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Portland Railroad: Part I, historical development and operations

Osmond Richard Cummings

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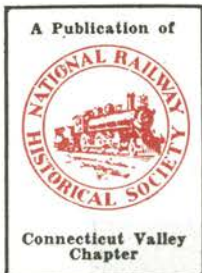
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PORTLAND RAILROAD

O. R. CUMMINGS



Transportation

Volume 11.

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PART I . . . Historical Development and Operations

Portland Railroad

By O. R. CUMMINGS



12-BENCH OPEN CARS like No. 125 provided much of the summer service on the city lines of the Portland Railroad in pre-World War days. The locale of the picture is Riverton Casino in its heyday when the grounds and buildings at the famous resort were as well maintained as Portland's trolleys.

Transportation

Volume 11

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Foreword

THE HISTORY of the Portland Railroad Company is a long and complicated one—so much so that any attempt to publish all of it at one time would result in a volume of such size and such cost that its selling price would have to be much higher than previous issues of "Transportation."

For this reason, this history is to be published in two parts, the first of which covers the development and operations of the system. The second part, to be published soon, will include as complete as possible descriptions of the rolling stock, carhouses and power facilities.

Many persons have cooperated in furnishing material for this effort, the most ambitious work of the author to date. Chief among these contributors is Charles D. Heseltine of South Portland, who made available his notebooks of historical facts, compiled during several years of research in Portland newspapers, and a large number of pictures.

Others who have supplied information and photographs are Ernest R. Rowe of Westbrook, former Portland Railroad employee; Edward D. Leavitt, Biddeford, Maine; Richard L. Day, Gainesville, Fla.; Harold D. Forsyth, Marblehead, Mass., and Charles C. Holt, Saugus, Mass.

Photographs also have been furnished by Charles A. Duncan of Danvers, Mass., Gerald O. Boothby of Portland, Roger Borrup of Warehouse Point, Conn., and others.

Additional historical material was drawn from the Street Railway Journal, the Electric Railway Journal, the Brill Magazine, the annual reports of the Maine Railroad Commissioners and the Public Utilities Commission and from scrapbooks of newspaper clippings relative to the Portland Railroad.

Maps were drawn by J. Emmons Lancaster of Portland, a civil en-

gineer in the employ of the Maine Central Railroad.

To all others who have in any way contributed information or photographs for this history, the author expresses his wholehearted thanks.

O. R. CUMMINGS

300 North Bay Street

Manchester, New Hampshire

January 1, 1957.

Introduction

WHEN THE LAST trolley car rolled through the streets of Portland, Maine, in May of 1941, it marked the end of more than three-quarters of a century of local public transit by rail in that important New England seaport. It was in 1863 that the Pine Tree State's first horsecar line began operation there—to form the nucleus for what eventually became that state's second largest electric railway system—the Portland Railroad Company.

This extensive network of urban and suburban lines, at its height, had 100 miles of track and owned about 200 passenger cars. From the center of Portland, its routes radiated in all directions into the surrounding countryside, to connect the city with the neighboring communities of South Portland, Cape Elizabeth, Westbrook, South Windham, Gorham, Falmouth, Cumberland and Scarborough; extending southward to Old Orchard Beach and Saco, and running northward to connect with the Lewiston, Augusta & Waterville Street Railway at Yarmouth.

Like so many other New England street railways, the Portland Rail-

road was formed through consolidation of a number of predecessor companies. Several of these were built as extensions of the original Portland system and were later taken over by the parent road. Among them were the Portland & Forest Avenue Railroad, later renamed the Portland Railroad; the Portland & Cape Elizabeth Railway, the Cape Elizabeth Street Railway, the Ocean Street Railroad, the Portland & Yarmouth Electric Railway and the Westbrook, Windham & Naples Railway.

For many years, the Portland Railroad was controlled by the Cumberland County Power & Light Company through nearly 10 per cent stock ownership. The power company also controlled the Lewiston, Augusta & Waterville Street Railway from 1912 to 1919. During that period, the two roads were operated under a common management, with headquarters at Portland.

When in 1942, the Cumberland County Power & Light Company was merged with the Central Maine Power Company, the latter was forced to divest itself of its transportation business. The assets, properties and franchises of the Portland Railroad were sold in 1946 to New York interests which organized the Portland Coach Company to take over.

It is interesting to note that the same New York interests control the Lewiston-Auburn Transit Company and once again the Portland and Lewiston systems are directed by the same managerial powers.

It can be truthfully said that the Portland Railroad was the best maintained street railway in the Pine Tree State—even into its last years of operation.



UNION STATION, Portland, Maine, a scene that hasn't changed much with the years, except that buses use the former trolley reservation. This view with No. 416 was taken by Stephen Maguire in 1930s.

Portland Maine

Background Data for a History of Street Railway Transportation.

BEFORE commencing to relate the history of the Portland Railroad, it might be well to present a brief geographical description of Portland and its environs.

The largest city of Maine, with a population of 77,000 by the 1950 census, Portland is situated on Casco Bay, about 100 miles northeast of Boston. The greater part of the city occupies a hilly peninsula about 3 miles long and an average of three quarters of a mile in width. The principal artery is Congress Street, running in a southwest-northeast direction from the Union (railroad) Station to Munjoy Hill, a high promontory overlooking Portland harbor and the nearby islands.

The main business district of the city is located along Congress Street and the streets immediately adjacent. It is only a few minutes walk from here to the busy waterfront on Commercial Street. Monument Square, at the junction of Congress, Preble, Middle and Federal Streets, may be said to be the heart of Portland—it is from this point that all local transportation lines radiate.

To the west of this peninsula is that part of Portland known as Deering, with Forest Avenue as its main thoroughfare. Primarily a residential district, Deering was originally a separate municipality, uniting with its larger neighbor in 1899.

Bounding Portland on the east and south is the city of South Portland, with its neighboring towns of Cape Elizabeth and Scarborough, and to the west is the city of Westbrook. To the north of Portland and

Deering lies the town of Falmouth.

Although not a summer resort itself, Portland frequently has, during the summer months, a large transient population. This is because Maine attracts the largest number of summer visitors of any state in the Union and Portland is the chief gateway for those who come to "Vacationland" by rail, air or highway.

Within 150 miles northward of Portland are the picturesque lakes, rivers, mountains and forests which have made the region famous and which are enjoyed by thousands of health and pleasure seekers every year. To the eastward, the rugged and irregular shoreline with its numerous islands is the "rock-bound coast" of popular conception.

The population of the fishing towns and villages along the entire shore expands enormously in the summer and the countless number and character of large hotels, fine summer residences, cottages and tourist cabins show that the invigorating climate and varied attractions of the seacoast life never fail

to bring back the ever-increasing swarm of vacationers.

Portland is the northerly terminus of the Boston & Maine Railroad and the southern terminus of the Maine Central. From Portland, the Grand Trunk Railway extends across Maine and New Hampshire to Canada and numerous long distance bus lines enter the city from all directions. Modern highways radiate north, south and west, and from the Portland airport in Stroudwater, there are scheduled flights to every part of New England. Manufacturing activities of all kinds abound in Portland and from its deep-water harbor fishing craft sail off to the Grand Banks of Newfoundland. During World War II, it served as an important naval base and the shipyards in South Portland worked day and night to turn out vessels for the vital supply lines to all fighting fronts.

But so much for Portland and vicinity — let's discuss its former street railway system. The history of its horsecar and early electric roads will be taken up first.



Monument Square, Portland, Me.

The Horsecar Era

HORSECAR transportation in the city of Portland had its inception on March 19, 1860, when the Portland & Forest Avenue Railroad Company was chartered by an act of the Maine legislature and was authorized to construct, maintain and operate a horse railroad in the city of Portland and the town of Westbrook. The company was capitalized at \$100,000 and was authorized to issue mortgage bonds in an equal amount.

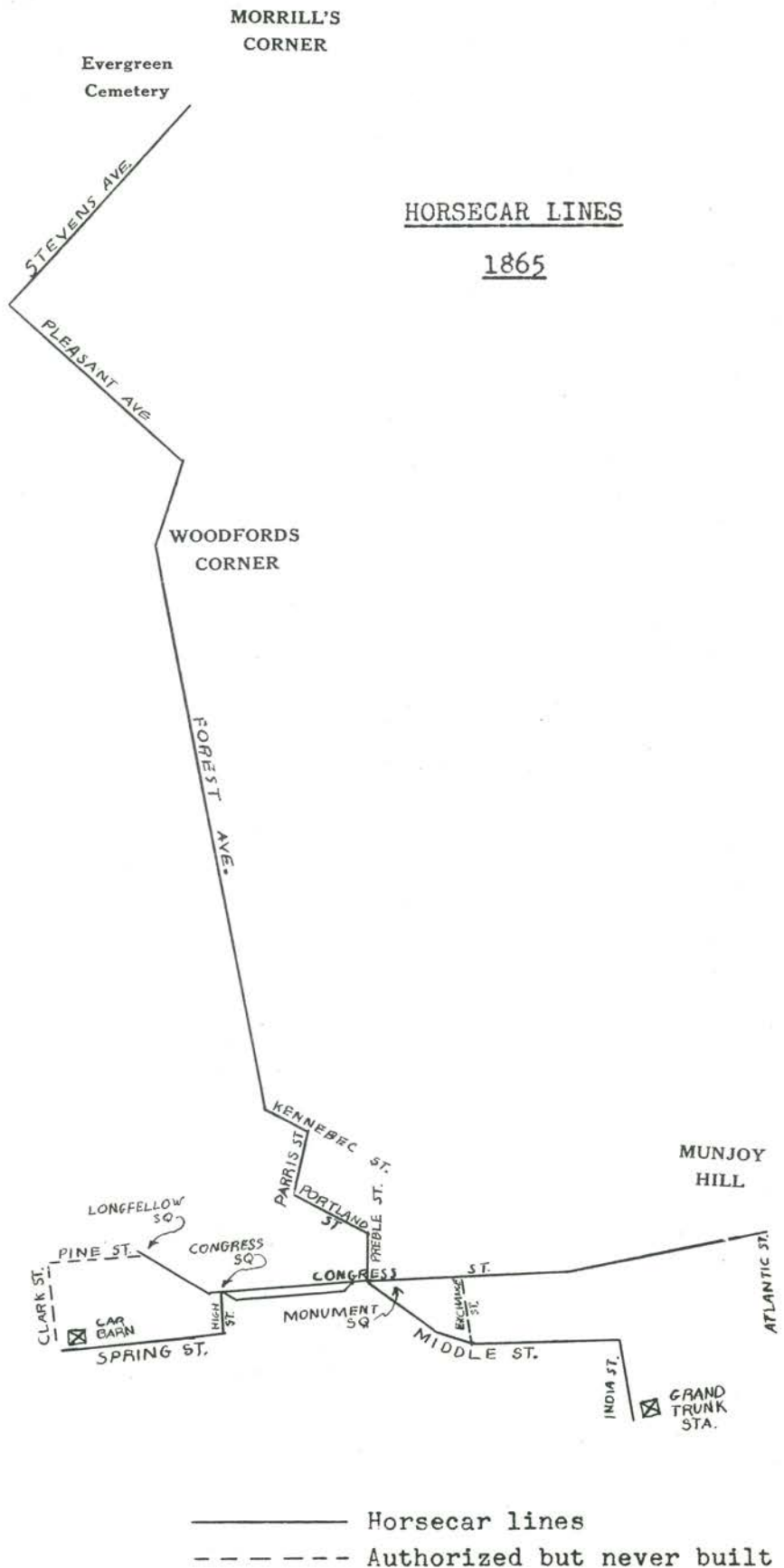
Listed as the incorporators of the road were Eliphalet Clark, John B. Coyle, John W. Adams, Newell A. Foster, Warren Sparrow, "and others."

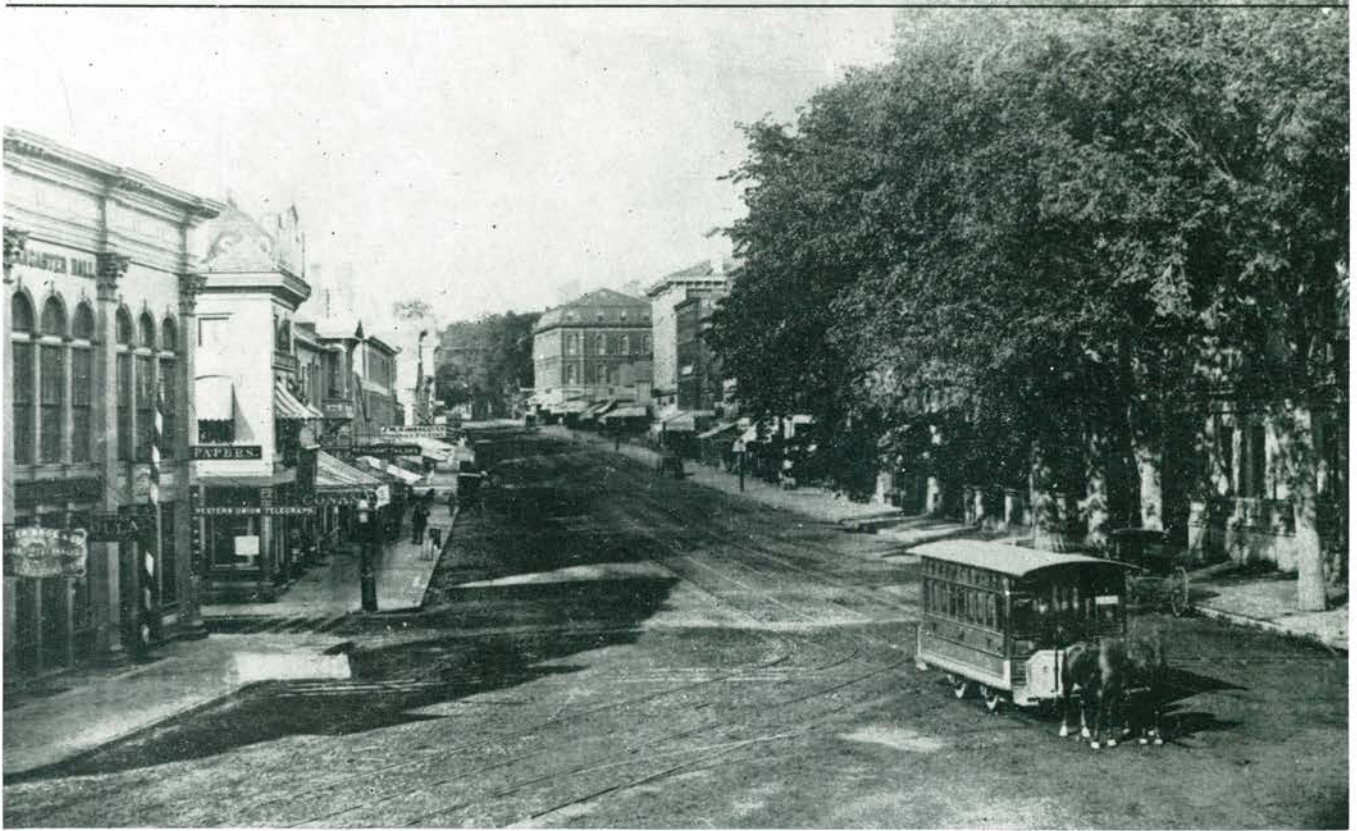
Some three years later, on March 26, 1863, the Portland city council granted a 25-year franchise to the company and approved its proposed locations.

The proposed route (in Portland) began at the present Grand Trunk Railway on India Street, continued up India Street to Middle Street, through Middle Street to Monument Square and the head of Preble Street, down Preble Street to Portland Street, through Portland and Parris Streets to Kennebec Street and along Kennebec Street to Green Street (now Forest Avenue) and Deering's bridge at the Westbrook town line. All of this was to be a single track line, with turnouts as necessary.

From Congress and Preble Streets a double track was to extend along Congress Street to High Street and single iron was to run down High Street to Spring, through Spring to Clark, over Clark Street to Pine Street, through Pine to Congress Street and along Congress Street to High Street.

Ten rules and regulations were

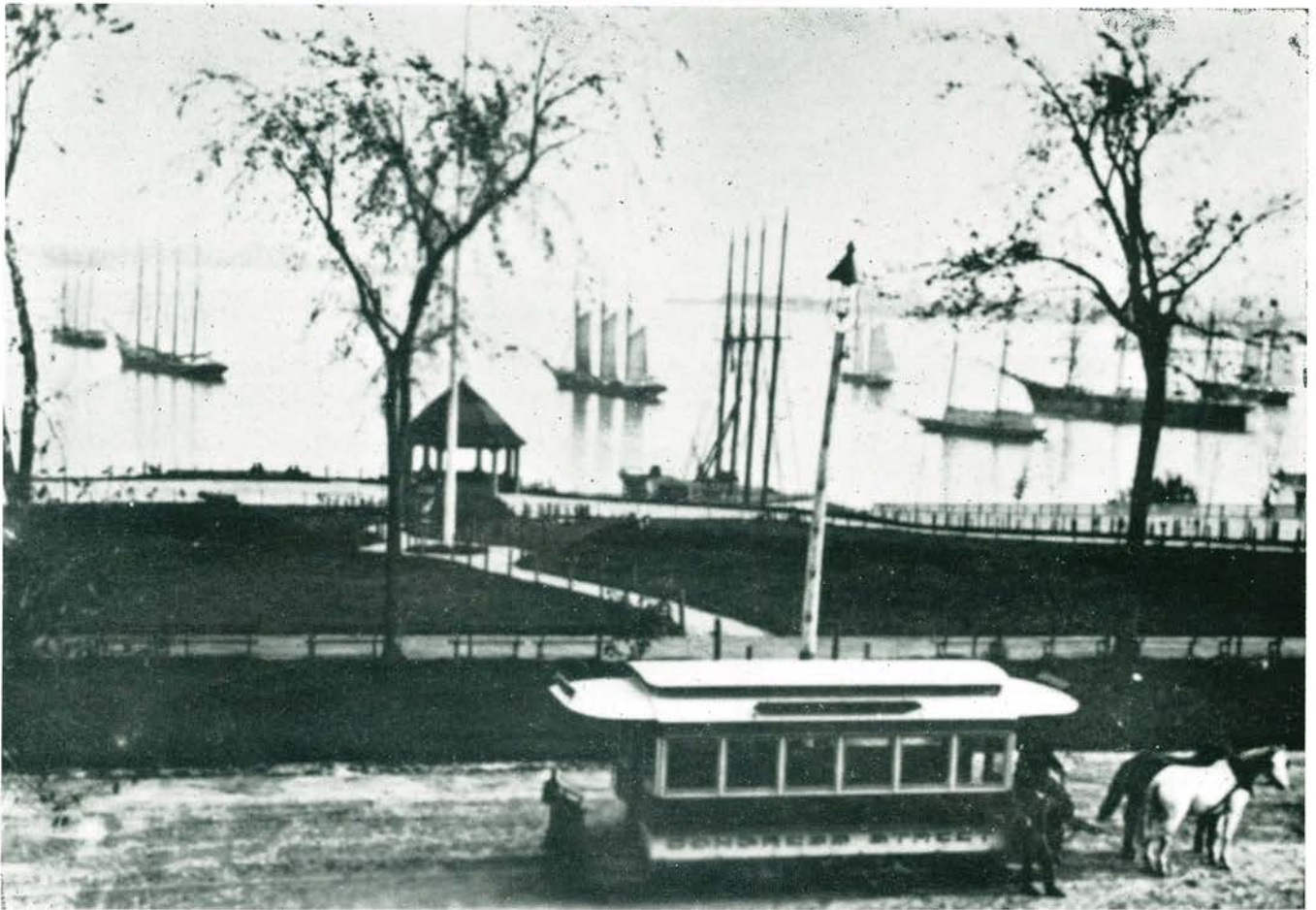




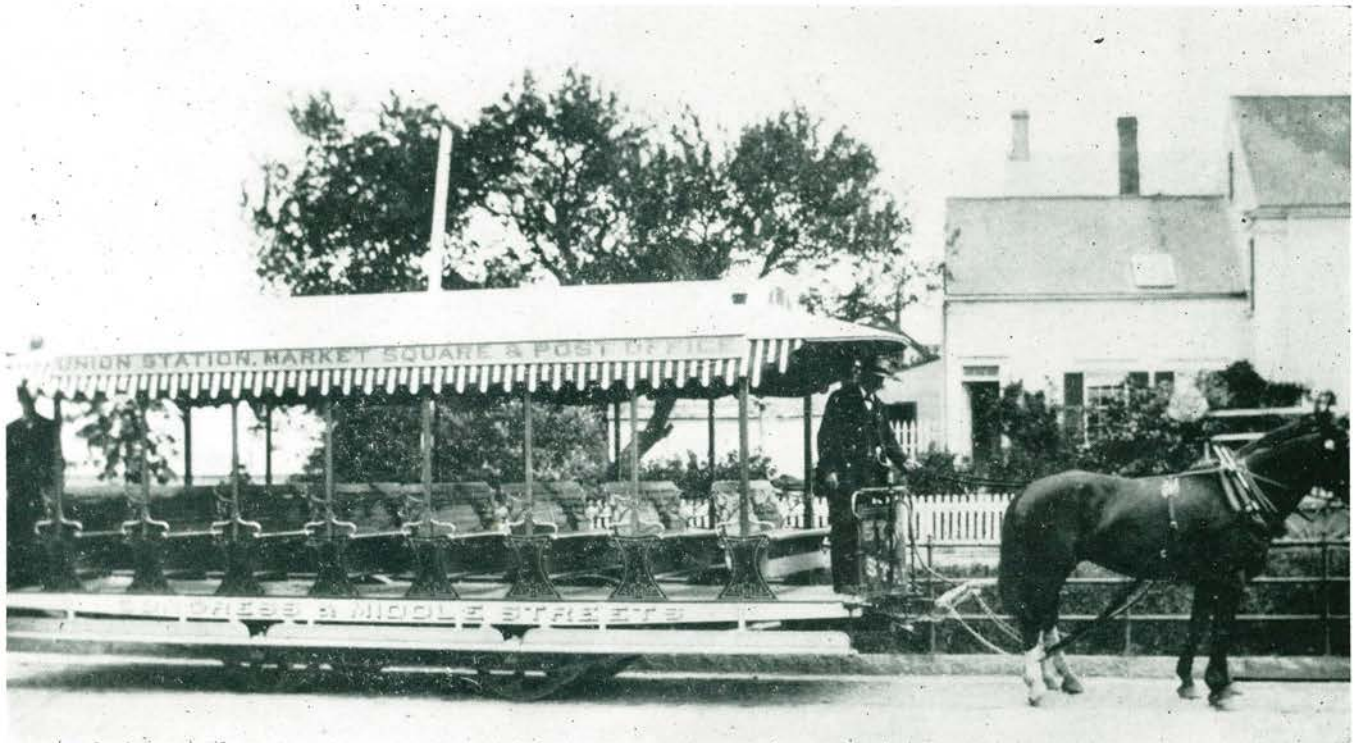
EARLY PORTLAND HORSECAR on Congress Street line passes through Monument Square on its way to Munjoy Hill.
—[Photo from Edward D. Leavitt.]



A LATER SCENE at Monument Square during the horsecar era showing a Spring Street car swinging from Middle Street onto Congress Street. —[Photo from George M. Blake.]

