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## Trolleys to Brunswick, Maine -- 1896-1937

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Connecticut Valley Chapter, National Railway Historical Society

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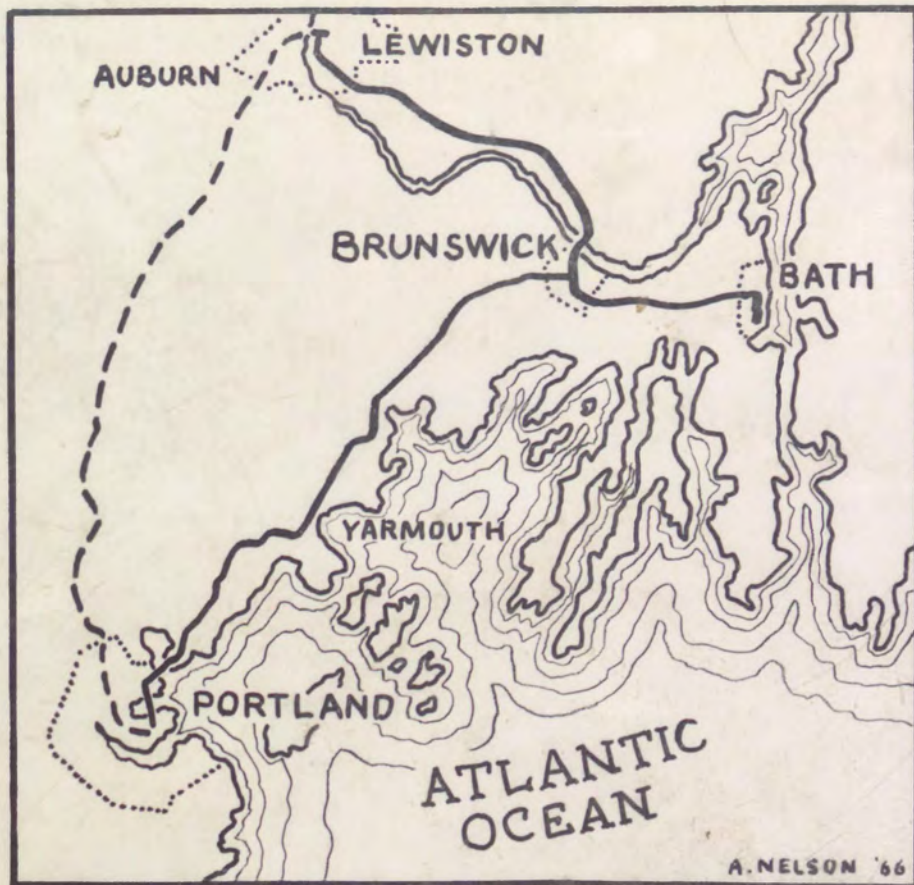
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# Transportation Bulletin



## Trolleys to Brunswick, Maine 1896-1937

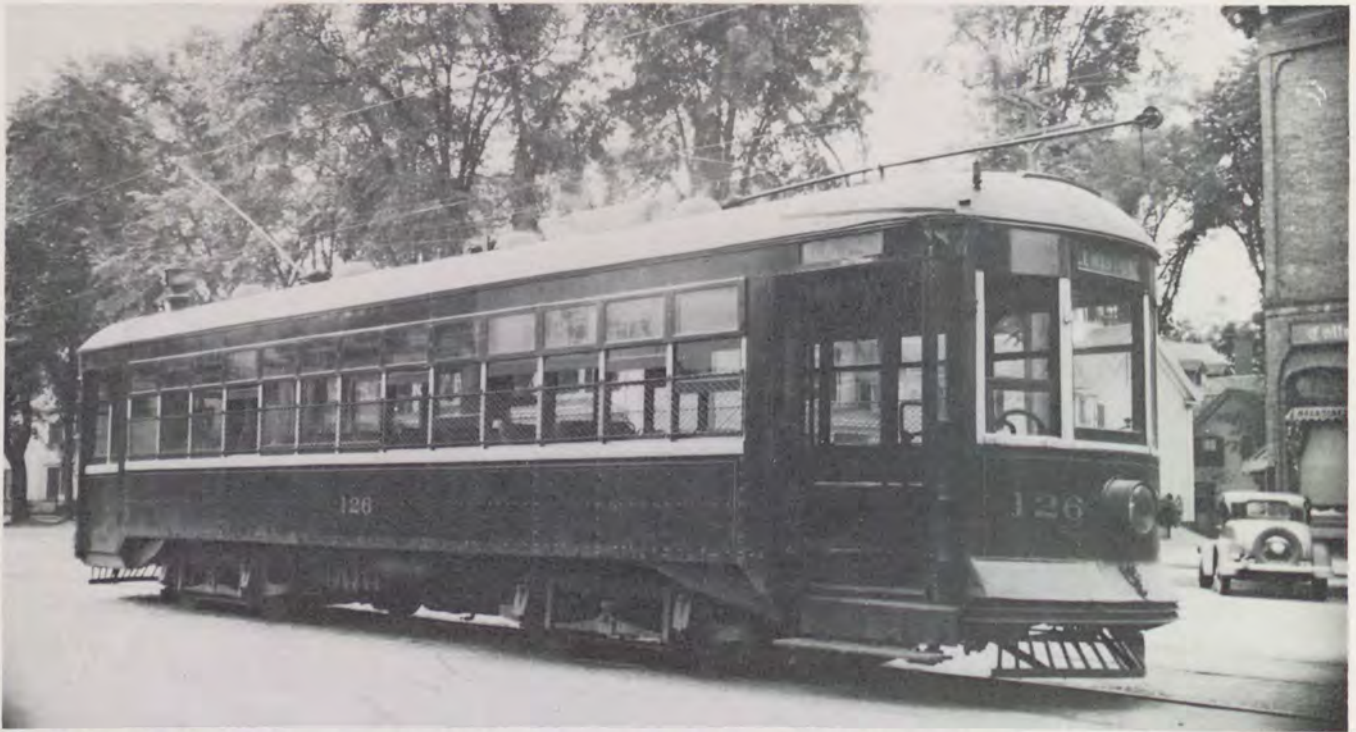
By O. R. CUMMINGS



NO. 126 LEAVES A PASSENGER at Harding's Station in Brunswick enroute to Lewiston. —[Cunningham Photo.]



# Trolleys to Brunswick, Maine



AT BRUNSWICK, MAINE, June 28, 1934: Androscoggin & Kennebec Railway Car No. 126 lays over on a trip from Bath, awaiting scheduled departure time for the run to Lewiston. —[Photograph taken by Roger Borrup.]

## Introduction

THE LAST of the long-distance cross-country trolley lines which once abounded in New England was the 30-mile route between Lewiston and Bath via Brunswick in the State of Maine.

Built by the Lewiston, Brunswick & Bath Street Railway Company in 1898, it was operated by the Lewiston, Augusta & Waterville Street Railway Company from 1907 to 1919, and was abandoned by the LA&W's successor, the Androscoggin & Kennebec Railway Company in 1937, after a lifetime of nearly 40 years. It might have lasted even longer had it not been for highway construction!

Serving the intermediate communities of Lisbon, Lisbon Falls, Pejepscot, Topsham and West Bath, the line featured side of the road operation, long stretches of private right-of-way, and local street running. Both passenger and freight service were provided and for about 20 years, from 1917 on, there

was heavy coal traffic over the road.

A portion of the route—from Lewiston to Lisbon Falls—survived until the late summer of 1941 when buses of the Lewiston-Auburn Transit Company, successor to the A&K, replaced the remaining rail lines in the Lewiston area.

CLOSELY allied to the Lewiston-Bath line was the 16-mile route from Brunswick southerly to Freeport, South Freeport and Yarmouth. Built in 1902, it lasted until 1929, being operated successively by the Portland & Brunswick, the Brunswick & Yarmouth and the Lewiston, Augusta & Waterville Street Railways and the Androscoggin & Kennebec Railway.

The line connected at Yarmouth with the Portland Railroad Company and for about 12 years—from 1906 until 1918—through service was operated over the 28 miles between Portland and Brunswick.

Both the Lewiston-Bath and the Brunswick-Yarmouth lines have been only memories for more than a quarter century but the former

survived just long enough to attract the enthusiastic attention of the early railfans. As a result, the line was extensively photographed from one end to the other during the 1935-1937 period.

Gerald F. Cunningham, now of Silver Spring, Maryland, and Charles A. Duncan of Danvers, Mass., both used many rolls of film covering the line in its entirety and their pictures have been used extensively in illustrating this story.

## Acknowledgements

MUCH of the material for the history of the Lewiston-Bath route was provided by Robert C. Melcher of Westbrook, Maine, while Ronald H. Cummings of Freeport, Maine, and his father, the late Henry Cummings, a former A&K motorman, contributed considerable information about the Brunswick-Yarmouth route.

Alfred Sweeney of Auburn, Maine, former general manager of the Lewiston, Augusta & Waterville





**BATH CARHOUSE** of the Lewiston, Brunswick & Bath and the parlor car "Merry-meeting" in 1898. This building was razed in 1911 and a smaller barn was constructed with the salvaged materials.—[O. R. Cummings' collection

**BATH CARHOUSE** and substation as they looked in 1934 are shown below in the photograph taken by Roger Borrup.

and the Androscoggin & Kennebec, was most helpful in answering dozens of questions about the two lines and their operations during the period he was associated with the company.

Among others who provided either pictures and/or information were Charles D. Heseltine of South

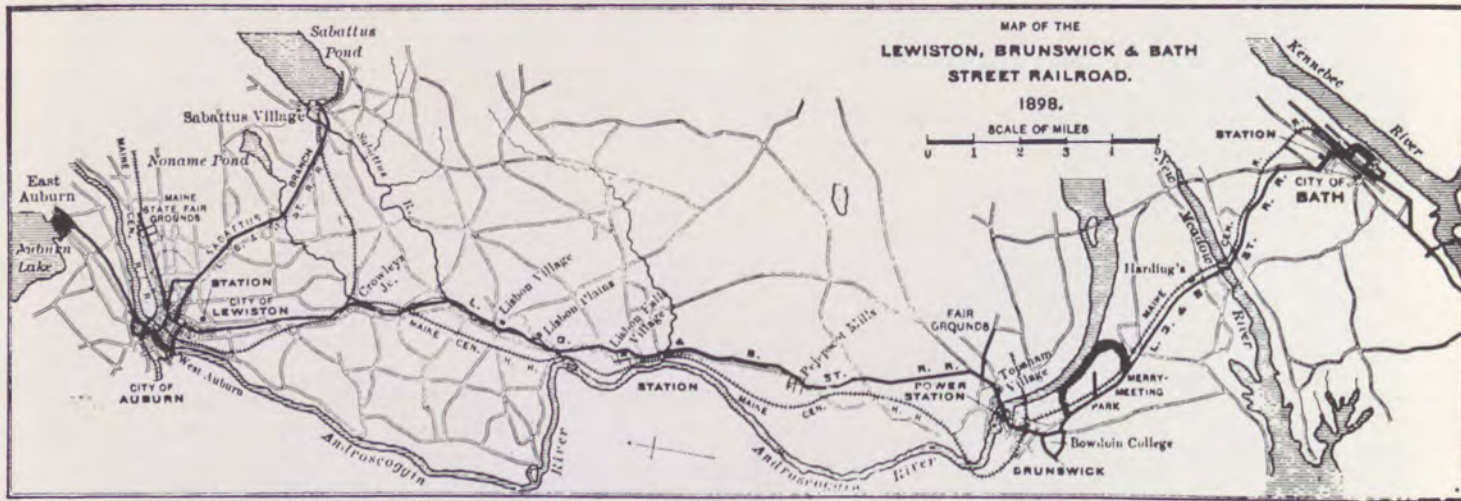
Portland, Maine; Edward D. Leavitt of Biddeford, Maine; Mrs. Myra Pennell of Bath, Maine; the late Wesley A. Lancaster of Auburn, Maine; George E. Cantara of Woonsocket, Rhode Island. Willard R. Higgins of Stoneham, Mass., spent many hours preparing the maps reproduced herein.

There are undoubtedly others who helped in one way or another, as material for this effort was assembled over a long period of time. Their assistance was and is much appreciated.

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# Lewiston, Brunswick & Bath Street Railway



## Brunswick Electric Railroad

THE Lewiston, Brunswick & Bath Street Railway had its corporate beginnings on February 4, 1889, when the Brunswick Electric Railroad Company, otherwise known as the Brunswick & Topsham Electric Railway, was incorporated under Chapter 306 of the Private and Special Laws of Maine and was authorized to build and operate a street railway from Brunswick to the neighboring towns of Topsham and Harpswell.

Incorporators of the company, which had an authorized capitalization of \$250,000, were Charles B. Story, Frederick H. Wilson, John P. Winchell, George E. Woodbury and Frank C. Webb.

The company was empowered to use either animals, steam or electricity for its motive power, and the charter called for completion of the road by 1894.

The charter was extended for two years in 1893 and another two-year extension was granted in 1895. Shortly thereafter, control of the company was acquired by Amos F. Gerald of Fairfield, later known as the "Electric Railroad King of Maine," and his associate, Isaac C. Libby of Waterville.

Several months were required to

secure the necessary franchises from the town fathers of Brunswick and Topsham.

The route finally authorized began at the Sagadahoc County Fairgrounds in Topsham and extended through Winter and Main Streets, across the Granny Hole Stream and Androscoggin River bridges (replaced by the present bridges in 1932) into Brunswick, and up Maine Street, Brunswick, to Bowdoin College.

The line was to loop around the college campus via Maine Street, Longfellow Avenue, Harpswell Road and Bath Street and was to cross the Maine Central Railroad at grade on Maine Street.

(No attempt apparently was made to secure franchises for the proposed Brunswick-Harpswell route and it is believed that plans for such a line were abandoned at an early date).

Actual construction of the 3.5-mile line began September 24, 1896 when track-laying crews started work, and on October 12th the first car, a 4-wheel open, made the initial trial trips between the two towns.

(The car had arrived the day before and the carhouse crew worked throughout the night installing the motors and electrical equipment).

The Sagadahoc County Fair opened the same day and the little trolley stole the show, carrying more than 1,500 riders between the fairgrounds and Brunswick.

Regular operation commenced

two days later—after the granting of a certificate of safety by the Railroad Commissioners.

The railway was required to pay for the strengthening of the Granny Hole and Androscoggin River bridges to render the spans safe for the weight of a loaded electric car. Even so, only one car was permitted to cross either bridge at any one time and no trolleys were to be on the spans whenever another vehicle was crossing.

It was not too long before new bridges were constructed, the street railway company paying a proportionate share of the cost.

The Brunswick Electric Railroad was built at a cost of \$35,000 (including \$2,800 for a carhouse lot and the erection of a two-track wood-frame carhouse on Summer Street) and it owned a total of 3.53 miles of track.

### Only 4 Cars on the Roster

Rolling stock consisted of one closed car and two opens, all of the 4-wheel variety, and one 4-wheel snow plow.

According to the Railroad Commissioners' report for 1897, the road owned only three motors and this would seem to indicate that each passenger car was equipped with only one motor. The motors from the open cars were probably used under the snow plow during the winter months.

Power for the road was purchased, probably from the Cabot Mills, which operated a hydroelec-



tric plant on the Androscoggin in Brunswick.

The line had a running time of about 20 minutes and only one car was used fall, winter and spring.

Two open cars were used in the summer and during Fair Week in the fall, all three cars were placed in operation to carry the crowds to and from Topsham Fairgrounds.

The building of the Brunswick Electric Railroad was only the first step in Amos F. Gerald's grand plan for construction of an approximately 25-mile line to link Auburn and Lewiston with Brunswick and Bath.

Gerald was interested in the existing Bath Street Railway, which had commenced operation in 1893, and early in 1897 he gained effective control of the Lewiston & Auburn Horse Railroad, which had come into being in 1881 and had electrified its 14-mile system in 1894-95.

(It is believed Gerald also acquired—and pigeonholed—the charter of the Lewiston & Brunswick Electric Railroad, which had been incorporated on May 13, 1896 to build from Brunswick through the towns of Topsham and Lisbon to Lewiston).

Shortly after gaining control of the Lewiston-Auburn lines, Gerald introduced in the Maine Legislature a measure to authorize the Brunswick Electric Railroad Company to extend its lines and to acquire other street railway properties by lease or purchase. This bill was enacted as Chapter 395 of the Private and Special Laws of 1897.

Under the terms of the act, the Brunswick Electric Railroad was empowered to extend from Topsham into and through the town of Lisbon to the Lewiston city line, and from Brunswick to the Bath city line, and to build lines in Bath over streets not occupied by tracks of the Bath Street Railway.

It further authorized the Lewiston & Auburn Horse Railroad to extend to the Lisbon boundary and it sanctioned the sale of the Lewiston & Auburn Horse Railroad and the Bath Street Railway to the Brunswick Electric Railroad.

The name of the Brunswick Electric Railroad was changed to the Lewiston, Brunswick & Bath Street Railway on March 26, 1898.

The Lewiston & Auburn system was merged with the LB&B four days later and on June 1st, the Bath Street Railway was leased to the LB&B for 999 years, being merged with the latter in 1901.

## Lewiston & Auburn Horse Railroad

AT THE TIME of its consolidation with the Lewiston, Brunswick & Bath Street Railway, the Lewiston & Auburn Horse Railroad owned 14 route miles and 14.62 track miles and had four routes: Main Street, Lake Grove, New Auburn Belt and Figure 8.

The Main Street line, beginning at Main and Lisbon Streets in Lewiston, extended up Main Street to the State Fairgrounds, while the Lake Grove route, also beginning



NEW MEADOWS RIVER pile trestle, showing car No. 38, one of the Briggs 20-foot closed cars purchased for the Lewiston-Bath service in 1898 by the Lewiston, Brunswick & Bath Street Railway Co. —[Lancaster Collection.



at Main and Lisbon Streets, ran down Main Street hill to and across the so-called upper bridge over the Androscoggin River to Court Street in Auburn. Running along Court Street a short distance, it continued through Turner Street and Lake Grove Avenue to Center Street and out Center Street to Lake Grove Park, a railway-owned amusement resort on the shore of Lake Auburn in East Auburn.

The New Auburn Belt line, beginning at Court and Maine Streets, Auburn, extended through Main and Mill Streets to Broad Street in New Auburn and thence across the lower or South bridge over the Androscoggin River to Cedar Street in Lewiston. Continuing up Cedar Street to Lisbon Street, it ran along Lisbon Street to Main Street.

The Figure 8 line, as its name implies, consisted of a loop through several streets in Lewiston and a similar circuit in Auburn. The Lewiston loop, beginning at Lisbon and Pine Streets, extended up Pine Street to Sabattus Street, along Sabattus Street to Skinner Street; down Skinner Street (now Campus Avenue) past Bates College to College Street; along College Street to the inner end of Sabattus Street, and on Sabattus Street to Main Street, connecting with the Fairgrounds line at Hospital Square (near the Central Maine General Hospital).

