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# Atlantic Shore Line Railway: its predecessors and its successors

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# Transportation



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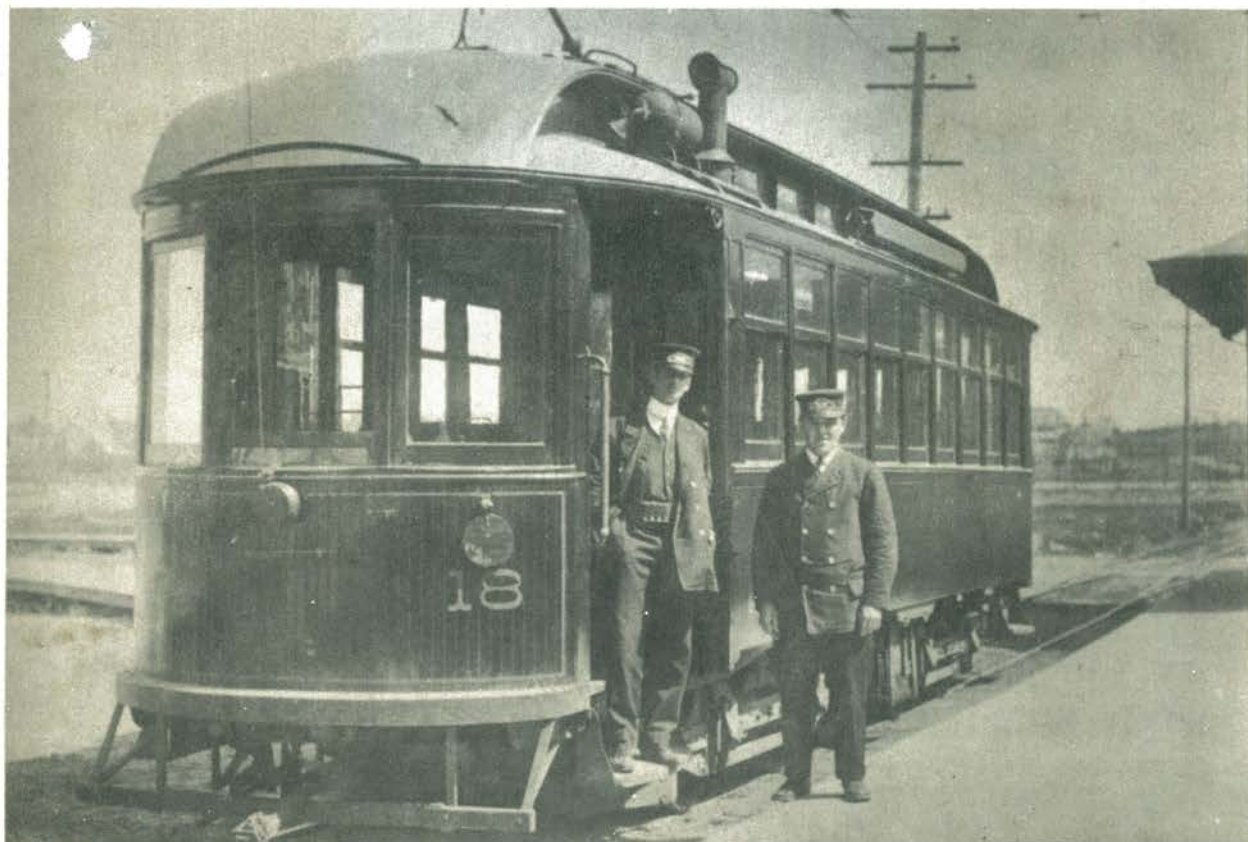
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## Atlantic Shore Line Railway

*"The Sea View Route"*

. . . its predecessors and its successors

By O. R. CUMMINGS



ATLANTIC SHORE LINE RAILWAY No. 18 at the York Beach station. —[Photo from O. R. Cummings Collection.]



## Introduction

THE 1949 SALE of the 3-mile electric freight line between Sanford and Springvale, Maine, to the Sanford & Eastern Railroad by the York Utilities Company, and subsequent changeover to Diesel motive power, all but brings to an end the colorful history of the second largest of the Pine Tree State's four major electric railway systems—the ATLANTIC SHORE LINE RAILWAY, known in its hey-day as the "Sea View Route." The Sanford-Springvale line was the last remaining segment under trolley wire.

At its height, this extensive 90-mile network of cross-country trolley lines, operating largely over private right-of-way, extended from Kittery to Biddeford, serving York, York Beach, Ogunquit, Wells, Kennebunk, Kennebunkport and Cape Porpoise; it branched inland from Kennebunk to Sanford and Springvale, and connected both

Kittery and York with Eliot and South Berwick (Maine) and Dover (New Hampshire), as well as operating the ferry service across the Piscataqua River between Kittery, Maine, and Portsmouth, N. H.

It was a fine railway system, but was in financial difficulties during most of its existence and finally fell a victim to the high costs of operation and the increasing competition of the private automobile.

The story of the Atlantic Shore Line is an interesting one for it deals not only with the "Sea View Route" itself, but also with its predecessors, the Mousam River Railroad, the Sanford & Cape Porpoise Railway, the Portsmouth, Kittery & York Street Railway and the Portsmouth, Dover & York Street Railway, all four of which were merged to form the Atlantic Shore Line system as it finally developed.

## Foreword

THE background for this history of the Atlantic Shore Line Railway—its predecessors and its successors—was taken from a brief history of the system as it was published in the "Maine Electric Transiteer" several years ago, and from an article which appeared in a December 1907 issue of the long-defunct "Street Railway Journal."

Other information has come from the annual reports of the Maine and the New Hampshire Railroad Commissioners; standard reference texts, such as Poor's Manual and McGraw's Electric Railway Investment Manual; brief news notes and short articles in the "Electric Railway Journal" and last, but not least, from many former employees of the road, including Lee H. McCray, general manager of the Atlantic Shore Line from 1910 to 1918.

The majority of the illustrations are from the extensive collection of Howard T. Moulton. Many others have contributed photographs and such are credited individually.

The roster of equipment was compiled from several sources, including a roster by Harold D. Forsyth and Charles C. Holt; a list of equipment owned in 1908 as com-

plied by W. J. Dunston, master mechanic of the Atlantic Shore at that time; and other notes which were supplied by Eugene Cloutier, Howard T. Moulton, Joseph E. MacLaughlin, William M. B. Lord and Breed Walker.

This history is respectfully dedicated to Mr. McCray, retired vice-president and general manager of the New Bedford Gas and Edison Light Company, without whose painstaking assistance the completion of this fine story might have been impossible.

O. R.  
CUMMINGS,

300  
No. Bay St.,

Manchester,

New Hampshire.