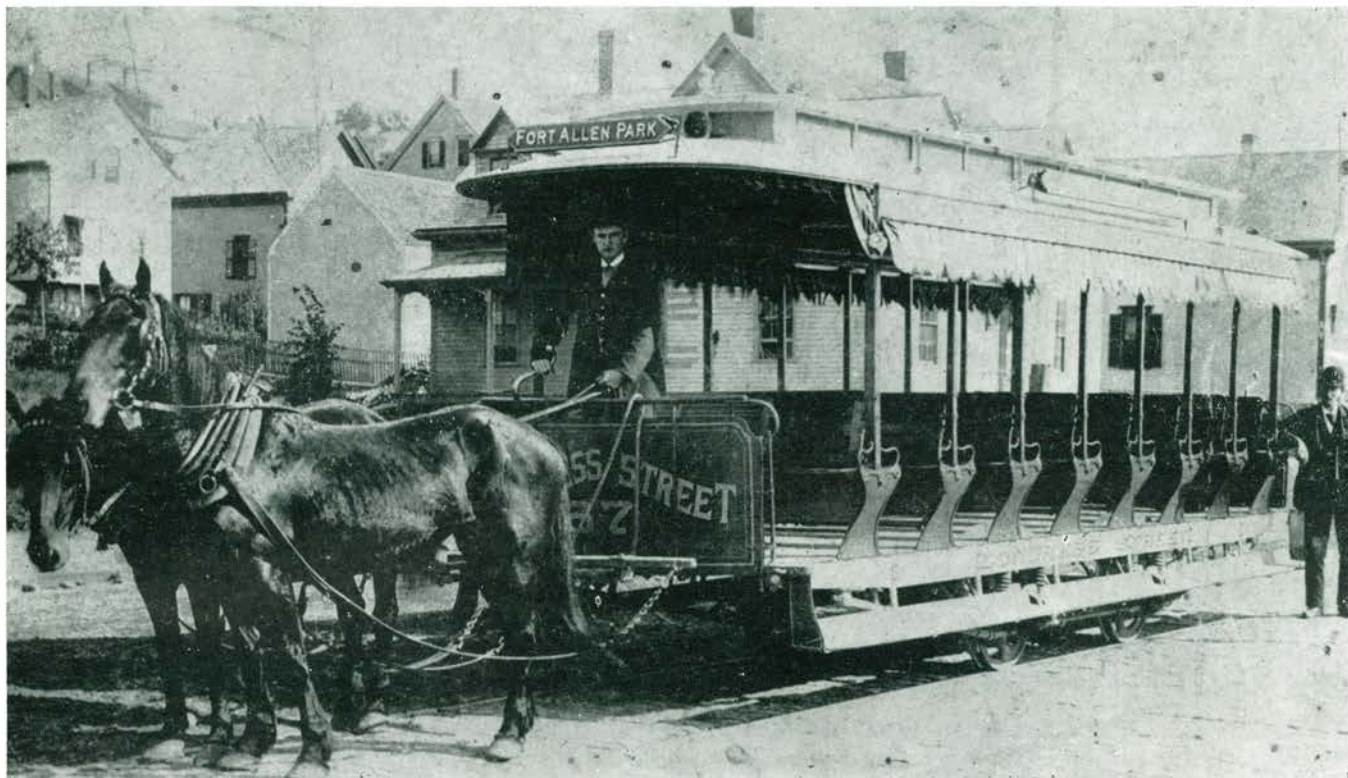


THREE AND FOUR MASTERS loom in the background as a Congress Street horsecar awaits passengers at Fort Allen Park on Munjoy Hill. —[Photo from Ernest R. Rowe.



AN EARLY TYPE OPEN BENCH HORSECAR on the Congress Street line.

Portland, Maine, when the street cars were drawn by horses . . .



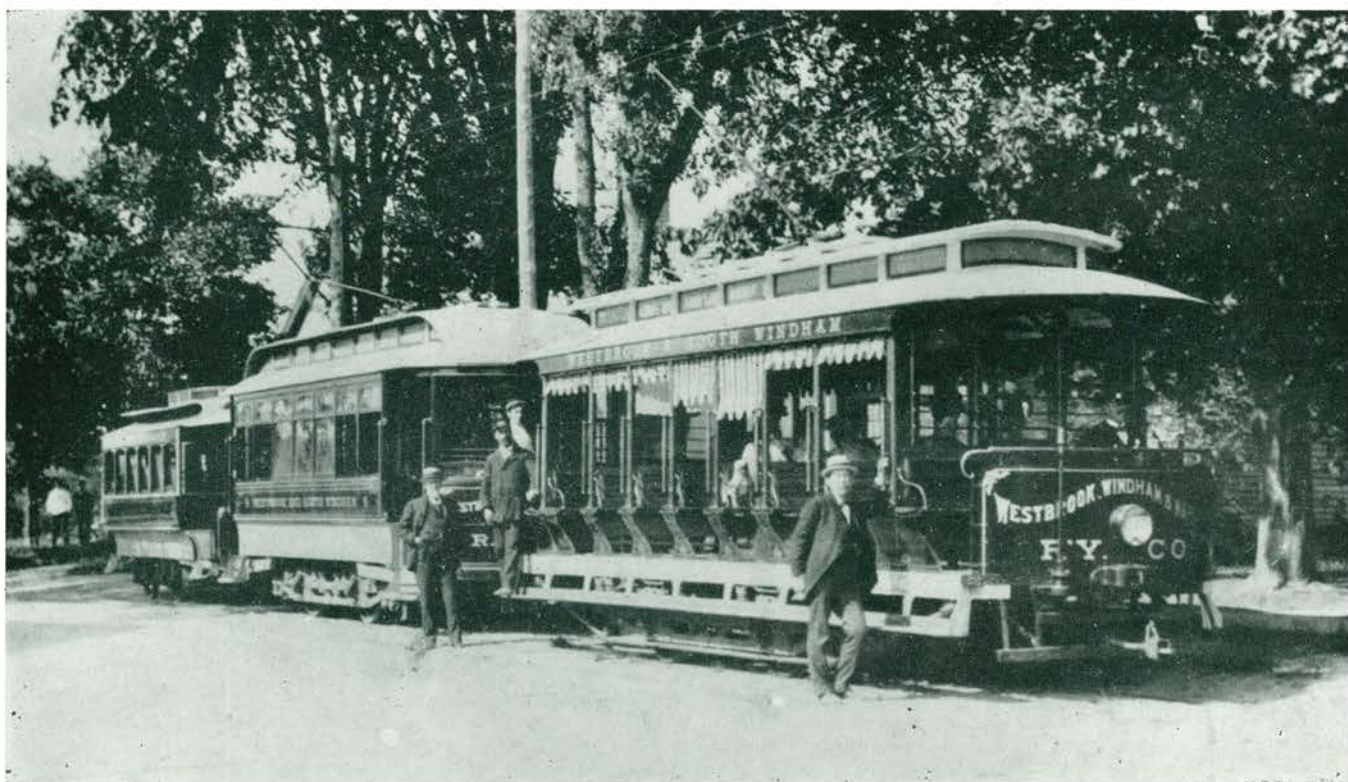
OPEN BENCH HORSECAR on the Congress Street line believed photographed on St. John Street in front of the Union Station. —[Photo from Charles D. Heseltine.



ANOTHER OPEN BENCH CAR with horsepower photographed at the Union Station.



WHEN THE ELECTRIC CARS WERE NEW on the Westbrook line they had to be towed by horse power between the Beckett Street car barn and Monument Square. This was a familiar scene on Congress Street until 1895.



THREE CARS OF THE WESTBROOK, WINDHAM & NAPLES RAILWAY shortly after the line was opened in 1899. The trailer at the rear was an ex-horsecar from Boston. —[Photo from collection of Charles D. Heseltine.]

specified in the franchise and these were as follows:

1. No car shall be drawn at a greater speed on their road than 6 miles an hour.

2. That while the cars are turning the corners from one street to another, the horses shall not be driven faster than a walk.

3. The cars driven in the same direction shall not approach each other within a distance of 300 feet, except in case of accident or at stations.

4. That cars running in different directions shall not be allowed to stop abreast of each other except at stations.

5. That no cars shall be allowed to stop on a cross walk nor in front of an intersecting street, except to avoid collisions or prevent danger to persons in the street.

6. That in case the conductor of any car is required to stop at the intersection of two streets to receive or land passengers, the car shall be so stopped as to leave the rear platform slightly over the last crossing.

7. That the conductor and driver of each car shall keep a vigilant watch for all teams, carriages, persons on foot, and especially for children, and upon the least appearance of danger to such teams, carriages, persons or children, the car shall be stopped in the shortest time possible.

8. That the conductors do not allow ladies or children to enter or leave the cars while in motion.

9. That no salt or other articles shall be used in removing snow or ice from their tracks, which may prove injurious to sleighs or other vehicles crossing them, without the consent of the municipal officers.

10. That a printed copy of these rules and regulations shall be put up and kept in a conspicuous place inside of every car used on their road.

A further provision of the franchise prohibited the company from removing snow and ice if the depth exceeded 6 inches without first obtaining permission from the municipal authorities. It said that if such permission were refused, the company might use sleighs or mount its cars on runners so as to maintain service until the tracks were clear.

All the terms of the franchise were accepted by the Portland & Forest Avenue Railroad on the 24th of April, 1863.

The location in the town of Westbrook, beginning at Deering's bridge, was to extend along Forest Avenue and through Pleasant Ave-

nue to the present Stevens Avenue and a point at or near Evergreen Cemetery.

(It should be mentioned here that the portion of Westbrook in which the horse railroad was to operate became the town of Deering in 1871. Some years later it became the city of Deering and it was annexed to Portland on the 6th of February, 1899).

* * *

OPERATION of 1.37 miles of track, from the Grand Trunk Station via India, Middle, Congress and High Streets to Spring and Clark Streets, began in 1863 and during the following year, the Evergreen Cemetery line was constructed, the tracks continuing on past the cemetery to Morrill's Corner, a distance of 3.3 miles from Monument Square, Portland.

From Monument Square, rails were laid along Congress Street to Atlantic Street and from Congress Square (at High and Congress), the rails were extended along Congress Street to Longfellow Square, at the intersection of Pine Street.

So far as can be determined, the line along Clark and Pine Streets, connecting Spring and Congress Streets, and the track on Exchange Street, between Congress and Middle Streets, were never built. At least, they do not show on any available maps.

An amendment to the Portland & Forest Avenue Railroad's charter was enacted by the State Legislature on Feb. 24, 1865 and, among other things, it shortened the name of the corporation to the Portland Railroad Company.

The Portland Railroad was authorized to extend its lines into the neighboring town of Cape Elizabeth (part of which is now the city of South Portland) but a time limit of two years was placed on such extensions.

An increase in the company's capital stock from \$100,000 to \$300,000 was provided and the railroad also was authorized to operate steam dummy engines on its routes "with the consent of the municipal officers thereof."

The extensions into Cape Elizabeth were never constructed and, so far as is known, the Portland Railroad did not purchase any

dummy engines. Horsepower was good enough!

Thus, as of 1865, the system consisted of three lines totalling 6.4 route miles and 6.75 track miles. The lines were:

SPRING ST. - GRAND TRUNK STATION
LONGFELLOW SQUARE - MUNJOY HILL
MONUMENT SQ. - MORRILL'S CORNER

The carhouse and stables were located at Spring and Clark Streets.

There is little information available about the Portland Railroad from 1865 to 1882, but there is every evidence that the company prospered. Additional equipment was acquired from time to time and by 1874 the road owned 26 cars and 82 horses.

Like so many other horsecar lines, the Portland Railroad had its difficulties with winter operation and the company frequently was forced to mount its cars on runners and press sleigh barges into service. It wasn't until the '80s that any type of snow-fighting equipment was acquired.

* * *

THE NEXT addition to the system came in 1882 when the Spring Street-Grand Trunk Station line was extended to serve the wharves along part of the waterfront. From the depot, rails were laid down India Street, along Commercial Street and up Pearl Street to connect with the existing trackage on Middle Street, forming a loop.

Another line built in 1882 was the Ocean Street Railroad, 1.5 miles in length, extending from Woodfords Corner, Deering, through Ocean Street (now Ocean Avenue) to Lunt's Corner on Washington Avenue. Said to have been constructed as part of a real estate promotion scheme, this short line was unable to exist by itself and was taken over by the Portland Railroad on May 30, 1885.

The Maine Central Railroad built the present Union Station at Congress and St. John Streets in 1886. To serve this new terminal, the Portland Railroad extended its Congress Street line from Longfellow Square to Railroad Square and St. John Street. In the following year, 1887, the Spring Street line was extended from its original terminus at Clark Street—continuing along Spring and through Neal, Carroll, Vaughan and Bramhall

Streets to connect with the Congress Street line at Bramhall Square.

A new carhouse was erected at Congress and St. John Streets and a year or two later, the Congress Street line was further extended—from the Maine Central depot to Bradley's Corner, on the way to Stroudwater. The balance of the route, from Bradley's Corner to Stroudwater, was completed and opened on Aug. 3, 1891.

(Stroudwater, like Deering, was originally a part of Westbrook, and later annexed to Portland).

Two short extensions were built in 1890. The first and the more important began at Congress and Atlantic Streets, at the original northerly end of the Congress Street line, and ran through Atlantic, Wilson and Beckett Streets to Fort Allen Park, a popular recreation area overlooking Portland

Harbor and Casco Bay. The second was a short stretch of track on Pearl Street, connecting the Congress and Middle Street lines.

At the same time, the railroad constructed a large brick carhouse and stable building at the corner of Beckett and Wilson Streets.

As of June 30, 1890, the Portland Railroad operated a total of 11.31 route miles, plus 2.50 miles of second track and .79 miles of sidings, turnouts and yard tracks, for a total of 14.60 single track miles. There were about 50 horsecars on the roster, both open and closed, and the company owned 225 horses.

Routes in operation as of 1890 were as follows:

UNION STATION-FORT ALLEN PARK
SPRING ST.-GRAND TRUNK STATION
MONUMENT SQ. - MORRILL'S CORNER
WOODFORDS CORNER - LUNT'S CORNER
MONUMENT SQUARE - LIBBY TOWN

the corner of Kennebec Street. When this was completed, trackage on Parris and Kennebec Streets was abandoned.

The opening of the new line was scheduled for June 1st, but a delay in securing magnets for the generator caused a postponement of the event for about two weeks. The power station finally was ready for operation on June 16th and trial trips over part of the road commenced June 19th. General Manager Edward A. Newman was host to 83 guests on rides that day between Morrill's Corner and Woodfords.

Six days later, on June 25th, the first car ran from Morrill's Corner to Monument Square over the completed line. Regular service began July 2nd. According to all reports, it was an immediate success.

Rolling stock for the Deering line included 6 electrified closed horsecars, two 10-bench open cars and two 25-foot closed cars, the last being equipped with Robinson Radial (6-wheel) Trucks. Open horsecars were used as trailers behind the electrics during the summer months and it is probable that closed horsecar trailers were used at other seasons.

* * *

The Westbrook Extension

EARLY in 1891, two companies, one called the Portland & Westbrook Street Railway and the other the Suburban Railroad Company, sought to build an electric railway from Portland, through Deering, to the neighboring city of Westbrook. They met instant opposition from the Portland Railroad, which claimed charter rights to construct the line and stated it would start at once if its route were approved.

Strenuous opposition also was offered by the Portland & Rochester Railroad, an official of which outlined plans to double-track the line from Portland to Westbrook and electrify this portion of the road. The Portland & Rochester

Electrification

The Deering Line

ALTHOUGH electrification of the Portland Railroad had been authorized by the State Legislature on Feb. 26, 1889, it was not until nearly a year later, at its annual meeting of Feb. 20, 1890, that the company voted to take this important step. Even then, action was delayed for another year because of the doubt of many stockholders that this new form of street railway power could perform effectively in the rugged Maine winters.

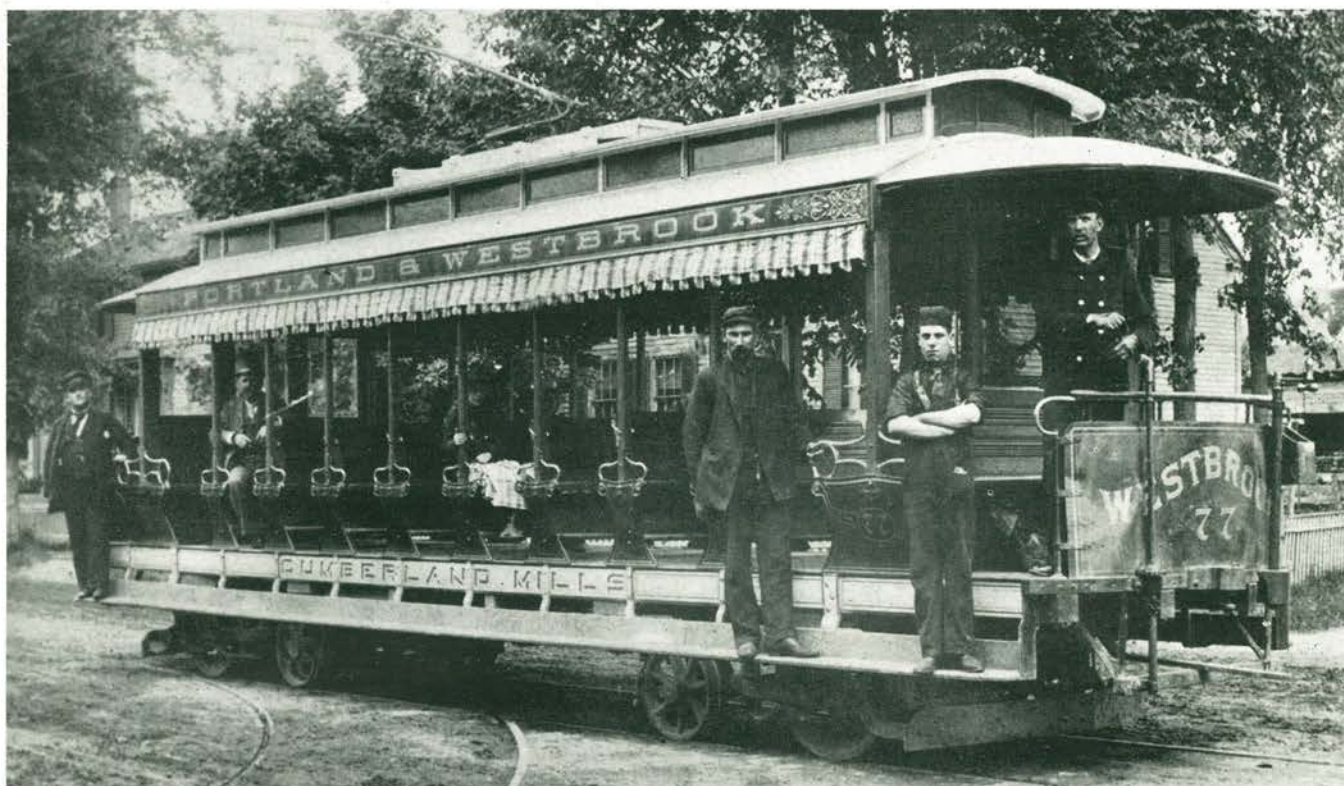
At the time, there was only one electric line in Maine. The Bangor Street Railway had commenced operation with electric cars April 29, 1889. During 1890, the Augusta, Hallowell & Gardiner Railroad opened its 7-mile route between Augusta and Gardiner. Although the cars were hampered by snow and ice during the winter of 1890-1891, they did prove that electric railways were practicable in Maine.

Finally, in early 1891, the company decided to electrify one line as an experiment. The Deering line was chosen for this honor. Despite strong opposition by the New Eng-

land Telephone & Telegraph Company, the municipal authorities of Portland and Deering granted permission to the Portland Railroad to erect overhead wires in those cities. On March 31st, the contract for the electrification was awarded to the Thomson-Houston Electric Company of Lynn, Mass.

By April 20th, workmen were erecting poles at the Deering end of the line and construction of a power station at Morrill's Corner commenced shortly thereafter. It was the original intention to purchase power from the Consolidated Electric Light & Power Company of Portland but the railroad changed its plans and decided to generate its own energy.

At the same time, one change in routing was effected. There was a multiple steam railroad grade crossing at Parris and Kennebec Streets and this had to be eliminated. This was done by extending the railway tracks on Portland Street to Green Street (Forest Avenue) and down Green Street to connect with the original line at



SUMMER CAR FOR WESTBROOK EXTENSION—An early double truck open car, four of which were built in 1892 for the new trolley line to Westbrook. Note early type maximum traction trucks.

took a severe buffeting when the parties on all sides cited the poor service being given by the steam railroad and pointed out the lack of night trains.

No more was heard of the Suburban Railroad Company and the matter resolved itself as a fight between the Portland & Westbrook Street Railway and the Portland Railroad. Following several legislative hearings, the House of Representatives at the Capitol in Augusta voted overwhelmingly in favor of the Portland & Westbrook Street Railway and against the Portland Railroad. A few days later, the Senate voted in favor of the Portland Railroad and against the Portland & Westbrook—and there matters stood.

Late in 1891, the Portland Railroad again sought to build the Portland-Westbrook line and this time it was more successful. Two routes were under consideration, the first extending from Stroud-water along Westbrook Road to Westbrook. The second route, and the one finally selected, extended from Woodfords Corner in Deering, through Woodfords Street and along Brighton Avenue to Cumberland Mills and Westbrook.

The Portland Railroad's plans were endorsed enthusiastically by the Westbrook City Council on January 14, 1892, although several questions arose about the route of the street railway in Westbrook itself. The minor difficulties soon were resolved and construction commenced in the early spring, 72-pound "T" rail being used on the 4.6-mile route.

Six new cars — four 12-bench double truck open and two 25-foot double truck closed—were built for the new extension. They were equipped with an early type of maximum traction truck, two Thomson-Houston motors and rheostat controllers.

Work of building the Westbrook line was rushed to completion and on June 29th, the first two cars arrived in Westbrook Square from Portland. The American Band and a large crowd were on hand to greet the two trolleys and their passengers, including General Manager Newman, directors of the Portland Railroad, city officials and prominent citizens.

As soon as the two cars were vacated by the distinguished guests the public was given free rides

from the square to the east end of the city and return.

Regular service commenced the following day, with Fred Ayer and Harry Roberts as motorman and conductor, respectively, of the first car from Portland to Westbrook. The initial schedule called for cars every 15 minutes and the fare was 15 cents.

Although a small wooden car-house was constructed on Main Street, Westbrook, most of the Westbrook cars operated from the Beckett Street carhouse in Portland and until the Congress Street line was electrified in 1895, they had to be towed by horses between the car barn and Monument Square. For several years it was customary to use open horsecars as trailers behind the Westbrook cars during the summer months.

As of June 30, 1892, the Portland Railroad operated 16.93 route miles plus 2.82 miles of second track and .79 mile of yard track and sidings, for a total of 20.54 single track miles. Rolling stock included 64 passenger cars and 4 gravel cars. Of the passenger cars, 16 were equipped for electric operation. There were then about 225 horses.

City Lines

AFTER the opening of the Westbrook line in 1892, nearly three years passed before the Portland Railroad undertook any further electrification of its routes. There was no construction whatever in 1893—as a matter of fact Railroad Commissioners' reports indicate a shrinkage of .40 mile of route in that year. But 1894 saw quite a bit accomplished in preparation for the advent of the trolleys in Portland proper.

New construction in 1894 involved the extension of the Ocean Avenue line from Lunt's Corner down Washington Avenue to the East Deering post office, a distance of about .65 mile, and the continuance of the Congress Street double iron from North to Atlantic Streets on Munjoy Hill. Heavier rail was laid on the Deering line and a new turnout was provided on Woodfords Street, near Grant Street, Deering.

* * *

CONVERSION of the remaining horsecar lines to electric power was eagerly sought by the public. At their annual meeting on Jan. 22, 1895, officials of the Portland Railroad announced that work would begin immediately. The necessary funds for this extensive undertaking were provided through a \$100,000 increase in capital stock and the floating of a \$330,000 bond.

Contracts for the electrification were awarded on April 3rd and the work commenced shortly thereafter under the direction of Sheaff & Jaastad, a Boston engineering firm. Some 9.5 miles of track was rebuilt to handle the heavier electric cars. Nine-inch, 90-pound girder rail furnished by the Pennsylvania Steel Company, was used on the city lines. Elsewhere, 56-pound "T" rail was laid. Ties were set on 2-ft., 6-in. centers, track was ballasted with clean, sharp gravel and paved with granite blocks.

A new steam power plant was built on Forest Avenue near the foot of Kennebec Street; the overhead was erected, and many new passenger cars were received from J. G. Brill of Philadelphia.

At the same time, one short ex-

tension was constructed. The Fort Allen Park line was continued from the park through Morning Street to Congress Street and down Congress to connect with the original trackage at Atlantic Street. The loop thus formed was negotiated in a clockwise direction, cars running to Fort Allen Park via Morning Street and returning via Atlantic Street.

Another bit of construction involved the re-routing of part of the Stroudwater line. As originally laid out, this route continued out Congress Street from Railroad Square, crossing at grade several tracks of the Maine Central Railroad near Union Station.

It was deemed unwise to continue this multiple grade crossing with the electric cars because of the dangers of derailments and dewirements. Accordingly, rails were laid westerly on St. John Street from Railroad Square to Portland Street, under the Maine Central Railroad's overhead bridge and along Portland Street to a connection with the existing line at Portland and Congress Streets.

By mid-October, all was in readiness. At 8:29 on the evening of the 16th, Car 105, a single truck closed, left the Beckett Street carhouse and ran down Congress Street to the head of Exchange Street, returning to the barn via Morning Street and Fort Allen Park.

A few minutes later, Car 108, also a single truck closed, pulled out of the barn and ran all the way to Union Station and on to Stroudwater, negotiating the Spring Street line and Grand Trunk Station loop before returning to Munjoy Hill.

Regular operation of trolleys over the Congress Street, the Spring Street and Stroudwater lines commenced Oct. 24, 1895, after the Portland City Council approved the schedules.