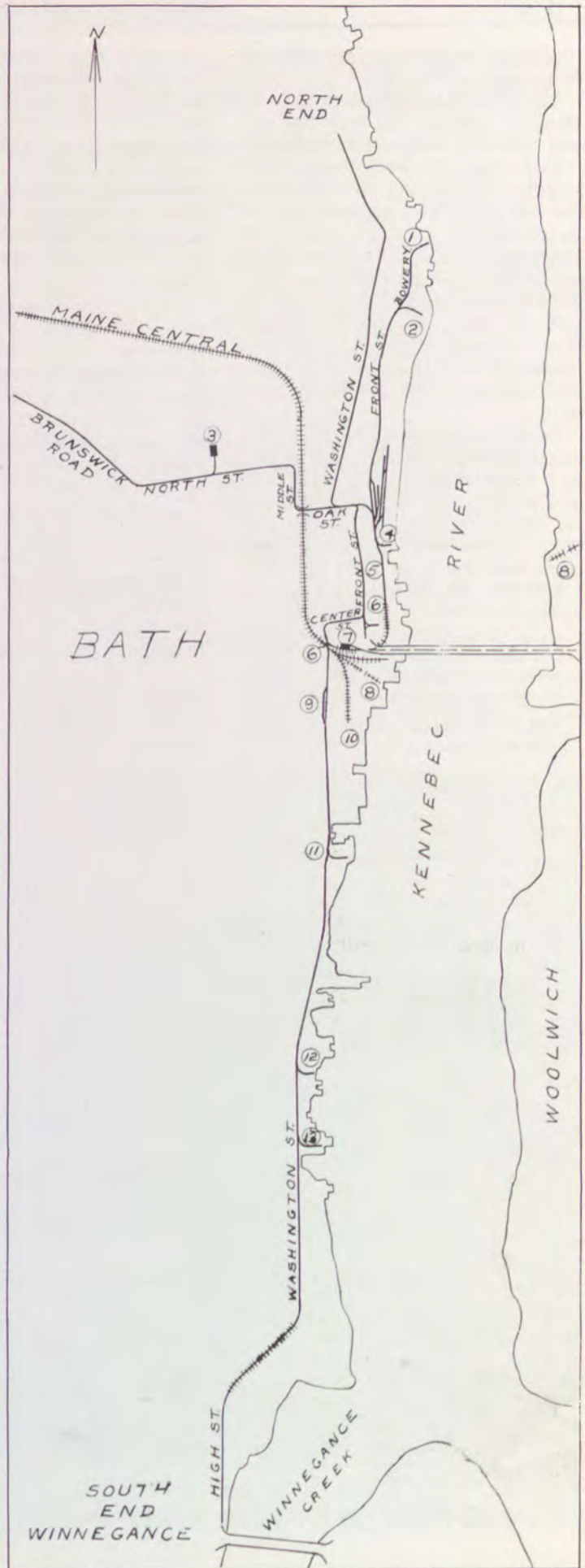
In Auburn, tracks extended from Turner Street through Dennison Street to the intersection of Goff Street and Gamage Avenue; on Goff Street to Court Street, and down Court Street to Turner Street.

The carhouse and power plant were located on Chapel Street, Lewiston, and the rolling stock on June 30, 1897 consisted of 10 closed and 8 open cars equipped for electric power, 12 open trailers, 4 work cars and 3 snow plows.

According to the American Street

1. Kelly-Spear Co.
2. Texas Steamship Co.
3. Car barn
4. Kennebec Wharf & Coal Co.
5. Commercial Street
6. Interchanges with Maine Central Railroad
7. Maine Central Railroad Depot
8. Old Maine Central RR Ferry Terminal Sites
9. Phoenix Turnout
10. Bath Iron Works Shipyards
11. Bath Box Co.
12. Percy & Small Co.
13. E. G. Deering Co.

(Maine Central Yard Trackage not shown in detail)





Railway Investments manual of 1898, the power station was equipped with Westinghouse engines and generators and the cars had been built by the Briggs Carriage Company of Amesbury, Mass., and the J. G. Brill Company of Philadelphia. Westinghouse motors were used.

(A detailed history of the Lewiston and Auburn horse car and trolley lines is planned for a future publication.)

## Bath Street Railway

THE BATH STREET RAILWAY had only one line—4.25 miles long. It began on Washington near Winship Street, at the North End of the city, and extended through Washington and Linden Streets to Front Street in the heart of the business district. Running along Front Street, it continued up Center Street to Washington Street and along Washington to Lamont Street. Here it entered a private right-of-way extending across a field to High Street, the tracks running alongside High Street to the west end of the Winnegance Bridge in Bath's South End.

The carhouse, a former factory, was located at Washington and

Spring Streets, and the power station, which was equipped with Ball & Wood engines and Westinghouse generators, was nearby.

Rolling stock on June 30, 1897 included 3 closed and 5 open passenger cars, all of the 4-wheel type, built by the Newburyport Car Company of Newburyport, Mass., and the Lewis & Fowler Manufacturing Company of Brooklyn, New York; two work cars and a snow plow.

TO CREATE the proposed route from Lewiston to Bath, it was necessary to construct approximately 18 miles of track between Lewiston and Topsham and an 8-mile line between Brunswick and Bath.

Plans for this work were well under way before the Lewiston, Brunswick & Bath Street Railway, as such, came into being. By early 1898, the rights of way had been surveyed, the necessary franchises had been obtained, and construction materials were being delivered at Lewiston, Brunswick and Bath.

The Lewiston - Topsham route, beginning at Lisbon and Cedar Streets, Lewiston, was to leave the city via Lisbon Street and run along the southerly side of the existing county road through South Lewiston and Lisbon to a point just beyond Lisbon Center. Here it was to enter private right-of-way, crossing the Sabattus River, and extending through Frost's Park, so-called,

to rejoin the highway just outside of Lisbon Falls.

Running through the principal streets of Lisbon, the line was to enter private land, a short distance to the south of the highway, and continue for about 3 miles to the village of Pejepscoot in the town of Topsham. The private right-of-way then was to cut across country for about 3 miles more and then the tracks were to run alongside Main Street, Topsham, to connect with the existing trackage of the Brunswick Electric Railroad at Walker's Corner (Main and Winter Streets).

Branching from the Brunswick Electric Railroad's Bowdoin College loop at Harpswell Road and McLellan Street, Brunswick, the Bath line was to run out McLellan Street and follow the old main highway to the "Shipbuilding City" for about 3 miles. It then was to run over private land to a crossing of the New Meadows River.

Continuing on private land from the opposite side of the stream, the line was to run to a junction with Brunswick Road in West Bath and then follow Brunswick Road and North, Middle and Oak Streets to connect with the Bath Street Railway at Washington and Oak Streets.

(The distance from the start of the new trackage in Lewiston to Walker's Corner, Topsham, was 18.08 miles, and that from the Bowdoin College loop in Brunswick to Oak and Washington Streets in Bath was 8.13 miles.)

Also planned was a change in



PRIVATE WAY scene on South End line in Bath; Birney No. 250 in the distance. —[Photograph by Roger Borrup





PARLOR CAR "Merrymeeting" at New Meadows Inn station about 1910. —[From a photograph by Arthur Foster.

the trackage arrangement at Bath. To avoid two sharp curves — at Washington and Oak Streets and at Washington and Linden Streets—it was proposed to build from Washington straight down Oak Street to Front Street and along Front Street to Linden Street. When this was completed, tracks on Washington and Linden Streets —between Oak and Front Streets— were to be abandoned.

**T**HE FIRST rails and ties for the Lewiston-Topsham trackage were distributed along the line on January 19, 1898, sleighs being used to haul the construction materials over the snow-covered ground.

One Mr. Libby of Lisbon Falls contracted to grade the right-of-way and lay the rails between Lewiston and Lisbon Falls. Other contractors were engaged to handle the grading and track-laying be-

tween Lisbon Falls and Topsham and between Brunswick and Bath.

Actual construction commenced on March 12th when a crew started to drive piles for a trestle across Lamont's Creek in West Bath. The grading was in progress late in the month and by May 6th, more than a mile of track had been laid between Lewiston and Crowley's Junction in South Lewiston.

The end of May saw the rails



AT FROST'S PARK—No. 120 is shown heading for Lisbon Falls on the right-of-way that has become part of the Lewiston-Brunswick highway. No. 120 was the favorite car on many A&K railfan trips. —[G. Cunningham Photo.



extending all the way to Lisbon Center and grading being carried on in Lisbon Falls. The railway, incidentally, had to move about 250 telephone poles to make way for its track.

By early July, the rails had been laid as far as Lisbon Falls and construction had begun on two viaducts over the Maine Central Railroad's Lewiston-Brunswick line—one near Crowley's Junction and the other in Lisbon, near the boundary of Lewiston.

Built by the Boston Bridge Company, they were fabricated of steel and heavy timbers. The trestle near Crowley's, known as the "Crooked Bridge" because of its S-shape, was 700 feet long and 21 feet high. The Lisbon trestle was of the same height but somewhat shorter.

(Both of these trestles were replaced with heavier structures, at a cost of \$19,000, in 1912-13 by Mequier & Jones Company of Portland.)

Grading on the Brunswick-Bath trackage had begun early in April and progress was so rapid that by June 7th, all but a mile of the track and overhead had been finished.

A certificate of safety for the Brunswick-Bath trackage was issued by the Railroad Commissioners on July 17, 1898, but it was not until September 3rd that the Lewiston-Topsham section was inspected and approved by the state board. The new trackage in Bath had been inspected and approved two days earlier.

Sixty-pound "T" rail in 60-foot lengths was used in building the new trackage and was laid on cedar ties spaced on 2-foot centers and ballasted with gravel. The private right-of-way on the line was 33 feet wide.

The overhead suspension was mostly of the side bracket type, double trolley wires being strung. Thirty-foot wooden poles, spaced 115 feet apart, were used to support the trolley wires, which were of No. 0 copper; the feeders 4/0 wire. High tension transmission lines ran from a hydroelectric station at Brunswick to rotary substations at Bath, Lisbon Falls and Lewiston.

There were a number of steep grades between Lewiston and Topsham and between Brunswick and Bath, and over the years efforts were made to reduce some of them



by filling in the hollows and leveling the summits. But, because of the topography of the land, no major improvements could be effected and the Lewiston-Bath line retained its roller coaster characteristics until abandonment.

Seventy-pound "T" rail replaced the original 60-pound steel in later years and the poles and overhead wires were renewed as necessary.

As of June 30, 1899, according to the annual report of the Railroad Commissioners, the Lewiston, Brunswick & Bath had 53.28 miles of main track and 1.43 miles of sidings and turnouts, for a single track equivalent of 54.71 miles.

Included in the route mileage were the city lines in Lewiston and Auburn, the Brunswick-Topsham and Bath local routes, and a line

from Lewiston to Sabattus Village in the town of Webster. The last, approximately 6 miles long, was built at the same time as the Lewiston-Topsham and Brunswick-Bath trackage, regular service beginning July 28, 1898.

A new local line in Auburn, the Auburn Heights line, was opened in 1902 and as of June 30, 1903, the Lewiston, Brunswick & Bath owned 57.77 route miles and 1.43 miles of siding and turnouts, for a single track equivalent of 59.20 miles. There were no changes until 1907, mileage statistics on April 30th of that year being as follows:

	Miles
Length of Railway Line	52.900
Length of Second Main Track	1.320
Length of Sidings and Turnouts	1.537
<b>Total</b>	<b>55.757</b>



# Portland & Brunswick Street Railway

THE FIRST public mention of a through trolley line between Portland and Brunswick was made in the late summer of 1899 when Portland newspapers noted that such a route was being proposed and stated that construction probably would begin the following spring.

According to the press accounts, the Portland & Yarmouth Electric Railway, then already in operation, was to be extended from Yarmouth Village to the Yarmouth-Freeport boundary, there to connect with a projected branch of the Lewiston, Brunswick & Bath Street Railway from Brunswick.

Late in the year—on December 20th—the selectmen of Brunswick granted the Lewiston, Brunswick & Bath a location on Pleasant Street and Freeport Road from Maine Street to the Freeport town line.

A physical connection with the LB&B's existing trackage on Maine Street was to be provided through construction of two curves, one extending north and one south, form-

ing a wye so that cars entering Brunswick via Pleasant Street could continue on to either Lewiston or Bath.

There was considerable discussion over the route to be followed through Freeport, the LB&B favoring a direct course along the existing highway from Freeport Square to the Yarmouth boundary. Many townspeople, however, wanted the railway to build via South Freeport, on the shore of Casco Bay.

The company asserted the direct route would be less costly to build, while those favoring the South Freeport detour maintained that it would serve a greater number of people.

At a special town meeting held in early January 1900, Freeport voters favored the South Freeport route — and the town selectmen granted the railway its franchise accordingly.

But a few days later, General Manager Gerald of the Lewiston, Brunswick & Bath said it was more than likely that the line would not

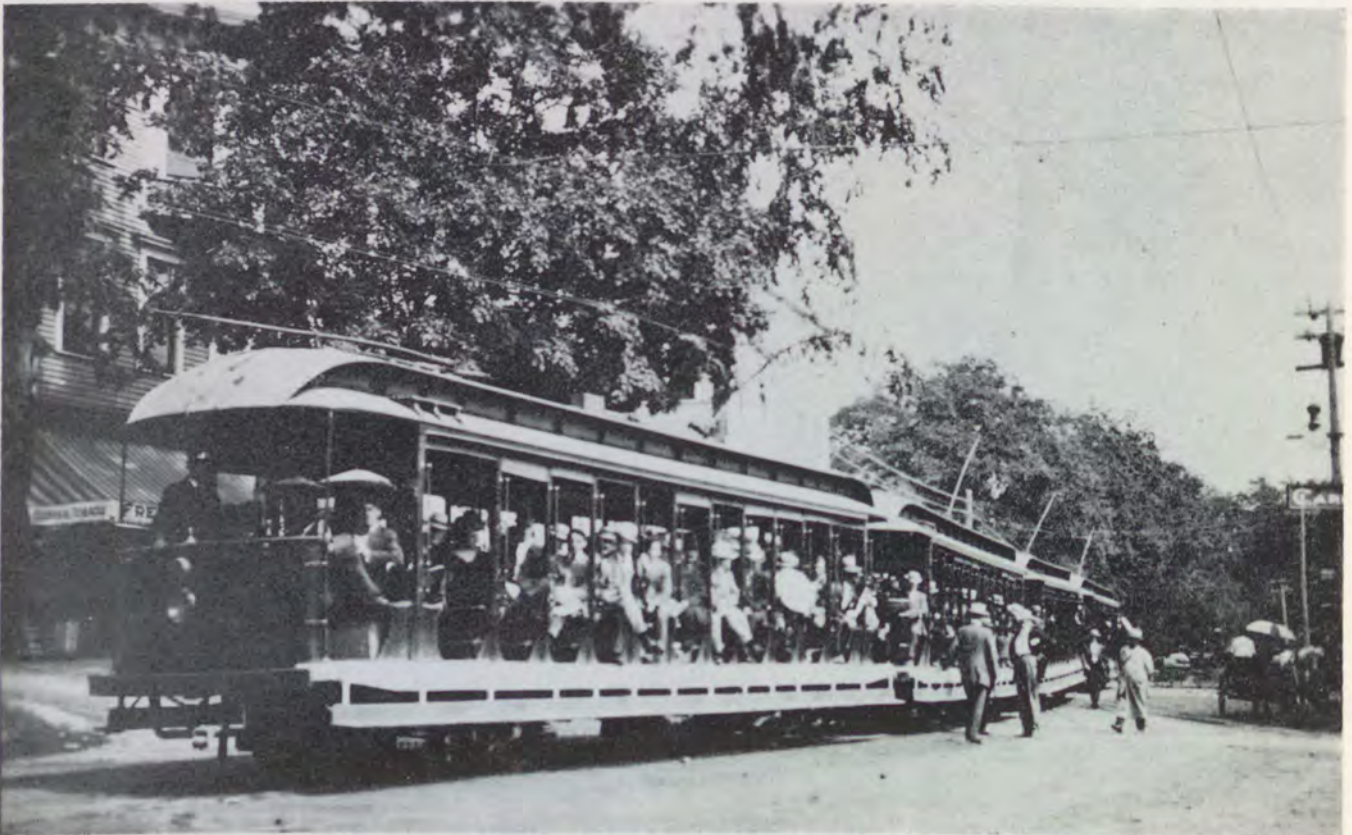
be built that year due to sharp increases in the costs of construction materials and the unwillingness of the company's directors to route the line via South Freeport.

Apparently the company had at least a partial change of heart a few months later, for an application for approval of a branch from Brunswick to Freeport Square was submitted by the LB&B to the Railroad Commissioners on June 13, 1900.

After the necessary public hearings, the petition was dismissed by the Commissioners for the announced reason that the street railway had not complied with certain provisions of state railroad laws.

The Lewiston, Brunswick & Bath Street Railway Company took no further action on the Brunswick-Freeport project, but early in 1901, several directors of the LB&B organized the Portland & Brunswick Street Railway to build from Brunswick to Freeport, South Freeport and Yarmouth.

Incorporators included Amos F.



FREEPORT SQUARE, circa 1902. No. 11 heads four Portland & Brunswick opens.—[Ronald Cummings collection



Gerald, Stephen A. Nye, Edward J. Lawrence and Albert B. Page, all of Fairfield. The articles of association of the new company were approved by the Railroad Commissioners on April 22, 1901 and a short time thereafter the LB&B released its rights on Pleasant Street and Freeport Road in Brunswick and its locations in Freeport for the consideration of one dollar.

At about the same time, the Portland & Brunswick Street Railway Company applied to the Railroad Commissioners for approval of its proposed locations and for a certificate of necessity and convenience. And here the company ran into trouble!

On May 23rd the state body, in effect, ruled that the LB&B did not have the legal right to convey its Brunswick and Freeport franchises to the Portland & Brunswick because such rights constituted a part of the property securing mortgage bonds of the LB&B and they could not be released for merely a token payment. There were other reasons but this appears to have been the principal one.

Because of the Railroad Commissioners' stand, it was necessary for the promoters of the Portland & Brunswick to initiate friendly litigation in the State Supreme Court, which issued a judgment ousting the LB&B from its locations in Brunswick and Freeport.

This paved the way for municipal officials of those towns to grant

new locations to the Portland & Brunswick, and on November 27, 1901, the Railroad Commissioners approved the proposed locations and found that public convenience and necessity required the building of the line—despite strong opposition registered by the Maine Central Railroad.

**C**ONSTRUCTION of the Portland & Brunswick Street Railway commenced in the early spring of 1902, the route beginning at a connection with the Lewiston, Brunswick & Bath at Maine and Pleasant Streets, Brunswick, and extending through the center of Pleasant Street to Mill Street. Here it swung to the east side of the highway, which it generally paralleled to Kendall's Corner in Freeport.

(Approximately 1.4 miles of private right-of-way were built in Brunswick—from Deep Cut, about 2½ miles out of town, to Hillside, near the Freeport boundary, to avoid steep grades negotiated by the highway. The old trolley right-of-way is followed by the present U. S. Route 1 to avoid those same grades.)

From Kendall's Corner the tracks ran through the center of upper Main Street to Freeport Square and continued through the middle of lower Main Street to a point just north of a grade crossing of the Maine Central Railroad.

Crossing the railroad, the trolley line paralleled the east side of the highway for nearly a half-mile and then extended southeasterly over

private right-of-way to Pine Street in South Freeport. Continuing along Pine Street to South Freeport Road, it ran beside the latter to the present Route 1, which it followed to and across Todd's Brook and the Cousins River into Yarmouth.

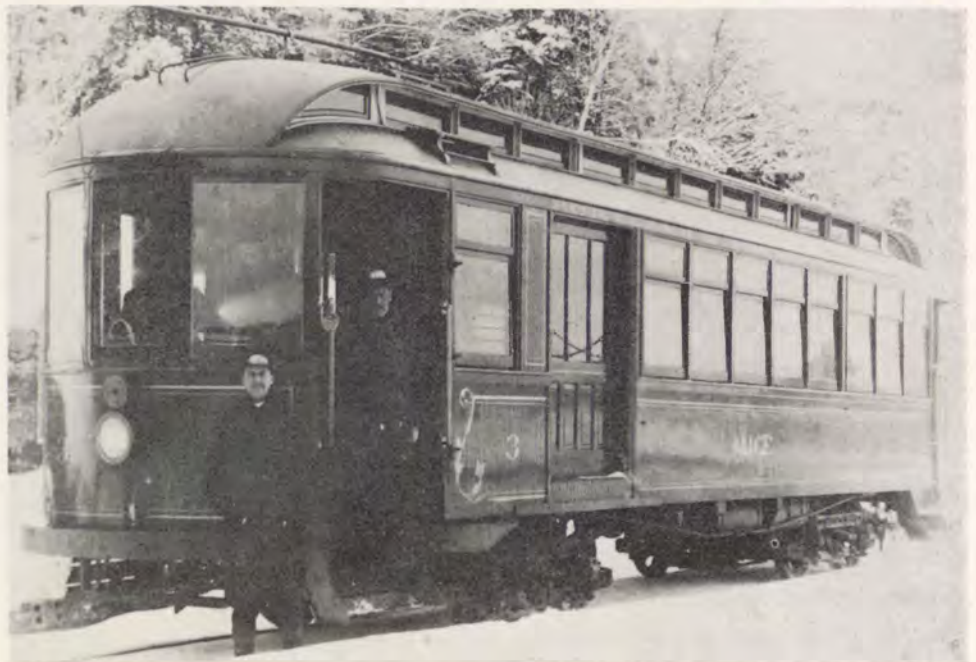
The railway built its own bridges across the two streams and entered the town via Spring and East Main Streets. Continuing across the existing highway bridge (1966) spanning the Royal River, it ran through Lafayette Street and dead-ended at the junction with the present Route 88, just a short distance from the Portland & Yarmouth tracks.

