, began serving the territory formerly covered by the WF&O.

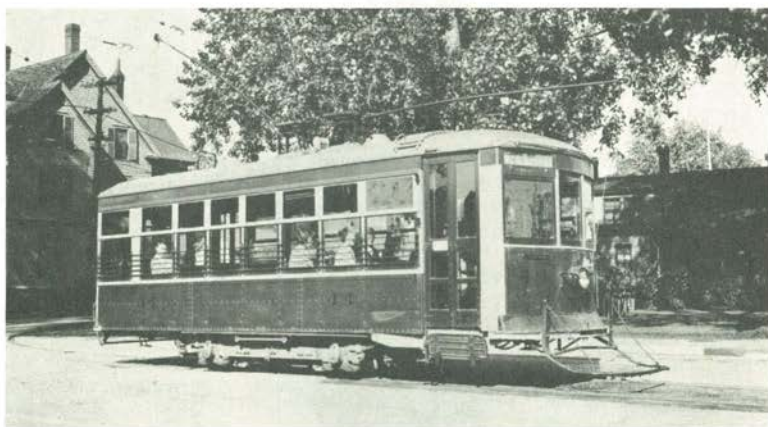
Most of the remaining passenger cars were soon junked, a few bodies being sold to various parties. The open rail and all overhead were removed, the carhouses were razed and all street railway power facilities were removed from the Central Maine's Bangs station. By early 1938, only the tracks in the paved streets of Waterville were left to remind the public of the former trolley service. ✓



No. 101 at the end of the line in Fairfield.



No. 40 on Main street, Oakland, in 1937. Photo by Roger Borrup.



Birney No. 44 at Elm street and Western avenue, Waterville. Photo by Roger Borrup.



No. 2 plow after abandonment of the WF&O in 1937

Roster of Equipment

of the

WATERVILLE, FAIRFIELD AND OAKLANDRAILWAYPassenger Cars

<u>Number</u>	<u>Type</u>	<u>Builder</u>	<u>Year</u>	<u>Trucks</u>	<u>Motors</u>	<u>Control</u>	<u>Remarks</u>
1	14 bench open	Stephenson	1902	Tay.SB	2-WH12A	K-10	Rebuilt to motor flat
3	"	"	"	"	"	"	Scrapped 1928
These two cars were built in 1902 for the Portland and Brunswick Street Railway and were sold to the Waterville and Oakland Railway in 1903.							
6	9 bench open	Briggs		Bemis	2-WH12A	K-10	Scrapped 1918
9	20' closed	"	1893	Peckham	"	"	To F&S - 1923
10	"	"	1894	"	"	"	To F&S - 1921
11	12 bench open	"	1900	Br.22E	2-WH38B	"	Scrapped 1926
12	"	"	"	"	"	"	Scrapped 1926
13	25' closed	Bradley	"	Peckham	2-GE201	K-11	Scrapped 1931
14	"	"	"	"	"	"	Scrapped 1931
15	20' closed	Jones	1895	Br.21E	2-WH38B	K-10	Scrapped 1924
16	"	"	"	"	"	"	Scrapped 1921
Cars 15 and 16 were purchased from the Boston Elevated Railway in 1907 by the Waterville and Fairfield Railway. BERY numbers were 1214 and 1215.							
17	10 bench open	Lewis & Fowler	1891	Peckham	2-WH38B	K-10	Scrapped 1930
18	"	"	"	"	"	"	Scrapped 1922
20	25' convertible	Duplex	1902	Tay.SB	4-WH12A	K-12	Scrapped 1922
21	"	"	"	"	2-GE201	"	Scrapped 1926
22	"	"	"	"	2-WH56	"	Scrapped 1922
23	"	"	"	"	2-GE201	"	Scrapped 1922
24	35' closed	Brill		Br.22E	2-WH38B	K-11	Scrapped 1922
25	"	"	"	"	"	"	Scrapped 1922

<u>Number</u>	<u>Type</u>	<u>Builder</u>	<u>Year</u>	<u>Trucks</u>	<u>Motors</u>	<u>Control</u>	<u>Remarks</u>
34	Birney Safety	Wason	1919	Br. 79E	2-WH508	K-63	Purchased from Rockland, Thomaston & Camden - 1926
40	Birney Safety	Wason	1922	Br. 79E	2-WH508	K-63	Scrapped 1933
42	"	"	"	"	"	"	
44	"	"	"	"	"	"	
50	33' closed	Kuhlman	1918	Br. 77E1	4-WH514C	K-35	
52	"	"	"	"	"	"	
54	"	Wason	1922	"	"	"	
56	"	"	1920	"	"	"	
	Car 56 purchased from Rockland, Thomaston and Camden Street Railway in 1922. RT&C No. 100						
60	31' safety	Brill	1922	Br. 77E1	4-WH508	K-35	
	Car 60 purchased from Plymouth & Brockton Street Railway in 1931. P&B No. 401						
101	31' safety	Wason	1922	Br. 77E1	4-WH508	K-35	
102	"	"	"	"	"	"	
103	"	"	"	"	"	"	
	Cars 101, 102 and 103 purchased from Rockland, Thomaston and Camden Street Railway in 1931. Same numbers on RT&C.						

Service Cars and Snow Plows

1	41' motor flat	WF&O		Tay. SB	4-WH514	K-35	Formerly 14 bench open
2	ST Plow	"	1900	Peckham	2-WH56	K-11	Burned and rebuilt - 1936
4	ST Plow		1903	Taylor	"	"	Scrapped 1932
6	ST Plow		1901	Peckham	2-GE201	"	From F&S - 1927
8	ST Plow	Taunton	1903	Taunton	2-WH306	K-36	From RT&C - 1931
30	20' Sand	Brill		Br. 21E	2-GE80	K-11	From F&S - 1927
33	35' Work	WF&O	1924	Tay. SB	4-GE201	K-35	

Cars on Hand upon Abandonment in 1937

1, 30, 33, 34, 40, 44, 50, 52, 54, 56, 60, 101, 102 and 103 and plows 2, 6 and 8

THE BENTON AND FAIRFIELD RAILWAY

The Benton and Fairfield Railway was organized on June 21, 1898 and sought a charter to build from a point near the Maine Central Railroad station in Fairfield, easterly, to Benton Falls in the town of Benton. John T. Richards of Gardiner, Charles D. Brown of Salem, Mass., Elisha Morgan of Springfield, Mass., Edward W. Heath of Waterville and H. M. Mansfield of Fairfield were the first directors and signed the articles of association which were approved by the Railroad Commissioners on June 29.

The first portion of the road to be built extended from the Maine Central station in Benton to the Sebasticook river, near the Kennebec Fibre Company's mill, a distance of slightly more than two and a quarter miles. The route was approved by the Railroad Commissioners on Aug. 3 and construction began immediately. Operation commenced Dec. 7.

A 700 foot extension - from the Maine Central depot in Benton to the bridge between the towns of Benton and Fairfield was opened on Jan. 19, 1899 and on July 20, a second extension - across the bridges over the Kennebec river to Main and Bridge streets in Fairfield - was completed.

Two more short extensions were built in 1900. The first, in Fairfield, extended from Bridge street, via Island street and the property of the Somerset Fibre Company, to an interchange with the Maine Central Railroad, a distance of .63 mile. The second, in Benton, extended from the original terminus at Benton Falls, across the Sebasticook river to the Somerset and Kennebec Companies' paper mills, a distance of .13 mile. In 1901, .71 mile of track was laid along Main street in Fairfield to a connection with the Waterville and Fairfield Railway at Fairfield Village.

As finally completed, the railway owned 4.37 miles of track, including 4.12 miles of main line and .25 mile in sidings and turnouts, built with 56 and 60 pound T rail. The carhouse was located at Benton Falls and the power station in Fairfield. For power equipment, there were two 250 h.p. water wheels driving two 75 Kw. Westinghouse generators.

The initial rolling stock consisted of one single truck closed car, reportedly built by Laconia; one combination snow plow and work car, one four wheel flat car and one tower car. A box freight motor and another snow plow were added in 1900 and as of June 30, 1902, the roster of equipment included the single truck closed car, two freight motors, five platform freight cars and one other car. Four additional platform freight cars were acquired in 1903-04.

The B&F, in the course of construction, built two iron bridges, one, 100 feet in length, over the canal at the head of Island avenue in Fairfield, and the second, 200 feet long, across the Seabasticook river at Benton Falls. Public highway bridges crossed by the railway were the span over the east channel of the Kennebec river, from the Benton shore to the east shore of Bunker's Island; the bridge over the central channel of the Kennebec river from the west shore of Bunker's Island to the east shore of Mill Island, and the bridge over the west channel or canal of the Kennebec, leading from the west shore of Mill Island to the west shore of the Kennebec.

An additional .30 mile in sidings was added in 1904 and in 1907 and 1908, the track was thoroughly reconditioned and new ballast added. Fifteen hundred new ties were installed and .125 mile in additional sidings were built. The bridge at Benton Falls was replanked and one side rerailed and the overhead was given considerable attention. The car barn was rebuilt with a galvanized corrugated steel roof and steel sides.

Four of the older freight cars were scrapped in 1909 but one was replaced in 1910 and a second in 1911 - and another closed passenger car was purchased second hand in 1914. Equipment owned by the road in 1915 included two closed passenger cars, three freight cars with electric equipment, five freight cars without electric equipment and one combination work car and snow plow.

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The Benton and Fairfield was essentially a freight carrier, its passenger business being more or less insignificant, and was owned by one of the mills which it served, the Kennebec Fibre Company, later taken over by the United Paperboard Company, Inc. of New York City. The line's primary purpose was to haul loaded pulpwood cars from the Maine Central Railroad to the paper mills in Benton and Fairfield and this traffic accounted for about five-sixths of the railway's revenue.