Routes as of Dec. 31, 1895, included Congress Street, Stroudwater, Spring Street-Grand Trunk Station, Deering, Ocean Avenue and Westbrook lines. There were

17.28 miles of main track, 3.60 miles of second track and .79 mile of yard and side tracks for a total of 21.67 single track miles.

Electrification of the Ocean Avenue line did not take place until the spring of 1896 following its extension from the East Deering post office along Washington Avenue to the northerly end of Tukey's bridge over Back Cove.

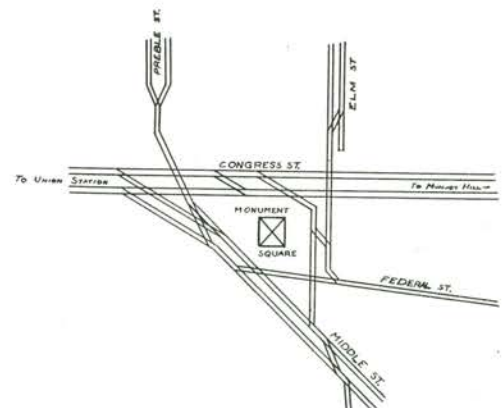
Officials of the Portland Railroad at this time included William R. Wood, president; Charles F. Libby, general counsel, and Edward A. Newman, secretary, treasurer and general manager.

* * *

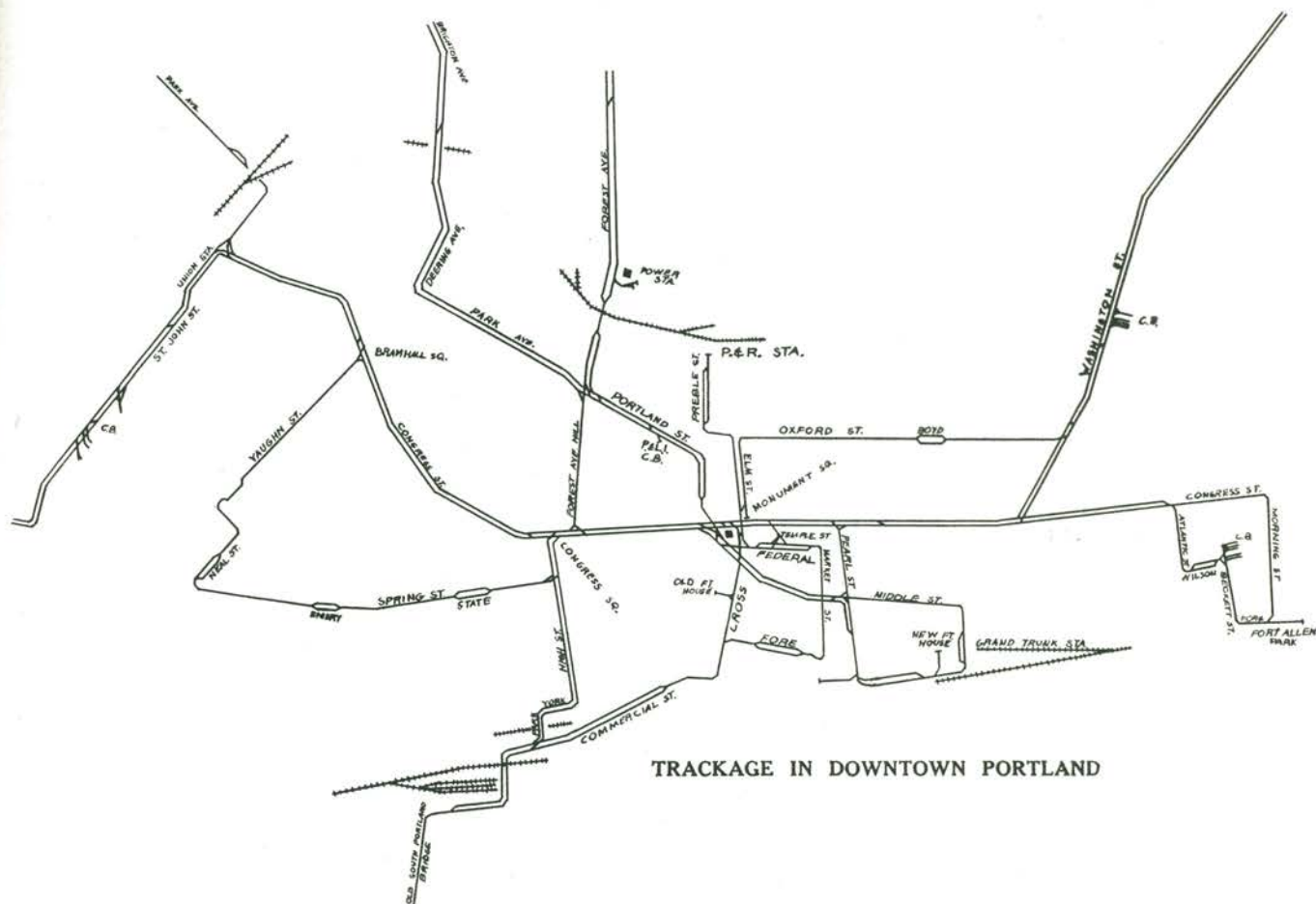
Extensions

WITH electrification of its existing lines completed by Spring of 1896, the Portland Railroad embarked upon a general expansion program. One of its first projects was the creation of an amusement resort, to be known as Riverton Park, on the banks of the Presumpscot River in Deering. A trolley line from Morrill's Corner along Forest Avenue to Riverton was completed on June 2, 1896, and on June 20th, formal opening of the park took place.

To handle the increased riding brought about by the opening of Riverton Park, double iron was laid on Stevens Avenue from Pleasant Avenue to Morrill's Corner. There also was double track on Pleasant



Track Detail at Monument Square.



Avenue and on part of Forest Avenue, from Woodfords to the Portland city line.

Two short extensions in Deering were opened in June, 1897. Tracks were built on Stevens Avenue from Pleasant Avenue to a connection with the Westbrook line at Highland Square on Woodfords Street, and a line was built along Allen Avenue from Morrill's Corner to Allen's Corner on Washington Ave.

During the summer of 1898, following reconstruction of Tukey's bridge (part of the cost being paid by the Portland Railroad), rail was laid on Washington Avenue from Congress Street to the northerly end of the bridge and from Lunt's Corner to Allen's Corner to connect with the Allen Avenue line.

Another project in 1898 was the building of the Brighton Avenue line. This extended from Portland Street and Forest Avenue, running along Park, Deering and Brighton Avenues to Rosemont Square (the junction of Brighton Avenue and Woodfords Street). At the same time, the Stevens Avenue line was extended from Highland Square to Brighton Avenue to connect with the new route.

* * *

CONSTRUCTION of the extensions and connecting tracks brought about the establishment of two new routes, the Ocean Avenue Belt Line (opened August 1, 1898) and the so-called Kite Line, which began operation October 7, 1898. At the same time, service to North Deering,

originally operated via Woodfords Corner and Pleasant Avenue, was re-routed via Brighton Avenue and Stevens Avenue to Morrill's Corner—thence out Allen Avenue to North Deering.

A further extension of the line on Stevens Avenue—from Brighton Avenue to Bradley's Corner on the Stroudwater line—was completed June 10, 1899, and the North Deering Belt Line was established.

As of June 30, 1899, the Portland Railroad Company listed 27.14 route miles plus 7.75 miles of second track, sidings and turnouts, for a total of 34.89 single track miles. The figures do not include lines of the Portland & Cape Elizabeth Railway, taken over by Portland Railroad February 28, 1899.

Several traction companies built lines to nearby areas before the Portland Railroad bought out and incorporated them into a unified transit system.

Portland & Cape Elizabeth Railway

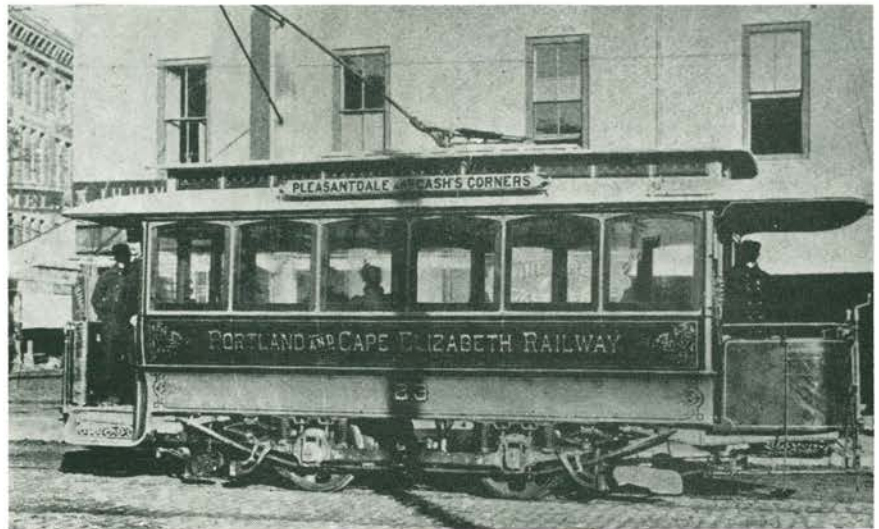
WHILE the Portland Railroad was preparing for electrification of its city lines in 1895, two other companies, the Portland & Cape Elizabeth Railway and the Cape Elizabeth Street Railway, were building their network of trolley lines in the city of South Portland and the neighboring town of Cape Elizabeth.

The Portland & Cape Elizabeth Railway, chartered by a legislative act on May 7, 1895, was authorized to build and operate from Portland to and through the streets of Cape Elizabeth. The Cape Elizabeth Street Railway, incorporated under the general laws of Maine May 24, 1895, sought to build in South Portland, then newly set apart from Cape Elizabeth and incorporated as a separate city.

Both companies were organized and promoted by the same interests which included James H. Boyd, Jacob S. Winslow and Henry R. MacLeod, Portland; Albert D. Boyd, South Portland and Thomas S. Krutz, New York City.

Because of the charter rights of the Portland & Cape Elizabeth, the Cape Elizabeth Street Railway experienced some difficulty securing approval of its locations in South Portland. The locations already had been granted to the Portland & Cape Elizabeth. After several public hearings before state, county and municipal authorities, the proposed routes were approved July 2nd.

The first carload of rails had arrived in April and the Portland & Cape Elizabeth had commenced construction even before locations of the allied Cape Elizabeth Street Railway were authorized. Work was



ONE of the Portland & Cape Elizabeth Railway's original cars.

pushed rapidly and building of the power plant began June 11th.

The first trial trips were operated August 25th. Free rides between Knightville and Ferry Village in South Portland were given on that day. The following day the Railroad Commissioners granted certificates of safety for all the new lines.

One route of the Cape Elizabeth Street Railway extended from the southerly end of the Portland bridge, through Bridge Street, Knightville Square and Cottage Road to Broadway; over Broadway to Pickett Street and through Pickett Street, Fort Road, Preble Street and Willard Street to Willard Beach at Simonton's Cove. A branch extended from Broadway up Sawyer Street to Front Street at Ferry Village.

The other route of the Cape Elizabeth road ran from Knightville Square through Ocean Street to Broadway, along Broadway and Lincoln Street, through Pleasantdale, to Ligonía and on Main Street from Ligonía to Cash's Corner.

* * *

THE Portland & Cape Elizabeth Railway built from Cash's Corner along Main Street and Rigby Road to the then-thriving race track at Rigby Park (on the site of present-day Rigby Yard of the Portland Terminal Company) and from Sawyer and Front Streets at Ferry Village, through Front and Pickett Streets to connect with the Cape Elizabeth Street Railway at Broadway.

Consolidation of the Cape Eliza-

beth Street Railway with the Portland & Cape Elizabeth company took place November 1, 1895, the combined property taking the name of the latter company.

In Portland, the Portland & Cape Elizabeth Railway proposed to build from Middle and Cross Streets down Cross Street to Commercial and along Commercial Street to the westerly end of the old wooden bridge over the Fore River between Portland and South Portland.

At first, permission to cross the span was denied by the county commissioners, who suggested the railroad use Vaughan's bridge, a half-mile upstream. While the matter was still under deliberation, the trolleys began operating in South Portland and passengers had to be carried across the bridge in horse-drawn barges.

Finally, on August 28th, the county commissioners relented and granted the necessary permission. Nearly a month later, the Portland & Cape Elizabeth requested a route change in Portland so that instead of terminating at Cross and Middle Street, the line would run through Cross, Fore, Market and Federal Streets to Monument Square. It was claimed that the change in route would make the Portland terminal of the Portland & Cape Elizabeth more centralized. Although there was some opposition, the City Council approved the new locations on October 7th and construction started a day or so later.

Leaving Knightville at 2:15 on the afternoon of November 25, 1895,

the first electric car from South Portland to Portland reached its destination at Monument Square at 3:10 after having been derailed at an improperly gauged curve at Market and Fore Streets.

On its return trip, the car again left the rails at the same point. It was not until December 7th that the curve was rebuilt and regular service commenced.

* * *

EXCEPT for 90-pound girder rail used in Portland, all lines of the Portland & Cape Elizabeth Railway were constructed with 56-pound "T" rail. The brick car barn and power station were located on Bridge Street in Knightville, near the easterly end of the Portland bridge. Original rolling stock consisted of 18-foot closed and 10-bench open cars. They were built by J. M. Jones' Sons of Watervliet, N. Y., and equipped with Bemis trucks and General Electric motors and controls.

During 1896, the Portland & Cape Elizabeth Railway laid rail across Monument Square, Portland, and extended its tracks through Elm, Oxford and Preble Streets to the depot of the Portland & Rochester Railroad at the foot of Preble Street. That same year the railway got permission for an extension from Preble and Willard Streets, South Portland, through Angell Avenue and Cottage Road to Cape Cottage in Cape Elizabeth. This new line was opened June 3, 1897.

The Portland & Cape Elizabeth Railway built a large casino at Willard Beach in 1896. It opened June 10th of that year and did a thriving business during summer months until fire destroyed the building on January 15, 1898. Rather than rebuild at the same location, the railway erected a new casino at Cape Cottage and also constructed a theater next to it.

Newspaper accounts of the opening of the theater on June 11, 1898, indicate that the day was quite a hectic one from beginning to end. To start, there was trouble on the Portland drawbridge. Crowds going to the theater were obliged to use the steam ferry between Portland and South Portland. On the ferry wharf at Ferry Village, the overloaded electric cars caused the rail to spread and considerable delay

was encountered before a track gang set matters right.

(There was a spur track from Front and Sawyer Streets to the head of the ferry slip).

The evening performance started about 40 minutes late because of a derailment at Angell Avenue and Cottage Road. About a dozen cars were delayed. During the first act of the show, a fuse blew and oil-burning trolley headlights were brought in for illumination until the power was restored. Tickets were returned to all those who attended.

Cape Cottage Casino opened on June 21, 1898, a procession of cars carrying some 200 prominent residents of Portland to the "gala event." Chandler's Band rode in the first car and there was music all during the 6.5-mile trip.

Installation of a private telephone dispatching system for the Portland & Cape Elizabeth Railway commenced in mid-1898, and there was some talk of providing block signals on single track line.

* * *

STOCK control of the Portland & Cape Elizabeth Railway was secured by the Portland Railroad on February 28, 1899, and the new management immediately effected several changes and improvements.

The 5-cent fare limit was extended, free transfers to and from the South Portland lines were given in Portland, and during late spring

the route to Cape Cottage was shortened by the building of an .85-mile line along Cottage Road and over Meetinghouse Hill, from Broadway to Angell Avenue.

Other construction included the trestles from Knightville to the draw span of the Portland bridge and from the draw to the Portland shore. This was done because of the weakness of the old bridge, condemned as unsafe for trolleys or other heavy vehicles.

A connection between the Portland Railroad and Portland & Cape Elizabeth Railway tracks in Monument Square was effected with the installation of a crossover there on July 29, 1899.

As finally completed, the Portland & Cape Elizabeth Railway had four routes:

PORTLAND-CAPE ELIZABETH via
MEETINGHOUSE HILL

PORTLAND-CAPE COTTAGE via SOUTH
PORTLAND (FERRY VILLAGE)

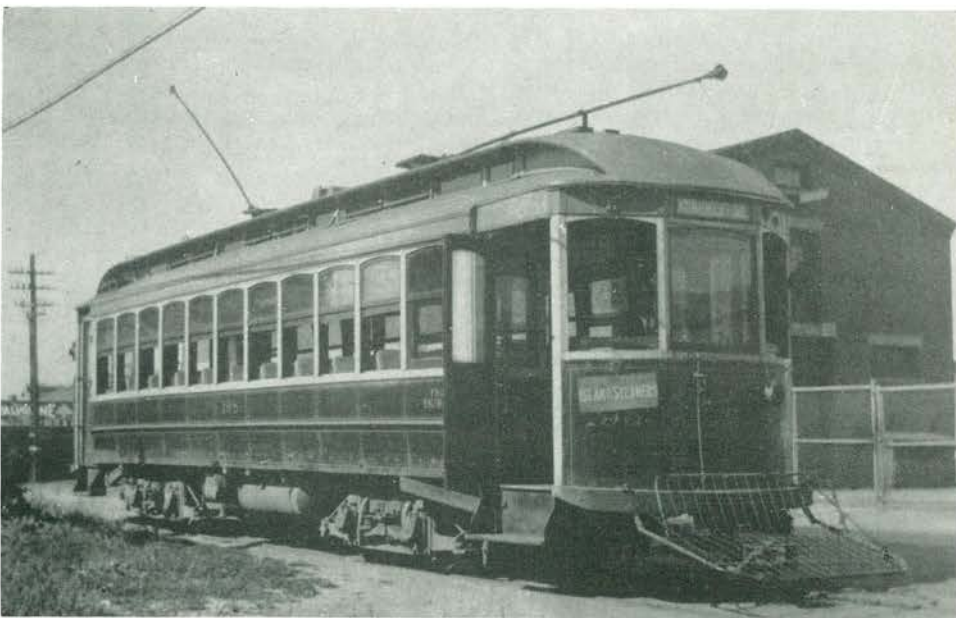
PORTLAND-WILLARD BEACH via
BROADWAY

PORTLAND-CASH'S CORNER via
PLEASANTDALE and LIGONIA

The extension to Rigby Park was used only during racing periods.

The company owned 12.44 route miles and there were 3.99 miles of second track, sidings and turnouts, for a total of 16.43 single track miles.

The Portland & Cape Elizabeth lines subsequently were designated as the Portland Railroad's South Portland Division.



No. 198 at end of Ligonias line, South Portland, ready for the return run to Mounment Square, Portland.—Photograph by Gerald F. Cunningham.

Portland & Yarmouth Electric Railway

ANOTHER company which eventually became a part of the Portland Railroad system was the Portland & Yarmouth Electric Railway, chartered by special act of the Maine Legislature Nov. 21, 1894.

Officials of the new road were all from Connecticut: Edward S. Perry of New Haven, president; James O. Mayo of Naugatuck, vice-president; and John S. Bradley of New Haven, treasurer.

During 1895, the company obtained locations in Portland, Deering, Falmouth, Cumberland and Yarmouth. In Portland, the first locations sought extended from Tukey's bridge through Washington Avenue, Cumberland Avenue and Elm Street to Monument Square, but the company later decided to use Oxford Street instead of Cumberland Avenue and this change was approved by the Portland City Council.

The route through Deering began at the northerly end of Tukey's bridge and extended up Washington Avenue and through Veranda Street to Martin's Point. In Falmouth, Cumberland and Yarmouth, the line was to generally parallel the existing highway, although some private way was planned.

Little was heard from the Portland & Yarmouth Electric Railway in 1896, but in February, 1897, an announcement was made that the charter had been purchased by a new syndicate headed by T. Quincy Browne of Boston, president; W. G. Wheildon, also of Boston, treasurer; and Frederick C. Boyd of New Haven, Connecticut.

Two controversies immediately plagued the reorganized company. The first concerned the rebuilding of Tukey's bridge, at an estimated cost of \$80,000. The Portland Railroad agreed to pay one-fourth of this cost, or \$20,000. The Portland & Yarmouth said it would do likewise—at first. Then, in lieu of the \$20,000 payment, it offered to pay \$800 a year for 100 years.

The offer was accepted by the Portland City Council, but then the Portland Railroad which had already pledged its \$20,000, objected. A compromise finally was reached in which the Portland & Yarmouth was given 10 years to pay its share.

The second difficulty involved

the presence of Postal Telegraph poles on the Portland & Yarmouth's proposed right-of-way in Falmouth. The telegraph company refused to remove the poles and the matter went to court.

After lengthy arguments on both sides, Postal Telegraph was ordered to move its poles from the path of the electric railway, but the latter was directed to pay the cost of the work—and to provide a bond for protection of the telegraph company's property.

About the same time, the Grand Trunk Railway was ordered to rebuild its bridge on Veranda Street or to replace it with a new one. Either structure was to be strong enough to bear the weight of a loaded electric car.

* * *

BY August of 1897, construction was well under way, with rails extending from Tukey's bridge to the Cumberland-Yarmouth town line. An old Portland Railroad horsecar was purchased for use in erecting the overhead.

The rebuilding of Tukey's bridge, undertaken during 1897 and 1898, delayed completion of the Portland & Yarmouth Electric Railway for about a year. In the meantime, a brick carhouse was constructed on Washington Avenue in Portland, a smaller wooden carhouse and a storage battery building were put up in Yarmouth and a rotary substation was provided in Falmouth Foreside.

Arrangements were made to purchase power from the Portland Railroad and orders for rolling stock were placed with J. G. Brill of Philadelphia and the Laconia Car Company of Laconia, N. H.

The line from Portland to the Cumberland-Yarmouth town line was opened August 1, 1898. Trial trips had been started July 18th. The balance of the route, from the town line to the Grand Trunk depot at Yarmouth, was completed on August 18th.

Operation of the railway was carried on by the building contractor until January 1, 1899, when the Portland & Yarmouth Electric Railway, by then controlled by Portland interests, officially took over its property.

A half-hour schedule between

Portland and Yarmouth was placed into effect, the 13-mile route having a running time of one hour.

Some difficulty was experienced due to the presence of two separate railway lines along that part of Washington Avenue between Oxford Street and East Deering. The Portland Railroad's Washington Avenue line was located on the westerly side of the narrow street and the Portland & Yarmouth's track on the other side.

Ultimately, this led to impromptu races between cars travelling in the same direction. There were several accidents and near-accidents when teamsters, turning away from one track to get out of the way of an approaching trolley, drove directly into the path of another car.

When the Portland & Yarmouth decided to build a turnout on Washington Avenue, it was necessary to provide a sort of gauntlet setup with the outside rail of the turnout straddling the outside rail of the Portland Railroad's track.

Eventually, the two companies got together and agreed to connect their tracks to form joint double iron in the center of the street.

* * *

UNDERWOOD SPRINGS PARK, a pleasure resort on the shore of Casco Bay in Falmouth, was opened by the Portland & Yarmouth Electric Railway on July 18, 1899. It was immediately popular. Fifteen-minute service between Portland and Underwood Springs was given in the afternoons and evenings.

A loop from the main line into the park was built in August and this enabled cars to deliver passengers directly to the front door of the casino that was erected there.

Later in 1899, the Portland & Yarmouth sought permission to extend its line from Washington Avenue to Union Station via Cumberland Avenue, Grant, Carter, A and B Streets. At the station it was to connect with the proposed Portland, Scarboro & Old Orchard Beach Railroad.

The extension to Union Station was never built—and neither was the Portland, Scarboro & Old Orchard Beach Railroad.

As of June 30, 1900, the Portland & Yarmouth Electric Railway had 12.78 miles of route and 1.49 miles

of sidings for a total of 14.27 single track miles. Rolling stock of this date included 6 closed cars and 14 opens, one express and mail car, 4 work cars and 3 snow plows, including a single truck rotary plow. Two more closed and two open cars were added the following year.

Stock control of the Portland & Yarmouth Electric Railway was secured by the Portland Railroad on December 11, 1900, and the line became the Portland Railroad's Yarmouth Division. The line was operated more or less independent of the rest of the system for some years and the cars retained the Portland & Yarmouth name and numbers until 1911 when they were repainted and renumbered into the Portland Railroad roster.