(Stock control of the Portland & Yarmouth Electric Railway had been obtained by the Portland Railroad Company in December 1900. Efforts in 1901 and 1902 to induce the Portland Railroad to agree to a track connection in Yarmouth were unsuccessful and for about four years the two lines were separated by only a few feet of gravel pavement).

As constructed, the Portland & Brunswick was 15.4 miles long, with .6 mile of sidings and turn-outs, for a single track equivalent of 16 miles. Sixty-pound "T" rail was used throughout and construction standards were much the same as on the new lines built by the Lewiston, Brunswick & Bath four years earlier.

The overhead, which had double trolley wire, was suspended from side brackets for the most part. In addition to the grade crossing of

**FRED MITCHELL, left, and William Soule are the crew of Portland & Brunswick No. 3, "Alice," at South Freeport.—[Ronald Cummings' collection**





the Maine Central at Freeport, there was another on Pleasant Street, Brunswick.

One of the incidents of the construction period was a strike of 60 track laborers on May 2, 1902. They demanded an increase in wages, from 50 cents to \$2 a day and they sought weekly payments. The railway company refused to meet the demands of the strikers and they returned to work—probably for the same pay—on May 5th.

Newspaper reports of the strike noted that on the day after the trouble began, other track workers, who had remained on the job, carried sidearms as protection against possible attack.

A certificate of safety for the 12 miles from Brunswick to South Freeport was granted by the Railroad Commissioners July 23, 1902, and on August 8th, the remaining 4 miles, from South Freeport into Yarmouth, was inspected and approved by the state board.

**O**PERATION of through cars between Portland and Brunswick had been envisioned by the promoters of the Portland & Brunswick, and efforts to effect a physical connection with the Portland Railroad at Yarmouth were continued after the Portland & Brunswick commenced operations.

For some reason, the Portland

Railroad was unwilling to cooperate and finally the Portland & Brunswick management decided that it had no alternative but to build its own line between Yarmouth and Portland.

Because the Portland & Brunswick Street Railway Company did not have the powers to build such a line, it was necessary to organize a new company—the Portland & Brunswick Extension Railway Company. Amos F. Gerald, Edward J. Lawrence, Albert B. Page, Stephen A. Nye and Cyrus W. Davis signed the articles of association on December 2, 1905. Four days later, the charter was granted by the Railroad Commissioners. On December 8th, the new company began seeking locations in Yarmouth, Cumberland, Falmouth and Portland.

This action brought the Portland Railroad to terms in short order; on January 24, 1906, the Portland & Brunswick and the Portland Railroad signed a contract providing for the Yarmouth connection and operation of Portland-Brunswick through service.

No construction was undertaken under the charter of the Portland & Brunswick Extension Railway, but during the spring of 1906, the Portland & Brunswick began relocating its line in Yarmouth Village to provide a connection with the Portland Railroad that would

be more convenient to passengers.

The new location, beginning on Spring Street, extended over private land and along the north side of Willow Street to Bridge Street; over more private land to the Royal River; across a steel truss bridge spanning the stream, and on more private way to connect with the Portland Railroad's existing track near the Grand Trunk Railway station.

A certificate of safety for the new trackage—.80 of a mile long—was granted August 9, 1906, and on the same day the Portland & Brunswick abandoned its original line along East Main and Lafayette Streets to Route 88, a distance of .4 of a mile. The net gain was .4 of a mile and as of August 30, 1906, the Portland & Brunswick operated 15.8 miles of main line and 16.4 miles of track.

### Portland & Brunswick Street Railway

#### Portland Railroad Company

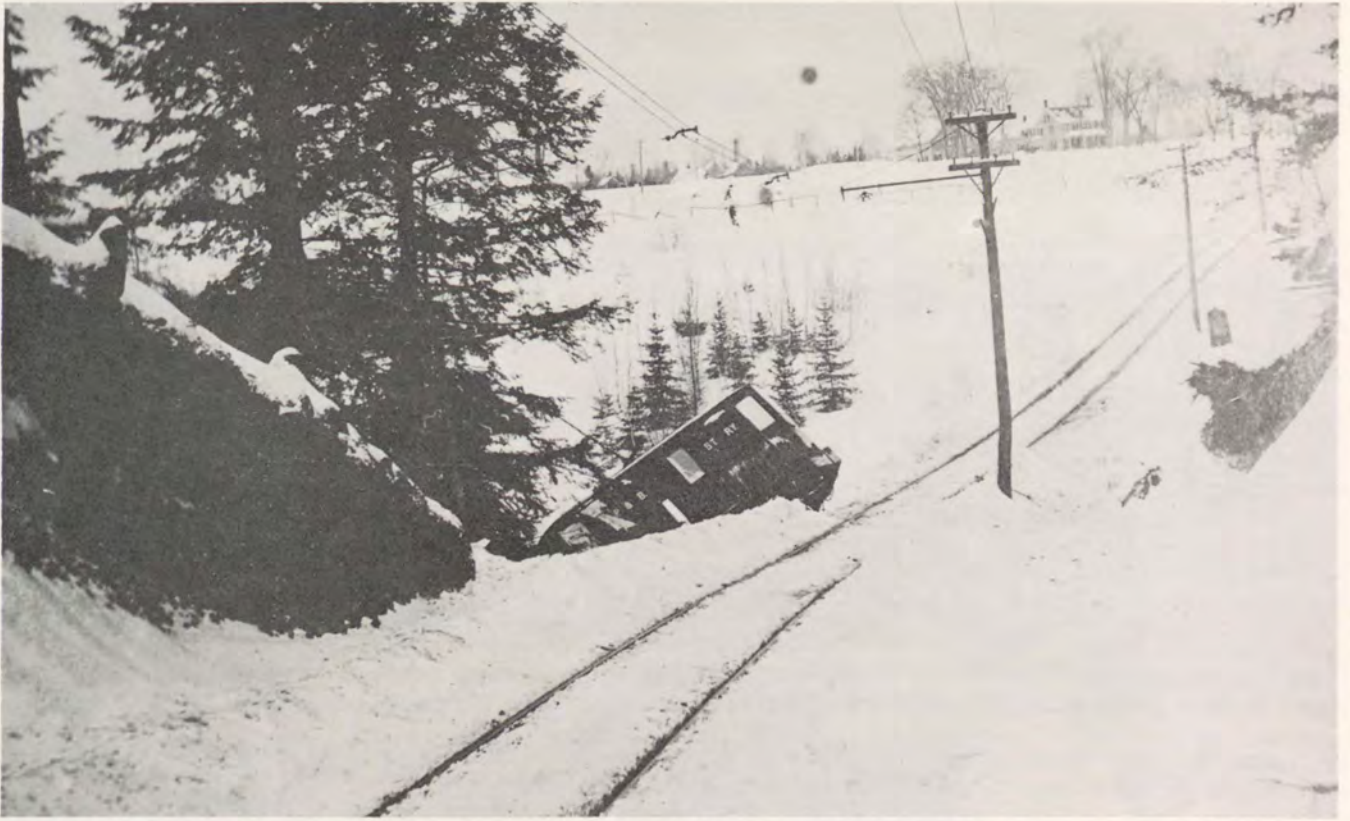
#### Brunswick-Portland Through Service

MAINE and PLEASANT STS. BRUNSWICK, TO:	Mi.	Hr.	Time Min.
Freeport Square .....	8.80		35
Casco Castle, S. Freeport ..	11.66		45
Yarmouth Waiting Sta. ...	15.88	1	00
Cumberland Foreside .....	19.54	1	14
Underwood Springs Park, Falmouth Foreside .....	21.24	1	25
East Deering (Marine Hospital .....	25.77	1	40
Monument Sq., Portland .....	28.32	2	00

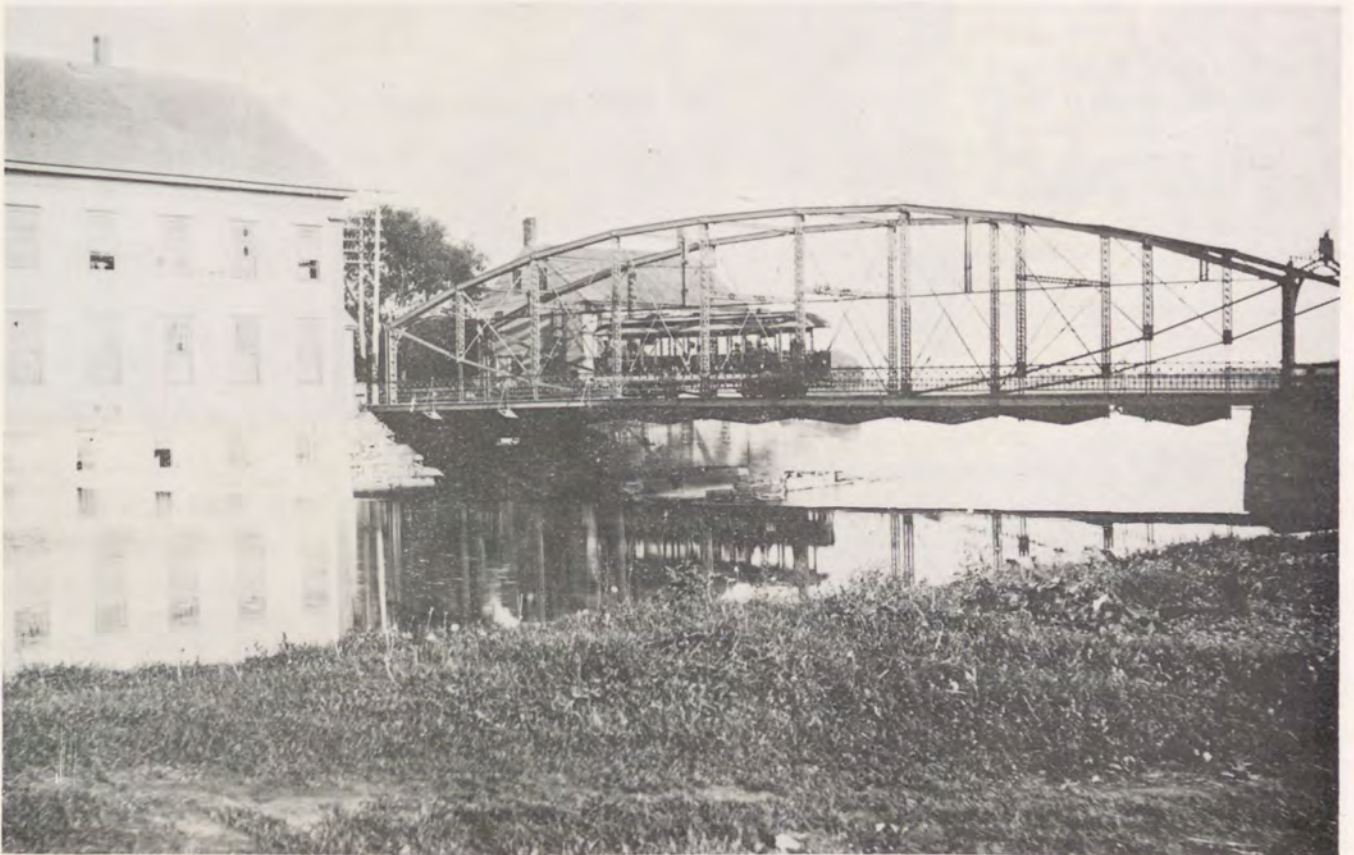


FREEPORT carbarn and power station of the Portland & Brunswick is shown about 1906. —[Photo by Don Welch.



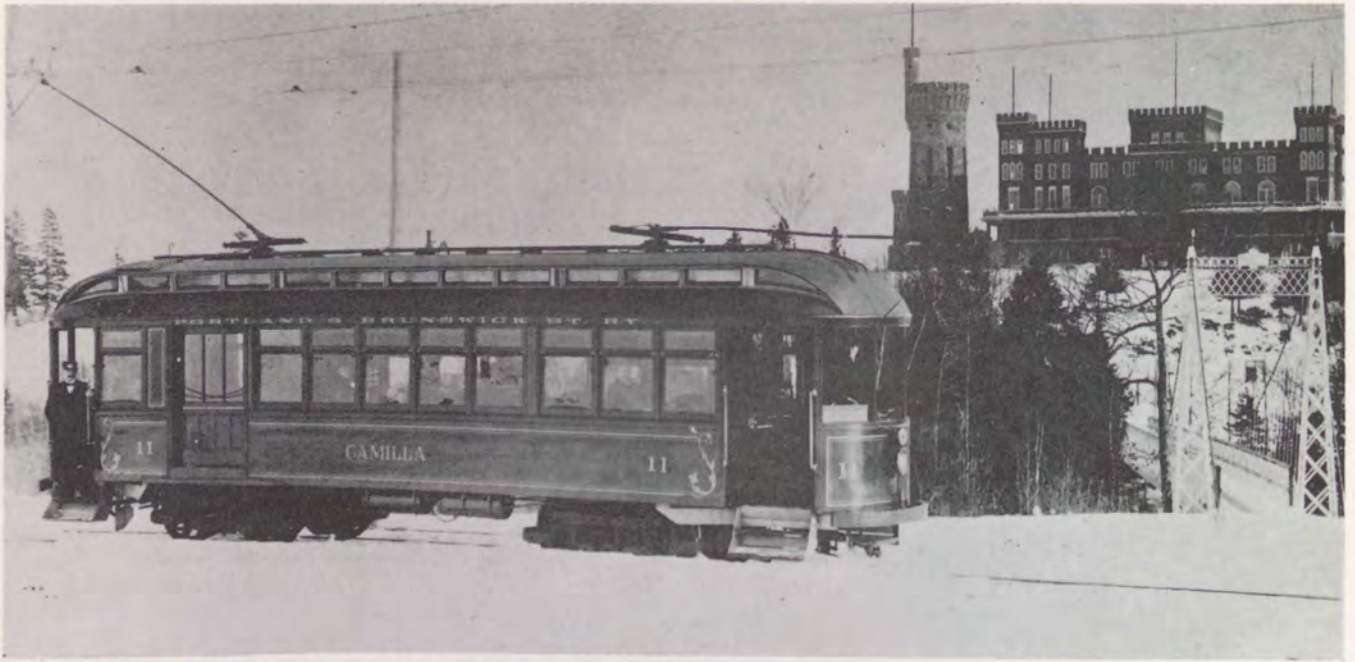


**DERAILED PLOW**—Portland & Brunswick's single truck job with its noses removed, is shown off the rails at Mallett's Farm in Freeport during the winter of 1902-03. —[Photograph from the collection of Ronald Cummings.]



**ROYAL RIVER BRIDGE**, Yarmouth, showing a Portland & Brunswick 15-bench open crossing prior to 1906 when tracks via this span were abandoned and a new route into Yarmouth Village was constructed to permit a more convenient connection with the Yarmouth Division of the Portland Railroad. —[Photo by courtesy of Don Welch.]

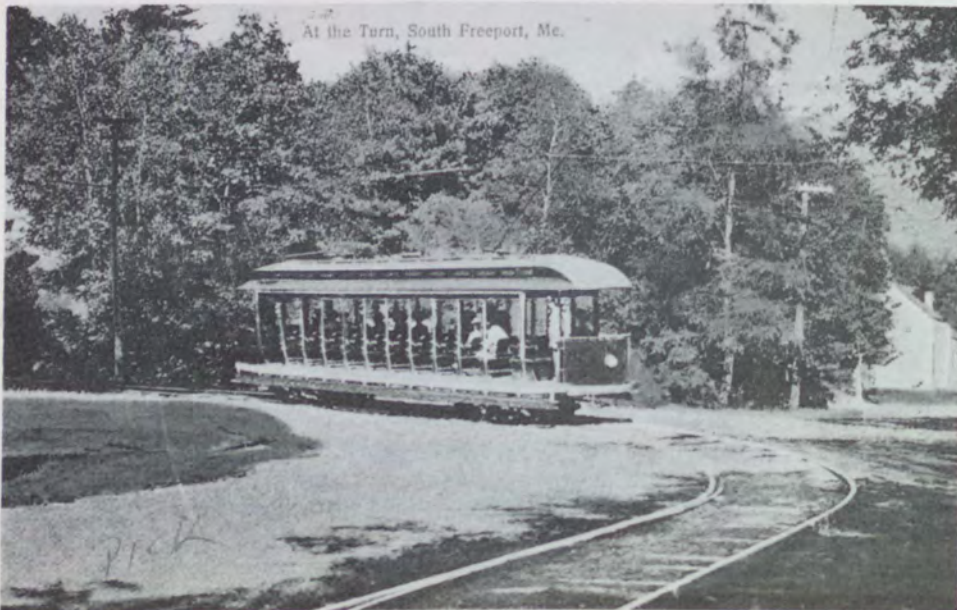




THE "CAMILLA" of the Portland & Brunswick Street Railway was nearly new when this picture was taken in front of Casco Castle at South Freeport during the winter of 1903-04. —[From the collection of Ronald Cummings



CASCO CASTLE, the Portland & Brunswick's casino at South Freeport. The stone tower at left is still standing in 1966. —[O. R. Cummings' collection



HEADING for Brunswick is this 15-bench open car shown at Pine Street and South Freeport Road in South Freeport.



## *Further Consolidation*

# Lewiston, Augusta & Waterville Street Railway

**G**ERALD and his associates had promoted and built the Lewiston, Brunswick & Bath Street Railway for the express purpose of selling the property to investors, and early in 1900 they found a purchaser. This was a syndicate headed by E. Burton Hart Jr. and Theodore L. Peters of New York City, which acquired more than 5,000 shares of the railway's capital stock.

(At the same time, the syndicate also purchased control of the Gerald-promoted Portsmouth, Kittery & York Street Railway Company in the southeastern part of Maine's York County).

Ivan L. Meloon, formerly of the Bangor, Orono & Old Town Railway, still another Gerald promotion, was the first superintendent of the Lewiston, Brunswick & Bath, resigning in 1901 to become general manager of the Atlantic Shore Line and the Sanford & Cape Porpoise Railways. His successor was Fordyce C. Farr, who also assumed the post of general manager of the LB&B in 1902.

(Farr had been construction superintendent during the building of the Lewiston, Brunswick & Bath).

The LB&B was not a particularly profitable road. In fact, it had a deficit of \$13,274 during its second full year of operation (ended June

30, 1901) and a loss of \$4,026 was reported for the year ended September 30, 1903.

Dividends were paid in only two years—1899 and 1900—when the road was new. Small surpluses were reported in 1904 and 1905 but the company still had an accrued deficit of about \$700 on the books as of June 30th of the latter year.

### Company Changed Owners

Control of the Lewiston, Brunswick & Bath Street Railway Company was sold by the Harts-Peters syndicate early in 1906 to a group headed by John R. Graham of Bangor, president of the Bangor Railway & Electric Company.

The Graham group also acquired control of the Augusta, Winthrop & Gardiner Street Railway Company, connecting the Maine capital with Gardiner, Winthrop and Togus, and charters of the Auburn, Mechanic Falls & Norway Street Railway and the Augusta & Waterville Railway Companies, both of which proposed to connect the points named in their corporate titles.

On April 3, 1907, the name of the Auburn, Mechanic Falls & Norway Street Railway was changed to the Lewiston, Augusta & Waterville Street Railway; on April 24th the new company absorbed the Lewis-

ton, Brunswick & Bath and the Augusta, Winthrop & Gardiner Street Railways and the Augusta & Waterville Railway. The actual consolidation, for accounting purposes, became effective as of May 1st.

The Lewiston, Brunswick & Bath lines became the Lewiston Division and the former Augusta, Winthrop & Gardiner routes became the Augusta Division.