## Transportation

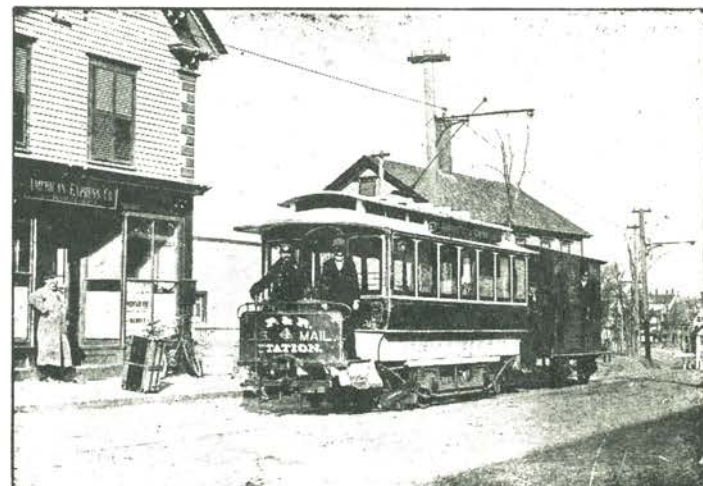
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## The Mousam River Railroad

EARLIEST of the Atlantic Shore Line's predecessors, the Mousam River Railroad, one of New England's pioneer trolley freight carriers, was chartered by special act of the Maine Legislature March 12, 1889, and was authorized to build in Sanford from Springvale village to the manufacturing district of the town—then, as now, a busy industrial community—and to effect a physical connection with the Portland & Rochester Railroad at the Springvale depot. The primary purpose of the road was to provide carload freight facilities for the Sanford mills, but passenger and express service also was to be run between the two villages.

Formal organization of the company followed on July 12, 1892, with the Goodall brothers of Sanford, owners of large interests in the mills there, as chief promoters. Construction of the 2.94-mile route started during the latter part of the year. Freight operation between the Springvale interchange and Sanford commenced on Feb. 28, 1893, and passenger service from Central Square, Sanford, along



MOUSAM RIVER RAILROAD No. 4 with a U. S. Mail trailer.



River Street to Springvale, began a month later, on April 1st.

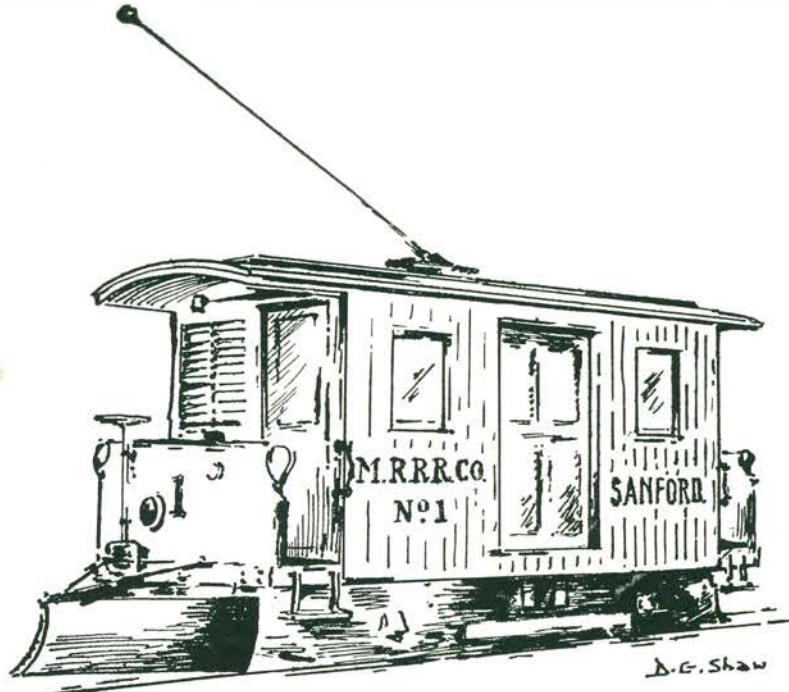
Initial rolling stock consisted of two 20-ft. single truck closed cars of the open platform type built by the Briggs Carriage Company of Amesbury, Mass.; two 8-bench single truck open trailers, ex-horse-cars from the Portland Railroad; two 4-wheel baggage trailers (one of which is now the property of the New England Electric Railway Historical Society Inc.); two snow plows and a locomotive.

The locomotive, a single truck affair with open platforms, weighed slightly more than 10 tons and was equipped with two Westinghouse motors of only 30-horsepower but it could handle up to 45 tons with comparative ease. Upon one occasion it proved powerful enough to start 104 tons. Detachable noses made it usable as a snow plow.

Two additional single truck open cars, built by Jackson & Sharp, and a third snow plow were acquired in 1898. At the same time platforms were enclosed on two closed cars.

The Mousam River Railroad's carhouse was located near Mill Square in Sanford and the power station, a hydro-electric plant, was situated on the bank of the Mousam River, midway between Sanford and Springvale. For power equipment, there was one 150-horsepower Humphrey waterwheel, connected to a 100-horsepower, 550-volt Westinghouse multi-polar generator, with a Corliss 70-horsepower steam engine and another Westinghouse multi-polar generator for use as an auxiliary in times of low water.

Physically, the Mousam River Railroad was as heavily constructed as many steam roads, with 60-pound "T" rail laid on cedar ties, spaced on 2-foot centers, and well ballasted with gravel. Switches were of the patent lock type. The trolley wire was No. 0 copper and



**MOUSAM RIVER RAILROAD NO. 1**—Sketched by Donald Shaw from an illustration in an 1893 issue of the Street Railway Journal.

**Roster of Rolling Stock  
THE MOUSAM RIVER RAILROAD**

No.	Type	Builder	Year	Remarks
1	4-wheel locomotive		1892	
2	20-ft. closed	Briggs	1892	Originally "open ender" later enclosed. Ex-horsecar from Portland Railroad.
3	8-bench open trailer			
4	20-ft. closed	Briggs	1892	Originally "open ender" later enclosed. Ex-horsecar from Portland Railroad.
5	8-bench open trailer			
6	Baggage trailer		1893	
7	9-bench open	Jackson & Sharpe	1898	
8	Baggage trailer		1893	Now at Seashore Electric museum.
9	9-bench open	Jackson & Sharpe	1898	Became Atlantic Shore Line Ry. No. 5

the feeders No. 0000, while the poles were of hard pine and chestnut, with clamp brackets. There were 5 short bridges along the route.

In the period from February 28 to December 15, 1893, the Mousam River Railroad handled more than 11,700 tons of freight and express, and for the 8 months from May 30, 1893, to January 31, 1894, a total of 111,725 passengers were carried, averaging 85 car miles per day.

**Sanford &  
Cape Porpoise  
Railway**

ALTHOUGH the Mousam River Railroad was more than adequately serving the purpose for which it was built, it soon became apparent that some means had to be provided to handle coal for the Sanford mills in a more economical manner, for the cost of bringing it to Springvale via the Portland & Rochester Railroad and hauling it to Sanford over the Mousam River line was almost prohibitive.

The solution to the problem came in the form of the Sanford & Cape Porpoise Railway, organized by the Goodalls and chartered October 6, 1897. It proposed to build from Central Square, through the out-

**MOUSAM RIVER RAILROAD.**

---

**STATION TO SANFORD.**

Good for this trip only, on first car from point of transfer, after the time cancelled. Subject to the rules of the Company.

