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## Abandoned Railroads in Maine: Their Potential for Trail Use

Arnold S. Biondi

Frederick W. Lyman

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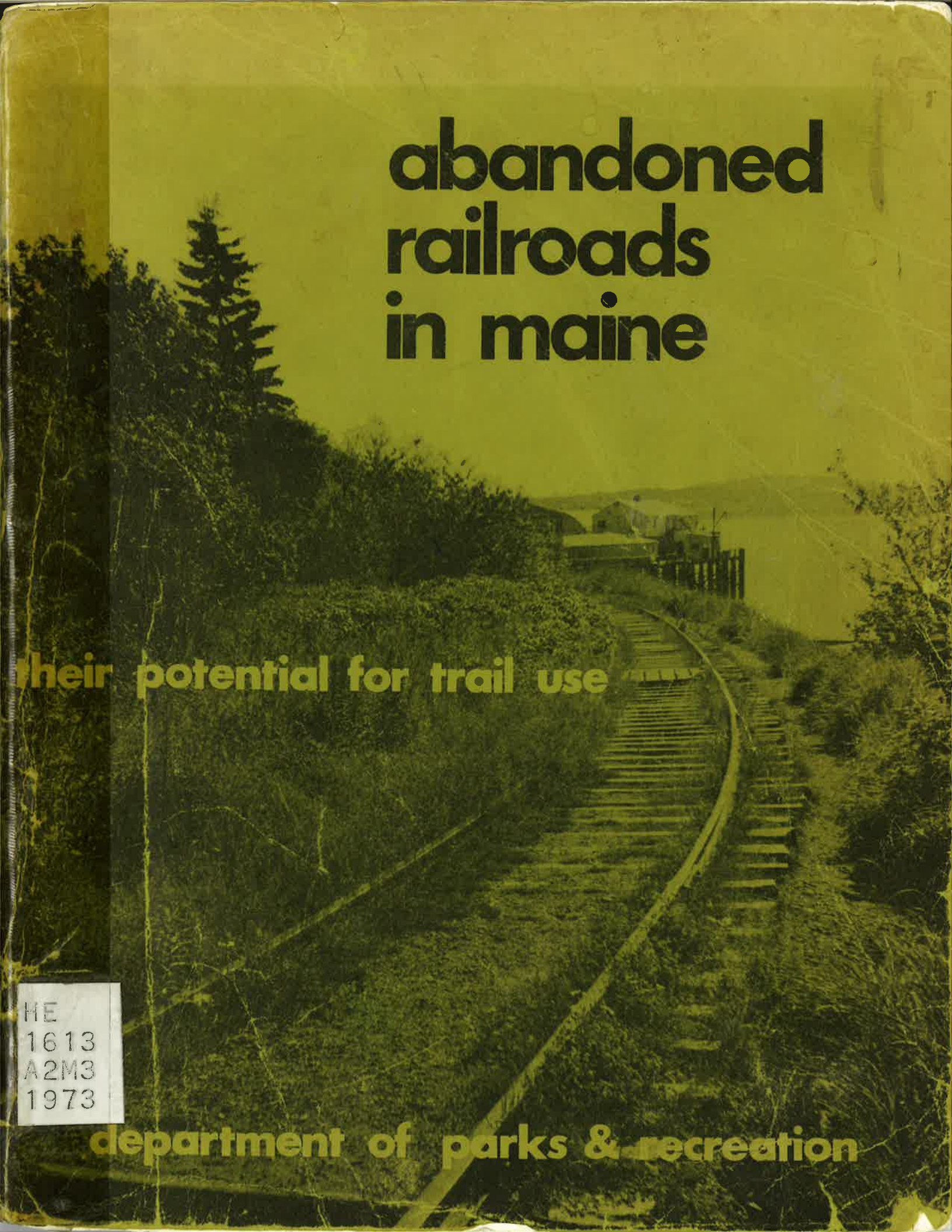
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# abandoned railroads in maine

their potential for trail use

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1613  
A2M3  
1973

department of parks & recreation

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A2M9  
1973

ABANDONED RAILROADS IN MAINE  
THEIR POTENTIAL FOR TRAIL USE

PREPARED BY:

ARNOLD S. BIONDI  
BLA 1974  
RHODE ISLAND  
SCHOOL OF DESIGN

FREDERICK W. LYMAN  
MLA 1974  
HARVARD UNIVERSITY  
GRADUATE SCHOOL OF DESIGN

P 219.2

FOR:

THE MAINE DEPARTMENT OF PARKS & RECREATION  
PLANNING & RESEARCH DIVISION

SEPTEMBER 1973

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The Boston & Maine Railroad  
The Maine Central Railroad  
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The Dead River Company

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## INTRODUCTION

No one likes to see a railroad struggle for survival. The history of the United States and its rail network is a common history, and the old adage that "the rails built the nation" is not without a high degree of truth.

This is especially the case with Maine, for from the very first faltering attempts at the establishment of a rail system in the 1830s, leading to the charter of the Maine Central in 1862, rail service, both freight and passenger, has been integral to her economic and cultural growth. Especially true for the vast inland area beyond the initial reach of water transport. For decades, communities born through the advance of the rails depended exclusively upon railroads for livelihood. But time stands still for nothing - not even for an institution as formidable as the railroad, and the evolution of transportation facilities in Maine has left the State's railroads in the same precarious condition found in so much of the United States. The technical sophistication of the automobile, combined with a faster post World War II pace of life, effectively eliminated the passenger market in the 1940s and 50s. Capitalizing on the resultant demand for a comprehensive high quality highway system, the fledgling trucking industry grew from what once was merely a local extension of interstate rail traffic to become the railroads' chief competitor and often the cause of its demise.

The result, of course, is obvious - track is abandoned as the markets atrophy - and recreational interests, as much like scavengers as they may appear, are blessed with literally hundreds of miles of abandoned right-of-way, connecting many of the most scenic and historic cities and towns of Maine. Now, with the State's highways and secondary roads operating at near maximum capacity in many areas, these rights-of-way could become, if properly protected and reclaimed, the central element in a badly needed comprehensive trail system that would provide the non-automotive traveller with safe, direct access to popular areas.

The benefit of such a plan is obvious for hikers and bicyclists, whose presence on Maine's roads presents a daily hazard during summer months. It is equally important, 'though, for such winter sports as snowmobiling and cross-country skiing, which, by definition, cannot be enjoyed on plowed roads.

When one stops to consider the enormous potential of these rights-of-way, especially if developed in conjunction with other linear spaces, like utility rights-of-way, abandoned town and country roads, inter and intra-urban lines or even the old Cumberland and Oxford Canal route, the prospect becomes not only exciting but a very real possibility.

This report, conceived as part of an in-depth analysis of existing and potential trail facilities in Maine, attempts to provide some concrete information and recommendations as the first step in the realization of a Statewide railroad right-of-way trail system.

It is only a first step, however, and for the idea to become a plan of action and eventually a tangible reality will be a long and often tedious process. It is our hope that with hard work and cooperation on the part of all concerned - Maine will, someday in the not-so-distant future, find itself with one of the most sophisticated and scenic trail systems in the nation.



Frederick N. Lyman



Arnold S. Biondi

September 1, 1973



DEFINITION OF TERMS  
(w/brief descriptions)

RIGHT-OF-WAY: This is the strip of land acquired either by fee simple purchase or long term easement by a railroad at its charter, for the purpose of developing and operating track. While operational, the railroad will have complete control over its rights-of-way commensurate with local laws. At abandonment however, depending upon terms of acquisition, the disposal of these properties may range from outright sale (if the fee simple purchase arrangement was used) to reversion without cost to the abutting landowner.

As is becoming increasingly the case with Maine's railroad systems, a given company may "suspend service" without forfeiting its legal control of the property. As mentioned earlier, this may be the case when service is unprofitable at present but the possibility of re-instatement in the future does exist.

The standard width of main lines was four rods or 66 feet with some as wide as 6 rods or 99 feet. These measurements were standard for track between freight yards and station facilities where the right-of-way was often considerably wider.

In the case of street railways or trollies, the right-of-way was secured over an existing public way on an easement basis (see abandoned Electric Railways section).

With track located close to the right-of-way midpoint, vegetation was cleared to the necessary width on either side by cutting or burning.

NOTE: Overgrown rights-of-way can often be identified through utility poles still standing adjacent to the grade or trackside fences in agricultural areas where farm animals might otherwise have wandered onto the track.

RAILROAD GRADE: This is the structure upon which the track rests and the train operates. Located usually in the center of the right-of-way, it was built of earth, gravel and similar materials and was constructed for the purpose of elevating track where necessary to keep the operational section well-drained. This, of course, was to, above all, prevent premature rusting of iron rails and rotting of ties. Simple drainage ditches often lined the grade to carry excess runoff during periods of heavy rain or Spring thaw.

The actual construction technique varied according to the type of rail activity planned for a given section, and as necessity demanded, according to the railroads' budget. Main lines and high speed interurban trolley grades were usually built of a higher quality than those of lighter and slower narrow gauge railroads and local trollies. There were naturally exceptions to this prevalent situation.

The base layer or subgrade was simply an embankment of earth, rock or clay, often local (but occasionally imported) and provided the basic slope from which runoff could occur. The height of the base layer varied according to the depression through which the line was scheduled to pass, and ranged from the usual 2 or 3 feet to as many as 20 feet in bogs or shallow lakes.

This subgrade is covered by the sub-ballast, a layer of porous material (gravel, screening, coarse sand or cinder) up to 12 inches in depth. Its purpose was to carry off water filtering down from the surface or ballast layer and to prevent finer material from rising up to foul the surface.

The ballast or surficial layer, as its name suggests, had the purpose of stabilizing the track and ties themselves and to drain water. The materials used for the top layer were usually what was conveniently available. Stone crushed to a small size was most preferable but gravel and cinders, the latter being a direct by-product of coal-fired locomotive operation, were commonly used. In the vicinity of an iron or steel mill, broken slag and smelter were used as well. This ballast was poured to a depth of from six to eighteen inches and was then tamped around the ties to within an inch of the bottom of the rail itself. Based on the incidence of traffic on a given line, the amount of this ballast material varied from 2000 cubic feet/mile to 18,000 cubic feet/mile on heavily used main track.

TIES: The wooden ties, numbering approximately 3000 per mile were generally 8 or 9 feet in length and were produced in several variations of width and depth - again depending upon traffic incidence and projected load weights. Generally made of hardwood, since 1875 chemicals such as creosote have been injected into the ties to lengthen their working life.

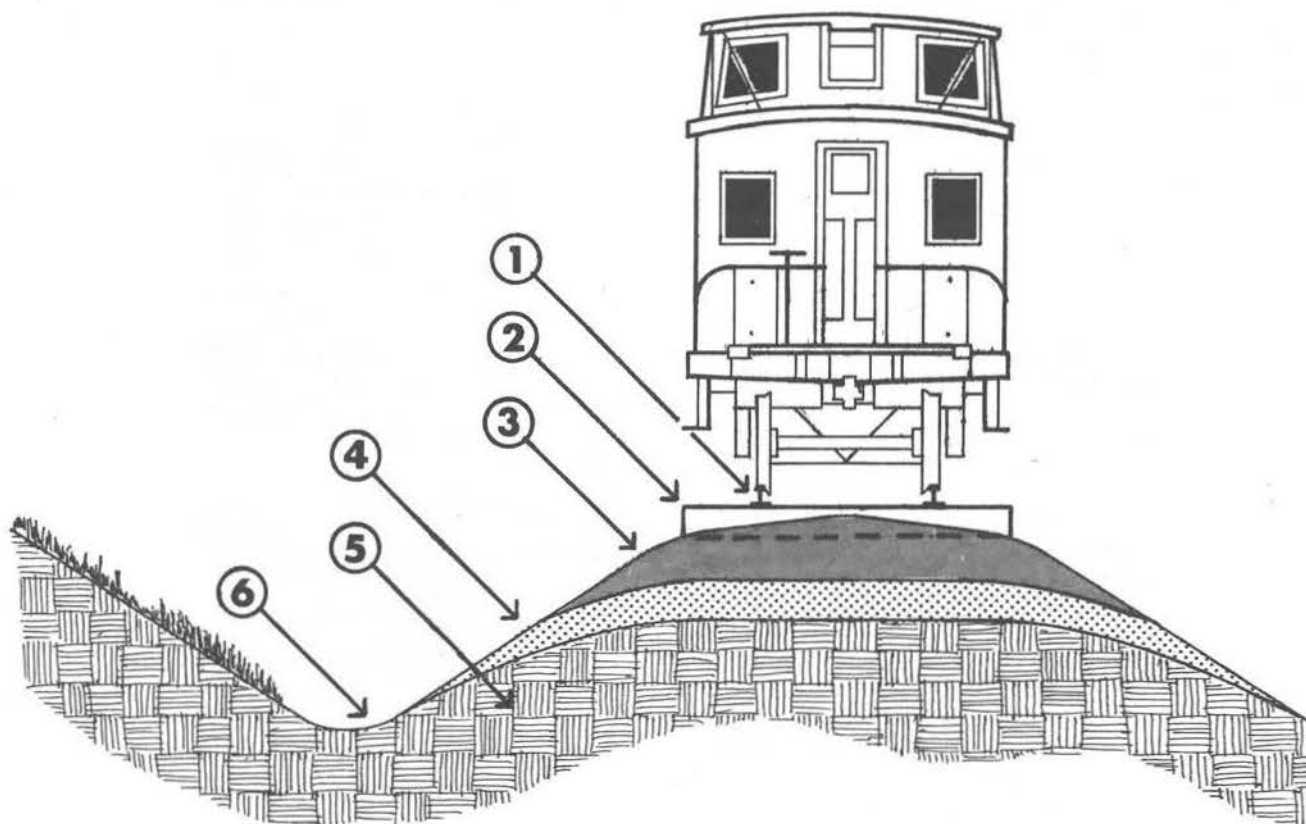
NOTE: At abandonment, ties are usually removed completely and depending upon their condition at the time, were in many instances, thrown over the side of the grade. Occasionally they are left in place, adding an extra element of difficulty and expense to trail establishment.

The grade itself must receive maintenance to drain and support the track effectively. Ballast, when saturated by fine particles either through debris from above or rising of the subgrade, can frequently lose its draining capacity. This often leads to serious erosion, and either picking up and screening ballast or occasionally pouring a new top layer is advisable as a means of maintaining good right-of-way quality. This erosion process is aggravated by plant growth which disrupts the subgrade, and proper clearing of all major vegetative material is necessary.

Without frequent attention, the drainage ditches to either side of the grade can fill and fail to perform their necessary function - another potentially serious situation vis a vis proper grade maintenance. The result can be simply a soggy area to either side of the trail or the flooding of considerable sections of the line.

THE RAILROAD GRADE  
(A Typical Cross Section)

- ① RAIL
- ② TIE
- ③ BALLAST - from 6 inches to several feet
- ④ SUB-BALLAST - 6 inches to 12 inches
- ⑤ SUBGRADE - height varies
- ⑥ DRAINAGE DITCH



SCALE: 1 Inch = Approx. 5 1/2 Feet

SECTION IIVarious Right-Of-Way Conditions

ACTIVE TRACK  
WELL MAINTAINED



ABANDONED GRADE  
WELL MAINTAINED



ABANDONED GRADE  
POORLY DRAINED



ABANDONED GRADE AS  
GOOD FOOTPATH



ABANDONED GRADE AS  
VEHICULAR ROUTE



ABANDONED GRADE WITH  
TRACK DOWN



ABANDONED GRADE - UNUSED



SIMPLE FOOTBRIDGE  
CONSTRUCTION



UTILITY LINE RIGHT-OF-WAY:  
SINGLE WIDTH



UTILITY LINE RIGHT-OF-WAY:  
DOUBLE WIDTH

## SECTION III

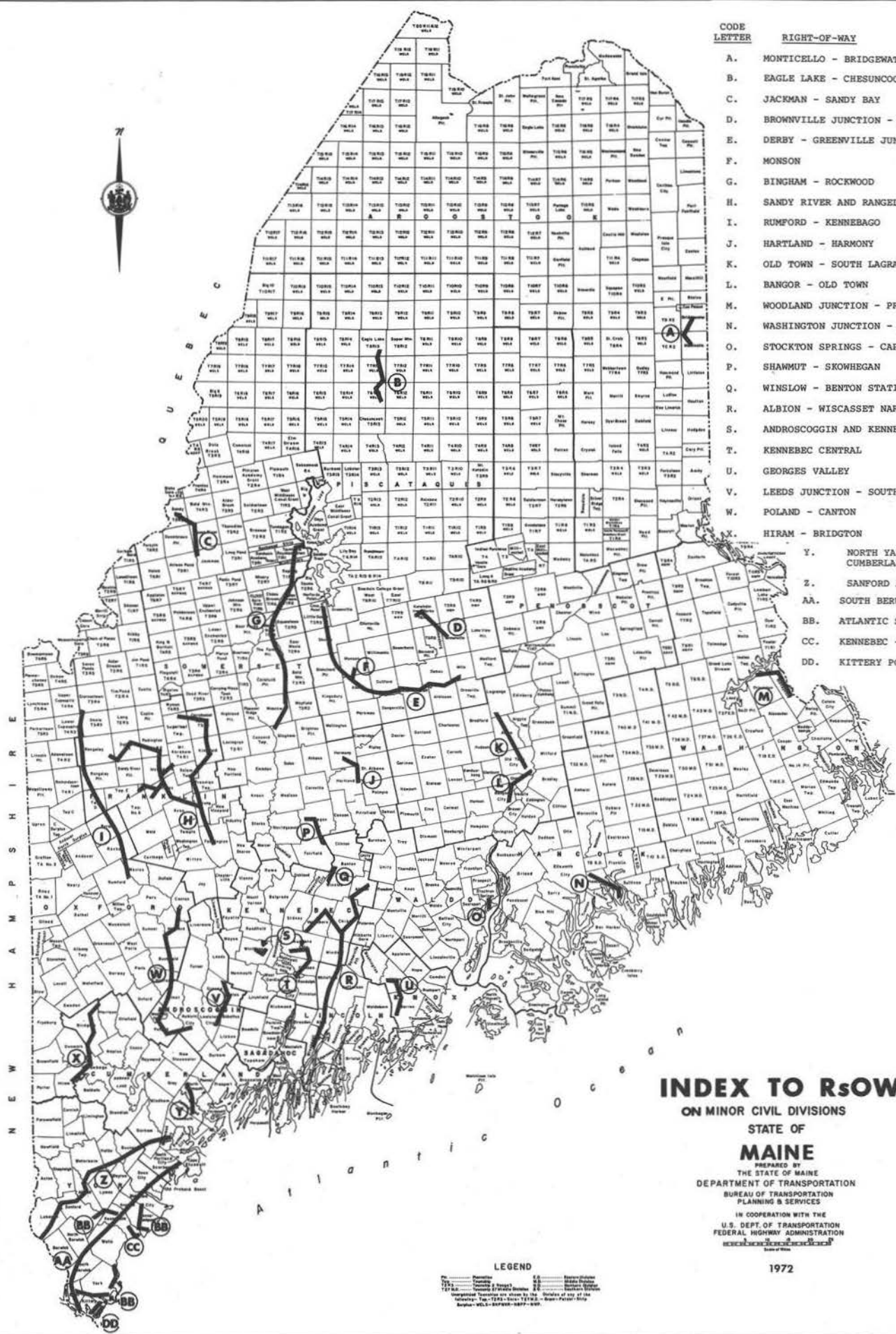
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Note: The map on the succeeding page shows total abandonments irrespective of suitability for trail use.



- | CODE LETTER | RIGHT-OF-WAY                              |
|-------------|---|
| A.          | MONTICELLO - BRIDGEWATER                  |
| B.          | EAGLE LAKE - CHESUNCOOK LAKE              |
| C.          | JACKMAN - SANDY BAY                       |
| D.          | BROWNVILLE JUNCTION - KATAHDIN IRON WORKS |
| E.          | DERBY - GREENVILLE JUNCTION               |
| F.          | MONSON                                    |
| G.          | BINGHAM - ROCKWOOD                        |
| H.          | SANDY RIVER AND RANGELEY LAKES            |
| I.          | RUMFORD - KENNEBAGO                       |
| J.          | HARTLAND - HARMONY                        |
| K.          | OLD TOWN - SOUTH LAGRANGE                 |
| L.          | BANGOR - OLD TOWN                         |
| M.          | WOODLAND JUNCTION - PRINCETON             |
| N.          | WASHINGTON JUNCTION - McNEIL PT.          |
| O.          | STOCKTON SPRINGS - CAPE JELLISON          |
| P.          | SHAMMUT - SKOWHEGAN                       |
| Q.          | WINSLOW - BENTON STATION                  |
| R.          | ALBION - WISCASSET NARROW GAUGE           |
| S.          | ANDROSCOGGIN AND KENNEBEC (TROLLEY)       |
| T.          | KENNEBEC CENTRAL                          |
| U.          | GEORGES VALLEY                            |
| V.          | LEEDS JUNCTION - SOUTH LEWISTON           |
| W.          | POLAND - CANTON                           |
| X.          | HIRAM - BRIDGTON                          |
| Y.          | NORTH YARMOUTH - CUMBERLAND CTR. STATION  |
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| BB.         | ATLANTIC SHORE ELECTRIC                   |
| CC.         | KENNEBEC - COOPERS CORNER                 |
| DD.         | KITTERY POINT - YORK BEACH                |



# INDEX TO R<sub>s</sub>OW

ON MINOR CIVIL DIVISIONS

STATE OF

## MAINE

PREPARED BY  
THE STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF TRANSPORTATION  
PLANNING & SERVICES

IN COOPERATION WITH THE  
U.S. DEPT. OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

Scale of Miles

1972

**LEGEND**

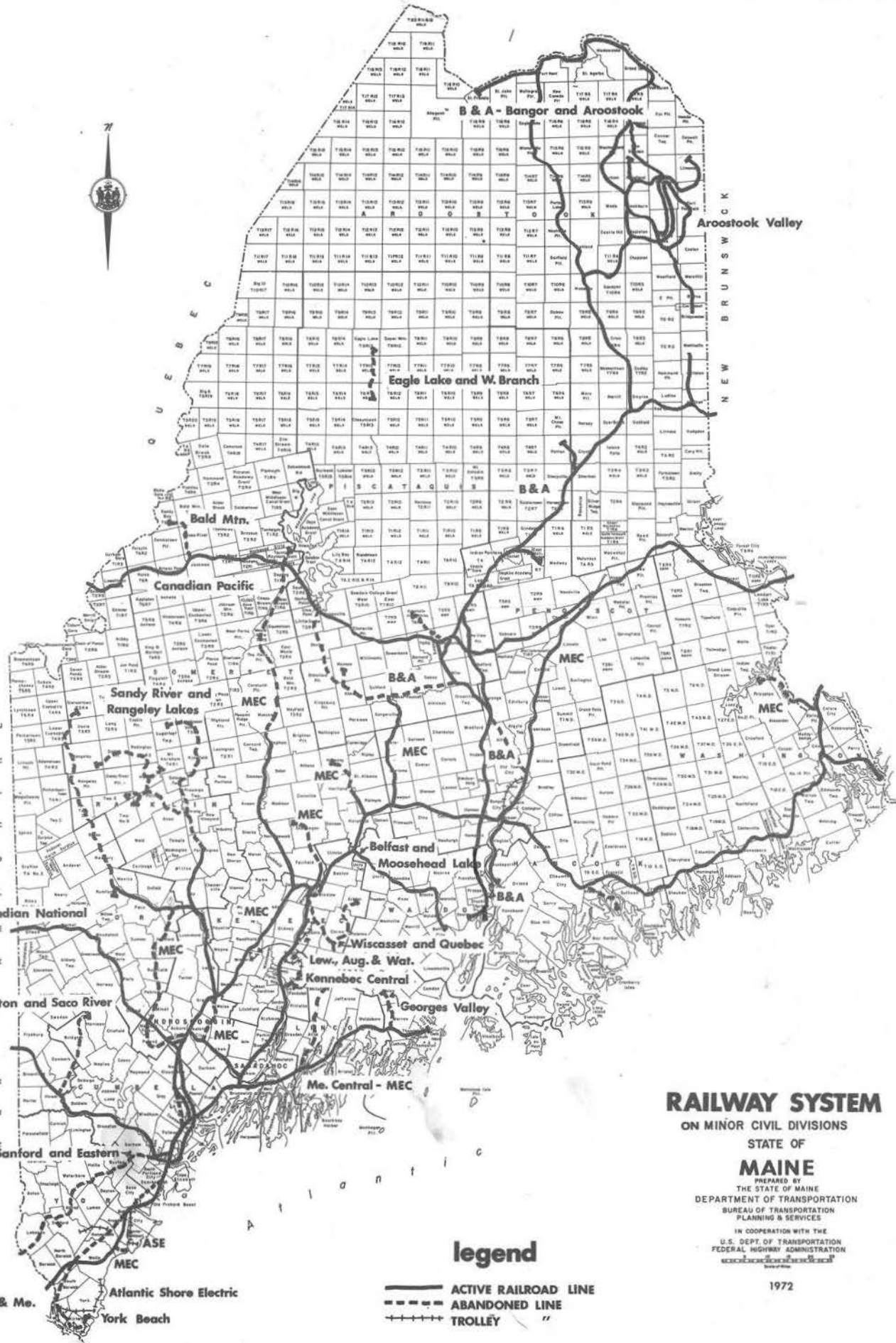
15-00000	Boundary	1-0	State/Division
15-00000	County	2-0	County/Division
15-00000	Township	3-0	Township/Division
15-00000	Unincorporated Area	4-0	Unincorporated Area

Unincorporated Areas are shown by the number of top of the boundary. Top-15000 shows 15000 - Area Factor 100  
Scale - 1:50,000 - 1:50,000 - 1:50,000

## EXPLANATION OF STATE MAPS

The following 6 maps show the relationship of the abandonments to pertinent data. In the cases of all maps except that of the Railway System, only those sections of individual abandonments with significant trail potential are indicated.





# RAILWAY SYSTEM

ON MINOR CIVIL DIVISIONS

STATE OF

## MAINE

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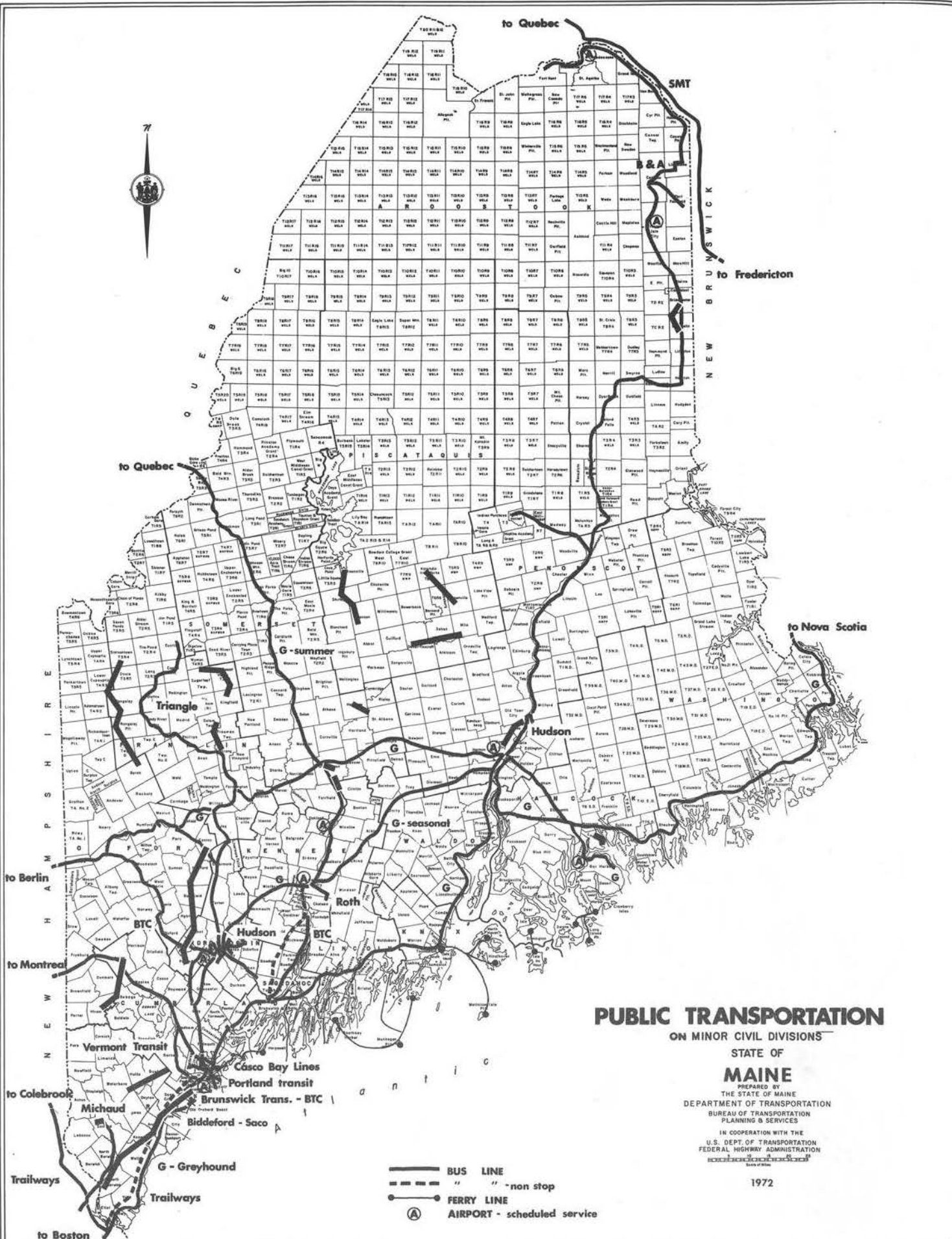