Lines were built from Sabattus to Gardiner, from Augusta to Waterville and from Auburn to Mechanic Falls. In 1910 the LA&W took over the Auburn & Turner Railroad, extending from East Auburn to Turner, thus creating a system with 139.35 route miles and 144.83 track miles as of June 30, 1911.

### Portland & Brunswick Money-Loser

Messrs. Gerald, et al, also promoted and built the Portland & Brunswick Street Railway on speculation but, alas, they were unable to dispose of its securities and were forced to operate the road themselves.

The company managed to earn small annual net profits through 1907 (never sufficient, however, to permit payment of dividends on the stock). There was a deficit of nearly \$11,000 for the year ended June 30,

**NEW MEADOWS INN station** on the Lewiston-Bath line, showing one of the LA&W 300 class semi-convertible cars. —[Cummings' collection





1908, and from then on the road lost money every year.

One of the factors contributing to the poor financial record of the Portland & Brunswick Street Railway was the concentration of traffic during the short summer season when the road carried large numbers of pleasure riders.

Patronage was very light other times of the year as the area which the railway served had a very small year 'round population. For example, the town of Freeport in 1905 had only 2,339 residents.

#### Summer Riding Not Enough

In short, as on many other New England street railways, the high revenues during the short summer season were expected to carry the company through the rest of the year—and this proved impossible after the first few years when the maintenance expenses began a steady increase as the rolling stock and track and overhead began to require extensive repairs.

Because of a lack of funds, maintenance work was neglected and the Portland & Brunswick Street Railway gradually deteriorated.

#### Yarmouth Line Purchased

Finally, in 1910, officials of the Lewiston, Augusta & Waterville Street Railway Company, who saw the Portland & Brunswick as a vital connecting link between the LA&W system and that of the Portland Railroad, moved in. They acquired most of the Portland & Brunswick's \$300,000 in capital stock and its \$225,000 in mortgage bonds and immediately began a program of rehabilitation of the property.

The next step was the organization of a new operating company. As of June 30, 1911, the Portland & Brunswick's liabilities included \$41,950 in unpaid bond interest and early in July, the Augusta Trust Company petitioned the Maine Supreme Court for foreclosure of the mortgage securing the railway company's bonds.

The court ordered sale of the property on September 25th and at the auction that day, the successful bid was made by Harry B. Ivers, general manager of the Lewiston, Augusta & Waterville Street Railway, who offered \$225,000, the face value of the defaulted bonds. The sale was ratified by the court on October 5th.

About seven weeks later, on the 25th of November, the new operating company, the Brunswick & Yarmouth Street Railway Company, organized by Harry B. Ivers and others, filed its articles of association with the Railroad Commissioners, the charter being issued December 21st.

For all practical purposes, the Brunswick & Yarmouth, although a separate corporate entity, was a part of the Lewiston, Augusta & Waterville system. Formal merger of the B&Y with the LA&W took place on August 19, 1913, with the Brunswick-Yarmouth line becoming the LA&W's Freeport Division.

## Reorganization

THE LEWISTON, AUGUSTA & WATERVILLE STREET RAILWAY was a fairly profitable system for several years—its best year being that ended June 30, 1913, when a net income of more than \$72,000 was reported. As late as 1917, the company was able to pay a dividend of 6 per cent — or \$36,000 — on its \$600,000 in preferred stock.

But the road was burdened with heavy fixed charges, largely interest on its bonded debt, and after the United States' entry into World War I, operating expenses soared with higher wages and other costs.

On October 1, 1918, the LA&W

defaulted the payment of \$42,500 interest on its major bond issue. About 2½ months later, on December 16th, Albert H. Ford, first vice president of Cumberland County Power & Light Company, petitioned the State Supreme Court to declare the LA&W in receivership. On the same day, Judge William H. Newell of Lewiston and General Manager Alfred Sweeney were named as receivers.

During mid-1919, the Old Colony Trust Company of Boston, trustee of the bond issue on which the interest had been defaulted, foreclosed the mortgage securing these

bonds, and on September 5, 1919, the LA&W was sold at auction to a bondholders' protective committee.

A new operating company was organized by the committee—the Androscoggin & Kennebec Railway which was incorporated on September 30th and took over the railway system the following day.

The Androscoggin & Kennebec Railway continued as the operating company until April 1, 1941. Then, after another receivership and sale, the property was taken over by the Lewiston-Auburn Transit Company, controlled by the H. E. Salzberg interests of New York City.

## Lewiston-Bath Line

REGULAR SERVICE between Brunswick and Bath was begun by the Lewiston, Brunswick & Bath Street Railway on July 18, 1898, two new 14-bench 8-wheel opens, only recently delivered by the Briggs Carriage Company of Amesbury, Mass., going into operation.

It was intended to maintain a 30-minute headway on opening day

but limited power made it impossible to do so. Approximately 1,000 passengers were handled, however, and company officials expressed themselves as being very pleased with the reception given by the public to the new road.

About 1½ months later, on Sunday morning, September 4th, at 9:30, the first car for Bath left the

head of Lisbon Street, Lewiston. On board the Briggs 14-bench open were officials and directors of the railway, representatives of the press and invited guests.

To quote a newspaper description of the first trip:

The long open car rode fast and smoothly as it passed onto the new rail on lower Lisbon Street. Through



the outskirts of Lewiston, people cheered and waved as the car passed, one farmer even firing a salute from a rusty shotgun.

The trestles over the Maine Central at Crowley's Junction and in Lisbon, which the Railroad Commissioners declared to be the finest and strongest in the state, constituted a new thrill in trolley riding. The trolley 'seemed to swoop over the Maine Central tracks with a leap.'

At Lisbon Falls, a group of 500 persons greeted the car and after a speech by I. C. Libby, treasurer of the Lewiston, Bath & Brunswick Street Railway Company, crowded around the officials for interviews. Many attempts were made to obtain permission to ride to Brunswick, even at the cost of returning on foot.

Leaving Lisbon Falls, the ride to Topsham was found to be very beautiful. Over this stretch of private right of way through woods and fields, the open car was reported to have run at a speed of 30 miles per hour.

Regular service between Lewis-

ton and Bath commenced the following day.

The first schedule for the Lewiston-Bath route called for hourly service except on Saturday afternoons and Sundays when a 30 minute headway was provided. Riding was very heavy for several weeks and the company was hard pressed to provide sufficient cars.

Hourly service was run daily in late fall, winter and early spring months. Summer schedules in 1899 called for a 30-minute headway on both weekdays and Sundays. The increased service was undoubtedly due to the opening of Merrymeeting Park, a railway-owned pleasure resort in Brunswick.

The final Lewiston, Brunswick & Bath operating plan for the Lewiston-Bath line called for 30-minute service over the entire route during the summer months, with extra

## LEWISTON-BRUNSWICK-BATH LINE

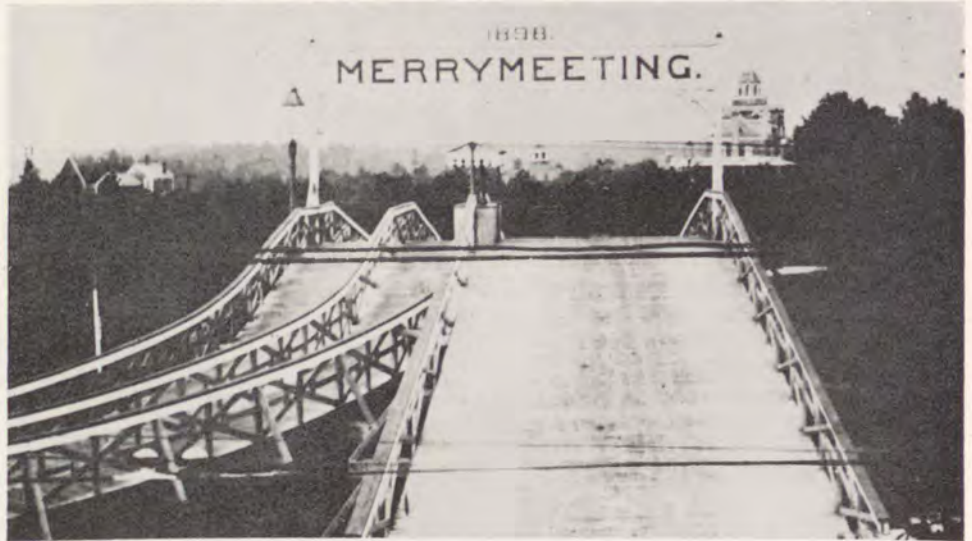
### Distances, Fares, Running Times

MAIN AND LISBON STS. Time				
LEWISTON, To:	Miles	Hr.	Min.	Fare
Crowley's Junction	4.5	21		.05
Lisbon Village	7.6	35		.10
Lisbon Center	8.7	40		.10
Lisbon Falls	11.0	53		.15
Pejepscot Mills	14.7	1	10	.20
Topsham	18.5	1	25	.25
Brunswick	19.1	1	30	.25
Merrymeeting Park	21.4	1	43	.30
New Meadows Inn	24.6	1	55	.30
Bath	28.2	2	15	.35

trips as necessary. In fall, winter and spring, there were hourly cars between Lewiston and Brunswick and a 30-minute headway between Brunswick and Bath—the section of the route on which local traffic appears to have been heaviest.

Bath-bound cars started from

**ENTRANCE** to Merrymeeting Park in Brunswick, showing the bridge over the Maine Central Railroad tracks. The Casino looms up in the background.—[Heseltine collection



**THE CASINO** at Merrymeeting Park was the principal attraction there. Built in 1899 it was razed less than a dozen years later. —[Photo from collection of O. R. Cummings.





Main and Lisbon Streets, Lewiston, and the distance from that point to Front and Center Streets, Bath, was 28.2 miles, the running time being 2 hours, 15 minutes.

#### Originally 4 Operating Divisions

The Lewiston, Brunswick & Bath system appears initially to have been divided into four divisions, the first consisting of the local lines in Lewiston and Auburn, the Sabattus branch, and that portion of the Lewiston-Bath line lying within the city of Lewiston.

The Second Division embraced the Lisbon and Lisbon Falls and part of the Topsham trackage of the Lewiston-Bath line. The Third Division was located in Topsham and Brunswick and the Fourth Division in Bath.

Shortly after the start of the Lewiston-Bath through service, the Topsham-Brunswick local car was suspended and operation was not resumed until the following spring. Thereafter, this local car was operated only from May until close of the Sagadahoc County Fair in Topsham in October.

In 1904 or 1905, the local run was abandoned altogether. As previously mentioned, the track from Walker's Corner to the fairgrounds

in Topsham and part of the Bowdoin College loop were removed prior to April 30, 1907. The track on Summer Street, Topsham, from Main Street to the carhouse, was left in place until use of the carhouse was discontinued.

By 1907, there were only three operating divisions, Lewiston, Lisbon Falls and Bath. Each had its own superintendent — and each superintendent appears to have had his own ideas about running cars.

Crews on the Lewiston-Bath cars were hard put at times to remember whose rules they were following and it is said there always was an abundance of "brass hats" looking for violations of regulations.

To thwart them, motormen would place their switch irons at other than normal positions on the car dashers to indicate to other crews that an official was on the loose.

**T**HERE WERE FEW CHANGES in operation of the Lewiston-Bath line in the decade after the Lewiston, Brunswick & Bath was absorbed by the Lewiston, Augusta & Waterville Street Railway Company.

As before, through service between Lewiston and Bath was operated on a 30-minute headway in the

summer months and hourly other times of the year, running time for the 28-mile trip remaining 2 hours and 15 minutes.

During the periods of hourly service between Lewiston and Bath half-hourly service continued to be run between Brunswick and Bath, a distance of 8.89 miles, with a running time of 45 minutes. Cars arriving in Bath from Lewiston provided this service, making a round trip to Brunswick before departing from the Shipbuilding City on the return run to Lewiston.

#### Wartime Shortage of Cars

A major change in passenger service occurred on February 14, 1918, when the headway was increased from 60 to 75 minutes and the running time was lengthened to 2 hours and 30 minutes because of wartime conditions.

The principal reason for this curtailment was a shortage of cars resulting from severe weather conditions and the LA&W's inability to obtain adequate parts to repair the disabled trolleys.

The situation was aggravated by the fact that the Bath shipyards were operating at full capacity turning out naval vessels and Liberty ships. The transportation of



HEADING FOR LEWISTON is No. 126 in the woods between Pejepscot and the present Route 201 in Topsham.



shipyard workers between their homes and places of employment was taxing the LA&W's facilities to the breaking point—and sometimes beyond!

The Emergency Fleet Corporation of the United States Shipping Board justifiably was concerned over this curtailment of trolley service and on July 12, 1918, it approved a \$165,000 rehabilitation loan for the LA&W.

Plans called for acquisition of six new passenger cars; improvement of power facilities and large-scale track-work. The hourly service between Lewiston and Bath was to be restored, with the running time cut to two hours flat, or 1 hour and 30 minutes between Lewiston and Brunswick and 30 minutes between Brunswick and Bath. Actually the line was to be divided into two parts — Lewiston - Brunswick and Brunswick-Bath — with an hourly headway on each section.

The end of the war came before the project could be completed, only the power improvements hav-

ing been effected, and the LA&W, which was about to go into receivership, was forced to cancel the order for new rolling stock. As soon as a sufficient number of its own cars became available, it did manage to restore the hourly headway and the 2 hour and 15 minute running time between Lewiston and Bath, but no attempt was made to restore 30-minute summer service.

After the Lewiston, Augusta & Waterville Street Railway was succeeded by the Androscoggin & Kennebec Railway Company, officials of the latter initiated an intensive program of physical improvements, including the rehabilitation of the track, roadway and overhead

and the acquisition of new rolling stock.

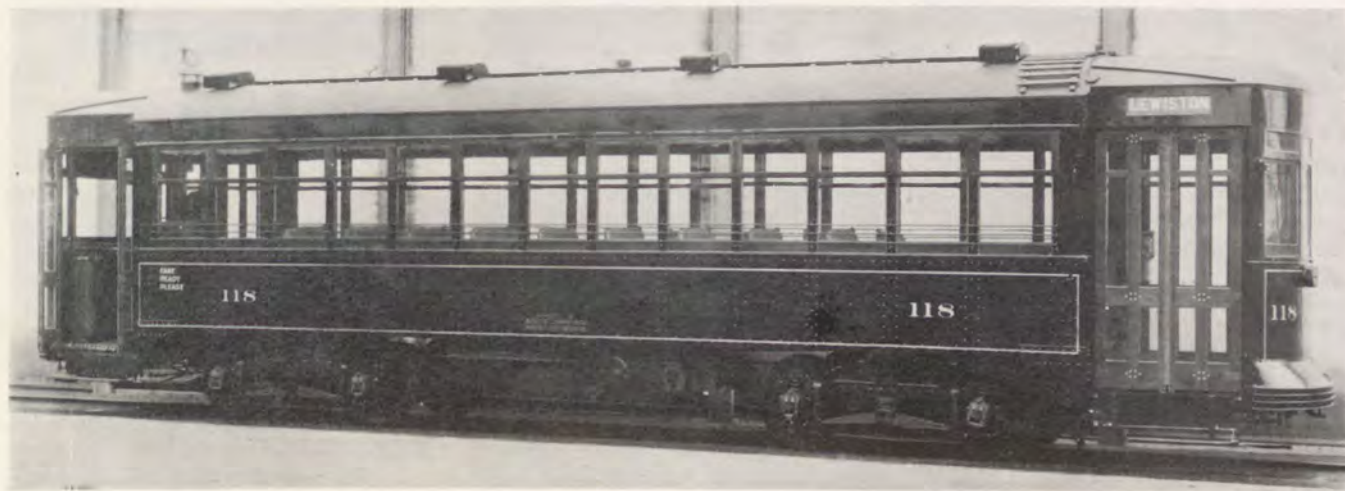
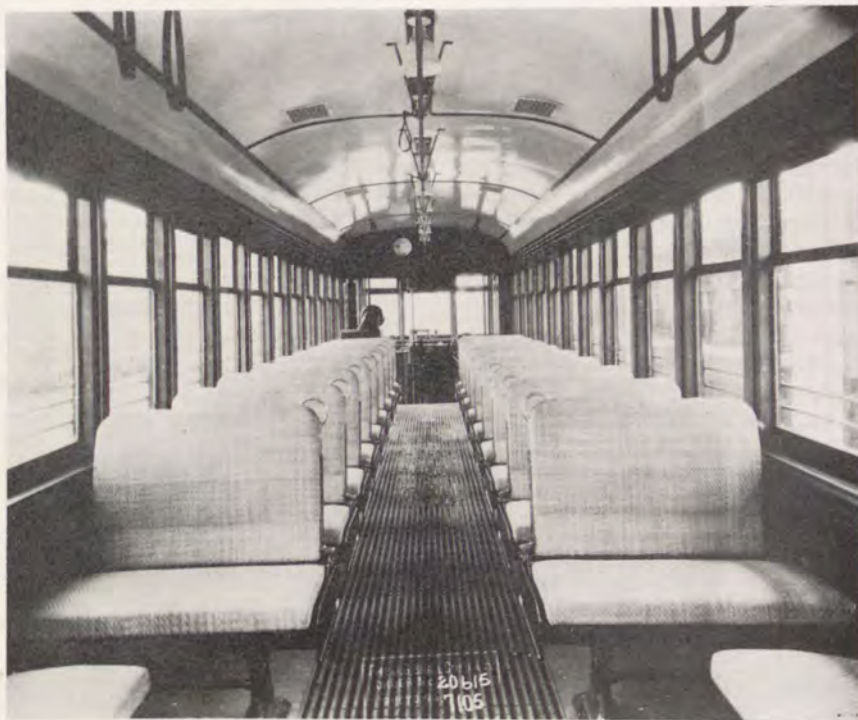
New cars went into service in 1920 and permitted a long-desired reduction of the Lewiston-Bath running time to two hours flat.

Brunswick-Bath local cars were operated in the morning, at noon and at night.

The Lewiston-Bath hourly service continued on weekdays through the 1920s and until abandonment in 1937. However, during the late 1920s or early 1930s, a two-hour headway was placed in effect on Sundays.

Four cars were required for the weekday base service, a fifth being used during the periods of half-

NO. 118 WAS ONE of the six "Hog Island" cars (Nos. 116-126) built by J. G. Brill for the Lewiston-Bath line in 1918. No. 118 wound up on the Northumberland County Railway of Sunbury, Penna., after the Lewiston, Augusta & Waterville Street Railway Company cancelled the order for the equipment because of pending receivership. Also sent to the Northumberland road were Nos. 116 and 120. These exterior and interior views are from the Brill Collection of photos at the Historical Society of Pennsylvania.





hour service between Brunswick and Bath. Two cars were used on Sundays.

All cars were two-man operated until 1924 when they were converted to one-man cars in an effort to reduce platform costs.

Automobile and truck competition began to increase sharply in the late 'Twenties as improved highways were built in south-central Maine. In some cases, this required relocation and regrading—and occasionally repaving—of street railway tracks, with heavy expense for the A&K.

A particularly heavy expense came in 1931-32 when new bridges were constructed between Brunswick and Topsham, the railway being assessed a proportionate share of the cost.

### New Highway Dooms Trolleys

Early in 1937, the state decided to build a new highway between Lisbon Falls and Topsham. This would have required the relocation of several miles of street railway track and because of the great expenditure involved—an expenditure which the railway company could not afford to make—the A&K was forced to abandon all of its trackage south of Lisbon Falls, including the Bath local line.

May 15, 1937, was the final day of operation between Lewiston and Bath, the last car from Lewiston to Bath departing at 8 p. m., with C. T. Meister as motorman. Upon arrival at Bath two hours later, he made a round trip to Brunswick and returned to the Shipbuilding City at 11. After discharging his passengers, he ran the trolley car to the carbarn—and that was the end.

Service between Lewiston and Lisbon Falls continued for more than four years longer. Hourly service was given on weekdays and a two-hour headway was maintained on Sundays, the scheduled running time for the 11.14-mile trip being one hour.

A short time after the Lewiston-Auburn Transit Company succeeded the A&K in 1941, it applied to the Public Utilities Commission for authority to replace the street cars with buses.

