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Portland-Lewiston Interurban: a history of the finest electric interurban railway to run in the State of Maine

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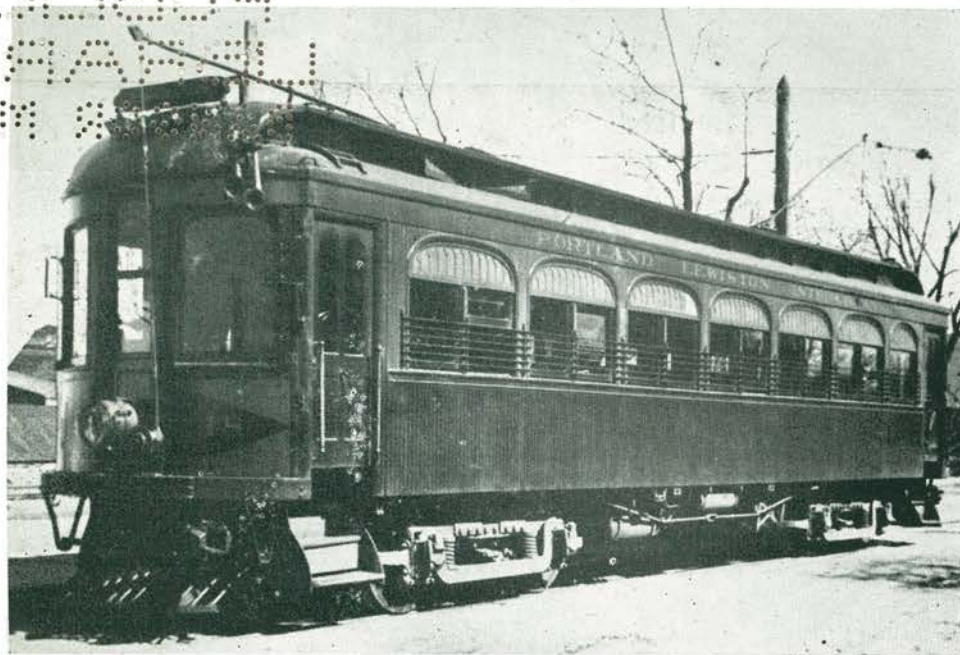


Portland-Lewiston Interurban

A History of the Finest
Electric Interurban Railway
to run in the state of Maine.

By O. R. CUMMINGS





PORTLAND-LEWISTON INTERURBAN car No. 18 as it looked in later years with orange paint on the front dash to promote better visibility at night. This view of the "Azalea" was taken at Deering Junction.—[Photo by Harold D. Forsyth.

Transportation

Volume 10

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This is our 10th year of historical publications about railroad and traction lines. A listing of previous years' issues, copies of which are available for purchase, may be had by writing to the Publication Committee at the above address.

**A History of the Finest
Electric Interurban Railway
to run in the State of Maine.**

The Portland-Lewiston Interurban

Introduction

THIS is the story of New England's finest interurban—the PORTLAND-LEWISTON INTERURBAN—which connected Maine's two largest cities from 1914 to 1933.

A high speed road operating almost entirely over private right-of-way, it provided the best in passenger and freight transportation for nearly 20 years and was abandoned only when steadily increasing highway competition made continued operation financially impossible.

Its 30-mile single track line was of substantial construction—as well built as many steam railroads—and its rolling stock was outshopped by two of the country's leading car-builders, Laconia and Wason. Modern

methods of power distribution were employed and operations were conducted in a careful and efficient manner.

Both limited and local service were offered, with cars leaving each terminus every hour during the day. Speed, comfort and safety was the slogan of the Portland-Lewiston Interurban and it is notable that only one accident of any consequence ever took place on the road.

Although the Portland-Lewiston Interurban has been gone for more than two decades, it is still well and fondly remembered in the area it served.

Foreword

A PORTION of the material for this history of the Portland-Lewiston Interurban was taken from the article which featured the August 1946 issue of "Electric Railroads," published by the Electric Railroaders' Association of New York and written by Charles D. Heseltine of South Portland, Maine, a Portland-Lewiston Interurban enthusiast of many years' standing.

Additional information was gathered from the annual reports of the Maine Railroad Commissioners and Public Utilities Commission.

Other data has come from the "Electric Railway Journal," "Brill Magazine" and various standard reference sources, including files of the Portland Press-Herald and Evening Express and the Lewiston Daily Sun and Evening Journal.

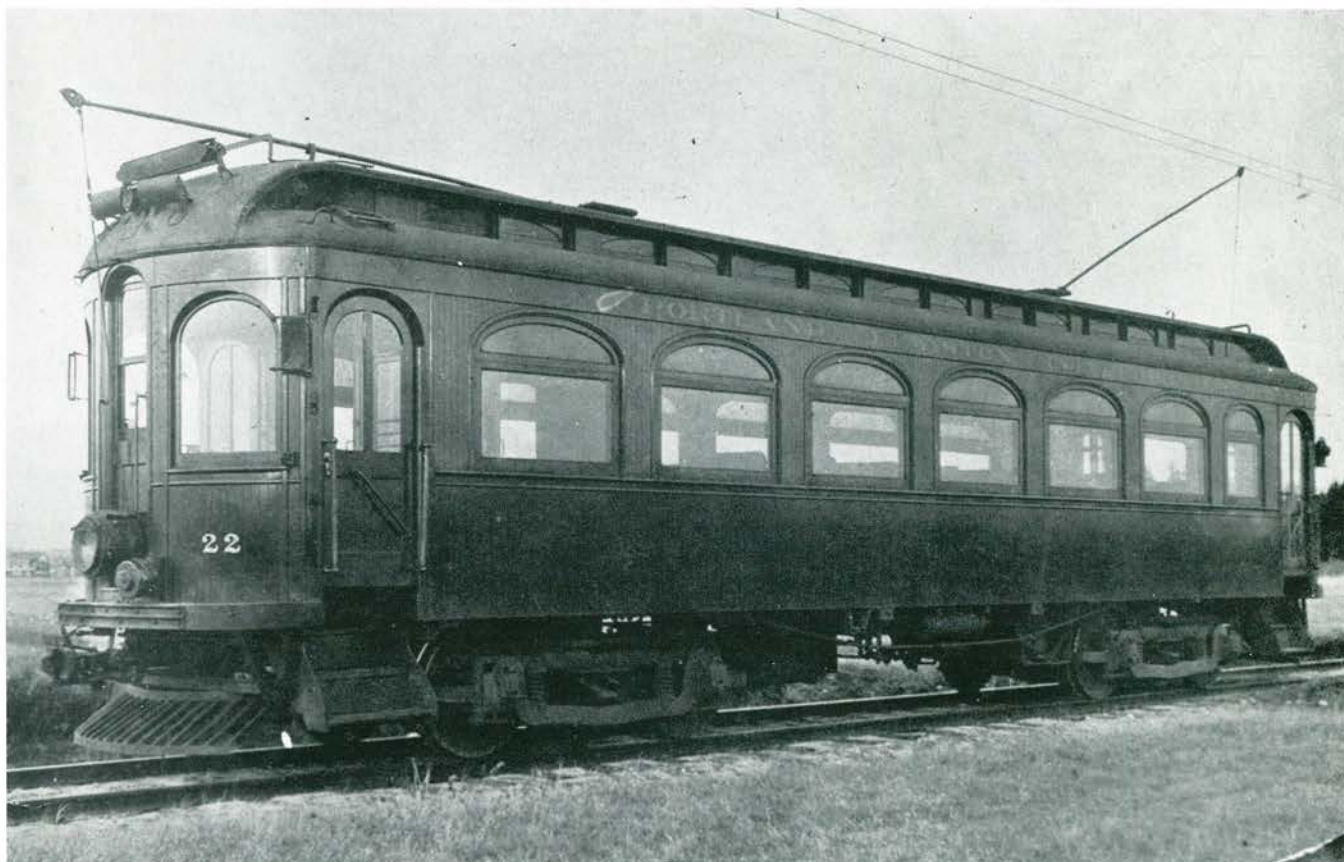
Personal assistance was given to the author by Oscar S. Adkins of Auburn, Maine, who served as conductor, motorman and dispatcher on this outstanding Maine pike. Others who provided material and information were the late Percy E. Weymouth, former superintendent, the Portland-Lewiston Interurban; William F. Libby of Portland, Theodore Santarelli of Boston and Gerald F. Cunningham of Washington, D. C.

Photographs have been secured from various sources and are credited individually.

O. R. CUMMINGS
300 North Bay Street
Manchester, N. H.

Dedication

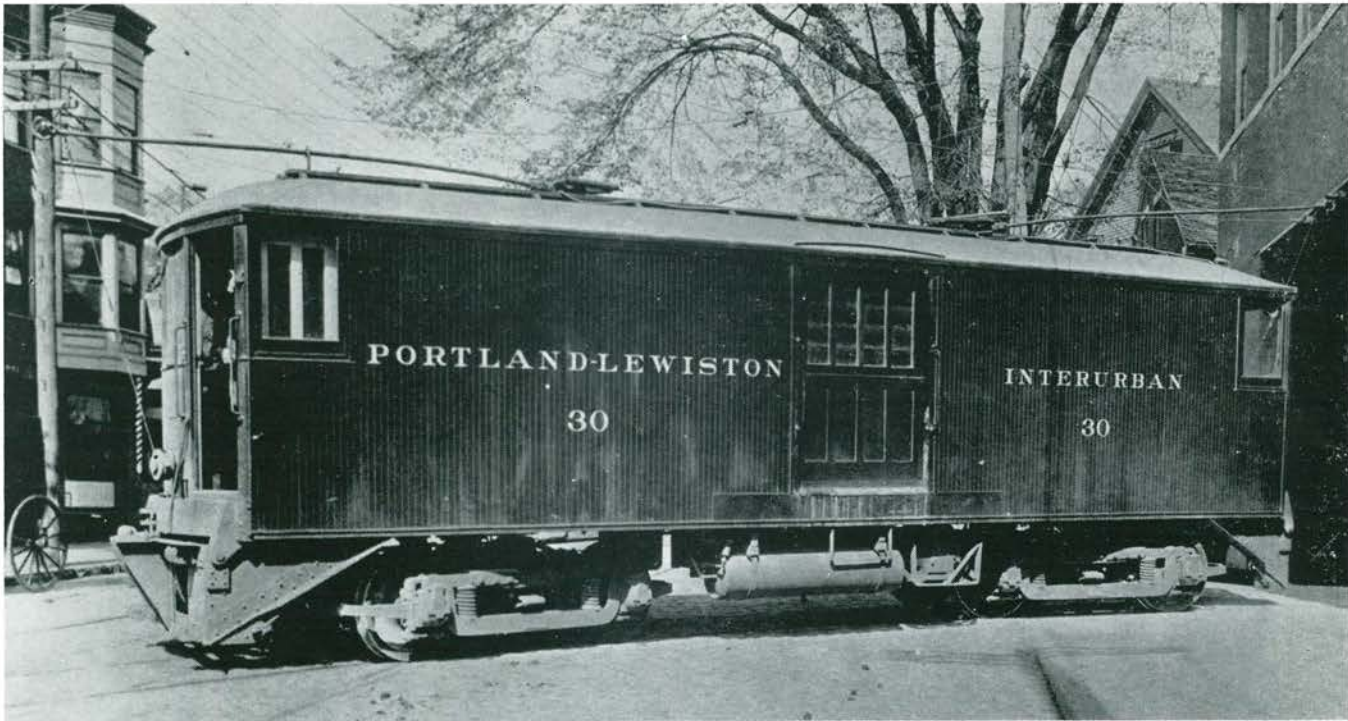
THIS history is respectfully dedicated to all former employees of the Portland-Lewiston Interurban and to the memory of its foremost promoter, the late W. Scott Libbey.



FINE VIEW of No. 22, the "Maine," at Maple Point, Auburn, in 1920 when car was new. —[From G. F. Cunningham.



LONG DOWNGRADE paralleling the state highway was the scene of many a race between an interurban car and an automobile. The scene is Danville Hill, located near Danville substation. —[Photo from Gerald F. Cunningham.



EXPRESS MOTOR NO. 30 pulls out of the Portland Street terminal in Portland. Note the supports for the snow plow blades at each end of the car. For a time, No. 30 was used as a line car. —[Photo from Gerald F. Cunningham.



RIGHT-OF-WAY VIEW through Chandler's Woods, New Gloucester, shows the excellence of the Portland-Lewiston track and roadbed construction. Trolley poles are on right and high tension lines at left. [—G. F. Cunningham.

Portland-Lewiston Interurban

By O. R. CUMMINGS

Historical Background

ALTHOUGH the Portland-Lewiston Interurban did not come into being until 1914, its history began 12 years earlier in 1902, when the first electric railway link between Portland and Lewiston was established with the opening of the Portland & Brunswick Street Railway between the Yarmouth terminus of the Portland Railroad Co. and the college town of Brunswick, on the Lewiston, Brunswick & Bath Street Railway.

The roundabout route created by the completion of this new and important 15-mile link was 42 miles long, with a running time of more than three hours and with two changes of cars—at Yarmouth and at Brunswick—being necessary. The service was frequent, however, and the combined fares of the three railways involved in the Portland-Lewiston trip totalled only 65 cents.

Of course, there were steam railroad lines between Portland and Lewiston—the Maine Central and the Grand Trunk Railway. But there were few trains on either line on weekdays and even poorer service on Sundays, and the fare was 90 cents.

Because of the inadequacy of the railroad facilities and the time involved on the trolley line, there was early agitation for a direct inter-urban electric railway between Portland and Lewiston. But no definite action seems to have been taken until early 1905 when two companies, organized by rival interests, announced their intentions of building the long-sought line.

The two companies were the Portland & Lewiston Railway and

the Lewiston & Portland Railroad, both of which filed articles of association with the Maine Railroad Commissioners in April 1905.

The Portland & Lewiston Railway proposed to build from Morrill's Corner, Portland, through West Falmouth, West Cumberland, Gray and North Gray, New Gloucester and Upper Gloucester to Auburn, terminating at Court Street and Minot Avenue in that city. Its incorporators were Edward W. Gross of Auburn, John W. True of New Gloucester, Lewis A. Goudy, L. M. Leighton, Thomas M. Johnston and Jabez True, all of Portland, and Frank Ridlon of Boston, Mass.