1972

### legend

- ACTIVE RAILROAD LINE
- - - - - ABANDONED LINE
- + + + + + TROLLEY

Boston & Me.  
Atlantic Shore Electric  
York Beach



# PUBLIC TRANSPORTATION ON MINOR CIVIL DIVISIONS

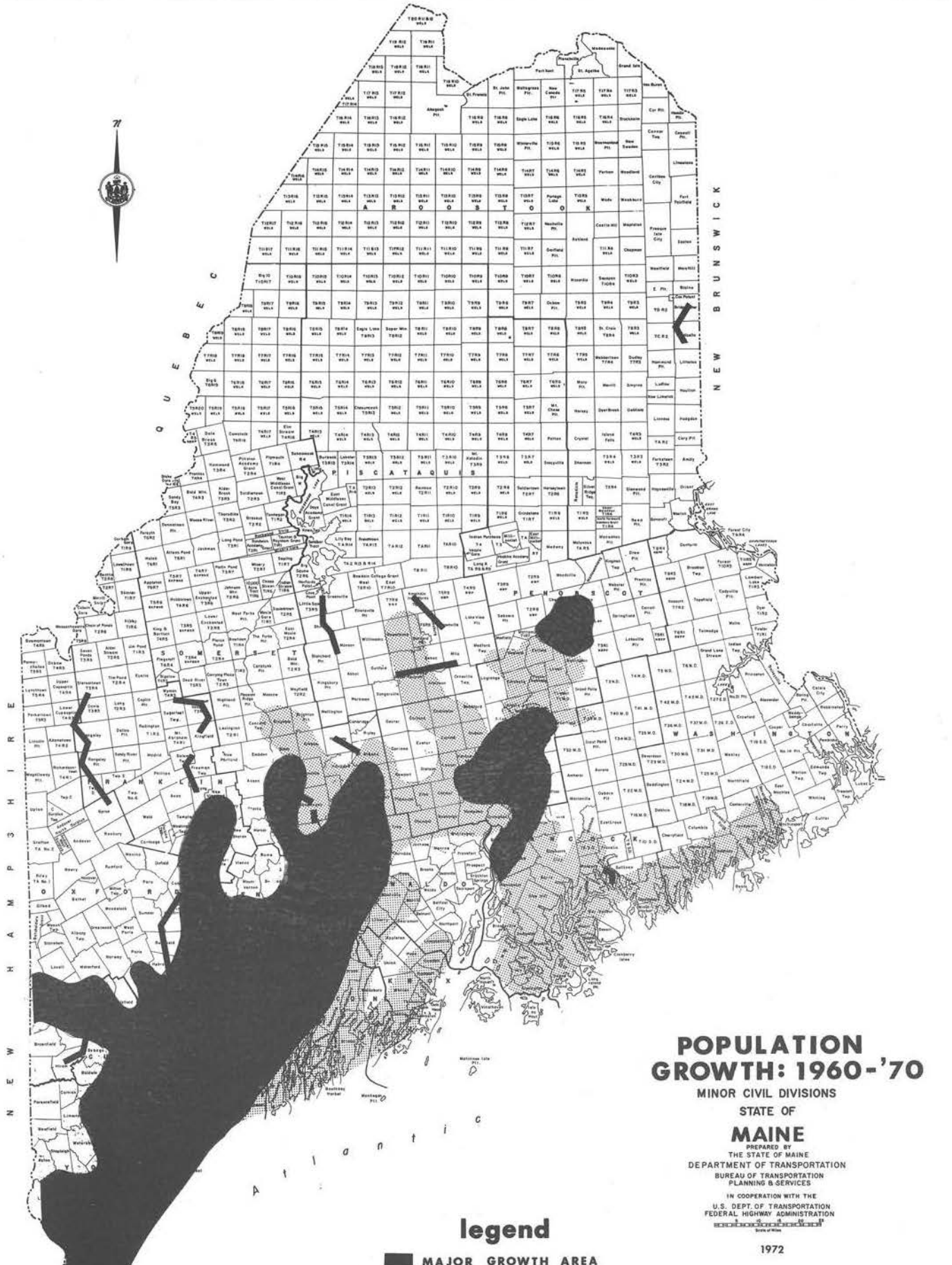
STATE OF

## MAINE

PREPARED BY THE STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF TRANSPORTATION PLANNING & SERVICES

IN COOPERATION WITH THE U.S. DEPT. OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

- BUS LINE
- " " non stop
- FERRY LINE
- AIRPORT - scheduled service



# POPULATION GROWTH: 1960-'70

MINOR CIVIL DIVISIONS  
STATE OF

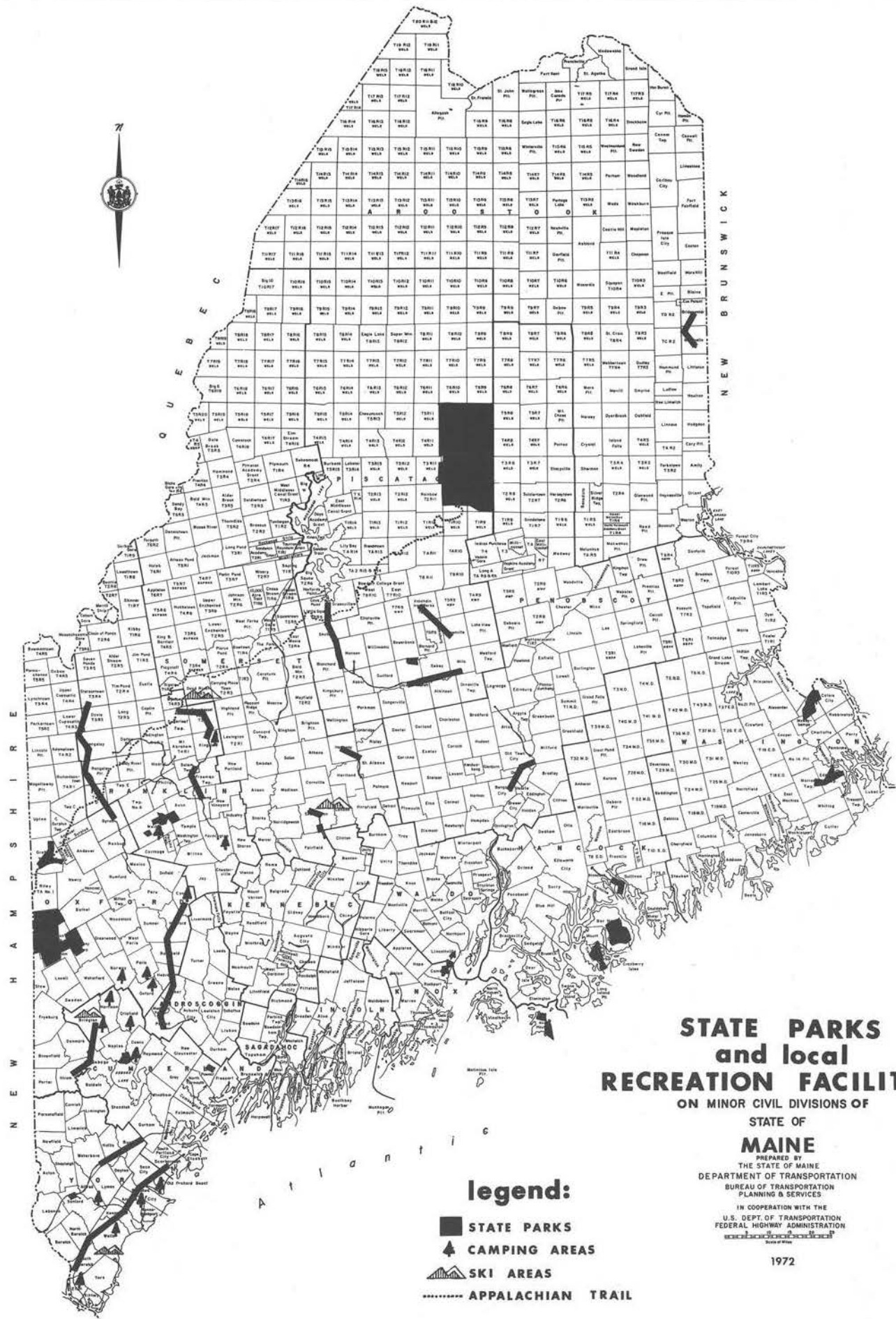
## MAINE

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FEDERAL HIGHWAY ADMINISTRATION

### legend

- MAJOR GROWTH AREA
- MINOR GROWTH AREA



# STATE PARKS and local RECREATION FACILITIES

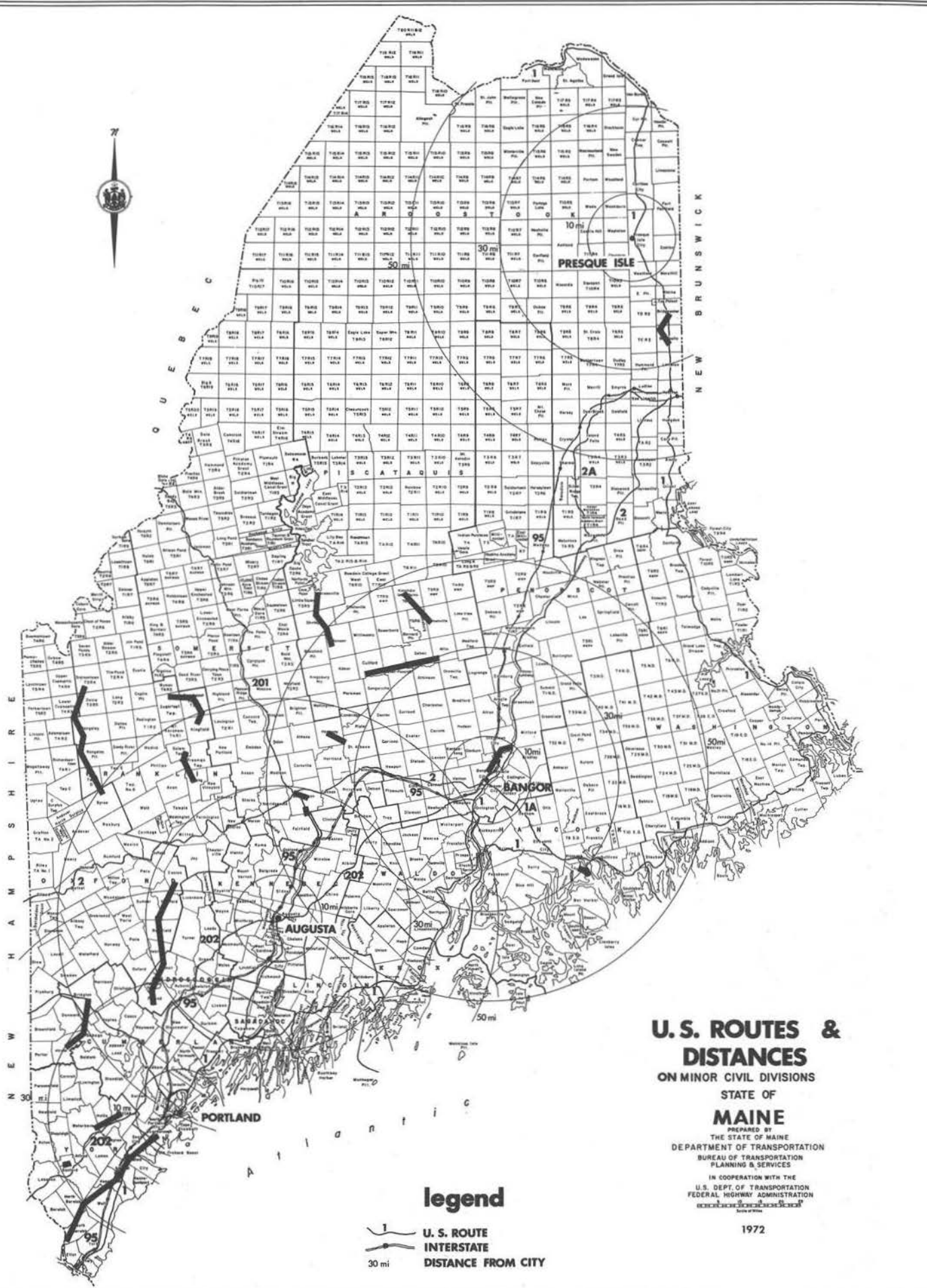
ON MINOR CIVIL DIVISIONS OF

STATE OF  
**MAINE**

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BUREAU OF TRANSPORTATION  
PLANNING & SERVICES

IN COOPERATION WITH THE  
U.S. DEPT. OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

- Legend:**
-  STATE PARKS
  -  CAMPING AREAS
  -  SKI AREAS
  -  APPALACHIAN TRAIL






**U. S. ROUTES &  
DISTANCES**  
ON MINOR CIVIL DIVISIONS  
STATE OF  
**MAINE**

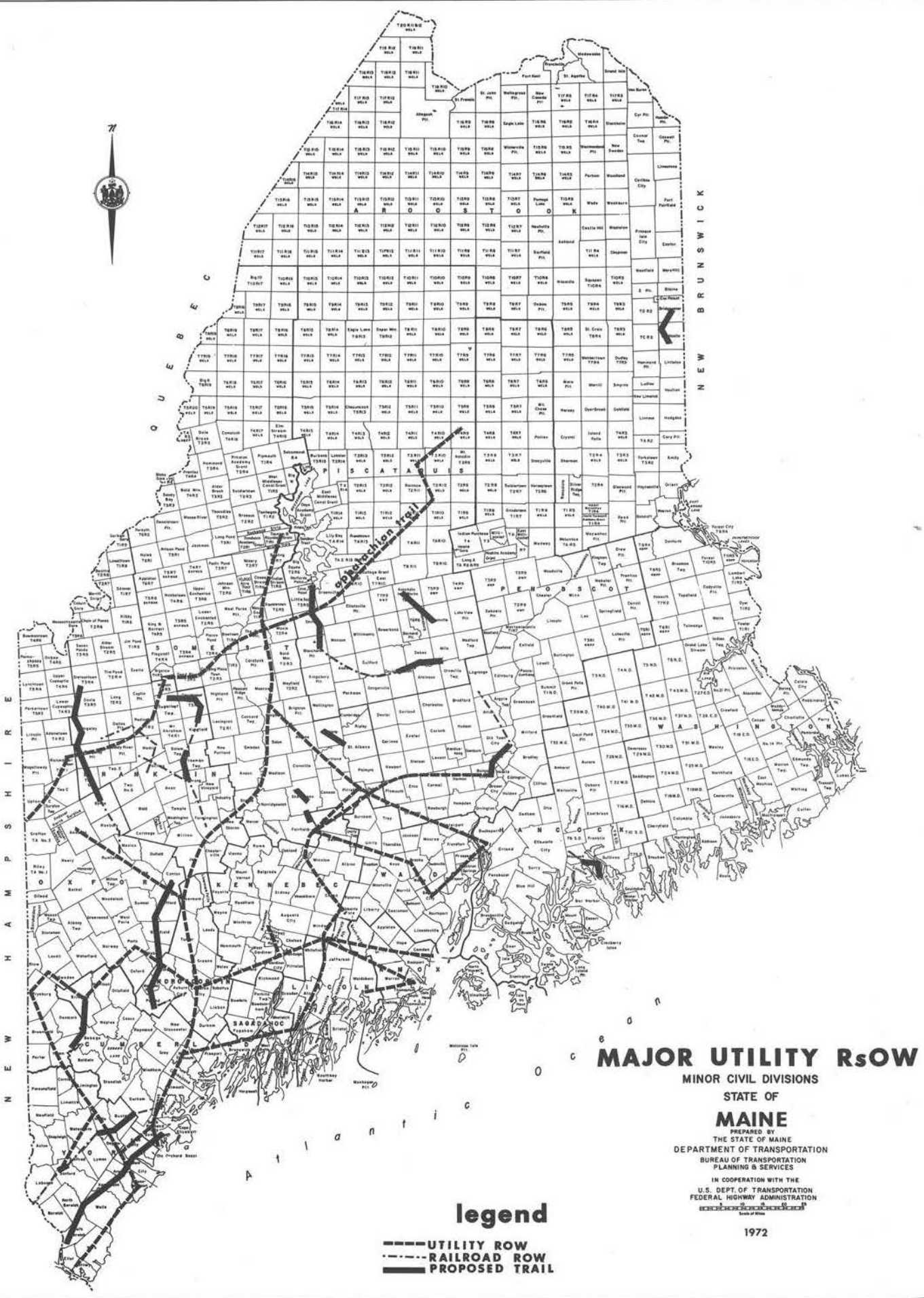
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U. S. DEPT. OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

1972

**Legend**

-  U. S. ROUTE
-  INTERSTATE
-  DISTANCE FROM CITY

30 mi



# MAJOR UTILITY ROW

MINOR CIVIL DIVISIONS

STATE OF

## MAINE

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FEDERAL HIGHWAY ADMINISTRATION

1972

### legend

- UTILITY ROW
- RAILROAD ROW
- PROPOSED TRAIL

MONTICELLO-BRIDGEWATER RIGHT-OF-WAY

From: Monticello to Bridgewater in Aroostook County

Total length of abandonment: 10 miles

LOCATION: This standard gauge line owned by the Bangor and Aroostook Railroad, at present serves only one customer, a logger in Harvey, with approximately three runs per week. The right-of-way begins 3/4 of a mile west of Route 1 in Monticello and ends in Bridgewater - 1/4 mile from Route 1. The Aroostook State Park is approximately 15 miles to the north northwest of Bridgewater and accessible by back roads and trails.

LEGAL STATUS: The Boston and Aroostook is in the process of suspending service on the line. If and when the abandonment is approved, the railroad will remove all rail and ties but will retain ownership of the right-of-way.

POINTS OF ACCESS: The two major access points are at the ends of the right-of-way where town streets connect it with the main road, U. S. Route 1. Access can also be gained at the midpoint, Harvey via the West Road (light duty) and from Muckatee Road (light duty) which runs south from West Road.

SERVICE FACILITIES: Monticello and Bridgewater contain stores and service stations while all facilities are available in Houlton, 12 miles to the south. Camping facilities are available at a new campground on Route 1 just north of the Houlton interchange of 1-95.

Bus service is provided in the area by the Bangor and Aroostook Bus Company. One round trip per day is provided between Bangor and Van Buren and another between New York City and Fort Kent. Connections are available in Edmunston, New Brunswick, for Quebec City and the eastern Maritimes. Connection to all southern points is available in Bangor.

TRAIL DESCRIPTION: The right-of-way appears to be almost level, rising at a 0.6% grade to Harvey and dropping at a 0.2% grade to Bridgewater. The abandoned section will begin just beyond Monticello Station where a power line crosses the right-of-way.

About one mile north of Monticello Station is located the most interesting aspect of the right-of-way - a trestle across the North Branch of the Meduxnekeag River. The deck is approximately 30' above the water and provides excellent views of the river.

After crossing the river, the right-of-way follows along a hillside through woods of birch, aspen and willow until the open field near Harvey appears. Most of the farms around this middle section of the trail are abandoned although there is some active farming. Harvey itself consists of one residence, several storehouses and a section gauge shack. Several other of these shacks can be found along this

right-of-way.

Rounding a curve outside of Harvey, the right-of-way continues about perfectly straight the remaining four miles into Bridgewater. Vegetation in this section is a mixture of evergreen and deciduous with several excellent stands of spruce. Two streams and swamps are crossed before fields appear again, marking the town of Bridgewater. The point where the abandonment will end contains more old fields, a never-used sugar beet loader and several residences. From there, the main road is 1/4 of a mile through town.

PROPOSED ACTION:

Due to the distance of this right-of-way from any population center (Houlton - 12 miles and Presque-Isle - 22 miles), and the general low population density of the area, it seems doubtful that hikers or bicyclists would use this trail to any large degree.

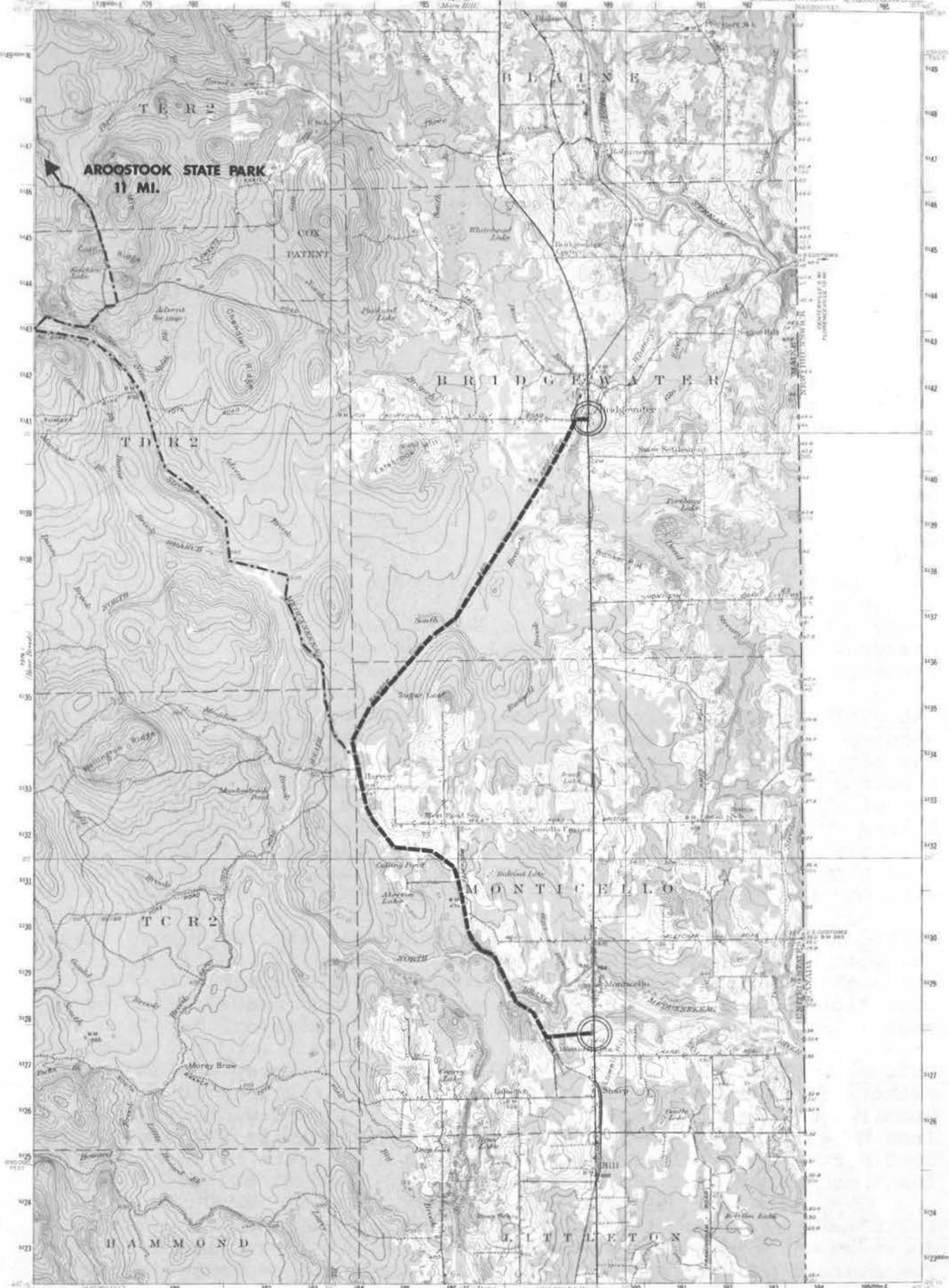
Snowmobilers, who haul their vehicles by car, however, would be more apt to utilize a trail in this area, especially if a connection via old roads and trails can be made to Aroostook State Park. Therefore, if use of the right-of-way can be gained through easement without spending a disproportionate amount of money and snowmobilers are willing to maintain a trail, the Monticello-Bridgewater section would be a desirable facility if only from a local standpoint.





A

monticello - bridgewater



Topography by W.B. Mason and R.E. Hoverson  
 Culture and SWPA in part compiled from aerial  
 photography taken by Air Corps in 1924  
 Surveyed in 1924  
 Revised in 1951  
 1000-meter Universal Transverse Mercator grid ticks,  
 zone 19, shown in blue  
 SCALE 1:62,500  
 METERS  
 FEET  
 BRIDGEWATER MAINE

From: Brownville Junction to T6R9 (Katahdin Iron Works), Piscataquis County

Total Length of Abandonment: 8-1/2 miles

LOCATION: A standard gauge branch line of the Bangor & Aroostook RR, this right-of-way connects the town of Brownville with the old Katahdin Iron Works in T6R9. The right-of-way runs northwest along the Pleasant River for its entire length.



HISTORIC KATAHDIN IRON WORKS.

HISTORIC NOTE: The Katahdin Iron Works is one of the 18 state maintained historic sites in Maine. Built in 1843 as a raw iron production facility, for nearly half a century it manufactured 2,000 tons a year. Charcoal, a necessary ingredient in the process, was made in 14 kilns consuming 10,000 cords of wood annually. Today a blast furnace and a charcoal kiln are restored on the site.

LEGAL STATUS: Although service has been abandoned and the tracks have been removed, the Bangor & Aroostook apparently retains ownership of the right-of-way. For a time, a two mile section was used as part of a county road that also ran to the Iron Works. The public right-of-way of this road was discontinued in 1973 and it is now owned by Allied Chemical Company and Great Northern Paper Company. Logging trucks still use the county road and where the road was on the railroad right-of-way, the paper companies presumably have an agreement with the B&A to use the right-of-way.

CONDITION: The portion of the right-of-way that was the county road has been kept driveable by the logging trucks while the remainder of the right-of-way is slightly overgrown but still useable for all trail activities except bicycling. Some filling and clearing of vegetation would put the trail in excellent condition.

POINTS OF ACCESS: Leaving Brownville, the right-of-way can be entered either near the town line where the abandonment starts or at Stinking Brook where the old county road joins the right-of-way. (The Katahdin Iron Works can also be reached along existing public way via a dirt road north of the Pleasant River running from Route 11 at Prairie to the Iron Works).

SERVICES: Stores and service stations are available in Brownville Junction while the nearest lodging is 10 miles to the south in Milo. The nearest public transportation is a bus route to Bangor about 30 miles to the east.

TRAIL DESCRIPTION: The abandoned section begins 1-1/2 miles north of Brownville Junction where the right-of-way begins its run along the Pleasant River. The grade rises at a fairly constant rate of 0.5% from an elevation of about 390 feet to 589 feet at Iron Works. For the 3 mile section to Stinking Brook the right-of-way is within 1/8 mile of the river with the county road from 1/8 to 1/4 mile off to the northwest.

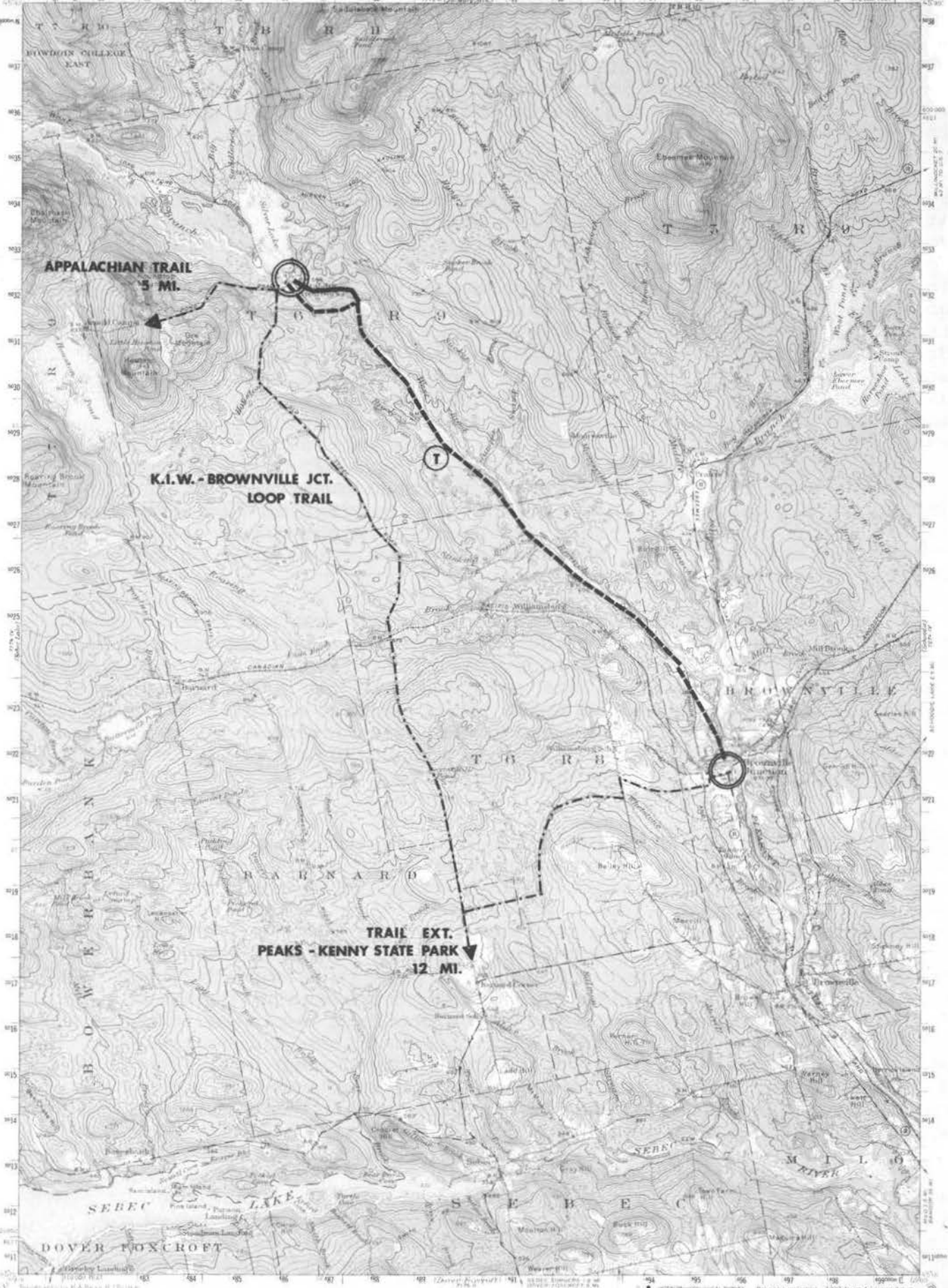
Immediately after crossing the brook, the county road runs onto the rail right-of-way and continues on it for about 2 miles. Two small streams run under the right-of-way and into Pleasant River along this segment. Just before the Houston Brook confluence with the river, the county road turns west to run along the brook toward the Iron Works. The trestle across the brook is gone although the abutments are in good shape. This point would make an ideal spot to begin a canoe trip down the Pleasant River. The right-of-way and county road are driveable through to this area and portaging a canoe could be easily accomplished. This section of the Pleasant River would make a suitable family canoe trip while the Houston Brook itself, more rocky and fast flowing, could be used by more experienced canoe and kayak enthusiasts.

For the next 2-1/2 miles, the old railroad grade runs close beside and up to 30' above the level of the river, offering exciting views of the water through the trees. The entire right-of-way is very scenic but this end, even more isolated by a total lack of road traffic, seems the most spectacular.

As the river makes a sharp bend to the west, the railroad once crossed the river and ran to the Iron Works via the opposite side. Now only the abutments and a rocky dirt road from the right-of-way to the Iron Works remain. This road would be the easiest way to extend a trail into the Iron Works site. Rising to 100' above the river, the road provides a number of interesting views of the water and of distant hills. The road begins downhill and joins to the old county road as it runs into the Iron Works.

PROPOSED ACTION: The Katahdin Iron Works right-of-way could become the basis of a regional trail system and possibly a link in a longer state-wide trail. Using this right-of-way, it would be possible to design two loop trails in the area. After travelling to the Iron Works from Brownville Junction, a traveller could return via the old Sebec Road and a trail near Williamsburg School. (NOTE: "school" here is a locational point where rural schoolhouses were once and still are located. It is used much like "junction", "crossing", "corners", etc.) For a longer trip, the Sebec Road from the Iron Works could be taken to Barnard School where trails lead to Sebec Lake and Peaks-Kenny State Park. The trail user could then proceed into Dover-Foxcroft and on to Milo by way of another abandoned right-of-way and a dirt road. From Milo, trails and dirt roads could be taken back to the starting point at Brownville Junction.