Permission was granted without delay and orders for motor coaches were placed with the Yellow Coach

## Lewiston, Augusta & Waterville Street Railway Co.

### LEWISTON-BATH LINE MILEAGE TABLE — 1917

LEWISTON WAITING ROOM TO:	Miles
Pine Street .....	.228
Cedar Street .....	.429
Lewiston Carhouse .....	.691
Bleachery Spur .....	.718
Maine Central Spur .....	.803
Webber Avenue Junction .....	1.509
Pleasant Street .....	2.738
Crooked Bridge Turnout .....	2.845
Cottage Road .....	3.163
Crowley's .....	4.504
Grayton's Corner .....	4.451
Metcalf House .....	6.128
Willow Turnout .....	7.128
Lisbon Gravel Pit Spur .....	7.580
Lisbon .....	7.649
Lisbon Center .....	8.728
Lisbon Heights .....	10.752
Lisbon Falls Carhouse .....	11.096
Little River .....	11.837
Cotton Place .....	13.764
Prosser Turnout .....	14.246
Pejepscot .....	14.789
Portland Star Match Co. ....	16.294
Walker's Corner, Topsham .....	18.513
Topsham Spur .....	18.583
Brunswick Freight Spur .....	19.156
Brunswick—Jct. Yarmouth Line ..	19.325
Brunswick Medical Building (Bowdoin College) .....	19.729
Merrymeeting Turnout .....	21.405
Cook's Corner .....	22.213
Sand Pit Spur .....	23.766
New Meadows Boat Landing .....	24.436
New Meadows Spur .....	24.646
New Meadows Inn .....	24.660
Sanford's Turnout .....	25.382
Bath Carhouse .....	27.374
Bath—Oak and Washington Sts. ..	27.863
Bath—Oak and Front Sts., spur to Commercial Street .....	27.913
Bath "Y"—Waiting Room .....	28.213
At Bath, in and around "Y" .....	.124

Division of the General Motors Corporation. The buses began arriving in mid-summer; training of operators commenced, and on September 1, 1941, the last trolleys ran between Lewiston and Lisbon Falls.

Rail and overhead removal began almost immediately thereafter and was completed before winter, with the trestles over the Maine Central near Crowley's Junction and in Lisbon being dismantled. What remained of the Lewiston-Bath line was dead!

A few years after the end of World War II, a new highway was built between Lewiston and Lisbon Falls, part of the new road following the railway's old private right-of-way through Frost's Park between Lisbon and Lisbon Falls.

BEFORE concluding the discussion of the Lewiston-Bath line, mention must be made of the worst accident in the history of the A&K system and its predecessors. This occurred at Pejepscot Crossing, about halfway between Lisbon Falls and Brunswick on December 12, 1933.

The highway crossed the railway at this point and at the northwest corner of the intersection was a little waiting room in which were six school children waiting for a Lewiston-bound passenger car.

Running ahead of the passenger car was a freight motor and approaching the crossing from the south was a large van-type truck.

The driver of the truck, who had been on the road 12 to 15 hours, reportedly was drowsy and had the cab windows closed, as it was a very cold day. He did not hear the whistle of the freight car as it approached the crossing.

The van crashed into the trolley, caromed into the waiting station, tearing off its roof and continuing into a nearby field. Two children were killed, a little girl lost one hand and the other three youngsters were injured less seriously.

Although the A&K felt no responsibility, a party in an accident has the right to bring suit against any individual or corporation involved and the railway company was the defendant in a host of civil action resulting from the collision. It was assessed very heavy damages in the courts, the juries being most sympathetic to the victims of the tragedy.

## Brunswick- Yarmouth Line

A HALF-HOUR headway was put into effect after the Portland & Brunswick Railway was completed through to Yarmouth on August 8, 1902. Running time for the 15.4-mile trip was one hour—or 35 minutes between Brunswick and Freeport Square and 25 minutes from Freeport to the end of the line in Yarmouth.

Hourly service was inaugurated



ONE OF THE Portland & Brunswick's combination cars after rebuilding to an all-passenger car is shown in this picture of No. 282 at Freeport Square. —[Photo from the Ronald Cummings collection.



during late September, additional trips being operated over all or parts of the line at certain hours of the day. Through the spring of 1906, schedules called for a 30-minute headway in summer and hourly service in other seasons.

Schedules of the Portland & Brunswick and Lewiston, Brunswick & Bath cars were coordinated to provide positive connections at Brunswick. No such arrangement, however, prevailed at Yarmouth. Passengers arriving there on either Portland & Brunswick or Portland Railroad cars frequently were subjected to long waits if they wished to continue through to Portland, Brunswick or intermediate points.

#### Through Service to Portland

Through service between Portland and Brunswick commenced on August 15, 1906, the 28-mile trip having a two-hour running time. A 30-minute headway was maintained during the summer, hourly service being provided in the fall, winter and spring.

Each company provided half the cars required for the joint operation—eight opens being used for the 30-minute service and four closed cars being needed at other times.

The intersection of Maine and Pleasant Streets was the Brunswick terminal for Portland-Brunswick through cars. In Portland, cars entered the city via Veranda Street, Tukey's Bridge and Washington Avenue.

Until 1918, cars ran from Washington Avenue through Oxford Street and down Elm Street to Monument Square. The tracks on Oxford and Elm Streets were abandoned during that year and thereafter cars from Brunswick continued down Washington Avenue to Congress Street and along Congress to Monument Square.

For a time, they continued down Preble Street a short distance, changed ends and returned to the square to load passengers.

Establishment of the Portland-Brunswick through service, which was continued by both the Brunswick & Yarmouth and the Lewis-

ton, Augusta & Waterville Street Railways in cooperation with the Portland Railroad, made it possible to ride by trolley from Portland to Lewiston with only one change of cars—at Brunswick. The 42-mile trip had a running time of 3 hours and 30 minutes.

#### Interurban Gets Through Riding

There doesn't appear to have been too much Portland-Lewiston traffic—and what little there was virtually disappeared after the Portland-Lewiston Interurban opened its direct route between the two cities on July 2, 1914.

The interurban had a running time of 90 minutes, reduced to 80



AT FREEPORT SQUARE—The photographer was taking a picture of the dog at the water fountain when A&K Birney car loomed up in background.



minutes after the establishment of limited service in 1915.

(An earlier effort to provide a more direct route between Portland and Lewiston was made late in 1906 when Amos F. Gerald and several associates organized the Lisbon, Durham & Freeport Street Railway Company, which proposed to build a 9-mile line between Lisbon on the Lewiston, Brunswick & Bath and Freeport on the Portland & Brunswick. This would have shortened the Portland-Lewiston trip by about 11 miles. Still another Gerald promotion was the Auburn, Durham & Yarmouth Electric Railway, which was to extend from Auburn on the LB&B, through Pownal and Durham to Yarmouth and a connection with the Portland Railroad. Neither road ever went beyond the projected stage, the latter dying in 1910 when construction of the Portland-Lewiston Interurban began.)

Patronage of the Portland-Brunswick through cars gradually declined as automobiles became more numerous. In 1918, headways were changed to provide hourly service throughout the year. This continued until December 1, 1919, when the joint operation was discontinued, through passengers again being required to change at Yarmouth.

One-man operation on the Brunswick-Yarmouth line began in 1921 and hourly service was continued despite a further drop in riding. Running time for the 15.8-mile trip

was one hour, two cars being used in base service.

By 1929, patronage had fallen off to such an extent that service could no longer be continued and the A&K applied for permission to abandon. At a hearing conducted in Freeport by the Public Utilities Commission, the company presented figures showing a decline of 54 per cent in receipts between 1921 and 1928.

#### A Losing Operation

General Manager Sweeney pointed out that losses on the Brunswick-Yarmouth line could not be absorbed by the company because other parts of the A&K system also were operating at substantial deficits and the company was barely able to keep its head above water.

There were, of course, protests against the proposed abandonment, particularly from residents of Freeport, but a suggestion that the town purchase the line at salvage value and operate it as a municipal enterprise provoked only laughter.

Permission to abandon the Brunswick-Yarmouth line was granted by the Public Utilities Commission on August 28th, and on Tuesday, September 10, 1929, the last cars ran.

Shortly thereafter, tracks and

overhead were removed. Except for some of the private right-of-way at South Freeport and the abutments of the bridge spanning the Royal River in Yarmouth, there is little to indicate that trolleys once ran between Brunswick and Yarmouth.

## Passenger Fares

The Lewiston, Brunswick & Bath established seven fare zones between Lewiston and Bath in 1898 and these were continued in effect by the Lewiston, Augusta & Waterville until mid-1917. The first zone extended from Main and Lisbon Streets, Lewiston, to Crowley's Junction in South Lewiston; the second, from Crowley's Junction to Lisbon Center; the third, from Lisbon Center to Lisbon Falls; the fourth, from Lisbon Falls to Pejepscot; the fifth, from Pejepscot to Brunswick; the sixth, from Brunswick to New Meadows, and the seventh, from New Meadows to downtown Bath.

The zone fare was 5 cents and free transfers between main line



**ONE-MAN OPERATION** on the 15.89-mile Brunswick-Yarmouth line beginning in 1921 was accomplished with Birney cars. Here is No. 252 at Hillside turnout in mid-winter. —[Photo from collection of Ronald Cummings.



## Lewiston, Augusta & Waterville Street Railway Co.

### Brunswick-Yarmouth Line

#### MILEAGE TABLE — 1917

BRUNSWICK WAITING ROOM TO:	Miles
Deep Cut .....	2.522
Fern's .....	2.970
Hillside Turnout .....	3.920
Fowler's Curve .....	5.033
Allen Range Road .....	5.959
Kendall's Turnout, Freeport .....	8.222
Freeport Square Turnout .....	8.807
Me. Cent. R.R. Cross., Freeport .....	9.232
Sand Pit Spur .....	10.219
South Freeport, Stone Corner .....	11.341
South Freeport, Casco Castle .....	11.663
Marsh Bridge .....	13.760
New Turnout .....	15.359
Yarmouth Waiting Room .....	15.889

and local cars were available in Lewiston, Brunswick and Bath.

An increase to 10 zones—seven between Lewiston and Brunswick and three between Brunswick and Bath—was effected on July 1, 1917. There were immediate and bitter protests by patrons of the line, who appealed to the Public Utilities Commission, charging that the 50-cent rate between Lewiston and Bath was excessive and that the new arrangement of fare limits was unjust.

After a series of hearings and after briefs were filed by the company, the PUC found that the increase to 10 zones was reasonable. But it also ruled that the new limits were inequitable in that they had been established without due regard to the interests of important centers and the natural sources of travel from different communities. Ordering a rearrangement of the zones, the PUC stated that they were to take effect March 1, 1918.

The new zones were:

1. Union Square, Lewiston, to Cottage Road, South Lewiston
2. Pleasant Street, South Lewiston, to Metcalf House
3. Grayton's Corner to Lisbon Center
4. Lisbon Village to Little River Bridge
5. Lisbon Heights to Cotton Place, Pejepscot
6. Cotton Place to Portland Star Match Co., Topsham
7. Portland Star Match Co. to Medical Bldg., Bowdoin College
8. Walker's Corner to Cook's Corner
9. Cook's Corner to New Meadows
10. New Meadows to Bath

The zone overlaps provided for 8-cent fares between Lewiston and Crowley's Junction; between Pejepscot and Lisbon Falls and between Pejepscot and Brunswick for the accommodation of regular commuters between those points who otherwise would have had to pay two full fares.

The zone cash fare was increased from 5 to 7 cents effective June 7, 1918, and on that same date, the first fare zone out of Bath was extended westerly from New Meadows to Harding's.

The zone rate was advanced to 9 cents, with tickets selling at 6 for 50 cents on August 8, 1920, and on April 24, 1924, the tickets were abolished by the A&K and the fare became a flat 10 cents per ride or zone. This resulted in a \$1.00 fare between Lewiston and Bath and a 40-cent rate between Lewiston and Lisbon Falls.

#### School Fare Increase Upheld

One fare dispute that must be mentioned occurred in 1920 when the A&K increased its zone fare to 9 cents. It appears that when the Brunswick Electric Railroad got its franchises in Brunswick and Topsham, it had agreed to transport pupils and teachers to and from schools in either town for a fare of 2 cents.

This rate had been continued by the LB&B and the LA&W, but the A&K sought to collect 5 cents for students, which it was receiving elsewhere on its system, and a regular fare from teachers.

Municipal officials of the two communities appealed to the Public Utilities Commission but got no satisfaction, the body ruling that if the A&K collected 5 cents for pupils in such places as Lewiston and Augusta, it had every right to get that same amount in Brunswick and Topsham—and that the same principle applied to teachers, who were paying regular fares on other lines of the system.

#### Bargain Fare to Lisbon Falls

During April 1933, in an effort to stimulate riding between Lewiston and Lisbon Falls, the through fare was reduced to 25 cents by creating three short 5-cent zones beyond the 10-cent central or city zone. This was instituted for a 30-day trial period and then made permanent.

There were no reductions in the rates between Lewiston and Bath or Lewiston and Brunswick, which remained at the \$1 and 70-cent rates respectively.

Four 5-cent zones were established between Brunswick and Yarmouth by the Portland & Brunswick Street Railway in 1902. The first



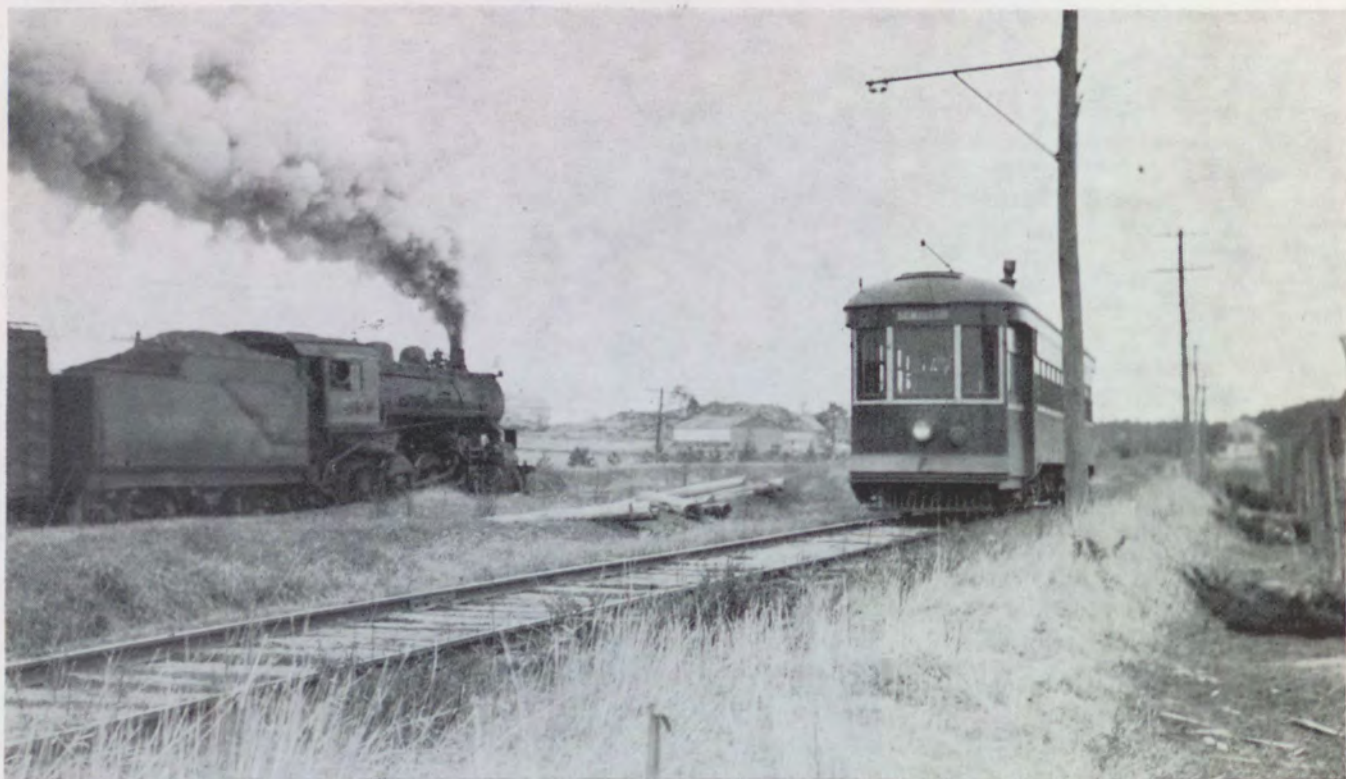
AT BRUNSWICK—Portland Railroad No. 207 is ready for the 28-mile run to Yarmouth and Portland in the days when through cars were operated.



## On the Brunswick-Bath Line . . .



THE ONLY steam railroad grade crossing on the Lewiston-Bath line was on Maine Street, Brunswick, where the trolley crossed the main line of the Maine Central. Here is No. 120 waiting for the crossing tender's signal to go.



BOUND FOR LEWISTON, No. 126 passes a freight drag, headed by Maine Central No. 519, a Class W-70 (2-8-0) Consolidation built by Alco. The date was April 18, 1937, and the location West Bath, of G. Cunningham's photo.



P. M.

K 10263

This Coupon denotes that hour punched on body of transfer is P. M. HOUR Not Good if Detached

### The Androscoggin and Kennebec Railway Company

Transfer good only on first connecting car after time cancelled and on line punched when presented at the transfer point designated by the Company for the transfer privilege involved. Subject to rules of the Company. Not transferable.

*J. B. City*  
Treasurer

Car to Car	Lisbon St.	Auburn	Transfer Zone	Gentle Hill	Hallowell W. R.	Witchtop	Aug. Gard.	Aug. Wal.	Bath L. South	Bath L. North	Bross-Yar.	Lew-Bath	Sabatius	Mechanic Falls	Lake Grove	Webber Ave.	Prospect Hill	New Auburn	Auburn Hts.	Main St. Lew.	Fig. 8 Lew.	Fig. 8 Auburn
	15	12	15	11	15	10	9	15	8	15	7	15	6	15	5	4	15	3	15	2	15	1
	45	30	45	30	45	30	45	30	45	30	45	30	45	30	45	30	45	30	45	30	45	30

See Transfer Law on Reverse Side

IF NO COUPON ATTACHED HOUR PUNCHED IS A. M. HOUR

K 10263

Lewiston, Augusta & Waterville Street Railway

Color No. **6**

275707

Good only for a continuous trip on next connecting car after time cancelled when properly punched as to time and place. Passengers must examine transfers, as they will not be accepted unless properly punched. In case of emergency street fare for passenger and use in part subject to the rule of the Company.

Transfer Points	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34		
LEWISTON WAITING ROOM																																				
AUGUSTA WAITING ROOM																																				
BATH WAITING ROOM																																				



L.B. & B. St. Ry.

NOTICE Not good if detached. This coupon denotes that the hour punched on body of transfer is P. M. HOUR

007205

If no coupon attached hour punched is A. M. HOUR

Lewiston, Brunswick & Bath Street Railway

LEWISTON-BATH LINE

Good only for a continuous trip on next connecting car after time cancelled when properly punched as to time and place. Passengers must examine transfers, as they will not be accepted unless properly punched.

If no coupon attached hour punched is A. M. HOUR

007205

Type Patent, Nov. 21, 1905

Destination	1	2	3	4	5	6	7	8	9	10	11	12
LEWISTON												
BRUNSWICK												
BATH												

zone extended from Brunswick to Allen Range Road in Freeport; the second from Allen Range Road to Pine Street; the third from Pine Street to Grover's Crossing in South Freeport, and the fourth from Grover's Crossing to the end of the line in Yarmouth.

The initial fare was 5 cents per zone. Because of the financial difficulties of the P&B, additional revenue became necessary and during 1909 the number of fare zones were increased from four to five. When this didn't do the job, the zone fare was increased from 5 to 6 cents.

The five fare zones and the 6-cent rate remained in effect until reorganization as the Brunswick & Yarmouth. At that time, the number of fare zones was increased to six and the zone fare was reduced to 5 cents. Changes in zone rates were

the same as on the Lewiston-Bath line from 1918 on.