Issued on Car No. 2

	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	7	18	19	20	21	22	23	24	25	26	27	28	29	30	31
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.			

I  
II  
III  
IV  
V  
VI  
VII  
VIII  
IX  
X  
XI  
XII



lying districts of Alfred and Lyman, to Kennebunk, Kennebunkport and Cape Porpoise, 20.3 miles.

To a tidewater terminal at Cape Porpoise, it was planned to bring coal in schooners and barges for transfer to Sanford via the new electric railway, and from interchanges with the Boston & Maine Railroad at Kennebunk and West Kennebunk, the Sanford & Cape Porpoise intended to run direct car-load freight service to points along its route.

Construction began in 1898. The route followed private right-of-way from the outskirts of Sanford to West Kennebunk. It crossed the Mousam River on a high trestle at Old Falls in Alfred where a hydro-electric power plant and a pleasure park were built.

Continuing through West Kennebunk, the trolley paralleled the old highway through Kennebunk village to the Town House at Kennebunkport and thence again over private way to Cape Porpoise. Here a long trestle, intended to serve also as a coal wharf, was built across the harbor to Bickford's Island where a large casino was erected.

\* \* \*

ON August 15, 1899, operation was begun on the 14.6 miles between Sanford and West Kennebunk. The following November the rest of the route, from West Kennebunk to Cape Porpoise (5.83 miles) was opened. Passenger and freight service started immediately, but it was not until the spring of 1900, after the ice was out of the harbor at Cape Porpoise, that the hauling of coal to the Sanford mills began.

With both the Sanford & Cape Porpoise Railway and the Mousam River Railroad under a common ownership, the latter was leased to the former on August 15, 1899, and the two companies began operating as a single system.

Passenger equipment purchased by the Sanford & Cape Porpoise Railway in 1899 included two single truck closed cars, six 15-bench open cars and three double truck closed combination passenger-baggage cars, all built by Jackson & Sharp.

Other rolling stock included a double truck freight locomotive, a Taunton double truck snow plow, gondolas for coal hauling, and all the Mousam River Railroad equipment. Frequent use was made also

## Roster of Rolling Stock SANFORD & CAPE PORPOISE RAILWAY

### Passenger Cars

Number	Type	Builder	Year	ASLRY Renumbering	Note
2	20-ft. closed	Briggs	1892		
4	20-ft. closed	Briggs	1892		A
6	30-ft. combination	Jackson & Sharp	1899	32	A
7	9-bench open	Jackson & Sharp	1898		
8	30-ft. combination	Jackson & Sharp	1899	34	A
9	9-bench open	Jackson & Sharp	1898	5	
10	30-ft. combination	Jackson & Sharp	1899	36	A
11	15-bench open	Jackson & Sharp	1899	41	
12	20-ft. closed	Jackson & Sharp	1899	12	B
13	15-bench open	Jackson & Sharp	1899	43	
14	20-ft. closed	Jackson & Sharp	1899	10	
15	15-bench open	Jackson & Sharp	1899	45	
16	35-ft. closed	Laconia	1904	42	
17	15-bench open	Jackson & Sharp	1899	47	
18	35-ft. closed	Laconia	1904	40	
19	15-bench open	Jackson & Sharp	1899	49	
21	15-bench open	Jackson & Sharp	1899	51	

NOTE A— Ex-Mousam River Railroad

NOTE B— Transferred to Atlantic Shore Line Railway in 1900

### Service Cars and Snow Plows

Box freight cars — 2  
Platform freight cars — 1  
Coal cars — 8  
Snow plows — 1



**CAPE PORPOISE TRESTLE** showing a 4-wheel open and an express motor of the Sanford & Cape Porpoise Railway, along with 3 coal cars. In the background are both a schooner and a coal barge. —Photograph from the collection of O. R. Cummings.

## SANFORD & CAPE PORPOISE RAILWAY

Trackage — January 1, 1900

	Miles Owned	*Miles Leased	Total Miles
Length of railway line .....	20.45	2.58	23.03
Length of sidings, switches .....	1.10	.89	1.99
Total length as single track .....	21.55	3.47	25.02

\*Original Mousam River Railroad trackage.



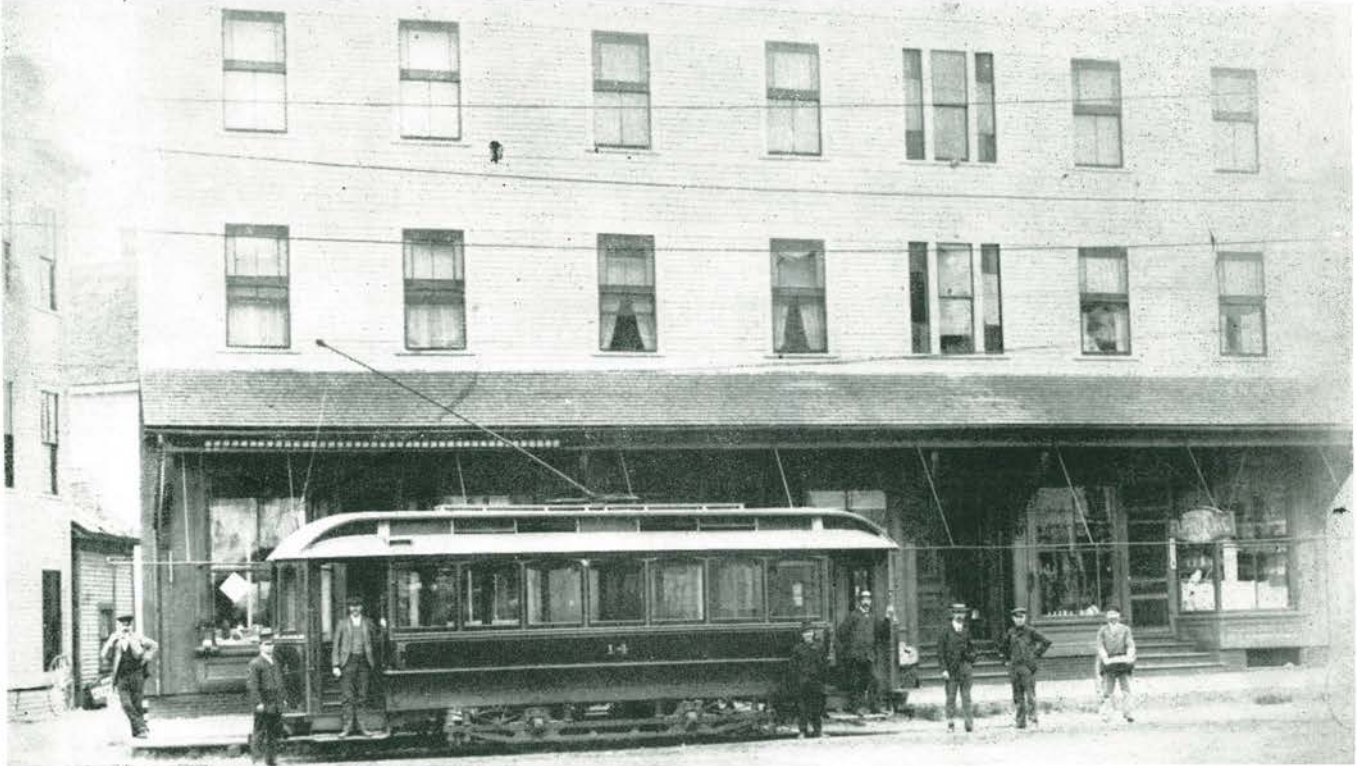
of steam railroad gondolas and other freight equipment picked up at interchanges with the Boston & Maine Railroad.