On a statewide level, the right-of-way could be a link in a trail between the Dover-Foxcroft area and the northern woods around Mt. Katahdin. The Appalachian Trail to Baxter State Park and New Hampshire is about 7 miles to the northwest of the Iron Works and is accessible via the Pond Road. Even used by itself, the Iron Works right-of-way would be an enjoyable trail for a day's outing to the historic site.



brownville jct. - katahdin iron works

Topography by R.A. Davis, U.S. Geological Survey, and M. S. Barber, U.S. Geological Survey, 1933-35. Revised 1957.

SCALE 1:62,500



Vertical projection, 1927 Rectangular datum 10,000 feet grid based on Maine 1845 rectangular coordinate system. 1000-meter Universal Transverse Mercator grid shown, page 12, sheet 10-B. To join Dopes-Forest use dotted projection corners.

From: Derby to Greenville Jct. in northern Piscataquis County

Total length of abandonment: 51 miles

LOCATION: Formerly the Greenville branch of the Bangor and Aroostook Railroad, this line is the longest stretch of abandoned railroad in the state. Heading west from the Bangor and Aroostook tracks in Derby, the right-of-way runs through Dover-Foxcroft, Guilford and Abbot Village where it turns to the north and runs through Blanchard and Shirley Mills into Greenville Jct.

The nearest large population center is Bangor, 35 miles south of the Derby terminus. Peaks-Kenny State Park is 5 miles north of the right-of-way at Dover-Foxcroft while Baxter State Park is 60 miles north of the terminus.



LOW'S COVERED BRIDGE  
GUILFORD

LEGAL STATUS: Except for two sections the entire right-of-way has reverted or been sold to the adjacent landowners. A 2½ mile section in Sebec and Milo is now being maintained as a town or county road where the original road has been abandoned. The segment from Guilford to Greenville Jct. with a total length of some 30 miles has been purchased by Pawidaja Associates of Orleans, Massachusetts for the purpose of selling parcels along the right-of-way.

CONDITION: As with other abandoned right-of-ways of considerable length, only parts of it are in condition for immediate trail use. As mentioned, from Derby to South Sebec, the right-of-way is now a public dirt road. From South Sebec to Dover-Foxcroft, where the Maine Central Railroad has active tracks on the right-of-way, the line is slightly overgrown but passable as it runs through farmland along the Piscataquis River.

From the Greenville Jct. terminus to the village of Blanchard, the right-of-way is a well maintained dirt road with only one short section of perhaps 50 yards in Blanchard blocked by vegetation. Between Blanchard and Dover-Foxcroft the right-of-way is either quite overgrown or non-existent where it passes through a town. According to Mr. Stanley Robinson of Pawidaja Associates the section from Blanchard to Abbot, some 10 miles in length, is in reclaimable condition and was "brushed" just last year. Considerable restorative work would be necessary here though, compared with the Blanchard-Greenville segment. The poor condition between Guilford and Dover-Foxcroft, however, makes establishment of a trail along the entire right-of-way impractical.

ACCESS POINTS: The western section, from Blanchard to Greenville Jct. runs approximately parallel to Route 15 and is accessible by cross roads, the main ones being medium duty roads through Blanchard, Shirley Mills and Greenville Jct. The right-of-way can also be reached by one other medium duty road and four trails, one being the Appalachian Trail. The eastern section, from Derby to Dover-Foxcroft runs along and crosses at three points, a light and medium dirt road that parallels the Piscataquis. Two other roads and one dirt road also lead to the right-of-way on this stretch.

SERVICES: Facilities are available in the three major towns along the two readily useable right-of-way segments, Milo, Dover-Foxcroft and Greenville, including mail, telephone, church, hotels or motels, restaurants, markets and a hospital in each. A general store is located in the town of Shirley Mills. There are three campgrounds in Greenville as well. None of the towns mentioned is served by any form of public transportation.

TRAIL DESCRIPTION: The western trail leaves Greenville Jct. at the Dyer Road and runs south into the wetlands at the foot of Little Squaw Mountain. Leaving the wetlands, the trail crosses a trail running from Route 15 and a small stream and then enter East Shirley Bog where it joins the East Brook of the Piscataquis River. From here into Shirley Mills, 7½ miles from the starting point, the trail runs along the river and Shirley Pond.

For the next 8½ miles towards Blanchard, the trail is more elevated, on the steep eastern bank of the Piscataquis, affording good views of the river and mountains beyond. (At one point near Bear Pond, the trail is over 300 feet above the surface of the river). Four streams are crossed on this segment.

The trail crosses the Blanchard-Lower Shirley Corner Road about 1 mile north of the village of Blanchard and runs southeast for 1½ miles where it reached another main road, leading into Monson. Along this section, the trail crosses the Appalachian Trail running from Monson through Blanchard. From the Monson Road south the right-of-way is overgrown and impassable. The trail user can travel the road for ½ mile to reach Blanchard where he has several options. An abandoned but reclaimable town road runs from Blanchard south to a point one mile from Moosehorn on Route 15, medium duty. This spot is 2 miles from the Monson Railroad right-of-way or 7 miles from the town of Guilford by Route 15 or less-travelled back roads. The Appalachian Trail could take hikers either to the west or to Monson where a utility right-of-way leads back to Greenville Jct. completing a loop trail pattern. This power line can also be reached via a trail along Gully Brook.

The eastern section of trail, might proceed out the dirt road in Derby that parallels the right-of-way to a point 2½ miles from town where the road and railroad intersect. Here the right-of-way becomes the vehicular route to South Sebec and the old road has been abandoned. At this point the trail could continue on the old road which, in comparison, to the relatively boring railroad right-of-way road, winds through attractive farmland along the Piscataquis River.

From South Sebec into Dover-Foxcroft, the trail follows the right-of-way through open farmland. In the town of Dover-Foxcroft streets must be taken through the city to reach the trails leading north to Peaks-Kenny State Park, Sebec Lake and Katahdin Iron Works.

#### PROPOSED ACTION:

##### SECTION A: BLANCHARD TO GREENVILLE

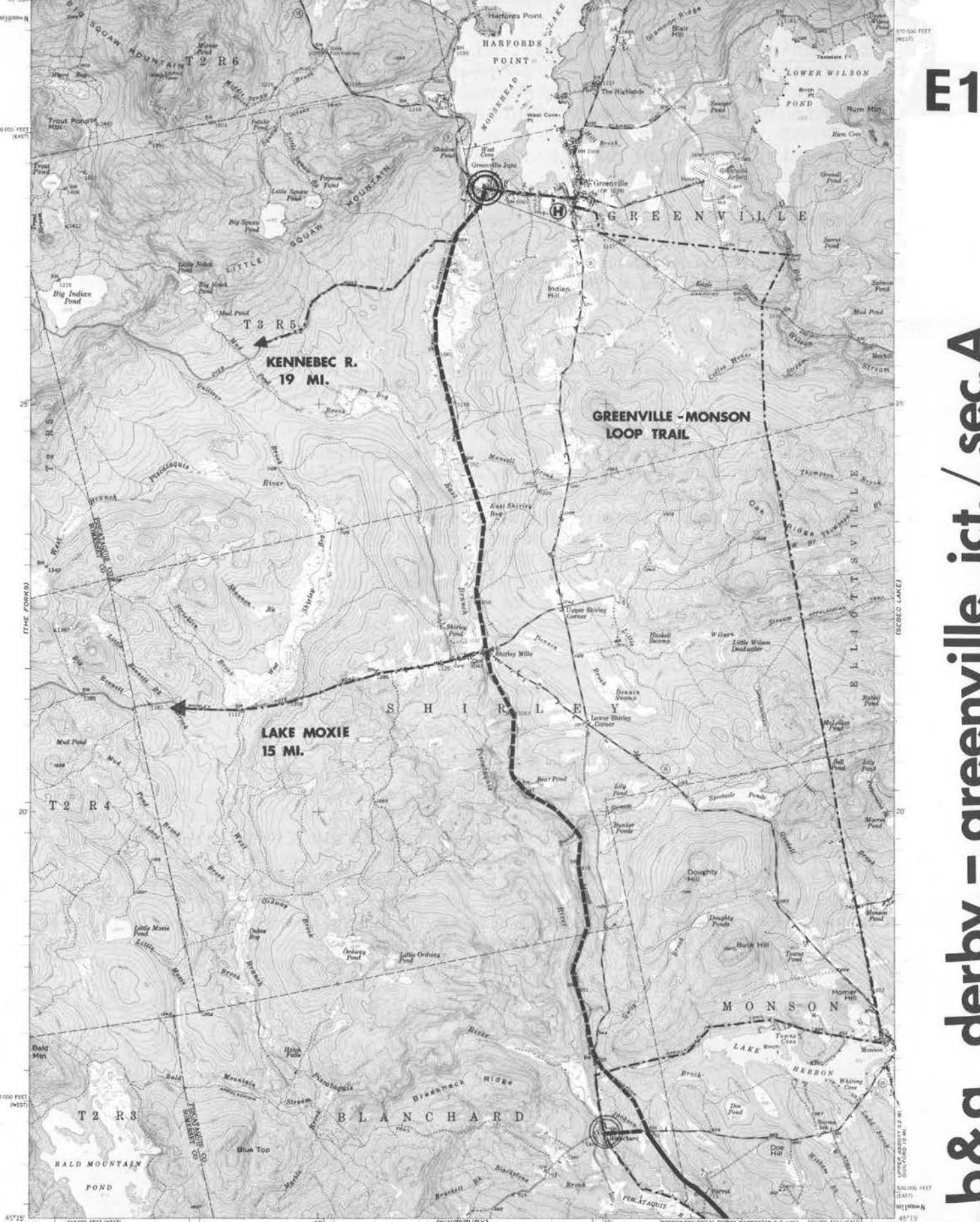
Total Length of Proposed Trail: 18 miles

The western section has the greatest potential for trail use being one of the most attractive rights-of-way in the State. By itself it would be an excellent point-to-point trail but by acquiring the use of certain utility lines old roads and trails in the vicinity, a series of loop trails, through the towns of Greenville Jct., Greenville, Monson, Blanchard and Shirley Mills could be formed. A connection could also be made to the Bingham-Rockwood right-of-way to the west near Indian Pond. To the northeast of this section area a number of roads and trails could be used to reach the Katahdin Iron Works, the Jo-Mary Mountain area and even Baxter State Park. It seems highly desirable to establish a trail on this western section of the Derby - Greenville Jct. right-of-way and also to investigate the possibility of utilizing the other facilities mentioned above.

##### SECTION B: DERBY TO DOVER-FOXCROFT

Total Length of Proposed Trail: To be Determined

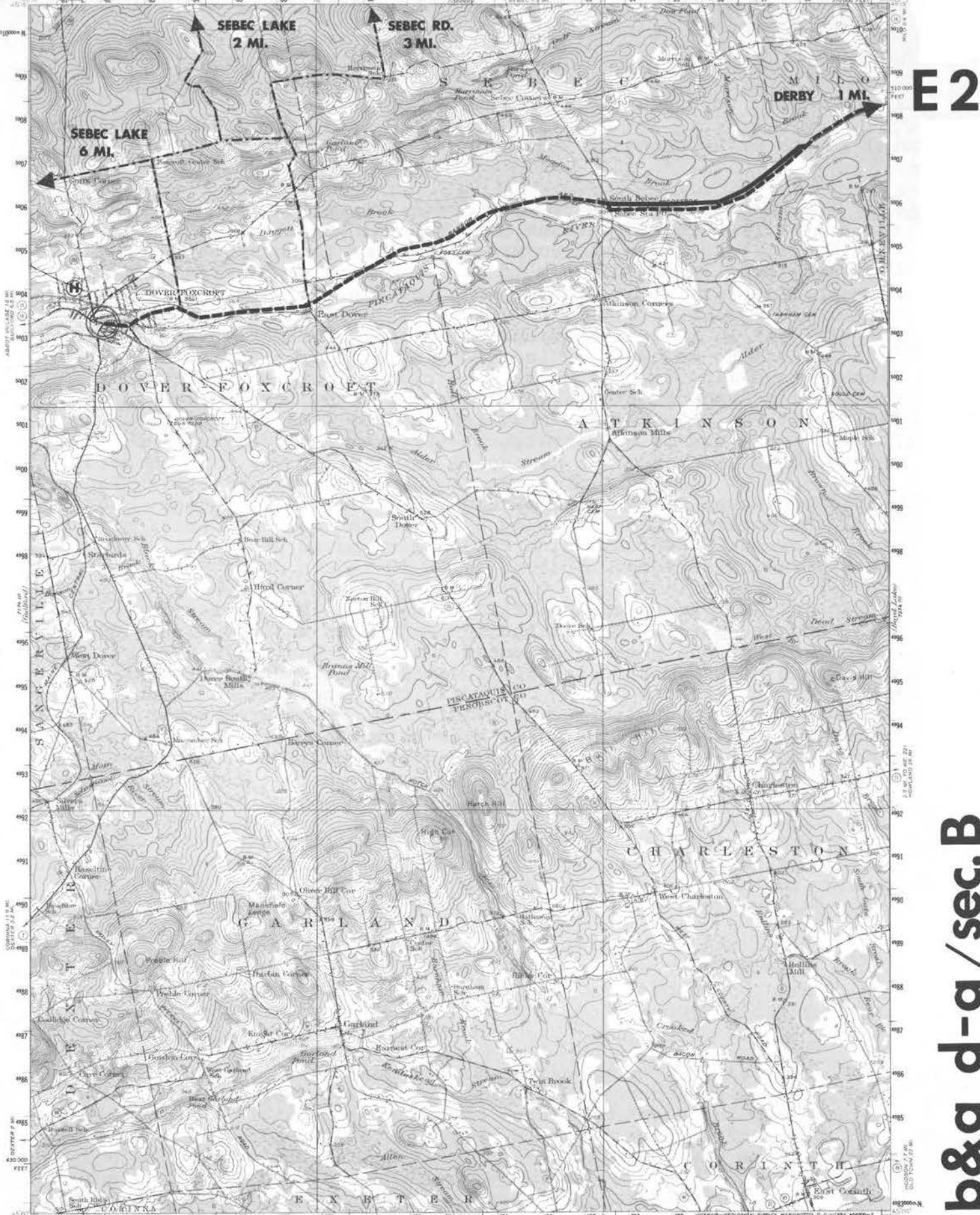
The eastern section from Derby to Dover-Foxcroft is not extremely desirable by itself, but considered in relation to the Katahdin Iron Works right-of-way, the old Sebec Road and Peaks-Kenny State Park, another series of loop trails could be formed of which this would be an important part. The establishment of a trail on this portion of the right-of-way should be incidental then to development of the entire area loop system.



E1

b & a derby - greenville jct. / sec. A





E 2

b&a d-g/sec. B

BINGHAM-ROCKWOOD

From: Bingham to Rockwood in Somerset County

Total length of abandonment: 53 miles

LOCATION: This standard gauge line of the Maine Central Railroad ran north from Bingham through Bald Mountain Station, Troutdale, Lake Moxie, Harris Dam and Somerset Junction to Rockwood on Moosehead Lake. From Bingham to Harris Dam, a power transmission line runs along side or near the right-of-way.

LEGAL STATUS: In the Rockwood and immediate Bingham areas, the line appears to be owned by individuals while from near the Bingham town line to Lake Moxie, the right-of-way and surrounding land is owned by Scott Paper Company. From Lake Moxie to the Harris Dam, the right-of-way is owned by Central Maine Power Company and is used by trucks to service the power line and the dam.

CONDITION: Except for a three mile stretch flooded by Indian Pond, the entire right-of-way is a driveable road with the section owned by Central Maine Power being paved and the remainder dirt surfaced.

PROPOSED ACTION: An extensive trail network can be created in the Bingham-Rockwood area if the Central Power utility line, certain trails and back roads could be used. But the railroad right-of-way would play only a small part in the network except for the section north of Indian Pond where it is needed to connect Rockwood with Tarratine Station. From Bingham to Harris Dam, the power line seems more suitable for trail use since the frequency and volume of logging traffic on the railroad grade is unpredictable.

From: Farmington, Franklin County to Bigelow (East Fork) and Rangeley (West Fork)

Total length of abandonment: 73 miles

LOCATION: This narrow gauge railroad was operated over a large area in Franklin County of Northern Central Maine primarily as a supply route for the lumber industry, until its abandonment circa 1925. Somewhat Y shaped in appearance, the common line ran north from Farmington along the Sandy River into the town of Strong. At this point the East fork continued through the towns of Freedom, Salem and Kingfield and travelling north out of Kingfield along the Carrabasset River, it followed its course as far as the town of Bigelow, a distance of some 29 miles from the main fork at Strong.

The West fork covered slightly more mileage than the shorter Eastern fork and, on leaving Strong, travelled a course almost due west to Phillips and northwest along the Sandy River to Madrid Junction where it headed north through Madrid, Redington and thence southwest into Rangeley; a total distance of approximately 33 miles. From this line a spur dropped southwest for approximately 5-1/2 miles at Madrid Junction.

Despite the great number of miles covered by the railroad in its operational period, only a comparatively few miles of right-of-way remain suitable for trail use due to the number of years since abandonment. For the most part, these useable sections are on the East fork to Bigelow and include a 6 mile section from Strong to Salem and a section of approximately 10 miles through the Carrabasset Valley.

LEGAL STATUS: Reversion clauses have distributed the entire railroad system among probably several hundred landowners in the region, and Parks and Recreation involvement in trail maintenance and development would have to be handled through local efforts.

CONDITION: The condition of the entire system varies widely from excellent and suitable for most trail related purposes to completely overgrown and unreclaimable without major expense. The sections considered in this report are for the most part acceptable for everything except perhaps bicycling.

ACCESS POINTS: Access to and from the 6 mile section between Strong and Salem is provided by Route 145 medium duty at Strong and a road just recently upgraded from unimproved dirt to medium duty joining Route 142 approximately one mile east of Salem.

The Carrabasset Valley section, beginning some 4 miles north of Kingfield at a point just south of a trestle which crosses the river, is served by Route 16/27 but it is not connected from the East bank by a bridge until it reaches Carrabasset Valley Crossing. Some 5-1/2 miles to the north from the Valley Crossing the right-of-way again continues on the northeast bank unconnected by bridges to 16/27 on the other side all the way to Bigelow, another 6 miles. In Bigelow it is accessible via Route 16/27.

SERVICES:

Strong: General store, mail, telephone, church

Kingfield: Garage, grocery, overnight facilities, ski shop, hardware, mail, telephone, church

Carrabasset Valley Crossing: Grocery, ski shop, mail, telephone

Bigelow: Gas, general store, mail, telephone

TRAIL DESCRIPTION:

Section A - Strong-Salem: This section becomes useable for trail activities approximately 2 miles north of Strong Center, leaving the road at a shallow angle to the right and continuing near the 600 foot level at the base of True Hill to the east. At 2 miles it crosses a swampy area in an elevated embankment. Then climbing a gradual grade and bearing west and then north again, it intersects a dirt road at mile 5 and continues through a level wooded area to its point of intersection with the light duty connecting road to Route 142. In general, it is an attractive, if short trail through some rather typical second growth woods.

Section B - Carrabasset Valley: This section is maintained in reasonably good condition along the east bank of the Carrabasset River by local organizations, including the Sugarloaf Corporation and the Dead River Lumber Company, which owns all of the right-of-way in Carrabasset (formerly Jerusalem) twp. This section is not only very scenic as it winds along the bank of the white water Carrabasset River, but is located in one of the foremost recreational regions of the State, with a large number of complimentary facilities such as skiing, skating and mountain climbing available. It is also within a short distance of numerous overnight facilities in the area, both in Kingfield and in the midpoint of the Valley near the Carrabasset Valley Crossing.

The right-of-way runs on the East bank of the Carrabasset River from a point approximately 4 miles north of Kingfield where the old bridge is out. As far south as this part of the right-of-way, the grade is in fair to good structural condition with considerable undergrowth and, even were it to be cleared, access would remain a major problem. The only two bridges for the next six miles are both privately owned, and public access to the right-of-way, although physically possible, is at least legally unsanctioned south of the bridge at the Valley Crossing in Carrabasset Township (distance Kingfield-Valley Crossing = 7 miles).

From this point north, the same access situation prevails with the right-of-way in much better condition however. For a distance of some 6 miles into Bigelow, the right-of-way is separated from Routes 16/27 by the river. According to Mr. Kenneth Packard of Spring Farm, Carrabasset, for many years associated with the Dead River Company, the possibility for reclamation exists for this northern section, which has been used on occasion by 4 wheel drive vehicles and during winter months, by crosscountry skiers.

Section A - Strong-Salem:

TOTAL LENGTH OF PROPOSED TRAIL: To be determined on further study by the Department of Parks & Recreation.

Being somewhat isolated and unconnected with any other trails or recreational facilities, makes this section less attractive than it might be were it located in a more strategic or populous area. Therefore, it is recommended that the section be considered a fairly low priority item, of interest principally to persons in the immediate locality. If and when funds and interest are sufficient to develop trails of strictly local benefit, this short stretch would be an attractive possibility. Its reasonably good condition is maintained by a high incidence of automotive traffic however, and there is no necessity for immediate remedial maintenance.

Section B - Carrabasset Valley:

TOTAL LENGTH OF PROPOSED TRAIL: 6-12 miles, to be determined on further study by the Department of Parks & Recreation.

This section, although eminently reclaimable and in one of the foremost vacation areas of the state, is almost wholly within the confines of Carrabasset (formerly Jerusalem township), owned by the Dead River Lumber Company. Incidental to the development of recreational facilities in the area, the company has prohibited the use of snowmobiles along the right-of-way. According to a company official there is some disregard of the rule, but in general, during the winter months, crosscountry skiing is the prime activity. Any action then by the Department in reclaiming and utilizing this remarkable right-of-way would probably have to be done exclusive of snowmobile fund monies, if and when the Dead River Company expressed receptivity to the idea. Nonetheless, it is recommended that further investigation into the feasibility of trail establishment be undertaken by the department.



H1

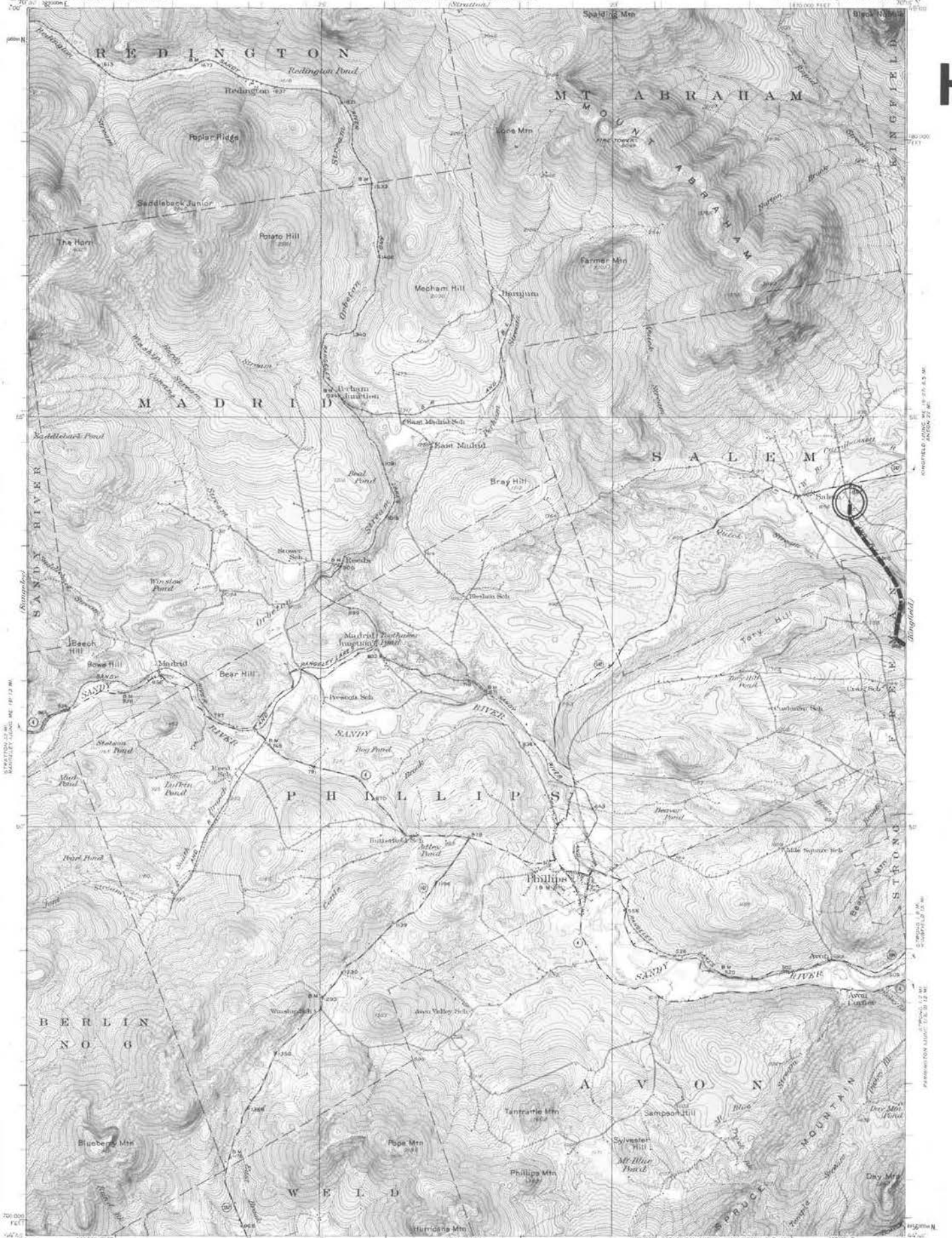
sandy river & rangeley lakes/sec.A

Topography by A. F. Wood, W. C. Thompson,  
and R. G. Wetton  
GEOLOGICAL SURVEY  
WASHINGTON 1911

Scale 1:62,500  
Graphic scale in feet and miles

Proportions: To place on 1927 North American datum  
more projection lines 60 feet north  
10,000-foot grid based on Maine (WGS)  
rectangular coordinate system  
1,000-meter Universal Transverse Mercator grid ticks,  
zone 19, shown in blue

H2



Topography by W. C. Thompson, H. A. Bean, Paul B. R. L. Mack, and H. G. Warner Surveyed in 1929

WELLS POINT, ME 150 S. 2 E. 40  
CORNER STATION, C. 2 S. 18 W.

SCALE 1:50,000

UNITED STATES GEOLOGICAL SURVEY, WASHINGTON, D. C. 20540

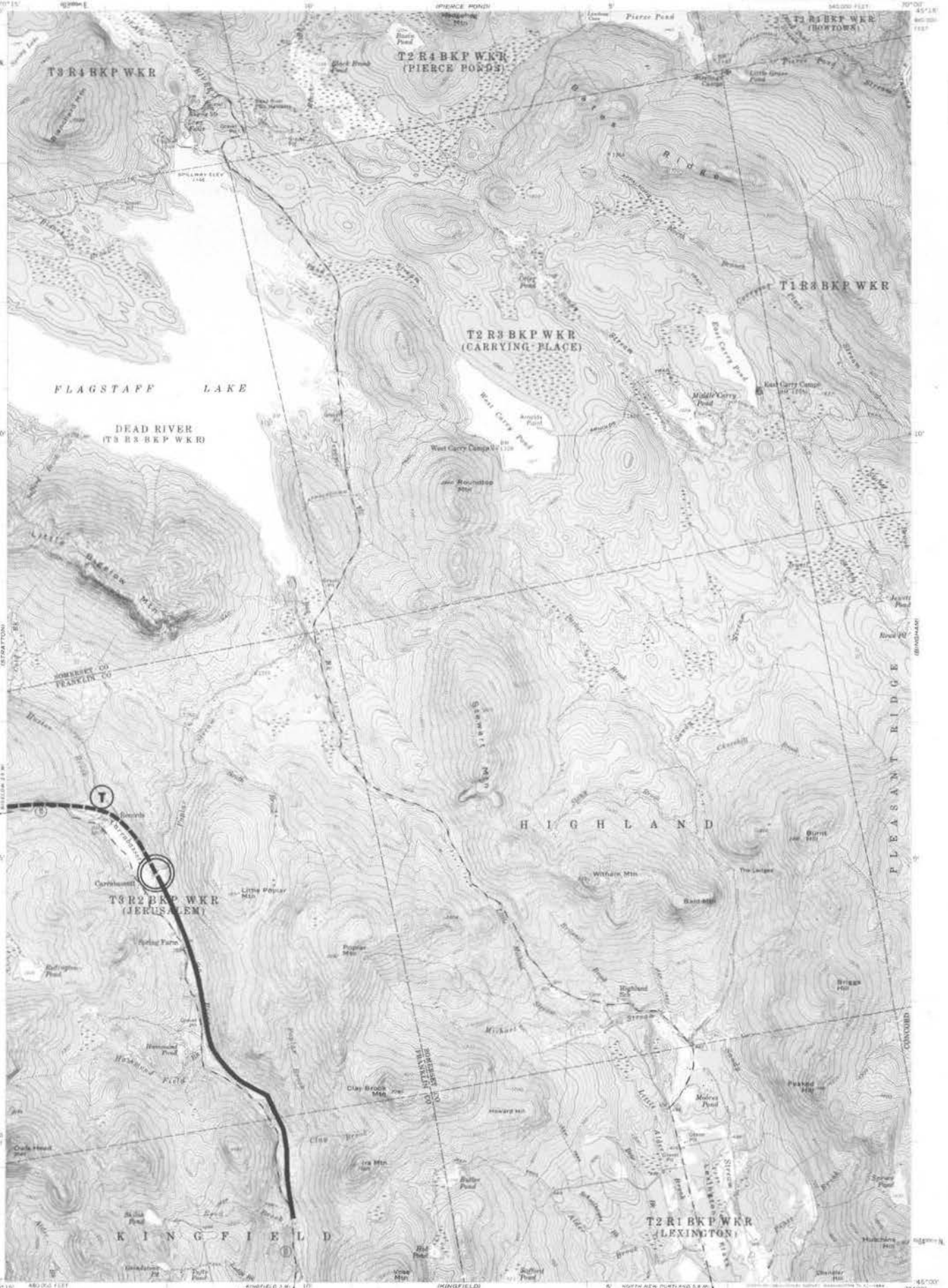
Polyconic projection. To place on 1977 North American datum show projection lines 60 feet north 10,000 feet and based on Maine (West) rectangular coordinate system 1500 meter Universal Transverse Mercator grid ticks.

PHILLIPS QUADRANGLE 70° 30' W. 45° 00' N.