Brunswick-Yarmouth fare zones from 1912 through 1929 were:

**WESTBOUND**

- Brunswick to Fern's
- Fern's to Allen Range Road
- Allen Range Road to Maine Central Crossing
- Maine Central Crossing to Casco Castle Turnout
- Casco Castle Turnout to Marsh Bridge
- Marsh Bridge to Waiting Room, Yarmouth

**EASTBOUND**

- Yarmouth Waiting Room to Marsh Bridge
- Marsh Bridge to Stone Corner, South Freeport
- Stone Corner to Kendall's Turnout, Freeport
- Kendall's Turnout to Fowler's Curve
- Fowler's Curve to Deep Cut, Brunswick
- Deep Cut to Maine and Pleasant Streets, Brunswick

Free transfer privileges between the Lewiston-Bath and Brunswick-Yarmouth cars were in effect in Brunswick from 1913 through 1929.



## PARKS.

Merrymeeting Park embraces a tract of 147 acres, all enclosed with a wire fence, located  $1\frac{1}{2}$  miles from Brunswick. The enclosure embraces an area of cleared land, formerly farming land, which slopes away in two directions to the Androscoggin River, interspersed with trees and bushes along some of the roughest portions, and a large section of a forest of native trees, in the edge of which is a deep ravine, where an open air theater is located. One of the attractions is a large pond, which is fed by numerous springs; this is divided by a wire fence, one side being known as the swan pond and the other the duck pond. The principal park building is a large three-story casino, shown in Fig. 5, which is located on the highest point of ground in the park, from which a fine view of the river can be had in either direction. In the river are numerous wooded islands, the shores of which are outlined by tall trees, presenting a scene of quiet beauty seldom equalled. The casino has broad verandas, and there is a very large dining room, also a dance hall, parlor and smoking rooms, all furnished in a tasteful manner and providing a charming resting place for the patrons. A specialty is made of "shore dinners."

The casino is surrounded by a beautiful lawn, with numerous beds of foliage and flowering plants, laid out in artistic designs, the plants growing more luxuriantly than is usual in parks of this kind. On the approach to the casino the visitor passes through the zoological department in which are numerous houses, cages and pens for the fine collection of animals which forms one of the principal attractions. The collection includes a herd of buffaloes, bears, moose, elk, deer, foxes, among the large animals, most of them being natives of the state of Maine. There are cages of guinea pigs, birds and other small specimens, while in the pond fine specimens of swans and ducks are to be found.

Under the trees in a grove are Fairfield lawn swings. Near the theater a rustic bridge crosses the pond, and in the middle of the pond is a wide platform with rustic railings, which is designed for dancing parties.

The stage of the theater is a wide open platform, with suitable dressing rooms. The seats are arranged in rows on the sloping bank of the glen, being well shaded.

A typical audience at the Merrymeeting theater was illustrated in our issue for June last, page 327. The attractions for this park



FIG. 5—CASINO.

Lake Grove Park is located three miles from Lewiston. The cars cross the river from Lewiston and pass through the adjoining city of Auburn, then out to the lake on which the park is located, and from which the cities of Lewiston and Auburn receive their water supply. The attractions here consist of a small rustic theater, with open stage, where the seats are supported in tiers by timbers and braces. The place is well shaded, and scattered among the trees are quite a number of animals including bears, moose and elk. On the lake a large number of boats are kept, which are hired to boating and fishing parties. This park, like the other, enjoys a liberal patronage, and very creditable vaudeville shows are given both afternoon and evening.

The street railway system embraces the local lines in Lewiston and Auburn, which are on opposite sides of the Androscoggin River, with lines leading out into the country in different directions, three miles to East Auburn, two miles to the grounds of the Maine State Agricultural Society, near the village of Barkerville, and  $6\frac{1}{4}$  miles to Sabattus. In Bath is operated the "Bath Local"— $4\frac{1}{4}$  miles in length—from the "North End" to Winegance. These



BUFFALO, DEER AND MOOSE AT MERRYMEETING PARK.

have been secured through the J. W. Gorman agency, of Boston, with most satisfactory results.

At the entrance to the park, which is over a high bridge crossing the Maine Central R. R., which is parallel to the trolley line, is a large covered platform with waiting rooms. After the afternoon and evening performances in the theater, the cars are banked along the platform ready to receive the patrons. The cars are headed in both directions, as the park attracts people from both Brunswick and Bath, and many come from as far as Lewiston. The fare from Brunswick is 5 cents with a free admission to the theater and park attractions, and frequently the attendance at the park entertainments is from 2,000 to 4,000 people. The seating capacity of the theater is about 3,000.

lines are operated in connection with the main line running direct from Lewiston to Bath, the run consuming  $2\frac{1}{4}$  hours, and it is safe to say that a more beautiful ride of  $2\frac{1}{4}$  hours cannot be found in New England.

The headquarters of the company are at Brunswick and its affairs are under the management of Mr. M. I. Masson, the treasurer and general manager, who was elected to those offices May 10, 1900. Mr. Masson has from an early age made New York City his home, where he has been connected with street railway interests since 1874.

The gross receipts of the Cleveland City Railway Co. for the past year show an increase of \$28,000.



# Pleasure Resorts

NO SELF-RESPECTING street railway company considered itself complete without a pleasure resort during the golden years of the trolley era, and both the Lewiston, Brunswick & Bath and the Portland & Brunswick maintained such facilities to help generate summer excursion traffic.

The LB&B's resort was Merrymeeting Park in Brunswick, while the P&B maintained Casco Castle Park, overlooking Casco Bay, in South Freeport.

## Merrymeeting Park

Creation of Merrymeeting Park began in July 1898 when the LB&B purchased a 120-acre tract of land, the former Humphrey Mills property, on a point projecting into the Androscoggin River, near the junction of the present Brunswick bypass with the main highway between Brunswick and Bath. The park took its name from Merrymeeting Bay, the confluence of the Androscoggin and Kennebec Rivers near Bath.

Located in a wild natural dell, Merrymeeting Park was opened to the public in the summer of 1899, its attractions including a \$30,000 casino, an outdoor amphitheater and a zoological garden.

The entrance to Merrymeeting Park was a lofty trestle, spanning the Maine Central tracks, which ran through a deep gorge between the trolley line and the resort. Above the bridge stood a large sign—"1898 - MERRYMEETING"—for all to see.

The trolleys did not cross the trestle into the park but a long siding was constructed near the entrance and a covered platform was provided to shelter patrons from the elements as they waited for their cars.

The park's extensive grounds

were attractively landscaped and there was every variety of scenery. Stock companies presented regular performances at the theater and bountiful and tasty shore dinners were served at the casino. Light refreshments were available at a stand called the "Round House."

Attractions in the zoological garden included a herd of deer, a cage of monkeys and several buffalo, as well as a stuffed horse, advertised as being the largest in the world.

According to an article in the magazine section of the Lewiston Evening Journal of June 14, 1952, the dining room, which was reached by an elevator, could seat about 100 diners at a sitting and would be filled about a half dozen times throughout the day on the most popular Sundays. Both foreign and American foods were served but the greatest emphasis was placed on the 50-cent shore dinners.

The amphitheater was located on a sloping hillside, at the foot of which was an open stage, flanked by log cabin dressing rooms. There were seats for a thousand patrons and programs included band concerts, vaudeville, magic shows, minstrels, comedies and dramas. Still remembered are two diving horses, white as snow, which leaped into a large pool.

### Moonlight Dancing on Pond

Among other attractions was a large pond divided by a wire fence. One side was known as the swan pond and the other the duck pond. A rustic bridge crossed the pond, in the center of which was a wide platform with rustic railings, designed for dancing parties. This platform normally was illuminated by an arc light but on bright moonlight nights, this usually was turned off to create a more romantic atmosphere.

Thousands patronized the park annually in its first few years and many were the chartered cars that conveyed special parties there from Lewiston, Bath and Brunswick. Others came in carriages—boats, too!—and perhaps a few arrived in chugging automobiles.

During the afternoons and evenings, a leather-lunged announcer

held sway at the park, heralding the anticipated departures of cars for Bath and Lewiston and interspersing these items of information with "commercials" about sales being held at various stores in the towns and cities served by the street railway.

After its first popularity wore off, Merrymeeting Park experienced slowly but steadily declining patronage and the costs of its operation became too great a burden for the Lewiston, Brunswick & Bath Street Railway Company. Management decreed that it must be closed and closed it was after the 1906 season.

The casino and other buildings were razed and the animals were taken away but the park grounds were open for picnics and outings until 1915 when the property was sold by the Lewiston, Augusta & Waterville Street Railway Company for \$17,800.

The main gate at the Brunswick Naval Air Station is just about opposite the former entrance to Merrymeeting Park—of which no traces remain today.

## New Meadows Inn

Another attraction on the Lewiston-Bath line was the privately-owned New Meadows Inn, on the bank of the New Meadows River in Bath. This inn was world renowned for the quality and abundance of its shore dinners. Because of heavy trolley traffic to and from this famous eating place, the railway provided a passenger platform, a small waiting station and a siding near the inn.

The original building was burned to the ground in 1938 but was soon replaced—and New Meadows Inn is still in business.

## Casco Castle Park

THE ATTRACTIONS at Casco Castle Park, created by the Portland & Brunswick Street Railway Company during the summer of 1902, included a large stone tower called the "Castle," a three-story casino of wood frame construction and a zoological garden.

A suspension bridge spanned a

Page at the left is reprinted from a Street Railway Review article in the February 13, 1901 issue describing the Lewiston, Brunswick & Bath Street Railway line and its various features.





deep ravine between the park and the trolley line, beside which—as at Merrymeeting Park—was constructed a covered platform and an enclosed waiting room for comfort and convenience of the passengers.

Casco Castle Park also was served by the Harpswell Steamboat Company, steamers of which stopped at South Freeport en route between Portland and Harpswell Center.

A favorite summer trip for many was to ride on the steamer from Portland to South Freeport in the morning, spend a few hours or so at Casco Castle, and return to Portland by trolley in the late afternoon or early evening.

Bountiful meals were served in the casino dining room and overnight accommodations were available for those who might wish to tarry longer.

(Another popular trip, it might be noted, was a steamboat ride from Portland to New Meadows Inn via Cundy's Harbor, Harpswell and Gurnet. Many were the individuals and family groups from Portland who journeyed to the inn by water and returned by trolley—or vice versa. The Maine Central Railroad had a depot near the inn and those who wished could return to Portland via the steam railroad instead of trolley.)

Unfortunately, Casco Castle Park, like Merrymeeting Park, was not a profitable undertaking for the railway company and on March 17, 1910, with the Portland & Brunswick in the throes of financial difficulties, the property was sold to E. S. Everett of Cook, Everett & Pennell of Portland.

About 4½ years later, on Sep-

tember 8, 1914, the casino was destroyed by fire and that was the end of Casco Castle Park. Ruins of the casino were cleared away and the suspension bridge was removed but the stone tower was left standing and is still in existence today.

## Carhouses

THE FIRST CARHOUSES of the Lewiston, Brunswick & Bath system were those taken over from the Lewiston & Auburn Horse Railroad, the Brunswick Electric Railroad and the Bath Street Railway. All were wood frame buildings of small size and were inadequate to house the increased rolling stock of the consolidated company.

During late 1898, the railway company purchased a large tract of land on lower Lisbon Street, near its intersection with Canal Street, in Lewiston, and in the spring of 1899, construction of an 8-track brick carhouse was undertaken.

This building was 154 by 70 feet in area; had a roof of planks on exposed steel trusses, and was provided with ample pits for truck and motor repairs.

Also provided was a 4-track wood frame carbarn in Lisbon Falls. In Bath, the railway purchased the remaining buildings of the old Patten car works, former builders of steam railroad cars, on North Street and converted the largest of them into a carhouse. These buildings had been occupied for a number of years by an oilcloth factory,

which had gone out of business about 1895.

The Bath shipbuilding influence was apparent in these buildings, as at all points where roof trusses rested on walls, wooden ships' knees were used as reinforcements.

A photograph of the Bath carhouse shows that it had two entrance tracks (probably there were others—connected through a transfer table—inside the building) and indicates that, for a time, it housed the body repair shops of the company. These later were transferred to Lewiston, where machine shop facilities had been provided from the outset.

(The old barns of the Lewiston & Auburn Horse Railroad and the Bath Street Railway appear to have been closed at the time the new facilities were provided but the former Brunswick Electric Railroad's carhouse on Summer Street, Topsham, continued in use for a number of years thereafter).

Early on the morning of Saturday, December 19, 1903, fire broke out in the new Lewiston carhouse and by sunrise all that remained of the building were blackened walls and the smouldering remains of 25 cars and snow plows. Only three cars were saved and one of these was badly damaged.

The Lewiston Weekly Journal of December 24, 1903, said the fire was discovered about 5:30, but because the nearest fire alarm box was in the yard of the adjoining Lewiston Bleachery, to which access was blocked by a locked gate, there was some delay in calling the fire department.

When the apparatus did arrive, seven hose lines were directed at the burning building but they did little good as the fire had gained too much of a headway by then. Firemen did manage to prevent the spread of flames to the adjoining power station, the main door of which was badly charred by heat.

The carhouse was soon rebuilt—with some minor changes in its architectural features—and served until abandonment of all trolley service in the Lewiston-Auburn area in the fall of 1941, when it was converted to a bus garage.

During 1911, the Bath carhouse, deemed too large for the railway's needs, was razed and a smaller barn was erected with salvaged materials. The new building had two



PORTLAND RAILROAD 231 at Freeport Square on Portland-Brunswick run. The motorman is Henry Cummings. —[Ronald Cummings Collection.



tracks and a capacity of about six cars and it remained in use until 1937.

The Lisbon Falls carhouse was destroyed in a severe windstorm on October 20, 1913, and never was replaced. Two of its four tracks were torn up, the other two being left in place to provide outdoor storage facilities.

The Portland & Brunswick Street Railway Company built a combination carhouse and power station on the east side of lower Main Street, Freeport, near the Maine Central grade crossing. It was a brick structure and the carhouse section had four tracks, with a capacity of about 20 double truck cars. A second story, at the front of the barn, contained the company offices and living quarters for the superintendent and his family.

The power station, on the south side of the barn, had only one story—with a tall brick chimney at the end.

The carhouse was active until abandonment of the Brunswick-Yarmouth line and later saw a variety of uses, mostly as a garage. A few years ago, it was acquired by the town of Freeport and it now houses the municipal offices.

## Power Facilities

**T**HE Lewiston, Brunswick & Bath Street Railway Company held the distinction of being one of the first street railways in the country to use a high tension power distribution system employing transformers and rotary converters.

The hydroelectric power station was located on the Androscoggin River in Brunswick, where water rights had been leased from the Cabot Manufacturing Company for a 15-year period. Initial equipment of the station included four Victor horizontal turbines of 250 horsepower each, all mounted on the same shaft and operated on a 17-ft. head.

These wheels were controlled by Lombard governors and by means of a rope drive, operated the main countershaft, to which three Westinghouse 250 kilowatt double current generators were belted. These generators were 12-pole machines, operated at 1,600 revolutions per minute and delivered both alternating current at 300-330 volts, 60 cycle, and 500-550 volts DC.

From the power station, alternat-

ing current was conducted to a two-story brick substation about 45 feet from the generating plant, which was equipped with six Westinghouse 125 kilowatt oil-insulated self-cooling transformers.

These transformers stepped up the line pressure to 10,000 volts for transmission over two high tension lines, one to Bath, 10 miles distant, and the other to Lewiston, 20 miles away.

High tension lines were mounted on the same poles that carried the railway's trolley and feeder wires.

### Substations Located at Car barns

Small brick substation buildings were constructed next to the Bath and Lisbon Falls carhouses and a much larger substation was provided as an integral part of the Lewiston carhouse setup.

Equipment of the Lewiston substation included three Westinghouse 200 Kw. rotary converters.

The substations at Lisbon Falls and Bath each initially had one 200 Kw. rotary converter and three 75 Kw. transformers, all of West-



**CROOKED BRIDGE** over the Maine Central Railroad in South Lewiston on the Lewiston-Lisbon Falls line, as it looked when the lightweight cars ran in Sunday service between 1937 and 1941. Note that high tension wires were carried on same pole line as the trolley wires. —[From a photograph taken by Gerald F. Cunningham.



inghouse manufacture. (Direct current was applied directly to the overhead via a feeder from the Brunswick hydro station).

The transformers all were of the oil-insulated self-cooling type and the rotary converters were 10-pole machines, running at 720 r.p.m.

Overhanging the bearing at one end of the shaft was a three-phase induction motor for starting and overhanging the bearing at the other end was a pulley by which the machine could be driven by a steam engine if necessary.

#### Brunswick Power Not Enough

It soon became apparent that the Brunswick station, with a total output of 750 Kw., was not of sufficient capacity to supply adequate power for the city lines in Lewiston and Auburn, particularly during periods of heavy traffic. Because the old power plant of the former Lewiston & Auburn Horse Railroad had been dismantled, it became necessary to provide auxiliary steam equipment at the Lewiston substation.

This equipment, installed in 1900 and 1901, consisted of four Babcock & Wilcox boilers; three Westinghouse 400 h.p. compound condensing engines, and one General Elec-

tric 300 Kw. 550 volt direct current generator which was direct-coupled to one of the engines. The other two engines, when necessary, drove the two rotary converters through a belt arrangement.

The electrical setup of the station was such that when the two rotary converters were being driven by the engines, the output of their alternating current circuits could be conducted to the transformers and increased to 10,000 volts for transmission to other substations.

Extensive improvements to the LB&B power system were begun in 1905 when the railway began purchasing alternating current from the Lewiston & Auburn Electric Light Company, which had built a modern hydroelectric plant at Deer Rips, on the Androscoggin River in Auburn. This later was supplemented by a steam turbine plant in Lewiston.

(The Lewiston & Auburn Electric Light Company was absorbed on October 25, 1914 by the Androscoggin Electric Company, which also owned the Portland-Lewiston Interurban Railroad. Nearly six years later, on April 1, 1920, control of the Androscoggin Electric was acquired by the Central Maine Power Company. The Androscoggin Electric Company was reorganized as

the Androscoggin Electric Corporation in 1935 and was merged with the Central Maine that same year.)

From the Deer Rips plant, a 10,000 volt transmission line extended to the Lewiston substation, which was re-equipped with six 200 Kw. single-phase step-down transformers, supplying current to two Westinghouse 500 Kw. 600 volt three-phase rotary converters, and a 270-cell storage battery, with a Western Electric booster. The battery was operated in parallel with the converters to facilitate handling of peak loads.

Thereafter, the Brunswick hydro station supplied only the Bath and Lisbon Falls substation on a regular basis, the transmission line between Lewiston and Lisbon Falls being used only in emergencies. The Bath substation, incidentally, had three more 75 Kw. transformers and a second 200 Kw. rotary converter by this time.

Further improvements in the power set-up were made by the Lewiston, Augusta & Waterville Street Railway Company after it succeeded the Lewiston, Brunswick & Bath in 1907.

A third 500 Kw. rotary converter was installed at the Lewiston sub-



ON THE BRUNSWICK-BATH line at Thompson's Brook, this view of No. 126 was taken by Gerald Cunningham.



station in 1910, and during 1913, with the expiration of the water rights at Brunswick, the Brunswick hydro station was abandoned and arrangements were made to purchase additional alternating current from the Lewiston & Auburn Electric Light Company.

Thereafter, all power for the former Lewiston, Brunswick & Bath lines was purchased, a substation, equipped with a General Electric 400 Kw. motor generator set, being provided in the Brunswick plant of the Bath & Brunswick Light & Power Company, which became a part of the Central Maine Power Company system in 1920.

About the same time, a General Electric 300 Kw. motor generator set was provided at the Lisbon Falls substation, replacing the original 200 Kw. rotary converter.

#### Bath Power Demands Heavier

Late in 1917, because of the need of additional power in Bath, a 500 Kw. rotary converter and the necessary transformers for the Bath substation were ordered from Westinghouse. The converter arrived on schedule but the transformers were long delayed in transit. When they did come, they were found to have been badly damaged and were useless until repairs were made.

To make matters worse, one of the existing 200 Kw. rotary converters burned out on January 14, 1918, bringing operations in the Bath area to a near standstill because the other 200 Kw. machine could not handle the load.

Eventually the new rotary converter was placed in service and later in 1918, with funds provided by a loan from the Emergency Fleet Corporation, a World War I government agency, the transmission lines between Lewiston and Bath were rehabilitated, the transmission voltage between Lewiston and Brunswick being increased from 10,000 to 22,000 volts.