In some years, the road operated at a profit: in other years, it did not. In 1904, for example, its traffic was considerably reduced when low water in the Seabasticook and Kennebec rivers forced curtailment of operations at the various mills. The loss for the year ended June 30, 1904 was \$261.44. Conditions improved in 1905 when a profit of \$2450 was reported but there was another deficit, this one of \$1400, in 1907 - and still another of \$700 in 1909.

The uncertain financial status of the railway made it nearly impossible to properly maintain the roadway, overhead and

equipment which, in frequent reports of the Railroad Commissioners, were described as being in from fair to poor condition. Only the most necessary repairs were made and in 1913, the Commissioners mentioned that the single passenger car (apparently one had been scrapped) was in bad shape and in need of paint.

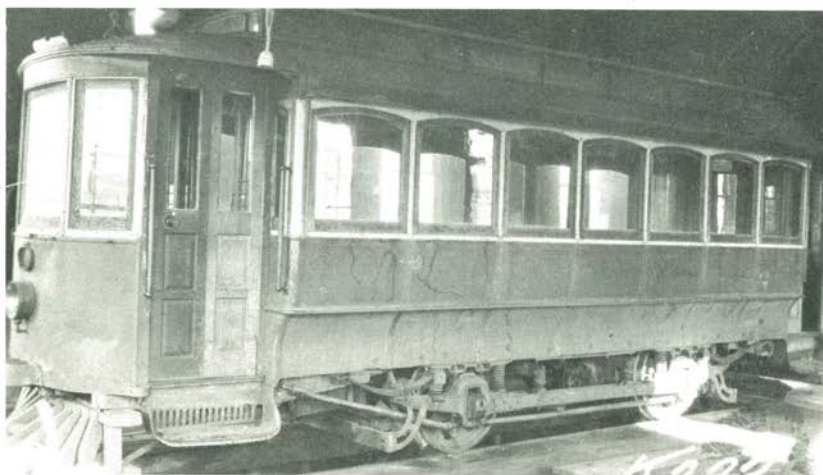
The 1915 inspection report of the Public Utilities Commission stated that one passenger car, on an hourly schedule, was being operated over the line and it further related that the railway's car barn at Benton Falls had been destroyed by fire in April 1914 - but had been rebuilt larger and better than before.

Apparently, the B&F did a lot of maintenance work in 1915 and 1916 for the PUC report for the latter year stated that the railway's track and overhead were in good condition and that the 2.12 miles of private right of way over which the line operated had been properly cleared of weeds and brush.

Some power had been purchased from the Waterville and Fairfield Railway as early as 1909 and in 1911, the B&F shut down its own generating station and purchased all of its power from the Waterville, Fairfield and Oakland Railway.

Fares on the B&F were set at five cents when the road opened but were later increased to 10 cents, remaining at that figure until abandonment.

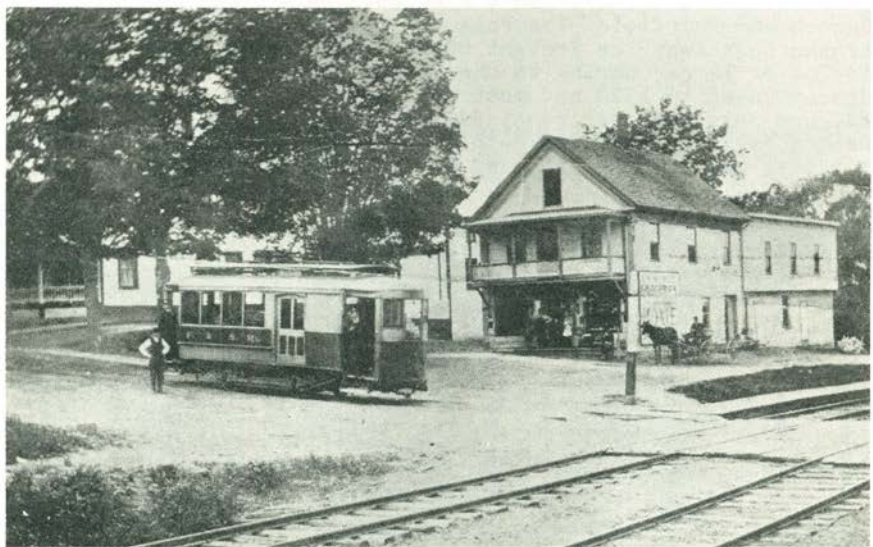
After 1916, there isn't much available information on the Benton and Fairfield. The road continued operation until the trucks took away the freight business and the passenger traffic, never large, shrunk to the vanishing point. Service was discontinued in 1928 and most of the rolling stock was scrapped. One passenger car remained in the boarded-up car barn at Benton Falls until the mid-thirties when it too was junked. The car barn was sold and removed in the early 1940's.



One of the very few photos of a Benton and Fairfield car. This view was snapped in the early 'thirties by George King Jr. when the car was still stored inside the carhouse.



No. 3 of the Somerset Traction Company in Madison. Photo from Eastern Illustrating and Publishing Co., Belfast, Me.



No. 2 of the Fairfield and Shawmut Railway at Shawmut Village about 1907. The car was formerly owned by the Skowhegan and Norridgewock Railway.

THE FAIRFIELD AND SHAWMUT RAILWAY

It was early in 1903 when Amos F. Gerald, general manager of the Waterville and Oakland Street Railway, and William T. Haines and George F. Terry of Waterville organized the Fairfield and Shawmut Railway to build from the Waterville and Fairfield Railway terminus on Main street, Fairfield, to the village of Shawmut, a part of Fairfield township. The articles of association were submitted for approval of the Railroad Commissioners on Feb. 27 and the charter was issued on March 2.

Some three years elapsed before anything was done toward building the line. The location was approved on March 1, 1906 and the charter was extended for three years on March 26.

Construction began in 1907, the route commencing at Fairfield Village and continuing along the easterly side of the highway (the present Route 201) to a point opposite the Maine Central Railroad depot in Shawmut. Seventy pound T rail and cedar ties were used in building the road and the overhead construction was mostly of the side bracket type, with about .10 mile of span wire suspension. The railway was 3.10 miles in length and there was .20 mile of sidings and turnouts for a total of 3.30 miles of track. There was a grade crossing of the Maine Central's main line on Main street, Fairfield.

A small wooden carhouse was erected midway on the line and two passenger cars, one 10 bench open and a small deck roof single truck combination, both built by Jackson and Sharp in 1894, were purchased from the defunct Skowhegan and Norridgewock Railway (also controlled by Gerald) which had ceased operations in 1903. Other equipment included one freight car, one work car and a snow plow, probably all acquired second-hand.

The railway was built and equipped at a total cost of \$68,000, covered by \$30,000 in capital stock and \$30,000 in 20 year five percent first mortgage bonds, maturing on July 1, 1927. Amos F. Gerald, of course, was president and general manager and H. D. Eaton and William T. Haines were secretary and treasurer respectively.

An inspection trip over the new line was conducted by the Railroad Commissioners on Oct. 8, 1907. They found the road so constructed as to be safe for public travel and issued the required certificate immediately.

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Operations of the Fairfield and Shawmut were very simple.

Schedules were correlated with those of the Waterville and Fairfield Railway (later the Waterville, Fairfield and Oakland) to insure positive connections at Fairfield, and half hour service was provided, the three mile route having a one-way running time of 15 minutes. The fare was a nickel.

Connections were also made at Fairfield with the Benton and Fairfield Railway.

The F&S appears to have been a fairly profitable road. While its earnings were never large, revenues always covered operating expenses and fixed charges and there was a little left over for the surplus account. The track, overhead and equipment were well maintained and the railway was free from any major accidents.

Indications are that some difficulties took place during 1912 and early 1913 for the company failed to file its annual report for the year ended June 30, 1913. The 1914 report reveals that the 1912 surplus balance had been entirely wiped out and that the track and overhead had been reduced in valuation. In addition, Amos F. Gerald was no longer with the company. No reason for these apparent troubles can be ascertained.

Another .13 mile of sidings and turnouts was added in 1909 and during early 1914, a second closed car was added to the roster. Equipment as of June 30, 1915 included two closed cars, one open, two work cars and one snow plow. One of the closed cars was rebuilt in 1920 and in 1921, a 20 foot single truck closed car, built by Briggs in 1894, was purchased second hand from the Waterville, Fairfield and Oakland Railway. A second car of the same type was given to the F&S by the WF&O in 1923.

The railway remained in operation until 1927. On July 1 of that year, the 20 year mortgage bonds issued in 1907 became due and could not be redeemed. The bondholders took over, a receiver was appointed and he immediately sought authority to abandon the road. The necessary permission was soon given and the last cars ran on July 23.

Following abandonment, the entire Fairfield and Shawmut property was sold to the Waterville, Fairfield and Oakland for salvage purposes. All rails and overhead were quickly removed and the rolling stock was junked - except for a single truck closed car and a four wheel snow plow which were taken over by the WF&O.

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THE SOMERSET TRACTION COMPANY

Serving the Kennebec Valley towns of Skowhegan and Madison, the Somerset Traction Company was chartered in perpetuity by the Maine legislature in 1895. The incorporators were Gen. Russell B. Shepherd, Lewis Anderson, Joseph O. Smith, Albert G. Blunt, Joseph P. Oak, Samuel W. Gould and Thomas H. Anderson, all of Skowhegan. Gen. Shepherd was named president of the company and Thomas H. Anderson was treasurer.

The road was capitalized at \$200,000 but only 228 shares of stock, at \$100 par, were issued and outstanding. There was a real estate mortgage of \$75,000 on the property but no bonded indebtedness.

Construction began in 1895 and was suspended in the fall of that year after the entire line had been graded and the track laid for five and one-half miles, about three miles of which was ballasted. Work resumed in the spring of 1896 and on June 5, the Railroad Commissioners granted a certificate of safety for the portion of the road from Water street, Skowhegan, to Hayden brook in Madison, a distance of 5.5 miles. Operation commenced the following day. On Aug. 12, the balance of the route, from Hayden brook to Madison Center and Madison, another six miles, was placed in operation.