YARMOUTH DIVISION MILEAGES

MONUMENT SQUARE TO:

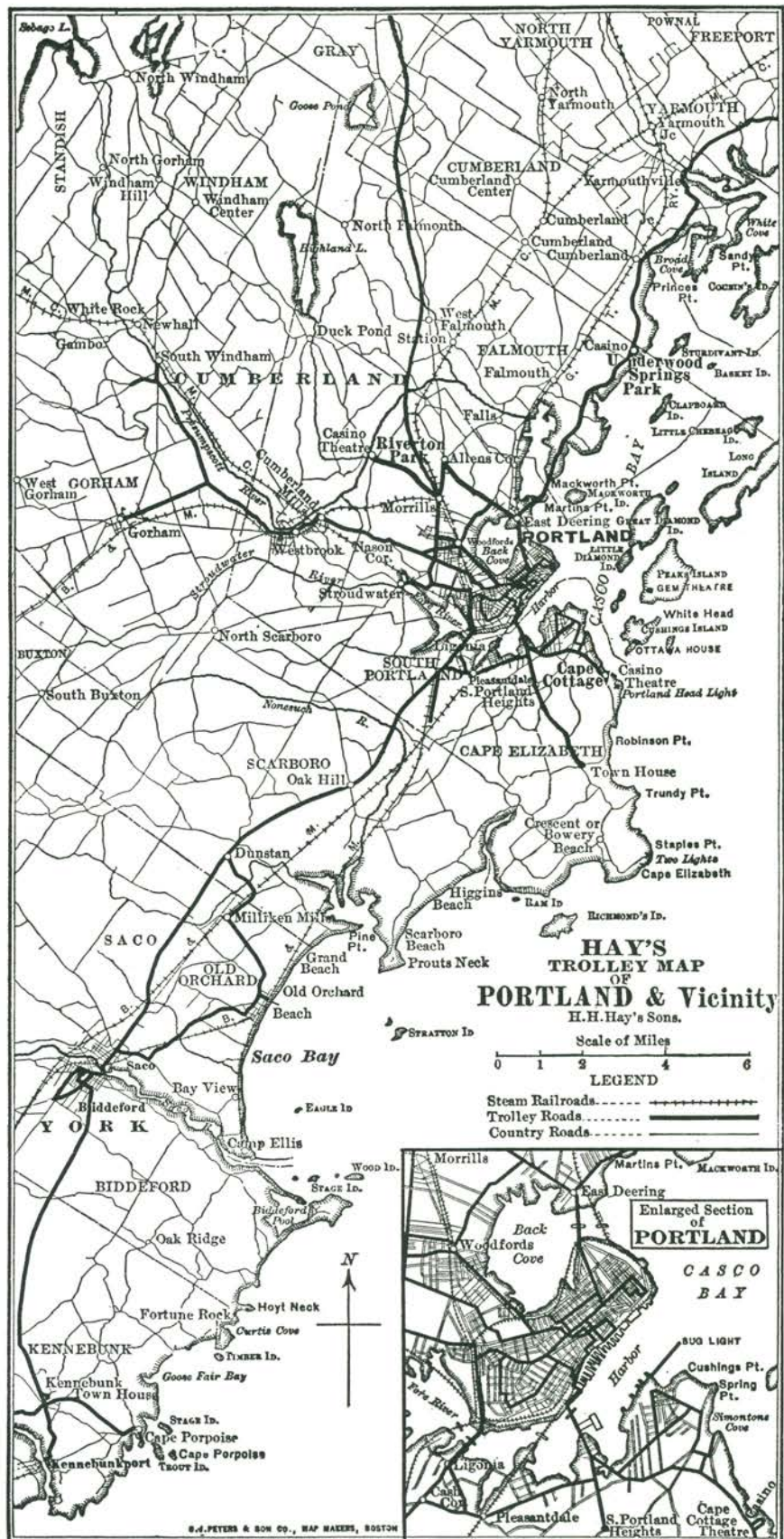
Washington Avenue Car barn	1.25
Veranda Street Siding, No. 7	2.14
Marine Hospital Siding	2.55
Martin's Point Siding, No. 6	3.25
Cemetery Siding, No. 5	4.60
Foreside, No. 4	5.97
Underwood	7.08
Spear's Hill, No. 2	8.78
Russell's Siding	9.50
York Siding, No. 1	10.36
Moxey's Siding	11.40
Yarmouth Car barn	12.11
Terminus-Yarmouth	12.44

YARMOUTH - TERMINUS TO:

Car barn	.33
Moxey's Siding	1.04
Russell's Siding	2.95
York Siding, No. 1	2.08
Spear's Hill, No. 2	3.66
Underwood	5.36
Foreside, No. 4	6.47
Cemetery Siding, No. 5	7.83
Martin's Point Siding, No. 6	9.20
Marine Hospital	9.89
Veranda Street Siding, No. 7	10.30
Washington Ave. & Veranda St.	10.55
Washington Avenue Car barn	11.18
Monument Square	12.44

ROUTE of YARMOUTH LINE

Monument Square via Elm and Oxford Streets to Washington Avenue; Washington Avenue to Veranda Street; Veranda Street to Martin's Point Bridge; Route 1 through Falmouth and Cumberland Foresides to Yarmouth; Pleasant and Main Streets to Grand Trunk Depot in Yarmouth, 12.44 miles.



TROLLEY MAP of Portland, Maine, showing lines to nearby area.



IN THE GOOD OLD SUMMERTIME—Was there ever a better way to travel into the city than that shown here as Portland Railroad No. 155 loads passengers for Portland just outside Westbrook on the Gorham line? Note dog climbing aboard at the conductor's feet. —Collection of O. R. Cummings



WINTER SCENE shows No. 158 at the end of the South Windham line as crew poses for the picture.

Westbrook, Windham & Naples Railway

THREE YEARS after the Portland Railroad opened its Westbrook line, the officials of that company organized the Portland Extension Railroad in July, 1895, to build from Westbrook to Gorham, a distance of 4 miles.

Articles of association were approved by the Railroad Commissioners on November 6th, but at the same time they declared that the public convenience did not require the extension in view of the service given between Portland and Gorham via the Portland & Rochester Railroad — which had vigorously opposed the proposal.

Another petition for the Gorham extension was filed June 22, 1896, but once again the Railroad Commissioners stated that public convenience did not require the building of the line.

There followed a long period of litigation in the courts, with the street railway finally emerging the victor in 1899. But the extension wasn't built at this time due to the necessity of securing a new charter.

While the battle between the Portland Railroad and the Portland & Rochester Railroad was raging, a new company quietly made its appearance. The Westbrook, Windham & Naples Railway (first known as the Westbrook, Windham & Harrison Railway) was chartered by the State Legislature in January of 1897 and was authorized to build from Westbrook through the towns of Gorham, Windham, Raymond, Casco and Otisfield to and into the town of Naples. Its promoters intended eventually to extend it to Harrison and possibly to North Bridgton.

* * *

ATTEMPTS were made to have the city of Westbrook extend credit to aid in construction of the railway but the court ruled this could not be done.

Grading of the right-of-way from Westbrook to the village of South Windham commenced on September 28, 1898, the route following the old Gorham road from Westbrook to Mosher's Corner and then continuing on to South Windham instead of paralleling a direct carriage road between the two points.

Possible competition for the Westbrook, Windham & Naples loomed in early 1899 when the Oxford & Cumberland Railway Company sought a charter to build between Westbrook and South Windham over a route which would follow the old tow path beside the Presumpscot River. The petition was rejected by the Legislature and no more was heard from the Oxford & Cumberland.

* * *

BY JULY 3, 1899, rails had been laid from Westbrook to Mosher's Corner and the overhead was being erected. The rail-laying was completed July 24th and arrangements were made to purchase power from the Westbrook Electric Light Company. A few days later, on the 3rd of August, the first car was tested.

The next event was the formal inspection of the Railroad Commissioners, on August 13th. They granted the necessary certificate of safety that same day and carrying of passengers began immediately.

However, the grand opening of the line did not take place until August 17th when the villagers of South Windham turned out en masse to greet the trolley cars. Cannons boomed, bands played and fireworks added to the display. In the afternoon, there was a baseball game between teams representing the Windhams and Westbrook. In the evening a banquet was held in South Windham Baptist Church.

South Windham became the permanent terminus of the Westbrook, Windham & Naples Railway. The extension on to Raymond, Casco and Naples never materialized. The line as finally completed was 5.33 miles long, with a half-mile branch extending to a gravel pit in South Windham. Sidings and turnouts totalled 0.4 mile additional.

Late in 1900, the Portland Extension Railroad was once again heard from as it announced its intention to seek a new charter for a Westbrook-Gorham line. At the same time, the Westbrook, Windham & Naples Railway indicated that it also planned to build into Gorham, inasmuch as its existing line passed within two miles of Gorham Village.

Of course, there was the usual opposition from the Portland & Rochester Railroad (then under control of the Boston & Maine). As railroad service had deteriorated since 1896, the steam line's arguments carried much less weight than they had formerly.

Stock control of the Westbrook, Windham & Naples Railway was achieved by the Portland Railroad in January, 1901. The Portland Extension Railroad proposition was dropped and on February 7th the Legislature voted approval of the Gorham line.

A route from Mosher's Corner to Gorham Village was laid out and construction of the 2-mile branch commenced in late April. On the 21st of June, the first electric car entered the village, followed on the 26th by another car carrying a party of about 30 Eastern Star members and one Railroad Commissioner. He gave official approval to the line and regular operation started at once.

* * *

PERMISSION was immediately sought to effect a connection of the Westbrook, Windham & Naples line with the Portland Railroad in Westbrook so that through operation between Portland and Gorham could be instituted.

Westbrook residents demanded a 5-cent fare into Portland and the elimination of trailers as a price for making the connection. The City Council accordingly delayed action in granting the request.

The Portland Railroad steadfastly refused to grant the fare decrease but it did indicate willingness to do away with trailers by operating a 15-minute headway between Portland and Westbrook.

Westbrook officials remained adamant in their demands and even stationed a special policeman at the site of the proposed connection to prevent any surreptitious attempt to join the two lines.

Finally, on July 22nd, the City Council relented and issued the necessary permission. The two lines were connected next day and on July 25th, regular service between Portland and Gorham commenced with a half-hour headway.

The Saco-Old Orchard Beach Extension

THE FIRST attempt to build an electric railway from Portland to Saco, 15 miles to the south, was made on June 15, 1899, when the Cape Elizabeth Street Railway petitioned the Railroad Commissioners for authority to extend from the junction of Rigby Road and Main Street, South Portland, along the present Route 1 through Scarborough, to Main and Beach Streets, Saco. There was to be a branch from Dunstan Corner, Scarborough, to Old Orchard Beach, via Pine Point and Grand Beach.

This petition was dismissed by the Railroad Commissioners on the 7th of December, but another try was made in 1900—and again permission was denied. The refusal was based on the question of the right of the Cape Elizabeth Street Railway, a non-operating company with a legal existence only, to have such authority. There were, of course, strenuous objections by the Boston & Maine Railroad.

Several other companies were organized during the next year or so to build the line over different routes. One of these was the Portland, Scarborough & Old Orchard Beach Railroad, formed by stockholders of Portland & Yarmouth Electric Railway, which sought to construct over essentially the same route as that proposed by the Cape Elizabeth road — together with a line across the city of Portland to connect with the Yarmouth line.

None of these companies went beyond the proposed stage and early in 1901, the Portland Railroad, petitioning under its own name, once more sought authority to construct the Saco and Old Orchard lines. Approval came on the 7th of February and the necessary ties, rail and overhead materials were ordered immediately.

Work of building the Saco line commenced immediately following the opening of the Gorham route. By May, 1902, rails had reached Goose Fare Brook in Saco and on July 8, 1902, a certificate of safety was received for the trackage from Goose Fare to Main and Beach Streets, Saco. Operation between Portland and Saco began next day.

In connection with the building of the Saco line, the Portland Railroad sought permission to cross Skunk Hill bridge over the Boston & Maine Railroad at Rigby, South Portland. The South Portland City Council objected on the grounds that the bridge was too narrow.

After an inspection of the span by the Railroad Commissioners, they were guests of the Portland Railroad management at a shore dinner at Cape Cottage. It is not to be inferred that a bountiful repast had anything to do with a decision of the commissioners to permit the street railway to cross the bridge without altering or widening it.

While the Saco line was nearing completion, construction of the Old

Orchard Beach branch commenced. Instead of running via Pine Point and Grand Beach as originally planned, the route left Dunstan Corner via Cascade Road and ran through Milliken's Mills directly to its destination.

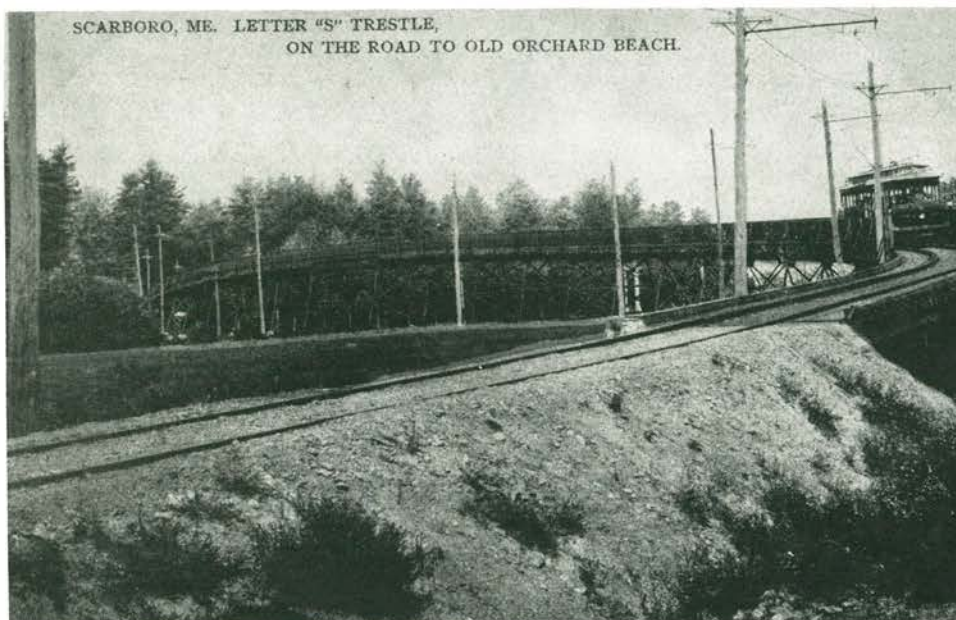
A 700-foot steel viaduct was built over the Eastern Division of the Boston & Maine Railroad to avoid a grade crossing at Gulley Road. At the junction of Saco Avenue and Portland Road at Old Orchard Beach, a connection was effected with the Biddeford & Saco Railroad. Portland cars ran over Biddeford & Saco trackage to the end of the line at the beach.

Service from Portland to Old Orchard began June 15, 1903.

The Portland Railroad also held trackage rights over the Biddeford & Saco Railroad from Main and Beach Streets to Pepperell Square, Saco.

While the Saco extension was under construction, a short-cut was built along Broadway in South Portland, from Lincoln Square to Cash's Corner, so that Saco and Old Orchard cars would not have to follow the longer route through Ligon.

As it was, cars on the Saco Division had to run through Knightville and Pleasantville in South Portland until 1909, when a more direct route was provided by way of Vaughan's Bridge—then just completely rebuilt.



HIGH TRETTLE over Boston & Maine Railroad on the Old Orchard Beach branch was the only structure of its type on the Portland trolley system. Built in 1903, it was torn down in 1932 immediately following the abandonment of the Saco Division. —Post card from collection of O. R. Cummings.

The Portland Railroad System

AT this point in the history, it might be well to take a look at the Portland Railroad system as it existed following completion of the Saco-Old Orchard line in 1903.

The company operated 77.82 miles of route and 93.75 track miles, serving the communities of Portland, South Portland, Cape Elizabeth, Scarborough, Saco, Old Orchard, Westbrook, Gorham, South Windham, Falmouth, Cumberland and Yarmouth. More than 500 persons, including 133 motormen and 133 conductors, were employed. The road owned a total of 217 passenger cars.

There is every evidence that the

Portland Railroad was a prosperous system. For example, over 13 million passengers were carried during the year ending June 30, 1904, and revenues totalled \$686,000. The net profit was over \$86,000 and stockholders shared dividends of nearly \$60,000.

Cars, track and overhead were well maintained and the company kept up with all the latest developments in the street railway industry, making constant improvements in its rolling stock and equipment.

The Portland Railroad was generally conceded to be one of the finest traction systems in New England—and indeed it was.

Operations of the Portland Railroad were conducted in 6 semi-autonomous divisions: St. John Street, Deering, Westbrook, South Portland, Saco and Yarmouth. Each division was under the control of a superintendent and had its own carhouses, cars and crews.

Hub of the system was Monument Square, at the junction of Congress, Preble, Middle, Federal and Elm Streets in downtown Portland. All cars on all lines, both city and suburban, passed through this point. The company offices and a large waiting room were located on the westerly side of the square between Preble and Elm Streets.

The St. John Street Division

Description of Routes As of 1916

UNION STATION-MUNJOY HILL

From Union Station via St. John Street to Congress Street; along Congress to Morning Street; through Morning to Fore Street and Fort Allen Park; Fort Allen Park through Beckett, Wilson and Atlantic Streets to Congress Street and back to Union Station. 2.66 miles (one way).

UNION STATION-GRAND TRUNK STATION

From Union Station via St. John Street to Congress Street; Congress to Monument Square; Middle Street to Pearl Street; Pearl to Commercial Street; Commercial to India Street and Grand Trunk Station; India to Middle Street, Monument Square and Union Station. 1.94 miles (one way).

SPRING STREET-GRAND TRUNK STATION

From Bramhall Square via Bramhall, Vaughan, Carroll, Neal and Spring Streets to High Street; High to Congress Street; Congress to Monument Square; Middle Street to Pearl Street; Pearl to Commercial Street; Commercial to India Street and Grand Trunk Station; India to Middle Street, Monument Square, Spring Street and Bramhall Square. 2.28 miles (one way).

STROUDWATER

From Grand Trunk Station via India and Middle Streets to Monument Square; Congress Street to Railroad Square; St. John Street to Park Avenue; Park to Congress Street; Congress to Stroudwater Village. Return to Grand Trunk Station via same route. 3.64 mile (one way).

AS originally established, the St. John Street Division included the Union Station-Munjoy Hill (Congress Street), Spring Street-Grand Trunk Station and Stroudwater lines.

Schedules in 1900 called for a 10-minute headway on the Congress Street run, 12 minutes on Spring Street-Grand Trunk Station route and half-hourly service to Stroudwater. Later, the headway on the Union Station-Munjoy Hill line was shortened to 6 minutes during the greater part of the day and 8 minutes at other times, while Spring Street-Grand Trunk Station went on a 10-minute schedule.

For many years, cars ran every 10 minutes between Union Station and Grand Trunk Station, providing additional service around the Grand Trunk loop, so-called, which passed the steamship wharves on Commercial Street. Stroudwater cars also ran through the city to Grand Trunk Station — then an important railroad terminal.

Cars on Union Station-Munjoy Hill line were green in color, while those on the Spring Street-Grand Trunk Station line were blue. Red cars ran on the Union Station-Grand Trunk Station and Stroudwater lines.

The carhouse at Congress and St. John Streets was destroyed by fire on July 9, 1901, with the loss of 5 cars. It was replaced three years later by a large carhouse and shop setup on St. John Street, near the

present D Street. Tracks were extended easterly on St. John Street to the new facilities.

A system of fixed stops marked by white posts was installed on the Congress Street and Spring Street lines in April, 1906, and was gradually extended to other lines.

IN 1909, a starter was hired as dispatcher at Monument Square. Previously, it had been necessary for each conductor to step into the waiting room at the square and announce his car before leaving.

The year 1909 also saw the People's Ferry Company, operating the steam ferries from Portland to South Portland and from Portland to Peaks Island, seek the right to build an electric railway from the head of Portland Pier to Monument Square via Commercial and Center Streets. On the grounds that Center Street was too narrow for electric cars, the Portland City Council refused a franchise.

As its next step, the ferry company asked the Portland Railroad to extend a spur from Pearl Street along Commercial Street to Portland Pier. The railroad apparently turned down the request, for on October 14, 1909, the ferry company again sought a street railway franchise—this time from Portland Pier through Commercial, Moulton and Fore Streets to connect with the Portland Railroad on Cross Street. This petition also was refused.

A third attempt was made by the

ferry company in 1911—the original route through Commercial and Center Streets again being specified. It proposed to operate three cars hourly and either storage battery or gas-electric cars were to be used. But, for a third time, the application was rejected.

Finally, on September 5, 1911, the Portland Railroad agreed to build the spur track from Pearl Street to Portland Pier. But the ferry company demanded a 3-cent carfare for its patrons and the offer of the Portland Railroad was withdrawn.

An agreement subsequently was reached and the spur was extended in 1912. At the same time, a long siding was built in front of the U. S. Customs House on Commercial Street and the double iron on Middle Street was extended down Pearl Street a short distance.

PREPAYMENT cars were brought to the division in 1914 when 10 modern double truck arch roof cars (the 400 series) were placed in service on the Congress Street run. With purchase of 15 Birney cars in 1919, several of them were assigned to the Spring Street-Grand Trunk Station line, and others sometimes were used on the Stroudwater and Congress Street lines.

Believe it or not, in 1909 the

Portland Railroad announced that it would operate open car service on lines of St. John Street Division during the winter months. It was pointed out that many requests for such service had been received. Evidently the experiment did not work out, for the opens were soon withdrawn.

Suggestions for a new belt line in Portland were made in mid-1916. The proposed route, beginning in Monument Square, would have run through Middle and Pearl Streets to Commercial Street, along Commercial and West Commercial to St. John Street, through St. John to Park Avenue and along Park to Forest Avenue—and thence over Forest Avenue to Congress Street and Monument Square. Its construction was never undertaken.

The Union Station-Grand Trunk Station run was discontinued about 1926. At the same time, Stroudwater cars were through-routed with the Ocean Avenue line of the Deering Division. Also in 1926, the St. John Street Division assumed jurisdiction over the Saco, Old Orchard Beach and Yarmouth lines.

Lines of South Portland Division were assigned to St. John Street in 1928. Deering and Westbrook cars began running from St. John Street carhouse in 1933.

DEERING DIVISION ROUTES

MORRILL'S CORNER

From Monument Square via Preble and Portland Streets to Forest Avenue; Forest to Woodfords Corner and Pleasant Avenue; Pleasant to Stevens Avenue; Stevens to Morrill's Corner. 3.33 miles.

RIVERTON PARK

From Monument Square via Preble and Portland Streets to Forest Avenue; Forest to Woodfords, Morrill's and Riverton Park. 4.94 miles.

NORTH DEERING BELT

From Monument Square to Bradley's Corner on Stroudwater line; Stevens Avenue to Morrill's Corner; Allen Avenue to Allen's Corner; Washington Avenue to Congress Street; Congress to Monument Square. 9.08 miles. (Cars also operated in opposite direction).

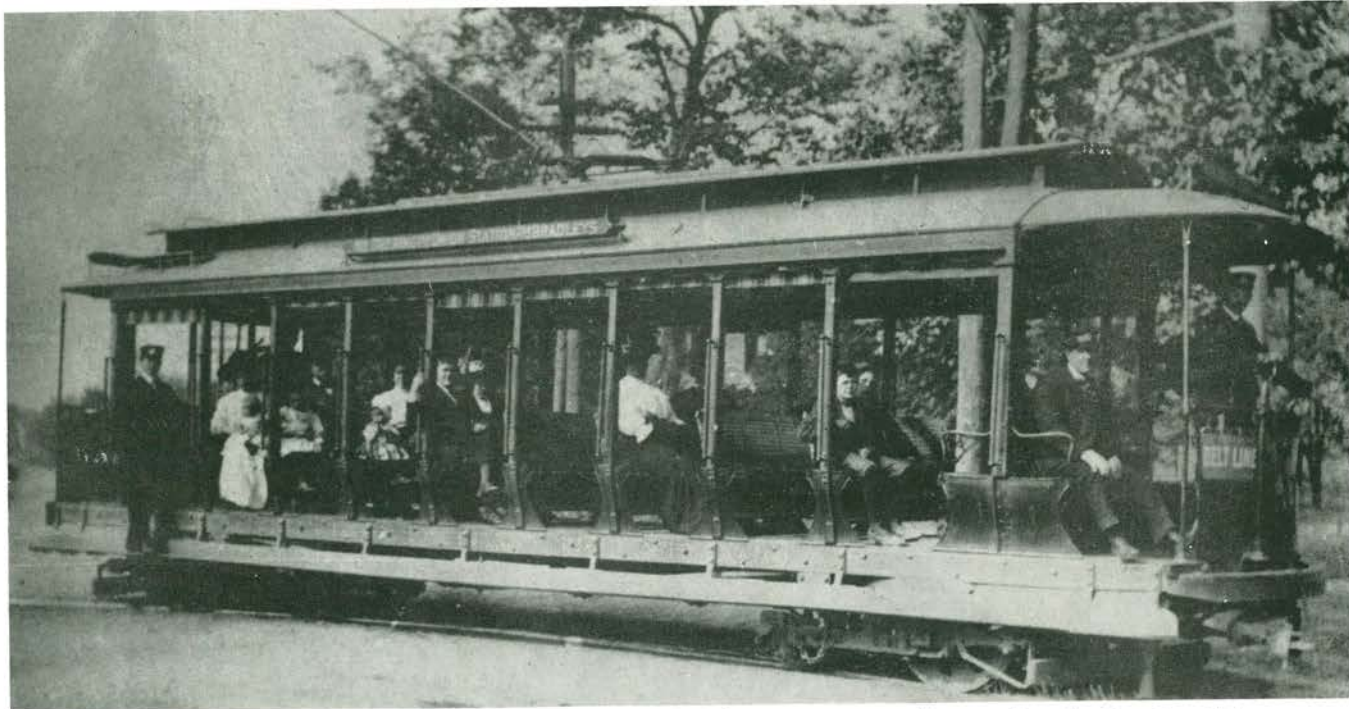
OCEAN AVENUE

From Monument Square to Woodfords Corner via Preble and Portland Streets and Forest Avenue; Woodfords Corner via Ocean Avenue to Lunt's Corner; Washington Avenue to Congress Street; Congress to Monument Square. 5.62 miles. (Cars also operated in opposite direction).