The Sanford & Cape Porpoise Railway soon developed a sizable passenger traffic, especially during the summer months when riding between Sanford and Old Falls Park and to Cape Porpoise casino was

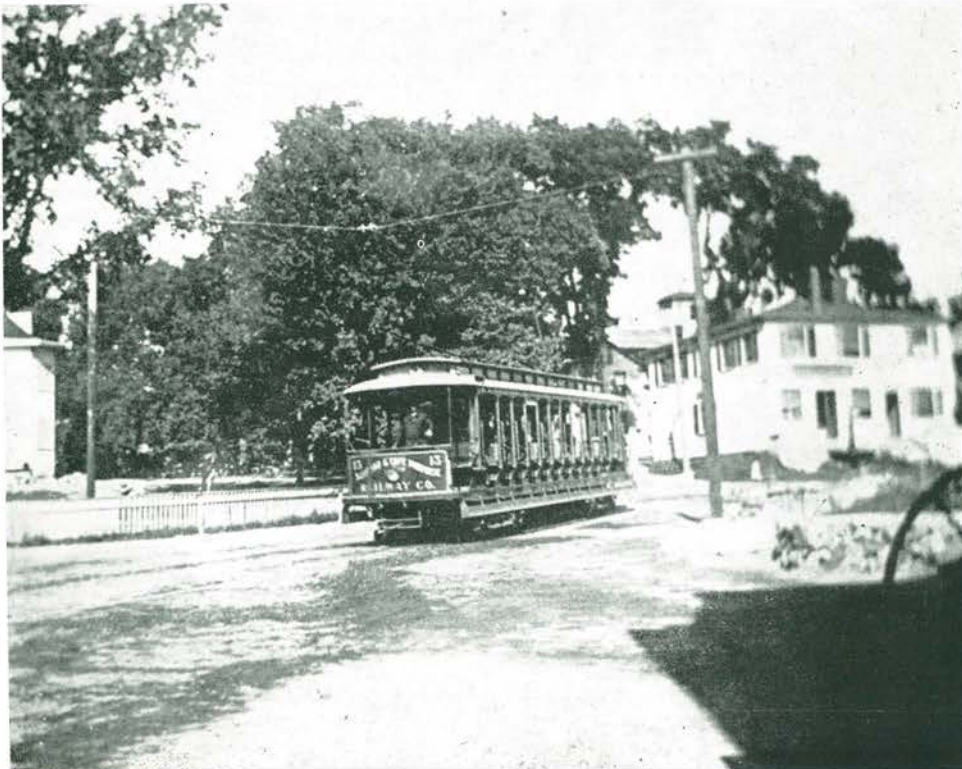
very heavy. The shore dinners and the deep sea fishing available at Cape Porpoise were excellent attractions for tourists and the railway did not neglect to capitalize on these enticements. In addition, the Sanford & Cape Porpoise Railway rapidly built up a lucrative freight business which grossed more than \$17,000 in its first year.

## Portsmouth, Kittery & York Street Railway

AT the southeasterly corner of York County, the Kittery & York Electric Railroad was incorporated on March 27, 1893, to build



NO. 14, a Jackson & Sharp 20-ft. closed car of the Sanford & Cape Porpoise Railway, on Bridge Street, Springvale. — Photo by courtesy Russell Goodall.

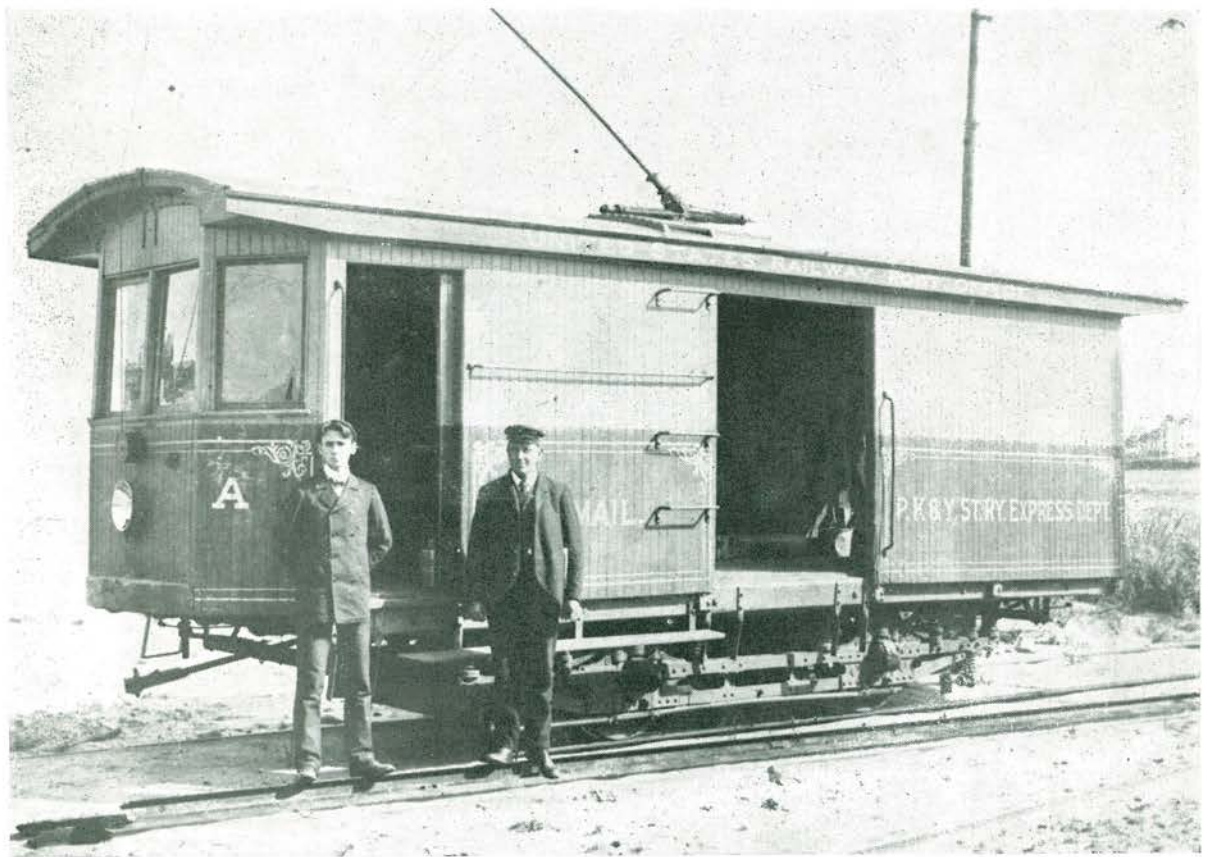


ENTERING Dock Square, Kennebunkport, on a hot summer's day is open car No. 13 of the Sanford & Cape Porpoise Railway. Car later became Atlantic Shore Line Railway No. 43. — Photograph by courtesy of Miss Adelaide Day.