PHILLIPS QUADRANGLE 71° 00' W. 44° 30' N.

PHILLIPS QUADRANGLE 70° 30' W. 44° 30' N.

H3



Mapped, edited, and published by the Geological Survey  
 Control by USGS and USGAGS  
 Topography by aneroid surveys 1924-1925  
 Revised 1954  
 Publication information 1927 North American system  
 10,000-foot grid based on Meade coordinate system.

KINGFIELD  
 SCALE 1:50,000  
 NORTH ARCTIC NORTH AND S.W. OR  
 QUARTER SECTION 13 W

ROAD CLASSIFICATION  
 Medium duty Light duty  
 Unimproved dirt  
 State Road

s.r. & r.l. / sec.B

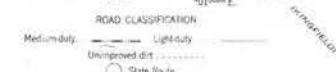


# H4



Mapped, edited, and published by the Geological Survey  
Control by USGS and USC&GS

Topography by plane-table surveys 1907-1928  
Revised 1956  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Maine coordinate system



40000 FEET

40000 FEET

40000 FEET

From: Rumford - Kennebago, Oxford County, Franklin County

Total length of abandonment: 52 miles

LOCATION: This standard gauge rail-road line, owned and operated until abandonment in approximately 1938 by the Maine Central Railroad runs between Rumford in northern Oxford County and Kennebago in Franklin County via the towns of Mexico, Roxbury, Byron, unincorporated twps. D, Rangeley T3R1, Lower Cupsuptic T4R3, Davis T3R3 and T3R4 twp. - a distance of some 52 miles.



LEGAL STATUS: Reversion clauses in the original charter have returned the right-of-way to abutting landowners and a significant section of the line is now owned by the International Paper Company of New York City and the Brown Company of Berlin, New Hampshire.

RIGHT-OF-WAY  
APPALACHIAN TRAIL  
INTERSECTION TWP. D

CONDITION: The condition of the right-of-way is either excellent for trail use (due to considerable vehicular activity associated with logging operation in the area), or totally overgrown and unreclaimable. There is almost nothing in terms of condition between the two extremes. The principle problem with this right-of-way stems from poor condition for several miles near Rumford in the south and Rangeley in the north, effectively isolating any future trail that might be instituted.

POINTS OF ACCESS: The portion of the right-of-way with trail potential is accessible only via north-south Route 17 medium duty connecting Rumford and Rangeley, for many miles running parallel to the railroad grade and the Swift River.

SERVICES: Rumford: all major services including bus service to Farmington and Lewiston.

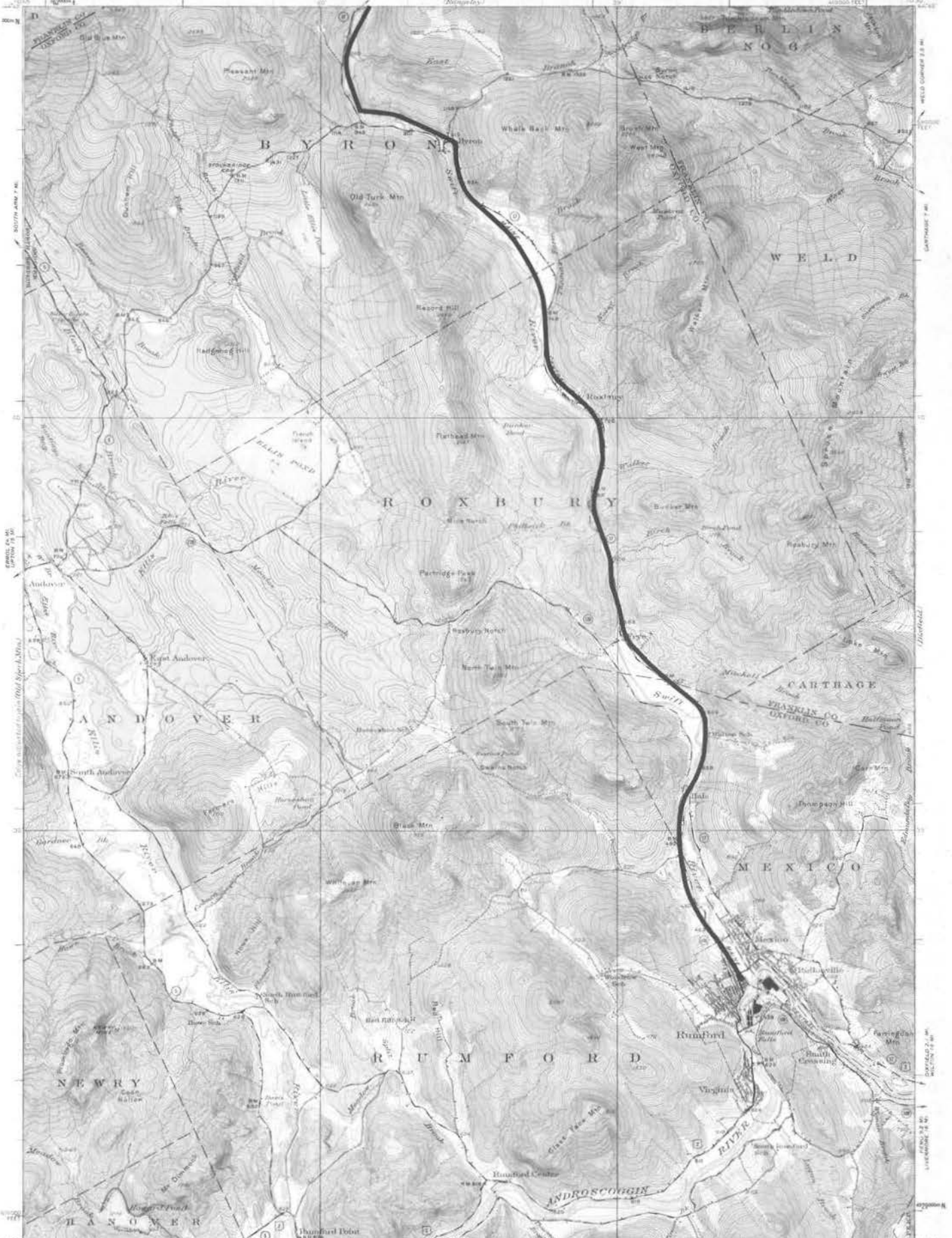
TRAIL DESCRIPTION: The right-of-way itself leaves Rumford to the north and runs parallel to the Swift River for some 18 miles crossing it from the west bank to the east bank in Hale, approximately 3 miles north of the city. Unfortunately, despite the very attractive country through which the river and the right-of-way pass, the grade itself is in such poor condition that reclamation would be prohibitively expensive. It is not until the right-of-way reaches Houghton, a small clearing at mile 18 with four or five widely scattered houses that it becomes passable, connected with Route 17 by a dirt road that in fact is a result of the vehicular activity mentioned above, now part of the same "road".

At this point, the right-of-way bears away from Route 17 and heads in a northwesterly direction through dense woods, entering at approximately 3 miles from Houghton, a narrow gorge formed by the Berdeen Stream. Thus it continues for another 3 miles through varying degrees of enclosure by the high hills on either side at a fairly constant 1680 foot elevation until it reaches a point known locally as "summit". At this point it is intersected by the Appalachian Trail (a point some 285 miles to Mt. Katahdin and 2,000 from the endpoint in Georgia). The right-of-way begins a long downgrade at "summit", losing 140 feet of elevation in a little over one mile as it approaches the east shore of Mooselookmeguntic Lake with a tiny settlement named Bemis. Continuing past the cluster of buildings the right-of-way vaguely follows the contour of the lake another 6-1/2 miles through gently sloping woodland into Rangeley Twp., intersecting Route 17 at a point known as Macy, some 3 miles south of Oquossoc and 8.5 miles by side road to the town of Rangeley.

From Macy it would be necessary for a trail user to cover the 3 mile stretch along Route 17 into Oquossoc, at which point he could travel east toward Rangeley on Route 16 or continue further north along the right-of-way toward Kennebago. On leaving Oquossoc to the north, the line crosses the Rangeley River where the old trestle is now out and a short bypass over another bridge 100 yards upstream must be made. Once on the west side of the Rangeley River the right-of-way continues north, intersecting Route 16 at a point approximately 1.2 miles north of the town. On the north side of this intersection, the Brown Company maintains the right-of-way for logging vehicles and plows it in the winter. This excellent condition is prevalent for the next 10-1/2 miles all the way to Kennebago, along the Kennebago River through Lower Cupsuptic, Davis and T3R4 twps. From Kennebago north toward Canada, of course, there is an almost limitless network of unimproved dirt roads and footpaths, jeep trails, etc., and were the trail user to wish, he or she could continue beyond Kennebago via the Beaver Pond Tote Road 15 miles to a settlement known as Big Island on Big Island Pond in Seven Ponds Twp. T3R5. Beyond that point another 12 miles through Alder Stream Twp. T2R5 and Jim Pond Twp. T1R5 and the hiker would intersect the Arnold Trail now Route 27 medium duty, approximately 5 miles from Eustis and 11 miles from Stratton.

PROPOSED ACTION: The Houghton-Kennebago railroad right-of-way section, if considered relative to the miles of potential trail in the north, connecting eventually to Stratton and the Carrabassett Trail in Bigelow, could become an important section of a statewide system, providing a more stable and passable route through that section of the state than the relatively rough Appalachian trail - a footpath never intended for other trail uses.

The isolation of the termini at Houghton, Oquossoc and Kennebago, and even more important lack of public transportation and overnight facilities, present some formidable problems in establishment of the trail. The success of this right-of-way as a well-maintained and frequently used trail would then depend, beyond permission of the various private and corporate landowners, on the sophistication of the envisioned state trail network. By itself, the right-of-way is next to useless. It would neither attract long distance users nor even local people from the Rumford area. As a link in a longer trail, however, composed of other right-of-way trails such as the Danville-Canton line to the south, it could become an important seg-



Map by W. P. McKinley, J. M. Howe,  
O. E. Sisson, W. I. Chasely, and T. T. Rainier,  
Surveyed in 1927

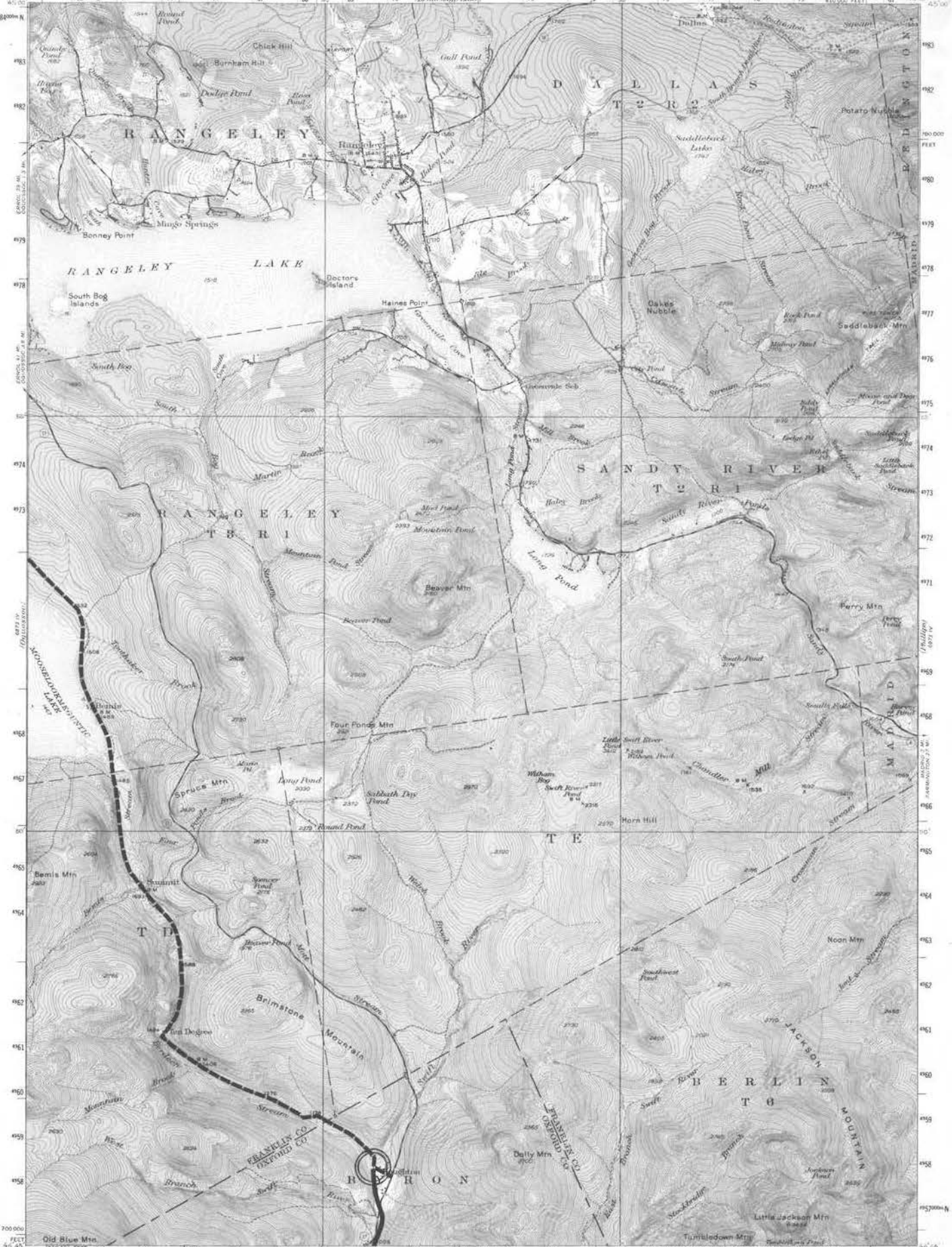
HANDY 24 MI.  
SCALE 1:62,500

SCALE 1:62,500  
4 MILES  
4 KILOMETERS

Physical features, 1927; North American Datum  
10,000-foot grid based on Maine (West)  
contour interval system  
1000-foot Universal Transverse Mercator grid ticks,  
see 10, then in blue

11

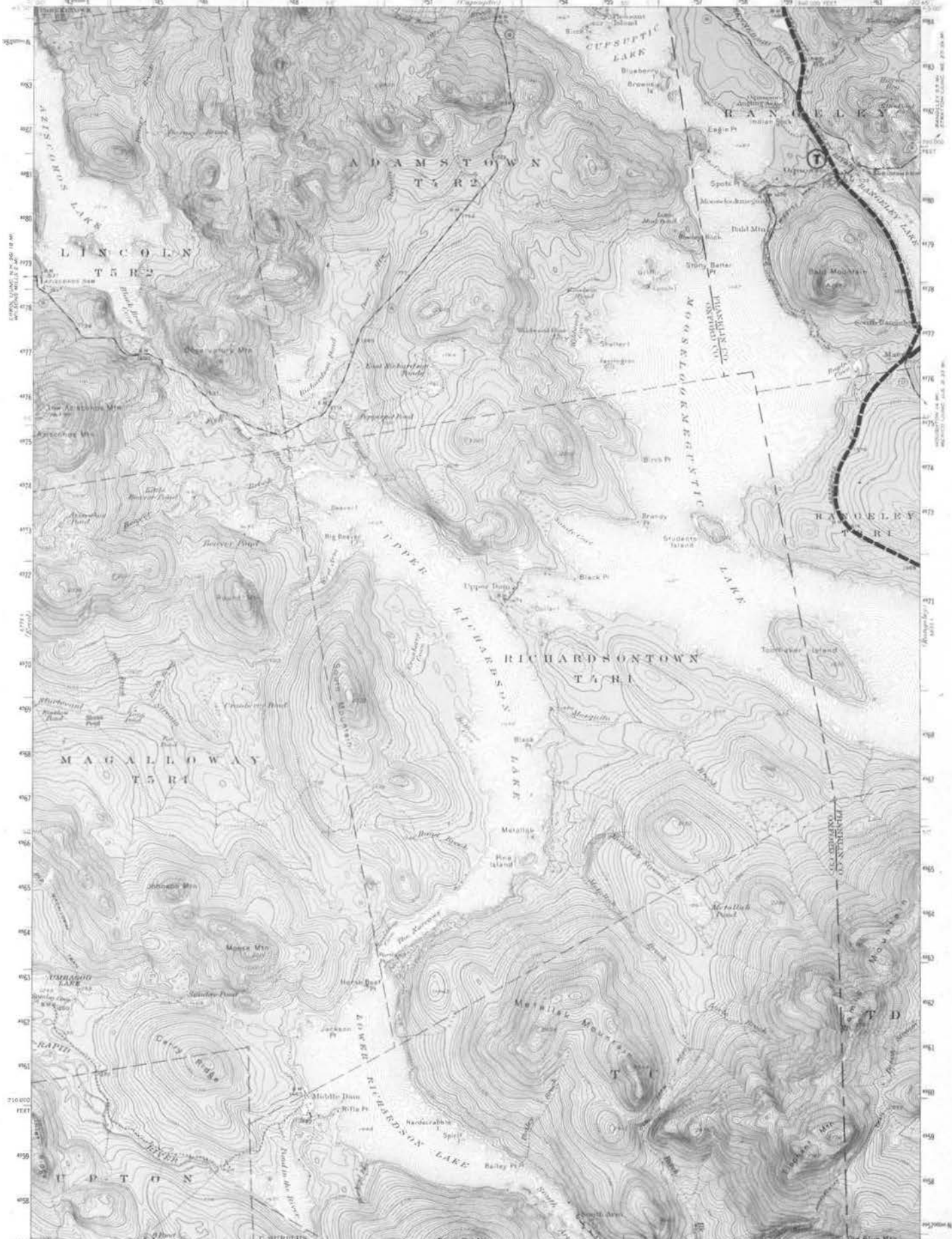
houahton - kennebaao



Topography by W.K. McKinley, S.E. Clement, B.P. Fayer, and R.E. Hamke. Culture and drainages in part compiled from aerial photographs taken by Air Corps Survey in 1933. Revised in 1949.

Scale 1:62,500  
 CONTOUR INTERVAL 20 FEET  
 U.S. CUSTOMS AND FOREIGN TRADE COMMISSION

Projection: 1927 North American datum  
 10,000-foot grid based on Maine (West) rectangular coordinate system  
 1000-meter Universal Transverse Mercator grid ticks, zone 19, shown in blue



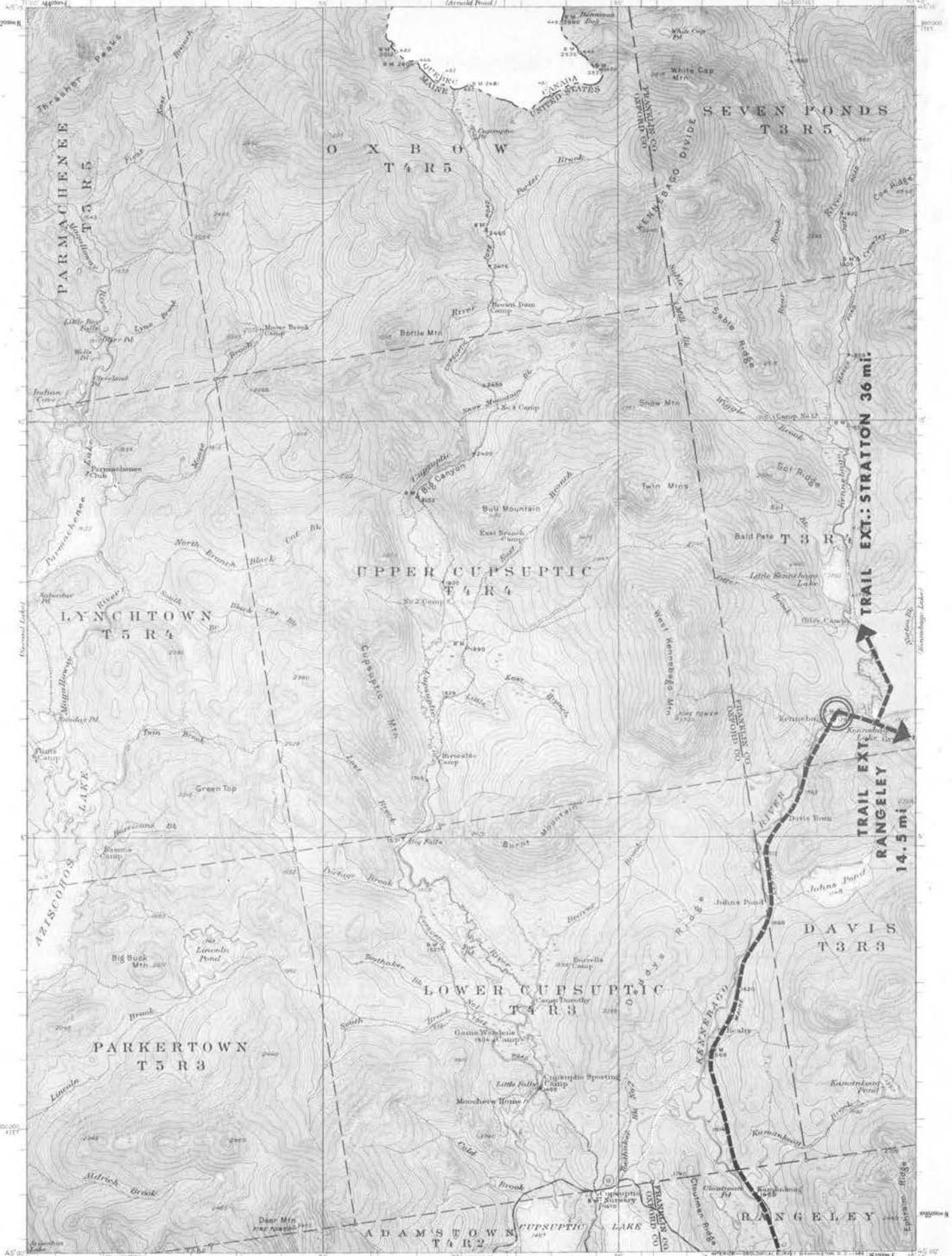
**ROAD CLASSIFICATION**

Medium-duty ——— Light-duty ———  
Unimproved dirt ———



CONTOUR INTERVAL 20 FEET

Polyconic projection. To place on 1927 North American datum  
move projection lines 50 feet north  
10,000-foot grid based on Maine (West)  
rectangular coordinate system  
1000-meter Universal Transverse Mercator grid ticks,  
zone 19, shown in blue



TRAIL EXT. STRATTON 36 mi.

TRAIL EXT. RANGELEY 14.5 mi.

SCALE 1:62500  
MILES 0 1 2 3 4  
KILOMETERS 0 1 2 3 4

Photographic scale 1:100,000  
1000-meter Universal Transverse Mercator grid ticks, zone 19, shown in blue

Topography by Frank Lauer, W.D. Brown, R.L. Marc, G.H. Ponce, & E. Haines, 1957  
International Boundary Commission Surveyed in 1933

ROAD CLASSIFICATION

DUPONT... ME

From: Hartland, Somerset County to Harmony, Somerset County

Total length of abandonment: 10.5 miles

LOCATION: This standard guage line abandoned circa 1960 by the Maine Central Railroad runs between the towns of Hartland and Harmony, Maine in southeastern Somerset County.

LEGAL STATUS: Because of reversion clauses in the original railroad acquisition agreements, the right-of-way is presently in private hands, divided among a number of landowners, two or three with significant holdings.

CONDITION: Portions of the line have been used for vehicular traffic and are in excellent condition, especially that segment near the northern end of the line, but other portions vary from overgrown but reclaimable to impassable and unrealistic for reclamation. In several areas the local Snow Devils Snowmobile Club of St. Albans has done some clearing of brush and the right-of-way is used extensively by that and other snowmobile clubs in the area.



HARMONY

POINTS OF ACCESS: Access between the two towns of Hartland and Harmony is difficult owing to the relative wildness of the terrain through which the line travels. The right-of-way intersects the Athens road (medium duty) just west of Hartland (3/4 mile) but is otherwise inaccessible at the southern end, save one circumferential road around Great Moose Lake which serves several private camps. An unimproved dirt road intersects the line at Mainstream Station off Route 154 (medium duty) at a point approximately 1 3/4 miles southeast of Harmony and the line ends at an intersection off Route 154 in Harmony Village.

SERVICES: Service facilities include: gas, grocery, hardware, garage, church, mail and telephone in Hartland (but are restricted to) general store, gasoline, mail and telephone in Harmony.

TRAIL DESCRIPTION: The topographic variety and scenic character of the area make the right-of-way an attractive potential trail, but problems with land ownership patterns and degeneration of the embankment subsequent to abandonment pose major problems for realization of a trail along this line. Inaccessibility precludes any detailed on-site inspection for a major segment at the southern end of the right-of-way but from what investigation



was conducted it is apparent that the line is overgrown as it leaves the town of Hartland (at 275 foot contour) in a northerly direction toward Great Moose Lake. On reaching the eastern shore of that attractive body of water, it runs by a number of summer camps and the trail, if instituted, would have to be re-routed at that point to the private unimproved circumferential road behind these dwellings. On leaving the northeastern shore of the lake at the town line of Hartland and Harmony the line proceeds across a small marsh on an elevated embankment and up a gentle grade to a 290 foot elevation, continuing along a low wet boggy area between two hills which rise up over 150 feet to either side and then proceeds on a straight path toward the mainstream station.

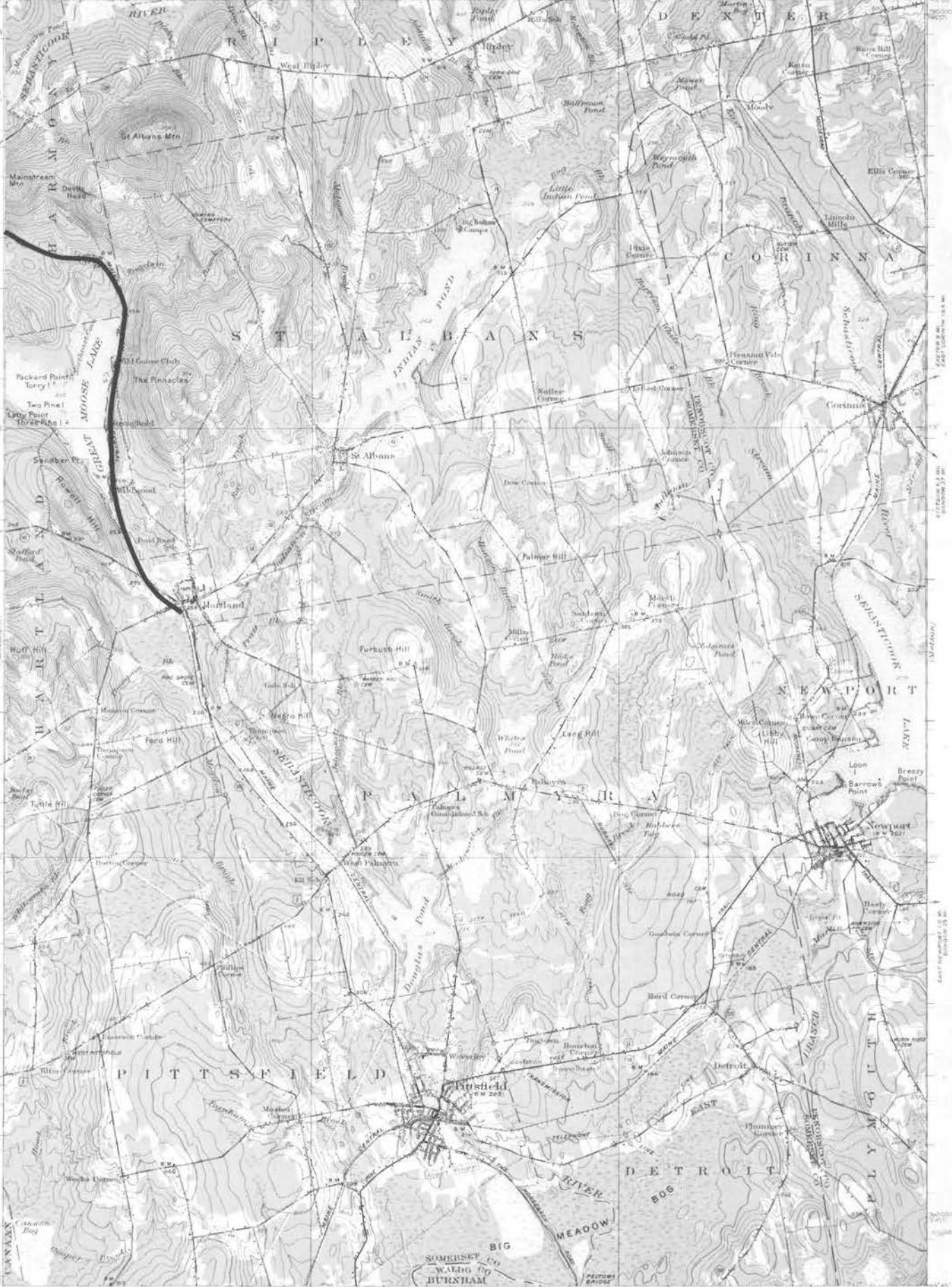
(Distance town line - mainstream station 3 1/2 miles. Note: the "station" is not part of any larger settlement and appears always to have been a domestic structure).

From mainstream station the line improves markedly in its condition, still overgrown but solid and reclaimable. It continues in this condition for approximately 1 mile when it intersects a logging operation in thick woods. From that point, 1.25 miles southeast of Harmony, the right-of-way proceeds into the town as a well maintained, passable trail, suitable for vehicular travel. Four trestles are out along the line, one north of Hartland 1.25 miles over a waterway connecting Great Moose Lake and Douglas Pond to the south; one at a point known as Cyrs, just north of Great Moose Lake near the town line; one at Mainstream Brook 1/2 mile west of Mainstream Station; and the fourth at Ferguson Brook 3/4 mile northwest of the station.

PROPOSED ACTION AND RECOMMENDATIONS: The Hartland-Harmony line is presently a very attractive trail, with wide exposure to a variety of topographic features and other natural elements. The relative wildness of the local terrain would add markedly to the intrinsic value of a trail along the line.