DEERING HIGHLANDS

Same as Ocean Avenue line to Woodfords Corner; Woodfords Street to Rosemont Square; Brighton and Deering Avenues to Park Avenue; Park via Forest Avenue and Congress Street to Monument Square. 5.17 miles. (Cars also operated in opposite direction).

Cars on the Morrill's Corner, Riverton and Deering Highlands lines negotiated the Federal-Temple loop off Monument Square.



A TROLLEY RIDE around the North Deering Belt Line was a popular outing in Portland for many years. The trip took just one hour from Monument Square to the return at the same point. Here's car No. 131, a 12-bench open, in North Deering. —Photo from the collection of Charles D. Heseltine.

The Deering Division



AS OF 1900, the Deering Division consisted of 5 routes:

- MORRILL'S CORNER LINE
- RIVERTON PARK LINE
- OCEAN AVENUE BELT LINE
- FESSENDEN PARK-DEERING HIGHLANDS LINE
- NORTH DEERING BELT LINE

all offering frequent service in this primarily residential section of the city.

Cars on the Morrill's Corner line operated on a 15-minute headway, while those on the Riverton line followed the same route to Morrill's and then continued out Forest Avenue to Riverton Park. Half-hourly service was given during the fall, winter and spring and 15-minute time was maintained during the summer months.

Thirty-minute service was given on the Ocean Avenue Belt Line, or "Little Belt," as it was commonly called. Cars ran in both directions.

A half-hour headway also was maintained on the Fessenden Park-

Deering Highlands line. This route was another circuit known as the "Kite Line."

Ostensibly to give improved service, the Ocean Avenue belt and the "Kite" lines were combined to form a "figure-8" route in mid-1910. The cars first negotiated one circuit and then the other. The new arrangement did not prove satisfactory, however, and by 1913 the two lines again were operating separately.

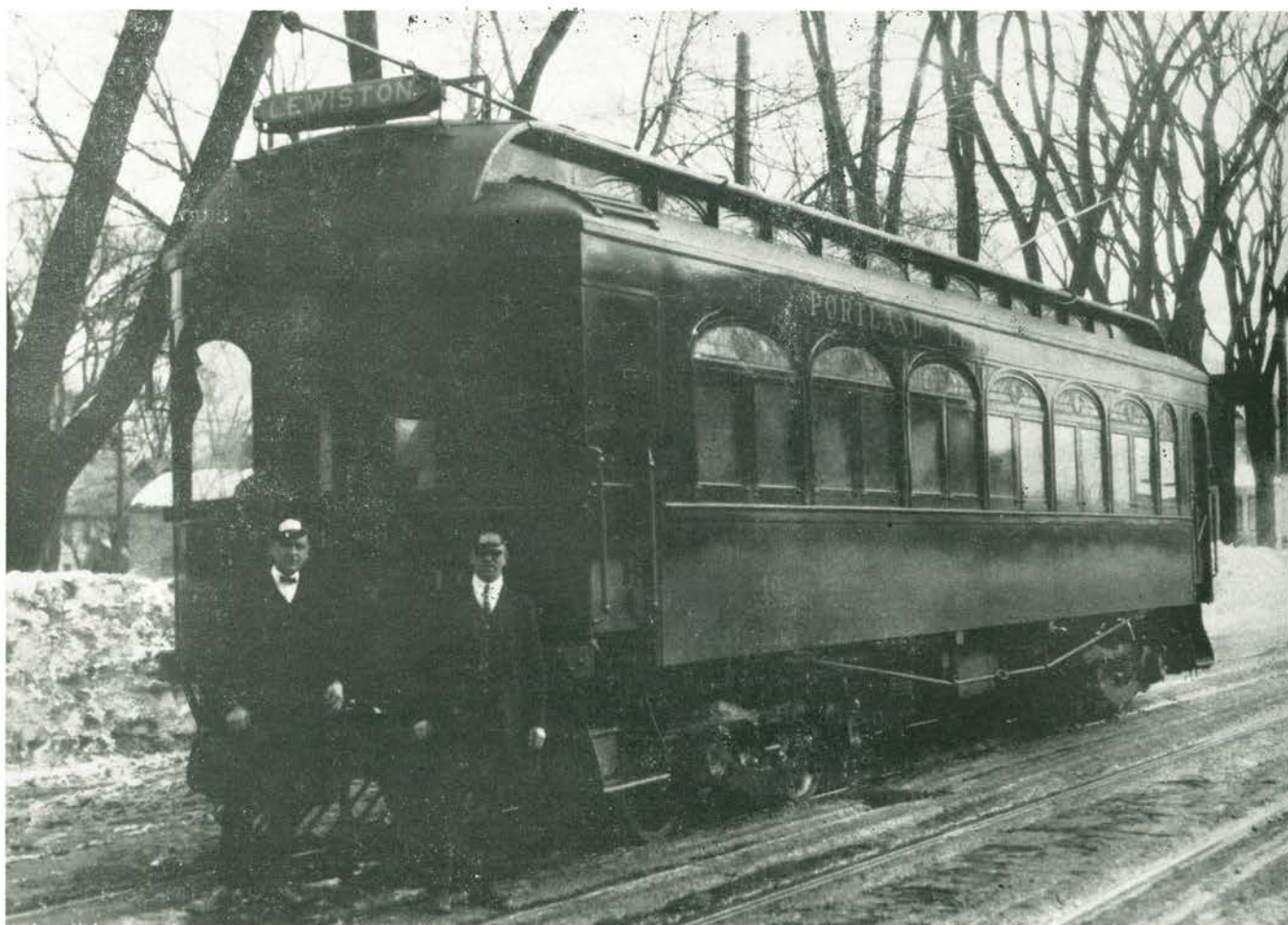
THE division's longest route was the North Deering Belt Line, commonly known as the "Big Belt." It operated in both directions over a circular route from Monument Square on which cars ran each way every half hour, with the 9-mile trip taking one hour.

Cars on the Deering Division were painted yellow and most of them were housed at the Beckett Street barn until construction of a new brick carhouse on Stevens Avenue in 1908.

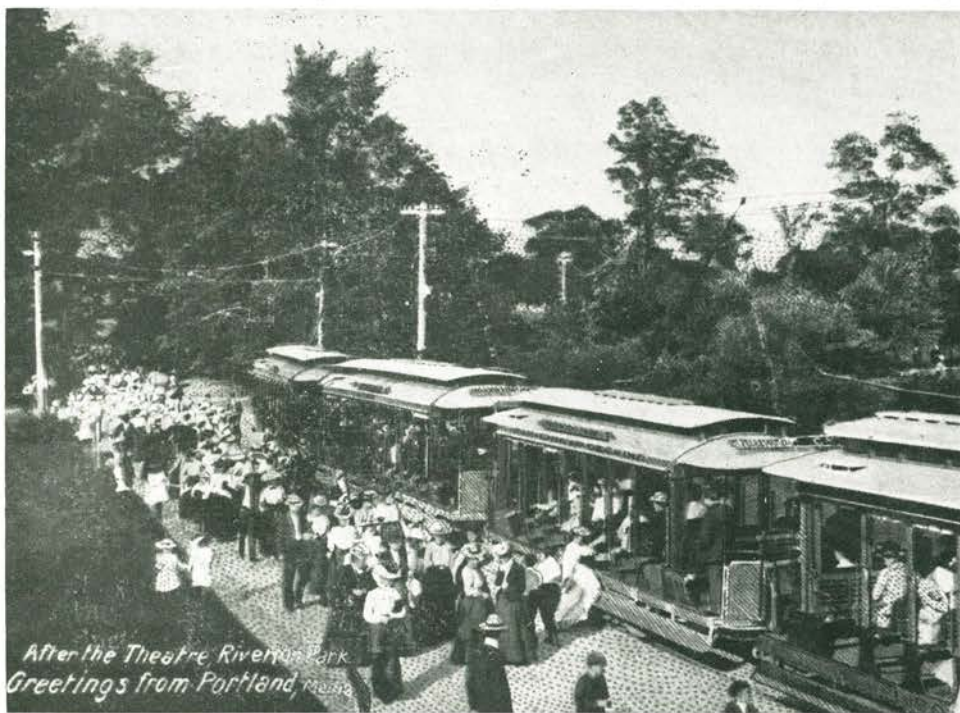
Considerable traffic congestion in Monument Square resulted from the large number of Deering and Westbrook cars passing that point and several plans to relieve the situation were offered. The problem was solved in 1910 when a single track line was built up Forest Avenue hill, from Portland Street to Congress Street, and 200 feet of track was laid on Temple Street, connecting Federal and Congress Streets. These two extensions were opened on June 9th of that year.

Thereafter, Morrill's Corner, Riverton and Westbrook Division cars arriving in Portland ran up Forest Avenue hill to Congress Street, and down Congress Street to Monument Square, looping back to Monument Square via Federal, Temple and Congress Streets. North Deering, "Kite Line" and Ocean Avenue cars while running up Forest Avenue hill, did not use the Temple Street loop.

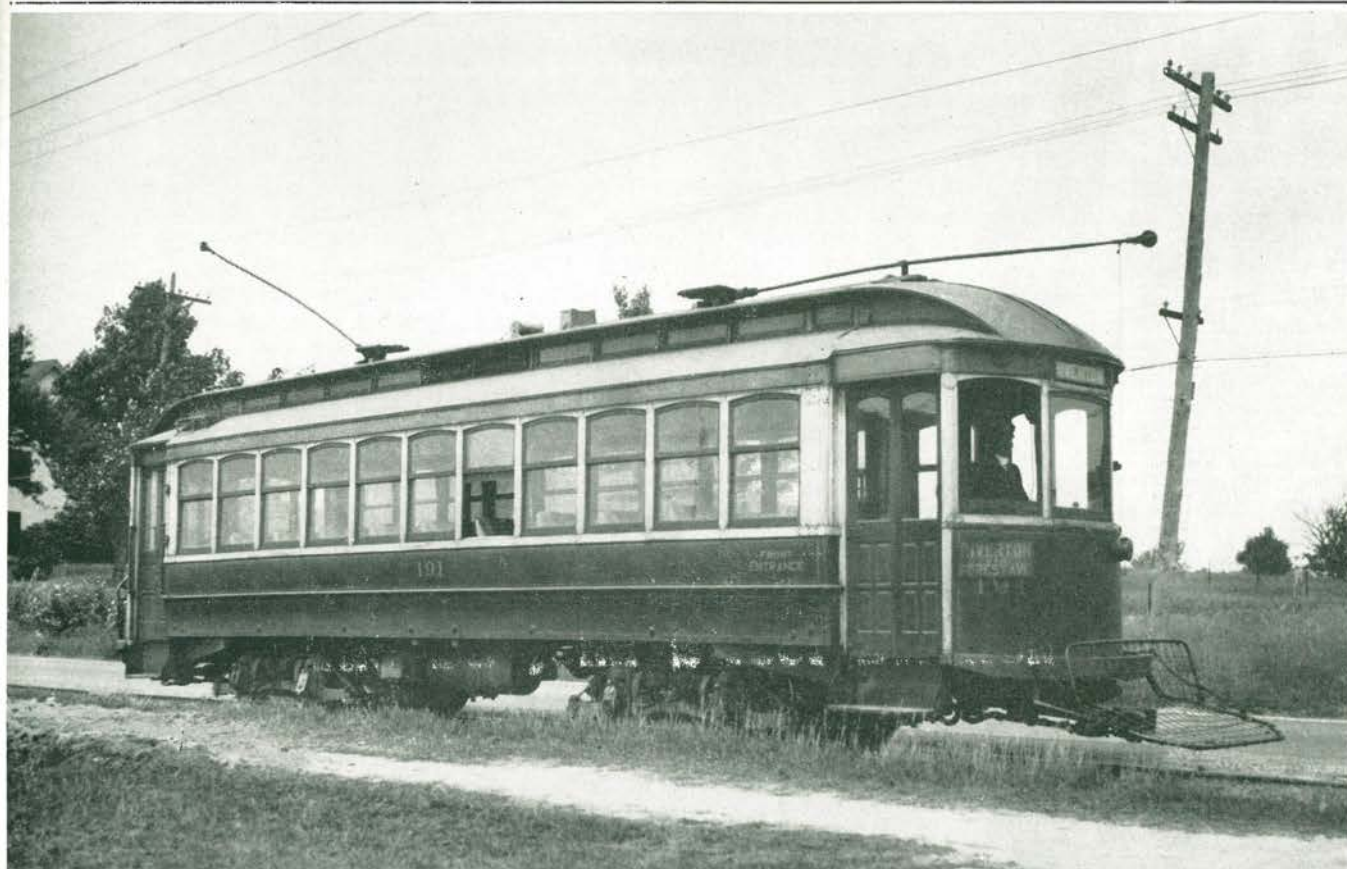
The next change took place in



PORTLAND-LEWISTON INTERURBAN car "Arbutus" stops on Forest Avenue one winter day for this photograph. Albion M. Conant, left, is the motorman and Beecher T. Lane is conductor.—From the collection of O. R. Cummings. (History of Portland-Lewiston Interurban appeared in Vol. 10).



A SUMMER MATINEE audience from a theater performance at Riverton Park finds lineup of open trolleys waiting to carry them back to the city.—Reproduced from a post card in the collection of O. R. Cummings.



PORTLAND RAILROAD No. 191 on Forest Avenue near Riverton Park, 1935. —By Roger Borrup.

1911 when a double track line was built along Forest Avenue, from Woodfords to Morrill's Corner. The Riverton cars were re-routed over this new trackage and with the opening of the Portland-Lewiston Interurban in 1914, cars of this line entered Portland via Forest Avenue and went around the Temple Street loop.

During 1913, double track was laid on Washington Avenue, from Veranda Street to Lunt's Corner, and in 1913 additional double iron was provided on Forest Avenue—from Kennebec Street, at the former Portland-Deering city line, to the Tannery crossing. A branch-off track was constructed from Allen Avenue to the Portland-Lewiston Interurban right-of-way off Goodrich Avenue.

As the result of an engineer's survey of the Portland Railroad in 1918—a survey undertaken to effect operating economies through the elimination of duplicating services—the "Little Belt" and "Kite" lines were discontinued and Ocean Avenue cars shuttled between Woodfords and Lunt's Corner. All Westbrook Division cars were re-routed via Woodfords and a separate Brighton Avenue line, running as

far as Rosemont Square, was put into operation.

The North Deering Belt also was abandoned as such, with cars running between Morrill's Corner and Monument Square via Allen's Corner and Washington Avenues. A new line between Monument Square and Highland Square, via Bradley's Corner and Stevens Avenue, was placed in operation. But the public did not like these changes and demanded restoration of the Belt Line. The railroad quickly obliged.

Various operating changes took place at different times during the 'Twenties, service being increased or decreased in accordance with patronage.

With the closing of Riverton Park in 1922, service on the Riverton line was reduced to half-hourly. A year or two later, the Stroudwater line of the St. John Street Division was through-routed with Ocean Avenue on a half-hour headway.

Morrill's Corner cars made alternate trips via Pleasant Avenue and Forest Avenue. A 15-minute headway was maintained on each route, with every other Forest Avenue car continuing on to Riverton.

Abandonments on the Deering Division began August 17, 1932,

when service on the North Deering Belt line ended for good. The Morrill's Corner via Pleasant Avenue run was extended to Allen's Corner and a new North Deering via Washington Avenue line was instituted.

The tracks on Stevens Avenue, from Bradley's Corner to Highland Square and Morrill's Corner were reduced to single iron during a street-rebuilding program.

The Ocean Avenue line, from Woodfords to Lunt's Corner, was abandoned October 9th that same year. On April 1, 1933, the Deering barn was closed as an operating center, all runs being transferred to the St. John Street carhouse.

Deering lines and headways as of June 25, 1933, were:

ALLEN'S CORNER via Pleasant Avenue	(20 minutes)
NORTH DEERING via Washington Avenue	(30 minutes)
RIVERTON via Forest Avenue	(20 minutes)
ROSEMONT via Brighton Avenue	(15 minutes)

The Washington Avenue line between Lunt's Corner and Allen's Corner was abandoned in 1935 and the Pleasant Avenue trackage was abandoned in 1936, Allen's Corner cars thereafter running via Woodfords Street and Highland Square.

The Westbrook Division

WITH establishment of through service from Portland to Gorham and South Windham on the 25th of July, 1901, the Westbrook Division inaugurated an operating procedure that remained substantially the same until 1931.

There were four routes on the division:

- PORTLAND-WESTBROOK via
BRIGHTON AVENUE
- PORTLAND-WESTBROOK via
WOODFORDS
- PORTLAND-SOUTH WINDHAM via
BRIGHTON AVENUE
- PORTLAND-GORHAM via
WOODFORDS

Approximately 15-minute service was provided between Portland and Westbrook and hourly headways to Gorham and South Windham were maintained.

A 1907 summer timetable lists cars leaving Portland for Westbrook via Woodfords at 10 and 40 past the hour and for Westbrook via Brighton Avenue at 23 past and 7 minutes before the hour. Westbrook cars leaving Portland at 23 past continued on to South Windham and the 40-past cars by way of Woodfords went to Gorham.

The distance from Portland to Westbrook via Woodfords was 6.4 miles and the running time was 35 minutes. The distance via Brighton Avenue was slightly shorter, 6.37 miles, but the running time was the

same. From Portland to South Windham via Brighton Avenue, the distance was 11.46 miles with a running time of one hour.

To Gorham via Woodfords, the distance was 10.52 miles and the running time was 55 minutes.

Around 1916, both Gorham and South Windham cars began running via Woodfords on outbound trips and via Brighton Avenue on the return to Portland. Two years later in 1918, all Westbrook Division cars were routed via Woodfords on both outbound and inbound trips.

Occasionally, because of street repairs or other construction, there would be some change in routing. Such was the case in 1920 and 1922 when sewer work on Forest Avenue necessitated running all Westbrook Division cars via Brighton Avenue.

Riding on the Westbrook Division generally was heavy. Because of a demand for improved service, six late afternoon trips, four via Woodfords and two via Brighton Avenue, ran express from Portland to Westbrook. This helped some, but riding continued to increase and in 1917 the railway assigned more cars to the division and lengthened the running times.

The Portland Railroad's Westbrook franchise, granted in 1892 for 25 years, came up for renewal in 1917. Once again attempts were made to secure a 5-cent fare into

Portland. Operation of jitneys in competition with the trolleys—if the fare were not reduced—was threatened.

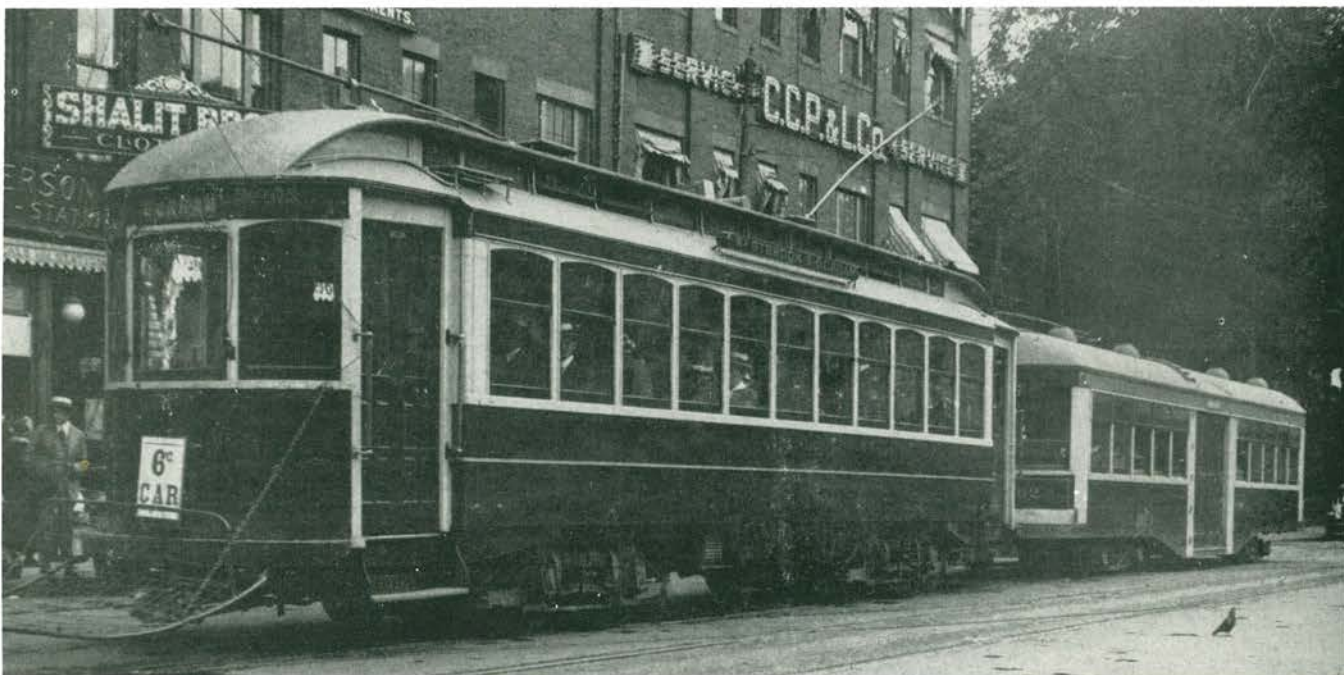
After much discussion, the franchise was extended for another 25 years—but the railroad was called upon to make further improvements in its Westbrook service.

Eight double truck center entrance trailers were purchased in 1918. The trailers were hauled by regular closed cars assigned to the division and were operated between Monument Square and Westbrook carhouse.

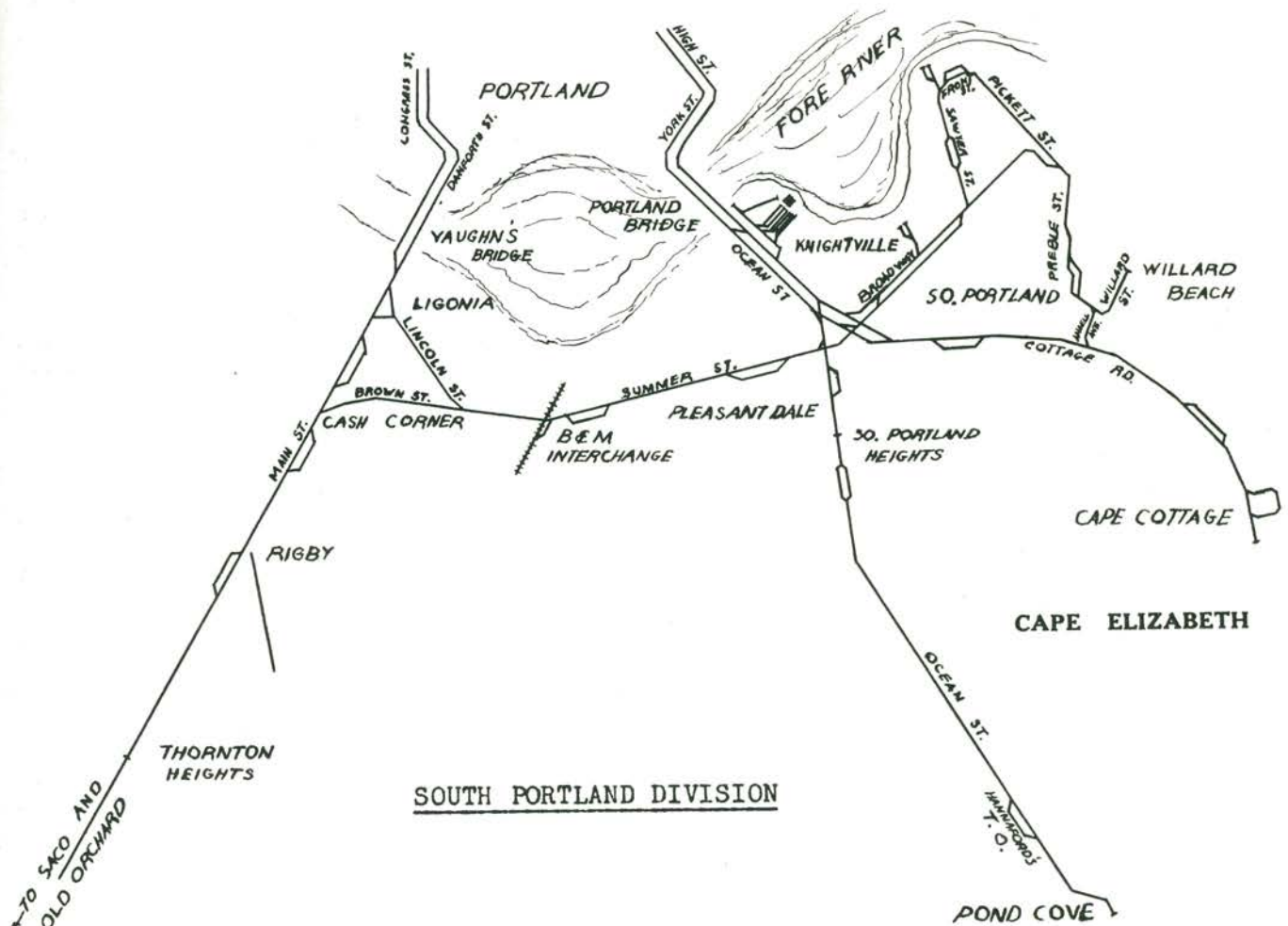
Automobile competition increased in the late 1920s and patronage of the trolleys decreased. The trailers were discarded about 1928 and the service between Portland and Westbrook was reduced to a 20-minute headway.