TRESTLE of the Portsmouth, Kittery & York Street Railway over the York Harbor & Beach Railroad at Seabury in York, Maine. Car on trestle is single truck flat "B." —Collection of Howard T. Moulton.



PORTSMOUTH, KITTERY & YORK STREET RAILWAY mail car "A" at York Beach about 1899. This was one of the first electric railway post office cars in New England. —From Howard T. Moulton.

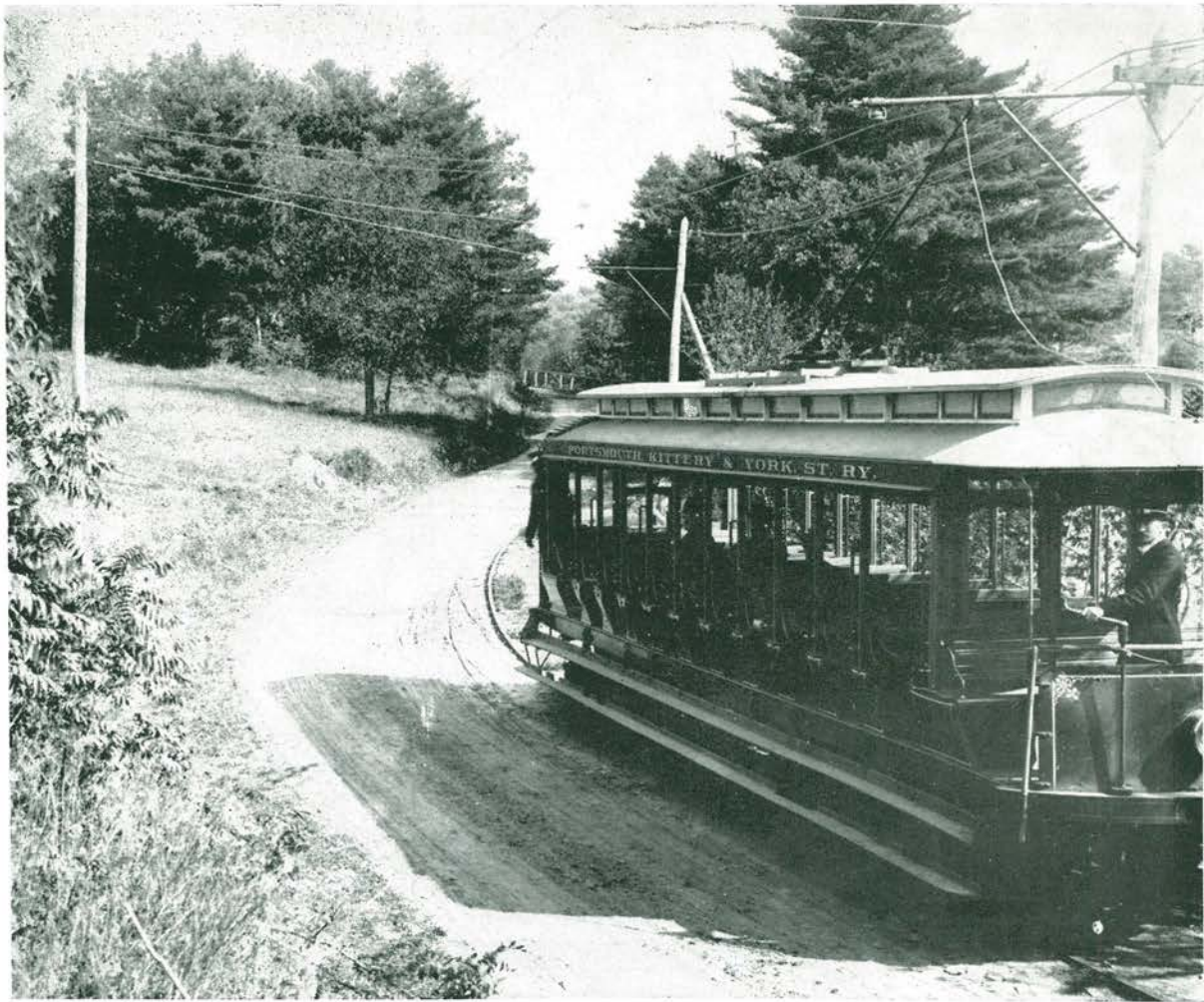


from Kittery through Kittery Point to York Village, York Harbor and York Beach, and to operate a ferry across the Piscataqua River between Kittery and Portsmouth, New Hampshire. On March 19, 1895, the charter was extended for two years and on February 2, 1897, another two-year extension was granted, with the name of the company being changed to the Portsmouth, Kittery & York Street Railway.

Construction began in the spring of 1897, the route extending from Badger's Island, Kittery, where a ferry landing and waiting station were built, over locations named in the Kittery & York Electric Railroad's charter, a distance of 15.1 miles. The road, as a whole, was a very crooked one, both horizontally and vertically, and because of its following the shore, some 13 pile trestles totaling nearly 1.3 miles in



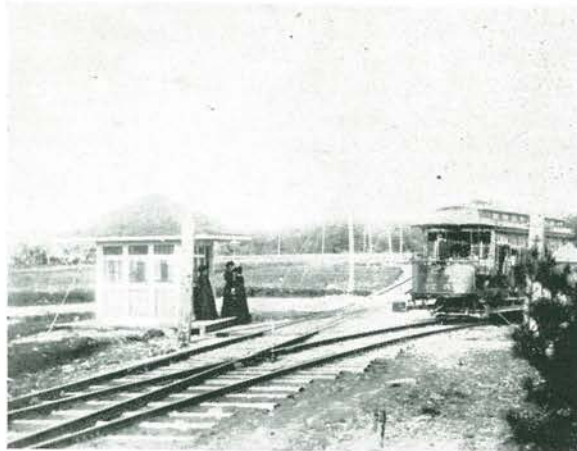
**THE "KITTERY,"** ferryboat of the Portsmouth, Kittery & York Street Railway, was built at Kennebunkport in 1899. This craft plied the Piscataqua River for nearly 25 years before being sold and reportedly taken to Lake Champlain. —Howard T. Moulton.



**ONE OF THE ORIGINAL** Briggs 14-bench open cars of the Portsmouth, Kittery & York Street Railway in Kittery, Maine. Note typical side-of-road construction and winding track. When these cars were first in use, they bore no numbers. —Photograph from the collection of Howard T. Moulton.