#### Transmission Line Improvements

About 2½ miles of the power line through Lisbon were relocated and the 10,000 volt line between Brunswick and Bath was reinsulated and increased in capacity.

According to the 1922 report of the Maine Public Utilities Commission, a new 500 Kw. rotary con-

verter was installed in the Lewiston substation in 1921, probably replacing one of the machines provided in 1905.

In 1922 and 1923, semi-automatic control was installed in the Lewiston, Lisbon Falls and Bath substations. The rotary converters or motor generators at these points had to be started and stopped by attendants, but all three stations were provided with automatic reclosing circuit breakers which cleared the station in event of line trouble and restored the power to the overhead when the trouble was rectified.

There is no available information about the initial power facilities of the Portland & Brunswick Street Railway but in 1907, according to the U. S. Street & Electric Railway Census, the station was equipped with four steam engines of 1,220 horsepower total; two 150 Kw. direct current generators; two alternators, with a total output of 140 Kw.; two 150 Kw. rotary converters and a 216-cell storage battery.

Both Westinghouse and General Electric generators were used; the engines were of both Arlington & Sims and McIntosh & Seymour manufacture, and steam was supplied by Babcock & Wilcox boilers.

#### Freeport Electric Light Tie-In

The two alternators were used to supply the needs of the affiliated Freeport Electric Light, Heat &

Power Company, which purchased alternating current from the street railway and distributed the energy to customers in Freeport. The concern was taken over by the LA&W in 1910 and continued in existence as a subsidiary of that road and the A&K until 1922 when its stock was sold to the Central Maine Power Company.

Indications are that, at first, all power for the Brunswick-Yarmouth line was supplied by the two direct current generators and that the rotary converters were installed after a high tension line had been built between Freeport and Brunswick and the Portland & Brunswick began purchasing power from the Lewiston, Brunswick & Bath Street Railway.

Thereafter, the rotary converters were used regularly, the direct current generators being activated only when Brunswick power was unavailable or in short supply.

The rotary converters were replaced by a single 300 Kw. motor generator set in 1911 and the steam plant was completely overhauled. The street railway thereafter was operated almost exclusively with purchased power, the steam plant being operated to supply commercial power only in emergencies.

After the sale of the Freeport concern to the Central Maine company, the steam plant was shut down, and during 1923, the A&K provided semi-automatic control for the Freeport motor generator set.



"YES MA'M, I'll mail your letter," is what the motorman of this Brill 300 series car might be saying as he is stopped in Lisbon enroute to Bath.



## Scenes from 1900 . . .



MAINE STREET, BRUNSWICK, shortly after the turn of the century, showing a Briggs 14-bench open and two freight trolleys. The big brick block at the left which still stands (1966) is at the corner of Pleasant Street where the Freeport-Yarmouth line branched from the Lewiston, Brunswick & Bath tracks. —[O. R. Cummings Collection



FIRST CARHOUSE at Lewiston, as constructed in 1899. The building was destroyed by fire on December 19, 1903, and was replaced by a new carhouse which continues to serve (1966) as a bus garage. —[Cummings Collection.



# Rolling Stock

## Portland & Brunswick Street Railway

PASSENGER equipment of the Portland & Brunswick Street Railway in 1902 included five 30-ft. double truck combination passenger-baggage cars and seven 14-bench double truck opens, all built by the John Stephenson Company of Elizabeth, New Jersey.

Both type cars had steam coach roofs and were equipped with Taylor swing bolster trucks and air brakes. The open cars each had two Westinghouse 56 (60 h.p.) motors and K-11 controllers, while the combination cars each had four Westinghouse 101B (40 h.p.) motors and K-28C controllers.

The combination cars had straight vertically-sheathed sides and there were 8 windows on each side of the passenger compartments, the baggage compartments having one window and a large sliding door on each side. The combination cars were named: "Alice," "Camilla," "Dorothy," "Flora," and "Lida." None of the open cars was given such honors.

There is some confusion over the original numbering system of the Portland & Brunswick, as at first all the passenger cars had odd numbers and photographs indicate there were some duplications.

Later, the combination cars all were given even numbers, probably 2 even through 10. The open cars retained their odd numbers.

Two of the opens were sold to the Gerald-controlled Waterville & Oakland Street Railway in 1903, leaving the Portland & Brunswick with 5 opens, the 5 combination cars, a 4-wheel work car and two snow plows. One of the plows was a 4-wheeler and the other was double truck. Motors from open cars were used under the snow plows in winter.

(The two cars sold to the Waterville & Oakland became Nos. 1 and 3 on that road and retained the same numbers on the succeeding Waterville, Fairfield & Oakland Railway until retired).

There were no changes in rolling stock of the Portland & Brunswick until 1911 when three 21-ft. single truck closed passenger cars, Nos. 206, 208 and 210, were purchased from the Laconia Car Company by the Lewiston, Augusta & Waterville and were assigned to the Brunswick-Yarmouth line.

These cars had monitor roofs, straight, vertically-sheathed sides and 8 windows on each side. Fully vestibuled, they had reversible transverse seats and each car rode on a Taylor truck.

Equipment of each car included two General Electric 203 (50 h.p.) motors, K-36F controllers and hand brakes.

Later, the five combination cars were sent to the shops of the Portland Railroad Company for rebuild-

ing to straight passenger coaches, repainting and renumbering. Instead of being renumbered into the LA&W system (with closed cars having even numbers and open cars odd numbers) the cars were renumbered into the Portland Railroad roster, becoming Nos. 280-284.

The five 14-bench opens, however, were repainted in the Lewiston shops of the LA&W and were numbered 95 odd through 103.

The new single truck closed cars, Nos. 206, 208 and 210, saw comparatively little service on the Brunswick-Yarmouth line—or on the LA&W either, for that matter. They were sold to the Portland Railroad Company in 1916 and became PRR Nos. 306, 308 and 310.

All three cars later were converted to sand cars and were still in use as late as 1940. The Taylor trucks under these cars were replaced with the Brill 21-E type by the Portland Railroad and one of these Brill trucks is now under the restored parlor car "City of Manchester" at the Seashore Trolley Museum at Kennebunkport, Maine.

After rebuilding, the five former combination cars were returned to the Freeport carhouse and ran in Portland-Brunswick through service until 1920. As rebuilt, the cars had 11 windows on each side and probably seated 40 passengers on a combination of reversible transverse and longitudinal corner seats.

## Lewiston, Brunswick & Bath Street Railway

SHORTLY after construction was begun in 1898, the Lewiston, Brunswick & Bath Street Railway Company placed an order with the Briggs Carriage Company for eight 14-bench double truck open cars, each seating 70 passengers.

The first four of these arrived in July and two immediately were assigned to Bath, the other two remaining in Lewiston. The second

four cars were delivered later in the summer and another 12 cars of the same type were received prior to June 30, 1899.

Numbered 51 odd through 89, all were 40 feet long over-all and had steam coach roofs and double running boards of stationary design. They were painted in the LB&B livery of crimson lake and straw and bore the company name on

their letterboards. All rode on Peckham swing-bolster trucks and had hand brakes.

According to the Street Railway Journal of March 1899, each car was equipped with two Westinghouse 50 h.p. motors geared for medium speed but there is reason to believe that some of the cars had four 25 h.p. motors.

Also purchased from Briggs were



eight 21-foot single truck vestibuled closed cars, which arrived in the fall of 1898. These had steam coach roofs, convex-concave panel sides and seven drop-sash windows on each side.

They seated 28 passengers each on 10 reversible transverse and four longitudinal corner seats, probably upholstered in plush.

Each car rode on a Peckham truck and was equipped with two 35 h.p. motors and hand brakes. The numbers of these cars, unfortunately, are unknown and photographs of the type are scarce.

One of the 14-bench opens, No. 69, and three of the closed cars are believed to have been destroyed in the Lewiston carhouse fire of 1903. The remaining closed cars later became Nos. 18, 20, 22, 24 and 26 of the Lewiston, Augusta & Waterville Street Railway Company, while the 19 opens retained their original LB&B numbers on the LA&W.

Shortly after the fire, three 25-foot double truck closed cars, built by the Newburyport Car Company of Newburyport, Mass., were purchased second-hand, reportedly from one of the roads later consolidated into the Middlesex & Boston Street Railway Company in Massachusetts. They had steam coach roofs and were straight, vertically-sheathed, with 8 windows on a side.

The cars initially rode on Peckham trucks and each was equipped with air brakes. Similar brakes are believed to have been installed on the remaining 14-bench opens.

Another 25-foot closed car, No. 40, was purchased from the Laconia Car Company of Laconia, N. H., in late 1905 or early 1906. This car also had a steam coach roof and straight, vertically-sheathed sides, with 9 windows on each side. Bemis double trucks were provided and the car had four 40 h.p. motors and air brakes. For a time, it carried Bath Street Railway lettering.

Equipment owned by the Lewiston, Brunswick & Bath Street Railway Company as of June 30, 1906, consisted of 25 closed cars and 31 opens. Of these, four closed and 19 opens were double truck. Other equipment included a parlor car, the "Merrymeeting"; two box express cars, one baggage car, one work car, one ice car, two gravel cars and 7 snow plows. Two of the plows were 4-wheel rotaries.

## Semi-Convertible Observation Cars

LATE IN 1906, the Lewiston Brunswick & Bath Street Railway Company, by then controlled by John R. Graham and his associates, placed an order with the J. G. Brill Company of Philadelphia for 8 single end, double truck semi-convertibles with rear observation platforms, Nos. 300 even through 314.

The cars arrived in Lewiston early in 1907 and were placed in service on the Lewiston-Bath run, replacing the rather motley collection of single and double truck closed cars which had been operated on that route since early 1904.

### Description of New Cars

These new cars had monitor roofs, smoking compartments, motorman's cabs and hot water heating systems. They were fitted with Baldwin trucks, 4 GE80 motors, K-28B controllers and General Electric air brakes.

Each car seated 12 in the smoking compartment and 24 in the main compartment, which were separated from each other by a bulkhead.

Each car had a single trolley pole, mounted toward the rear, and roller-type destination signs were provided on each side and the front end of the roof monitors.

The cars were painted red with ivory trim, the latter color appearing on the convex side panels and around the windows. In later years, the concave panels were painted red, so that the sides of the car

were all one color, except for the windows.

Because the new semi-convertible cars could be operated from one end only, it was necessary to provide turning facilities at the terminals. The track layout at Main and Lisbon Streets, Lewiston, supplied wyeing facilities in that city and wyes were constructed at Lisbon Falls and Bath.

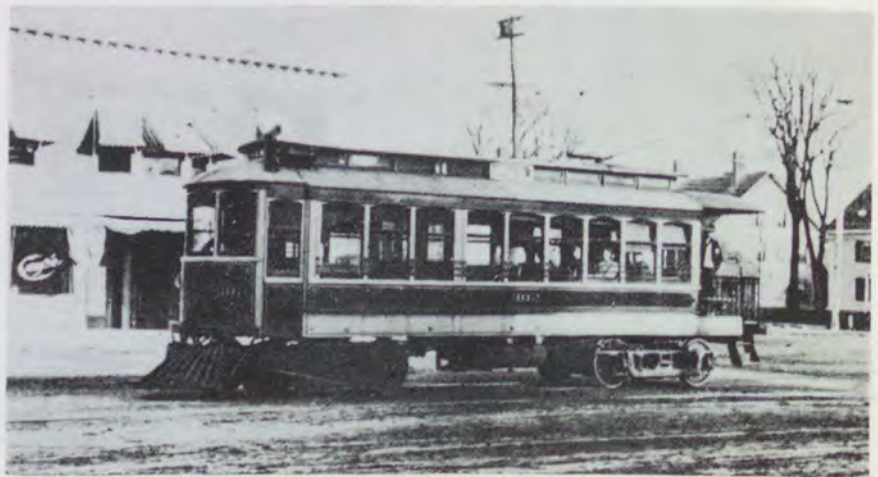
In Brunswick, the cars could be turned at the junction of the Lewiston-Bath and Brunswick-Yarmouth lines, at Maine and Pleasant Streets.

The single end semi-convertibles were probably the most impractical cars that could have been purchased for the Lewiston-Bath route and it is said they were acquired because they struck the fancy of John R. Graham.

### Additional Cars of Same Type

Eight similar cars, somewhat larger, were purchased for the Lewiston-Augusta-Waterville route in 1908. Numbered 320-334 even, they had been in service only a short time when it was decided to provide controllers and brake valves on the observation platforms so that the cars could be operated from the rear end. No such change was made on the Bath cars, unfortunately, which remained single-enders until retired.

Nos. 300-314 provided all the fall, winter and spring base service on the Lewiston-Bath line until after the LA&W was succeeded by the



CAR NO. 302, one of the single end observation platform cars placed in service between Lewiston and Bath in 1907 on Maine Street, Brunswick.



Androscoggin & Kennebec Railway although, for a time in 1918, it looked as if some new equipment were to be provided.

In July of that year, after receipt of the loan from the Emergency Fleet Corporation, the LA&W placed an order with J. G. Brill for 6 double truck semi-steel closed cars—to be numbered 116 even through 126. They were scheduled for delivery in October but there were numerous delays and the cars were still under construction on November 11, 1918, when World War I Armistice became effective.

#### New Car Order Cancelled

After the LA&W went into receivership, the receiver promptly cancelled the order for the cars—by then completed. Three of them were sold by Brill or the Emergency Fleet Corporation in 1919 to the Northumberland County Railway in Sunbury, Penna. These were Nos. 116, 118 and 120. The other three, Nos. 122, 124 and 126, were purchased by the Schuylkill Valley Railway in Girardville, Penna.

According to specifications published in the Electric Railway Journal, they were to have a seating capacity of 52 and were to be equipped with Brill 77E1 trucks, 4 Westinghouse 514C (40 h.p.) motors, K-35G2 controllers and General Electric air brakes. Their weight was 44,000 pounds and the overall length was 45 ft. 6 in.

## New Inter-City Rolling Stock

**D**URING 1920, the Androscoggin & Kennebec Railway, striving to modernize its system, ordered 10 double truck arch roof semi-steel closed cars (Nos. 120 even through 138) from the Wason Manufacturing Company of Springfield, Mass., Brill subsidiary.

Purchased on equipment trust certificates at a total cost of more than \$150,000, the new cars were delivered late in the year and immediately were placed in service on the Lewiston-Bath and Lewiston-Waterville routes.

Soon scrapped were the single end semi-convertibles Nos. 300-314. According to former A&K employes, they had been a "nightmare" to operate and their junking was greeted with general approval.

#### Description of New Cars

The new cars were 45 feet overall and had 13 divided drop-sash windows on each side.

Each vestibule was fitted with two sets of four-leaf folding doors, one on either side of the platform. Each car had 20 reversible transverse seats and three longitudinal corner seats, upholstered in rattan, accommodating 52 passengers.

The cars rode on Brill 77-E low level trucks and each was provided with 4 Westinghouse 532-B (50 h.p.)

motors, K-35 controllers and Westinghouse air brakes.

Peter Smith forced hot air heaters, located in one corner of the car body, provided warmth in cold weather, when storm sash were installed on the windows.

The cars were fitted with bar pilots and each had four roller-type destination signs, one over the center window of each vestibule and one over each right-hand door.

The new cars were much faster than the old single enders and made possible the reduction to two hours of the running time between Lewiston and Bath.

All were converted to one-man cars during 1924. "Dead man" safety equipment was installed and the left-hand doors were removed and replaced with windows and sheathing.

After abandonment of the Lisbon Falls-Bath trackage in 1937, the cars continued to be used between Lewiston and Lisbon Falls weekdays, with lightweight cars of the A&K's 180 class being operated on Sundays.

All 10 cars were scrapped in 1941.

(Complete details on the 120 and 180 classes were given in your author's publication, "Lewiston, Augusta & Waterville Street Railway," issued in 1964. Copies are available for \$1.25.)



BRIGGS 14-BENCH OPEN No. 77 at Lisbon Falls enroute from Bath in 1901. —[Collection of Wesley A. Lancaster





BIRNEY CAR NO. 242, which spent most of the 1920s in "high speed" service on the Brunswick-Yarmouth line, ran out its days on the Lewiston-Auburn local lines. It is shown on Sabbatus Street, Lewiston, in this 1935 photo.

## Birney Cars of the A. & K.

**TWENTY-ONE** BIRNEY single truck safety cars (Nos. 218-258) were purchased by the Androscoggin & Kennebec Railway between 1920 and 1922.

Three of these, initially Nos. 248, 250 and 252, were assigned to the Freeport carhouse to provide the base service between Brunswick and Yarmouth. Later, No. 248 was transferred from Freeport to Augusta and was replaced at Freeport by No. 242, from Lewiston.

Birneys assigned to Freeport all were equipped with small steel pilots and air whistles. Two of them were regularly in service, the third being held as a spare.

It is reported that between the infrequent stops along the line, the Birneys were operated at top speed because they had only one hour to cover the 15.8 miles between terminals—and they made the time. This certainly must be a record for

"high speed" operation of Birney cars, which on the A&K were equipped with two 25 h.p. motors.

Coincident with the introduction of the Birneys, three of the double truck closed cars of the 280 class, Nos. 280, 281 and 282, were converted for one-man operation and two of them regularly were assigned to Freeport, being operated on the more heavily patronized trips, such as those on which school children were carried.

One of the Birneys, No. 242, was involved in somewhat of a mystery in 1924. To quote from an article in the *Portland Evening Express*:

Mystery surrounds the finding of a pork roast on the roof of a trolley on its return trip from Freeport to Brunswick today. Henry Cummings, operator of the one-man car Number 242, has no recollection of hitting a pig on his trip between Freeport and Brunswick, yet the piece of pork found on the roof of the car by the electrician, Herbert

Lunt, who climbed to the roof to adjust the big trolley pole when the car reached the car barn, bears evidence that a hog had met death in some unexplained manner.

After abandonment of the Brunswick-Yarmouth line in 1929, one of the Birneys, No. 250, was reassigned to Bath and the other two were transferred to Lewiston. No. 250 went to Lewiston in 1937 and all of the A&K's Birneys were scrapped in 1941.

All of the remaining ex-combination cars of the former Portland & Brunswick, Nos. 280, 281 and 282, were retired by the A&K after abandonment of the Lisbon Falls-Bath trackage in 1937. They and other double truck closed cars converted for one-man operation had been used to replace cars of the 120-138 class when any of the latter were in the shops for overhaul or repair.



## Freight and Express Cars

IT IS DIFFICULT to present an adequate description of freight and express equipment of the Lewiston, Augusta & Waterville Street Railway and the Androscoggin & Kennebec Railway because of the lack of an accurate roster and the complete absence of company records.

The annual equipment reports of the LA&W to the Maine Railroad Commissioners from June 30, 1907, through that same date in 1909 list only three express cars and one freight car. As of June 30, 1910, there were 5 express cars and 6 double truck flat trailers; a year later the roster included 7 express cars and 8 flat trailers. Three more flat trailers had been added by June 30, 1912.

There is reason to believe that the express motors at this time included Nos. 500 even through 512, all being of the double truck box type. No. 500 had been built by the Laconia Car Company in 1911, and No. 506 had been constructed by Laconia in 1904 as No. 4 of the Auburn & Turner Railroad, taken over by the LA&W in 1910. Two

others, including No. 504, had been constructed in the LA&W shops in 1909-10.

The flat trailers included six of the double truck type built by the LA&W itself in 1909 and 1910; three more of the double truck type (Nos. 501, 503 and 505) built by Laconia in 1911, and two of the single truck variety, probably from the Auburn & Turner.

Three additional double truck flat trailers (Nos. 507, 509 and 511) were purchased from Laconia in 1913 and during January 1915, the LA&W placed orders with Laconia for one motor freight car body with a steel underframe, two double truck box trailers with wood underframes and 8 double truck flat trailers, also with wood underframes.

The motor freight car had a 40-foot body and rode on Laconia diamond-frame arch bar trucks. Numbered 514, it was equipped with four Westinghouse 56 (55 h.p.) motors and K-35G controllers.