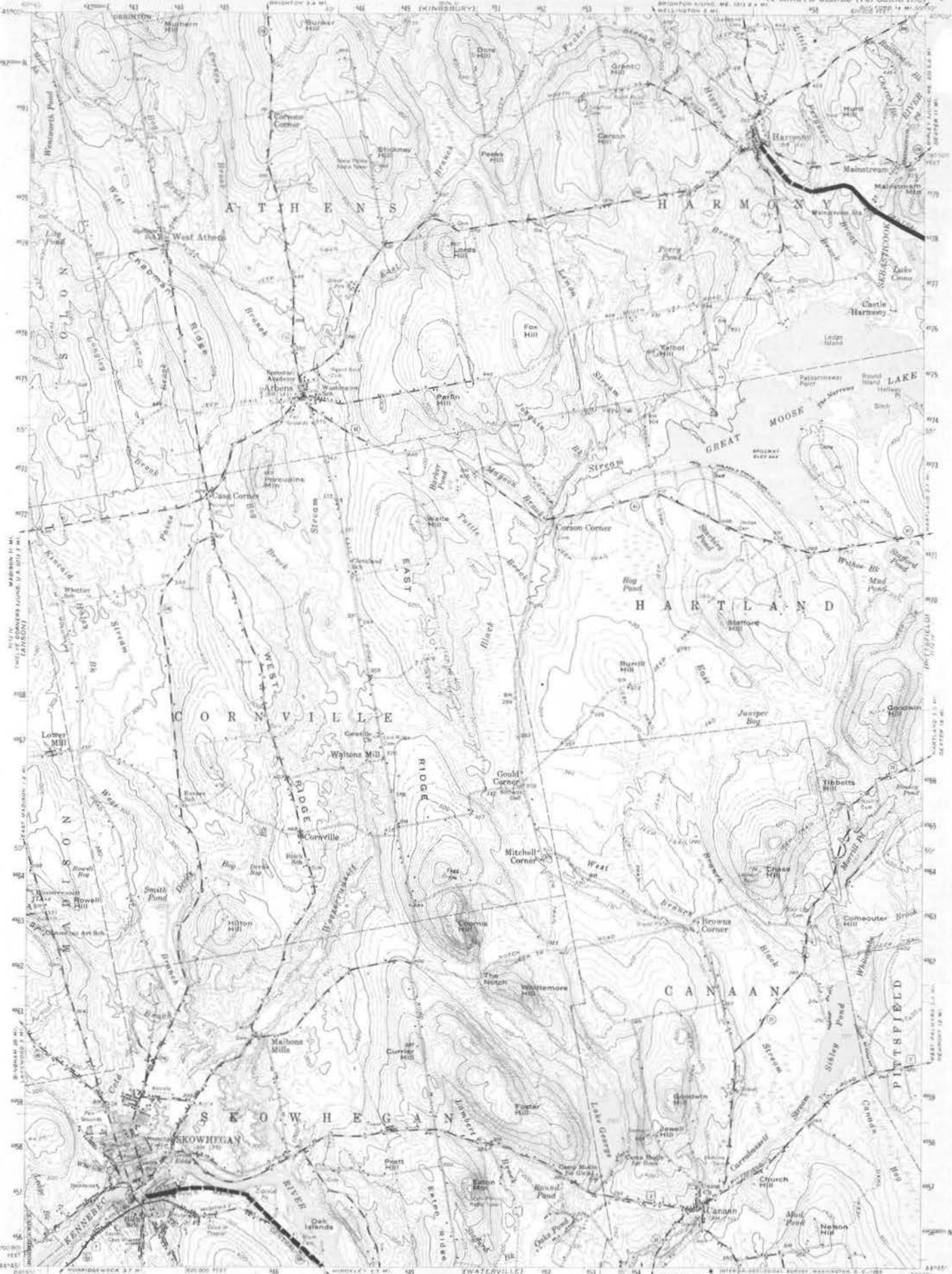
However, significant expenditure would be necessary for reclamation activities, and re-routing along private dirt roads is imperative at certain points along the line, most notably the segment along Great Moose Pond.

The right-of-way is used however by three local snowmobile clubs for their activities with permission from the various landowners. They are: Heart of Maine Snowmobile Club - Harmony, Snow Devils - St. Albans, Big Indian Fish & Game Snow Sledgers - Hartland. These clubs are anxious to cooperate in any reclamation effort and contingent on availability of funds and landowner cooperation along the route, further study and consideration is advisable.



J1

hartland-harmony



J2  
P2

Maped, edited, and published by the Geological Survey  
Control by USGS

Topography from aerial photographs by helix printer  
Aerial photographs taken 1953. Field check 1955.  
Polyconic projection, 1927 North American datum  
1:250,000 and based on M. S. 1000 meridian



ROAD CLASSIFICATION

Heavy duty	Light duty
Medium duty	Unimproved dirt

s-s/h-h

From: Bangor to Old Town in southern Penobscot County

Total length of abandonment: 10 miles

LOCATION: This abandoned electrified rail line left Bangor via city streets and entered its own right-of-way (ROW) at a point near the intersection of Essex Street and Stillwater Avenue. Running north-east through the Caribou Bog, the line came to the town of Stillwater where it crossed the Stillwater River. Finally it ran through some woodland and entered the city of Old Town, again on the city streets.

LEGAL STATUS: Since the line was abandoned (probably in the early 1930's) most of the right-of-way seems to have reverted to many private landowners. The section from Old Town to Stillwater and a short segment across the Stillwater River, however, runs along the boundary of the University of Maine forest and may be owned by that school.

CONDITION: The section running out of Bangor through the bog to Forest Avenue in the town of Orono remains passable on foot or snowmobile but has developed drainage problems and is, at certain points, a muddy road. From Forest Avenue to a point near Newman Hill, the right-of-way is a gravel surfaced road used by trucks while the section from the end of this road into Stillwater is again a passable trail that enters the town between two residences. The line once crossed the river on a bridge, now dismantled, and for a quarter-mile ran along the street. This section has now disappeared completely. From the main road, through the University Forest to a street at the edge of the City of Old Town, the right-of-way is more overgrown than other sections but probably passable, at least on foot.

POINTS OF ACCESS: Both ends of the trail are easily accessible from the two cities it joins and midpoints are accessible by back roads. The Bangor terminus can be reached via a short street running west from Stillwater Avenue. Between this point and the town of Stillwater, access is possible by a medium duty turning to unimproved dirt road that heads northwest from Stillwater Avenue. Forest Avenue in Orono also crosses the right-of-way, about 1-1/2 miles west of Stillwater Avenue. In Stillwater, it joins Route 16 in a residential area and leaves the town across the river again behind some houses. After passing through the forest where it can be reached by a dirt road, the right-of-way terminates where it joins a main street.

SERVICES: Complete services are available in the cities of Bangor and Old Town and the town of Orono. The only campground near the trail is on Pushaw Lake, 2 miles northwest of the right-of-way via Forest Avenue. Scheduled air and bus service to distant points is available in Bangor. (Direct bus routes by Greyhound run from Bangor to Portland and Boston via Lewiston or Rockland, to Montreal via Farmington to St. Stephen via Ellsworth and to Bar Harbor via Bucksport. The Bangor and Aroostook bus company has a line from Bangor to Fort Kent via Presque Isle). Only one local bus line is operating in the area. The Hudson Bus Lines run from downtown Bangor through Veazie, Orono, the University and downtown Old Town to Great Works. Via this route it would be possible to travel in one direction be-

tween the cities of Bangor and Old Town on the trail and return by bus.

TRAIL DESCRIPTION: With the proper rehabilitation of the surface, this right-of-way may be used for almost its entire original length. Starting at the Bangor end, the trail heads northeast through a small wetland, across a stream and into the Caribou Bog. At the east side of the bog, the trail crosses Forest Avenue, at a distance of 9-1/2 miles from the start where it runs as a dirt road along the bog. Changing back to a trail, the right-of-way reaches Route 1- in the town of Stillwater. Here the trail user must cross the river or the city streets and pick up the trail again along Route 2A in Orono. The final section of 1-1/4 miles runs to the edge of Old Town where the trail user can use the streets to reach the downtown area.

PROPOSED LENGTH OF TRAIL - 10 miles

PROPOSED ACTION: Being located in the Bangor-Old Town area (population 65,000) gives this right-of-way great potential as a scenic local trail. The surface condition is now suitable for at least hiking and snowmobiling and some regrading and filling would make the trail useable for most other activities. Since this trail would seem to be primarily of local interest, the proper action would be to make the appropriate city authorities aware of this potential recreational facility and offer whatever assistance is available to establish the trail.



BUCKFIELD CENTER

SHAWMUT - SKOWHEGAN ROW

From: Shawmut, Somerset County to Skowhegan, Somerset County

Total length of abandonment: 5 miles

LOCATION: This standard guage line abandoned circa 1960 by the Maine Central Railroad runs between Shawmut and Skowhegan in southern Somerset County through Nyes Corner and Hinckley.

Although there is no rail activity between Shawmut and Skowhegan (a total length of approximately 16 miles), the section offered for sale at present is 5 miles in length from just south of the Skowhegan city line running for the most part a course parallel to and in between the Arnold Highway Route 201 (medium duty) and the Kennebec River. The right-of-way considered here intersects Route 201 once, at a point approximately 3 1/2 miles south of the northern terminus at Skowhegan and at all times lies within 1/2 mile of Route 201; more than half the time within 100 feet.



SHAWMUT

LEGAL STATUS: Because of fee simple acquisition at the time of construction, the right-of-way is owned by the Maine Central and no reversion clause is in effect. Adjoining landowners have apparently made no effort to acquire any of the section under discussion.

CONDITION: Generally speaking the right-of-way is in good structural condition with no removed trestles. At least 1 mile of the section under consideration is however still rough roadbed with ties, and apparently has not been used for any vehicular purpose subsequent to abandonment.

POINTS OF ACCESS: Although the line runs within a few feet of Route 201 at several points, the only legal access at present is at the intersection point with Route 201 mentioned above and at the terminus in the city of Skowhegan.

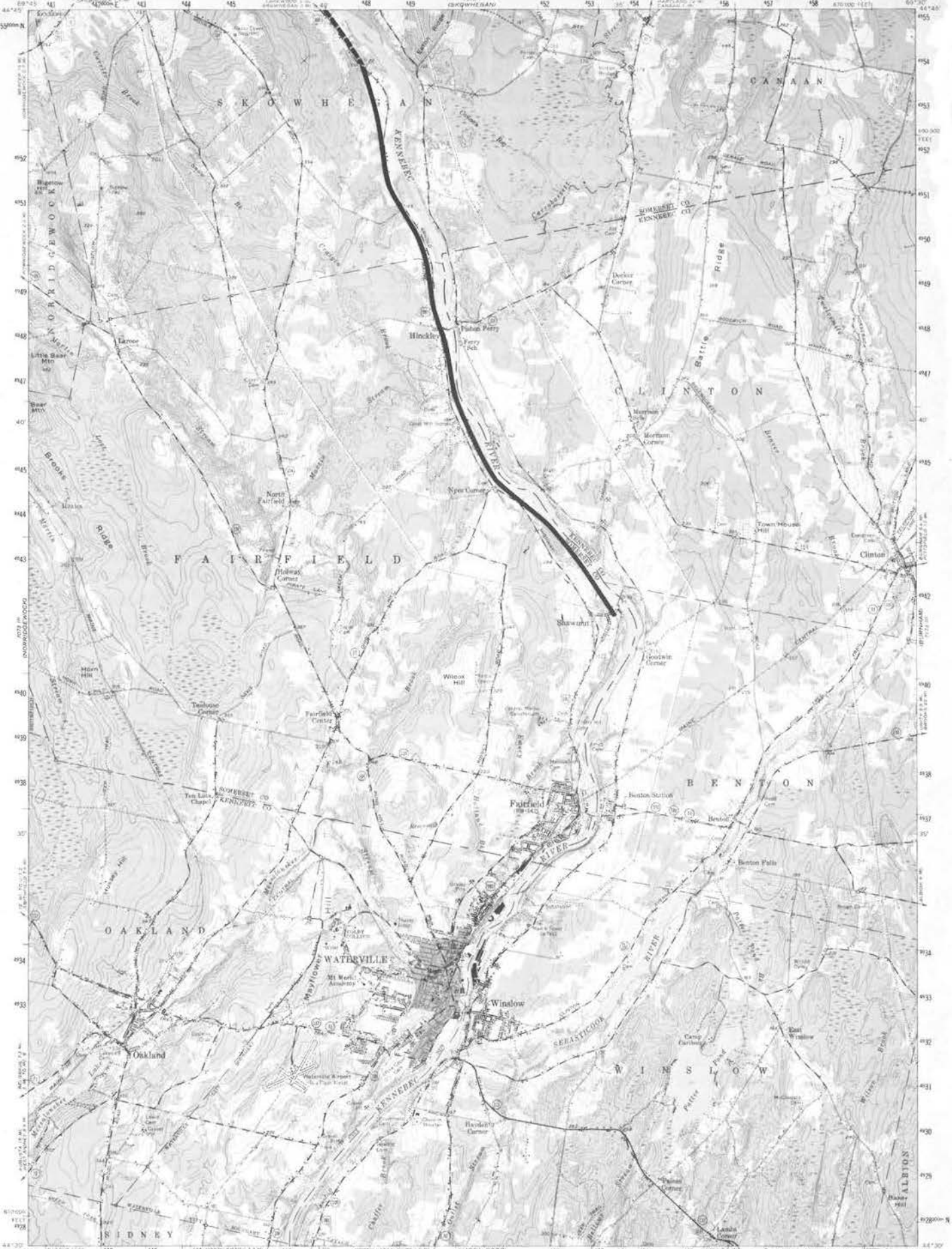
SERVICES: All major services are available in Skowhegan.

TRAIL DESCRIPTION: The right-of-way under consideration here, runs a level course at the 150 foot contour along the west bank of the Kennebec. The topography is low gently sloping farm and pasture land with no distinctive natural or cultural features, save its proximity to the river. At a section approximately 2 to 2 1/2

miles south of the northern terminus and approximately 1 mile north of the intersection access point on Route 201, the right of way-passes through the "front yards" of 5 houses at a distance of only a few feet from the road. (At several other points along the entire 5 mile section the right-of-way runs close to the back side of several other structures.) Approximately 2 miles south of Skowhegan it leaves Route 201 and proceeds north through second growth woodland as it approaches the city. (There is evidence that this short stretch of about 1 mile is currently used for trail related activities by local residents.) The right-of-way passes a gravel pit operation to the N.W. and enters Skowhegan at a lumberyard oil storage depot in a very economically depressed section of the city.

PROPOSED ACTION: It is determined that, although the Kennebec River is an attractive feature to the area, the right-of-way at no point runs close enough to make the rivers presence anything more than a distant view, with no water oriented recreational activities available. Moreover, the trail's close proximity to Route 201, a heavily traveled road with a high incidence of truck traffic, its path within only a few feet of a number of dwellings, its unattractive access points and its lack of connection with any other hiking or camping area, make it a low priority consideration.

NOTE: Should the Department of Transportation acquire the land, as it has indicated a willingness to do for purposes of road straightening and widening, the possibility exists for a vehicle oriented, scenic rest area on the west bank of the Kennebec River. Such a facility could be very attractive for picnicking, short nature trails and other motor related activities.



P1

shawmut - skowhegan

Maped, edited, and published by the Geological Survey.  
Control by USGS and USCAOS  
Topography by photostereo surveys 1943  
Revised 1946 and 1952  
Original compilation, 1927 North American Datum

SCALE 1:62,500  
NAD 83  
UTM  
METERS

ROAD CLASSIFICATION  
Heavy-duty Light duty  
Medium-duty Unimproved dirt



POLAND - CANTON LINE

From: Auburn, Androscoggin County to Canton, Oxford County

Total length of abandonment: 41 miles

LOCATION: This standard gauge line abandoned circa 1945 by the Maine Central Railroad runs between Danville in southwestern Androscoggin County and Canton in western Oxford County via the towns of Poland Springs, Poland, Mechanic Falls, West Minot, Hebron Station, Buckfield and East Sumner.

The section investigated here extends from Poland at or near the old railroad station to the town of Canton.



OLD STATION AT POLAND

On numbered highways the southeastern entrance point at Poland is approximately 10 miles from Lewiston, 30 miles from Augusta and 44 miles from Portland. The northern terminus of the trail at Canton is approximately 30 miles from Lewiston, 30 miles from Augusta and 60 miles from Portland.

The total population of these three major metropolitan areas is approximately 290,000 persons. The total population of that area within 50 linear miles of the trail midpoint is in excess of 400,000 persons, and although specific figures for seasonal population trends are unavailable, the attractiveness and popularity of the area would add significantly to the potential user total of the proposed trail.

TOTAL LENGTH OF PROPOSED TRAIL: Approximately 36.25 miles

LEGAL STATUS: Because of reversion clauses in the original railroad acquisition agreements, the right-of-way is presently in private hands, ranging from small landowners in towns through which it passes to such major parties as Timberlands Inc. of Dixfield which owns a significant length of right-of-way between Buckfield and Canton.

CONDITION: Generally speaking the right-of-way has survived in excellent condition and is, at present, suitable for all trail related activities including bicycling. Three bridges were removed by the Maine Central at abandonment and a few sections of the line are now impassible necessitating alternate route travel for comparatively short distances. In large part the good condition of the right-of-way is due to efforts by the following local snowmobile clubs: (1) Streaked Mountaineers Club - Buckfield, (2) Bouncing Bogies - Hebron (3) Bog Hooters - Mechanic Falls. These organizations have done considerable work

in maintaining the right-of-way in the past through limited filling and grading operations, bush cutting, trash pickup, sign posting including the marking of hazardous points and general surveillance activity.

POINTS OF ACCESS: Access points are varied and numerous along the right-of-way in the form of medium duty, light duty and unimproved dirt roads at regular intervals. In our opinion, none of these roads is large enough to constitute a serious hazard to cautious travellers along the trail. Access is provided at the following points:

Poland	Route	26	medium duty
Mechanic Falls	Route	121	medium duty
West Minot	Route	119	medium duty
Hebron Sta.	Route	124	light duty
Buckfield	Route	117	medium duty
East Sumner	Route	219	medium duty
Hartford	Route	140	medium duty
Canton - Pine Grove	CG - private road		light duty

SERVICES: Service facilities, like access points are numerous but varied. A partial list is as follows:

Poland: Mail, telephone, general store, garage, church

Mechanic Falls: Mail, telephone, department store, ski shop, grocery, garage, church - busses to and from Lewiston every two hours

West Minot: Mail, telephone, garage, general store, church

Hebron Station: Mail, telephone, general store, gasoline

Buckfield: Mail, telephone, dry goods, grocery, ski shop, garage, hardware, church

East Sumner: Mail, telephone, gasoline, general store, church

Hartford: Mail, telephone, general store, gasoline, hotel, Green Acre Inn

Canton: Mail, telephone, general store, garage, grocery, church, busses to and from Lewiston twice daily

TRAIL DESCRIPTION:

POLAND STATION - MECHANIC FALLS: The right-of-way, on leaving Poland Station runs a level grade at the 320 foot contour line in good condition into Mechanic Falls. At 1/2 mile after leaving the proposed entrance point a bridge is out as the trail passes over Range Brook, but the granite abutment remains in sound condition. From this point into Mechanic Falls it continues on an elevated embankment. This entire section, with the exception of the missing trestle is well cleared of vegetation and easily reclaimable. (Distance Poland Station - Mechanic Falls 4 miles)

**MECHANIC FALLS - WEST MINOT:** The right-of-way leaves Mechanic Falls in a northerly direction in good condition passing over a magnificent granite arch bridge at 3/4 mile. The right-of-way is lost however between a point approximately 1 mile north of Mechanic Falls and the town center of West Minot because of road construction subsequent to abandonment. Where the right-of-way becomes new Route 124 at the 1 mile point, a fairly direct and very attractive alternate route via an abandoned or at least presently unused dirt road known locally as "Jackass Annie's Way", makes travel safe and easy between the two points. Some clearing of the alternate route will be necessary. (Distance Mechanic Falls - West Minot 5 miles).



GRANITE TRESTLE -  
MECHANIC FALLS

**WEST MINOT - ROUTE 119:** At West Minot the right-of-way again picks up across Route 119 from the old West Minot depot (now a house). The elevation at this resumption point is slightly higher at 350 feet and the right-of-way continues from the depot in good condition, crossing Bog Brook at 1 1/2 miles (where another bridge is out with a good abutment) and beyond the brook 1 1/3 miles at which point it again intersects Route 119. (Distance West Minot Depot - intersection Route 119 - 3 mi.)



WEST MINOT DEPOT

**ROUTE 119 TO HEBRON STATION:** Here the trail continues in poorer condition and while not impassable an alternate route is suggested along Route 119 north 2 1/2 miles and on Route 124 east 1/3 mile to Hebron Station (little more than 1 house, colorful general store and an old loading dock and railroad building). (Distance Route 119 - Hebron Station 2 5/6 miles).

**HEBRON STATION TO BUCKFIELD:** At Hebron Station the trail resumes again in excellent condition at the 360 foot contour and travels north across attractive wetlands on an elevated embankment toward Buckfield. The 360 foot elevation remains constant as does the excellent condition of the embankment the entire distance between Hebron Station and Buckfield (5 miles). Buckfield is a larger town than West Minot and provides a very attractive stop over point for right-of-way travellers.



CABOOSE, BUCKFIELD

Buckfield however appears to have no in-town overnight facilities. An old caboose marks the end of the right-of-way as one enters town. Then, with a short walk through the town center and across the Nezinscot River it is possible to once again pick up the right-of-way.

**BUCKFIELD TO EAST SUMNER:** From Buckfield the right-of-way remains in excellent condition and proceeds north on dry ground adjacent to the west bank of the Nezinscot East Branch, which comes close enough in a couple of places to provide good swimming. After a distance of 4 1/2 miles the right-of-way crosses Route 140 approximately 1 mile south of East Sumner where an alternate route along that road must be followed into the town. East Sumner itself is a typical small agriculturally oriented Maine village with an active historical society and many fine examples of early 19th century domestic and municipal architecture. (Distance Buckfield - East Sumner 5 1/2 mi.)



VILLAGE CHURCH, E. SUMNER

An alternate route along Route 140 should again be taken on leaving town since the right-of-way continues impassable to a point just north of Hartford Center where it once again picks up in good condition. At the halfway point on this alternate route is located the Bunganut Rest area with tables and barbeque facilities. (Distance East Sumner - Hartford via alternate route 2 1/2 miles)

**HARTFORD - LAKE ANASAGUNTICOOK:** From the right-of-way resumption point on the north side of Route 140, the right-of-way travels a level route across an attractive wetland and pond area (at 480 feet) and continues on through woods as it approaches Lake Anasagunticook to the north. Upon reaching the shore of the lake, the trail enters the Pine Grove Camp Ground, owned and operated by Timberlands Inc. of Dixfield. This is an excellent camping facility complete with all services necessary for the right-of-way traveller. (Distance Hartford-Pine Grove Camping area 4 miles).



PINE GROVE CAMP GROUND - CANTON

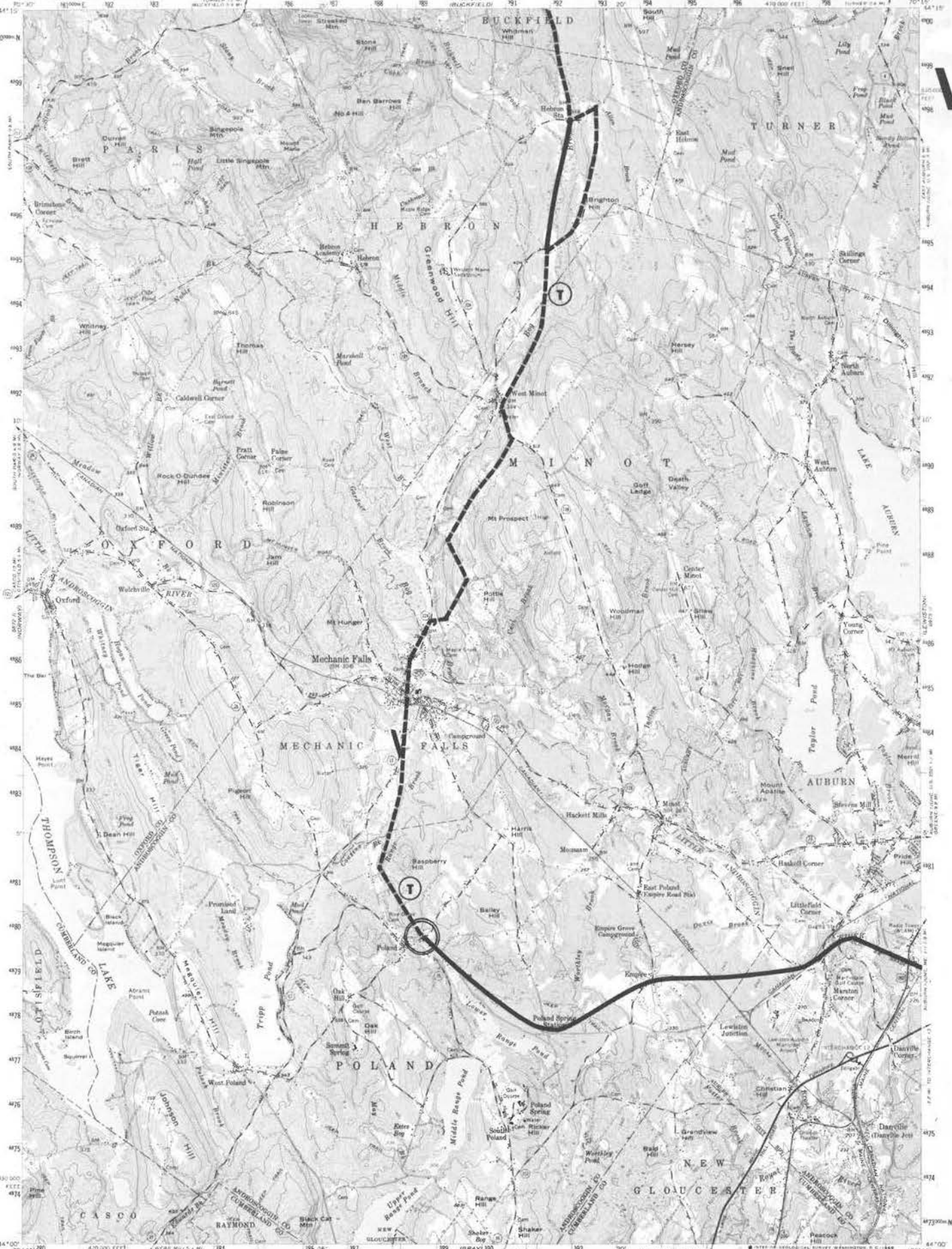
**PINE GROVE CAMP GROUND - CANTON:** The right-of-way into Canton along the lake shore is owned by several private camp owners and would be unrealistic as a public facility. From the camp ground, well marked and scenic roads connect the traveller with bus service and additional facilities in Canton. (Distance Pine Grove Camp Ground - Canton via roads 3 1/2 miles).

PROPOSED ACTION: This right-of-way is one of the longest, and most attractive in Maine. Its consistent high quality is an added advantage, necessitating only a comparatively small expenditure per mile. In fact, given utilization of recommended alternate routes, the only "front end" expenses would be in construction of two footbridges at the old trestle sites in Poland and Minot, and necessary trail markers.

It is therefore recommended that this right-of-way be considered a top priority item in development of a Statewide Trail System. (The Department may also rely on considerable support in any efforts at revitalization from the several local snowmobile clubs of the area which have expressed interest in the project.)



BICYCLING ON THE BUCKFIELD SEGMENT



W1

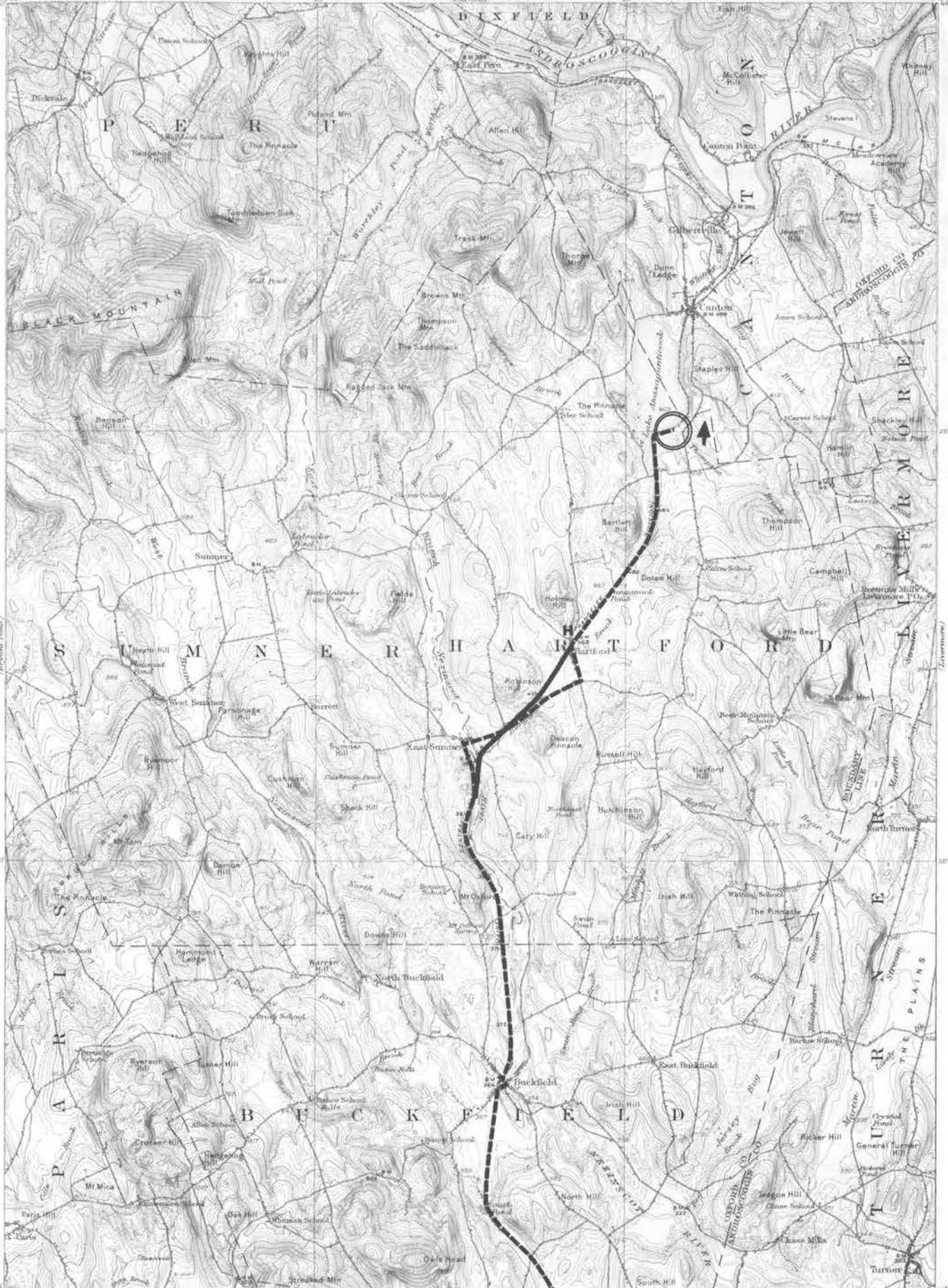
poland - canton

Mapped, edited, and published by the Geological Survey  
Control by USGS, USGS, and Maine Geologic Survey

Topography from aerial photographs by Keith and  
Aerial photographs taken 1953. Field check 1956.  
Polyconic projection. 1923 North American datum.  
10,000-foot grid based on Maine meridian datum.