The Gorham and South Windham lines were abandoned on the 2nd of August, 1931, and the carhouse at Westbrook was closed. All runs and cars were transferred to the Deering carhouse. When that barn was closed in 1933, Westbrook cars then operated from St. John Street carhouse.

Trolley service on the Portland-Westbrook line, which terminated on Main Street right in front of the former carhouse, continued with all cars running via Woodfords on a 20-minute headway, until 1941.



The South Portland Division



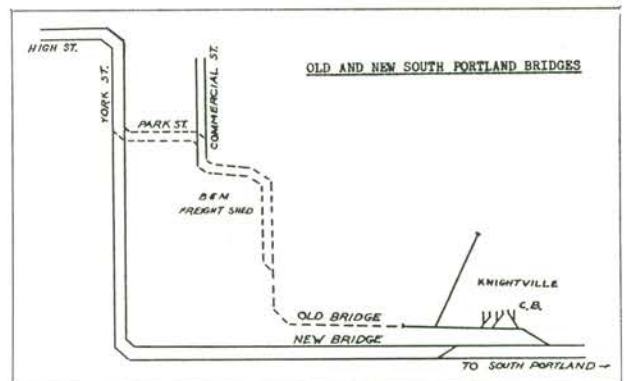
SHORTLY after taking over the Portland & Cape Elizabeth Railway and creating the South Portland Division, the Portland Railroad decided that a more direct route from downtown Portland to South Portland would have to be provided.

The old Portland & Cape Eliza-

beth line via Federal, Market, Fore, Cross and Commercial Streets was a tortuous one, with sharp curves and constant interference from wagons and drays. The line passed through the busy wholesale and waterfront districts of the city and cars met with frequent delays which disrupted schedules and irritated passengers.

In addition, the single track with turnouts was unable to accommodate the cars needed to handle the steadily increasing traffic between Portland and South Portland.

Early in 1901, the Portland Railroad was given authority to extend a double track down High Street, from Congress Square to York Street and through York and Park



Streets to connect with the original line on Commercial Street. This new trackage of .378 mile opened July 31, 1901.

All lines but one of the South Portland Division were re-routed accordingly. Willard Beach cars followed the old route for another 17 years.

For the convenience of Saco and Old Orchard cars, which had to pass through South Portland, the

TRAILER OPERATION was a feature of the Westbrook Division for about 10 years beginning in 1918, as well as for a time in the early days when the cars first started running there. The trailers were hauled by the Gorham cars as far as Westbrook carhouse and were left on a siding there for inbound cars to pick up. This picture was taken by Harold D. Forsyth in Monument Square at trolley waiting station in 1918.

Lincoln Square to Cash's Corner cut-off was opened July 23, 1902. On August 4, 1904, service to South Portland Heights commenced. This ran over a .71 mile extension from Bradley's Corner, at Broadway and Ocean Streets, to South Portland town hall.

AS OF the summer of 1907, cars to Cape Cottage via Ferry Village left Portland every 20 minutes and those running to Cape Cottage via Meetinghouse Hill ran half-hourly. Thirty-minute time also was given on the Ligonias-Cash Corner line, while hourly service was given on the South Portland Heights and Willard Beach routes. During July and August, when the bathing season was at its height, more frequent service to the beach was offered.

For a number of years, South Portland Division cars arriving in Monument Square via the High Street route proceeded down Federal Street a short distance, then changed ends and returned to the square, circling around the monument to the waiting room.

In later years, cars for Cape Cottage, via both Ferry Village and Meetinghouse Hill, ran on Middle Street, up Pearl Street and along Congress Street to the waiting room. Cash Corner and Ligonias cars continued to use Federal Street, running as far as the post office at the corner of Exchange Street, while Willard Beach cars went up Federal Street from Market, changing ends at the entrance to Monument Square.

SOUTH PORTLAND cars also were routed around the Grand Trunk Station loop from time to time and some used the Temple Street loop. Routings were changed at different times as traffic conditions dictated.

Service to the Portland & Rochester Railroad depot at the foot of Preble Street appears to have been discontinued about 1900 when the Portland & Rochester was consolidated with the Boston & Maine Railroad and all trains on the Portland and Rochester branch used Union Station. The rails and overhead on Oxford and Preble Streets were left in place until 1922 and may have been used occasionally.

With the building of the South Portland Heights line in 1904, the residents of the Pond Cove section

of Cape Elizabeth began clamoring for trolley service and on May 3, 1906, the Cape Shore Railway was chartered to build from the South Portland town hall to the Pond Cove schoolhouse. The Portland Railroad subsequently took over the Cape Shore's charter and the Pond Cove line was opened July 22, 1909.

The Cape Shore Railway had been authorized to build also from Cape Cottage to the "Twin Lights" at Cape Elizabeth. This extension was never constructed; and neither were proposed lines from South Portland to Crescent Beach and to Prout's Neck.

Beginning in 1915, the Cape Cottage via South Portland line was suspended during winter months, South Portland cars turning back at Angell Avenue and Cottage Road. In the same year, the unused tracks on Rigby Road, South Portland, from Main Street to Rigby Park, were removed. The old race track had long since been abandoned and the trolley facilities were no longer needed.

AS EARLY as 1913, plans for a new bridge from Portland to Knightville had been discussed, and July 31st of that year, the Portland Railroad agreed to pay \$100,000 as its share of the estimated construction costs of \$1,000,000. When the building of the new bridge commenced, a temporary track had to be constructed around the rear of the Knightville carhouse to provide access to the old bridge.

The new bridge, popularly known

as the "Million Dollar Bridge," was opened to the public July 2, 1916. However, it wasn't until July 28th, at 6:05 in the morning, that the first trolley passed over, running from Knightville to Monument Square.

All South Portland Division lines except the Willard Beach run began using the new bridge. The Willard Beach cars continued to run over the old bridge until its dismantling several months later.

A SUMMER timetable for 1916 lists 20-minute headways for the Cape Cottage via South Portland and Cape Cottage via Meetinghouse Hill lines; 40-minute headways for Cash Corner and Ligonias cars (giving 20-minute service to Pleasantdale); half-hourly service to Pond Cove and hourly service to Willard Beach.

The first one-man car on the Portland Railroad commenced running between Bradley's Corner and Pond Cove on August 28, 1918. This was purely a wartime measure, designed to conserve manpower, and was discontinued after the 1918 Armistice.

The little single truck closed car, equipped with a fare box, shuttled back and forth between Bradley's and Pond Cove, connecting at the former point with cars on the Ligonias and Cash Corner lines.

After the war ended, two-man service was restored and a 40-minute schedule was instituted, the 30-minute headway being revived in 1920 with the construction of a new



SHOO-FLY track carried the South Portland cars around the rear of the Knightville car barn while the new South Portland bridge was being constructed in 1915-16. —Photo from C. D. Heseltine.

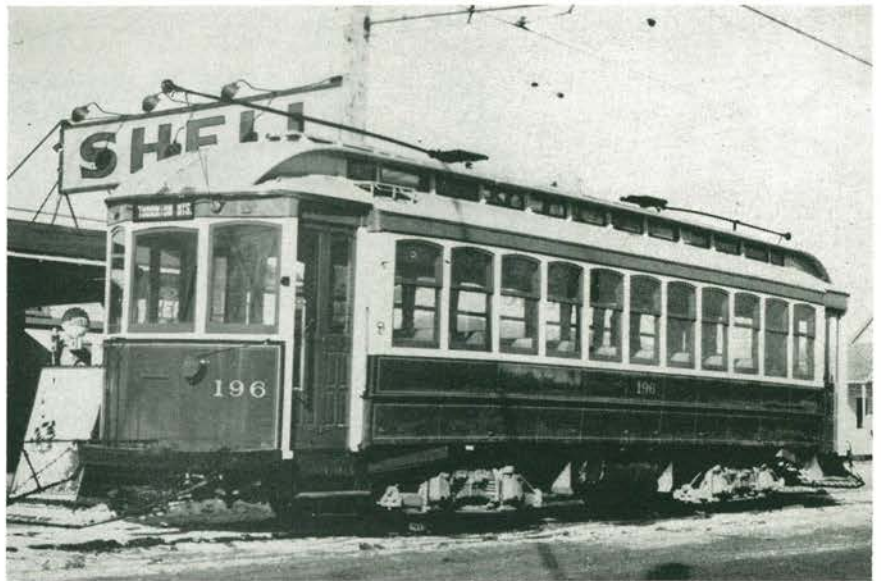
turnout on Ocean Street and the introduction of Birney cars to the route.

Another wartime measure was the abandonment of the Willard Beach line in 1918. It had been very lightly patronized for a number of years and its discontinuance caused no great hardship. South Portland cars passed by the head of Willard Street—from where it was only a short walk to the beach.

The Willard Beach line, incidentally, had the first pay-as-you-enter car on the South Portland Division, No. 132, a single truck closed, being assigned to the route on December 14, 1916.

At the same time the Willard Beach line was abandoned, the Cape Cottage via Ferry Village operation was permanently discontinued and a new South Portland run established. All Cape Cottage service ran via Meetinghouse Hill, and South Portland cars, after leaving Ferry Village, continued through Preble Street and Angell Avenue to Cottage Road, turning back there. A few years later, the rails on Angell Avenue were removed and South Portland service terminated at Preble and Willard Streets.

Freight switching service to the shipyards at Ferry Village was inaugurated in 1917. Interchange facilities were established at Pleasantdale, and a connecting track was extended along Broadway from



DURING A LAYOVER at the end of the Thornton Heights line in South Portland, this photo of No. 196 fresh from the railway's paint shop was recorded by Portland resident Gerald O. Boothby.

Bradley's Corner to Cottage Road to provide a direct route for freight trains.

Several spur tracks, including one into Fort Preble, were constructed. The steeple-cab locomotive of the Portland-Lewiston Interurban was hired to do the switching. In later years, several industrial plants and an oil storage yard in the Ferry Village area became customers of the switching service.

With the construction of a new power plant on the old drydock site

in South Portland in 1922, tank cars of fuel oil for the plant were taken in by the street railway switcher.

The Cape Cottage theater and casino were closed in 1921 after two poor seasons, but there were few other changes on the South Portland Division until 1928 when the Knightville barn was closed and all South Portland runs were operated from the St. John Street carhouse.

Rail service in South Portland continued until the summer of 1940 when motor buses took over.

Description of Routes As of 1916

South Portland Division

CAPE COTTAGE via SOUTH PORTLAND

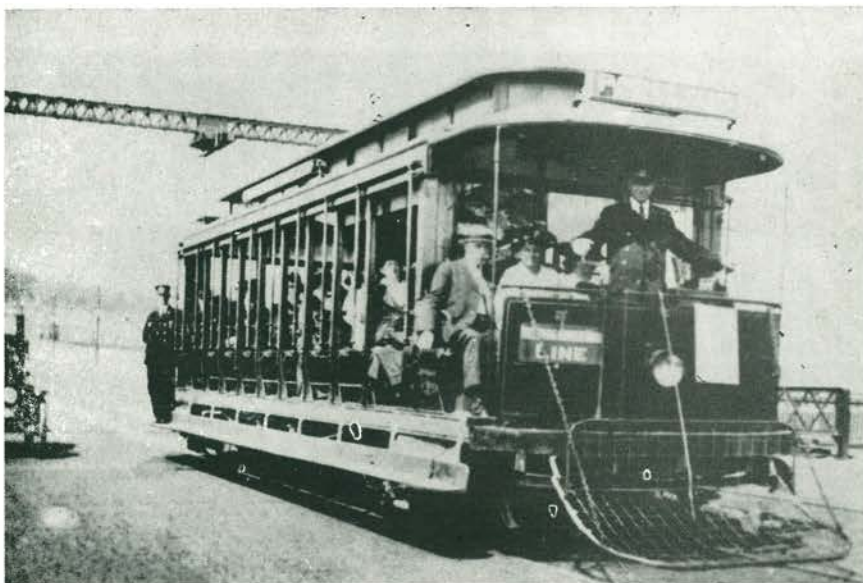
From Portland Post Office via Middle, Pearl and Congress Streets to High Street; High and York Streets to South Portland bridge and Knightville; Cottage Road to Broadway; Broadway, Sawyer Street, Pickett Street and Fort Road to Preble Street, Preble and Angell Avenue to Cottage Road; Cottage to Cape Cottage Park. 6.30 miles.

CAPE COTTAGE via MEETINGHOUSE HILL

Same as Cape Cottage via South Portland to Knightville; Cottage Road over Meetinghouse Hill to Cape Cottage Park. 4.53 miles.

SOUTH PORTLAND HEIGHTS - POND COVE

From Monument Square via Congress and High Streets and South Portland



ON THE "MILLION DOLLAR" BRIDGE—Coming into Portland from South Portland via new South Portland bridge, car No. 247 shows in this summer scene. —Photo from Charles D. Heseltine.

The Saco Division

THE SACO DIVISION of the Portland Railroad consisted of only two routes—Portland to Saco and Portland to Old Orchard Beach. They were operated according to the season.

During the summertime, through service was provided from Portland to Old Orchard Beach, with passengers for Saco changing cars at Dunstan Corner in Scarborough. The base summer schedules called for half-hourly headway, although on Sundays and holidays a 15-minute headway was common, and trips often ran in sections of two and three cars to handle the heavy travel to and from the resort.

IN fall, winter and spring, procedure was reversed, with through cars running from Portland to Saco, connecting at Dunstan for Old Orchard Beach. Half-hour service was given by the Saco cars and hourly time was operated on the Old Orchard line.

During the early years of the division, Saco and Old Orchard cars had to follow a route through Knightville and Pleasantdale in South Portland. This was somewhat roundabout and added considerably to the running time.

A new bridge across the Fore

bridge to Knightville; Ocean Road to South Portland Heights and Pond Cove. 2.58 miles to South Portland Heights; 5.04 miles to Pond Cove.

CASH'S CORNER

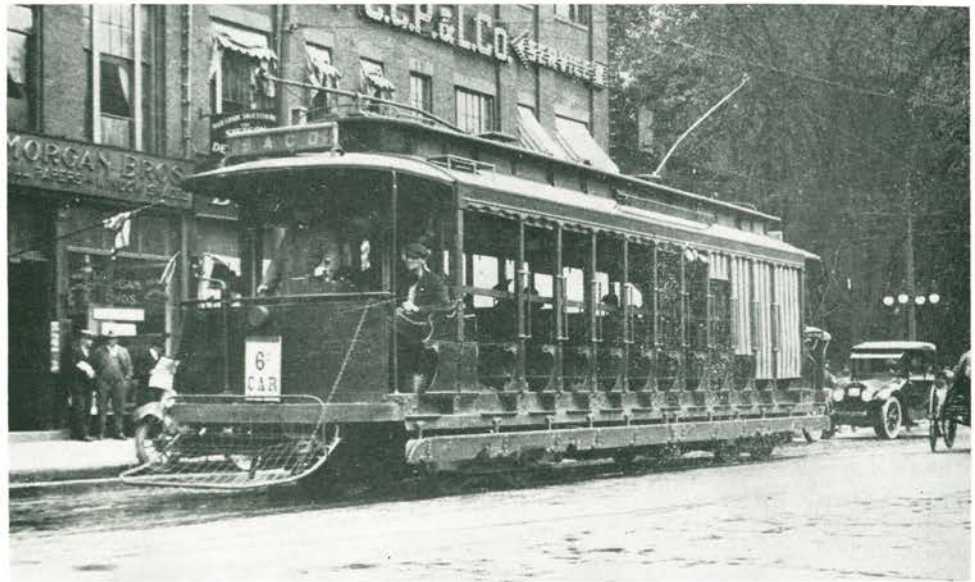
Same as Pond Cove line to Knightville; Ocean Road to Bradley's Corner; Broadway, via Lincoln Square, to Cash's Corner. 4 miles.

LIGONIA

Same as Cash's Corner line to Lincoln Square; Lincoln Street to Ligonias. 4.05 miles.

EAST BROADWAY - WILLARD BEACH

From Monument Square via Federal, Market, Fore and Cross Streets to Commercial Street; Commercial to South Portland bridge and Knightville; Cottage Road to Broadway; Broadway and East Broadway to Pickett Street; Pickett, Fort Road and Preble Street to Willard Street; Willard to Willard Beach. 4.98 miles.



ALL ABOARD FOR SACO—There don't seem to be very many passengers for No. 190 as she stands in front of Portland waiting room in Monument Square in 1918.—Photo by Harold D. Forsyth.

River, connecting Danforth Street, Portland, and Main Street, South Portland, was proposed as early as 1905. But three years passed before the bridge district and the Portland Railroad came to terms concerning the latter's share of the costs of construction. The railroad offered \$2,000 a year (later \$2,500) for the duration of the bridge bond issue, or until 1945, for the privilege of laying rails across the span. The city asked \$3,200 annually plus one-third of the maintenance costs.

AS an alternative to building across the bridge, the Portland Railroad considered extending its Stroudwater line through Westbrook Street to a connection with the Saco-Old Orchard line on Main Street, South Portland, near the present access road to the Maine Turnpike.

Finally, on October 14, 1908, the bridge district and the Portland Railroad agreed on a figure of \$2,750 annually for 35 years. Upon completion of the span, known as Vaughan's Bridge, the railroad extended its rails along St. John Street, from the carbarn to Danforth Street, and across the structure to South Portland, connecting with existing trackage at Ligonias. Saco Division cars began using the new route August 25, 1909.

The distance from Monument Square, Portland, to Pepperell Square, Saco, was 15.78 miles and the running time was one hour. From Monument Square to Old Orchard Beach was 14.43 miles, also with a running time of one hour.

For many years, the Saco Division included two of the most profitable routes of the Portland Railroad. Summer travel to Old Orchard Beach was particularly heavy and a large number of cars was needed to handle the crowds.

Some express runs were operated from Portland to the beach for a time and during 1916 plans were made to operate two-car multiple-unit trains over the line, two cars being experimentally equipped for this purpose. A year or so later, trailer operation was unsuccessfully attempted, also.

ALL TYPES of cars, even single truckers, were used on the Saco Division during periods of heavy traffic. One summer, attempts were made to operate Birneys between Dunstan and Saco, while main line cars were running through to Old Orchard. It did not prove successful as the safety cars could not keep the schedule and frequently were derailed.

Schedules occasionally were disrupted when high spring tides

flooded the Scarborough marshes, and the division was particularly vulnerable to winter storms with heavy snow drifts sometimes forcing suspension of service.

One winter, the rotary plow of the former Portland & Yarmouth Electric Railway was sent out to clear the Saco line. In passing through Pleasantdale, its stream of snow broke two-thirds of the windows in a large greenhouse.

In general, big eight-wheel plows were used to clear the line. During the 'Twenties, when the Portland Railroad held a state highway contract to clear Route 1 from the South Portland-Scarboro city line to Saco, a huge wing, weighted with a heavy rail, was attached to one of the railroad's double truck crane cars and proved very effective.

EVENTUALLY, increasing competition from the private automobile began to have its effect on trolley riding and patronage diminished. The summer schedule in 1924 called for hourly service to Saco and half-hourly time on the Old Orchard Beach run.

In 1925, the Saco Division, along with the Yarmouth line, were incorporated into the St. John Street Division. During the winter months the Saco and Yarmouth runs were combined into a single through route 28 miles in length. Winter schedules also called for half-hour service from Portland to Thornton Heights, at the Scarborough-South Portland city line.

By 1929, through service between Portland and Saco was running on an hourly schedule and there were only 10 round trips a day between Portland and Old Orchard Beach. Half-hourly service was given from Portland to Dunstan, the most heavily traveled portion of the Portland-Saco route.

Abandonment of the Saco and Old Orchard lines was proposed as early as March, 1928, but such strong opposition was encountered that the service was continued for four more years.

Early in 1932, the state highway department announced plans to widen Route 1 in Saco from Cascade Road to a point beyond Goose Fare overpass and it notified the Portland Railroad that some track relocation would be necessary.

This was the opportunity the Portland Railroad was awaiting.

On April 8th, notice was given that trolley service between Dunstan Corner and Saco would end with the last regular car from Portland at 11:15 p. m. Saturday, April 16th.

The day the Saco service ended, the Portland Railroad, without any prior notice, abandoned the Old Orchard Beach branch. Buses of the Boston & Maine Transportation Company took over immediately.

One week later, on April 23rd, trolley service ended between Dunstan Corner and Nonesuch Corner at Thornton Heights.

The removal of rails and overhead between Nonesuch Corner and Saco and to Old Orchard Beach began immediately by the railway itself. The steel viaduct on the Old Orchard branch was sold for junk, the Dunstan carhouse was razed and the Dunstan substation was conveyed to the town of Scarborough for use as a firehouse.

BECAUSE of the possibility that the Biddeford & Saco Railroad might take over the Portland Railroad trackage in Saco from Main and Beach Streets to Goose Fare, this 1.5-mile stretch of track was left intact for a year or two. When the deal failed to go through, the overhead was taken down but the rails imbedded in concrete, were still in place in 1957.

The Saco terminal for Portland cars was at Pepperell Square, but on the last trip from Portland to Saco at night, the car ran through to City Square, Biddeford, leaving there at midnight for the return trip to Portland.

The first trip out of Saco in the morning was for several years made by a Biddeford & Saco car, which ran as far as the Dunstan carhouse.

Operation of Biddeford & Saco Railroad and Portland Railroad cars along Main Street, Saco, frequently resulted in complications. Portland cars, unloading and loading passengers in Pepperell Square, would block the line for several minutes and Biddeford & Saco schedules would be disrupted. This usually happened when Portland cars were late arriving at Saco. Sometimes there would be harsh words between crews of the two roads.

The problem was not effectively solved until 1924 when a second track was laid on Main Street, from

Pepperell Square to the post office. Thus, while Portland cars waited on one track, Biddeford & Saco cars could pass by on the other.

FOR 12 years, from 1915 to 1927, a fairly heavy freight business was done over the Portland-Saco line. The Portland Railroad built a freight house on Alfred Street in Biddeford and a switch connected the Atlantic Shore Railway with the Biddeford & Saco Railroad at Birch and Alfred Streets.

On January 2, 1917, the Portland Railroad and the Atlantic Shore Railway inaugurated a unified freight service between Sanford and Portland with two round trips daily over the 43-mile route.

After 1920, when the Portland Railroad went out of the freight business, one round trip a day was operated by the Atlantic Shore and its successor, the York Utilities Company, under contract with the Atlantic Motor Express Company.

The controlling interest in the Biddeford & Saco Railroad was held by officials of the Portland Railroad for a number of years and, as a matter of fact, the Biddeford & Saco was sometimes referred to as the Biddeford & Saco Division of the Portland Railroad.

At one time, it was suggested that the Portland Railroad take over both the Biddeford & Saco and the Atlantic Shore Railway to create a unified system that would extend all the way from Yarmouth to Kittery. In view of the unhappy financial experiences of the Atlantic Shore, it is just as well that this suggestion was not adopted.