The Lewiston & Portland Railroad outlined a route extending from Minot Avenue and Washington Street in Auburn, through Auburn, New Gloucester, Gray, Cumberland and Falmouth to Portland, to connect with the Portland Railroad Co. The road was to be 30 miles long and its incorporators were Winfield S. Libbey, Henry M. Dingley, Julius E. Parkhurst and J. Frank Boothby, all of Lewiston, and John A. Morrill of Auburn.

The articles of association of the Portland & Lewiston Railway were approved by the Railroad Commissioners on April 26, 1905, and those of the Lewiston & Portland Railroad on the following day. Charters of both companies expired in 1907, however, as neither had made any progress toward constructing its respective route within the two years required by Maine law.

A third company announcing its intention of building the interurban was the Portland & Auburn Rail-

way. Promoted by the F. E. Hawkes Co. of Boston, this road came into being in 1906 and planned to run Edison-Beach storage battery cars in both passenger and freight service over its proposed route—one substantially the same as those sought by the Portland & Lewiston Railway and the Lewiston & Portland Railroad. There is no record of its articles of association being filed with the Railroad Commission, and it seems likely that the project never reached that point.

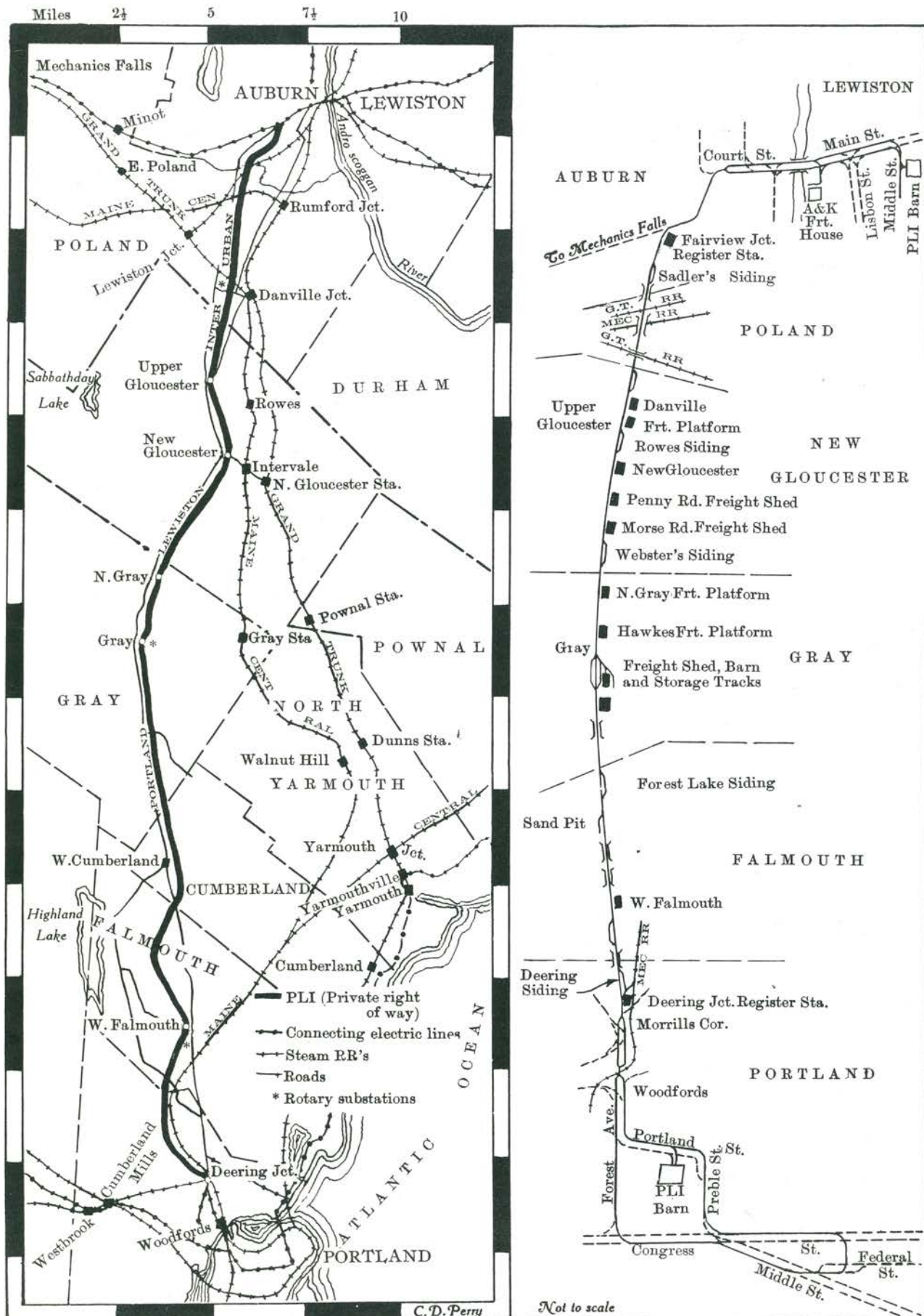
About this time, Amos F. Gerald of Fairfield, a leading Maine traction promoter, appeared on the scene. A director of the Lewiston, Brunswick & Bath and the Portland & Brunswick Street Railways, he organized the Lisbon, Durham & Freeport Street Railway on Dec. 31, 1906, to build a 9-mile line between Lisbon, on the Lisbon, Brunswick & Bath Street Railway, to Freeport, on the Portland & Brunswick.

While the articles of association of the Lisbon, Durham & Freeport were approved by the Railroad Commissioners on Jan. 1, 1907, the company was never heard from again. Instead, later in the year, Mr. Gerald formed the Auburn, Durham & Yarmouth Electric Railway which was to extend from Auburn, through Pownal and Durham, to Yarmouth and a connection with the Portland Railroad. An organization meeting was held in September, officers were elected—and that was the end!

Then came the Portland, Gray & Lewiston Railroad, organized in 1907 by Edward W. Gross to succeed his earlier Portland & Lewiston Railway.

FIRST REGULAR TICKET over the Portland - Lewiston Interurban was purchased by Mrs. Gertrude Libbey Anthony, daughter of the builder, on July 2, 1914. Punch mark shows that she rode from Lewiston to Portland and paid a fare of 75 cents.

TO	FROM	CENTS
P ⁺ land	10	JAN.
Deering Jct	15	FEB.
W. Fairmouth	20	MAR.
W Cum ber'd	25	APR.
Gray	30	MAY
North Gray	35	JUN.
Lower Glo ts 'tr	40	JUL.
Upper Glo ts 'tr	45	AUG.
Danville	50	SEP.
Little field's	55	OCT.
Minot Ave	60	NOV.
Auburn	65	DEC.
Lewis ton	70	
	75	
17	1	
18	2	
19	3	
20	4	
21	5	
22	6	
23	7	
24	8	
25	9	
26	10	
27	11	
28	12	
29	13	
30	14	
31	15	
	16	



Portland, Gray & Lewiston Railroad

Corporate Structure

THE articles of association of the Portland, Gray & Lewiston Railroad were filed with the Maine Railroad Commissioners on June 8, 1907, and were approved by that body a month later, on July 9. The company at first was capitalized at \$160,000 (later increased to \$1 million) and its proposed route was 40 miles in length, extending from Portland through Westbrook, Falmouth, Gray and New Gloucester to Auburn and Lewiston.

Associated with Mr. Gross in the enterprise were Charles C. Benson and John D. Clifford of Lewiston, Lewis A. Goudy of Portland, William M. Sturges and N. D. Sturges of Scranton, Penna., and Tracy W. Holland of Brooklyn, N. Y., all comprising the first board of directors.

The Sturges brothers and Mr. Holland also were directors of the Portland & Northern Railroad, a proposed - but-never-built electric line which would have extended from Portland to Westbrook, Windham, Raymond, Casco, Naples and Bridgton. There is some evidence to indicate that it was planned for the Portland, Gray & Lewiston and the Portland & Northern to follow the same route to Westbrook, there separating and continuing to their respective destinations. But when the Portland & Northern failed to materialize, the Messrs. Sturges and Holland disposed of their interests in the Portland, Gray & Lewiston and withdrew from the company.

* * *

ABANDONING the originally-proposed route via Westbrook, the Portland, Gray & Lewiston surveyed a line extending from Morrill's Corner, Portland, over private right-of-way through West Falmouth, West Cumberland, South Gray, Gray and North Gray, New Gloucester and Upper Gloucester, to the outskirts of Auburn, where a connection was to be made with the recently-built Mechanic Falls line of the Lewiston, Augusta & Waterville Street Railway.

In the meantime, Winfield S. Libbey of Lewiston, better known as W. Scott Libbey, who had been

the principal power behind the organization of the Lewiston & Portland Railroad in 1905, purchased the Sturges brothers' and Holland's shares, a controlling interest in the Portland, Gray & Lewiston, and was soon elected treasurer of the company. He brought with him Henry M. Dingley of Lewiston and John A. Morrill of Auburn, both of whom also had been associated with the earlier Lewiston & Portland Railroad. They were named directors of the Portland, Gray & Lewiston to replace Charles C. Benson and John D. Clifford, who had resigned.

* * *

THE Messrs. Libbey and Dingley were co-owners of the Lewiston & Auburn Electric Light Company and they planned to borrow against the anticipated earnings of that utility to provide funds for construction of the railway.

With the survey completed, the Portland, Gray and Lewiston dispatched agents to purchase land for the private right-of-way and officials of the railway negotiated for locations and franchises in the cities and towns through which the line was to pass. Some difficulty was experienced with the municipal officials of Auburn in locating the track in that city, but the matter was settled amicably at a conference with the Railroad Commissioners on March 10, 1909.

On March 23, 1909, the proposed route of the Portland, Gray & Lewiston was submitted for the approval of the Railroad Commissioners and following the filing of petitions to permit certain alterations in the original line, approval for the revised route was received on July 29th. Additional minor changes and alterations were granted in 1910 and 1911.

With its corporate existence due to expire on July 12, 1910, the Portland, Gray & Lewiston applied for a three-year extension of its charter on June 1, 1910. However, the Railroad Commissioners gave an extension of 18 months only—to Jan. 12, 1912.

Construction

GRADING between Littlefield's Corner in Auburn, and New Gloucester began during the spring of 1910 and continued through the summer and fall, with Italian laborers and horse-drawn carts doing all the work. Construction was suspended during the winter months to permit the roadbed to settle and was not resumed until the frost left the ground in the spring.

Mile by mile, the right-of-way crept toward Portland, and by 1912 the roadbed was completed. A series of reinforced concrete bridges over the Presumpscot, the Royal and the Little Androscoggin Rivers and a number of smaller streams furnished an innovation in street railway construction at that time.

Near Danville Junction, Auburn, the route of the Portland, Gray & Lewiston passed under the tracks of the Grand Trunk Railway's main line from Portland to northern New Hampshire and Canada. A short distance beyond was an overhead crossing of the Rumford branch of the Maine Central Railroad, and then came a grade crossing of the Lewiston & Auburn Railroad, a subsidiary of the Grand Trunk.

Brick substations, designed to double as passenger stations, were erected at West Falmouth, Gray and Danville and during 1912, the overhead was erected through use of a horse-drawn tower wagon.

With the arrival of a Baldwin-Westinghouse steeple cab locomotive and a number of flat cars, rail laying commenced. At Deering Junction, where the Portland, Gray & Lewiston paralleled the Maine Central Railroad for about a mile, an interchange track was installed for the purpose of transferring ties, rails and other construction materials from the steam road to the interurban.

Ballast was hauled from a gravel pit at Morrison's hill near West Falmouth. An interurban-owned Thew steam shovel was located at the pit.

A passenger terminal was built in Portland, running the entire length of the block between

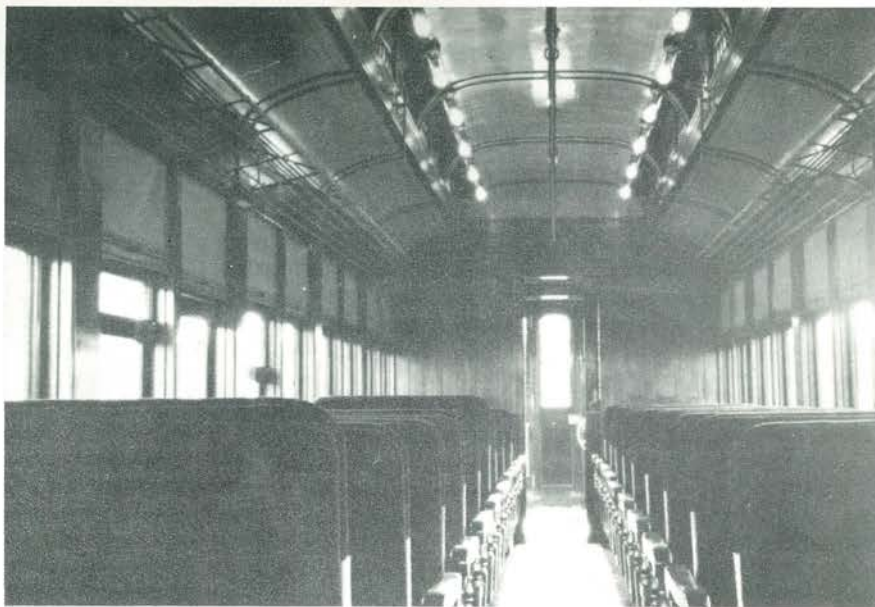
Cumberland Avenue and Portland Street; and in Lewiston a carhouse was constructed on Middle Street, with the building running through to Bates Street.

During April, 1912, four passenger cars were ordered from the Laconia Car Company of Laconia, New Hampshire, and two cars from the Wason Manufacturing Company of Springfield, Mass. The four Laconia cars were first to arrive and were stored for some time on a siding near the Deering interchange, before being taken to Lewiston.

The two Wason cars were delivered shortly before the railway was scheduled to begin operation. All six were named after flowers native to Maine. The four Laconia cars were the "Arbutus," "Gladiolus," "Narcissus" and "Clematis" and the two Wasons were the "Azalea" and "Magnolia."