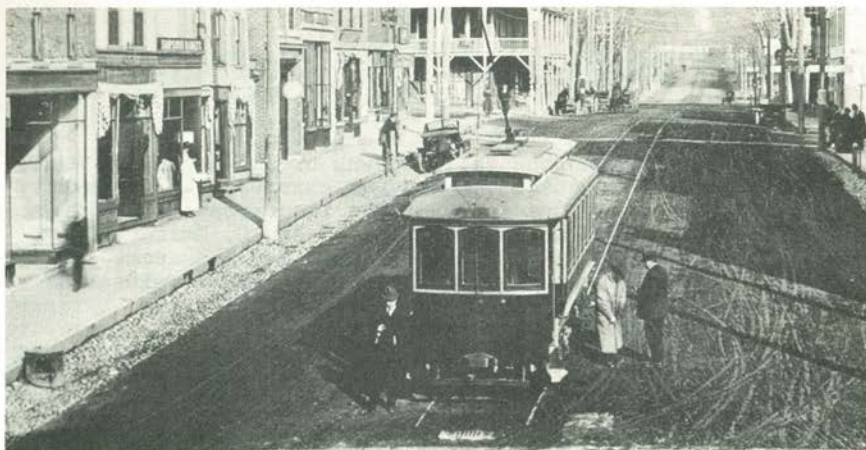
A brief description of the road appeared in the 1896 report of the Maine Railroad Commissioners and read as follows:

"This line, extending from Skowhegan to Madison, was commenced last year and completed during the past season. The rails are laid in the streets of Skowhegan and Madison, but out of the village proper, by the side and in a large part entirely outside of the highway. It is a well built road in all respects, graded with a view to hauling standard railroad freight cars. The track is laid with heavy steel, on good ties and well ballasted. The bridges are substantial wooden structures, built by the company and of ample strength to carry any load that may be put upon them."

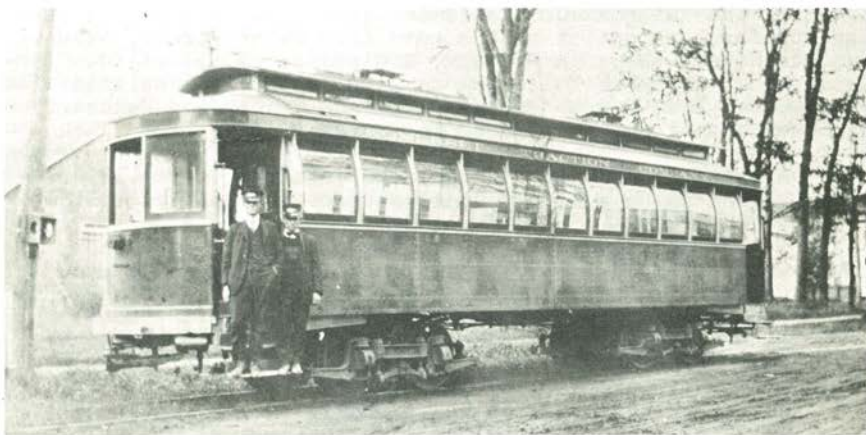
The two bridges referred to in the above quotation were trestles 208 and 272 feet in length, located over Cold brook in Skowhegan and Hayden brook respectively.

A short extension in Madison, from the original terminus near the Congregational church to the post office, .25 mile, was completed and placed in operation on Sept. 24, 1897.

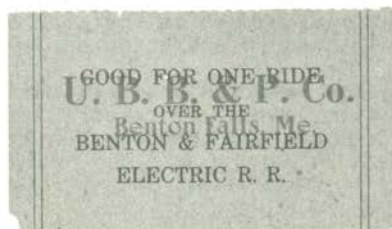
According to the Railroad Commissioners report for 1898, the Somerset Traction Company operated 12 miles of main line plus .23 mile of sidings and turnouts for a total of 12.23 mi. of track.



No. 2 of the Somerset Traction Company at the end of the line on Madison avenue, Skowhegan.



No. 11 of the Somerset Traction after being rebuilt with steel sides. At the time, the car was still without air brakes.



During 1899, the railway acquired a tract of land on the shore of Hayden Lake (also known as Wasserrunset Lake) and began the development of Lakewood Park, a typical summer resort complete with a hotel, outdoor theatre, dance hall and other attractions. A wharf was built on the lake front and a steamboat was purchased to provide cruises around the lake. A short track extension, .20 mile in length, from Madison Center into the park, was completed in 1902. ✓

Operations

Like most New England street railways, the Somerset Traction carried on operations according to the season of the year. ✓

In winter, two cars were used, each making five round trips daily except on Sundays when only four round trips were made. The first car left Skowhegan at 6 in the morning and the last at 7 at night. The running time was one hour.

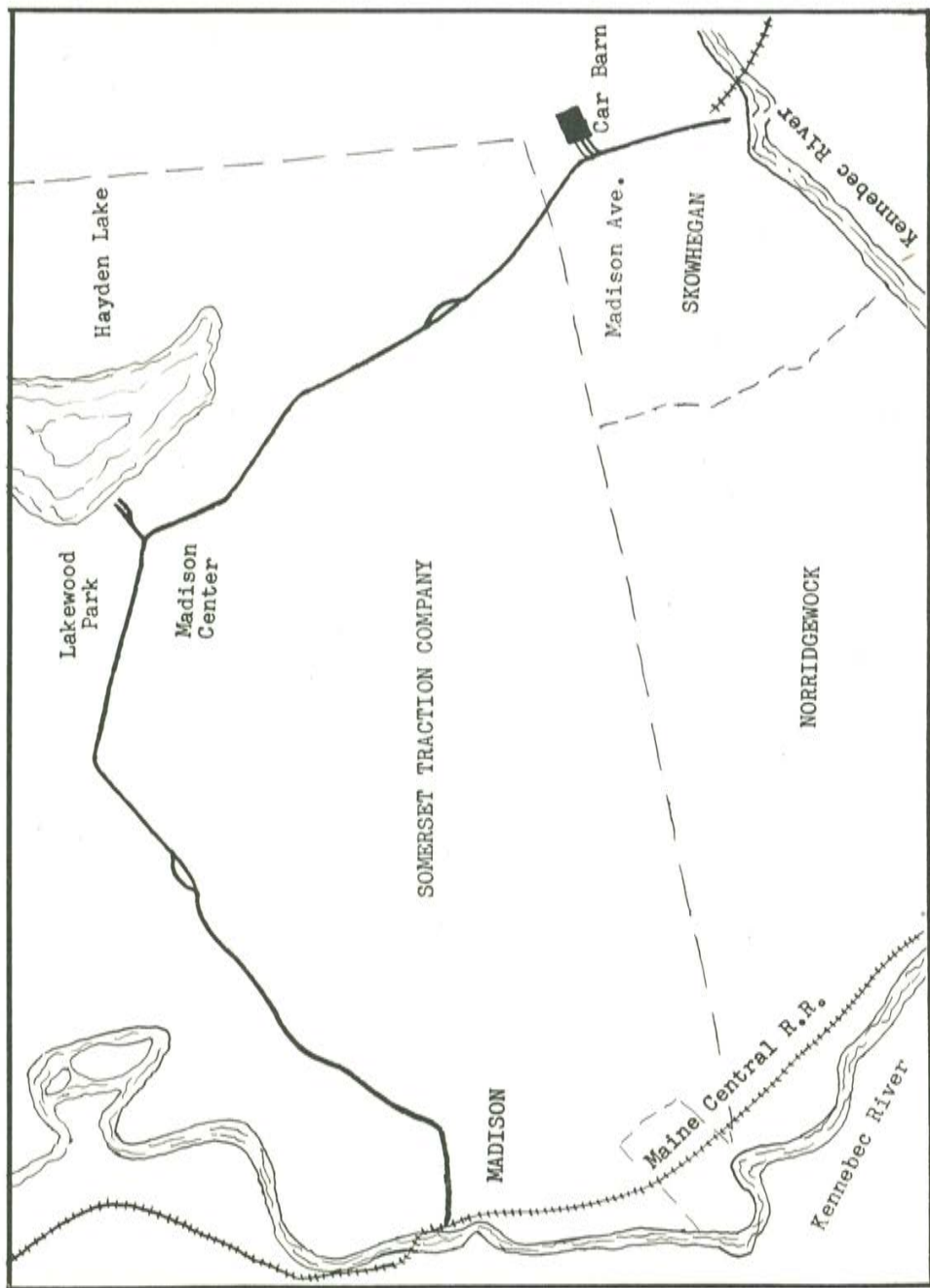
Summer schedules called for three cars, with the first leaving Skowhegan at 5.45 a.m. and the last at 9 p.m. This gave practically hourly service. In addition, there were extra cars from Skowhegan at 6.30 and 7.30 p.m. and from Madison at 7.30 for the accomodation of theatre patrons at Lakewood. Cars ran from Lakewood to both Madison and Skowhegan after the theatre performance ended, after dances and occasionally during intermissions on dance nights. ✓

On special occasions, such as the Fourth of July, service was half-hourly, with nearly every car the company owned being out on the line.

Freight and Express

The Somerset Traction Company intended to haul standard steam railroad freight cars over its line and for this purpose, a siding was extended into the Skowhegan freight yard and a physical connection was effected with the Maine Central Railroad. The expected business failed to develop and the siding was relocated to parallel the steam road iron so freight and express could be transferred directly between railroad and trolley cars. ✓

It is related that the company made quite a business of hauling package freight and at times, the road handled carload lots of various items such as wood, pulp, potatoes, sawed lumber, etc. Considerable baggage was transported, with a combination car making one round trip daily for many years. Mail was



also handled by the railway, usually on the regular passenger cars but occasionally in the combination if the load was heavy.