Description of Routes As of 1916

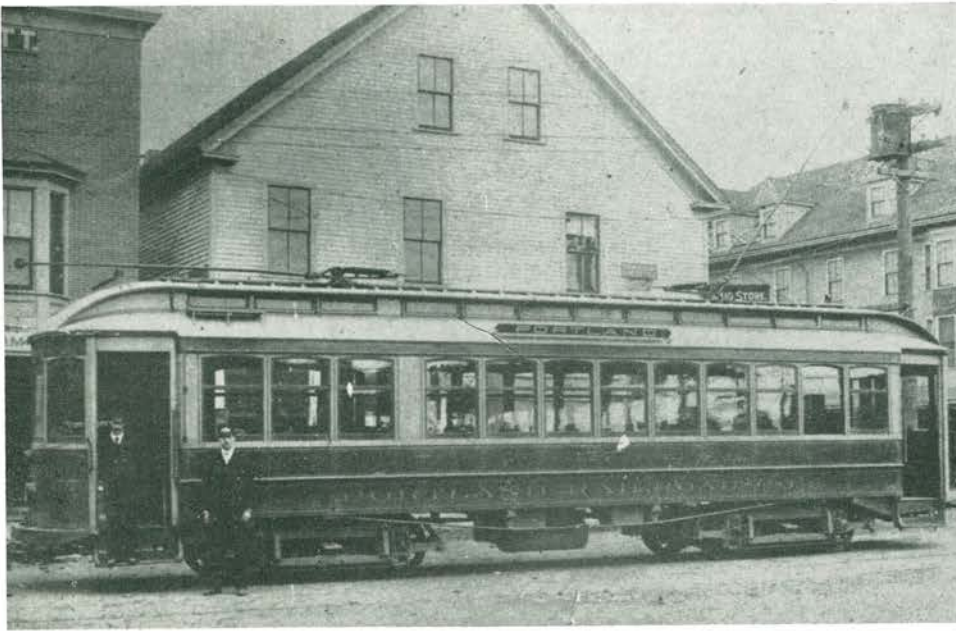
Saco Division

SACO

From Monument Square via Congress Street to Railroad Square; St. John Street to Danforth St. and Vaughan's Bridge; across Vaughan's Bridge to Main Street, South Portland, and Nonesuch Corner, South Portland-Scarboro city line; Route 1 through Scarborough to Saco city line; Main Street to Beach Street, Saco, 15.45 miles.

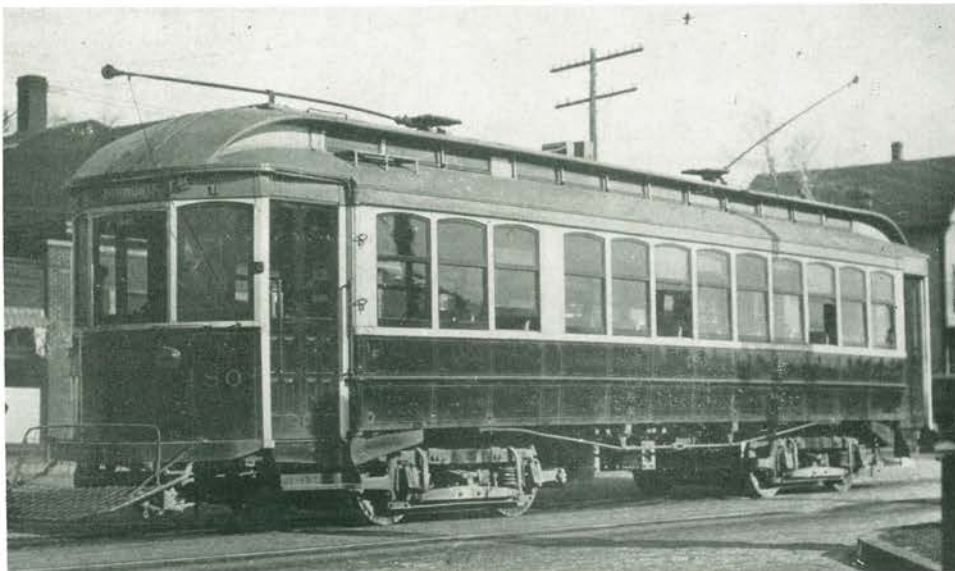
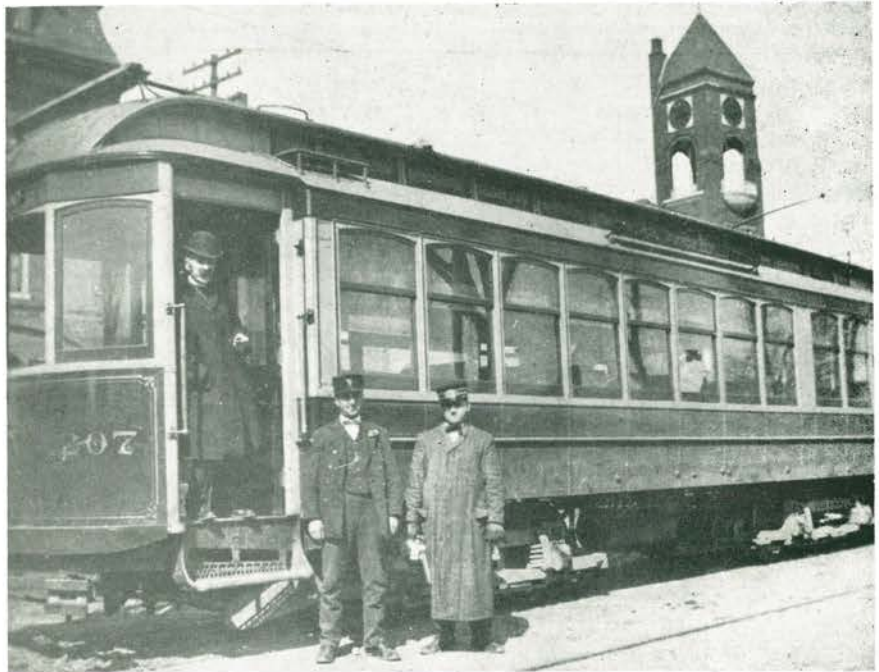
OLD ORCHARD BEACH

Same as Saco line to Dunstan Corner, Scarborough; Dunstan via Milliken Mills to Portland and Saco Avenues, Old Orchard Beach; Old Orchard Street to B&MRR crossing, 14.43 miles.



AT OLD ORCHARD BEACH terminus, 1903, is Saco Division car No. 177 with Motorman L. Bryant and Conductor Johnson. The car continued in regular service on various lines in Portland until trolleys were abandoned in 1941.—Photo from collection of Charles D. Heseltine.

AT BRUNSWICK, MAINE—Portland Railroad No. 207 is ready to roll on the 28-mile run to Yarmouth and Portland in the days when through cars were operated in cooperation with the Portland & Brunswick Street Railway.—Photo from collection of Ronald Cummings.



TROLLEY FOR YARMOUTH—Car No. 180 is shown opposite Union Station, Portland, enroute to Monument Square and then to Yarmouth. —Photograph by Harold D. Forsyth.

The Yarmouth Division

PERHAPS the most scenic route of the Portland Railroad system was the 12.5-mile Portland to Yarmouth line, which closely paralleled Casco Bay for much of its length.

From the beginning, half-hourly service was provided between Portland and Yarmouth during summer months, and afternoons and evenings, a 15-minute headway was maintained between Portland and Underwood Springs. In fall, winter and spring, when riding was comparatively light, service was hourly over the entire line.

Yarmouth and Underwood cars left from Congress and Elm Streets at Monument Square, running via Elm and Oxford Streets to Washington Avenue, across Tukey's Bridge to East Deering and along Veranda Street, past the Marine Hospital and over the Martin's Point Bridge to Falmouth, Cumberland and Yarmouth.

The Portland & Brunswick Street Railway began operation from Brunswick to Yarmouth August 9, 1902, and immediate consideration was given to operation of through cars between Brunswick and Portland. But the Portland Railroad and the Portland & Brunswick were unable to come to terms. The latter threatened to build its own line from Yarmouth into Portland, and organized the Portland & Brunswick Extension Railway on December 6, 1905, for that purpose.

It proved an effective weapon, as an agreement was signed on January 24, 1906. A physical connection between the two roads was provided at Yarmouth and on August 18th through operation over the 28-mile route commenced.

(The Portland & Brunswick became the Brunswick & Yarmouth Railway in 1911 and was merged with the Lewiston, Augusta & Waterville Street Railway in 1913).

Cars between Portland and

Brunswick ran half-hourly during the summer months, each company providing 4 of the 8 cars required to fill the line. Hourly service was given during the other seasons, four cars being used. Crews were changed at Yarmouth.

The route had a running time of two hours. At Brunswick, connections were made with the Lewiston, Augusta & Waterville Street Railway for Bath, Lewiston, Augusta and Waterville.

Fire destroyed the Underwood Springs casino in 1907 and the park closed shortly thereafter, resulting in abandonment of the Underwood loop and the discontinuance of the 15-minute summer afternoon and evening service.

Express service over part of the Yarmouth line was established in 1917 when two late afternoon trips out of Portland ran double-headed. The first car, bound for Brunswick, ran non-stop to Madockawando Landing in Falmouth, stopping only to pick up passengers for points beyond Madockawando. The second car handled all local traffic.

Abandonment of the tracks on Elm and Oxford Streets took place in mid-1918, Yarmouth cars then entering and leaving Portland via Congress Street. For a time, they continued down Preble Street a short distance, changed ends and returned to Monument Square to load passengers.

THROUGH Portland - Brunswick service was discontinued in 1919 when the Lewiston, Augusta & Waterville Street Railway went into receivership and was reorganized as the Androscoggin & Kennebec Railway. Service between Portland and Yarmouth was reduced to hourly time in 1921 due to a lack of business, but a half-hourly headway was maintained between Portland and Madockawando Landing.

Early in 1921, it was decided to construct a new draw span on the

Martin's Point Bridge. While the work was in progress, trolleys ran to either side of the draw, with the passengers transferring via a temporary roadway. The inconvenience lasted about two months while the railway built a short trestle across the break so that normal service might be resumed pending completion of the new draw span.

The Yarmouth carhouse, substation and freight shed were lost in a fire on February 13, 1920, two cars being destroyed in the blaze. The old battery house was converted to a carbarn and a new brick substation was built.

Riding continued to decrease and the half hour local service was terminated at Martin's Point Bridge instead of Madockawando Landing. During winter months, Yarmouth and Saco cars were through-routed until abandonment of the Saco-Old Orchard lines in 1932. Thereafter, Yarmouth cars arriving in Portland continued on to Thornton Heights in South Portland.

After discontinuance of the Portland-Brunswick through service in 1919, cars of the Portland Railroad continued to connect with those of the Androscoggin & Kennebec in Yarmouth Village until September, 1929, when the Androscoggin & Kennebec Railway abandoned its Brunswick-Yarmouth line.

The end of the Yarmouth Division came on June 29, 1933, when the last car ran from Portland to Yarmouth. Service was cut back to the Marine Hospital at Martin's Point and the tracks and overhead beyond that point were removed.

Maine Central Transportation Company buses began operating between Portland and Brunswick following abandonment of trolley service.

Cars continued to run to Marine Hospital until 1939 when the route was motorized. A half-hour headway was operated.

Freight and Express

ALTHOUGH the Portland Railroad derived some slight revenue from carrying small parcels, mail and packages on its regular passenger cars prior to 1908, it was

not until that year that the company made any real attempt to develop a freight and express business over its extensive system.

A single truck express car had

been constructed in 1900, but it was used mostly to service the railway's pleasure resorts, such as Riverton and Cape Cottage Parks. After 1901, some express business was done on

the South Windham and Westbrook lines but it was not too extensive.

During 1908, however, the railroad built a number of express cars, constructed an express terminal building and made arrangements with the Atlantic Express Company to conduct the business. This firm handled all operations and set the rates, the street railway receiving compensation for use of cars, track and terminal facilities, the cost of power and the wages of motormen and conductors.

The new express terminal was located at 76 Cross Street, Portland, and was a brick building with a two-story office section and a one-story express shed, 100 by 35 feet in area. Rails were laid from Middle Street down Cross Street to the terminal. Space was provided at the express shed for wagons and trucks to load and unload shipments.

MOST of the express revenue was derived from transportation of goods and merchandise between Portland and its suburbs. Cars were operated on a regular schedule and patrons in the outlying districts did their business with local agents. Except in Portland, there were no terminal facilities and all shipments were delivered from the car.

Express receipts of the Portland Railroad in 1910 totalled \$9,813.98, and by 1914, the income from this source had increased to nearly \$15,000. And this was only the sum paid the railroad by the express company!

On January 1, 1915, the Portland Railroad and the Lewiston, Augusta & Waterville Street Railway inaugurated a unified freight and express service over their systems. Portland became the headquarters for this joint operation. From here, regularly scheduled freight trains ran to Biddeford, Bath, Lewiston, Augusta and Waterville in addition to local service around Portland.

The old express terminal on Cross Street soon was inadequate for the increased business and a new and much larger freight house was built on Commercial Street, near the present Randall & McAllister coal wharf. A spur from this terminal connected with the steam railroad tracks on Commercial Street in order that freight might be exchanged between the railroad and the street railway.

Smaller freight sheds were built at Yarmouth and at Biddeford. As previously mentioned, the Biddeford freight shed was used jointly by the Portland Railroad and the Atlantic Shore Railway. Until the two companies began operation of through freight service between Portland and Sanford in 1917, it was necessary to transfer freight and express for Atlantic Shore Line destinations at Biddeford.

SOMETHING new in the matter of electric freight was reported in the daily press for January 13, 1917, when the equipment of Captain Louis Sorcho's theater troupe was hauled from the Keith Theater in Portland to Biddeford.

It wasn't exactly freight but it was unusual . . . On December 23, 1916, Portland had its first trolley funeral cortege. With the death of one Mrs. Ludy D. Augustino, it was found that due to the high prices of taxicabs and the scarcity of hacks, it would be impossible for the family to supply 11 carriages. An electric car was therefore chartered and conveyed the funeral party from Washington Avenue to Hampshire and Congress Streets for services at St. Peter's Church. From there, the group went to Calvary Cemetery for the burial and then rode back to Portland.

During the war years of 1917 and 1918, with the establishment of the Pleasantdale interchange, many carloads of freight were hauled to the Cumberland Shipyard at Ferry Village. On one occasion, two heavily-loaded cars of lumber spread the rails and went into the ditch. A steam switcher and wrecking crane eased down the trolley track from Pleasantdale to right the cars.

Armament for new guns at Fort Williams also was handled by the trolley freight.

When a serious fire threatened a portion of Cape Elizabeth, trolleys came to the rescue by pulling a steam fire engine from the foot of Meetinghouse Hill to the scene of the blaze. The horses had been unable to proceed any farther than the bottom of the hill.

Shortly after the freight business was established in 1915, the Portland Railroad was called upon to haul materials for about 6 miles of road construction on the state

highway between South Portland and Saco. A double truck snow plow with its noses removed was used as a locomotive and 4 single truck dump cars were acquired to handle sand, stone, gravel and cement.

A large number of single truck flat trailers were used in the freight business and around 1918 two double truck box trailers, built by Wason, were purchased. They were equipped with end as well as side doors to carry automobiles.

One of the best customers of the combined Portland Railroad-Lewiston, Augusta & Waterville Street Railway freight service was the Royal River Packing Company at Yarmouth. A spur track extended into the factory yard and many tons of canned goods were hauled from this plant to Portland by the trolley freight cars.

World War I proved a bonanza for the electric freight business which had to assist the overburdened steam railroads by taking over much of the local service in the southern and central Maine area. But after the war, motor trucks became more common and trolley freight began to decline, particularly in urban areas where the trucks were able to offer store and house delivery.

The Portland Railroad recognized the signs and on July 13, 1920, the company announced its withdrawal from the trolley freight business. The 5-year-old terminal on Commercial Street was sold to W. L. Blake Company, wholesale plumbing suppliers, and many freight cars were converted into service equipment.

THE Androscoggin & Kennebec Railway began serving the Royal River Packing Company and the old express terminal at 76 Cross Street was reopened, with the Androscoggin & Kennebec sharing the building with the Atlantic Motor Express Company. The Portland-Sanford through service was reduced to one round trip daily, with operation by the Atlantic Motor Express under contract with the Atlantic Shore Railway and later the York Utilities Company.

After 1920, the only freight business conducted by the Portland Railroad was the switching service in South Portland. This lasted until 1939 when all but two of the South Portland lines were abandoned.

Pleasure Parks and Resorts



NO OLDER PORTLAND native can forget the splendid casino at Riverton Park, the most famous of the summer resorts on the Portland Railroad system. —Photo from the collection of O. R. Cummings.

THERE were three pleasure parks on the Portland Railroad system—Riverton Park in Deering, Cape Cottage Park at Cape Elizabeth and Underwood Springs Park on Falmouth Foreside.

Of the three, the best known and most heavily patronized was Riverton Park on the Presumpscot River at Pride's Bridge. This resort featured a large two-story casino with broad verandas, private dining rooms and a dance hall; an open air rustic theater where vaudeville performances were given afternoons and evenings during the summer season; and a deer enclosure where elk, caribou, moose and deer were kept in captivity for the edification of the public. Canoes and boats were available for hire and for less energetic souls steam and electric launches provided for rides up and down the Presumpscot.

The grounds were laid out with broad lawns, flower gardens, rustic walks and shaded groves. There were many amusement devices for the children, a number of refreshment stands and dozens of benches and other resting places in various

areas of the park. In winter, even though the rest of the park was closed, the casino was available for club meetings, banquets, private socials and the like.

Riverton Park flourished for about 20 years. A general decline started about the time of World War I. The theater performances were discontinued as patronage declined and the Portland Railroad began looking for a purchaser for the property. The park was leased to a private operator during the season of 1920 but he met with no success, closing the casino in mid-August.

A group of Portland men bought the park for \$25,000 in 1921 and announced plans to create an up-to-date amusement resort, catering chiefly to the automobile trade. The endeavor was a failure, the buildings were razed and today the site of Riverton Park is little more than an open field.

FOR an adequate description of Cape Cottage Park, we turn to an advertising brochure, "Trolleying Around Portland, Maine," published

by the Portland Railroad around 1910:

In marked contrast to the pastoral beauty of Riverton is the rugged beauty of Cape Cottage Park, facing the sea whose restless tide constantly breaks into foam on the cliffs which form its center embattlements. Cape Cottage Park ranks as one of the foremost on the Atlantic Coast and excels them all in the grandeur of nature's settings. An almost unbroken procession of sail and steam craft is constantly coming from the broad ocean and passing through the ship channel directly in front of the casino, giving a perspective that is ever changing, never tiring. It is beautiful and restful here at any time.

It is particularly grand after a storm when the great waves roll in and dash themselves into clouds of spray against the rocky headlands. On the landward side of the casino is a fine lawn, on the opposite side of which is the summer theatre where a splendid company gives two performances daily.

It is quite the proper thing to go to the Cape Cottage Park Theatre, then adjourn to the casino for one of its famous shore dinners of fish, clams and lobsters, or, reversing the order, to take a mid-afternoon car to the park, spend an hour or so on the broad verandas cooled by the ocean breeze, have your dinner and take in the evening theatre performance.

Like Riverton, Cape Cottage Park prospered until the days of World War I. In 1917, the railway offered

free use of the theater to any party who would operate it. There were no offers. In 1921, the building was razed. The casino closed for good on September 1, 1922, and that building also was torn down. The land was sold and converted into house lots.

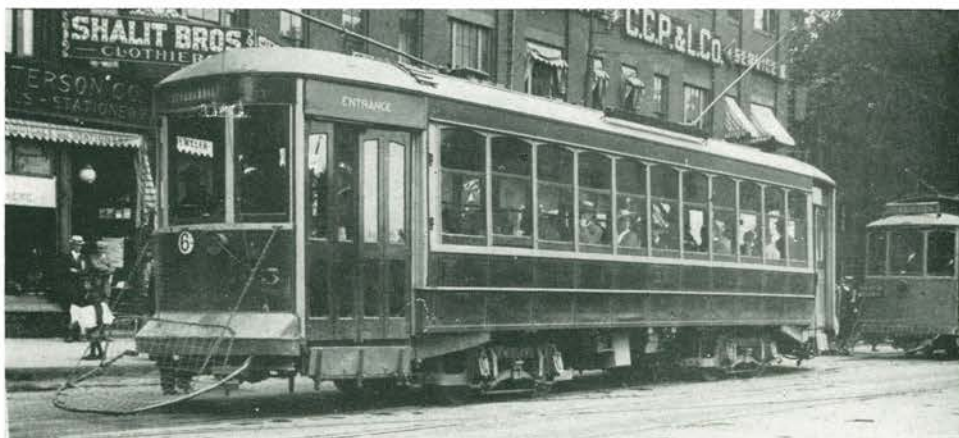
A spectacular electric fountain,

illuminated at night with all colors of the rainbow in a wide variety of combination, was the outstanding feature of Underwood Springs Park at Falmouth Foreside. There also was the usual casino, where shore dinners were available, and rustic summer houses were scattered over the grounds. The famous Under-

wood mineral spring, once a gathering place for Indian tribes, was enclosed by a large building.

The casino was destroyed by fire on July 14, 1907, and was not rebuilt. This was the end of Underwood Springs Park and on October 23, 1903, the entire property was sold to a Yarmouth resident.

Fares



SIX - CENT TAG is carried on the front dasher of No. 255, shown at the Monument Square waiting station in 1918 ready to go to Stroudwater.

A 5-CENT basic fare, with free transfers, was used on the Portland Railroad system for many years and until the time of World War I it produced sufficient revenues to pay all expenses and leave a sizable annual profit.

The free transfer privilege was introduced on June 22, 1899, and fare registers were installed in all cars in 1901. Prepayment cars, with fare boxes, went into operation on the St. John Street Division in 1914 and the prepayment system was extended gradually to other routes.

Typical fares on city and suburban lines as of 1916 follow:

MONUMENT SQUARE TO:

Woodfords .....	.05
Morrill's .....	.05
Riverton .....	.10
South Portland .....	.05
Fort Preble .....	.05
Cape Cottage .....	.10
East Deering .....	.05
Underwood (Falmouth) .....	.10
Cumberland .....	.15
Yarmouth .....	.20
North Deering .....	.05
Westbrook .....	.10
Gorham or South Windham .....	.15
Dunstan .....	.15
Old Orchard .....	.20
Saco .....	.25

All this was changed on March 2, 1918, when a new zone system was

placed in effect. A central zone, varying from 2.5 to 4 miles in radius, was established and lines outside this area were divided into zones of various length. The fare on cars operating within the central zone was 5 cents, with a 1-cent charge for transfers and the fare units in the outer zones were 2, 4 or 6 cents, with a minimum charge of 6 cents. Free transfers were given with the 6-cent fares.

The situation produced by the fare differential was somewhat confusing, particularly in downtown Portland where a passenger could pay either 5 or 6 cents for the same ride. For example, if a person bound from Monument Square to Union Station made the trip in a Congress Street car, his fare was a nickel, but if he took the same ride in a Saco car, he had to pay 6 cents.

To help reduce the confusion, cars appeared with small circular dash signs, reading 5 cents or 6 cents as the case might be.

The fare in the central zone was upped to 6 cents on January 14, 1919, and then two months later, on March 2nd, a radically new zone fare system was placed in effect.

Under this new system, the former central zone was split into three smaller zones and the outer lines were divided into zones of

about one mile in length. The ticket rate was set at 2 cents a zone, with a 6-cent minimum as before.

The new fare setup emphasized the use of tickets. For convenience of passengers, several types of the tickets were available. There were 6-cent coupon tickets, selling at 5 for 30 cents; zone tickets to be used in conjunction with 6-cent coupons at 15 for 30 cents; and through fare tickets good for 5 rides between certain points were sold at varying rates from 40 cents to \$1.50 depending upon number of zones traversed.

Cash fares were 3 cents per zone, with a minimum of 10 cents being charged for 3 zones or less. A passenger paying 10 cents received a 4-cent rebate check, which had to be redeemed before midnight the following day. A multiple zone cash fare passenger received a 1-cent rebate for each zone. In all cases, the passenger was entitled to get a sufficient amount in rebate checks to reimburse him for the difference between the cash fare and the ticket rate.

Transfers were issued only to points within the central zone, an area bounded by Union Station, the Portland end of the South Portland bridge, the southerly end of Tukey's Bridge, and the intersection of

Falmouth Street with Forest and Brighton Avenues.

The 2-cent zone fare did not provide sufficient revenue and it was increased to 2½ cents on June 3, 1919, a minimum ticket fare of 7 cents being established. At the same time, the minimum cash fare was reduced to 9 cents, although a 3-cent zone charge was retained, and use of rebate checks was discontinued.