Arrangements were made to connect with the Lewiston, Augusta & Waterville Street Railway at the junction of Minot Avenue, Fairview Avenue and Old Portland Road in Auburn, with interurban cars being given trackage rights over street railway tracks from this junction to Union Square and the Portland, Gray & Lewiston's carhouse on Middle Street, Lewiston.

Permission for the Portland, Gray & Lewiston to connect with the

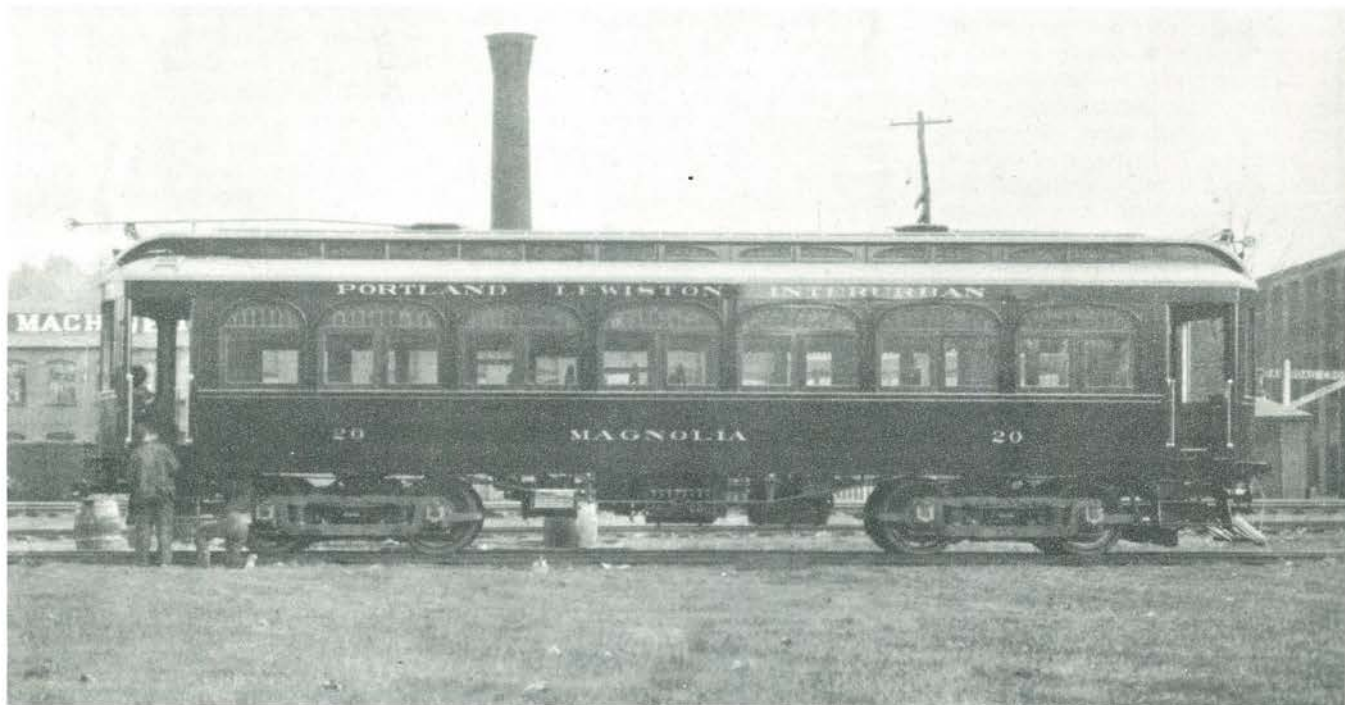


INTERIOR VIEW of the "Magnolia"

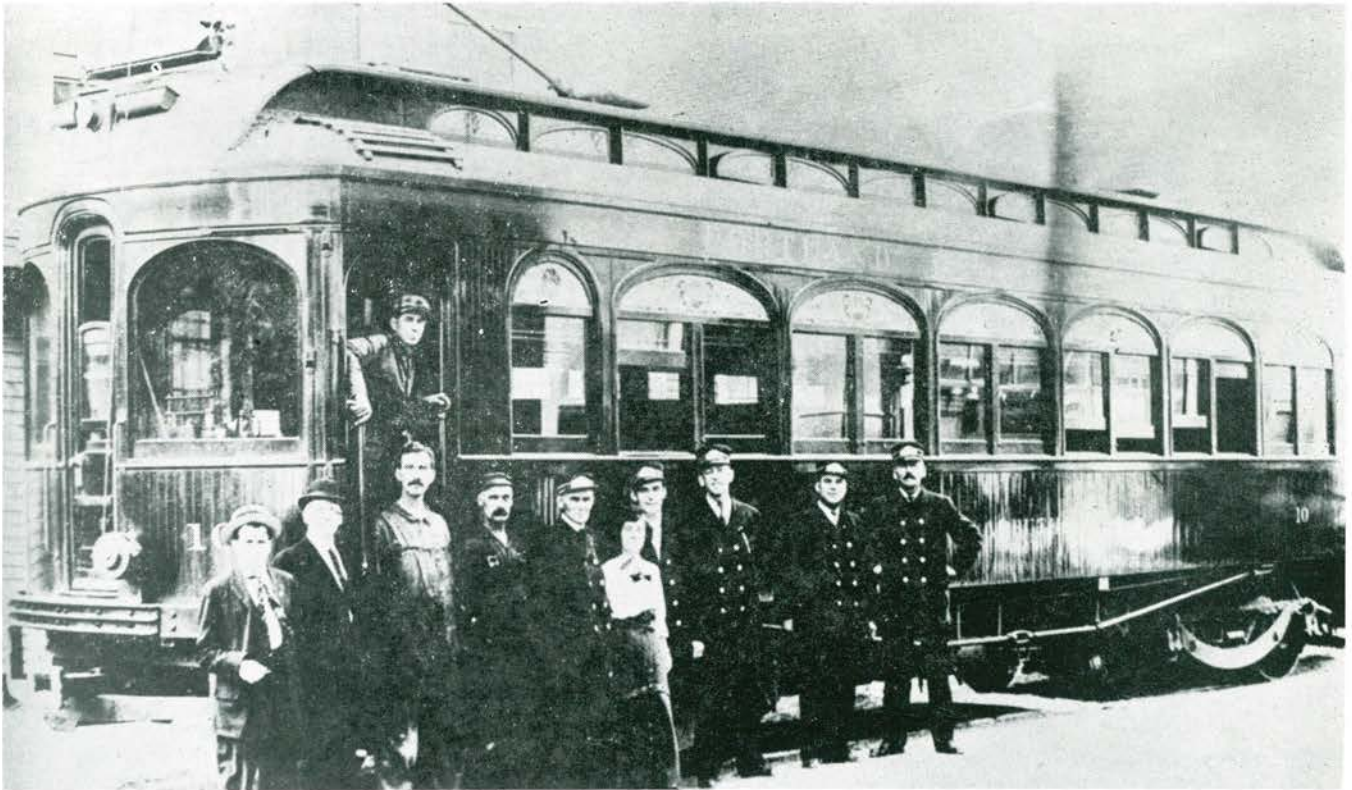
Portland Railroad at Morrill's Corner was granted by the Portland City Council Sept. 22, 1913, whereupon the Portland Railroad built a branch-off from its North Deering line to the interurban right-of-way at Allen and Goodrich Avenues. The Portland Railroad also built a double track line along Forest Avenue, from Woodford's Corner to Morrill's Corner, so that the interurbans could reach their terminal

without interference either from or to city cars.

By early 1914, the interurban was nearly ready to start operation, and to promote public interest, the "Arbutus," after being equipped with trucks, motors, etc., at the Lewiston carhouse, was placed on display in Union Square, Lewiston, so that future patrons might have an opportunity to view the deluxe cars to be used on the line.



AT THE WASON PLANT the "Magnolia" gets finishing touches from carshop mechanics while being spotted for this builder's photo. The date was Nov. 15, 1912. From Wason Co. files of Conn. Valley Chapter, N.R.H.S.



OPENING DAY—This picture of the "Arbutus" was reportedly taken the day the car carried the inspecting Railroad Commissioners from Lewiston to Portland, June 29, 1914. —[Photo from the collection of Barney Neuburger.



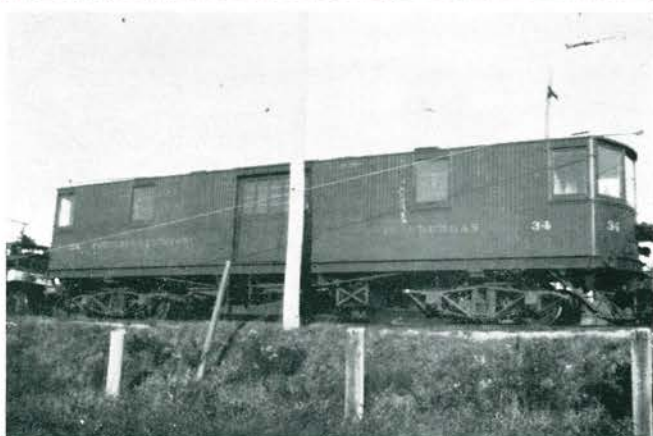
TYPICAL of the brick substations erected by Portland-Lewiston Interurban is this building at Danville. Car No. 22, the "Maine," is shown departing from station. —[Photo from the collection of O. R. Cummings.



GRAY SUBSTATION of Portland-Lewiston Interurban, shortly before the road was opened to travel in 1914. The brick building is now (1955) a residence owned by Mr. and Mrs. Collins Taylor, who bought the structure after the abandonment of the interurban line in 1933.



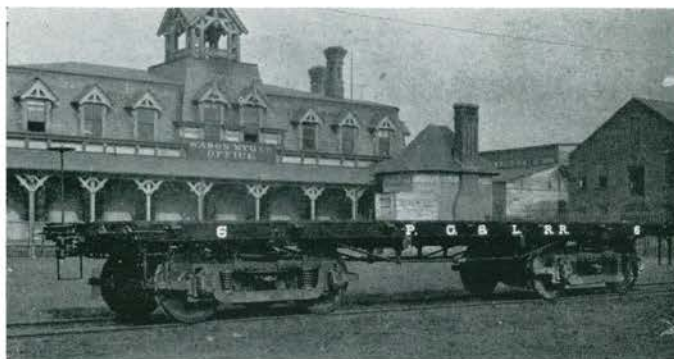
EXTRA NO. 32 and one of the Laconia-built interurbans meet at Sadlers' siding in Auburn. The passenger car is heading for Portland and the express motor is bound for Lewiston freight station. —[Photo by George King Jr.



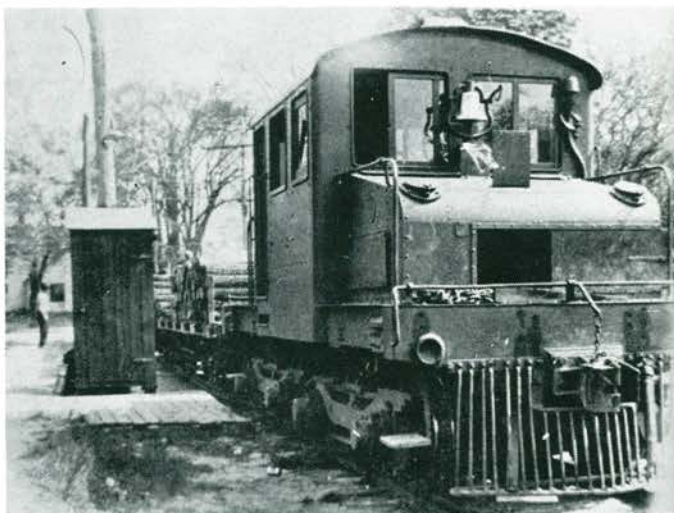
Portland-Lewiston Freight and Express Cars



THESE FOUR VIEWS of Portland-Lewiston Interurban's box motors was taken at the Gray yard after the road was abandoned in 1933. From top to bottom are Nos. 30, 32, 34 and 36. —[Photos from Charles C. Holt.



BUILDER'S PHOTO of No. 6, one of the flat cars, in front of Wason Manufacturing Company office in Springfield, Mass., May 5, 1913. Note the MCB trucks which belonged under the interurban cars then on order.



NO. 90, a Baldwin-Westinghouse locomotive, was hauling two flat cars loaded with ties when this photo was taken at the register station at Deering Junction. From 1925 to 1933, this locomotive was leased to the Portland Railroad for freight car switching service on streetcar tracks in South Portland. —[Photo from O. R. Cummings.

Portland-Lewiston Interurban

**Loss of its Promoter and Chief Financial
Supporter Noted on Eve of its Completion.**

W. SCOTT LIBBEY, whose efforts and financial assistance were largely responsible for the building of the interurban, died on May 17, 1914, just a few weeks before the road was due to open. His death resulted in considerable speculation as to the future of the railway and there were rumors that the line would be taken over by the Lewiston, Augusta & Waterville Street Railway — which very fervently wanted the interurban.

The name of the Portland, Gray & Lewiston was changed to the Portland-Lewiston Interurban Railroad on July 10, 1914, and on Oct. 26th of that year the Portland-Lewiston Interurban went into the hands of the Androscoggin Electric Company, a new corporation organized on Oct. 23rd by the Libbey heirs and other parties, including Maynard S. Bird and Hugh J. Chisholm, both of Portland, and William T. Cobb of Rockland, president of the Rockland, Thomaston & Camden Street Railway, to take

over the properties of the interurban and of the Lewiston & Auburn Electric Light Company. The name Portland-Lewiston Interurban, however, remained as the operating title of the railway and appeared on all of its rolling stock, timetables, tickets and advertising.

The Androscoggin Electric Company, in turn, became a part of the Central Maine Power Company's system in 1919 although retaining its separate corporate identity for a number of years thereafter.

It is interesting to note that the interurban was built without the sale of a single share of stock or a bond issue, all of the money being provided by Mr. Libbey and his associate, Henry M. Dingley. Notes receivable from the interurban of more than \$1 million were held by the Libbey estate and these were turned over to the Androscoggin Electric Company in exchange for capital stock. The only securities issued by the interurban itself were 5 shares of stock for the directors.