**SOUTH BERWICK Junction, where the Dover and South Berwick lines separated. Car in the picture is No. 29, a 13-bench open job.**



length, were required to cross the numerous creeks, coves and harbors along the route.

A 600-foot bridge, 24 feet wide, for trolleys and teams, connected Badger's Island with the mainland. At Seabury and York Harbor, overhead bridges were built to span the York Harbor & Beach Railroad, and it was necessary for the Portsmouth, Kittery & York Street Railway to strengthen the Kittery Point highway bridge and Sewall's bridge at York to make them safe for the weight of an electric car.

Another ferry slip and waiting station were built by the street railway at the foot of Ceres Street in Portsmouth.

A wooden frame carhouse and a brick power station were built at Kittery Point, with another car barn at York Beach. Rolling stock of four single truck closed cars, two 10-bench 4-wheel opens and seven 14-bench double truck opens was purchased from the Briggs Carriage Company.

Other equipment included a single truck mail car, a construction car, a snow plow and two ferryboats, the "Newmarch," formerly the "City of Lynn" of the Boston,

Revere Beach & Lynn Railroad, and the "Mystic." The "Newmarch" was burned to the water's edge in 1899 and was replaced with a new ferry, the "Kittery," built at Kennebunkport. At the same time, the Portsmouth, Kittery & York disposed of the "Mystic" and acquired a small steamer, the "Alice Howard."

Operations began August 12, 1897, when the first car traversed the entire line. However, until the 27th of that month, only limited service was given, with two cars running over the 4 miles of line between Badger's Island and the Kittery Point carhouse. Regular service through to York Village commenced on October 6th and to York Harbor and York Beach on June 30th of the following year.

The Portsmouth, Kittery & York Street Railway was one of the first street railways in New England to operate a railway postoffice car, being given a 4-year contract in 1897 to carry the mail between Portsmouth and York Beach.

Two double truck closed cars, one built by Wason and the other by St. Louis, were added in 1900 and 1901, respectively, and during the latter year, the Portsmouth, Kittery

& York purchased two 13-bench double truck opens from the Newburyport Car Company.

On June 27, 1900, the Portsmouth, Kittery & York opened a short extension from its original terminus at York Beach northerly to St. Aspinquid Park, a distance of .43 mile, and installed a 220-cell storage battery at York Beach car barn.

## Portsmouth, Dover & York Street Railway

SHORTLY after the Portsmouth, Kittery & York Street Railway began construction, another company, the Kittery & Eliot Street Railway, was organized by directors of the Portsmouth, Kittery & York. It was chartered on March 20, 1897, to build from Government and Newmarch Streets, Kittery, along the highway leading to South Eliot, over the bridge across Spinney's Creek, through South Eliot in a northerly direction, and along the main road to Sturgeon Creek in Eliot. The railway did not come into being within the two years required by Maine law and its charter expired in 1899.

During the summer of 1901, Governor John F. Hill attempted to secure the necessary charters to construct an electric railway from York Corner through his native town of Eliot to the New Hampshire state line at the Eliot bridge across the Salmon Falls River, and over the bridge to Franklin Square in Dover. In pursuance of that purpose, he organized in 1902 the Berwick, Eliot & York Street Railway in Maine and the Dover & Eliot Street Railway in New Hampshire.

Governor Hill acquired a large interest in the Portsmouth, Kittery & York Street Railway and made a contract with that company so that cars of his proposed road could run over Portsmouth, Kittery & York tracks from York Corner to York Beach. He purchased a majority of the stock and assumed the debt of the Eliot Bridge Company and he revived the charter of the Kittery & Eliot Street Railway.

At the same time, residents of Berwick and South Berwick who were anxious to have the two communities connected with Governor Hill's proposed system, organized



**YORK BEACH car storage barn built in 1905. It was remodeled after the cars stopped operation and now is in use as a dance hall.**



the Berwick & South Berwick Street Railway and offered to finance the building of the branch if the Berwick, Eliot & York road would agree to its construction.

Early in 1903, the Berwick, Eliot & York Street Railway was given additional powers by the state legislature, including permission to purchase or lease the Portsmouth, Kittery & York, the Kittery & Eliot, the Dover & Eliot and the Berwick & South Berwick Street Railways, as well as the Eliot Bridge Company, and was further authorized to extend a line from some convenient point on its line to connect with the Kittery & Eliot Street Railway which had commenced operation from the Kittery ferry landing to Greenacre, South Eliot, on July 26, 1902, using cars leased from the Portsmouth, Kittery & York Street Railway.

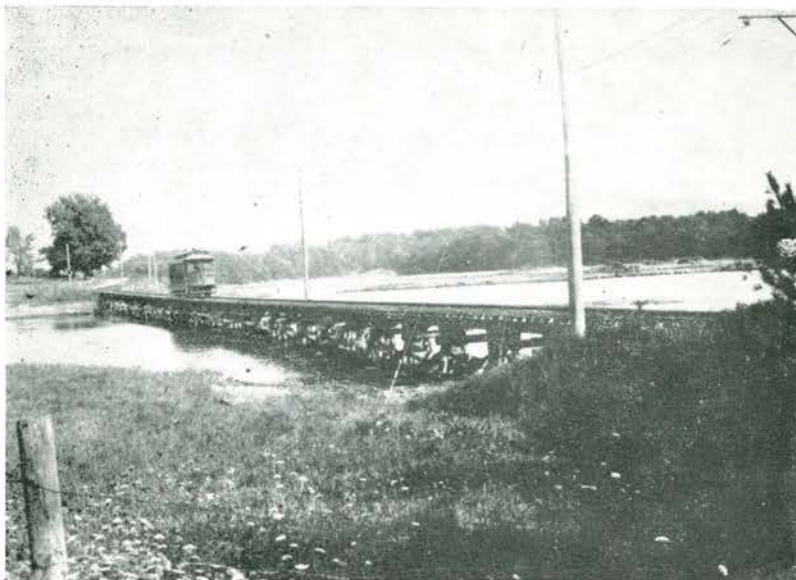
Subsequently, the Berwick, Eliot & York changed its name to the Portsmouth, Dover & York Street Railway. On June 1, 1903, it leased the Dover & Eliot Street Railway (which began operation on August 13th) for a period of 999 years. On July 1st it absorbed the Kittery & Eliot Street Railway. On November 1st, having extended a line from Eliot to York Corner, it took over the Portsmouth, Kittery & York Street Railway.

Thus was effected the consolidation of a 39.76-mile system extending from Dover and South Berwick to Eliot, South Eliot and Kittery; from Kittery to York Beach; from York Corner to Eliot over a route called the "Air Line," and, of course, via the ferry from Kittery to Portsmouth. Of the total mileage, 20.393 miles were over private way!

Incidentally, the Portsmouth, Dover & York never did reach Berwick, extending only as far as the Salmon Falls bridge in South Berwick village.