Fares

The through fare from Skowhegan to Madison was 30 cents, the route being divided into six five cent fare zones. From either terminus to Lakewood, the fare was 15 cents, or 25 cents round trip. For many years, the 25 cent ticket included the admission fee to the park. Forty ride tickets for local travel in Skowhegan and Madison were sold for \$1 and there were other types of special tickets for regular patrons.

Rolling Stock

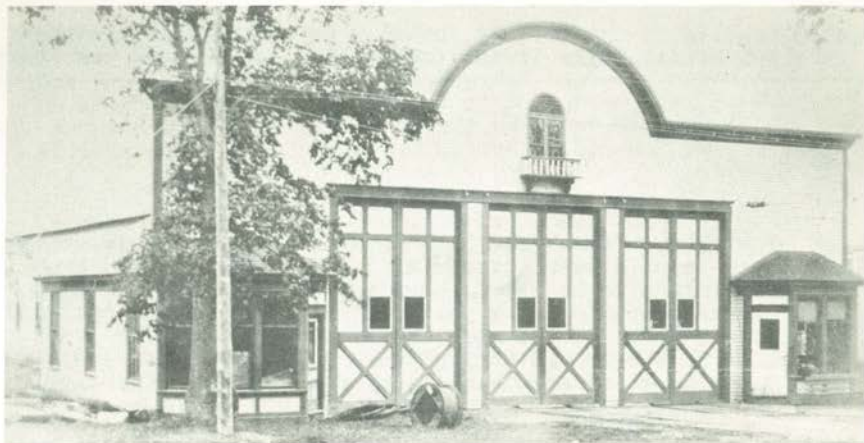
The initial equipment of the Somerset Traction consisted of two single truck closed cars, one single truck passenger-baggage combination, four 10 bench single truck opens and a double truck motor freight car, all built by the Briggs Carriage Company of Amesbury, Mass., and two work cars. A Taunton four wheel snow plow was purchased in the fall of 1896.

The passenger cars and the freight motor were equipped with Peckham trucks and General Electric motors and controllers.

A double truck Duplex convertible was acquired in 1901 and in 1902, a Ruggles rotary plow was purchased. Maine winters are rugged and the little four wheel plow apparently wasn't powerful enough to keep the road clear. It is said that the rotary was sold after being used for only a few seasons. It was slow and stiff and derailed easily - and property owners along the line objected to its use.

The Duplex, when delivered, had open platforms and vestibules had to be added. The car had only two motors, was hard to handle and had poor brakes. At one time, some home-made air brakes were installed but did not work too well. About 1914, two additional motors and a new braking system were installed and steel plates were riveted to the sides of the car, eliminating the convertible feature. The body was insulated so it could be heated in winter.

Another single truck open car and a single truck combination were purchased from the defunct Skowhegan and Norridgewock Railway in 1907. The combine was later used as a work car by the Somerset line.



The Somerset Traction carhouse on Madison Avenue, Skowhegan



The original freight car of the Somerset Traction Company, No. 8, built by Briggs. At the extreme right can be seen the end of the combination car.



Another view of Madison avenue, Skowhegan, shows the Somerset Traction plow, "Miss Skowhegan", the combination car and one of the single truck closed cars. Note the ruins of the building in the left background.

For several years, double truck open cars were rented from the Waterville and Oakland Railway during fair week at Skowhegan. These were brought to the Somerset Traction on flat cars and were returned the same way. Upon at least one occasion, two Somerset Traction opens went to the Waterville and Oakland.

The original motor freight car appears to have disappeared from the scene about 1900 and is believed to have been converted into a flat car. A new motor flat car was built by the company in 1913 and in 1915, a box motor with a steel under-frame was purchased from the Laconia Car Company.

During 1912, the Somerset Traction designed and built at its car barn a new four-wheel snow plow, replacing the old Taunton plow, at a cost of \$1300 without electric equipment. This plow had special ice cutters that could remove high centers between the rails.

Two of the original single truck closed cars were rebuilt for one-man operation about 1922 and a third single truck closed was reportedly purchased at about the same time.

In its final year of operation, the Somerset Traction owned nine passenger and three freight cars, according to the "Electric Traction Pocket List" of March, 1927.

Carhouse and Power Station

The carhouse of the Somerset Traction Company was located on upper Madison street in Skowhegan and was a wooden building with three tracks and a capacity of nine single truck cars. A fourth track at the right of the carhouse was used for shop purposes.

Several additions to the building were constructed at various times and a new machine shop was provided in 1912. The barn was painted in two shades of green and the building remained standing for several years after the railway was discontinued.

Power for the railway was first provided by a hydroelectric plant in Skowhegan but this was not too dependable because of occasional low water in the Kennebec river. During 1904, for example, operations were curtailed for about seven months because of the lack of sufficient power.

In 1912, arrangements were made to purchase power from the Central Maine Power Company and a substation was built near Lakewood Park at a cost of \$8500. This building was of fire-proof construction, with a concrete roof, and was equipped with a 300 Kw. Westinghouse rotary converter, with the latest electrolytic lightning arrestor. The amount of power available

from this substation proved to be ample for every need and the distribution of power midway of line gave much better service on the Madison end and was of great help in keeping the road open during severe snow storms.

During 1916, a 100 Kw. Westinghouse generator was installed in the Central Maine Power Company's Skowhegan station, to be used as required for auxiliary power for the street railway. Prior to this time, one of the old generators from the hydro-electric plant had been used as an auxiliary power source.

Track, Roadway and Overhead

According to the U. S. Street Railway Census for 1907, the Somerset Traction operated 12.2 miles of main track and .48 mile in sidings and turnouts for a total of 12.68 single track miles. There was .75 mile of track on private way and the line was constructed with 40 and 58 pound "T" rail. Overhead construction was 12.08 miles side bracket and .12 mile span wire.

Further details on track, roadway and overhead are contained in the annual inspection reports of the Maine Railroad Commissioners, several of which are quoted in part as follows:

1908 - "The long trestle at Madison has been filled. The trestle near Skowhegan has been partially filled and will be completed another season. 4000 new ties were put in during the year. Three new substantial culverts made of granite and five culverts made of boiler shells have been built during the year. The roadbed and track are in excellent condition."

1909 - "The physical condition of this road was fully reported last year. This past season the trestle at Cold brook has been strengthened by new posts and other timbers. We advise that this trestle be filled in the near future."

1910 - "This company has built during the year a reinforced concrete bridge with steel girders over Cold brook and completed filling the approaches, at a cost of about \$1800. Nine miles of old No. 0 trolley wire has been replaced with No. 00 wire.

Little was done in 1911, only ordinary repairs being made. In 1912, three thousand new ties were laid and .75 mile of No. 0 trolley wire was replaced with new No. 00 wire.

During 1913, a large part of the line was re-ballasted and 4000 new ties were laid. In Madison, for a distance of nearly one-half mile, the track was moved from the side to the center of the highway to facilitate street improvements by the town. In making this change, all new material was used. At Lakewood, a new siding and loading platform for freight was built, a new passenger and freight station erected and the wharf rebuilt.

Activities in 1914 included the installation of 2500 new ties and the installation of a third track at the carhouse.

During the 11 months from Nov. 30, 1914 to Nov. 1, 1915, 2000 ties were replaced and about a quarter mile of track was relaid with 67(?) pound rail. A ballast pit one mile west of Madison was acquired. In 1916, 2500 new ties were installed and one half mile of track was re-ballasted.

In 1920, the Public Utilities Commission reported on the Somerset Traction as follows:

"The grass, weeds and bushes on private right of way have not been all cut. During the year, there have been 53 tons of old 40 lb. rails relaid, 300 new rail joints used, 3632 new cross ties used, 1200 feet new switch ties used, 1½ miles gravel and sand ballast used and two 10 inch metal culverts installed."

Inspection reports subsequent to 1920 were not available at the time of this writing.

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There were comparatively few accidents on the road. One man lost a leg in the early days. A head-on collision killed one motorman. One young woman was thrown from a sleigh or wagon when the horse shied. She landed between the rails and a car passed over her, cutting off a portion of her hair where it lay on the track. The woman was otherwise uninjured. ✓

A high tension transmission line crossed the tracks. One clear summer day, this was struck by lightning several miles from Skowhegan. The charge jumped to the trolley wire and entered a car that happened to be passing at the right second. One or both motors were burned out.

No history of the Somerset Traction would be complete without a mention of Herbert L. Sweet. He became associated with the company around 1900 and served as assistant manager, superintendent and general manager before acquiring control of the road in the early 'twenties.

Abandonment

After many years of prosperity, the Somerset Traction Company began a gradual decline in the early 'twenties as improved roads between Skowhegan and Madison resulted in steadily increasing automobile competition. The last trolleys ran in May, 1928 and the rails were promptly torn up. Several car bodies were sold to private parties and the rest of the equipment was scrapped. ✓

Lakewood Park, founded by the Somerset Traction, continues to operate to this day and is the site of one of Maine's outstanding summer theatres.

THE SKOWHEGAN AND NORRIDGEWOCK RAILWAY

One of the shortest-lived of New England's many street railway lines was the Skowhegan and Norridgewock Railway and Power Company which operated only nine years - from 1894 to 1903.

It was on Aug. 7, 1894 that the articles of association of the Skowhegan and Norridgewock were filed with the Railroad Commissioners for their approval. Two of the incorporators of the company were Amos F. Gerald of Fairfield and I. C. Libby of Waterville.

The articles of association were approved Aug. 15, 1894 and formal organization of the company followed on Aug. 28. W. H. Wildes of Skowhegan was named chairman of the board of directors and president of the company while I. C. Libby became treasurer and Amos F. Gerald, general manager.

Construction began immediately, the work being done under contract by the Worcester Construction Company of Worcester, Mass. and the road was completed early in October. A certificate of safety for the 5.75 miles of track was given by the Railroad Commissioners on Oct. 13 and operation began the following day.