Grand Opening

THE maiden trip over the Portland-Lewiston Interurban was made on June 29, 1914, when the "Arbutus" was given the honor of carrying the inspecting Railroad Commissioners from Lewiston to Portland. Charles H. Mitchell, as motorman, and Joseph L'Heureux, as conductor, were the crew of the first car.

Three days later, the municipal officers of Portland, Lewiston, Auburn and other communities were guests of the management on another inspection trip, this time in the "Azalea," and for the next three or four days, the "Azalea" and the "Magnolia" made frequent runs over the line for the purpose of breaking in crews and establishing schedules.

There was such a demand for the interurban to commence regular operation that the company began two-hour service on Thursday, July 7th, with two cars being used. They left Lewiston at 6:10, 8:10 and 10:10 a. m., 12:10, 2:10, 4:10, 6:10 and 8:10 p. m.

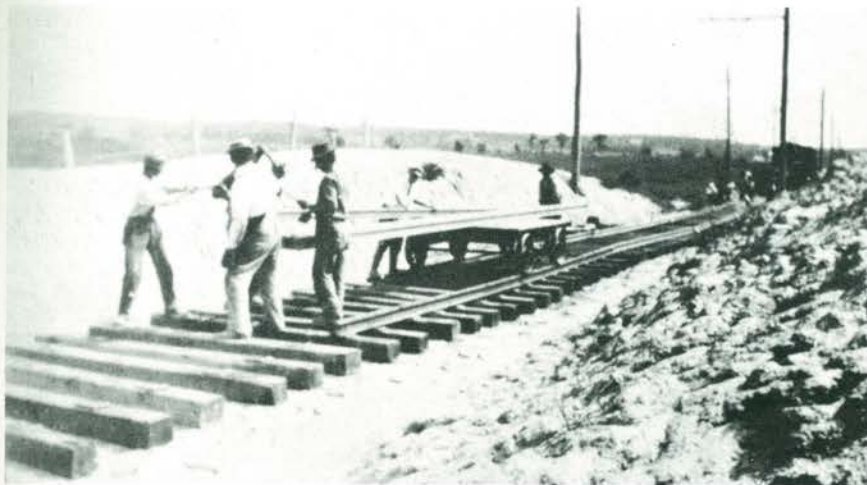
On the return trip, cars left Portland at 8:10 and 10:10 a. m., 12:10, 2:10, 4:10, 6:10, 8:10 and 10:00 p. m. All trips met at Gray and the last car from Portland at night arrived in Lewiston at 11:30.

The first running time was one hour and 30 minutes and there were 11 scheduled stops—at Deering Junction, West Falmouth, West Cumberland, South Gray, Gray, North Gray, Lower Gloucester, Upper Gloucester, Danville, Littlefield's Corner and Fairview Junction. The through fare between Portland and Lewiston was 75 cents—15 cents less than that charged by the Maine Central Railroad, and the minimum fare on the line was 10 cents.

By late July, the remaining cars were ready for service and an hourly schedule was placed into effect.

As of October 26, 1914, the date that the Portland-Lewiston Interurban road was taken over by the Androscoggin Electric Company,

Building the Interurban Line in the days before mechanization



TROLLEY MUSEUMS use this method of track construction today but it was the only way in 1910-14 when the Portland-Lewiston Interurban was being built. In the background are steeple-cab locomotive No. 90 and a trailer.—[Photo from the Portland-Lewiston Interurban scrapbook.]

another 18 minutes to cover the 3.71 miles from Deering Junction to Monument Square, Portland. For limited cars, this left 52 minutes to cover the 29.8 miles between Fairview and Deering Junctions, and it required an average running speed of 34.38 miles per hour. The average running speed for locals was 24.8 miles per hour.

There were layovers of 25 minutes for locals and 40 minutes for limiteds in Portland and the cars usually waited on Federal Street.

By 1917, the standing interurbans were causing considerable traffic congestion and a change in the interurban schedule became necessary. This change, effective August 1st of that year, called for limited cars to leave Lewiston at 35 minutes past the odd hour and depart from Portland on the odd hour. Locals left Lewiston at 10 minutes past the even hour and left Portland on the even hour. The running time for limiteds remained unchanged but that for locals was increased to one hour and three-quarters.

Under the new schedule, the cars waited only three minutes in Monument Square before leaving for Lewiston.

Freight and Express

LIKE OTHER railways in Maine, the Portland-Lewiston Interurban soon developed a profitable express and freight business. Less-than-carload service was provided, commencing March 15, 1915, and there was some carload traffic with the principal cargo being livestock.

In the best years of the road, there were two daily round trips for freight between Portland and Lewis-

ton. Freight runs left Portland at 8 a. m. and 2:55 p. m. and arrived in Lewiston at 10:30 a. m. and 5:30 p. m., respectively. In the opposite direction, freight cars left Lewiston at 8:45 a. m. and at 12:40 p. m., arriving in Portland at 11:30 a. m. and 3:25 p. m. All freight trains operated as extras.

The Portland terminal building housed the freight facilities in that city and in Lewiston a freight house was built on Bates Street, adjacent to the carbarn. Small freight sheds were erected at Gray and New Gloucester and later at Danville, Upper Gloucester and at Penny Road and Morse Road in New Gloucester. There were a number of freight and milk platforms at various points along the line and there were three cattle runs, two in Auburn and one at Deering Junction.

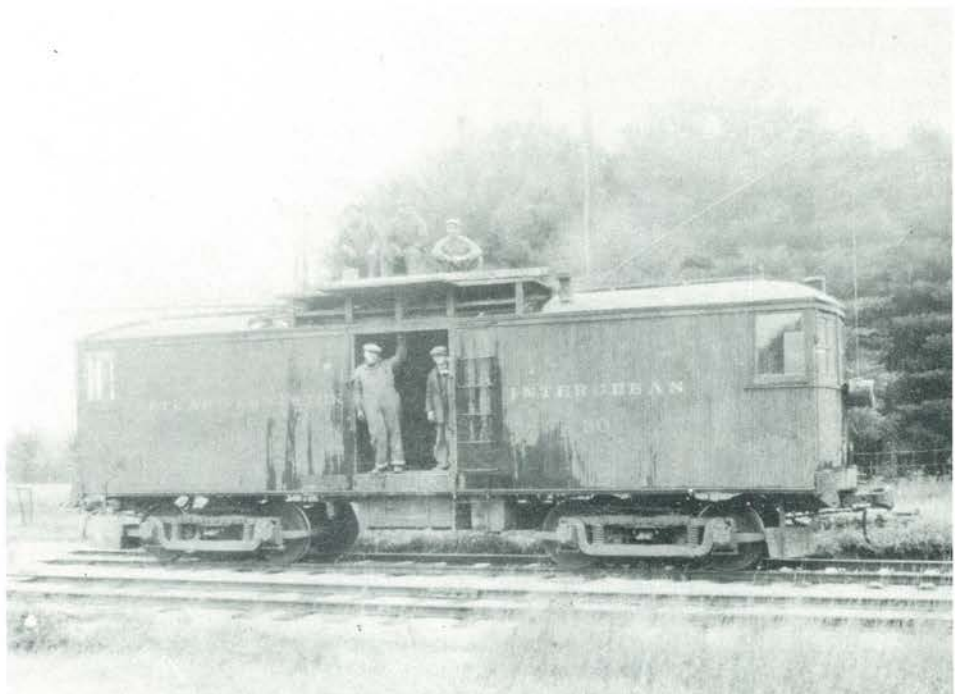
The physical layout of the interurban was such that steam railroad freight cars could have been handled over the line—but this was never done, in spite of promises made by promoters of the interurban that an interchange freight traffic would be maintained between the Maine Central Railroad and the Portland-Lewiston Interurban. Shortly after the interurban was completed, connecting track with the Maine Central at Deering was removed and efforts to force its restoration were unsuccessful.

Abandonment of the Brunswick-

Yarmouth line of the Androscoggin & Kennebec Railway (successor to the Lewiston, Augusta & Waterville Street Railway) took place Sept. 10, 1929, thus breaking the alternate route between Lewiston and Portland—via Brunswick. Thereafter, the Androscoggin & Kennebec ran its Lewiston-Portland freight service over the interurban. Portland-Lewiston crews ran the Androscoggin & Kennebec motors and trailers from the latter's freight station on Lincoln Street, Lewiston, to the joint terminal of the railway and the Atlantic Motor Express Company at 76 Cross Street, Portland.

This arrangement came to an end July 31, 1932, when the Androscoggin & Kennebec Railway abandoned its entire Kennebec Division—Lewiston to Augusta and Waterville—and virtually discontinued its freight business, except for carload lots of coal between Bath and Lewiston and switching services in both cities.

The Portland-Lewiston Interurban, in conjunction with Hodgdon's Express Company, Lewiston, began operating motor truck express and freight service over a circuitous route extending from Lewiston to Augusta via Monmouth and Winthrop, down to Hallowell and Gardiner and back to Lewiston via Wales and Sabattus. This remained in operation until abandonment of the interurban in 1933.



IN ADDITION to service as a snow plow and express car, No. 30 was also used as a line car for many years. Here she waits at Webster's Siding in North Gray. — [PLI scrapbook.]

Power

POWER for the interurban was generated at the waterpower plant of the Androscoggin Electric Company at Deer Rips, on the Androscoggin River, supplemented by a steam turbine auxiliary station at Lewiston. From Lewiston to the substation at Danville, the power was transmitted at 10,000 volts, 60 cycles, three-phase, and from Danville to the Gray and West Falmouth substations, transmission pressure was raised to 33,000 volts. The high tension line poles were separate from those used for the trolley overhead.

In later years, an aluminum high tension line was installed and the transmission potential from Danville to Gray and West Falmouth was increased to 36,000 volts.

At the Danville substation, there were a 300-KW rotary converter, three 100-KW step-down transformers and three 200-KVA step-up transformers feeding the high tension line, with usual oil switches and lightning arrester equipment.

The Gray and West Falmouth substations were similarly equipped with 300-KW rotary converters and three 100-KW step-down transformers. General Electric equipment was used throughout. In later years, a Westinghouse converter was installed at Gray and the original Gray rotary was moved to Danville.

Power for the Lewiston and Bath divisions of the Lewiston, Augusta & Waterville Street Railway also was supplied by the Androscoggin Electric Company.

Overhead

THE overhead was of light catenary construction throughout, with both messenger and trolley wires being of No. 0000 copper. To save line material, the messenger wire was used as a feeder, trolley wire being attached to it by sherardized steel hangers 30 feet apart.

Trolley poles were 30 feet long and were of chestnut, the spacing between the poles being 120 feet. Bracket suspension was employed, the messenger wire being laid upon

porcelain insulators attached to three-inch I-beams, eight feet in length, with the bracket stiffened by a $\frac{7}{8}$ -inch steel tie rod clamped to the pole.

On curves, a pull-off rod was used between the trolley wire and the bracket. The brackets were equipped at the outer ends with hooks to hold the messenger wire on arms in case of a broken insulator. There were six DC lightning arresters per mile of line.

A private telephone wire was carried on the trolley poles and, as previously stated, each car carried a portable Western Electric telephone set, with a jointed contact rod, permitting the crew to communicate with railway headquarters at all times.

The overhead potential on the right-of-way was 650 volts. On the terminal trackage of the Lewiston, Augusta & Waterville and the Portland Railroad, overhead voltage was 600 and 550, respectively.

Track and Roadway

THE private right-of-way of the interurban was 50 feet in width and the track was 70-lb. open hearth T-rail, laid in 33-ft. lengths with staggered joints and twin terminal copper bonds. Ties were of chestnut, eight feet, six inches long and 6 x 8 inches in cross section, laid on 24-inch centers. Tie plates were used throughout and track was gravel ballasted.

Maximum grade on the line was 4 per cent and the sharpest curve was 780 feet in radius.

Grade crossings of the main road between Portland and Lewiston were made at Hurricane in West Cumberland and at Danville. In later years, as automobile traffic increased, these crossings were protected with automatic wig-wag signals. Another signal protected the crossing of the Portland-Lewiston and the present Route 115 at Gray.

The highway crossing at Danville was somewhat dangerous, particularly for Portland-bound motorists whose view was obstructed somewhat. But since all interurbans had to stop at Danville, they crossed the Lewiston highway at very low

speed and could stop quickly if a highway vehicle suddenly appeared.

Bridges

THERE were 10 reinforced concrete bridges on the interurban, the longest of 200 feet crossing the Presumpscot River, between Deering and West Falmouth. This bridge began to deteriorate in 1927 and on December 15th of that year was replaced with a modern steel span.

Two other bridges were 100 feet in length, one crossing the Little Androscoggin River in Auburn and the other being located in West Falmouth.

All cattle passes on the road were of reinforced concrete construction and culverts were of corrugated steel pipe, concrete or wood.

Late spring freshets during May of 1916 resulted in a number of washouts on the line, particularly between Gray and West Falmouth. The road was shut down for a number of days as much re-grading had to be done and extensive repairs were required on several of the bridges.

Bridges on the Portland-Lewiston Interurban

<u>No.</u>	<u>Length</u>	<u>Location</u>
	200'	Presumpscot River*
1	30'	W. Falmouth
2 & 3	100'	W. Falmouth**
4	30'	Near Hurricane
5	30'	Near Hurricane
	100'	Littlefield's (Auburn)
	20'	Arsenault Park (Auburn)

There were also short reinforced concrete bridges at Shawtown (West Cumberland) and near Webster Siding, North Gray.

*Original reinforced concrete bridge over Presumpscot River replaced by steel girder span in 1927.

**These were 2 separate bridges but were connected with each other.

Passenger Equipment

THE PORTLAND - LEWISTON Interurban owned only nine passenger cars, the six with which it began operation in 1914 and the three added in later years.

Four of the original half dozen cars were built by Laconia and the other two by Wason. All six were practically identical in appearance, the only differences being in the shapes of the windows and doors. The cars had a seating capacity of 52 and were divided into a main compartment seating 44 and a smoking compartment seating 8.