New equipment purchased by the Portsmouth, Dover & York Street Railway included five 25-ft. double truck closed cars and seven 13-bench double truck opens built by the Laconia Car Company, and one 13-bench open built by Newburyport. (The last is believed to have been ordered by the Portsmouth, Kittery & York Street Railway but taken over by the Portsmouth, Dover & York Street Railway on delivery).

Equipment received from the Portsmouth, Kittery & York Street



**CALL'S TRESTLE AT KITTERY POINT** showing an open car approaching. This was one of the many pile trestles built in 1897 between Kittery and York Beach.—Courtesy Howard T. Moulton.

Railway on November 1, 1903, included 6 closed cars, 11 open cars, one mail car, one work car and two snow plows. As of June 30, 1904, the rolling stock of the Portsmouth, Dover & York Street Railway included 11 closed cars, 19 open cars, one mail car, 12 work cars and three snow plows. (The third snow plow was a double truck job built by Smith & Wallace and acquired in late 1903 or early 1904).

Two passenger cars, a Briggs 20-ft. closed and a Laconia 25-ft. closed, and the single truck mail car were lost in fire that destroyed

the York Beach carhouse on October 9, 1904. To replace them, the Portsmouth, Dover & York purchased a 28-ft. double truck closed car and a double truck combination mail and express car from Laconia later in the year.

The Portsmouth, Dover & York Street Railway's main carhouse, a 6-track brick building with a 20-car capacity, was located at South Berwick Junction. There also was the old Portsmouth, Kittery & York barn at Kittery Point and the carhouse at York Beach, which was rebuilt after the 1904 fire.



**ROSEMARY JUNCTION, Eliot**, in the days of the Berwick, Eliot & York Street Railway. Car No. 20 is bound for York Beach and the car at the left has just arrived from Kittery and South Eliot. The photograph is from the collection of Howard T. Moulton.



**Equipment Roster**  
**Portsmouth, Dover & York Street Railway**  
*Including cars of the*  
**Portsmouth, Kittery & York Street Railway**

# Atlantic Shore Line Railway

**CLOSED CARS**

Car No.	Type of Car	Builder	Year Built	Former Owner	Notes
2	20-ft. closed	Briggs	1897	PK&Y	No. 6 believed lost in York Beach car-house fire.
4	20-ft. closed	Briggs	1897	PK&Y	
6	20-ft. closed	Briggs	1897	PK&Y	
12	20-ft. closed	Briggs	1897	PK&Y	
14	30-ft. closed	Wason	1900	PK&Y	
16	32-ft. closed	St. Louis	1899	PK&Y	
18	25-ft. closed	Laconia	1902		No. 16 purchased from Metropolitan Street Railway of New York in 1901.
20	25-ft. closed	Laconia	1902		
22	25-ft. closed	Laconia	1902		
24	25-ft. closed	Laconia	1902		
26	25-ft. closed	Laconia	1902		First No. 26 lost in York Beach carbarn fire.
26	28-ft. closed	Laconia	1904		

**OPEN CARS**

Car No.	Type of Car	Builder	Year Built	Former Owner	Notes
1	10-bench open	Briggs	1897	PK&Y	
3	10-bench open	Briggs	1897	PK&Y	
5	14-bench open	Briggs	1897	PK&Y	
7	14-bench open	Briggs	1897	PK&Y	
9	14-bench open	Briggs	1897	PK&Y	
11	14-bench open	Briggs	1897	PK&Y	
13	14-bench open	Briggs	1897	PK&Y	
15	14-bench open	Briggs	1897	PK&Y	
17	14-bench open	Laconia	1897	PK&Y	
19	13-bench open	Newburyport	1901	PK&Y	
21	13-bench open	Newburyport	1901	PK&Y	
23	13-bench open	Newburyport	1902		
25	13-bench open	Laconia	1902		
27	13-bench open	Laconia	1902		
29	13-bench open	Laconia	1902		
31	13-bench open	Laconia	1902		
33	13-bench open	Laconia	1902		
35	13-bench open	Laconia	1902		
37	13-bench open	Laconia	1902		

**Service Cars and Snow Plows**

Car No.	Type of Car	Builder	Year Built	Former Owner	Notes
A	Single truck mail		1897	PK&Y	Single truck mail car lost in the York Beach carhouse fire.
--	Double truck mail	Laconia	1904		
B	Single truck motor flat		1897	PK&Y	
C	Single truck nose plow	Taunton	1897	PK&Y	
D	Single truck nose plow	Taunton	1897	PK&Y	
E	Double truck motor flat		1902		
F	Double truck nose plow	Smith & Wallace	1904		

There also were a number of side dump and 4-wheel flat cars and 4 double truck box car trailers built by Laconia in late 1905 or early 1906.

All except two passenger cars retained their Portsmouth, Dover & York numbers after being taken over by the Atlantic Shore Line Railway in 1906. No. 12, Briggs 20-ft. closed, was renumbered 6; No. 5, Briggs 14-bench open, was renumbered 39. The double truck mail car became No. 108 and the four box trailers became Nos. 103, 104, 105 and 106.

**E**VEN before the Mousam River Railroad commenced operation, plans for an electric railway from Biddeford to York Beach were in the process of formation.

On March 28, 1893, the Maine legislature granted a charter to the Atlantic Shore Line Electric Railroad which proposed to build "from some point on the Saco River, in the city of Biddeford, through the towns of Kennebunkport, Kennebunk and Wells, and to a point near the depot of the York Harbor & Beach Railroad at York Beach." The act of incorporation was extended for two years in 1895, and again in 1897.

On October 18, 1899, articles of association of the Atlantic Shore Line Railway were filed with the Maine Railroad Commissioners by Ernest M. Goodall, George B. Goodall, Louis B. Goodall, Charles A. Bodwell and Fred J. Allen, all directors and officers of the Sanford & Cape Porpoise Railway and the Mousam River Railroad, first having acquired the charter of the Atlantic Shore Line Electric Railroad.

The new company proposed to build and operate a street railroad "in and through Biddeford, Kennebunkport, Kennebunk and Wells, to a point nearly opposite the southerly end of St. Aspinquid Park at York Beach," essentially the same route as that projected by the Atlantic Shore Line Electric Railroad six years earlier. At York

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

**ATLANTIC SHORE LINE RY.—TRANSFER TICKET.**  
**BADGER'S ISLAND TO EMERY'S OR PORTSMOUTH.**

**Series No. 23**      **TICKET NO.**

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>A. M.</b>	01:30	01:45	01:30	01:45	01:30	01:45	01:30	01:45	01:30	01:45	01:30	01:45
<b>P. M.</b>	01:30	01:45	01:30	01:45	01:30	01:45	01:30	01:45	01:30	01:45	01:30	01:45

**NOT A STOP-OVER CHECK.**  
 Good for continuous ride from transfer point in direction and within time punched. Subject to the Rules of Company.

**E. B. KIRK,**  
General Manager.

Steinman Transfers, Rochester, N. Y.

Reproduction of an Atlantic Shore Line transfer.