The route began on Main street in Skowhegan, crossed the tracks of the Maine Central Railroad near the Skowhegan depot and followed the county road to the MCRR (then the Somerset Railway) station in Norridgewock Village. Forty pound T rail was used and the overhead construction was .75 mile span wire and five miles side bracket. There were two wooden trestles, with a total length of 100 feet.

A two track carhouse, with a capacity of six cars, was located in Norridgewock. There is little information about the power plant except that it had a generator of 110 h.p. capacity driven by "hired steam power".

The initial rolling stock consisted of two 10 bench single truck open and two single truck combination passenger-baggage cars, built by Jackson and Sharp, and one home-made snow plow. A third single truck open, also built by Jackson and Sharp, was added in 1895.

On Dec. 2, 1896, the S&N was granted permission to build two extensions in Skowhegan, one to connect with a spur track of the Maine Central Railroad and the other to extend to the mill of the Skowhegan Pulp Company. It was proposed to haul freight between the railroad and the pulp mill. However, for some reason, the extensions were never built.

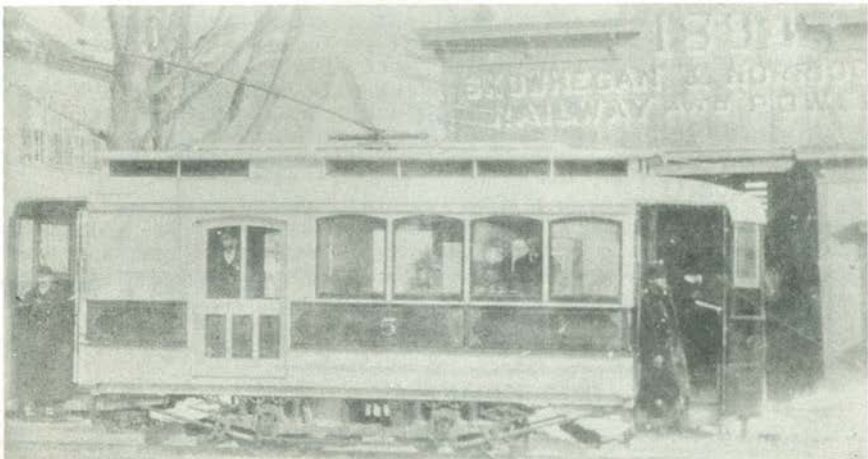
Equipment owned by the Skowhegan and Norridgewock in 1896 included the two single truck combinations, three single truck open cars, two work cars and one snow plow. The road had only six Westinghouse motors and it was necessary to shift them from the open cars to the combines and snow plow in the fall and back to the opens in the spring.

During 1898, the S&N purchased a plot of woodland midway between Skowhegan and Norridgewock and created a picnic grove known as "The Pines". It was hoped this park would stimulate pleasure riding on the trolleys during the summer months. Various improvements were made from time to time, a total of more than \$2000 being invested in the resort, but it never lived up to expectations.

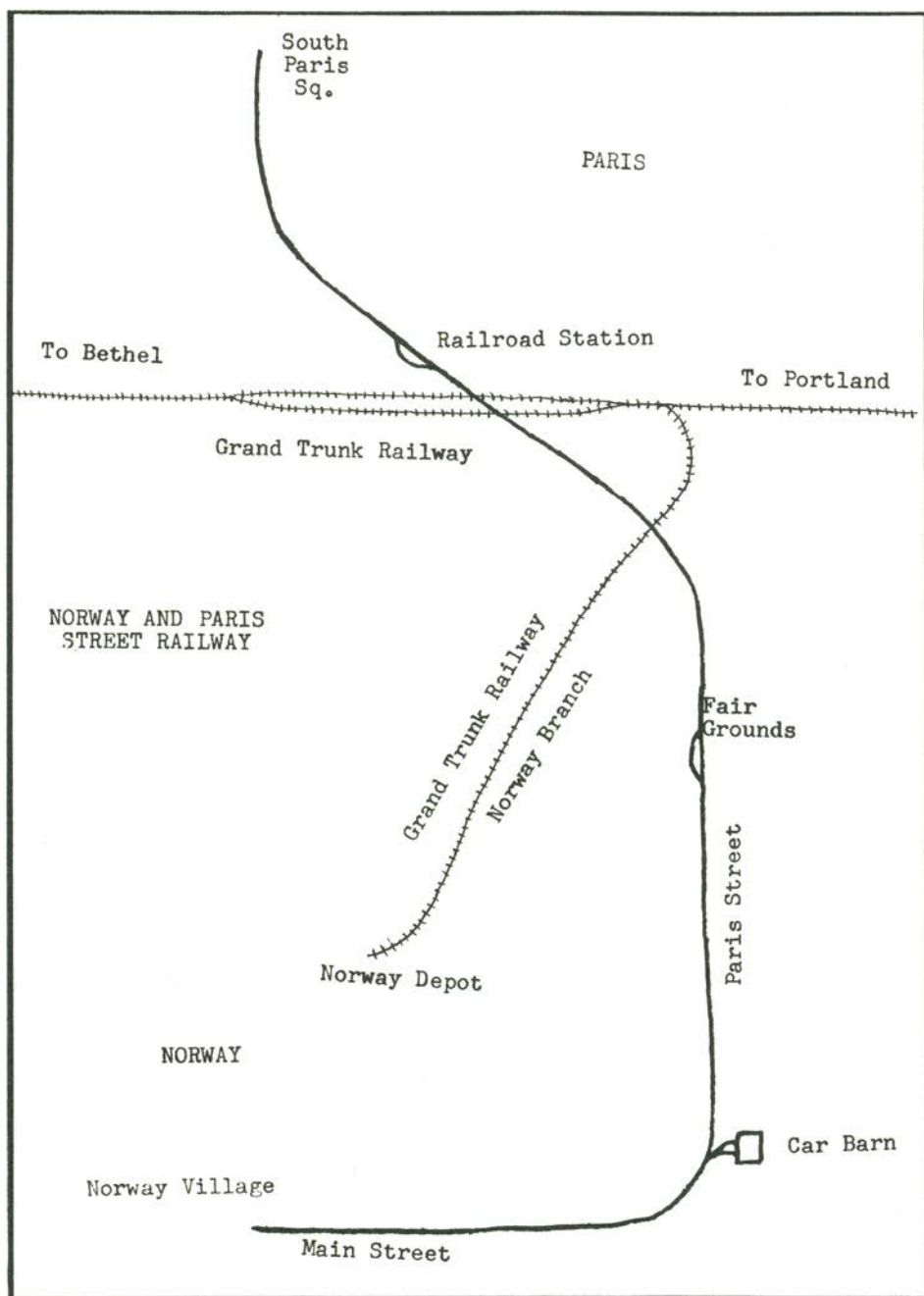
There is some evidence that an attempt was made to start a freight business over the line in 1901 for the equipment report for 1902 lists a platform freight car and revenues for the year included \$317.40 from carrying express and parcels. Most of this was undoubtedly handled in the combination cars.

The Skowhegan and Norridgewock was not a profitable line. In 1896, there was an operating deficit of \$694.29 and in 1897, the road ended the fiscal year with a profit of only \$5.23. The operating deficit on June 30, 1898 was \$3254.74 and on June 30, 1899, \$3716.30. The total accrued deficit as of that date was \$57,464.22. It is not surprising that the road operated at a loss because gross earnings were seldom much more than \$4000 - and the annual fixed charges alone were \$3000.

Obviously, the road could not continue operation under such circumstances and in 1903, with a total deficit of \$66,593.48 on the books, service was temporarily suspended. Attempts were made to reorganize the company but they were unsuccessful and the line was permanently abandoned in 1906. The cars were sold and the railway was dismantled.



The only known photo of a Skowhegan & Norridgewock car, in front of the S&N barn in Norridgewock. No. 5 was later sold to the Somerset Traction Company.



THE NORWAY AND PARIS STREET RAILWAY

Maine's shortest trolley line was the Norway and Paris Street Railway which, from 1895 to 1918, connected South Paris, the seat of Oxford County, with the neighboring town of Norway, a little more than two miles away.

Chartered on Nov. 14, 1894 under the provisions of Chapter 268 of the Public Laws of 1893, the Norway and Paris had been organized on April 25th of that year by George L. Beal and Freeland Howe, both of Norway; George E. Macomber, J. Manchester Haynes, John F. Hill and Orville Baker, all of Augusta, and Herbert L. Shepherd of Rockport.

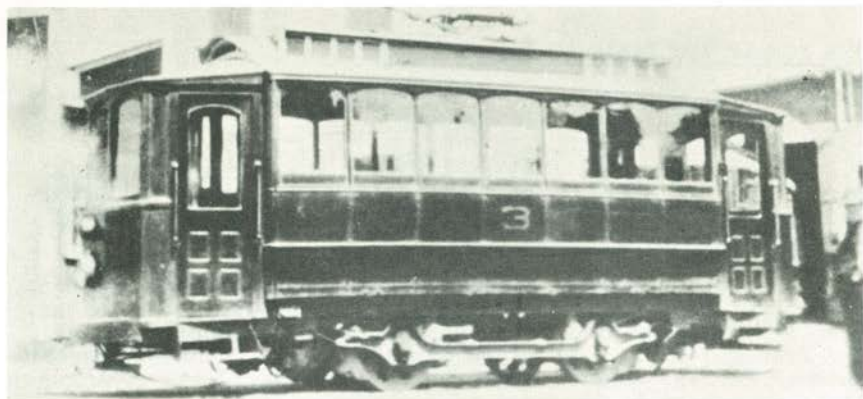
At the same time, Messrs. Macomber, Haynes and Shepherd were directors of the Rockland, Thomaston and Camden Street Railway and Macomber, Haynes and Hill were on the directorate of the Augusta, Hallowell and Gardiner Railroad, later absorbed into the extensive Lewiston, Augusta and Waterville system.