The cars were 46 feet long over all and 8 feet, 8¾ inches wide over the sheathing. The main compartments were 30 feet in length and the smoking compartments were six feet long.

Interlocking rubber tiling was used on the floors and the cars were finished in mahogany, with leaded glass windows and steam coach type roofs. Each of the vestibules, which had end train doors, was provided with two sets of Pullman steps with trapdoors in the floor, three steps being provided in each case. Windows were designed to slide vertically into the monitor pockets.

The main passenger compartments were fitted with 20 Heywood reversible green plush seats and two end seats of the longitudinal

type. There were two leather covered side seats in the smoking compartments. The smoking and main compartments were separated by bulkheads having a central sliding door with ribbed glass panels. The end of each seat was provided with a leather ticket holder, eight of them being attached to the inside sheathing, with four more in the smoking compartment over the seats. Baggage racks were provided but the cars had no toilets.

Car lighting was accomplished with two 60-watt lamps in each vestibule hood above the steps, three lamps of the same size in the smoking compartment and 16 in the main compartment. The last named were installed in three parallel rows. Fare registers were located in the smoking compartments and there also were small brass plates with spaces for inserting the names of the crew.

Each car was equipped with four Westinghouse 304, 90-horsepower motors, geared to maximum speed of 59 m.p.h. The Laconia cars rode on Baldwin 79-25A trucks and the Wason cars on Brill 27 MCB trucks. Controllers were of the HL automatic air multiple-unit type, with Westinghouse 15-B master controllers and Westinghouse straight air brakes. The wheels were of cold rolled steel, 36 inches in diameter,

with a standard MCB flange and a 3½-inch tread. Consolidated car heaters, Van Dorn couplers and Crouse-Hinds luminous arc headlights were used.

It was the general practice to operate the cars with the smoking compartment forward, necessitating the turning of the cars on a wye in front of the Lewiston car-barn. In Portland, the interurbans negotiated the Federal-Temple St. loop.

Two smaller cars were built by Laconia for the local service established by the Portland-Lewiston Interurban in 1915. Of semi-steel construction, these cars seated 48 and were equipped with Baldwin 79-25A trucks, four Westinghouse 305, 75-horsepower motors and HL:15-B controllers. They were more of a suburban than an interurban type and could not make the speed of the larger cars. One of them was loaned to the Portland Railroad for two years and saw service between Portland and Saco.

The last passenger car acquired by the Portland-Lewiston Interurban was purchased from Wason in 1920 and closely resembled the six original cars except for some variation in window and door design. It was named the "Maine" in honor of the Pine Tree State which was observing its centennial that

Passenger Cars

of the

PORTLAND-LEWISTON INTERURBAN

Number	Name	Type	Builder	Year Built	Trucks	Motors	Control	Seating Capacity
10	Arbutus	Coach-Smoker	Laconia	1912	Baldwin 79-25A	4-WH304	HL:15-B	52
12	Gladiolus	Coach-Smoker	Laconia	1912	Baldwin 79-25A	4-WH304	HL:15-B	52
14	Narcissus	Coach-Smoker	Laconia	1912	Baldwin 79-25A	4-WH304	HL:15-B	52
16	Clematis	Coach-Smoker	Laconia	1912	Baldwin 79-25A	4-WH304	HL:15-B	52
18	Azalea	Coach-Smoker	Wason	1912	Brill 27 MCB	4-WH304	HL:15-B	52
20	Magnolia	Coach-Smoker	Wason	1912	Brill 27 MCB	4-WH304	HL:15-B	52
22	Maine	Coach-Smoker	Wason	1920	Brill 27 MCB	4-WH304	HL:15-B	52
40		Coach	Laconia	1915	Baldwin 79-25A	4-WH305	HL:15-B	48
42		Coach	Laconia	1915	Baldwin 79-25A	4-WH305	HL:15-B	48

No. 40 was leased to the Portland Railroad 1916-18 for use on its Saco Division.

year. Trucks, motors and controllers were the same as on the cars built in 1912.

The Portland-Lewiston Interurban was among the first roads in the country to adopt the Miller trolley shoe in place of trolley wheels, the change being made in 1917, and in 1924, the brass whistles on one of the cars was replaced experimentally with dual air horns. These proved successful and in 1926 the remaining cars were so re-equipped.

Cars were painted a Pullman green, with gray roofs and dark red doors and trim. The lettering and numerals were of gold leaf. In later years, front dashers were painted orange, with a horizontal green

diamond, to provide for greater visibility at night.

Interurban cars were painted by the Portland Railroad Company at its St. John Street shops, but the Portland-Lewiston did its own repair work at Lewiston.

Multiple-Unit Trains

DURING the latter part of 1916, knuckle couplers and automatic air braking systems were installed on the six original cars and on November 12th, following a secret test run the night before, the first multiple-unit train carried

a special party from Lewiston to a Christian Science lecture in Portland.

This was successful as far as operating over the Portland-Lewiston right-of-way was concerned, but in Portland some difficulty was encountered in passing over electric switches. In Lewiston and Auburn the train reportedly drew so much power that local cars in the "twin cities" came to a near standstill.

Although two-car trains were run from time to time thereafter, and usually on special trips only, it was the custom to run them as single cars over terminal trackage, with coupling and uncoupling taking place at Fairview and Deering Junctions.

Freight and Express Equipment

AS OF JUNE 30, 1915, Portland-Lewiston Interurban owned two double truck wooden box motors, both built by Laconia; 10 trailer flats and a Baldwin-Westinghouse steeple-cab locomotive.

One of the box motors, No. 30, was the only General Electric equipped car on the system, with four GE210 motors and MK:0-101 control. It rode on Brill 27 MCB trucks. The other car of this type had arch bar trucks, four Westinghouse 306 motors and HL:15-B control.

Another box motor was purchased from Kuhlman in 1919 and later a fourth car of this type was acquired second-hand from the Lewiston, Augusta & Waterville Street Railway.

A roof platform was constructed on box motor No. 30 so that it could be used as a line car. All four could be equipped with steel noses for snow plowing in winter. A similar arrangement was devised for the locomotive.

Several box, stock and automobile trailers rounded out the roster of freight and express equipment. A number of the box and flat cars were later sold to the Rockland, Thomaston & Camden Street Railway which came under the ownership of the Central Maine Power Company at about the same time as did the interurban.

From 1925 to 1933, the locomotive was leased to the Portland Railroad Company for switching service in South Portland.

Maintenance and repair work on the track and roadway was handled by one of the box motors or the locomotive, towing one or more flat trailers. These trailers could be fitted with side and end boards for use as ballast cars and they were also used to haul rail and ties.

When the Androscoggin & Kennebec Street Railway started to route its Lewiston-Portland freight service over the interurban, it added another pair of trolley poles fitted with Miller shoes to its box motors. The shoe-equipped poles were used while running over the Portland-Lewiston right-of-way and the other poles with conventional wheels were raised when the cars were operating on Portland Railroad and A. & K. rails.

Freight and Express Cars

of the

PORTLAND-LEWISTON INTERURBAN

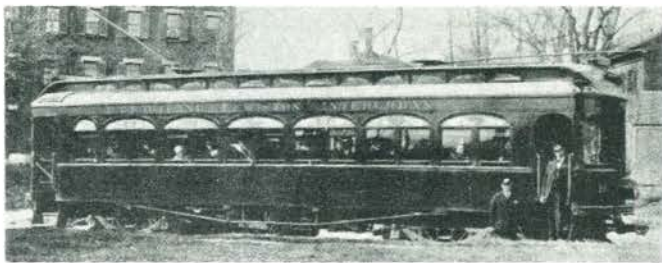
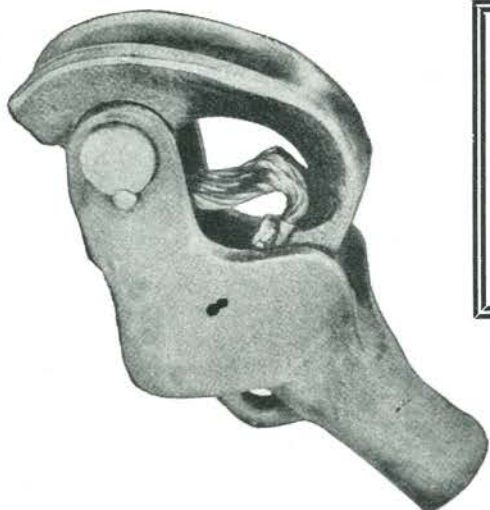
Number	Type	Builder	Year Built	Trucks	Motors	Control	Remarks
30	Box Express	Laconia	1914	Brill 27 MCB	4-GE210	MK:0-101	Nos. 30-36 and 90 equipped with plows in winter. No. 30 fitted as line car.
32	Box Express	Laconia	1915	Arch Bar	4-WH306	HL:15-B	
34	Box Express	Kuhlman	1919	Arch Bar	4-WH306	HL:15-B	No. 36 purchased from Lewiston, Augusta & Waterville St. Ry.
36	Box Express	Laconia		Arch Bar	4-WH306	HL:15-B	
90	Locomotive	Baldwin	1912	Baldwin	4-WH303A	HL:15-B	No. 90 leased to Portland Railroad for switching service in South Portland, 1925-1933.

Portland-Lewiston Interurban also owned 10 double truck flat and several box and stock trailers.

December 2, 1922

ELECTRIC RAILWAY JOURNAL

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On the Speedy Interurban Fliers



On Electric Locomotives



On Powerful Snowplows

MILLER TROLLEY SHOES

on the Portland-Lewiston Interurban

Installed nearly five years ago, Miller Trolley Shoes have been used continuously ever since on *all* the equipment of the Portland-Lewiston Interurban. Why? Ask that company's officials and you will learn that Miller Trolley Shoes stay on the wire at high speeds, give steady contact, are quiet where trolley wheels were noisy, and last much longer.

On the passenger express cars they have four 90-hp. motors and speed up to practically a mile-a-minute. They enter cities and run under city traffic conditions. The electric locomotive has four 125-hp. motors and will draw ten loaded flat cars. Yet under all these diverse conditions, Miller Trolley Shoes give most satisfactory service.

Tests of trolley wire wear show Miller Trolley Shoes do not wear the wire

A while ago they checked up on trolley wire wear at 12 points and found, after four months, three spots where the micrometers showed a bare .001 inch wear. At the rest no wear could be observed.

MILLER TROLLEY SHOE CO., Boston-21, Mass.
Western Representative: Economy Electric Devices Co., 1590 Old Colony Bldg., Chicago, Ill.

Accidents

ALTHOUGH Portland - Lewiston Interurban cars operated at high speed over single track without signal protection of any kind, only one accident of any consequence ever took place on interurban right-of-way. That occurred on January 11, 1924, when two cars were involved in a rear-end collision at Deering Junction.

The "Azalea" and the "Maine" were operating as specials, carrying a party of Edward Little High School basketball players and students from Auburn to a game in Portland. The night was foggy and when the "Azalea" slowed down prior to stopping at the register station at the junction, the "Maine" came up fast and banged into the rear end of the first car. Sixteen persons were injured, none seriously, and the vestibules of both cars were smashed.

Needless to say, the Auburn boys didn't play basketball that night.

The motorman of the "Maine," Lester O. Stevens, was believed to have lost his bearings in the fog and was not aware that the car was so near Deering Junction.

Stevens' conductor was Oscar S. Adkins. The crew of the "Azalea" were Marvin L. Shackford, conductor, and Joseph R. Lavigne, motorman.

* * *

THERE WERE occasional mishaps involving interurbans and cars of the Lewiston, Augusta & Waterville Street Railway on the single track between Fairview Junction and the corner of Minot Avenue and Court Street, Auburn. In one such accident on December 21, 1917, two Lewiston, Augusta & Waterville employees, a motorman named Albert W. Beals and a student motorman, Eugene Roux, were fatally injured when the "Narcissus" was struck by a Mechanic Falls car on Minot Avenue, near High Street.

According to a newspaper report of the collision, the Lewiston, Augusta & Waterville car, when it entered the single track from Court Street, failed to trip the block signal which would have stopped the interurban at Minot Avenue and



HEAVY RAINS in 1915-16 raised havoc with the Portland-Lewiston Interurban right-of-way. This is a view of No. 4 bridge in West Falmouth after a freshet receded and left railway crews with a major rebuilding task. —[Photo from Portland-Lewiston Interurban scrapbook.]

Washington Street. The motorman of the "Narcissus," George Blair, believing he had a clear line, had started toward Court Street when he observed the other car coming at a fast clip. He stopped his car and had stepped to the ground to change ends quickly when the crash came.

(Under a trackage rights agreement between the Lewiston, Augusta & Waterville and Portland-Lewiston Interurban, the interurban car was required to return to Washington Street, switch onto the tracks of the Auburn Heights line and allow the Mechanic Falls car to pass).

Witnesses testified that Beals seemed to be in a state of panic and instead of shutting off the power and applying the brakes, he advanced the controller, giving his car more forward speed.

The Mechanic Falls car was badly damaged, the vestibule and two or three seats being demolished, and it had to be towed to the Lewiston carhouse. On the other hand, the interurban car suffered only minor damage and was able to proceed under its own power. None of the passengers in either car was hurt, although all were shaken by the impact.

* * *

TWO PERSONS were slightly injured in the head-on crash of the "Gladiolus" and freight car No. 32 at the Outlet stream near Morrison Hill late in the afternoon of March 1, 1918. More serious conse-

quences were avoided by fast action on the part of the motormen of both cars, George Blair and Harry Williams, respectively, who speedily applied the air when a collision seemed inevitable and jumped into a nearby snow drift. Williams landed on top of Blair but neither was injured.

The front of the passenger car was smashed but the freight car escaped with relatively little damage. It was loaded with a shipment of crackers and the force of the impact knocked over several piles of cartons, the boxes landing on Albion C. Conant, conductor and freight messenger.

Both cars were taken to Portland under their own power and the "Gladiolus" was quickly repaired and returned to service.

Cause of the accident was Blair's failure to comply with a train order directing the eastbound "Gladiolus" to cross westbound "Extra No. 32" at Forest Lake siding. The "Gladiolus" ran by the meeting point, colliding with the freight car about 10 feet east of the wooden culvert at the Outlet.