W2



R. B. Marshall, Chief Geographer;  
Frank Sutter, Geographer in charge.  
Topography by Percy Munroe,  
Control by E. J. McNeil, F. J. McLaughlin and H. P. Pillsbury.



Published under authority of the Commissioner of the State of Maine.  
Polyconic projection. To give on 1927 North American datum  
true projection lines 80 feet north.

From: Hiram, Oxford County to Bridgton, Cumberland County

Total length of abandonment: 23 miles

LOCATION: This narrow gauge railroad ran at one time between Hiram in southern Oxford County, and Harrison in northern Cumberland County, a distance of some 23 miles as the southern terminus at Hiram, where it joined the standard gauge Maine Central White Mountains Line, northeast through East Hiram, Rankins Mill, W. Sebago, Denmark, Sandy Creek, Bridgton, N. Bridgton and Harrison.

TOTAL LENGTH OF PROPOSED TRAIL: (from Hiram-Sandy Creek) 15 miles.

LEGAL STATUS: As best as can be determined, a large number of landowners control the right-of-way section proposed for trail activities in this report. As in many other cases, several local snowmobile clubs have been using the trail, with either tacit or explicit permission, depending upon either the club or section in question.



HIRAM-SPANISH AMERICAN  
WAR MEMORIAL

CONDITION: The northern segment of the original line is now in poor condition and according to a Bridgton snowmobile club official, in need of significant work before it might be used by his members. The southern section, however, from Hiram to Sandy Creek, that section proposed for inclusion here, is in varying degrees of good condition. These range from excellent and suitable for all trail-related activities, to moderately good with a rough but firm vegetation-free surface. The embankment appears to be in excellent structural condition throughout, including a number of swampy areas through which it passes, and no significant filling or grading work seems called for. The snowmobile clubs mentioned above have participated in some trail maintenance. Especially notable in this regard are the Bridgton Easy Riders who have undertaken construction of three wooden bridges, each approximately five feet in width and suitable for all non-automotive traffic. These have been built at old trestle sites along the right-of-way where bridges were removed for scrap value at abandonment.

POINTS OF ACCESS: Because of a relatively poor East-West road network in this part of Maine owing to the presence of long North-South glacial lakes, the trail is somewhat difficult to approach from the Augusta and Lewiston areas. Both ends of the trail are readily accessible from Portland however, via Route 25 to Hiram and Route 302 to Bridgton, both heavy-duty roads. Through the main body of the trail access is sparse; it is generally restricted to unimproved dirt roads. Medium duty access includes Route 107 at Sandy Creek (2.5 miles) south of Bridgton and the Sebago Road in East Hiram. A light



duty road through W. Sebago also connects the right-of-way midpoint with Route 107.

SERVICES: Services are limited along the entire length of the trail. In Hiram they are restricted to a general store, church, mail and telephone. W. Sebago provides a seasonal general store (operational during summer months only) and in Sandy Creek there is again only a general store with mail and telephone service. Bridgton, being a much larger town than any of the others, offers a wide variety of services including a sizeable number of overnight facilities oriented toward the skiing tourist of the winter months but open year-round. These include 3 hotels, 5 motels and one campground in N. Bridgton. There is one bus daily passing through town en route to Portland from Montreal at 6:50 PM arriving in Portland at 7:45 PM (Vermont Transit).

TRAIL DESCRIPTION: Following the right-of-way in Hiram, the line leaves town on the south side of the Saco River and proceeds in an easterly direction, crossing the Sebago Road at a point some 1.5 miles from the village center. Because of its fairly poor condition up to this point, it is recommended that the trail be picked up here. The right-of-way proceeds to wind through a low densely wooded area just on the west bank of the Saco in a northerly direction, approaching Barker Pond. This section serves as an access road for camps along the west shore of the Pond and is in rough but stable and dry condition.

Continuing along through a less populous swampy area at the northern end of Barker Pond, the road becomes a well-cleared foot-path, crossing the town line into Sebago. (The town line here is a stream running between Barker and Middle Pond to the north). Here, the first of three wooden bridges has been constructed by the Bridgton Easy Riders, using the fine old granite supporting walls on either side of the stream. (Distance: entrance point to first bridge = 2-2/3 miles.)

From this point the right-of-way travels north on an elevated embankment across a swamp, gradually rising some 60 feet for the next mile as it approaches the southern shore of Hancock Pond. Soon after crossing the Oxford-Cumberland Company's line, the trail joins a light duty road at the second wooden bridge and should be followed north for one mile through West Sebago (a town of nothing more than a dozen or so summer camps and a small general store) on the east shore of Hancock Pond. At the northeast corner of the pond the right-of-way can be picked up again as it crosses the Sebago-Denmark town line. (Distance: first bridge-town line 4 miles.)

The trail here heads due north on a good elevated embankment through a bog at the foot of high hills to the west and continues generally at or around the 550 foot elevation for another four miles in good shape, crossing



TRAIL BRIDGE-SEBAGO

Day Brook on which the third wooden bridge has been built and then 64  
proceeding a final one mile to its northern terminus at the intersection  
of Route 107 in Sandy Creek. At this point it is our recommendation that  
the trail terminate because of unsuitable conditions between this inter-  
section with Route 107 and Bridgton. An alternate route along Route 107  
is suggested into Bridgton, a distance of approximately 2 miles.

PROPOSED ACTION: This right-of-way is a good example of those few that,  
although abandoned many years ago, have been kept in fairly good con-  
dition through constant use by local people. While not even shown on  
USGS maps, it remains today a very attractive and structurally sound  
trail. Even though it is comparatively distant from the larger  
metropolitan areas of the State, we recommend that every effort be  
made to cooperate with local interests in maintaining its good con-  
dition, and that under favorable conditions, funds be made available for  
reclamation and general use.

This right-of-way, although at first glance valuable only as a  
local facility, could become an important link in a statewide trail  
network, connecting to the Poland-Canton line via utility right-of-way  
and Portland via either utility right-of-way or the old Cumberland &  
Oxford Canal route.



BYGONE DAYS - SANDY CREEK

X1



hiram - bridaton

U.S. GEOLOGICAL SURVEY  
Geographic Names  
Topography by Harvey M. Wood and H. H. Hanks  
Control by Coast and Geodetic Survey and E. B. Hilgard

SCALE 1:50,000

Potential exception. To place on 1927 North American datum  
more projection lines do not north  
10,000-foot grid based on Maine (West) and  
New Hampshire coordinate system

X2

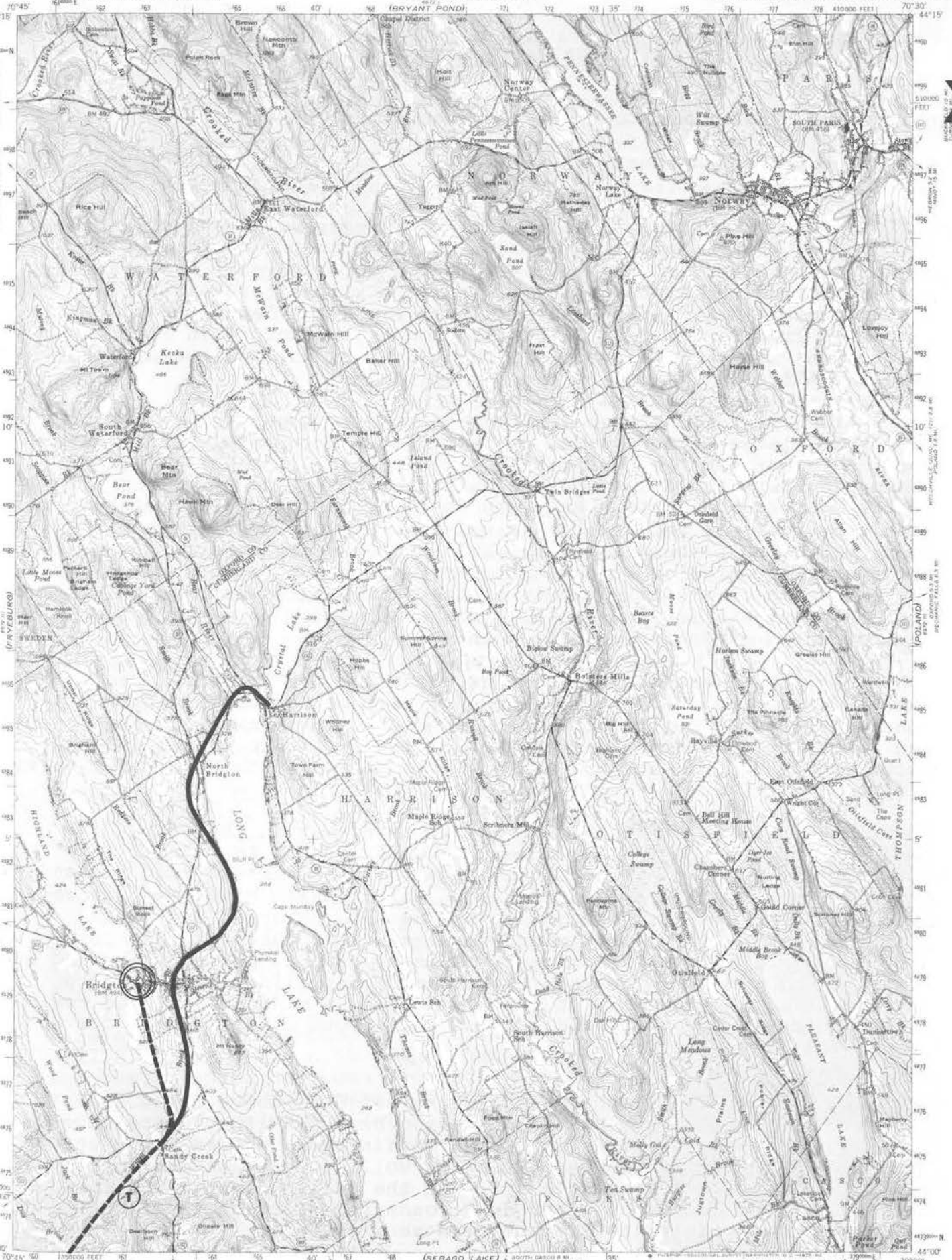


Topography by C. W. Nolte, W. D. Ingersoll,  
R. S. Weaver, J. J. Conso, L. E. Elmsom, H. Bloom,  
F. C. Eberich, C. R. Mason, J. H. Keam, E. Houston,  
R. Whittemore, R. R. Embrey, and F. H. Felt  
Surveyed in 1942

SCALE 1:62500

Projections: 1927 North American Datum  
10,000-foot grid based on Maine (West)  
rectangular coordinate system  
1000-meter Universal Transverse Mercator grid  
zone 18, shown in blue





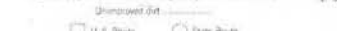
X3

Mapped, edited, and published by the Geological Survey  
Control by USGS and USACE

Topography from aerial photographs by multiplex methods  
Aerial photographs taken: 1942 Field check: 1945-1946

SCALE 1:62,500

ROAD CLASSIFICATION



SANFORD & EASTERN RR

From: Poland, Cumberland County to Lebanon, York County

Total length of abandonment: 46 miles

LOCATION: This standard gauge line, for many years owned and operated as part of the Boston and Maine System, has been in the control of an organization with Vermont headquarters for some 20 years. Operational as the Sanford and Eastern for only a short time after sale by the B & M Corporation, it has been abandoned since the late 1950's. The line runs from Portland in Cumberland County to Sanford in York County through the towns of Westbrook, Gorham, Buxton, Hollis, Lyman, Waterboro and Alfred.

LEGAL STATUS: The Vermont organization referred to above and to the best of our knowledge without name, is headed by a Mr. Samuel Pensley and located in Morrisville, Vermont (tel. 802-888-4931 or 2281). This group also owns the St. Johnsbury Railroad and has been selling pieces of the Sanford and Eastern Railroad for a number of years. Most of the line has been sold and as of this writing the Pensley organization still owns only a few pieces in Buxton, Hollis, Lyman and Waterboro. There is considerable confusion according to Mr. Ken Lemnah, an associate, as to the ownership of a section south of the Sanford area on which tax liens had not been paid for some time. This section may or may not belong to the townships of Sanford and Lebanon.

Otherwise, there are many landowners along the former Sanford and Eastern line, each having purchased the section in question from Mr. Pensley's group. The records of these deed transferrals are sketchy and inaccurate, however, due to the loss of important papers and the recent death of the man who was in charge of real estate transfer operations.

CONDITION: As with many of the longer rights-of-way in the State, especially those abandoned for more than a few years, the condition of the Sanford & Eastern line varies from the best we have seen to date, to so overgrown as to defy detection. All trestles have been removed, including a spectacular bridge across the Saco River at Bar Mills, with only six major granite piers traversing the water at that point today. Principally, the best section is located at the northern end of the right-of-way from the York-Cumberland County line between Buxton and Gorham to South Hollis at the Lyman line, a distance of some twelve miles. There is another good section just South of Springvale for approximately 2 1/2 miles.

POINTS OF ACCESS: The northern section referred to above is accessible from Route 4 medium duty at the Buxton-Gorham town line, Route 22 medium duty, Buxton; several roads in the Bar Mills area; Routes 4 and 202 medium duty, South of the Saco River in Hollis; Route 4A medium duty in Hollis Center and once again Route 4 at the Hollis-Lyman town line. There are as well several light duty roads intersecting the right-of-way at various points in this northern section.

The southern section, much shorter in length, just south of Springvale, is accessible via Route 11A medium duty in town and the Hanson Ridge Road medium duty one (1) mile south.

Services: Gorham: All major services, including bus

Buxton: Mail, telephone, general store

Bar Mills: General store, garage, mail, telephone, church

Hollis Center: General store, gas, mail, telephone

East Waterboro: Mail

Sanford-Springvale: All services including bus

Buses: One daily from Gorham through Old Orchard Beach to Portland - four daily Sanford - Boston through Dover, New Hampshire where connection can be made through Portsmouth to Portland.

TRAIL DESCRIPTION: The northern or longer section is the area with the most potential for trail use along the Sanford and Eastern route. There appears to be little possibility for reclamation of the embankment in Cumberland County, but as stated above the trail might start at the County line approximately 2 miles southwest of Gorham. Route 4 from Gorham could be followed to this commencement point. From there the right-of-way continues to the southwest, quite overgrown but reclaimable all the way to Bar Mills, a distance of some 4 miles.

There is apparently one trestle out of this first stretch about 3/4 of a mile southwest of the starting point, although there has been no on-site verification for purposes of this report.

At Bar Mills, the previously mentioned major trestle over the Saco River is out but an attractive alternate route along Route 4 is available, connecting with the trail itself 1/2 mile southwest of the bridge or via a power line that runs northwest to the trestle site along the river bank. (This would be the preferable route if suitable arrangements could be made with the power company). The right-of-way continues in excellent condition southwest of its intersection with the Saco River toward Hollis Center. Where it joins Route 4A, however, a house has been erected over the right-of-way and some means of egress would have to be worked out. Distance: Saco River trestle site - Hollis Center 2.25 miles.



TRESTLE PIERS OVER  
SACO RIVER, BAR MILLS

The right-of-way leaves Hollis Center in a westerly direction adjacent to the general store (a converted railroad building) and continues in passable condition, with some degree of undergrowth for another 3.5 miles, intersecting the Deering Ridge Road (light duty) approximately 1/4 mile northwest of South Hollis (in fact, nothing more than 4 houses and a fork in the road).

Unfortunately this is a poor spot for the trail to end, with no close public transportation or even a town nearby. Were the "trail" to continue southwest, because of no light-duty roads, it would have to be by alternate route along Route 4/202, a heavily travelled, unattractive route for trail users. The closest town in a southerly direction would thus be Alfred, which although a "town" would provide few of the facilities necessary at a terminus. North of Alfred there are three (3) campgrounds located on Shaker and Bunganut Ponds. Nonetheless, the question "where does the trail end?" is an important one and there seems to be no obvious answer.

The southern section, even more so than the one just discussed, would have little attractiveness beyond that for the local Sanford-Springvale Community. The right-of-way leaves Springvale to the west just behind the Nason College Campus and continues in superb condition for 1 1/4 miles to Deering Pond, a potential swimming facility, now somewhat eutrophic. Continuing to the southwest beyond a boggy area of several hundred feet the good quality resumes. It soon crosses Hanson Road, medium duty, and continues in good condition another one (1) mile to a removed trestle site. Beyond this trestle the right-of-way is badly deteriorated. (Distance: Deering Pond - trestle site - 1 1/2 miles).

PROPOSED ACTION: The southern section is clearly attractive from a local standpoint only, and, as with other right-of-way sections in this category, if and when interest and monies are available in sufficient quantity from the Department of Parks and Recreation, action should be taken to preserve and enhance this attractive trail. Perhaps the concept of matching funds for community involvement could be explored here.

The northern section is something of a dilemma. In spite of considerable length, good quality and the relative attractiveness of the area, any effort to establish a trail here for Statewide or even regional use would be difficult in the face of certain problems of access and egress. If and when public transportation facilities become available, it would be an interesting and worthwhile facility. Until then, however, its usefulness seems restricted to the local population between Gorham and South Hollis. Therefore, under these conditions, it is recommended that this trail be considered as an attractive possibility for local use only and treated as such. Here again, with sufficient local interest, the Department of Parks and Recreation might involve itself to a limited extent in financial and advisory matters.



Z1



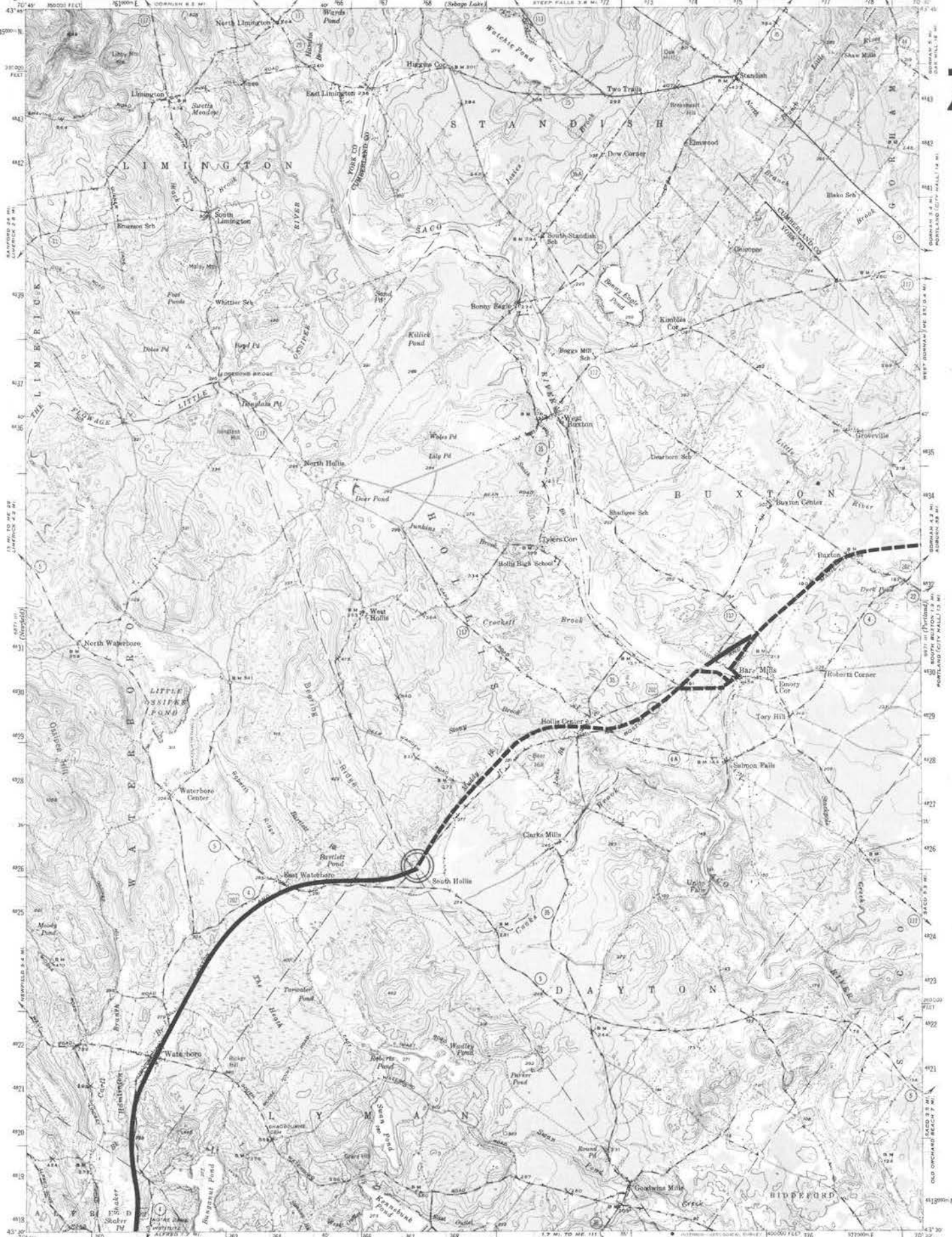
Mapped by the Army Map Service  
Edited and published by the Geological Survey  
Control by USGS, USC&S, and USCE  
Generated in 1959 from 1:24,000 scale maps of Portland West,  
Scarboro, Old Orchard Beach, and Saco at 7.5 minute

SCALE 1:62,500

ROAD CLASSIFICATION  
Heavy-duty ——— Light-duty ———  
Medium-duty ——— Unimproved dirt - - - -

sanford & eastern

Z2



Topography by C. H. Davey, W. F. Chenault, W. G. Smith,  
Surveyed in 1942

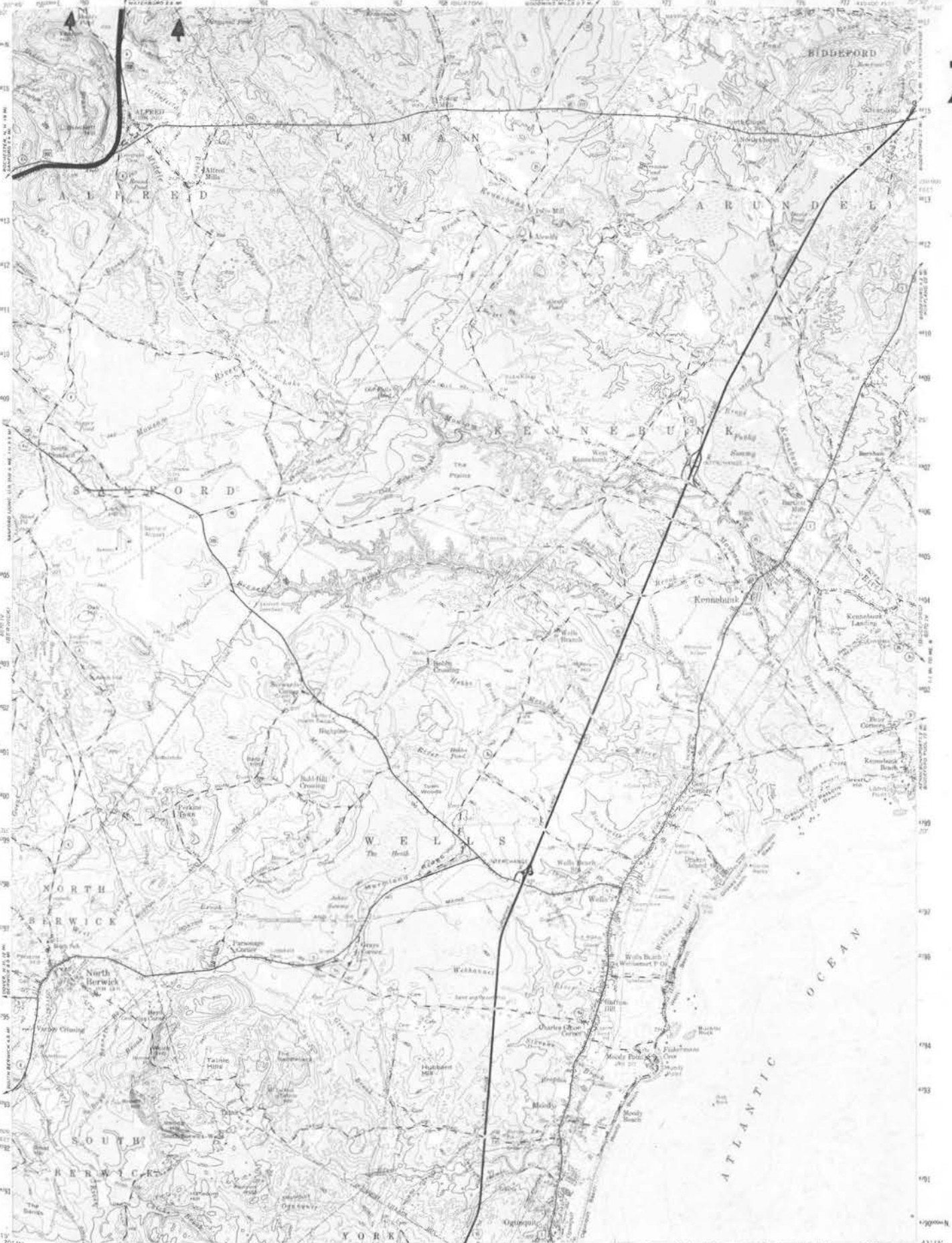
ROAD CLASSIFICATION

ROAD SURFACE ALL WEATHER ROADS DRY WEATHER ROADS  
Heavy-duty LAND-FILL Improved dirt



Polyconic projection, 1927 North American datum  
10000 foot grid based on Meads West  
rectangular coordinate system  
1000 meter Universal Transverse Mercator grid ticks,  
zone 19, shown in blue

Z3



Z4



Map compiled, edited, and published by the Geological Survey  
Derived by USGS, 1950-55, and New Hampshire Geologic Survey  
Contours and drainage to part compiled from aerial photographs,  
taken 1943. Topography by drainage surveys 1933, 1941, and  
1944. Shaded relief compiled from 1:24,000-scale map of  
Connecticut 7.5-minute quadrangle, surveyed 1944.



ROAD CLASSIFICATION	
Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
U.S. Route	State Route

5000'

From: Kittery, York County to South Portland, Cumberland County

Total length of abandonment: 50 miles

LOCATION: This standard gauge right-of-way formerly known as the Boston and Maine Eastern Line, runs from Kittery, York County to South Portland, Cumberland County, through the towns of Eliot, South Berwick, North Berwick, Saco, Old Orchard Beach and Scarborough.

The section proposed for inclusion as a trail in this study extends from the Agamenticus Crossing in South Berwick to the Scarborough Wildlife Preserve in Scarborough.

On numbered highways the northern terminus is 8 miles from Portland, 40 miles from Lewiston and 65 miles from Augusta. The southern terminus at Agamenticus Crossing is 53 miles from Portland, 15 miles from Portsmouth and approximately 75 miles from Boston.



SCARBORO MARSH

The right-of-way runs through the most densely populated section of the State, York and Cumberland Counties, with a combined total year round population in excess of 300,000 persons. This does not include a summer resident influx, that increases the total population of all major coastal communities in the area by an average 160%. Beyond this seasonal resident user total of close to 500,000 persons, the potential number of users is greatly increased by a transient seasonal population that by conservative estimate could raise the total number of potential users to approximately 1,000,000 persons.

TOTAL LENGTH OF PROPOSED TRAIL: Approximately 35 miles (not including suggested alternate routes).

LEGAL STATUS: Service was suspended on the B&M Eastern Line in 1945 but the railroad retained ownership of the right-of-way until 1965 at which time almost the entire length of right-of-way in Maine was purchased by Portland Gas & Light Company, now a division of Northern Utilities Inc. Presently there are only two other landowners along the line, the city of Biddeford Water District, which owns a section near that city and Swenson Grant Corp. of Concord, New Hampshire which owns a section from its quarry in Wells Twp. south to North Berwick totaling approximately 3 3/4 miles. Northern Utilities has secured easements on both of these sections of right-of-way but the legal

ramifications of efforts to extend use to the general public are unknown at present and depend largely on the individual easements. Should the Department find that it does in fact wish to use both sections (which in the Swenson Grant Corp. case it may not), and should it find that there will be legal problems arising from the easements, ample alternate routes along medium and light duty roads in the areas are available.

CONDITION: Given the great length of this particular right-of-way the general condition would have to be listed as good. This is an average classification however and the condition of specific lengths varies from excellent and ready for use to overgrown, swampy and in need of some redevelopment work. Those areas falling in the second category are relatively few in number and short in length however, and generally speaking little or no work is necessary for a first phase involvement by the Department. Northern Utilities Inc. has used herbicidal control in areas otherwise accessible by vehicles but in some areas has been unable to maintain the right-of-way because of impassable conditions. In these instances the right-of-way is largely overgrown and while the embankment itself may be in relatively good condition, brush clearing will be a necessary task. Although the right-of-way is used by local people for recreational activities, no formal agreements have been made with Northern Utilities Corp. and as far as we can ascertain, no organized trail maintenance has taken place.

POINTS OF ACCESS: Access is no problem along this right-of-way since it passes through the most densely populated corridor of the State. It is regularly intersected by medium and heavy duty roads, most of which we consider to be safe at points of intersection given a modicum of caution on the part of the trail user.

NUMBER OF ACCESS POINTS BY TOWNSHIP

South Berwick	3
North Berwick	4
Wells	7
Kennebunk	5
Arundel	1
Biddeford	4
Saco	5
Old Orchard Beach	2
Scarborough	2

SERVICES: Like points of access, service facilities are numerous and evenly distributed along the right-of-way.

Major services however such as transportation, medical, and those provided by large retail establishments are found only in the towns of North Berwick and Biddeford-Saco. South Berwick and Kennebunk are both less than 3 miles from the right-of-way.

Intersecting bus service is oriented south of the southern terminus and north of the northern terminus with the only through North-South bus service being along Route 1 some distance to the east of the right-of-way.

Through South Berwick, Michaud Bus Line Coaches run on the Sanford-Springvale to Boston Line with usually 3 round trips daily. Using this line, it is possible to connect in Dover, New Hampshire with trailways busses running into Portsmouth. From there, express and local service can be found back to the Portland area.

The northern entrance of the trail at the Pine Point Road in Scarborough lies on the Portland-Old Orchard and Biddeford local route of the Brunswick Transportation Company. Service is usually run every 2 hours on this line. Connections are available in Portland for all major points in Maine, Eastern Canada and southern New England.

TRAIL DESCRIPTION: It is recommended that the proposed trail begin on the southern end of the right-of-way at Agamenticus Station, a point on the Woodlawn Cemetary Road approximately 2 miles east of the center of South Berwick.

At this point the right-of-way leaves the road in a northerly direction in good condition at 100 ft. elevation suitable for all trail related activities. The good condition gives way to a wet somewhat overgrown state after 1/2 mile and the trail continues another 1/8 mile where it intersects an unidentified road. The old bridge abutment has been filled in and it is necessary to climb a fairly steep grade to cross the road at this point. The trail continues on toward the northeast for 3/4 mile in good condition on an elevated embankment through Knights Pond, a potential swimming facility, but once again runs out for vehicular use becoming wet and partially overgrown. It continues in this poorer, but easily passable shape another 3/4 mile where it intersects the same unidentified road again.