The new company was capitalized at \$10,000 (later increased to \$25,000) and its first officials included Freeland Howe, president; H. L. Shepherd, treasurer, and John F. Hill, clerk of corporation. Directors included the three officers and the other incorporators of the road.

The proposed route of the Norway and Paris, approved by the Railroad Commissioners on Jan. 1, 1895, began at Pleasant and Main streets in Norway, continued through Main street to Paris street and ran along Paris street, first on the left and then on the right side of the road, to South Paris Square, terminating opposite the old Andrews hotel. There were to be two grade crossings of the Grand Trunk Railway; one across the Norway branch on Paris street, near the Norway-Paris town line, and the second across the Grand Trunk's main line, near the South Paris depot.

Construction began in the late spring of 1895, the work being done by a contractor. Forty-five pound T rail was used in building the 2.13 mile line and the overhead was of both side bracket and span wire suspension, there being 1.07 mile of the former and 1.06 mile of the latter. A turnout was provided near the Agricultural building at the Oxford County Fair grounds in South Paris.

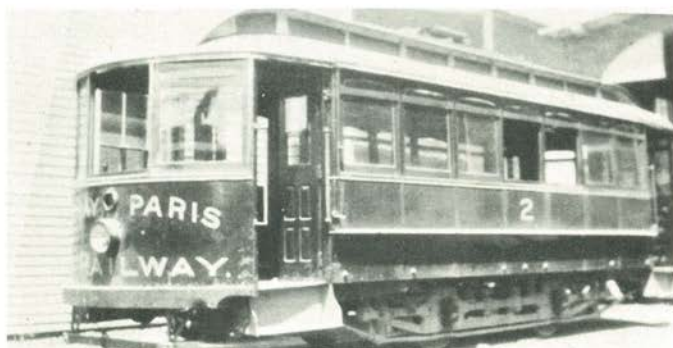
A two track brick carhouse, with a wooden office building adjoining, was erected on Paris street, Norway, and four single truck passenger cars - two open and two closed - were purchased. Arrangements were made to purchase power from the Norway Electric Light Company which operated a combination steam and



No. 3 of the Norway and Paris at the Norway carhouse. It is believed No. 3 was a rebuilt horsecar.



The second No. 2 of the Norway and Paris in South Paris Square about 1915.



The original No. 2 of the Norway & Paris at the Norway carhouse. It is believed this car was sold to the Augusta, Hallowell and Gardiner Railroad. Photo from Charles C. Holt

hydroelectric plant.

The total cost of construction of the Norway and Paris was \$43,000 - covered by the \$25,000 in capital stock and the issuance of \$18,000 in 20 year five percent gold mortgage bonds on Jan. 1, 1896. The Union Safe Deposit and Trust Company of Portland was trustee of the mortgage.

Operations

With construction nearly completed in late June, the management made plans to commence operations as soon as possible and on June 28, the Railroad Commissioners issued a certificate of safety for the trackage from Norway Village to the South Paris depot. Regular service began July 1, with M. W. Sampson of Norway and Frank A. Taylor of South Paris, conductors, and John D. Cole of Norway and C. F. Penley of South Paris, motor-men, as the first crews. F. B. Lee was general manager and superintendent of the railway.

The certificate of safety for the balance of the line - from South Paris depot to South Paris Square - was received on Aug. 2 and through operation between Norway Village and South Paris Square began the following day.

Under the schedules set up by the company, cars left the head of Main street, Norway, on the hour and half hour and from South Paris Square at quarter past and quarter of the hour. A five cent fare was charged and the running time was about 15 minutes.

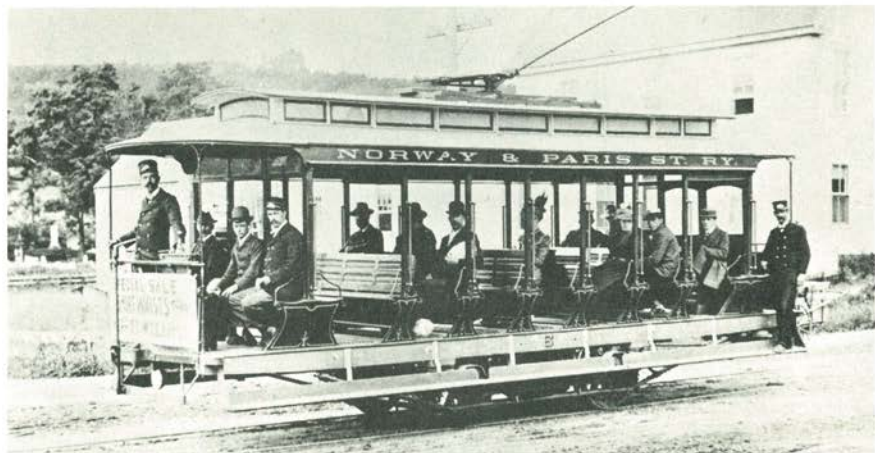
One car was enough to maintain base service on the line, with two or three cars being placed in operation during Oxford County Fair week in the fall. The U. S. Mail was carried from the South Paris depot to the Norway post office and, in addition, the N&P carried on a small package and express business. In later years, a second turnout was built near the South Paris depot.

Several attractions were offered by the railway to induce patronage of the trolleys. On a warm evening in June, 1896, a small orchestra rode aboard one of the cars and in 1897, the company purchased a pine grove about midway between the two towns and created "Electra Park", later renamed "Central Park". This area contained an outdoor theatre with seats for several hundred people, a croquet lot, an electric fountain with colored lights and refreshment stands. In later years, motion picture shows were presented at the theatre.

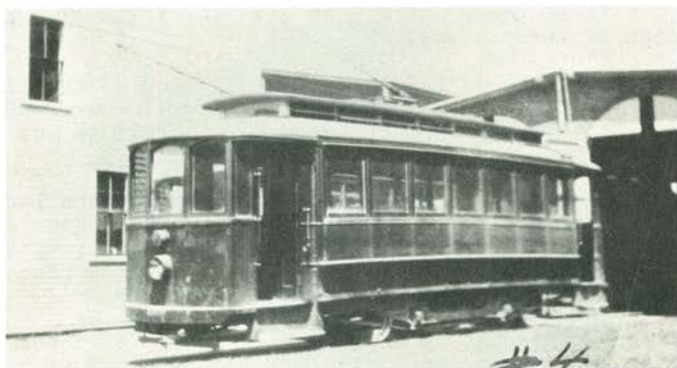
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No. 6 of the Norway and Paris near the carhouse in Norway.



No. 4 of the Norway and Paris at the Norway carhouse. Photo from Charles C. Holt



One of the 10 bench Briggs opens of the Norway and Paris near the end of the line in Norway Village. Photo from C. L. Smith

Rolling Stock

The original passenger equipment of the Norway and Paris Street Railway consisted of two 10 bench open and two 20 foot closed single truck cars, believed to have been built by the Briggs Carriage Company of Amesbury, Mass. The closed cars were numbered 3 and 4 and the open cars, 5 and 6.

There were only four motors and they were placed under the open cars in summer and under the closed cars during other seasons of the year. The trucks, of Bemis manufacture, may also have been exchanged between the two types of cars.

Pictorial evidence indicates that No. 3 may have been a former horsecar rebuilt for electric service as its roof type was characteristic of horsecar construction.

Closed cars were painted pullman green and the open cars were yellow in color.

A third closed car was purchased in 1900. This was No. 2 and was of the 20 foot box type, with a steam coach roof and equipped with a Peckham truck. It was on the property only a few months, subsequently being sold to the Augusta, Hallowell and Gardiner Railroad.

During 1907, a single truck passenger-baggage combination, No. 7, built by Briggs, was acquired from the Rockland, Thomaston and Camden Street Railway. Later, one of the original closed cars was retired and a second No. 2- this a single truck closed car with home-built vestibules - was purchased from an unknown source.

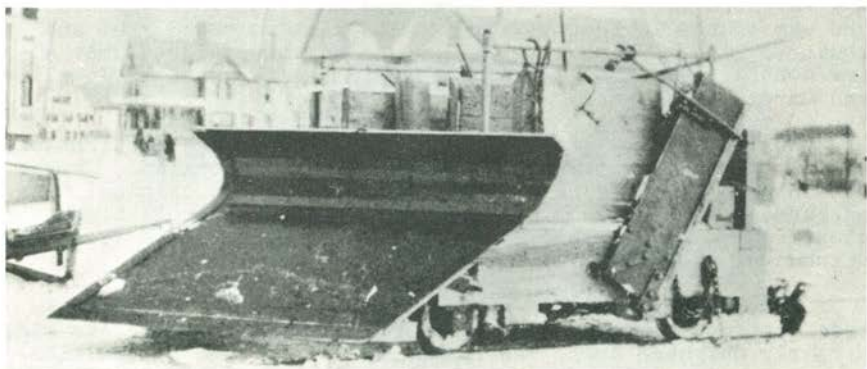
For snow fighting in winter there was a four wheel home-made contraption with a nose plow mounted on one end. This rig, properly weighted down, was pushed by one or both of the closed cars when necessary to clear the line and oldtimers relate that it frequently derailed. Also, there was no place to turn it around.