As might be expected, there were several grade crossing accidents over the years when motorists tried to outdistance the speeding interurbans, but these were kept to a minimum with installation of automatic grade crossing signals at all points where the line crossed main highways, one signal a year being added until the protection was complete.

Let's Go Back into Memoryland and Take

A Ride over the Portland-Lewiston

A TRIP over the Portland-Lewiston Interurban was always a pleasant experience, both to the regular commuter and to the occasional rider. The cars were comfortable and fast, the crews were efficient and polite and the scenery was the ever-changing panorama of the typical New England countryside. The interurban provided the best in public transportation between Portland and Lewiston, and it seems incomprehensible that the rougher-riding highway buses which have been serving these cities in later years can be considered symbols of progress in any way.

Let us return in retrospect to the summer of 1917 and enjoy a "ride" on the Portland-Lewiston Interurban. Our starting point is Monument Square in Portland, and our car is the "Arbutus," one of the handsome interurbans turned out by Laconia in 1912. The time is 9 in the morning and a check of the timetable reveals that ours is a limited train which will make only five scheduled stops after leaving Portland.

We Board the Car

Entering at the rear of the car, we stroll forward to the smoking compartment. As we take seats, we note a small metal sign, bearing the names of the crew on the bulkhead over our head. Our motorman is Charles H. Mitchell and the conductor is Joseph L'Heureux and a fellow passenger informs us that both men have been with the company since the line's opening—and that Joe L'Heureux is best known as "Joe Happy."

The starter shouts: "Car for for West Falmouth, Gray, New Gloucester, Upper Gloucester, Danville, Auburn and Lewiston." Conductor L'Heureux checks his watch and finds it is time to leave, swings aboard and gives two bells to the motorman.

Mitchell applies the power,

and almost immediately shuts it off as the big car takes the switch, turns sharp onto Preble Street and starts to descend an easy grade. The tracks curve left onto Portland Street and we pass the Portland-Lewiston Interurban terminal building on our left. One of the express motors is in the doorway and its crew shout a greeting to L'Heureux and Mitchell.

Arriving at the intersection of Portland Street with Park and Forest Avenues, the "Arbutus" swings right onto Forest Avenue and Mitchell advances the controller. He can't run too fast, however, as there are a couple of Portland city cars ahead and they are stopping frequently to let off or take on passengers.

On to Private Right-of-Way

Passing through Woodfords Corner, the car crosses the main line tracks of the Maine Central Railroad and continues on Forest Avenue to Morrills Corner. More railroad tracks are crossed here, we swing right onto Allen Avenue and then turn left into Goodrich Avenue and the start of the Portland-Lewiston Interurban right-of-way at Deering Junction.

Hurrying over to the register station, "Joe Happy" calls the dispatcher for orders and is told that the "Arbutus," as Train No. 9, will cross Extra 32 Westbound at Forest Lake siding in South Gray. He makes out a "31" order in duplicate (one for himself and one for Mitchell), registers the train, fills in a clearance card and returns to the car. Two bells again and we are off for West Falmouth.

A Maine Central train on parallel track seems to want a race and as we're slightly late, Motorman Mitchell is happy to oblige. Given full power, the 90-horsepower motors swiftly pick up speed and the car surges ahead. Our competitor is soon left behind and we walk

back into the main passenger compartment to seek more comfortable seats and enjoy the ride.

Racing at nearly 60 miles an hour over smooth riding private way, we cross the Presumpscot River on a reinforced concrete bridge and pass by numerous farms before arriving at West Falmouth station. We meet a westbound train, the "Magnolia," here and L'Heureux steps to the rear of our car and shouts his train number to the other conductor. The latter replies in kind.

Leaving West Falmouth, the track parallels the highway for a short distance and then bears left, crossing two more concrete bridges and continuing through wooded country to Hurricane station and a crossing of the main road from Portland to Lewiston. Speeding through West Cumberland we find the work train waiting at Forest Lake siding. Continuing on, the "Arbutus" rolls over the Gray meadows and soon arrives in Gray village, the half-way point on the line. Mitchell expertly applies the air and the car comes to an easy stop in front of the red brick building which doubles as a passenger depot and rotary substation.

Gray, the Halfway Point

In Gray, we observe the freight houses and the locomotive shed as well as several storage tracks. (The locomotive shed collapsed on Feb. 11, 1918 due to the weight of snow on the roof. It was rebuilt—and later destroyed by fire. The locomotive, No. 90, was badly damaged in the blaze but was later repaired).

Leaving Gray, the interurban continues on private way alongside the highway for about five miles before cutting off through the woods to the village of New Gloucester. We meet the westbound "Clematis" at Rowe's siding in Upper Gloucester, train numbers are again ex-

changed, and a short distance beyond, the highway comes into view on our left.

As the car approaches Danville, a long grade is descended and here the "Arbutus" speeds as fast as her wheels will turn. We slow down to cross the main highway again and arrive at the Danville station.

From Danville, we run in an almost straight course through the woods, passing under the the main line of the Grand Trunk Railway and over the Rumford branch of the Maine Central Railroad to Littlefield's Diamond and a grade crossing of the Lewiston & Auburn Railroad. Crossing another concrete bridge—this one over the Little Androscoggin River—the "Arbutus" continues alongside Old Portland Road, passing through Maple Point, Interurban Heights and Arsenault Park before arriving at Fairview Junction.

Lewiston, End of the Line

At Fairview, L'Heureux calls the dispatcher once again, he registers off the line and we enter trackage of the Lewiston, Augusta & Waterville Street Railway. The block is clear and we roll along Minot Avenue to Court Street and the start of double iron. There is a meet with the outbound "Azalea," we cross the Androscoggin River into Lewiston and ascend Main Street hill to the terminus at Union Square. Our ride is over.

The Train Robbery

ON MARCH 18, 1917, Conductor Wesley N. Brown, in charge of the last night car from Lewiston to Portland, was held up by a masked bandit and relieved of \$50. The robbery took place at Fairview Junction just after Brown had thrown the switch and let his car through onto the Portland-Lewiston right-of-way.

Conductor Brown immediately notified the dispatcher of the incident and voiced his suspicions of the bandit's identity. A day or so later, police apprehended one Harold M. Arm-

strong, a Portland-Lewiston Interurban motorman, who had signed off work on the night of the holdup. Armstrong, who was said to be suffering financial difficulties, confessed to the crime, as well as several other robberies, and was sentenced to the State Prison at Thomaston, Maine, where he died Oct. 10, 1918.

Important Events

LITTLE more than a month after the interurban began operation—on August 18, 1914—then ex-President Theodore Roosevelt rode over the line. "Teddy" had been on a hunting trip in northern Maine and on his way home had been invited by the Portland-Lewiston Interurban management to inspect the new road. A special car, believed to have been the "Arbutus," was provided for his convenience. In Gray, a brief stop was made while Roosevelt addressed a gathering through an open train door in the vestibule.

There were washouts in 1915 and on March 6, 1920, a heavy blizzard completely tied up the line. All of the interurban's snow fighting equipment was mustered to clear the tracks and a large force of hand labor was recruited to shovel away the drifts which the plows could not penetrate. It was several days before the road was back in business.

That same year, the interurban experienced its biggest day when, on July 5, 1920, the Portland-Lewiston was called upon to handle so many people between Lewiston and Portland that its passenger equipment was inadequate and the box express motors were hastily fitted up with benches from the Pythian Temple, Portland, to carry the huge crowds to and from the Maine Centennial Exposition in Portland. Cars were jammed to capacity—as a matter of fact, four carloads, with a seating capacity of 208, took 503 passengers on one trip from Lewiston to Portland. All passenger traffic records of the road were broken on that day.

"We have had holidays and we have had crowds before but we never struck any such combination as this. Never have we carried any such number of passengers in a single day," was the statement made by General Manager Fred L. Gordon to a reporter from the Lewiston Daily Sun.

Other busy days for the interurban came when the Maine State Fair was held at Lewiston every September.

It might be well to mention that in addition to the sidings at West Falmouth, Forest Lake and Upper Gloucester, there were also sidings at Gray, New Gloucester (Webster's), Danville, Auburn (Sadler's) and at Deering Junction. There was a spur track to the gravel pit at Morrison's Hill.

The usual meeting points for trains were at West Falmouth, Rowe's Siding and Fairview Junction. The meets scheduled at Fairview usually were made at a point on the double track of the Lewiston, Augusta & Waterville Street Railway between Union Square, Lewiston, and the Maine Central Railroad crossing on Court Street in Auburn.

"On the Heights"

FROM its very beginning, the Portland-Lewiston Interurban was a success. It filled a definite transportation need and its alternate limited and local cars proved attractive to patrons. Service was far superior to that offered by the Maine Central Railroad and the downtown termini in Portland and Lewiston were convenient to the business districts in those cities.

The freight operations were successful, too, with many carloads of livestock and manufactured goods being handled. Milk and farm produce were the principal cargoes for the less-than-carload service, even though many additional commodities were carried. At Portland, freight and express shipments were received from and sent to points on the Portland Railroad Company and Atlantic

Shore Line Railway, and there was an exchange of freight and express between the interurban and the Lewiston, Augusta & Waterville Street Railway, although the latter ran its own freight trains between Lewiston and Portland via Brunswick and Yarmouth.

Financially, the interurban earned a net profit of \$54,000 in 1916 and in 1919, the net profit was over \$70,000. In this latter year, passenger revenues totalled \$203,844.86 and the income from freight and express was \$21,706.80. In 1916, Portland-Lewiston Interurban carried 296,664 paid passengers and by 1919 this number had increased to 471,062. As for the Androscoggin Electric Company, its total profits from railway and power operations in 1919 were \$141,905.17. The stockholders were receiving regular dividends and all was well.

Electric Company Officials

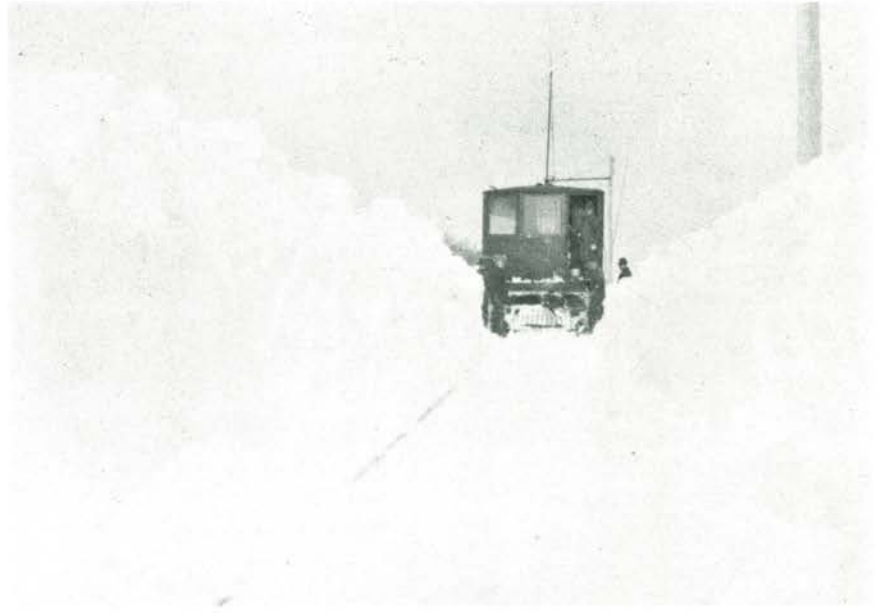
Officials of the Androscoggin Electric Company included William T. Cobb as president and Fred L. Gordon as general manager, with Rufus H. Stone as superintendent of the railway division. Mr. Stone resigned in November, 1918, and his position was taken by Percy E. Weymouth, former superintendent of the Augusta division of the Lewiston, Augusta & Waterville Street Railway.

With the appointment of Mr. Gordon as general manager of the Cumberland County Power & Light Company on Oct. 1, 1920, George S. Williams, general superintendent of the Central Maine Power Company, was named general manager of the Androscoggin Electric Co.

For a number of years, the Androscoggin Electric Company, through the Central Maine Power Company, was controlled by the Middle West Utilities Company, an Insull holding corporation. This relationship ended with the collapse of the Insull empire in the 1930's.

Announcement was made on Sept. 26, 1925, that the Portland-Lewiston Interurban cars would make connections with the "Pine Tree Limited," the

Photographs from the Portland-Lewiston Interurban Scrapbook



THE BIGGEST SNOWSTORM ever experienced by the Portland-Lewiston Interurban struck on March 6, 1920, and the road was practically paralyzed for several days. This view of express car No. 34 near Silo station, Auburn, shows depth of snow drifts.



THREE BRIDGES crossed the Little Androscoggin River near Littlefield's Diamond in Auburn. In the foreground is the Grand Trunk Railway bridge; in the middle is Portland-Lewiston Interurban's concrete span and in the background can be seen the highway bridge. The interurban and railway bridges still remain, but a newer bridge replaced the highway span in 1937.

then-new crack Portland-Boston train of the Boston & Maine Railroad.

Under this plan the interurban car leaving Lewiston at 6:13 a. m. arrived at Forest Avenue and Congress Street, Portland, at 7:30. Here a local street car of the Portland Railroad waited to carry passengers to Union Station. In the evening passengers arriving in Portland on the "Pine Tree" at 7 rode a local car to Monument Square to connect with the 7:20 interurban to Lewiston. The departure of the interurban was delayed if the train was late.