To the north of this road the right-of-way is in somewhat poorer condition being, again, overgrown but in structurally sound condition. It continues northeast on an elevated embankment nearly 2 1/2 miles into the center of North Berwick, intersecting at one point a dirt road that at one time ran beneath a trestle which is no longer in place, so that it is necessary to descend a steep grade to the road and climb the opposite bank.

North Berwick is a very pleasant town with many available services including overnight facilities. Population 1500. An especially interesting feature is an old mill, portions of which date to the early 1800's.



TEXTILE MILL - NO. BERWICK

From North Berwick to a point approximately 3 3/4 miles to the northeast the right-of-way is owned by the Swenson Grant Corp. (see Legal Status) and the rails are still in place. Setting aside legal obstacles, the existence of ties and rails make the potential trail less attractive at this point and an alternate route is suggested. This would follow Route 9, the Bragdon Road and Route 109 for a combined distance of approximately 7 miles, to a point known as Highpine, where the right-of-way can once again be joined and followed northeast. From Highpine it continues in fairly poor condition through badly drained swampy land to Hobbs Crossing 1 1/4 mile. At this point, because of the presence of a large gas company unit that poses some danger to anyone tampering with the machinery, it is advisable to follow an alternate route on a medium duty road that intersects the right-of-way and then rejoins it about 300 yards along on the other side of the compressor.

From Hobbs Crossing the right-of-way continues in a north easterly direction on a straight slightly elevated grade. It remains slightly overgrown but passable, becoming more and more overgrown as it approaches McGuire Road (distance Hobbs Crossing - McGuire Road 2 1/2 miles). The mile southwest of the intersection of McGuire Road is characterized by a dramatic drop in elevation as the right-of-way passes over Branch Brook on a trestle with a midpoint some 100 feet in elevation. Northeast of McGuire Road the line continues in poorer condition crossing Whitten Road 3/4 mile where it passes under the still existent automobile bridge. One-third mile further it intersects Route 99 and then begins a second rapid descent as it approaches and passes over the Monson River - again on a trestle some 100+ feet in elevation. Significant views are seen from the trestle as it passes over the river, including an old mill complex to the southeast, some 1/2 mile downstream. On reaching grade again, the line enters the town of West Kennebunk (distance Hobbs Crossing - West Kennebunk 4 miles).

Leaving West Kennebunk to the northeast the right-of-way approaches the Maine turnpike crossing Route 35 some 2/3 mile from town. The ROW intersects the turnpike at 1 mile, and because the highway was built subsequent to abandonment with no provision made for right-of-way use it would be impossible or at least extremely dangerous for trail users to follow the right-of-way out of West Kennebunk. Two alternate routes are suggested then. One, for those principally interested in progress along the trail, is along Route 35 north from the town center to Thompson Road (distance 2/3 mile) then northeast on Thompson Road eventually becoming Downing



VIEW FROM TRESTLE  
WEST KENNEBUNK



Road until it intersects the Limerick Road (distance 2 1/2 miles). At the Limerick Road, the alternate route would be along that route south 1/2 mile, crossing over the Maine Turnpike. Then turning left or northeast on the Mountain Road the alternate route rejoins the right-of-way after 2 miles (total distance of alternate Route #1 5 2/3 miles).

The second alternate route would be taken by those trail users with an interest in seeing the historic town of Kennebunk with its many fine old structures dating to the mid 18th century. This route would leave West Kennebunk center in a southeasterly direction on the Kennebunk Road crossing over the Maine Turnpike 1/2 mile from the right-of-way, where it joins Route 35 and continues another mile into the center of Kennebunk. From Kennebunk one would rejoin the right-of-way by following US Route 1 for 1 1/2 miles to Limerick Road where it travels northwest another 2 1/2 miles to the Mountain Road. At this point, alternate Route #2 and #1 are the same (total distance Alt. Route #2 - 7 1/2 miles).

From this resumption point, approximately 5 miles from West Kennebunk, the right-of-way continues in excellent condition, suitable for all trail uses, to the northeast toward Biddeford. At the 1 mile point, the active Boston and Maine Railroad track joins the right-of-way and runs parallel to it for the next 3/4 mile, where the right-of-way stops at Route 111 and it is necessary to take another alternate route through Biddeford and Saco.

Following Route 111 east for 1/2 mile, the alternate route intersects US Route 1 one mile from downtown Biddeford. US Route 1 should be followed north through Biddeford and Saco, crossing the Saco River in close proximity to a number of old textile mills, good examples of mid 19th century mill architecture. From Saco the alternate route follows US Route 1 to Ross Road, 1 mile to the northeast where it is necessary to turn right and proceed in a northeasterly direction 2 miles until it intersects Route 98. Here, the alternate route follows Route 98 to the northeast 3/4 mile where the right-of-way can be picked up once again. (Total distance alternate route Biddeford terminus of right-of-way to resumption point 7 miles).

Here the right-of-way continues in fair condition suitable for most trail activities in a northeasterly direction passing through Milliken Mills at 2/3 mile, intersecting the Blue Point Road at 1 mile and finally terminating at the Pine Point Road in Scarborough diagonally across from the Nature Study Building of the Scarborough Wildlife Preserve.

#### PROPOSED ACTION:

Preliminary negotiations with Northern Utilities Inc. have produced an encouraging framework within which details must be worked out.

The company is naturally reluctant to enter into any agreement to which it will be legally bound, and refuses to consider an easement purchase by Parks and Recreation.

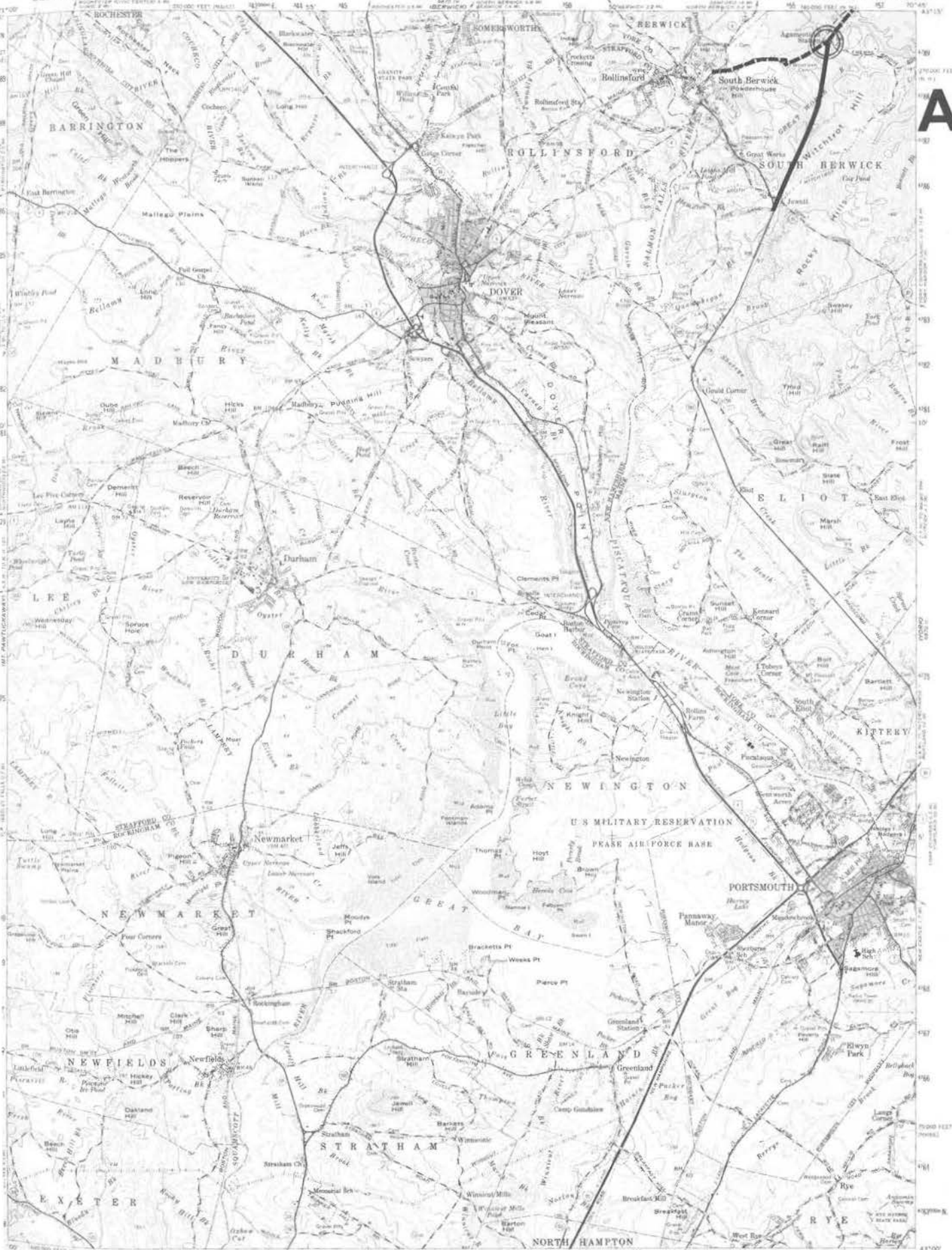
PHASE 1 Preliminary "trail" period. During this period the trail would be open to public use for hiking, bicycling, horseback riding, snowmobiling and cross-country skiing. Signs would be posted at Parks and Recreation expense and general maintenance of the trail would be carried out. No significant developmental expenses would be assumed however by the Department, beyond perhaps some filling of potholes and other depressions. Alternate routes would be utilized.

PHASE 2 Contingent on a contractual agreement assuring public access for a specific number of years (5-10) the Parks and Recreation Department would engage in developmental and renewal activities, including construction of footbridges across abandoned trestle sites and major regrading and filling operations.

PHASE 3 Given a long term understanding and contract for public use of the property, the Department of Parks and Recreation might add such facilities as parking lots, nature study areas, and any necessary structures incidental to maximum use of the right-of-way.



CIVIL WAR MEMORIAL - CANTON



AA1

s.berwick - scarboro

Map by the Army Map Service  
 Edited and published by the Geological Survey  
 Control by USGS, USCGA, and the Hydrographic Office  
 Copies in 1960 from 1:24,000-scale maps of  
 Dover, East, Dover West, Newmarket and  
 Portsmouth 7 1/2 minute quadrangles, surveyed 1943-1944  
 Culture revised by the Geological Survey 1956  
 Topography by photostereoscopic method 1949

CONTOUR INTERVAL 20 FEET  
 DATUM IS MEAN SEA LEVEL  
 DEPTH CURVES AND SOUNDINGS IN FEET—DATUM IS MEAN LOW WATER

ROAD CLASSIFICATION  
 Heavy-duty Medium-duty Light duty Unimproved dirt  
 Interstate Route U.S. Route State Route



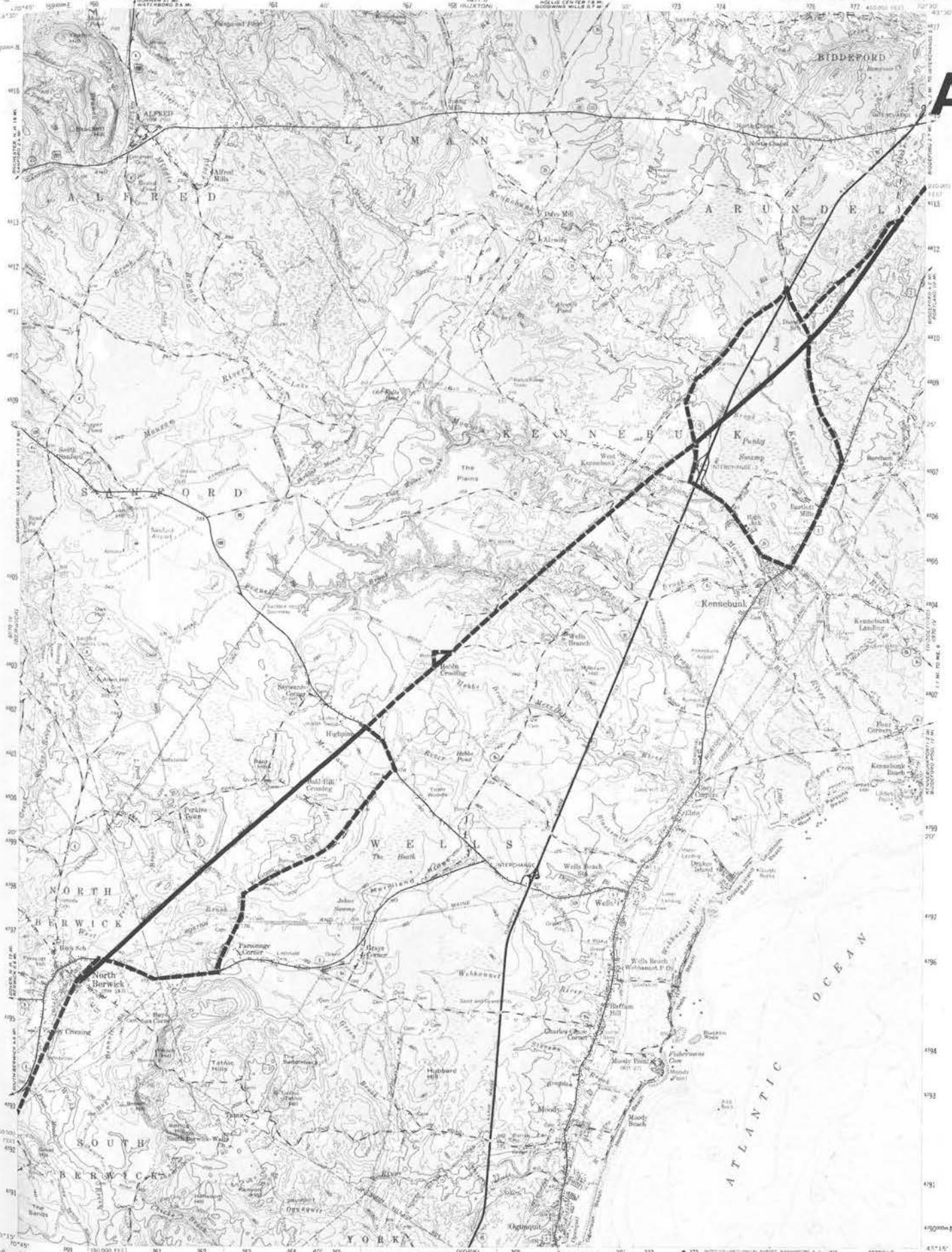
AA

Map prepared by the Geological Survey  
Controlled and published by the Geological Survey  
Copyright and storage in perpetuity from aerial photographs  
taken 1941. Reprinted by permission of the Geological Survey  
1941. Aerial photographs compared from 1:24,000 scale maps of  
September 27, 1941. Contour interval, 20 feet.



ROAD CLASSIFICATION  
Heavy-duty Light-duty  
Maniculated Unimproved det.  
U.S. Route State Route

AA

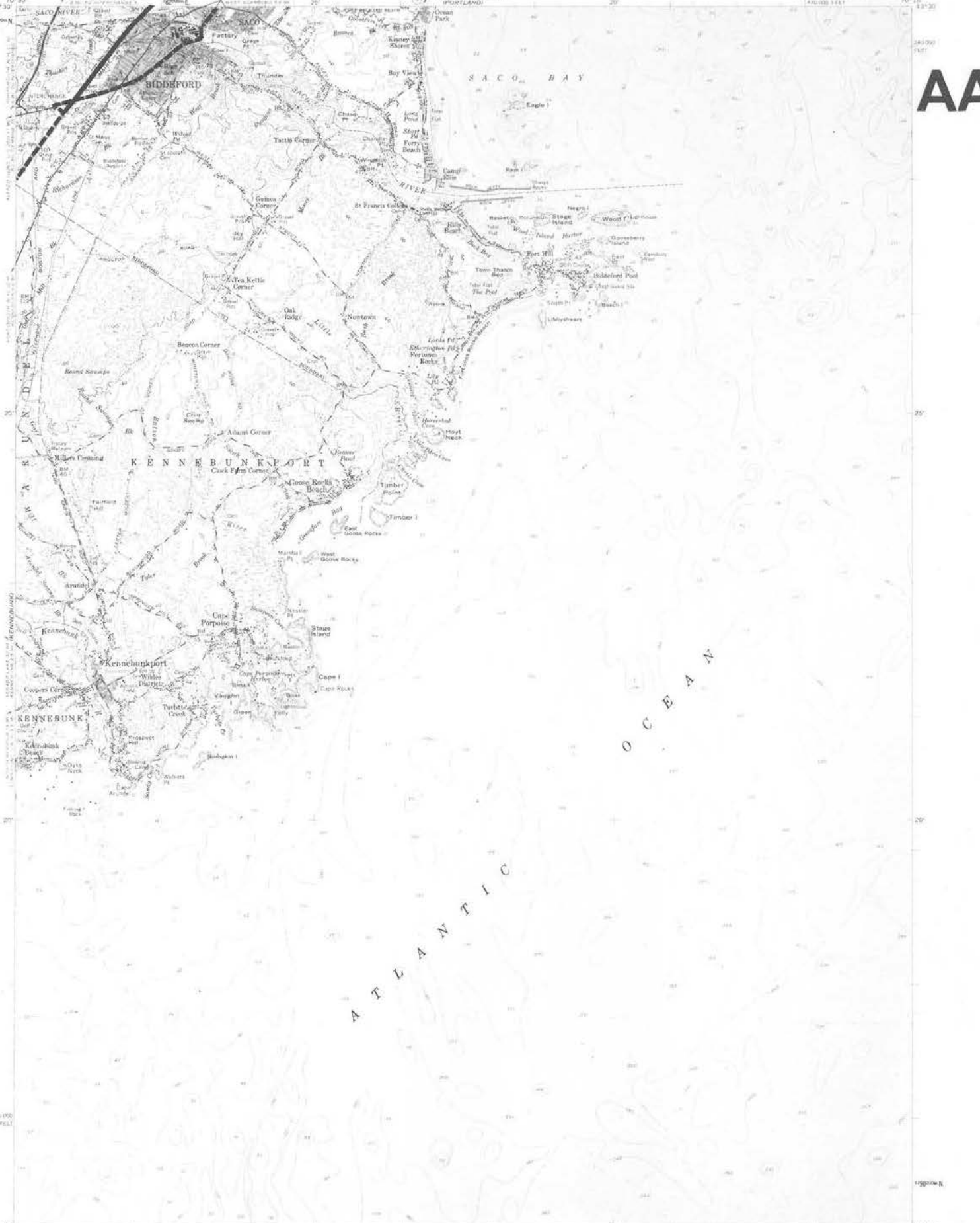


Mapped by the Geological Survey and the Army Map Service  
Edited and published by the Geological Survey  
Covered by USGS and USACE  
Towns partly by staminate surveys 1941. Southeast and  
southwest corners compiled from North Berwick and  
Wells 7.5 minute series.



ROAD CLASSIFICATION	
Heavy duty	Light duty
Medium duty	Unimproved dirt

AA

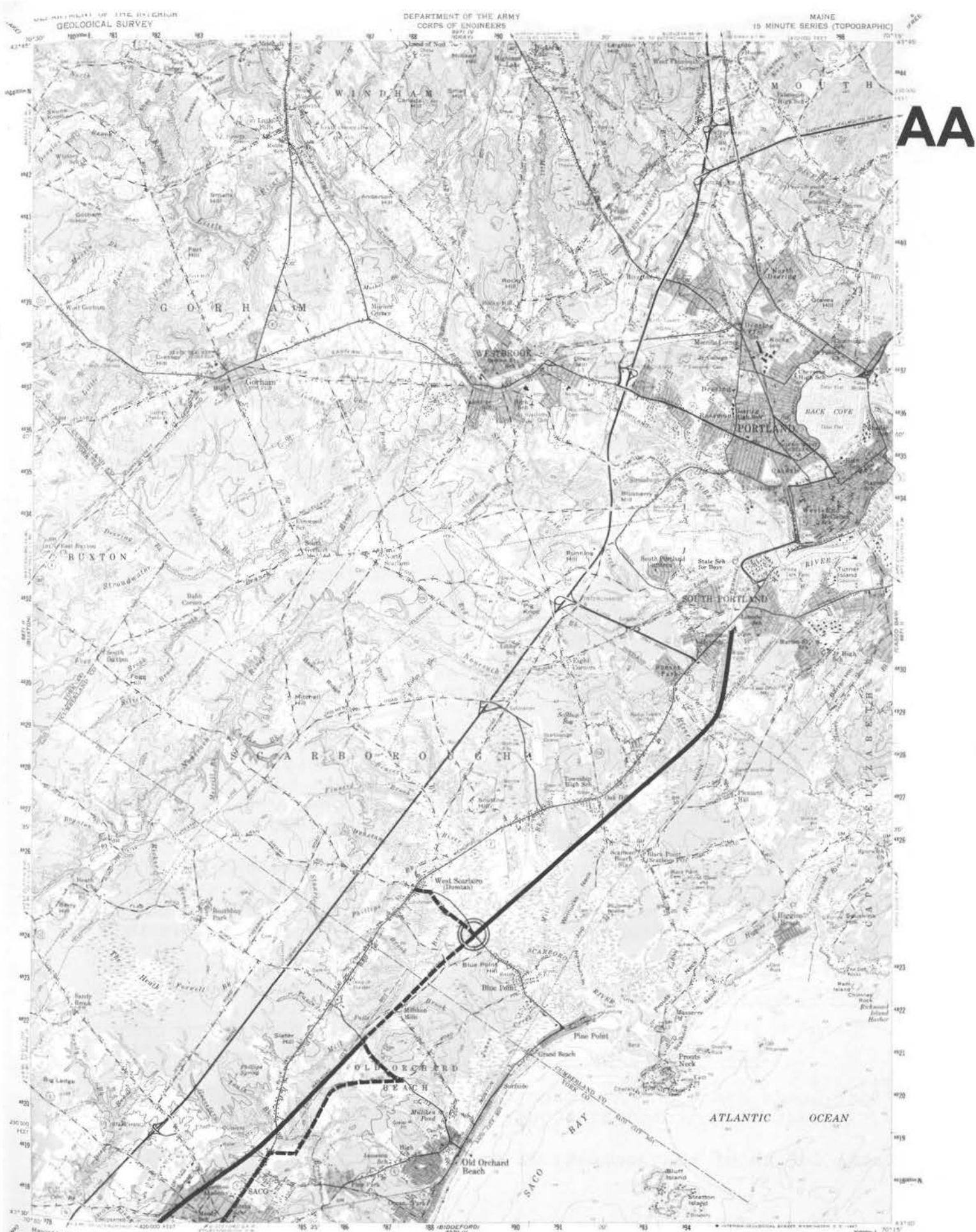


Map made by the Geological Survey and the Army Map Service  
Edited and published by the Geological Survey  
Copies by USGS and USACE  
Compiled in 1959 from 1:24,000 scale maps of Biddeford Falls,  
Biddeford, and Kennebunkport 7.5 minute quadrangles.



ROAD CLASSIFICATION  
Heavy duty  
Medium duty  
Light duty  
Unimproved dirt

VERTICAL-GEODESIC SURVEY; MEAN-SEA-LEVEL; 1985 DATUM; 1:50,000 E



AA

Mapped by the Army Map Service  
 Edited and published by the Geological Survey  
 Control by USGS, 1954-75, and 1952  
 Copied in 1959 from 1:24,000 zone maps of Portland, Me.,  
 Gorham, Old Orchard Beach, and French Beach 7.5 minute  
 quadrangles, revised 1955-1957  
 Derivative from aerial photographs of 1955-1957



ROAD CLASSIFICATION

Heavy duty	Light duty
Medium duty	Unimproved dirt
Interstate Road	U.S. Road
	State Road

From: Wiscasset, Lincoln County to Albion, Kennebec County

Total length of abandonment: 60 miles

LOCATION: The Narrow Gauge Railroad right-of-way runs an indeterminate course along the Sheepscot River north from Wiscasset through the towns of Alna, Whitefield, North Whitefield, Coopers Mills, Palermo and Weeks Mills to Albion, in eastern Kennebec County. The line was incorporated circa 1885 as the Wiscasset, Waterville and Farmington Railroad.

LEGAL STATUS: The entire length of the right-of-way is presently in private hands.

CONDITION: Although the area through which the right-of-way travels is both attractive and convenient for large numbers of people, its condition is so poor in most places that redeveloping the line as a trail would be both extremely difficult from a legal standpoint and prohibitively expensive.

PROPOSED ACTION: None.

GEORGES VALLEY NARROW GAUGE

From: Union - Warren, Knox County

Total length of abandonment: 8 miles

LOCATION: This Narrow Gauge Railroad right-of-way runs within the towns of Union and Warren in central Knox County.

LEGAL STATUS: The entire length of the right-of-way is presently in private hands. Abandonment took place circa 1930.

CONDITION: The railroad right-of-way runs along the shores of three local ponds, now developed with summer camps, and in general, the grade is in poor condition owing to the extent of time since abandonment, that reconstruction for recreational activities is unrealistic.

PROPOSED ACTION: None.

LEEDS JUNCTION - CROWLEY'S JUNCTION R.O.W.

From: Leeds Junction, Androscoggin County to South Lewiston in eastern Androscoggin County.

Total length of abandonment: 11 miles



LOCATION: This standard gauge section of the Maine Central's Farmington branch, abandoned circa 1940, runs between Leeds Junction and Crowley's Junction or South Lewiston in eastern Androscoggin County.

LEGAL STATUS: The right-of-way is presently in the hands of a large number of private landowners.

CONDITION: The right-of-way is passable only in three sections where it is used as a farm, logging and camp road. Otherwise, it is very overgrown with the ties remaining in at least one place. Although the area around Sabattus Pond, through which the right-of-way passes is very attractive and accessible from Lewiston - Auburn, the number of landowners, especially camp owners on the water, and the overall condition would make establishing a trail quite difficult.

PROPOSED ACTION: None at present.

STOCKTON SPRINGS - CAPE JELLISON R.O.W.

From: Stockton Springs to Cape Jellison in southern Waldo County.

Total length of abandonment: 1 1/2 miles.

LOCATION: This former spur from the Bangor and Aroostook Railroads Searsport - Bangor line runs from the southern section of the town of Stockton Springs across a small inlet and along the northern shore of Cape Jellison.

LEGAL STATUS: As far as can be determined, the right-of-way is now in the hands of private landowners.

CONDITION: The abandonment of this line begins at a wye junction on the Bangor and Aroostook main line and heads south in an overgrown state to the end of the line along the shore of Stockton Harbor. The trestle that once carried the tracks across the inlet of the harbor has been removed. The right-of-way in its present condition would be suitable only for hiking and even this would be difficult.



STOCKTON SPRINGS RIGHT-OF-WAY  
AT TWILIGHT

PROPOSED ACTION: None at present. If and when funds are available, the town of Stockton Springs, which has a large seasonal population, may wish to restore this scenic harbor-side right-of-way for use as a local trail.

KENNEBEC CENTRAL RAILROAD

From: Randolph to Togus, Kennebec County

Total length of abandonment: 5 miles

LOCATION: This 2 foot narrow gauge railroad ran from the Kennebec River in Randolph through Chelsea to the Veteran's Administration Home in Togus.

LEGAL STATUS: Except for a section on government land in Togus, the right-of-way appears to be in the hands of private landowners.

CONDITION: The right-of-way in Randolph is entirely gone while through the countryside it is very overgrown and barely discernible. A two-mile stretch from the Chelsea road to Togus is the only passable section as it is now an unimproved dirt road.

PROPOSED ACTION: None at present.

The usable segment is short and connects with no other trails while the remainder of the right-of-way is almost beyond reclamation.

MONSON RAILROAD

From: Monson to Monson Junction, Piscataquis County

Total length of abandonment: 8 1/4 miles

LOCATION: This narrow gauge railroad hauled slate from the quarries to the northeast of Monson to the Bangor and Aroostook main line at Monson Junction.

LEGAL STATUS: The entire line appears to be in private hands.

CONDITION: The right-of-way is suitable for trail activities for its entire length except where it ran through the village of Monson.

PROPOSED ACTION: At present the right-of-way is being used as a local trail; in particular, for snowmobiling. With the opening for trail use of the right-of-way from Blanchard through Monson Junction to Guilford, the Monson Railroad line could become part of an area-wide trail network incorporating the Derby-Greenville and Brownville Junction-Katahdin Iron Works rights-of-way.

From: Washington Junction to McNeil Point in Hancock County

Total length of abandonment - 10½ miles

LOCATION: A branch line connecting the Maine Central's Washington County main line with the Bar Harbor ferry, this right-of-way left the main tracks at Washington Junction and ran southeasterly through Hancock and Waukeag to McNeil Point. The entire line is within the town boundary of Hancock. The largest nearby town is Ellsworth (population 4,700) located 3 miles to the west of Washington Junction. The resort town of Bar Harbor and Acadia National Park are about 17 miles to the south via Route 3.

LEGAL STATUS: The entire right-of-way appears to have reverted to individual landowners with one quarter-mile stretch used as an access road to a factory.

CONDITION: From Washington Junction to the factory at Franklin Road, the right-of-way is extremely overgrown with some trees as tall as 20 feet growing on the grade. Also a trestle is out by the factory.

The right-of-way again is very overgrown and impassable from Franklin Road to the town of Hancock. Starting at Route 1 in Hancock and continuing to Ferry Plantation the right-of-way is a driveable dirt road while the remainder to McNeil Point is overgrown but suitable for most trail activities except bicycling.

PROPOSED ACTION: None at present. The section of line from Washington Junction to Hancock seems to be too overgrown to warrant the expense of establishing any form of trail. From Hancock south, the right-of-way could easily be made a trail although its proximity to several residences and a sand pit make it less than very scenic. The end of the trail along Sullivan Harbor is the most attractive aspect of the trail although the very end is at a private residence. In the future the town of Hancock may deem it worthwhile to establish a primarily local-use trail on this right-of-way.

MINOR ABANDONED RAIL RIGHTS-OF-WAY

Due to the limitation of time in the compilation of material for this report, it was not possible to conduct on-site investigations of some of the minor rights-of-way. When time and funds are available, these lines should be investigated further since several have potential as connecting, branch or autonomous local interest trails.

STANDARD GAUGE LINES

1. WOODLAND JCT. TO PRINCETON, Washington County, Maine Central Railroad  
Length of abandonment - 11 miles.

DESCRIPTION: Running northwest from Woodland Jct., this abandoned line travels almost entirely along open water or through wetlands. At one point the grade extends out into the Grand Falls Flowage where apparently a trestle or a more extensive grade carried the train across the water. This area of the state is quite remote although the three towns near the right-of-way (ROW), Calais, Woodland and Princeton have a combined population of over 6,500 people.