A minimum ticket fare of 8 cents, or 2½ cents per zone, was placed in effect on August 1, 1920, and this rate continued for the next 7 years.

The following is a summary of the zones on several of the suburban routes:

Portland to Saco or Old Orchard	15 zones
Portland to Yarmouth	11 zones
Portland to Westbrook	5 zones
Portland to Gorham	9 zones
Portland to South Windham	10 zones
Portland to Pond Cove*	5 zones
Portland to Cape Cottage*	5 zones
South Portland	3 zones
Riverton line	5 zones
North Deering Belt line	6 zones
Brighton Avenue line	3 zones
Stroudwater line	3 zones

* Via Portland Bridge; one more zone added if via Vaughan's Bridge.

The minimum ticket and cash fares prevailed on Union Station-Munjoy Hill, Union Station-Grand Trunk Station and Spring Street-Grand Trunk Station lines.

School tickets were sold to the municipalities only at a discount of 33⅓ per cent off the regular rate until November 5, 1920, when they became available at a price of 50 cents for 30 zone coupons.

Restoration of the 5-cent basic fare, with 7 cents to be charged for a ride requiring transfer, was energetically sought by a committee of Portland residents in June, 1922, but their efforts were unsuccessful.

Rising operating costs, coupled with decreasing patronage, continued to plague the Portland Railroad during the 'Twenties and in 1927, the fare system was revised once again. Zones were increased in length and reduced in number, tickets were eliminated and the minimum cash fare, covering two zones, was increased to 10 cents, 5 cents being charged for the third and each succeeding zone. These rates continued until motorization of the last remaining trolley lines in Portland in 1941.

NO HISTORY of the Portland Railroad would be complete

without mention of the famous "coffin transfers," issued for the first time on July 8, 1910.

Prior to 1910, there had been three types of transfers, but when Fred Berry became general manager in that year, he instituted a universal transfer with a.m. and p.m. coupons. In an effort to reduce the expense of the transfers, he arranged to sell the blank space on the reverse side for advertising. As luck would have it, the space was sold to the Cement Burial Grave Vault Company. This prompted the following comments in the Portland Daily Press of July 9:

On the reverse side is a cheerful looking cut of a burial case and the advertisement of the undertakers. The design for the advertisement has been handled with admirable restraint. The opportunity to embellish it with a neatly executed skull and crossbones or a picture of a woman in weeds sitting by a tombstone shaded by a weeping willow has been carefully ignored, in deference, no doubt, to the feelings of passengers who have but recently been bereaved by the loss of friends or such as have relatives mortally ill.

It is perhaps to be regretted that the advertisement so little impresses the thousands of summer visitors who are arriving in the city daily and who ride from Union Station on the company's cars with the advantages of Portland as a health resort. But they should be under no apprehension on that score. The new transfers are delicate reminders that everybody has to die sometime and that Portland is as good a place to die as can be found anywhere in the country.

There are skillful undertakers to care for one's remains, as vouched for by the Portland Railroad Company, and they run to Evergreen Cemetery, which is only 20 minutes from Monument Square and can be reached by transfer from any part of the city. More than that, the picture of the cement burial vault now shows that in Portland the mortal remains of the deceased may be encased in a receptacle which may be appropriately described as 'neat but not gaudy.'

A poem dedicated to the same transfers appeared in the Portland Daily Argus a day or so later.

IT WASN'T long before the "coffin transfers" were withdrawn and advertisements of a less morbid nature were printed. In later years, the Portland Railroad used the back sides of transfer forms to advertise its own services, a typical message reading as follows:

Type of Portland Transfer In Use 1932-1941

GLOBE TICKET COMPANY, PHILA., PA.	
P.M. COUPON VOID IF DETACHED	
29	TRANSFER POINT
28	Washington Ave. & Congr's
27	St. John & Congress
26	Forest Ave. & Portland
25	Highland Sq. or Brighton
24	Cash Corner or Ligonla
23	East Deering
22	Lunt Corner
21	Morrill Corner
20	Deering Center
19	Woodfords Corner
18	Bradley Corner
17	Bramhall St.
16	Knightsville
15	1 15
14	2 15
13	3 15
12	4 15
11	5 15
10	6 15
9	7 15
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Financial and Corporate

FOR MANY YEARS, the Portland Railroad system was a profitable one. Regular and substantial semi-annual dividends were paid to the stockholders, mostly residents of the Portland area, and there was a substantial surplus in the treasury of the company.

This prosperity attracted the attention of New York and Philadelphia financial interests and early in 1912 these parties sought control of the Portland Railroad. Through A. B. Leach & Company of New York, they made an offer of \$118 per share for the 19,900 outstanding shares of the Portland Railroad's capital stock. This was acceptable to a majority of the stockholders, many of them elderly persons, and control of the street railway passed into the hands of the syndicate on February 1, 1912.

Associated with the Leach organization in the transaction were E. W. Clark & Company of Philadelphia and J. and W. Seligman & Company of New York. These two brokerage houses were in control of the Lewiston, Augusta & Waterville Street Railway and the Bangor Railway & Electric Company.

About the same time, the syndicate gained control of the Cumberland County Power & Light Company and on February 1, 1912, the Portland Railroad was leased to the Cumberland County Power & Light Company for 99 years. Under the terms of the lease the power company was to pay as rent, a yearly 5 per cent dividend upon the railroad's capital stock, both common and preferred, and the railroad in turn was to purchase its electricity from the Cumberland County Power & Light Company at a rate of 9½ mills per kilowatt hour.

The terms of this lease were to haunt the power company for several years after it disposed of its transit property. A minority interest in the Portland Railroad was held by a few small banks in Maine and they demanded the full 5 per cent guarantee for the full 99-year period. The result was a lengthy litigation before a settlement was reached.

Through stock and bond ownership, the Cumberland County Power & Light Company also controlled the Lewiston, Augusta & Waterville Street Railway and for a number of

years the two roads were operated under a unified management, with headquarters in Portland. This relationship ended in 1919 when the Lewiston, Augusta & Waterville went into receivership.

The corporate setup of the Portland Railroad itself was simplified somewhat in 1915 when it acquired assets, properties and franchises of the Portland & Cape Elizabeth Railway, the Portland & Yarmouth Electric Railway, the Westbrook, Windham & Naples Railway and the Cape Shore Railway. The stock and bonds of these companies had been owned by the Portland Railroad for several years but all four companies maintained a legal corporate existence. Once the transactions were completed late in the year, the four companies were dissolved.

The Cumberland County Power & Light Company was merged with the Central Maine Power Company in 1942. Then in 1946, properties and franchises of the Portland Railroad were conveyed to the Portland Coach Company—present-day operators of the local bus system in Portland.

The 1916 Strike

THE ONE AND ONLY strike on Portland Railroad took place in July 1916, little more than a month after all employees had been given a voluntary 7 per cent increase.

The strike was touched off by the discharge of several conductors and motormen who, it is reported, were attempting to organize a union. Company officials claimed the men were laid off because their services were no longer required.

A secret meeting of the carmen was held in the woods near Riverton Park on the night of July 11. At 10:30 the following morning, they sent a notice to General Manager Albert H. Ford, demanding that he reinstate the men. They also demanded that Ford acknowledge their communication no later than 11 a. m.

General Manager Ford declined to meet the carmen's demands and

at 2 that afternoon a strike began. Crews turned the destination signs on their cars to "Special" and ran them to the barns.

The following day strike-breakers arrived and commenced a token service, with deputy sheriffs riding all cars. The men were incompetent, and a number of accidents occurred. A few special cars were operated and the freight and express service continued without interruption.

To meet the demand for transportation, jitneys were placed in service on Congress Street.

Alarmed at the turn of events, the Portland Chamber of Commerce named a conciliation committee to meet with the company and the strikers and bring about a settlement. At first, the Portland Railroad management declined to meet the demands of the strikers

on the grounds that it would not be in the public interest.

On July 15, several persons were arrested for blocking the street car tracks but otherwise all was peaceful. That evening the carmen met in Williams Hall and elected temporary officers for their union.

The Chamber of Commerce committee was still working diligently to end the strike and called a meeting of all parties for the evening of July 16. At this lengthy session, which did not conclude until 1:52 in the morning of the 17th, the company finally agreed to demands of the strikers. The discharged men were reinstated, the union was recognized and pay for the period of the strike was authorized.

A few hours later, the carmen went back to work on their regular runs. In celebration of their victory they attached American flags to the trolley poles of all cars.

The 1920s

THE 1920s were a time of difficulty for the Portland Railroad. Not only was automobile competition increasing rapidly, but the weather seemed to be against the company. Heavy snowstorms during the winters of 1920-21 and 1922-23 tied up the system for days, and public assistance had to be sought to clear the lines.

Increased operating expenses due to the high costs of snow removal, along with decreased riding, caused the company to wind up with a big deficit in 1920—and again in 1921. On April 27, 1922, employees agreed to a 10 per cent wage cut in an effort to help the railroad reduce its losses. (Wages returned to their former figures on May 19, 1923).

One-man operation was extended to all lines to reduce platform costs and some service reductions were effected on lightly patronized lines. A number of car routings were changed to promote more efficient service and the merging of various divisions was undertaken.

A subway for Portland was proposed seriously by Police Chief Irving S. Watts in 1923. According to the chief, the subway would extend from Portland Street to Monument Square and would greatly reduce traffic congestion in the downtown area.

In spite of all the operating economies introduced, no expense was spared on maintenance. Cars tracks and overhead were kept in A-1 condition and the equipment was well painted at all times. Much of the single truck equipment was retired and all open car operation

on regular runs was eliminated. A few opens were retained for use as special cars.

The 'Twenties were uneventful as far as spectacular happenings were concerned. One interesting incident occurred on June 26, 1921, when the city of Saco, having voted to prohibit the operation of motor vehicles on Sundays, arrested the conductor of a Portland car. He was released without arraignment and the obnoxious "blue law" was soon repealed.

By 1926, the number of divisions had been reduced to four: St. John Street, South Portland, Deering and Westbrook. As of March, 1927, the Portland Railroad was operating 101.2 miles of track. This total remained substantially the same until 1931.

The 1930s

ABANDONMENT of the Gorham-South Windham, Saco-Old Orchard and Yarmouth lines in 1931-1933 reduced the Portland Railroad to the status of a city traction system with a few suburban branches.

Routes as of June 30, 1933, and their normal weekday headways were:

Allen's Corner via Washington Ave.	30 min.
Rosemont via Brighton Avenue	15 min.
Cape Cottage via Meetinghouse Hill	20 min.
Cash Corner	40 min.
Ligonia	40 min.
Union Station - Munjoy Hill	6 min.
East Deering (Marine Hospital)	30 min.
Allen's Corner via Pleasant Avenue	20 min.
Riverton via Forest Avenue	20 min.
South Portland	20 min.
So. Portland Height & Pond Cove	60 min.
Spring Street - Grand Trunk Sta.	15 min.
Stroudwater	30 min.
Thornton Heights	30 min.
Westbrook	20 min.

Service on most lines was less

COMPARATIVE SCHEDULES

SUMMER 1907

Route	Headway
Union Station - Munjoy Hill	10 min.
Union Station - Grand Trunk Sta.	15 min.
Morrill's Corner	15 min.
Riverton Line	30 min.
Stroudwater Line	30 min.
Westbrook via Woodfords	30 min.
Westbrook via Brighton Avenue	30 min.
Yarmouth	30 min.
North Deering Belt Line (each dir.)	30 min.
Kite Line (each dir.)	30 min.
Ocean Avenue - East Deering	30 min.
South Portland and Cape Cottage	20 min.
Cape Cottage via Meetinghouse Hill	30 min.
South Portland Heights	60 min.
Willard Beach	60 min.
Cash Corner - Ligonia	30 min.
Gorham	60 min.
South Windham	60 min.
Saco - Old Orchard	30 min.

SUMMER 1916

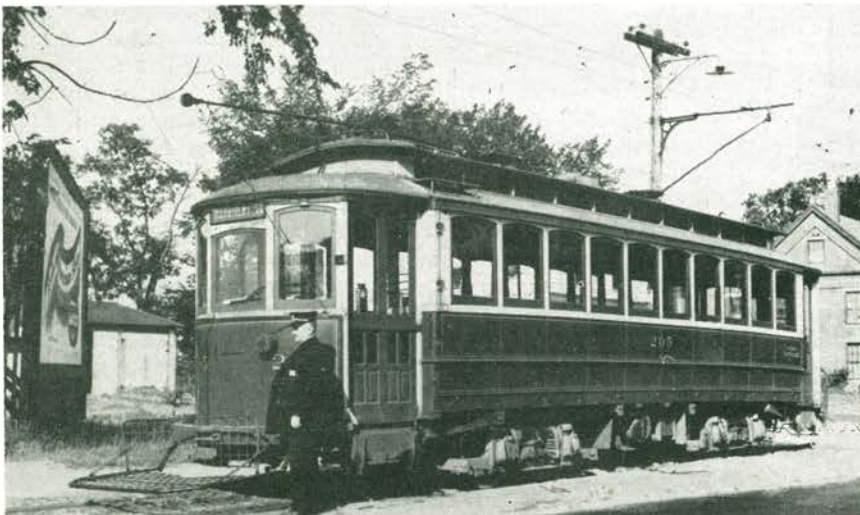
Route	Headway
Union Station - Munjoy Hill	6 min.
Union Station - Grand Trunk Sta.	10 min.
Spring Street	10 min.
Stroudwater	30 min.
Forest Avenue Line	20 min.
Riverton Line	15 min.
North Deering Belt Line (each dir.)	30 min.
Ocean Ave. - E. Deering (each dir.)	30 min.
Kite Line (each dir.)	30 min.
Westbrook via Woodfords	30 min.
Westbrook via Brighton Avenue	30 min.
Gorham	60 min.
South Windham	60 min.
Cape Cottage via Meetinghouse Hill	20 min.
Cape Cottage via South Portland	20 min.
Cash Corner and Ligonia	40 min.
Pleasantdale	20 min.
So. Portland Heights - Pond Cove	30 min.
Willard Beach	60 min.
Saco - Old Orchard	30 min.
Portland-Brunswick via Yarmouth	30 min.

SUMMER 1929

Route	Headway
Union Station - Munjoy Hill	8 min.
Brighton Avenue	10-20 min.*
North Deering Belt Line	30 min.
Spring Street - Grand Trunk Sta	12 min.
Morrill's via Forest Avenue	30 min.
Morrill's via Pleasant Avenue	30 min.
Riverton via Forest Avenue	30 min.
Stroudwater - Ocean Avenue	30 min.
Cape Cottage via Meetinghouse Hill	20 min.
South Portland	20 min.
Ligonia	40 min.
Cash Corner	40 min.
Pond Cove	60 min.
Thornton Heights	30 min.
Dunstan Corner	30 min.
Saco	60 min.
Old Orchard	Irregular
Gorham and South Windham	60 min.
Westbrook	30 min.
Yarmouth	60 min.

* Varied at different times of day.

RIVERTON PARK was long a thing of the past when this picture of No. 205 was taken near the end of the Riverton line in late 1930s.—Photo from collection of O. R. Cummings.



Beg Pardon . . .

To paraphrase an old proverb: Into each booklet some errors do creep. . .

We pride ourselves on keeping mistakes in grammar, spelling and punctuation to the very minimum and we go to great pains to insure factual and historical accuracy. But in spite of our efforts, sometimes these errors boldly show up in print and cause us much grief.

We note not one, but a rash of errors on Pages 37, 38 and 41. Transfer reproduced on Page 37 is the type introduced about 1915, while the one at the top of Page 38 is the newer type that was introduced in 1932. On Page 41 the whole block of type listing 14 lines should be in the adjoining column as those running as of January 1, 1937, while the 7 lines listed under that date should be in the third column and captioned: "Lines operating as of January 1, 1940, were:" Then, too, on the same page there is an obvious typographical error in the word "streett."

Inasmuch as the mistakes were not caught in the proof-reading and the printing work and paper stock involved in the pages with the errors represent an outlay of more than \$150, we obviously cannot afford to have the work done over correctly, as a larger publisher might do.

Thus, we ask the kind indulgence of our readers and friends. You can be assured that our efforts to overcome errors will be redoubled on future publications.

THE PUBLICATION COMMITTEE

trackage on Washington Avenue, between Lunt's Corner and Allen's Corner, was abandoned. Operation continued to Lunt's Corner, cars carrying "East Deering" on their roller signs and "Via Washington Avenue" on small dash signs.

Slightly more than a year later, on September 13, 1936, the company discontinued all service through Pleasant Avenue, where the tracks were in very poor condition. Allen's Corner cars were re-routed via Woodfords Street, turning onto Stevens Avenue at Highland Square and necessitating the reopening of trackage from Highland Square to to the corner of Stevens and Pleasant Avenues. This had been abandoned after discontinuance of the North Deering Belt Line in 1932.

Several other re-routings were effected about the same time. The Spring Street cars were run to either Lunt's Corner or the Marine Hospital, making alternate trips to each point. The Spring Street line itself was shortened a few hundred feet, cars turning back at Vaughan and Brackett Streets instead of going through to Bramhall Square.

Cars on the South Portland and Cape Cottage lines which formerly had turned left at Middle and Pearl Streets and continued up Pearl to Congress Street, were re-routed over the Grand Trunk Station loop,

I received legislative authorization to operate buses as early as 1927, but attempts to motorize several lines in the following year met with strong opposition from the public, and the Public Utilities Commission denied the necessary permission.

As a result, the first local buses in the city were those of the Portland Coach Company, organized following abandonment of trolley service on Ocean Avenue in 1932. This was an independent concern which gradually expanded its operation, first on Washington Avenue, from Lunt's Corner to Allen's Corner in 1935 and then along Pleasant Avenue in 1936.

Public agitation for motorization of the Portland Railroad started about 1935 when several articles advocating buses appeared in Portland newspapers. Municipal pressure from both Portland and South Portland was not long in following, and in late 1938, the railroad made the announcement that it would substitute buses for street cars on several lines in the spring.

A large order for buses was placed with the Yellow Coach division of General Motors and workmen began converting part of St. John Streett carhouse to a bus garage. The motor coaches arrived in the early spring, training of drivers commenced, and on April 16, 1939, buses took over on

The last trip over the Westbrook line was the occasion of considerable vandalism when the car was damaged beyond repair. Everything removable was stolen and everything that wasn't was smashed. At Westbrook, someone took the headlight and another had to be gotten from the St. John Street carhouse before the car could go back to Portland.

THE remaining passenger cars, snow plows and most of the work equipment was immediately junked at the Deering carhouse by a local scrap dealer. The overhead wire and open track were swiftly removed, with line car No. 7 and motor flat No. 1002 doing the work. By mid-July, most of the scrapping was completed and the two cars were run to the Deering carhouse where they in turn were junked. A line truck was used to remove the last remaining overhead, and that was the end of street cars in the city of Portland.

Shortly after motorization of the North Deering and Riverton lines, the Cumberland County Power & Light Company absorbed the Portland Bus Company and once again took over operation of the Pleasant Avenue, Ocean Avenue and Lunt's Corner lines.

Many traces remain of the former

frequent evenings, Sundays and holidays.

There was an owl car hourly between Monument Square and Rigby in South Portland via Pleasantdale, from 12:50 to 5:30 a. m. for benefit of steam railroad employees.

UNION STATION - MUNJOY HILL
 SPRING STREET - LUNT'S CORNER
 SPRING STREET - MARINE HOSP.
 STROUDWATER - GRAND TRUNK STATION
 SOUTH PORTLAND
 CAPE COTTAGE
 SOUTH PORTLAND HEIGHTS and POND COVE
 CASH CORNER via PLEASANTDALE
 LIGONIA via PLEASANTDALE
 THORNTON HEIGHTS
 WESTBROOK
 ROSEMONT via BRIGHTON AVENUE
 RIVERTON via FOREST AVENUE
 NORTH DEERING (ALLEN'S COR.) via WOODFORDS

On suburban lines, the pay-as-you-enter route governed inbound cars, and passengers on outbound cars paid when they reached their destinations.

No major changes in service took place until August 4, 1935, when trackage on Washington Avenue, between Lunt's Corner and Allen's Corner, was abandoned. Operation continued to Lunt's Corner, cars carrying "East Deering" on their roller signs and "Via Washington Avenue" on small dash signs.

Slightly more than a year later, on September 13, 1936, the company discontinued all service through Pleasant Avenue, where the tracks were in very poor condition. Allen's Corner cars were re-routed via Woodfords Street, turning onto Stevens Avenue at Highland Square and necessitating the reopening of trackage from Highland Square to to the corner of Stevens and Pleasant Avenues. This had been abandoned after discontinuance of the North Deering Belt Line in 1932.

Several other re-routings were effected about the same time. The Spring Street cars were run to either Lunt's Corner or the Marine Hospital, making alternate trips to each point. The Spring Street line itself was shortened a few hundred feet, cars turning back at Vaughan and Brackett Streets instead of going through to Bramhall Square.

Cars on the South Portland and Cape Cottage lines which formerly had turned left at Middle and Pearl Streets and continued up Pearl to Congress Street, were re-routed over the Grand Trunk Station loop,

also used by Stroudwater, South Portland Heights, Ligonias - Cash Corner and Thornton Heights cars.

As of January 1, 1937, routes of the Portland Railroad system were:

UNION STATION - MUNJOY HILL
 SOUTH PORTLAND
 CAPE COTTAGE
 NORTH DEERING via Woodfords
 RIVERTON via Forest Avenue
 ROSEMONT via Brighton Avenue
 WESTBROOK

The 14. lines comprised 39.183 route miles.

Cars, tracks and overhead were maintained in the best of condition even though much of the rolling stock was obsolete, some cars dating back to 1901. All lines operated from the St. John Street carhouse, with the Deering barn used for storage in addition to serving as headquarters for the line and track departments.

Motorization

THE PORTLAND RAILROAD had received legislative authorization to operate buses as early as 1927, but attempts to motorize several lines in the following year met with strong opposition from the public, and the Public Utilities Commission denied the necessary permission.

As a result, the first local buses in the city were those of the Portland Coach Company, organized following abandonment of trolley service on Ocean Avenue in 1932. This was an independent concern which gradually expanded its operation, first on Washington Avenue, from Lunt's Corner to Allen's Corner in 1935 and then along Pleasant Avenue in 1936.

Public agitation for motorization of the Portland Railroad started about 1935 when several articles advocating buses appeared in Portland newspapers. Municipal pressure from both Portland and South Portland was not long in following, and in late 1938, the railroad made the announcement that it would substitute buses for street cars on several lines in the spring.

A large order for buses was placed with the Yellow Coach division of General Motors and workmen began converting part of St. John Street carhouse to a bus garage. The motor coaches arrived in the early spring, training of drivers commenced, and on April 16, 1939, buses took over on

Spring Street, Thornton Heights, Lunt's Corner and Marine Hospital routes.

Five months later, on September 16th, the last cars ran on Stroudwater, Pond Cove, Cash Corner and Ligonias lines. Part of the Grand Trunk Station loop trackage was abandoned, with South Portland and Cape Cottage cars terminating on Commercial Street in front of the U. S. Customs House.

Following the delivery of additional buses, the Cape Cottage line was motorized on June 22, 1940, and the South Portland line followed on July 21st. Christmas Eve of that year saw the last cars on the Union Station-Munjoy Hill line.

Only four rail lines remained on January 1, 1941, and these were speedily converted to bus operation in the early spring. The Westbrook line was motorized April 19th, the Brighton Avenue line followed a week later and on May 4th, buses took over on Riverton and North Deering routes.

The last trip over the Westbrook line was the occasion of considerable vandalism when the car was damaged beyond repair. Everything removable was stolen and everything that wasn't was smashed. At Westbrook, someone took the headlight and another had to be gotten from the St. John Street carhouse before the car could go back to Portland.

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Many traces remain of the former

Portland Railroad system. The St. John Street, Washington Avenue, Beckett Street, Westbrook and South Portland carhouses still stand the former substation building at Dunstan Corner bears the lettering, "Portland Railroad — 1911". Some girder rail remains in the streets of Portland and South Portland, although most of it has been paved over. Some of the iron poles which supported the trolley overhead now are used as street light standards.

Unfortunately, no cars of the Portland Railroad were preserved. The body of one of the Birneys sold to the Biddeford & Saco Railroad in 1936 is owned by the New England Electric Railway Historical Society. The body of No. 238 was purchased by the gas company in Portland for a workman's shanty, but it was broken up a few years ago. All other cars were junked at the Deering barn.



400 CLASS CAR on the Congress Street line at Fort Allen Park on Munjoy Hill. —Photograph by Gerald O. Boothby, Portland.



SACO, MAINE—A quiet scene in 1903 at Pepperell Square, the only known picture that shows car No. 173 of the Portland Railroad. No. 173 was destroyed in a fire at Oak Hill, Scarboro, in 1915.