Power

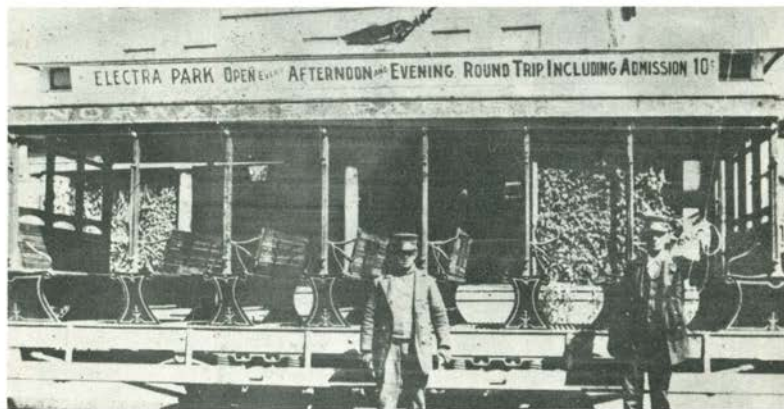
The equipment at the power station of the Norway Electric Light Company, later the Oxford Light Company, consisted of one 75 Kw. Thomson-Houston 600 volt d.c. generator belted to a jack shaft driven by either a water wheel or steam engine. An 1100 volt 60 cycle alternator was belted to the same jack shaft that drove the railway generator. A second alternator was driven by a Corliss steam engine.



A fine view of the carhouse and office of the Norway and Paris St. Ry. in Norway. Photo from Ernest R. Rowe.



The home-built snow plow of the Norway and Paris Street Railway at the car barn. Plow was pushed by one or two closed passenger cars. Photo from Ernest R. Rowe



A sign advertising Electra Park is carried on the roof of one of the 10 bench opens of the Norway and Paris St. Ry. Photo at South Paris.

In addition to the Norway plant, there was a small hydro-electric station, owned by the Maine Power Company, at South Paris. This station was equipped with a 75 Kw. 600 volt d.c. generator and a small alternator, both driven by a water wheel through a single jack shaft.

The alternators at the Norway and South Paris plants were used to provide electricity for house lighting in the two towns.

Financial and Corporate

During its first year of operation, the Norway and Paris carried 177,102 passengers who paid fares totalling \$8103.93. Operating expenses were \$4445.51, leaving a net operating income of \$3658.42. Miscellaneous revenues were \$202.71, producing a gross income above operating expenses of \$3861.13. From this were deducted an advance of \$2136.77 to the building contractor and a five percent dividend on the common stock, leaving a surplus of \$474.36.

Operations in 1897 and early 1898 were also profitable but for the year ended June 30, 1899, there was a deficit of \$943.21. From then on, the railway followed a pattern of having a deficit one year and a profit the next - neither very large and about balancing each other out as time passed.

F. B. Lee was succeeded by W. J. Jones of Norway as general manager and superintendent in 1900 and in 1903, Mr. Jones was replaced by H. B. Young. Mr. Young remained with the railway until its abandonment.

The Norway Electric Light Company, owned by the same parties as the Norway and Paris, changed its name to the Oxford Light Company on Feb. 3, 1897 and on Dec. 27, 1904, the lighting company was merged with the street railway. The latter increased its capitalization to \$50,000 and floated a second mortgage of \$20,000, due in 1925. In addition, it assumed the \$80,000 funded debt of the Oxford Light Company.

Freeland Howe, president and one of the founders of the Norway and Paris, died in 1912 and was succeeded in the presidency by the late Guy P. Gannett, owner of a chain of newspapers in the Pine Tree State. During the following year, the railway came under the control of the Central Maine Power Company and Maynard S. Bird of Rockland was named president. William T. Cobb, also of Rockland, became president in 1915.

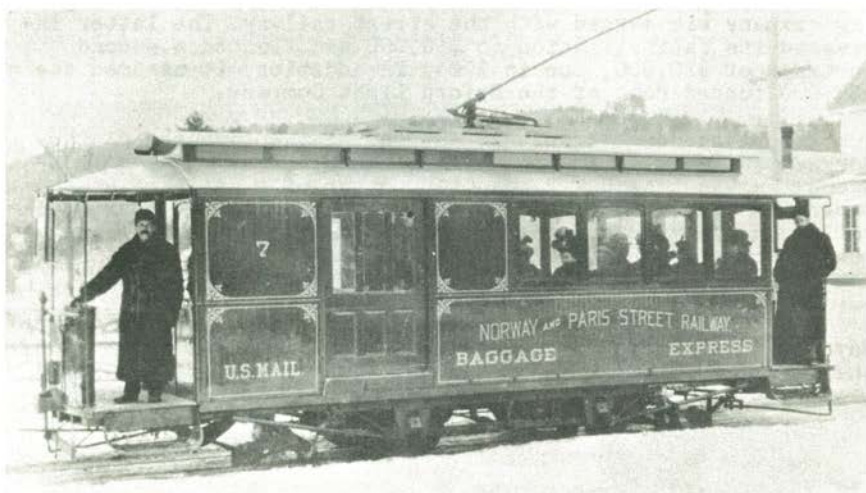
The Norway and Paris absorbed the Maine Power Company on May 29, 1914 and 18 months later, on Jan. 6, 1916, the name of the Norway and Paris Street Railway was changed to the Oxford Electric Company.

The new management immediately undertook the task of rehabilitating the railway to bring it up to the standards of the other traction properties of the Central Maine Power Company. During 1915, nine hundred feet of the original 45 pound rail was replaced with 70 pound steel and 600 new ties were installed. A 15 by 60 foot addition to the carhouse, for the storage of electrical supplies, was constructed. In 1916, 2482 feet of track were relaid with new 70 pound rail and 986 new ties were installed. Additional improvements were carried out in 1917 - and plans were made to acquire new rolling stock for the line. Unfortunately, this never came to pass.

Abandonment

The rise in prices which accompanied World War I had its effect on the Norway and Paris. Operating expenses increased rapidly without a corresponding boost in revenues. But the railway might have kept on had it not been for the winter of 1917-18 when trolley service was suspended for several months because of deep snow blocking the tracks. Operation resumed in the spring but the cars ran only a short time thereafter, abandonment taking place on Oct. 5, 1918. The decision to discontinue railway service was apparently made to avoid losses which would have to be charged against the profitable electricity business.

Attempts were made to induce the Oxford Electric Company to resume trolley operation in the spring of 1919 but the Central Maine vetoed the idea. During the summer, the rails were torn up, the overhead was removed and the cars were junked. So far as Norway and Paris were concerned, the electric railway was a thing of the past.



No. 7 of the Norway and Paris near the Norway carhouse. Trolley was originally No. 12 of the Rockland, Thomaston and Camden St. Ry.

THE FRYEBURG HORSE RAILROAD

The last horsecar line in New England.

That is the distinction held by the Fryeburg Horse Railroad which was abandoned in the fall of 1913 after providing service for nearly 25 years over its three mile route in western Maine.

The Fryeburg Horse Railroad Company was chartered on March 3, 1887 and on July 16th of that year, was granted a 20 year municipal franchise to build from the Maine Central Railroad in Fryeburg, past the West Oxford Agricultural Fair grounds, to a resort known as Martha's Grove.

Light steel rail, laid on wooden stringers, was used in building the road, which cost about \$6500 to construct. Another \$800 or so was invested in rolling stock, practically all of which was purchased second-hand from the Portland Railroad Company.

Operation began in 1889, with cars running during the summer season only. Only one car, drawn by one horse, was used at a time and the driver doubled as conductor. For these duties, he was paid the princely sum of \$25 per annum. It cost more to take care of the horse!

Around 1892, Martha's Grove was acquired by the Chautauqua Association as a site for its annual summer meeting. This meant a little more revenue for the horse railroad and the company started to spend some money to straighten the track and replace the old wooden stringers with ties. Eventually, the greater part of the line was rebuilt with heavier rail and new ties and some new cars were purchased.

According to the 1896 report of the Railroad Commissioners, the Fryeburg Horse Railroad in that year owned three closed cars and one open. Since the line was a summer proposition, it would seem that there should have been more opens than closed cars. Only one horse was owned by the company and when more than one car had to be operated, additional hayburners could always be hired at a local livery stable.

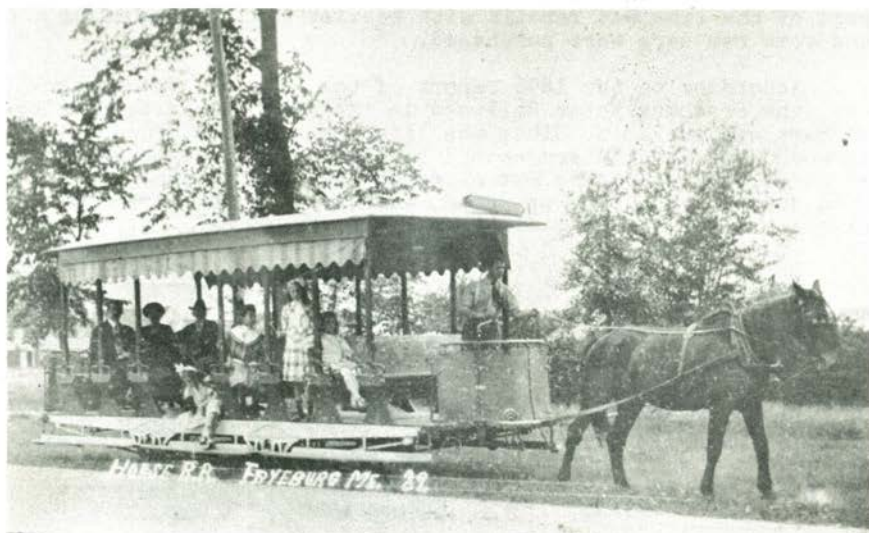
Permission to electrify its line was granted to the Fryeburg Horse Railroad in 1897 but with a total income of \$600 or \$700 a year, there was no money for such an extensive undertaking. Neither was there any money to build proposed extensions from Fryeburg to Lovell and to Cornish.

Two more open cars were purchased in 1902 at a cost of \$112.38 and during that same year, Seth W. Fife of Fryeburg, who had been superintendent of the road since its opening, was succeeded by A. Crosby Kennett of Conway, N.H.

Up until 1902, the company had no car barn but in that year, the sum of \$87.75 was spent for a shed where the horsecars could be stored. At this time, there were three closed and three open cars on the roster and the line was being operated four months annually - from June 1 to Oct. 1.