CONDITION: (USGS) The Big Lake map (1963) indicates the railroad grade to be a light-duty road while the map covering the remainder of the line, Calais 1929, still shows the tracks.

POSSIBLE ACTION: Since this right-of-way could possibly be one of the most scenic in the state, it is unfortunate that no other trail facilities are within convenient travelling distance. Therefore, it would seem that the right-of-way's value would be as a local trail for Calais area residents.

2. OLD TOWN TO S. LAGRANGE, Penobscot County, Bangor and Aroostook Railroad  
Length of abandonment - 17 miles.

DESCRIPTION: Leaving the city of Old Town from the airport, the line crosses two branches of the Stillwater River and Orson Island before meeting Route 16 along which it runs for the remainder of the distance to S. Lagrange.

CONDITION: (USGS) The Orono, Passadumkeag and Boyd Lake map show the line as a jeep trail, completely removed and as an old railroad grade.

POSSIBLE ACTION: Due to the width of the river that must be crossed by new bridges and the long section paralleling the highway, this right-of-way would not seem to be very desirable as a trail.

3. WINSLOW TO BENTON STATION, Kennebec County - Maine Central Railroad  
Length of abandonment - 2 miles

DESCRIPTION: This short segment begins on the east bank of the Kennebec where a trestle once carried the tracks across the river to the rail yards in Waterville. Running north along the river banks the right-of-way enters the village of Benton Station where it once joined the main line to Bangor.

CONDITION: (USGS) Except for a short stretch where a road has been built on the right-of-way, the ROW is barely discernible.

POSSIBLE ACTION: Located immediately across the river from the Waterville-Fairfield area, this right-of-way, assuming it is or could be put into a useable condition, may make a fine local interest trail.

4. NORTH YARMOUTH TO CUMBERLAND CENTER STATION, Cumberland County, Maine Central Railroad  
Length of abandonment - 6-1/2 miles.

DESCRIPTION: Once a section of the main line to Lewiston, this right-of-way runs from the MEC coastal line tracks northerly past several gravel pits, Walnut Hill village and joins the MEC line again in North Yarmouth. Bradbury Mountain State Park is located 5 miles to the east and could be accessible from the right-of-way by power right-of-way or back roads. The Desert of Maine is also about five miles away, just south of the state park. The desert is also accessible, although more indirectly, from the right-of-way.

CONDITION: (USGS) The entire line is shown as an abandoned railroad grade.

POSSIBLE ACTION: Being centrally located between the Portland, Lewiston and Brunswick areas, this particular abandoned line, if connected with other right-of-ways and parks via power rights-of-way, could form the basis on an area-wide trail network. If taken alone, it still may offer trail activities to the adjacent towns of Yarmouth, Cumberland and Gray.

5. KITTERY POINT TO YORK BEACH, York County, York Beach Railroad  
Length of abandonment - 7 miles

DESCRIPTION: This line ran from Kittery Point through some wetlands, across a large stream and the York River, through the town of York Harbor and into York Beach. Running along and over much water, the right-of-way may be very scenic although unfortunately the large trestle crossing the York River is gone.

CONDITION: (USGS) According to the 1956 York maps, about three miles of the line remain as dirt road, one mile is now a medium duty road with the remainder passing through town or simply not shown.

POSSIBLE ACTION: Since this right-of-way is on the heavily populated southern coast and near some other abandoned lines, notably the South Berwick-Scarboro line, possibly a system of loop or branch trails could be developed.

6. KENNEBUNK TO COOPERS CORNER, York County, Boston and Maine Railroad  
Length of abandonment - 4-1/2 miles.

DESCRIPTION: Upon leaving the town of Kennebunk, this branch line right-of-way runs along the Mousam River to Kennebunk Beach on the coast, where it leads through a wetland to Coopers Corner, across the Kennebunk River from Kennebunkport. The right-of-way connects in Kennebunk with an alternate trail route of the South Berwick-Scarboro trail and also with a power line that leads to a Biddeford-Cape Porpoise trolley right-of-way.

CONDITION: (USGS) The condition as of 1956 was an old railroad grade for the entire length.

POSSIBLE ACTION: As with the York Beach line, this right-of-way, if in a useable state, may form a scenic loop trail. It might connect the main South Berwick-Scarboro trail with the coast at Kennebunk Beach and Kennebunkport.

#### NARROW GAUGE LINES

1. EAGLE LAKE TO CHESUNCOOK LAKE, Piscataquis County, Eagle Lake and West Branch Railroad  
Length of abandonment - 15 miles.

DESCRIPTION: An old logging railroad, this line connected Tramway on Eagle Lake with the northern end of Chesuncook Lake. A point of interest is the site on the right-of-way (ROW) where two steam locomotives sit, having been abandoned with the line.

CONDITION: According to an inspection by Waldo Nielsen, author of "Right-of-Way, A Guide to Abandoned Railroads", the roadbed is completely overgrown with full size trees.

POSSIBLE ACTION; None, except for having the two locomotives as a stopping point or destination on an overland hike. The right-of-way, however, could not be used to reach the engines.

2. JACKMAN TO SANDY BAY (T5R3), Somerset County, Bald Mountain Railroad  
Length of abandonment - approximately 13 miles.

DESCRIPTION: The Bald Mountain Railroad was a logging railroad running from the Canadian Pacific Railroad tracks at Jackman Station through Jackman Mills, north along the Heald Stream into Sandy Bay.

CONDITION: (USGS) The maps showing this line were made before abandonment and therefore show an active railroad.

POSSIBLE ACTION: Located in a very active snowmobile area, this right-of-way could become a segment of a series of trails in the area. A trail located along a rail line such as this usually is in less danger of being interrupted by renewed logging operation than the old logging roads are.

#### ABANDONED ELECTRIC RAILWAYS

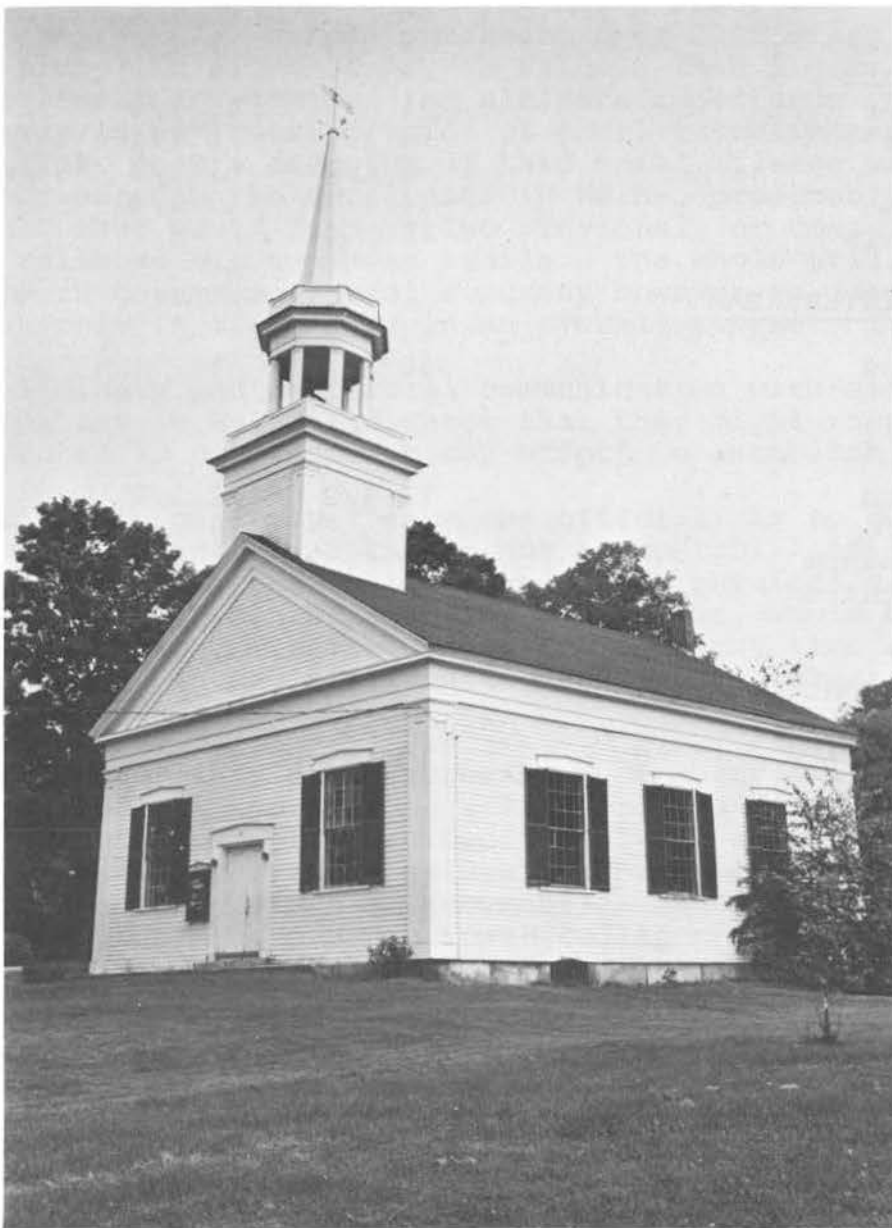
The abandoned trolley and interurban lines present a somewhat different situation than do the steam rail lines which ran on their own private rights-of-way (R<sub>S</sub>OW). Trolley lines were a mixture of private rights-of-way, city street and open road operation. Where private rights-of-way still exist, trail activities can be instituted the same as on a steam line, although the trolley rights-of-way were rarely over a couple of miles in length.

When the crosscountry electric car entered a city, it was usually upon the local trolley tracks laid in the center of the streets. While some of these rails are still visible, most have been paved over. Most of the electric line operation was along the side of the highways and country roads. Most often, the electric railroad company would have

a right-of-way. Since the abandonment of the trolleys, much of the beside-the-road grade has been used in widening operations, although in some places evidence of the trolley line such as old abutments or an excessively wide road shoulder exist.

It may be possible to utilize the remnants of the old electric railway system in two ways. The most obvious would be to establish a local or branch trail on one of the private rights-of-way. A second possibility would be to use the private rights-of-way and beside-the-road grades to form a safe bicycle and hiking path along the major roads. A thorough investigation of the roads used by the trolley companies would be needed to determine exactly how much grade would be available for any type of trail.

The following section gives a summary of the street railway and interurban operation that once existed in the state. Included in the listing are the names of the companies, the various routes and the miles of city street, roadside and private right-of-way of each route. Railways that served only urban areas via city streets have been omitted.



VILLAGE CHURCH - W. MINOT

COMPANY ROUTE	TOTAL MILES	MILES ON PUBLIC ROAD	MILES ON ROW
<u>BANGOR HYDRO ELECTRIC CO.</u>			
Bangor to Hampden	5 1/2	5 1/2	0
Bangor to Charleston	26	26	0
<u>WATERVILLE, FAIRFIELD &amp; OAKLAND RAILROAD CO.</u>			
Waterville to Oakland	5 1/2	2	2 1/2
<u>ANDROSCOGGIN &amp; KENNEBEC RAILWAY CO.</u>			
Lewiston to Mechanic Falls	10 1/2	10 1/2	0
Lewiston to Turner	13	13	0
Lewiston to Bath	28	25 1/2	2 1/2
Lewiston to Sabattus	6 3/4	5 3/4	1
Brunswick to Freeport	9	9	0
Sabattus to Gardiner	21 1/2	16 1/4	5 1/4
Gardiner to Augusta	6 1/2	6 1/2	0
Augusta to Togus	5 1/2	1 1/4	4 1/4
Augusta to Winthrop	14 1/2	3 3/4	10 3/4
Augusta to Waterville	20	-	-
<u>PORTLAND - LEWISTON INTERURBAN</u>			
Lewiston to Portland	30	5	25
<u>PORTLAND RAILROAD CO.</u>			
Portland to Yarmouth	12 1/2	12 1/2	0
Portland to Gorham	11	11	0
Portland to So. Windham	12	12	0
Portland to Old Orchard	15	14 3/4	1/4
Saco to Dunston	6	6	0
<u>BIDDEFORD &amp; SACO RAILROAD CO.</u>			
Biddeford to Old Orchard	10	10	0
<u>ATLANTIC SHORE RAILWAY CO.</u>			
Biddeford to Kennebunkport	10 1/2	6	4 1/2
Sanford to Cape Porpoise	22	13	9
Sanford to Springvale	2	2	0
Kennebunk to Kittery	28 3/4	21	7 3/4
York to Dover	15	8	7
Kittery to Salmon Falls	13 1/2	7 1/2	6



OTHER LINEAR FACILITIES WITH TRAIL POTENTIAL

Although ostensibly, this report deals only with railroad rights-of-way the connection, both literal and conceptual between these and other major linear spaces such as utility rights-of-way, abandoned town and county roads, the Cumberland and Oxford Canal route, etc. is an obvious potential catalytic factor that cannot be ignored. The initial stage of any trail system development will be much more valid if all possibilities are explored, including connection of railroad right-of-way trails with other complimentary facilities, including state and national parks and other State owned lands that have recreational or educational value.

The following is a brief summary of these other facilities:

UTILITY RIGHTS-OF-WAY

1. Electric Power lines: Central Maine Power alone controls, through easement or fee simple purchase, over 2000 miles of power transmission line right-of-way in Maine. This figure, of course, speaks for itself in terms of the ultimate importance of utility rights-of-way in any consideration of trail establishment. As mentioned earlier, only a fraction of this total mileage would be of prime importance to the trail user in Maine, presumably only those segments that would connect two previously or concurrently established railroad right-of-way trails. The whole utility right-of-way network deserves careful scrutiny however to determine exactly what role it might play in an overall scheme.

Preliminary and unofficial communication with electric power companies in Maine indicates that they might reasonably be expected to cooperate in any effort to establish a trail system.

Their main objective, says one official, is to get electricity from one point to another - not to control land - and any reasonable use that neither endangers physical safety, company property, or that of abutting landowners, would be given careful consideration. Central Maine Power at the time of this writing, is engaged in negotiations to establish nature trails in the Cumberland-Falmouth area.

Some concern has been expressed by company officials over motorized transport along utility rights-of-way stemming from a serious snowmobile accident involving a guidewire some time ago. The relatively fragile guidewires present not only a hazard to motorized travellers on snowmobiles and trailbikes but if accidentally broken, could cause tower collapse and/or interruption of power.

Electrical power lines in Maine are divided into three categories:

- A. 34,500 volt lines, with wooden T pylons and a 100 foot wide right-of-way.
- B. 115,000 volt lines, with wooden T pylons and a 150 foot wide right-of-way.
- C. 345,000 volt lines, with wooden or occasionally steel H pylons and a 170 foot wide right-of-way.

Combinations of the above can result in a somewhat wider right-of-way although this is rare.

Surface conditions vary widely, of course, and there is little if any, grading that takes place at construction. The result is a right-of-way suitable in most areas, by company preference and practicality, only for hiking and crosscountry skiing. The possibility does exist however, where careful control and abutting landowner acquiescence can be achieved, of trails along the side of some of the wider rights-of-way for such activities as snowmobiling and trailbiking. Selective herbicidal control is exercised on a 4 or 5 year basis and surveillance by helicopter generally is conducted yearly.

#### NATURAL GAS RIGHTS-OF-WAY

These are much less prevalent in Maine and although there are approximately 300 miles of this type of right-of-way, only underground easements are generally secured, leaving basic control of the surface to individual landowners. Some clearing at installation is, of course, necessary and there is in fact a physically definable linear space created. The width is minimal however in most cases, and a variety of surficial conditions exist. Therefore, using these facilities would be more difficult from a legal and physical standpoint and proposals for their use should be made only when no other possibility for trail connection exists.

#### ABANDONED

##### Town and County Roads

Although little investigation has been conducted in this area for purposes of this report, these facilities appear to offer a potentially major addition to any trail system. Investigation here will be detailed and time consuming, involving considerable preliminary negotiation with various officials at all levels. There are apparently in many cases, public rights-of-way that were at one time purchased but never utilized. These exist only on record however, and often were never actually surveyed, creating a somewhat difficult, if interesting problem for the researcher. Private roads, especially those on paper company lands, represent an important potential facility for northern Maine and thus far, corporate policy has been encouraging.

##### Cumberland and Oxford Canal Route

This somewhat special facility is currently owned by a large number of individual landowners and is being fully investigated relative to trail establishment by the Greater Portland Council of Governments and Assistant Professor of History Joel Eastman at the University of Maine at Portland. Further information can be obtained from either source.

PHYSICAL DEVELOPMENT CRITERIA

The "perfect trail" means something different for every person who uses one. Even though it would be difficult to please everyone, there are, however, certain established criteria for enjoyable use of a ROW trail by each interest group involved, and it is hoped that in revitalizing these lines as trails, the work can be done and money spent in a way that will provide maximum convenience for the maximum number of people.

Establishment of a trail then is not a simple matter. It often involves a detailed knowledge of the needs and expectations of every group planning to use the facility with variations in width, topography, trail surface, intervals between service facilities and overnight accommodations, type of services required, necessary safety precautions, compatibility with other trail uses, seasonal restrictions, etc.

The following is a list of expectations and requirements for enjoyable trail use by the more popular activities.

SUMMER:

Hiking: Hiking of course varies greatly in its nature, but can for the sake of simplicity, be broken down into two categories; day hiking, with a minimum of equipment and restricted to persons living within a particular locale, and overnight long-distance hiking or backpacking involving more extensive equipment.

Day Hiking: This type is the less demanding of the two, requiring only a convenient trail located fairly near the center of a given municipality. Here, since the emphasis is not so much on getting somewhere as it is on walking and enjoying in detail the local surroundings, the trail should provide considerable visual and recreational amenities of interest to the day hiker. These might include picnic tables, swimming facilities, interesting natural features, etc. Preferably the trail should be constructed so as to allow a non-duplicating route of anywhere from two to eight or ten miles and be of sufficiently high surface quality to allow for walking in street shoes or sneakers. Waste collection facilities should be amply provided at all picnic or stopping points, as well as toilet facility installation where it is convenient.

Backpacking or overnight long-distance hiking: Here the emphasis is not only on the quality of the scenery and recreation facilities but on proceeding from one point to another in a reasonably direct manner.

According to the Maine Appalachian Trail Club, Inc., "a trail cleared to approximately the Appalachian Trail Standards of 4 feet wide by 8 feet high with provisions for erosion control and crude bridges over large streams would be adequate."

In more settled areas, it is suggested that the trails could

be somewhat wider than in more remote locations.

Unless there is some popular destination point where overnight stop-over is desirable, a planned interval of approximately 7 miles between overnight facilities is sufficient. These facilities could range anywhere from motels in the larger towns to Youth Hostels, crude shelters such as lean-to's or tent platforms. Springs should be clearly marked both for location and water quality and, as with the local trails, waste collection facilities at points of road intersection should be provided.

The Appalachian Mountain Club, embracing a more severe and traditional approach to the sport, is a good spokesman for the back-packer with no special interest in cultural features and a more rigorous backpacking regimen. For this type of hiker, reports Mr. Robert Proudman, Trail Supervisor, A.M.C., the lack of topographic variety on the right-of-way trail itself, tends to make railroad rights-of-way less attractive than overland trails. He does indicate though that right-of-way trails could have secondary benefits for these people through:

1. "Relieving pressure from competing and conflicting uses".
2. Offering safer bicycle paths for the same person who often bikes as well as hikes.
3. Providing alternate routes where traditional trails have, for one reason or another, lost their appeal.

Horseback riding: According to the Maine Horse Association, Inc. railroad rights-of-way make excellent trails for riding. Footing for horses should be of any reasonably soft, granular material such as sand, dirt, cinders or gravel. For short distances "just rocks or stones" are acceptable as long as they are small enough in size to prevent stumbling. Horses will ford a small slowly flowing stream provided the embankment down to and up from it is sound and not too steep. Where bridges are provided, they must be planked and reasonably firm. Stopping points may be as much as ten miles apart and should, where possible, include a potable water source. Overnight facilities should be accessible to vehicles so that horses may be loaded and unloaded from trailers easily.

Nature Study: There are many people who might use the trails for the purpose of studying in some detail the natural aspects of the terrain through which a right-of-way passes. This could incorporate any number of pastimes including birdwatching, the study of floral ecology, etc., and many of the potential trails offer exciting opportunities in this area. It is, of course, preferable for the right-of-way user, in this case, to be in a position to leave the trail for short distances for a specific purpose - one that hopefully would not in any way damage the property of abutting land-owners. This, however, could pose some problems in a specific in-

stance and therefore careful consideration should be given by the Department in working to establish any given trail to identify possible short loop trails off the main right-of-way where a special natural feature exists.

Bicycling: This sport is one growing dramatically in popularity with each passing year. Like hiking, bicycling can be broken down into basic divisions of day trips and long distance touring. Unlike the other activities, however, bicycling requires a trail surface that is hard, smooth and free of all vegetation. This will require, even in cases where the right-of-way is in otherwise good condition, some degree of surface preparation. Asphalt can cost as much as \$5,000 per mile and even adding a fine top course with oil will amount to an expense of approximately \$2,000 per mile. Some few of the examined rights-of-way are potentially acceptable for biking, but in general, bicyclists will travel a less scenic and congested hard surface road rather than hazard a laborious passage along a rough right-of-way trail.

Planking has been used on occasion and although a 30 inch wide 2 x 10 plank surface on a 2 x 4 substructure would cost close to \$9,000 per mile, this surface might prove to be the most practical solution to a short "problem" stretch of trail.

According to the Penobscot Wheelmen, Maine's most active bicycle club, a "leisure trip" for a one-day period would encompass between 15 and 20 miles, a one-day "intermediate" trip 30 - 40 and a "road-runners" trip between 50 and 70 miles. They also indicate that the older wide balloon tired machines are much better suited for absorbing the shocks of rough surfaces than the more popular 3 and 10 speed European varieties.

Given a good quality surface, stopping points with water and shelter, should be spaced approximately 15-25 miles apart. For further information see Bike Trails and Facilities, A Guide to their Design, Construction and Operation prepared by Walter Cook, American Institute of Park Executives, for the Bicycle Institute of America, 122 E. 42nd Street, N. Y., N. Y. 10017.

#### WINTER:

Snowmobiling: This sport is one that is currently engaged in on many of Maine's rights-of-way and requires little trail maintenance. Rough planked bridges are all that is needed over a stream and only minimal vegetation cutting is necessary. As long as the surface is free of serious hazards that cannot otherwise be seen beneath a moderate layer of snow, surface condition may vary from smooth to comparatively rough. Although normal travelling speed is approximately 15-20 mph, the average "stock" snowmobile can attain a top speed of from 35-70 mph. Therefore, the trail should be of sufficient width to prevent accidents where snowmobiles may be travelling in opposite directions. Proper sign posting of important trail features is advisable to maximize safety under these conditions.

According to Mr. Frank Farren, Snowmobile Coordinator for the Department of Parks and Recreation, trails should be a minimum of 7 or 8 feet wide. Specific trail maintenance involves sufficient vegetative cutting, filling of dangerous depressions and "grooming" of rough spots on the snow surface during the winter. Most local clubs are equipped with such a device.

Cross Country Skiing or Ski Touring: Aside from the obvious aesthetic conflict between cross country ski enthusiasts and snowmobilers, both of whom may well be using a given trail simultaneously, there is a problem in necessary surface conditions to be avoided where possible.

While on occasion snow may be so deep that following in a snowmobile track is helpful, the cross country skier generally prefers a virgin or only slightly disturbed surface for maximum enjoyment of his sport. Here again, hazards should be properly marked although the slower forward speed (3-8 mph) reduces the chance of unavoidable accidents. The trail need not be as wide as that needed for snowmobiling and, ideally, should include gently sloping hills (open fields are best). These, of course, are generally not to be found on a railroad right-of-way and some thought should be given to the establishment of short side trails for this purpose. Service facilities are generally not necessary since the sport is usually restricted to one-day periods or portions of the day and all that is needed, including meals, is carried in pockets or lightweight knapsack. The average cross country skier may cover as much as 8-10 miles on an excursion.

NOTE: Although letters were mailed to all identifiable organized interest groups, there are in all probability some that have been overlooked. In general, however, a good trail should be compatible with all activities and problems will tend to arise only through a conflict of interest between these various groups. No response was obtained from New England Trailriders Association, a group of cross country motorcyclists.

The Ideal Trail: In order to accommodate the largest number of trail users to the maximum extent of enjoyment and convenience, certain uniform specifications should be established in developing a right-of-way trail system.

Surface: Generally the surface should be of a smooth granular material with good stability. In instances where a high incidence of bicycling is anticipated, the construction of a hard smooth surface strip on either side of the trail anywhere from 3 to 6 feet is advisable.

Width: The width should be maintained at approximately 8 feet or even wider where it causes no problems.

Height: Vegetation should be cleared overhead up to approximately 8 feet where dense vegetation is encountered.

Total Distance: This measurement may vary but road access points should be no more than 5 or 6 miles apart where possible.

Type of Service Facility and Distance Between Same: Service facilities should include provisions for overnight stay, preferably camping facilities no more than 7 or 8 miles apart. These should include toilets, drinking water and fire pits. In areas where towns are encountered at regular intervals, Youth Hostels or hotel/motel accommodations are sufficient. A potable water supply should be available at 5 mile intervals where possible.

Trail Course: Since most railroad rights-of-way are by definition linear courses, a loop-type trail is often difficult to arrange. Provision should be made for connection with safe light duty roads where possible to afford a different return route.

Other: A. Trail hazards should be properly marked and signs conveying any relevant information should be posted.

B. Features of natural, historic or cultural interest should be taken into prime consideration in establishing a trail and efforts should be made to bring them to the attention of all trail users.



A TYPICAL  
FIRE PIT  
ALONG AN  
ABANDONED  
RAILROAD  
RIGHT-OF-WAY

SUMMER	Surface Condition	Straight or loop	Recommended Dist. between overnight or rest fac.	Recommended Total Distance	Width	Other Requisites
<u>hiking.</u> A overnight long dist.	med. smooth	straight	7 miles	15-20 mi. per day	4 ft.	visual amenities potable water camping fac.
B day short dist.	smooth	loop	2-5 miles	2-8 mi.	8-10 ft.	waste fac. visual amenities and related recreational fac.
<u>horseback riding</u>	soft, smooth	straight (or loop)	10 mi. incl. road for trailers	30 mi.	2-8 ft.	potable water
<u>nature study (side trail)</u>	rough	loop	1 mi.	1 mi.	2-5 ft.	visual and nat. features
<u>bicycling</u> A overnight long dist.	hard smooth	straight	15-25 mi.	30-40 mi.	6-8 ft.	potable water
B day short dist.	hard smooth	loop or connection w/road	5-10 mi.	15-20 mi.	6-8 ft.	related recreational facilities
WINTER <u>snowmobiling</u>	rough	preferably loop (or straight)	none	20-60 mi.	8-10 ft.	mark hazards
<u>crosscountry skiing</u>	med. smooth	preferably loop (or straight)	3-5 mi.	7-10 mi.	2-8 ft.	mark hazards potable water where possible

Table 1 TRAIL REQUIREMENTS BY ACTIVITY



Railroad	Possible Trail	Trail Length	Surface Condition	Value Local-State	Level of anticipated expense per mile
Bangor & Aroostook	Monticello-Bridgewater	10 mi.	active tract	local	L
Bangor & Aroostook	Brownville Jct.-Katahdin Iron Works	8.5 mi.	good	state	L
Bangor & Aroostook	Derby-Greenville Jct.	Sec.A 18 mi.	good	state	L
		Sec.B 12 mi.	fair	local	M
Monson	Monson Jct.-Monson	8.25 mi.	good	local	L
Maine Central	Rockwood-Bingham	to be determined	good	local	L
Sandy River & Rangeley Lakes	East fork-Salem-Strong	6 mi.	good	local	L
Sandy River & Rangeley Lakes	Kingfield-Bigelow	10 mi.	good	state	L
Maine Central	Rumford-Kennebago	26.5 mi.	good	state	L
Maine Central	Hartland-Harmony	10.5 mi.	poor	local	H
Unknown	Old Town-Bangor	10 mi.	fair	local	M/H
Maine Central	Wash. Jct.-McNeil Pt.	-	poor	local	M/H
Bangor & Aroostook	Stockton Springs-Cape Jellison	-	poor	local	M
Maine Central	Shawmut-Skowhegan	5 mi.	good	local	L
Wiscasset-Waterville Farmington	Albion-Wiscasset	-	bad	local	H

Table 2 POSSIBLE TRAILS BY RAILROAD

Railroad	Possible Trail	Trail Length	Surface Condition	Value Local-State	Level of anticipated expense per mile
Georges Valley narrow gauge	Warren-Union	-	bad	local	H
Maine Central	Leeds Jct.- S. Lewiston	-	poor	local	H
Maine Central	Poland-Canton	36.25 mi.	excellent	state	L
Bridgton-Harrison narrow gauge	Hiram-Bridgton	15 mi.	good	state	L
Sanford & Eastern	Gorham-Lyman	12 mi.	good	state	M
Sanford & Eastern	Springvale	2.5 mi.	excellent	local	L
Boston & Maine	S. Berwick- Scarboro	35 mi.	good	state	L

IMPLEMENTATION CRITERIA

A. Objective: To assure public enjoyment of all linear spaces with trail potential.

Recommendation: That the Department request an investigation by the Attorney General's Office of all statutory and contractual material relative to the acquisition, ownership and disposition of linear spaces.

B. Objective: To assure the safety of all non-vehicular activity on Maine's roads.

Recommendation: That the Department request the Department of Transportation to consider and incorporate where possible any and all plans for trails developed by Parks and Recreation where the Department of Transportation is directly involved. This may include provisions for widening existing shoulders and the construction of safe, physically separated trails alongside existing roads where demand indicates such a need.

C. Objective: To develop a cohesive and publically accessible plan for funding of trails.

Recommendation: That the Department investigate new methods of funding trail construction including a matching grant-in-aid program for municipalities throughout the State. This could take any number of forms-from a set 50% matching grant to funding as a function of the tax base to population ratio.

D. Objective: To maximize safety for non-automotive travellers.

Recommendation: That the Department strongly encourage the construction of proper safety facilities at road crossings including fences where necessary, sign posting, reduced speed limits, etc.

E. Objective: That the public be made fully aware of available trail resources.

Recommendation: That the Department coordinate trail development with publicity of same including necessary pamphlets, and information/consulting services.

F. Objective: That proper overnight facilities be made available on a sea-

Recommendation: That the Department undertake a major effort to encourage expansion of the presently inadequate Youth Hostel System within the State and investigate the possibility of making highway rest areas available for limited one-day overnight camping in areas otherwise lacking such facilities.

G.

Objective: To maximize use of trail system after establishment.

Recommendation: That the Department encourage provision of trail related recreational businesses throughout Maine including bicycle rental, horse rental and trail-riding tours, backpacking rental and group long distance hiking services.



STOREFRONT - CANTON

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EAST SUMNER