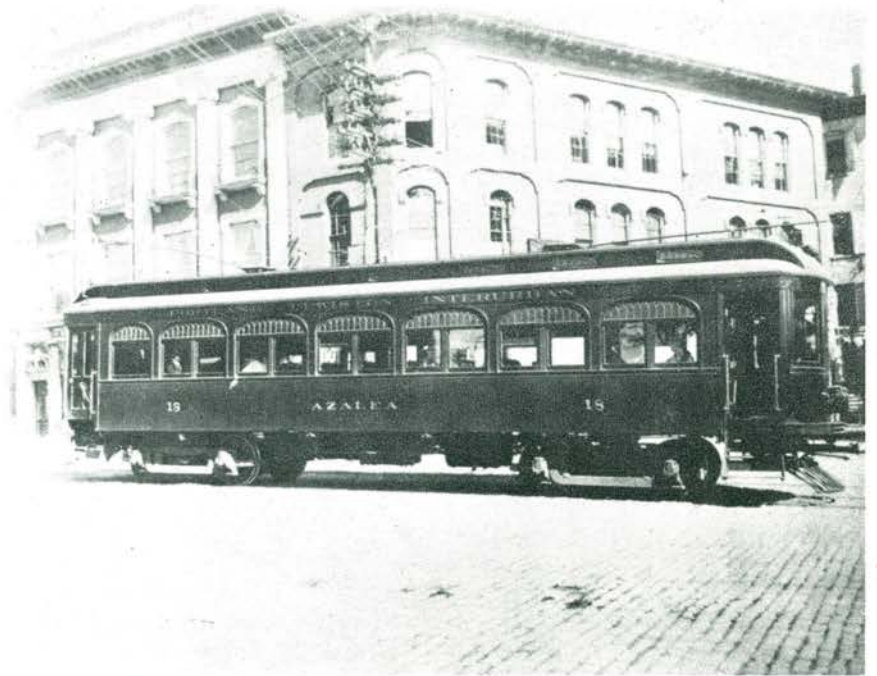
In later years, interurbans connected with the Boston-bound "Pine Tree Limited" at Woodfords station and with trains from Boston at Union Station.

When the Lewiston, Augusta & Waterville Street Railway went into receivership in late 1918, there were rumors that the Lewiston, Augusta & Waterville system would be taken over by the Androscoggin Electric Company. These reports were swiftly scotched by General Manager Gordon who stated emphatically that the Androscoggin Electric had no interest in the Lewiston, Augusta & Waterville—that it had enough to do to take care of its own railway. It will be recalled that in 1914, following the death of W. Scott Libbey, there were stories circulating that the Portland-Lewiston Interurban would be purchased by the Lewiston, Augusta & Waterville—then a prosperous and busy road. How things changed in the short span of four years!

The Decline

THE DAYS of prosperity of the Portland-Lewiston Interurban were not long to last. A modern highway between Portland and Lewiston was built in the late 'Twenties, promoting the growth of private automobile competition for the railway. All too frequently, would-be interurban passengers were given rides by passing motorists. Freight business

Photographs from the Portland-Lewiston Interurban Scrapbook



THE "AZALEA" was only two years old when this fine photo of the Wason-built car was snapped at Main and Lisbon Streets, Lewiston. The brick building behind the interurban car housed the main offices of the Lewiston, Augusta & Waterville Street Railway Company, Maine's most extensive trolley system.



THE PICTURE of a motor truck ordinarily has no place in a street railway history, but in this case it's different. This particular truck was operated by Hodgdon's Transportation Co. in connection with the freight service of the Portland-Lewiston Interurban in 1932 and 1933. —Photo taken by Oscar S. Adkins.



FOR TWO YEARS, No. 40, one of the Portland - Lewiston's local cars, was leased to the Portland Railroad and operated on the latter's Saco Division. Photo shows the car in service on the Saco line (note the dash sign), and is believed to have been taken at Scottow Hill turnout in Scarborough. —Photo from C. D. Heseltine.

began to decline as more and more trucks appeared on the roads.

To boost sagging revenues and help meet increased operating costs, fares were raised from time to time. On Aug. 11, 1931, the through rate between Portland and Lewiston was set at one dollar. Deficits began to appear and it became apparent to the management that the days of the Portland-Lewiston Interurban were numbered. As far as the general public was concerned, well, the interurban would always be there whether they patronized it or not.

Both limited and local serv-

ice continued to be operated over the road but the number of limited trips was gradually reduced until only five such trains were listed on the timetable. Local trains only were operated during the last two years of the Portland-Lewiston Interurban. There were 18 round trips daily except Sundays, when only 16 trips were scheduled.

The interurban made a bid for more business by dropping passengers at all white pole stops in Portland, Auburn and Lewiston. Later, orders were issued to pick up passengers at any of these points in the three

NEW SERVICE

Portland-Lewiston Interurban

makes DIRECT CONNECTION with
PINE TREE LIMITED TRAINS
FROM BOSTON—At Union Station
TO BOSTON—At Woodfords Station

SUNDAY CONNECTION

Lv. Boston (via B. & M. R. R.) 6.00 P. M.
Arr. Portland (Union Station) 9.00 P. M.

TAKE INTERURBAN CAR
AT UNION STATION
DIRECT TO LEWISTON

FOR INFORMATION

Phone Lewiston 866
Portland Forest 4800

ANDROSCOGGIN ELECTRIC COMPANY
Central Maine Power Company System

2-8-31



TIME TABLE

Eastern Standard Time Effective Feb. 8, 1932

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

REFERENCES

T—Leaves from Terminal 20 Portland St. Only
‡—Sunday Only

*—Connects with Pine Tree Limited

†—Connects with train from Boston

‡—Daily except Sunday

Subject to Change Without Notice

Gray	South Gray	Whitney Road	Verrill Road	Skillsing Rd.	Morrison's	W. Cumberland	Hurricane	Camp Adams	W. Falmouth	Leighton's	Cobb Lane	Newton St.	Deering Siding	Deering Jct.	Portland	1931	JAN	1	12	23
																	FEB	2	13	24
																	MAR	3	14	25
																	APRIL	4	15	26
																	MAY	5	16	27
																	JUNE	6	17	28
																	JULY	7	18	29
																	AUG	8	19	30
																	SEPT	9	20	31
																	OCT	10	21	
																	NOV	11	22	
																	DEC	11	22	

ANDROSCOGGIN ELEC. CO. (PORTLAND-LEWISTON INTERURBAN)

10 RIDE TICKET

6282

Good for passage between stations indicated by punch marks. Good until used or until change in fare is made.

G. S. Williams, GENERAL MANAGER

Special ticket issued during last years of the Portland-Lewiston Interurban in bid to attract and hold patrons.

Timetable issued on a pocket-size card in 1932.

Souvenirs from the Portland-Lewiston Interurban Scrapbook

Program

Steam Clams Saltines Pickles
Lobsters Three-Coin

ADKINS will broadcast this Program

SONG by Ouellette
LOVE SKETCH by Guy Davis and O. S. Adkins
DUET by Trask and Newcomb
The good old section crew will give a comedy Drama
"OLDE SNOW FENCE" by Beecher True Lane
PEP TALK by Trask
Mr. E. W. Jamieson will give a description of his trip to
PALMERSTON NORTH in 1940
SPEECHES by anyone that feels like it
REMARKS by S. B. Cobb
BOXING MATCHES bring your gloves
FAREWELL SPEECH Supt P. E. Weymouth

This is your personal Invitation

Inasmuch as this may be the last chance for us to all be together for a social gathering it is thought advisable to call this gathering for the evening of JUNE 29th at 7 30 P. M. at LEWISTON CAR BARN

It seems quite necessary that some contributions should be made to defray expenses but the committee does not want anyone to stay away owing to their inability to contribute to these expenses.

Send your name in early

THE NIGHT THE BOYS CLOSED
THE ROAD was the heading in the Portland - Lewiston Interurban's scrapbook over the program for the "wake" held June 29, 1933, the day that the interurban ceased operation. It was a sad occasion, but the boys drowned some of their sadness with a copious supply of 3.2 brew.

THIS CLEARANCE CARD was made out by Conductor Beecher T. Lane after registering his train, No. 36, at Fairview Junction, Auburn, on the last trip from Lewiston to Portland at 11:16 on the night of June 28, 1933.

20M 10-32

I have Checked the Register Book and find all Due Trains Registered

East 9-10 West 9-10
(Write Yes or No)

TRAINS DUE NOT REGISTERED

East _____
West _____

LAST TRAIN TO REGISTER

East 7-17 West 7-16
Time _____ Time _____

Signed Beecher T. Lane
Conductor

**Portland-Lewiston Interurban
CLEARANCE CARD**

At FV 11-16 June 28, 1933
(Station) (Date)

Conductor and Motorman Tr. No. 36

I have _____ orders for your train.

Signal is displayed for Train Dispatcher

This does not affect any orders you may have received.

Each Member of Crew must have a copy and see that their train is correctly designated in the above form.

cities and more stops were added along the right-of-way. During the last few years of operation, there were no less than 50 scheduled stops along the line compared with the 9 or so when the road commenced to operate. The running time for limited cars was increased to one hour, 24 minutes and one hour, 30 minutes for the locals.

One-man operation for the interurban was authorized in 1932, but even as Superintendent Weymouth was out in Indiana checking lightweight cars and observing their operation on the Indiana Railroad System, an event took place that was to result in the demise of the Portland-Lewiston Interurban a year later.

Politics Hastens the End

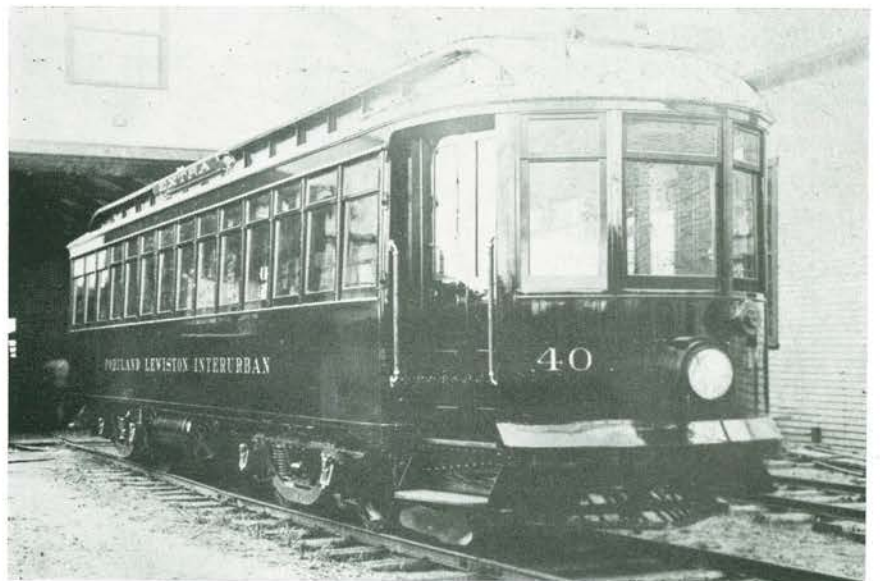
An Auburn political figure, Frank Winter by name, organizing a consumers' protective association in an effort to get reduced power rates and to foster rural electrification, pushed a bill through the Maine Legislature that separated the Portland-Lewiston Interurban from the financial structure of the Androscoggin Electric Company. The passage of this act meant that any loss incurred by the interurban could not be charged against the profits of the electric company, thus putting the railway under the necessity of paying its own way. Mr. Weymouth came home from Indiana and the railway continued operation with its obsolete two-man cars.

The last public timetable of the interurban was issued on May 22, 1933, with the schedule calling for 12 round trips daily, Monday through Friday. On Saturdays, three additional trips were provided but on Sundays there were only 9 trips. Riding fell off steadily and more often than not cars had more vacant seats than riders.

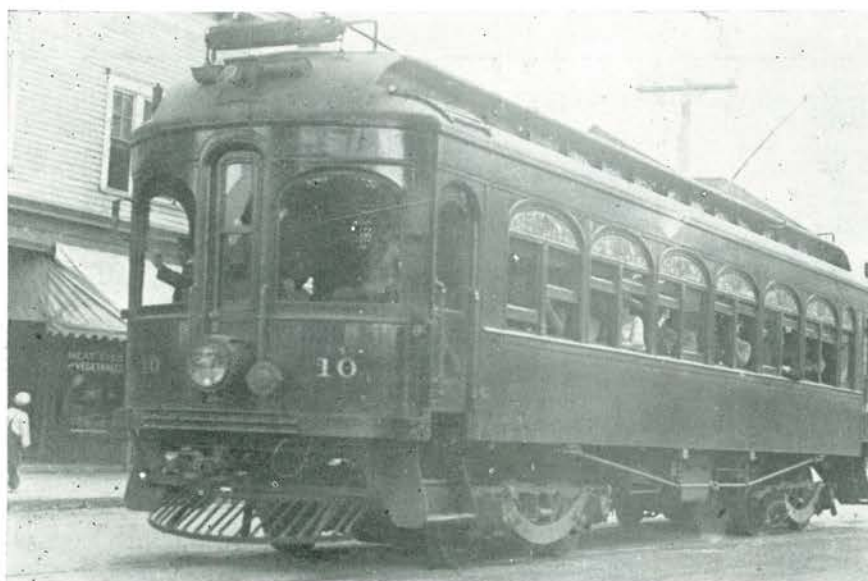
The end of the interurban came as a complete surprise to the public. Without any advance warning, the management served notice that abandonment of the road would take place on Thursday, June 29, 1933—just 19 years to the



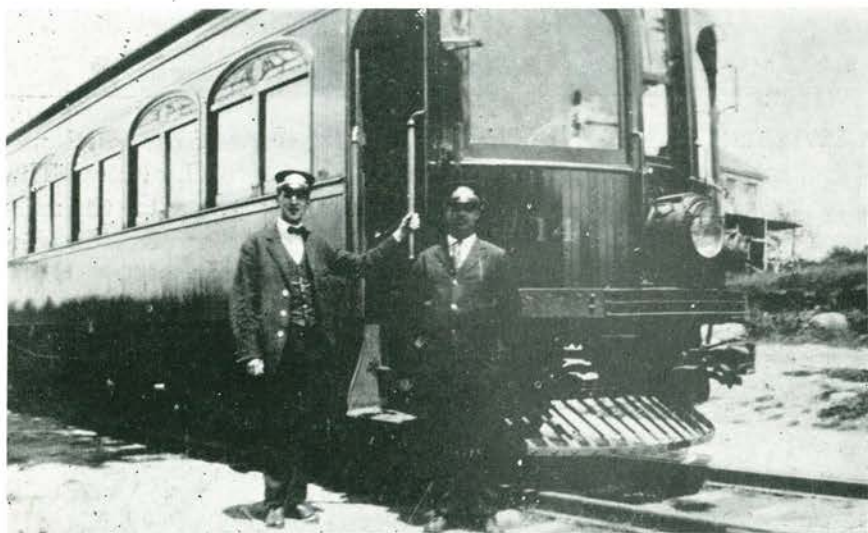
LEWISTON CARBARN—View shows the front of the Portland-Lewiston Interurban's barn on Middle Street, Lewiston. The structure served as a garage for a number of years after the railway was abandoned and has more recently been converted into a supermarket. —Photo from William F. Libby, Jr.