Westinghouse automatic air brake equipment was provided and the car was fitted with MCB radial

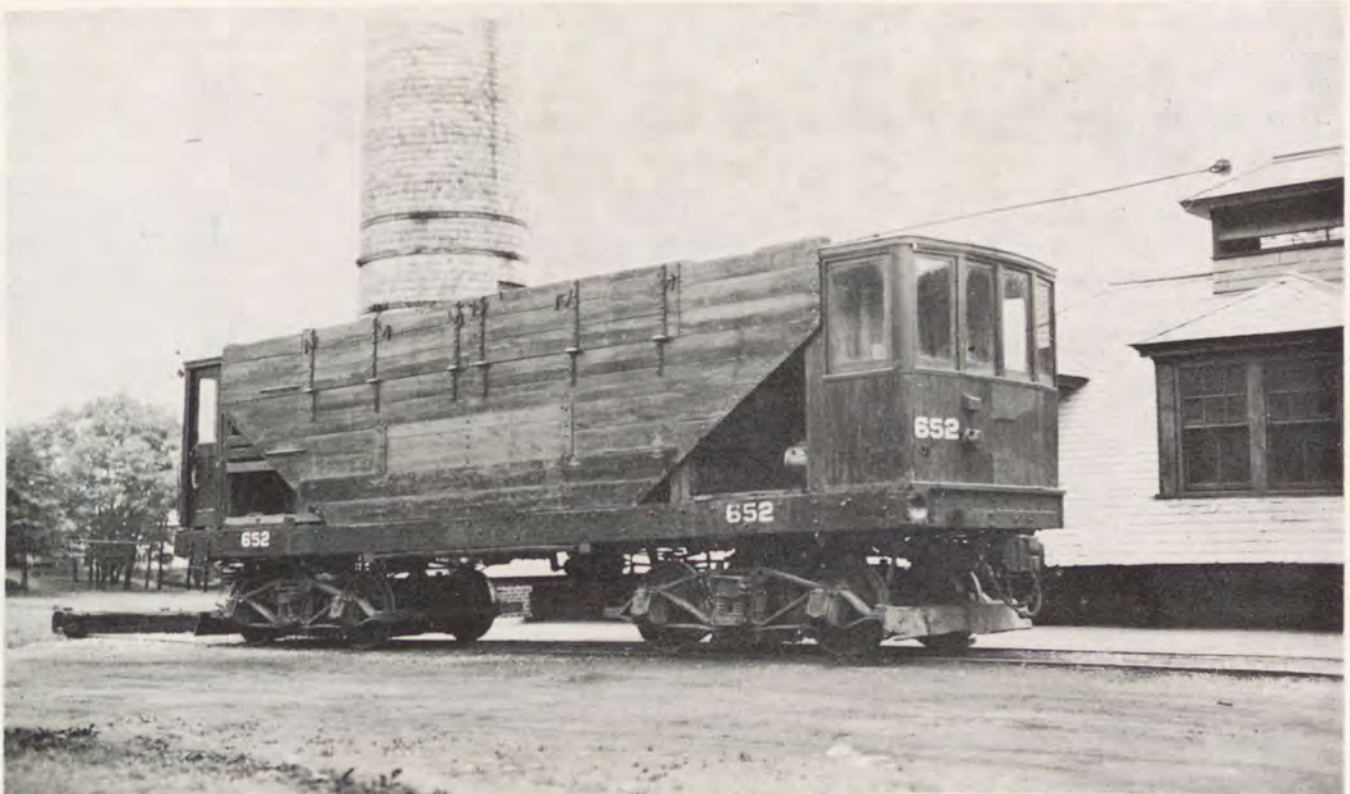
couplers so that it could tow standard steam railroad freight cars. As a matter of fact, all of the box motors at this time had MCB couplers and Westinghouse automatic air brakes.

According to the June 26, 1915 issue of Street Railway Journal, the LA&W at that time had 8 motor freight cars, 17 flat trailers and two box trailers of 60,000-lb. capacity each. The flat cars, which could be fitted with side boards, were used for handling granite, wood, lumber, coal, farming tools and general freight, while the box cars were used for potatoes, apples, grain, hay and perishable goods.

Another double truck box motor (believed to have been No. 504, replacing the original car of the same number) was ordered from Laconia in April 1915. Five more flat cars were ordered in September and seven more in October.

(The total of 20 flat cars ordered from Laconia in 1915 are believed to have been Nos. 519, 523 odd through 535, and 541 odd through 563. The box trailers were Nos. 537 and 539.)

Another three motor freight cars



GONDOLA MOTOR No. 652 at the Bates College heating plant in Lewiston. —[Photo by Roger Borrup in 1935.]



(Nos. 516 518 and 520), all with 41 ft. 2 in. bodies, were ordered from Laconia in 1916. All rode on Laconia arch bar trucks and were equipped with 4 Westinghouse 306 (60 h.p.) motors, K-35DD controllers and Westinghouse AMM automatic air brakes.

Pending the inauguration of the coal business in 1917, the LA&W purchased three gondola motor cars (Nos. 650, 652 and 654) and 10 double truck gondola trailers (Nos. 651 odd through 669) from the Wason Manufacturing Company.

At the same time, another double

truck box motor (No. 522), one double truck box motor body (No. 508) and two double truck box trailers (Nos. 513 and 565) were acquired from Wason.

Nos. 508 and 522 rode on Standard arch bar trucks. The cars were equipped with the same types of motors, controllers and air brakes as Nos. 516, 518 and 520. Both the gondola motors and trailers rode on Wason arch bar trucks and the former each had 4 WH306 motors.

Freight equipment of the LA&W and the A&K from 1917 through included 12 motor cars and 43

trailers. There were 9 box motors, Nos. 500, 504, 506, 508, 514, 516, 518, 520 and 522; three gondola motors, Nos. 650, 652 and 654, while the trailers included 29 of the double truck flat type, 4 double truck box and 10 double truck gondolas.

#### Paint Scheme on Freight Cars

All freight equipment, except flat cars, was painted dark green with white numbers. Most box motors bore large red rectangles with a white border and lettering. On many it said: LA&W ST. RY. FREIGHT AND EXPRESS, the herald appearing on the right side of the side doors. On the left was the word SERVICE, with a red arrow running horizontally through the white letters.

On Nos. 508 and 522 and the gondola motors and trailers, the heralds carried the lettering LA&W ST. RY. FREIGHT SERVICE with a white arrow through the last word. The latter form was continued by the A&K, which simply substituted its own initials.

Flat trailers were painted red and bore the company name and number on the side sills.

One of the box motors, No. 506, was converted to a snow plow, No. 1014, in 1922. No changes took



BOX MOTOR No. 522 with a Maine Central freight car on Washington Street, Bath, at the A&K's freight interchange with the steam railroad.



LINE CAR ON THE JOB — No. 702 is shown in front of the Lewiston carbarn on Lisbon Street while lineman makes some minor repairs on the overhead trolley wire. —[Photograph taken on June 30, 1937, by Roger Borrup.



place in the freight equipment thereafter until 1932 when 4 motor cars and 6 trailers were scrapped. Five more motor cars and all but two trailers were scrapped in 1937.

#### Few Freight Cars Left After 1937

Those remaining after 1937 were one box motor, No. 516, and one gondola motor, No. 652, the latter being used to shift freight cars in and out of the bleachery at Lewiston, and two flat cars, Nos. 651 and 655, both former gondola cars that had been cut down.

Your author recalls that in the spring of 1940, when abandonment of trolley service in Lewiston and Auburn was near, shopmen at the Lewiston carhouse gave No. 516, which had been inoperable for two or three years, a quick repair job so that it could be used as an auxiliary line car for removal of trolley wire. (It had been equipped with a roof platform in 1937.)



THE SCENERY of the Mile-a-Minute Company, a vaudeville troupe, went into the ditch when box motor 516, towing a box trailer, was derailed three miles south of Brunswick on January 21, 1917. It took quite a bit of doing to get the box motor back on the rails again. —[O. R. Cummings Collection.]

## Freight and Express Service

EXPRESS SERVICE was established by both the Lewiston, Brunswick & Bath and the Portland & Brunswick Street Railways at a comparatively early date. In each case, the business was conducted by an outside concern, which made all rates and handled all operations, paying a proportion of its revenues (or an annual flat fee) for the use of cars and track, for power and for wages of motormen.

Small shipments of light weight were handled for the most part, no attempt being made to develop carload traffic.

By 1913, the express business on the Lewiston, Augusta & Waterville was being conducted by the Atlantic Express Company, with headquarters in Portland and a terminal at 76 Cross Street in that city.

This same concern also operated the express business on the Portland Railroad system and the Atlantic Shore Railway and provided pickup and delivery service in the larger communities.

Development of freight service on the Lewiston, Augusta & Waterville appears to have begun in 1910 when it acquired the Auburn & Turner Railroad and began han-

dling lumber shipments between Turner and Lewiston.

Shortly thereafter, the electric railway and the Maine Central Railroad established a physical interchange off Lisbon Street in Lewiston and the LA&W started switching service between the railroad yard and the Lewiston Bleachery, adjacent to the railway's carhouse.

During 1914, the LA&W and the Maine Central agreed to establish an interchange in Bath so that the former could provide switching service for the shipyards and other plants in the city. This interchange was effected in 1915 on Washington Street, at the Maine Central freight yard. That same year, the LA&W built a spur track into the yard of the Bath Box Company, on lower Washington Street, opposite Hinckley Street.

Spurs from lower Washington Street into the Deering and Percy & Small shipyards were provided in 1916. Later, another spur served the Cummings Feldspar Company.

The major project in 1916, however, was construction of a 4,750-ft. track by the city of Bath from the end of the Maine Central's Commercial Street spur, near Summer

Street, through Commercial, Front and Bowery Streets to the Texas Company and Kelley & Spear shipyards.

Because of the unwillingness of the city of Bath to have Maine Central steam locomotives huffing and puffing along Front and Bowery Streets, the city made arrangements with LA&W to electrify and operate the new trackage. The street railway laid tracks down Oak Street from Front Street to Commercial Street to provide the necessary connection.

(The track along Commercial, Front and Bowery Streets was purchased from the city by the Androscoggin & Kennebec Railway Company in 1923.)

In the meantime, the management of the Cumberland County Power & Light Company, which controlled both the LA&W and the Portland Railroad, decided to establish a unified freight service on the two systems. Both carload and less-than-carload shipments were to be handled at rates governed by the official steam railroad classification. Such service was established as of January 1, 1915.

The Portland Railroad built a large freight terminal between



Commercial and Fore Streets on the Portland waterfront and built a spur track into the plant of the Royal River Packing Company in Yarmouth. The LA&W built freight houses in Lewiston, Lisbon Falls, Brunswick and Bath, that at Bath being located on the wharf of the Eastern Steamship Company to facilitate the interchange of shipments with that prominent water carrier.

Through freight trains were operated between Portland and Waterville via Brunswick, Lewiston and Augusta and there were regularly scheduled trips between Lewiston and Portland, Lewiston and Bath and probably Portland and Bath. The typical freight train consisted of a box motor towing one or more box or flat trailers.

#### Everything Hauled by Trolley

According to the Electric Railway Journal of March 11, 1916, less-than-carload shipments, which were handled in the box motors, included fruits, vegetables, meats, groceries, hardware, drygoods and other commodities drawn from the larger centers to the smaller cities and towns.

The trailers were used for the carload shipments of livestock, canned factory products, coal, lumber cordwood, stone, gravel and

bricks. Express service, including pickup and delivery of package freight, was provided in the box motors under an agreement with the Atlantic Express Company, the railway not being a party to this service other than furnishing the transportation.

Theatrical troupes found the electric freight service a convenient way to move scenery and other properties from city to city and frequently chartered special cars for such purposes.

One of these specials, consisting of a box motor and a trailer, carrying the scenery of the Mile-A-Minute Company from Lewiston to Portland, met disaster January 21, 1917, when it left the rails on the Brunswick - Yarmouth line about three miles south of Brunswick.

The motor car plunged down a 25-foot embankment and overturned, but the trailer remained upright. Motorman John Osgood and the freight messenger, William Cotton, escaped injury. The scenery was transferred from the overturned car to another box motor, the trailer was rerailed and the trip to Portland was completed.

#### Coal Hauling a Boon to Freight

The LA&W freight business took on a new dimension in 1917 when the railway company purchased the wharf of the former Whitmore Coal

Company off Commercial Street, Bath, and announced plans for the establishment of a coal business over its entire system.

(It was also proposed to haul coal from a wharf in Gardiner but later it was decided to concentrate everything in Bath.) The Bath facilities were completed during the latter part of the year and in cooperation with the Kennebec Wharf & Coal Company, the LA&W began moving coal from the Shipbuilding City to points as far away as North Vassalboro.

Among the first customers of the new coal service were Bowdoin College in Brunswick and Bates College in Lewiston. Bowdoin's heating plant was located on Harpswell Street, requiring only the construction of a short spur from the LA&W track to the coal bunkers, but at Bates, it was necessary to build a fairly long track from Campus Avenue through Bardwell Street to the heating plant at the rear of Hathorne Hall.

#### Portland R.R. Quit Freight Early

The Portland Railroad discontinued its freight service on July 13, 1920, terminating the joint operation inaugurated 5½ years earlier. The Androscoggin & Kennebec Railway, LA&W successor, took over the Portland Railroad's freight rights between Portland and Yar-



BOX MOTOR 508 and gondola motor 652 on Commercial Street, near Oak Street, Bath.—[Photo by Roger Borrup



**PLOW No. 1018 of the Androscoggin & Kennebec Railway is shown on Pleasant Street, Brunswick. —[Photograph from Edward D. Leavitt**



mouth and continued operating freight trains into Portland.

However, because the new terminal on the Portland waterfront had been sold by the Portland Railroad, the A&K ran to the Atlantic Express Company's terminal on Cross Street.

Freight service between Portland and Lewiston also was provided by the Portland-Lewiston Interurban and for a few years, there was enough business for both the A&K and the P-LI.

But, as motor truck competition increased in the mid-1920s, patronage of the trolley freight and express service decreased and soon there wasn't enough traffic to warrant competition between the two railways.

So, on February 1, 1929, the two companies joined forces with a unified freight operation between Portland and Lewiston via the interurban and the service via Yarmouth and Brunswick was discontinued. This was an important factor in abandonment of the line between Brunswick and Yarmouth later in the year.

This joint freight service was continued by the Portland-Lewiston Interurban and the A&K until July 31, 1932, when the A&K abandoned its entire Augusta Division — from Sabattus northeasterly to Gardiner, Augusta and Waterville and from Augusta to the present Veterans Administration Hospital in Togus.

Until the interurban was abandoned on June 29, 1933, it provided

Portland-Lewiston freight service on its own and operated motor trucks through part of the former A&K territory north and east of Lewiston — to Gardiner and Augusta.

After 1932, the freight business of the A&K consisted only of the coal traffic between Bath and Lewiston and the switching services in the two cities.

The coal business and the switching service in Bath ended with the

abandonment of the Lisbon Falls-Bath trackage in 1937 but the A&K and the Lewiston-Auburn Transit Company continued to haul freight cars between the Lewiston interchange with the Maine Central and the Lewiston Bleachery until the late summer of 1941.

After motorization of the Lewiston and Auburn lines by the transit company, the Maine Central built its own track from the freight yard into the bleachery.

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January - December 1966

We regret to inform our readers of the demise of four of our contributors, supporters and fellow railfans during the last year.

● Everett L. Murray, who was the spark plug behind Bulletin 66 on his favorite Norfolk & Bristol Street Railway, died in July 1965. He was helping gather information on the Athol & Orange trolley line at the time of his death. Most recently he had lived in a converted Rutland passenger car at Naukeag station near Ashburnham, Mass.

● Donald E. Shaw of Springfield, Mass., died in November 1965. He had written some of our earlier histories such as Claremont Railway, Bennington & Glastenbury and Conway Electric Street Railway.

● Edward G. Kelly of New Haven,

Conn., a charter member and Trip Committee chairman of Connecticut Valley Chapter, Inc., N.R.H.S., died March 29, 1966. He was a supervisor in the Yale University Library.

● Carleton E. Tucker of Whitman, Mass., electrical engineering professor at M.I.T., died in April 1966. He had written Brockton Street Railway for No. 63 and Taunton Street Railway for No. 68 of Transportation Bulletin and was working on other Eastern Mass. stories at the time of his death.

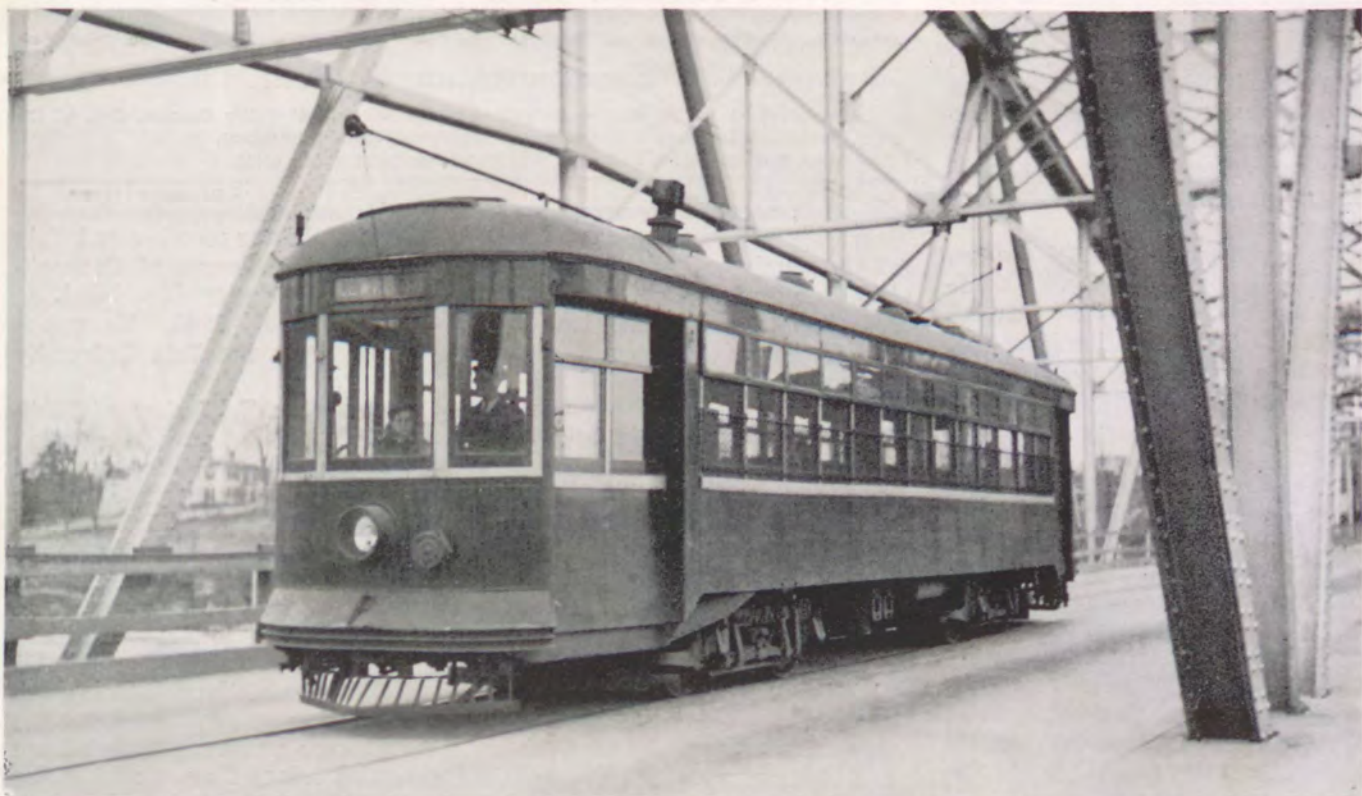
All of these men had wonderful recollections of New England's rail and trolley systems, and various plans were underway to set down in print things they were familiar with. We shall sorely miss their knowledge and talents.



# Trolleys to Brunswick, Maine



CHARLES A. DUNCAN snapped this view of Bath-bound No. 122 on Maine Street, Brunswick in 1937. Running ahead of the passenger car is a freight motor hauling a coal trailer—the last over-the-line freight haul business.



CROSSING the new Brunswick-Topsham bridge, No. 126 is shown enroute to Lewiston. —[G. Cunningham Photo.