The 1907 report of the Railroad Commissioners mentions that the line was being operated by one Frank L. Meserve. Under an oral agreement with the company, he received all revenues and paid all costs of operation and kept what money remained. Very little was spent on maintaining the road and in 1910, the Railroad Commissioners commented that new ties and ballast were greatly needed.

By 1913, one of the closed cars had been discarded. Meserve was no longer operating the line and Mr. Fife was back in his old post as superintendent. There were no more Chautauqua meetings at Martha's Grove and there wasn't enough local business to make continued operation worthwhile. The summer of 1913 was the last and the tracks were torn up in the following year.



Union Station on the destination sign betrays the Portland Railroad origin of this open car of the Fryeburg Horse Railroad. A young college student is apparently driving this pre 20th century version of rapid transit. Photo from Edward D. Leavitt

PROPOSED LINES

There were as many, if not more, proposed-but-never-built trolley lines in Maine as there were actual operating companies. Many of them were organized to construct connecting links between the major systems and the isolated roads; others were to have provided additional connections between the major systems themselves while still others sought to extend into and serve areas where there was no existing form of rail transportation.

Among the earliest was the Belfast Street Railway, incorporated on March 11, 1891 to build from the Belfast post office to the camp ground in Northport, a distance of three miles. The route was approved by the Railroad Commissioners on Nov. 10th of that year - and no more was heard from that company.

There was talk of an electric railway on Peaks Island, in Portland Harbor, as early as 1888. The Peaks Island Railroad was organized in 1890 and in 1891, a corporation known as the Zig-Zag Railroad was formed for the same purpose. The Peaks Island Electric Railway was organized in 1900 but its petition for a charter was denied on the grounds that the company had not met all the legal requirements. The island never had its street railway and perhaps it was just as well.

Early in 1897, the Oxford Central Electric Railroad was organized to build from Norway through Waterford, Albany and Stoneham to East Stoneham and from Waterford to South Waterford, a total of 21 miles. Locations were granted in August and work of grading the roadbed began immediately. Construction was soon suspended due to financial difficulties and the line was never completed.

There was the Saco River Electric Railroad, organized in 1897 to build from Saco through Buxton to Bonny Eagle in the town of Standish. The company's charter was extended several times and finally the Railroad Commissioners said "No More!" The Biddeford Pool Electric Railroad, chartered in 1902, never constructed a foot of track on its proposed route from Biddeford to Biddeford Pool.

(More complete information on the Saco River Electric Railroad and the Biddeford Pool Electric Railroad appear in the history of the Biddeford and Saco Railroad, published by the Electric Railway Historical Society of Chicago, Ill.)

Way down east, the Cherryfield and Milbridge Street Railway was organized in 1895 to build from a connection with the Washington County Railroad in Cherryfield, along the bank of the Narraguagus river, to the steamboat wharf in Milbridge.

The York County Electric Railroad was organized Oct. 20, 1899 to build over a circuitous 25 mile route extending from Saco through Dayton, Lyman, Goodwin's Mills, Hollis and Limerick and a short time later, the York County Central Electric Railroad was formed by a different group to construct an 11 mile line between Waterboro and Limerick.

Because the route of the York County Electric specified two grade crossings with the Boston and Maine Railroad, the Railroad Commissioners ruled that public convenience did not require the building of the line. On the other hand, the Commissioners did approve the plans of the York County Central on Jan. 6, 1900. Nothing further was done until 1904 when the charter was revived - and that was the end.

Piscataquis County in north-central Maine was the locale of the Kineo Street Railway, organized Feb. 22, 1902, to build from Squaw Mountain Township to the town of Greenville, a distance of three miles.

Amos F. Gerald of Waterville and Fairfield and Waterville and Oakland fame was one of the promoters of the Lincoln County Street Railway, organized Feb. 18, 1902 to build in the towns of Wiscasset, Edgecomb, Boothbay and Boothbay Harbor.

One of the most ambitious projects was that of the Maine and New Hampshire Railway, organized May 9, 1902. This company, of which A. Crosby Kennett, superintendent of the Fryeburg Horse Railroad, was one of the incorporators, proposed a 90 mile route meandering all over parts of York, Cumberland and Oxford Counties. A description of its proposed line, as printed in the Railroad Commissioners' report for 1902, read as follows:

"Commencing at or near the Mount Cutler House in the village of Hiram, thence through the town of Hiram in the county of Oxford, the towns of Baldwin and Standish in the county of Cumberland, the towns of Cornish, Limington, Hollis and Dayton in the county of York, to some point on Alfred street in the city of Biddeford in said county of York; also from some point in the line aforesaid in the town of Limington or Hollis into and through the towns of Limerick, Waterborough, Newfield, Shapleigh and Acton, all in the county of York, to the New Hampshire state line; also from Cornish, through Cornish, to and through Parsonfield to said state line; also from some point in the line first above described in the town of Limington in said county of York, into and through the town of Standish to a point on Sebago Lake in said county of Cumberland; thence in and through the towns of Standish and Gorham to a point in the town of Windham near the Westbrook, Windham and Naples Railway."

It is presumed that the company would have sought to effect a connection with the Westbrook, Windham and Naples, then a part of the Portland Railroad system, to provide a direct route from Portland to Sebago Lake.

A 35 mile route was proposed by the Eastern Traction Company, organized Nov. 19, 1903 to build from Bangor through Herman, Levant, Carmel, Corinth, Stetson, Exeter and Garland to the town of Dexter.

The Mount Desert Transit Company came into being in December 1906 and proposed a 40 mile system extending from Ellsworth to Bar Harbor, Northeast Harbor and Southwest Harbor, all popular summer resorts then as today.

There was the Rumford Falls and Bethel Street Railway, organized in 1907 to build in Mexico, Rumford, Hanover, Newry and Bethel. At Rumford Falls, this line would connect with a proposed line to Turner - and from Turner, it was but a short run into Lewiston via the existing Auburn and Turner Railroad, latter a part of the Lewiston, Augusta and Waterville system.

Promoters of the Portland, Gray and Lewiston Railroad (latter the Portland-Lewiston Interurban) organized the Portland and Northern Railroad Company on March 28, 1907 to build from Portland, through Westbrook, to Windham, Raymond, Casco, Naples and Bridgton, a distance of 40 miles.

The York and Oxford Railway was formed that same year as more or less a reincarnation of the once-proposed Maine and New Hampshire Railway. This route would have extended from Springvale, at the terminus of the Atlantic Shore Line Railway, through Shapleigh, Acton, Newfield, Limerick, Parsonfield and Cornish in York County; Porter and Hiram in Oxford County and Baldwin in Cumberland County to Bridgton Junction in Hiram.

Among other lines proposed at various times were routes from Mechanic Falls to Norway, linking the Norway and Paris and the Lewiston, Augusta and Waterville Street Railways; from Camden to Belfast and Bangor, connecting the Rockland, Thomaston and Camden Street Railway with the Bangor Railway and Electric Company; from Benton to Bangor, from Fairfield to Skowhegan, from Topsham to Gardiner and from Augusta to Warren.

It's probably for the best that none of the foregoing lines ever advanced beyond the proposed stage. Why? Just look at a map of Maine and then check the population figures of some of the towns and villages which these roads would have served. The answer will be obvious.

ELECTRIC RAILWAYS OF MAINE

1915

<u>Company</u>	<u>Towns and Cities Served</u>	<u>Miles</u>
Androscoggin Electric Company (Portland-Lewiston Interurban)	Portland to Lewiston	29.80
Aroostook Valley Railroad	Presque Isle to Washburn and Caribou and Washburn Jct. to New Sweden	31.99
Atlantic Shore Railway	Biddeford, Kennebunkport, Kennebunk, Cape Porpoise, Sanford, Springvale, Wells, Ogunquit, York, York Beach, Kittery, Eliot, South Berwick, Me. and Dover, N.H.	90.40
Bangor Railway and Electric Company	Bangor, Brewer, Oldtown, Orono, Hampden, Charlestown and Winterport	57.10
Benton and Fairfield Ry.	Fairfield Village to Benton Falls	4.12
Biddeford and Saco Railroad	Biddeford, Saco and Old Orchard Beach	7.61
Calais Street Railway	Calais, Me. and St. Stephen, N. H.	7.00
Cumberland County Power and Light Company (Portland Railroad)	Portland, South Portland, Scarborough, Old Orchard, Saco, Westbrook, Gorham, South Windham, Cape Elizabeth, Falmouth, Cumberland and Yarmouth	82.88
Fairfield and Shawmut Railway	Fairfield Village to Shawmut	3.10
Fryeburg Horse Railroad (Abandoned 1914)	Fryeburg Village to Chautauqua Grounds	3.00
Lewiston, Augusta and Waterville St. Ry.	Lewiston, Auburn, Augusta, Waterville, Bath, Brunswick, Freeport, Yarmouth, Topsham, Lisbon, Minot, Mechanic Falls, Turner, Webster, Litchfield, Wales, South Monmouth, Gardiner, Farmingdale, Hallowell, Manchester, Winthrop, Chelsea (Togus), Vassalboro and Winslow.	152.90
Norway and Paris Street Railway	Norway to South Paris	2.13
Rockland, South Thomaston and St. George St. Railway	From Rockland to Crescent Beach	5.71
Rockland, Thomaston and Camden Street Railway	Rockland, Rockport, Camden, Thomaston and Warren.	21.47
Skowhegan and Norridgewock Railway (Abd. 1904)	Skowhegan to Norridgewock.	5.75
Somerset Traction Company	Skowhegan to Madison	12.20
Waterville, Fairfield and Oakland Railway	Waterville, Fairfield and Oakland	10.24
<u>Total Street Railway Mileage - 1915</u>		518.63
<u>Total Passengers Carried - 1915</u>		57,422,739
<u>Total Operating Revenues - 1915</u>		\$3,066,924