A BUILDER'S PHOTO of No. 40, one of the two cars purchased from the Laconia Car Company in 1915 to provide the local service over the interurban.—From collection of O. R. Cummings.



NO. 10, THE "ARBUTUS," stops at Morrill's Corner, Deering, before continuing on to Deering Junction and private right-of-way. The photo shows the car with its original whistles, later replaced with dual air horns. —Photo by Harold D. Forsyth.



day after the first trial trip was made over the line.

Approximately 50 employees who were faced with the unpleasant fact that their jobs would be no more, sought to take over the interurban and to continue it in operation, but the Androscoggin Electric Company wasn't interested in their offer.

The last trip from Portland to Lewiston was a memorable occasion. At 11:05 Wednesday night, June 28th, the "Arbutus" departed from Monument Square and headed for the Portland-Lewiston right-of-way at Deering Junction. The crew were Charles H. Mitchell, motorman, and Joseph N. L'Heureux, conductor—as they had been for the inspection trip of the Railroad Commissioners on June 29, 1914. Mitchell had retired from active employment but he was given the honor of making the last run.

Rider on First Car Also on Last

Among the passengers was Mrs. Gertrude Libbey Anthony, daughter of W. Scott Libbey, builder of the Portland-Lewiston Interurban. She had been a guest on the first trip—and came up from New York to ride on the last.

At Gray, the "Arbutus" met the "Gladiolus" making the final Lewiston to Portland run. At 12:26 on the morning of June 29th, old No. 10 arrived

OSCAR S. ADKINS, left, who furnished much information for this history of the Portland-Lewiston Interurban, and **John Cluff**, right, pose in front of the "Narcissus" at Gray. — Photo from Oscar S. Adkins.

LEAVING WEST FALMOUTH

station for Portland, No. 12, the "Gladiolus," takes the siding to cross an opposing train. West Falmouth was a regular meeting point on the Portland-Lewiston Interurban. —Photo from Francis J. Goldsmith Jr.

in Union Square, Lewiston. It was the end of the line for Maine's finest electric railway, with buses of the Maine Central Transportation Company taking over the Portland-Lewiston run.

Dismantling

SHORTLY after abandonment of the Portland-Lewiston Interurban, the overhead was removed and the substations dismantled. The rails were taken up in 1934, a gasoline-powered rail truck being used. The seven large interurbans were taken to the yard at the Androscoggin & Kennebec Railway's Lewiston carhouse, there to await possible sale, while the two smaller passenger cars and the express and freight equipment were stored at Gray. Eventually, several of the passenger car bodies were sold and one complete car, the "Arbutus," was purchased by Mrs. Gertrude L. Anthony and taken to her summer estate at Bay View, Maine, for preservation in memory of her father. It remained there until 1946.

Traces of the Portland-Lewiston Interurban remaining today (1956) include most of the roadbed between West Falmouth and Auburn. The portion between Portland and West Falmouth was practically erased through construction of the Maine Turnpike extension. Most of the reinforced concrete bridges are still in place and the terminal buildings in Portland and Lewiston still stand, the latter now being a Red & White Supermarket. The car "Maine" is a diner on Park Street, Lewiston; the body of the "Narcissus" rests forlornly by the side of the road near Sabattus Lake in Webster; the "Azalea" is located on West Rose Hill, overlooking the Androscoggin River in Lewiston, and cars Nos. 40 and 42 are in South Casco where they are used as a boat shop.

The remaining passenger cars were junked at Lewiston; the express cars were scrapped at Gray and the locomotive was taken to Deering Junction and

there it, too, eventually was cut up for scrap metal.

The rotary stations at West Falmouth and Gray are private homes, while the station building at Danville is used for storage purposes by the Central Maine Power Company.

During the latter part of 1940, after the conversion of the Portland Railroad's Deer-

ing carhouse to a National Guard Armory began, the Portland terminal of the interurban again was put to street railway use. The lead-in track switches on Portland Street were cleared of tar and dirt and overhead wire was erected into the building so that the barn could be used by the line and track departments of the railway.

TIME TABLE



EFFECTIVE MAY 22, 1932

Daylight Time

Week-day Schedule

Leave Portland	Leave Lewiston
6.05 A.M.	7.25 A.M.
7.05 "	8.25 "
8.05 "	9.35 "
9.05 "	10.35 "
11.05 "	11.35 "
*12.05 P.M.	*12.35 P.M.
1.05 "	1.35 "
*2.05 "	*2.35 "
3.05 "	3.35 "
4.05 "	4.35 "
5.05 "	5.35 "
6.05 "	6.35 "
*7.05 "	*7.35 "
9.05 "	9.05 "
11.05 "	11.05 "

*—Saturday only.

†—To upper Gloucester and return.

Sunday Schedule on Reverse Side.

Last Public Timetable Issued

PORTLAND-LEWISTON INTERURBAN

SUNDAY SCHEDULE

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

†—Connects with train from Boston.

Running Time,

1 hour and 20 minutes.

One way fare—\$1.00.

Daily round trip and

week-ends Friday-Monday, \$1.50.

Phone—Portland For. 4800;

Lewiston 4800—866.

FOR ECONOMY & DEPENDABILITY

USE OUR FREIGHT SERVICE

Androscoggin Electric Company

Central Maine Power Company

1932 Roster of Employees

NAME	POSITION
Percy E. Weymouth	Superintendent
M. D. French	Master Mechanic
S. B. Cobb	Freight Traffic Manager
J. E. Cummings	Freight Agent
Harry Ferguson	Line Foreman

LEWISTON TRAINMEN

Oscar S. Adkins	Conductor
A. P. Buchanan	Motorman
E. H. Buchanan	Motorman
J. I. Cluff	Motorman
Albion M. Conant	Motorman
William M. Jones	Conductor
Joseph N. L'Heureux	Conductor
George W. Maxwell	Motorman
R. E. Trask	Conductor
Forrest Greenwood	Temporary Motorman
P. G. Smith	Temporary Conductor

PORTLAND TRAINMEN

J. E. Abbott	Motorman
A. C. Clement	Motorman
Ernest Waldo Jamieson	Motorman
Beecher T. Lane	Conductor
Joseph R. Lavigne	Motorman
Marvin L. Shackford	Conductor
Ralph H. Shaw	Conductor
Harry E. Williams	Conductor
G. Fred Pollock	Temporary Motorman
Dana M. Russell	Temporary Conductor

SUBSTATION OPERATORS

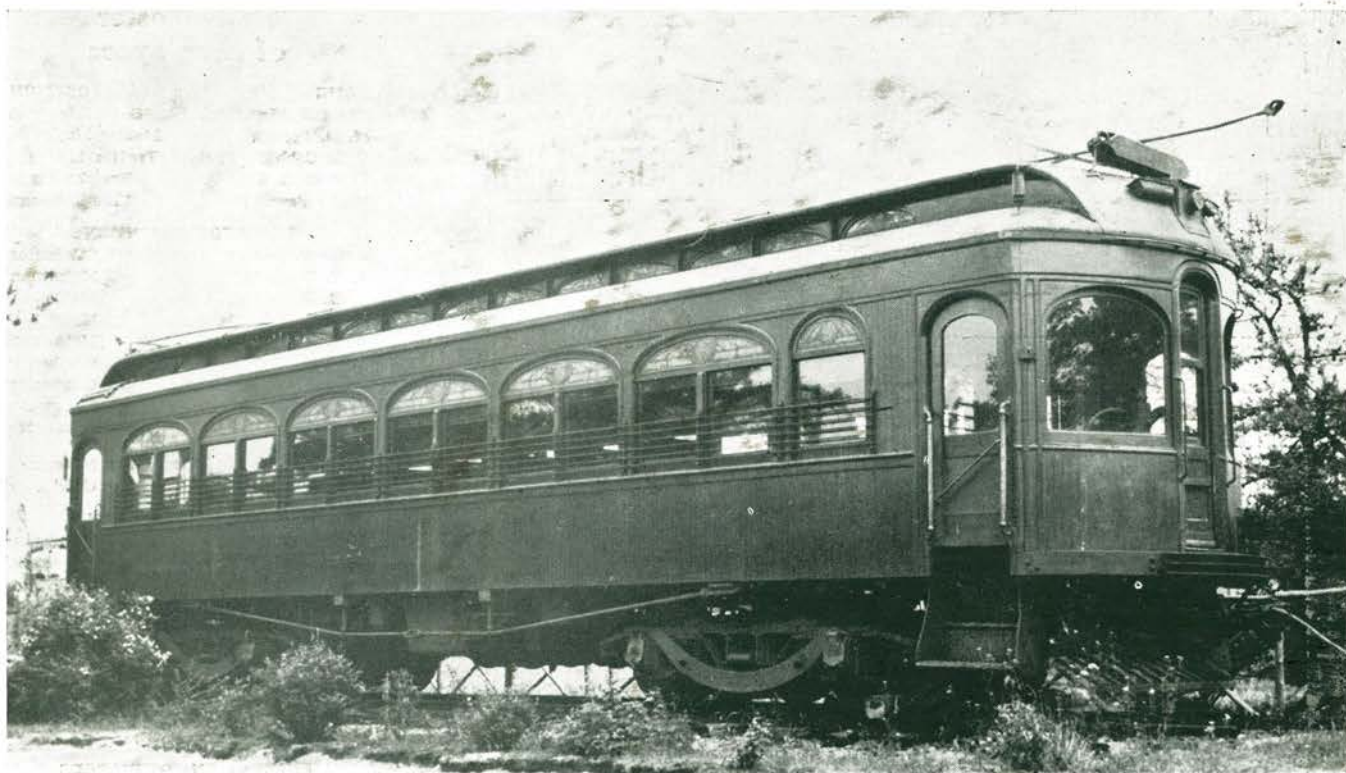
M. Clyde Grover	Days, Danville
LeRoy Libby	Nights, Danville
Mark Marcus Muzzy	Days, Gray
Maurice P. Burns	Nights, Gray
George Brackett	Days, West Falmouth
Robert X. DeVere	Nights, West Falmouth

SECTION MEN

George F. Davis	Roadmaster
Guy F. Davis	Section Hand
Floyd Watson	Section Hand
P. H. Loring	Section Hand
E. Kimball	Section Hand
C. Doughty	Section Hand
W. P. Caswell	Section Hand
H. L. Marrinor	Section Hand
Joe Wilson	Section Hand

OTHER EMPLOYEES

M. W. Paine	Night Watchman
Mark W. Newcomb	Terminal Foreman
Horace A. Williams	Terminal Employee
George Edwards	Terminal Employee
Paul Ouellette	Freight Truck Driver
George Rand	Freight Truck Helper
J. N. McIlroy	Retired
Charles H. Mitchell	Retired
F. D. Damren	Retired
H. J. Sawyer	Retired
G. M. Harris	Laid Off
P. W. Smith	Laid Off



FROM 1933 TO 1946, the "Arbutus" reposed on the estate of Mrs. Gertrude Libbey Anthony at Camp Ellis, Maine, just a short distance from Old Orchard Beach. The car was dismantled for junk in 1946 much to the dismay of railfans who would have liked to acquire it.—Votava Photo.



THE LAST TRIP from Portland to Lewiston was made by the "Arbutus," shown here at Monument Square, Portland, on June 29, 1933. The lady in the picture is Mrs. Gertrude Libbey Anthony, daughter of W. Scott Libbey, builder of the road. At her left and right, respectively, are Joseph N. L'Heureux, conductor, and Charles H. Mitchell, motorman. —Photo from O. R. Cummings.

FAST FREIGHT SERVICE

TWO TRAINS

DAILY

BETWEEN MAINE'S TWO

LARGEST CITIES

PORTLAND OFFICE

20 PORTLAND STREET

TEL. 1147

LEWISTON OFFICE

116 MIDDLE STREET

TEL. 866
867

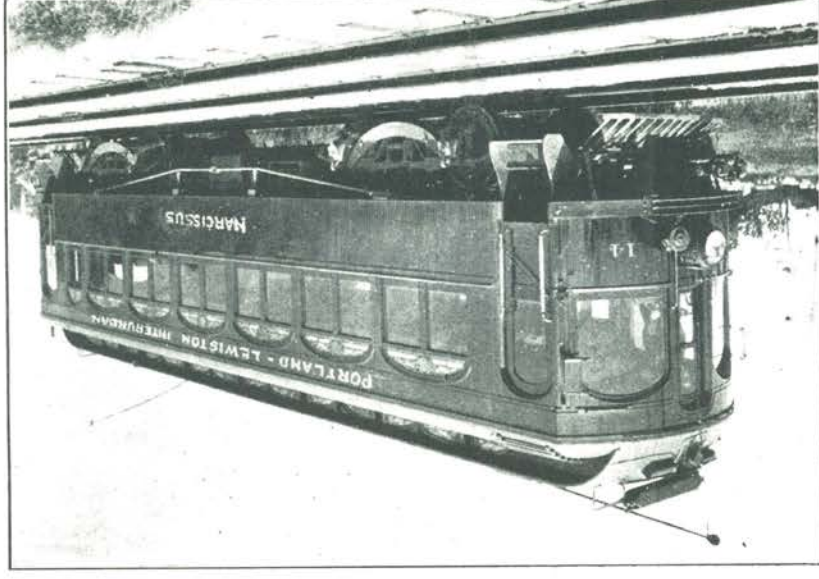
PORTLAND-LEWISTON INTERURBAN RAILROAD

TIME TABLE

Bangor Public Library
Bangor, Maine

GEO. S. WILLIAMS,
GENERAL MANAGER

P. E. WEYMOUTH,
SUPERINTENDENT



COMFORTABLE CARS—CLEAN, FAST SERVICE

FULL SIZE
FOR "O" GAUGE