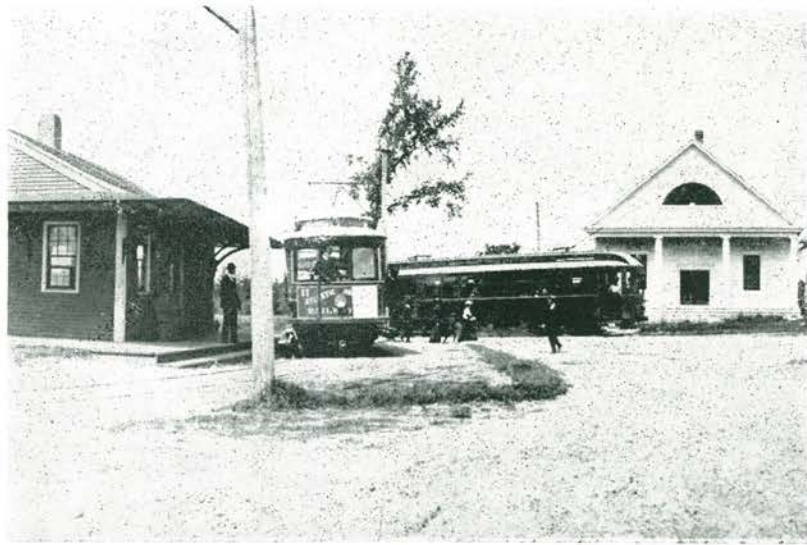


Beach it was to connect with the Portsmouth, Kittery & York Street Railway.

At a hearing the State House in Augusta on February 7, 1900, opposition to the railway was voiced by several parties, including certain residents of Kennebunkport, who asserted that the town was the place of summer resort for a large number of people who did not care to have an electric railroad in the community because it would necessarily bring in a large number of excursionists, and from their point of view it would not be desirable to the summer residents of the town.

The railroad commissioners, in refuting this argument, stated that the contention that summer residents would leave Kennebunkport if an electric railroad were built through the town did not seem to be based upon any facts connected with any other town or village where street railways were operating. "A few may leave but more will come and it is the general welfare of the people and of the state which we must regard and not a few who desire to isolate towns like Kennebunkport for their own convenience. We believe that an electric railway along the beaches south of Biddeford will be of great advantage to those who reside there and that it will be of no disadvantage to anybody," the commissioners stated. Accordingly, they approved the charter of the Atlantic Shore Line Railway on February 9, 1900.

Early in June of that year, the



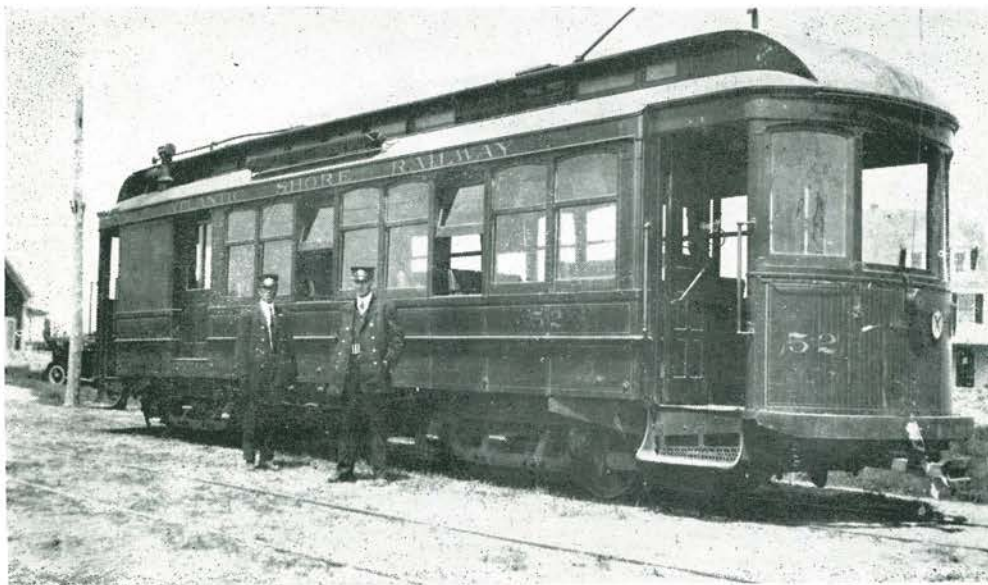
**TOWN HOUSE JUNCTION**—A 1903 scene showing the waiting station at left with the Town House in the background. Open car No. 11 is headed for Kennebunkport, while car No. 2 has just arrived from Cape Porpoise. — Collection of O. R. Cummings.

Atlantic Shore Line obtained permission from the Railroad Commissioners and built from Dock Square, Kennebunkport village, to an intersection with the Sanford & Cape Porpoise Railway at Town House—1.57 miles. Operation over the line began July 4, 1900.

The next step in the order of events was the merging of the Sanford & Cape Porpoise Railway, the Mousam River Railroad and the Sanford Power Company with the Atlantic Shore Line Railway. This was authorized by the Maine legislature on March 13, 1903, and

on April 1, 1904, consolidation took place.

A large brick carhouse was built at Town House and later, construction began on a line from Town House to Biddeford, using rails and line material purchased from the New Hampshire Traction Company's proposed — but never built—Exeter-Newmarket line. The Biddeford route, which began operation on July 24, 1904, followed the highway for about two miles from Town House to Harris Siding (which is adjacent to the present location of the Seashore Electric



**COMBINATION CAR No. 52** is shown at Cape Porpoise in 1915. Small "X" sign hanging on dash denotes an extra car. Note that lettering reads "Atlantic Shore Railway" —name used after reorganization in 1910. —Photograph by courtesy Harold Jellison of Kennebunk, Maine.



Railway museum's shop area) at which point it went onto private right-of-way for nearly 6 miles through the woods to the outskirts of Biddeford. There it crossed the Biddeford & Saco Railroad at Birch and Alfred Streets, terminating at City Square, Biddeford.

Another legislative act, in 1905, enabled the Atlantic Shore Line Railway to secure control of and absorb the Portsmouth, Dover & York Street Railway on February 1, 1906. Later that year, work began on construction of a 15-mile line between Kennebunk and York Beach to connect with the Portsmouth, Dover & York routes with the rest of the system.

Leaving Kennebunk, this new line paralleled the old Route 1 highway for nearly a mile and then entered private right-of-way to the outskirts of Wells. Rejoining the highway there, the route continued on through Wells Village, Webhannet and Moody to Ogunquit where it again entered private way, running through the Ogunquit woods, past Bald Head cliff, and across a trestle over the Cape Neddick River to St. Aspinquid



**KITTERY POINT CARBARN and power plant as viewed from the rear. The carbarn was razed in 1926, while the power plant remained several years thereafter. —Collection of H. T. Moulton.**

Park at York Beach, and there it connected with the Portsmouth, Dover & York Street Railway.

The line was placed in operation Sunday, July 20, 1907, thus opening

a through route from Kittery to Biddeford and forging the final link in the chain of electric railways extending from New York City to Lewiston, Maine.



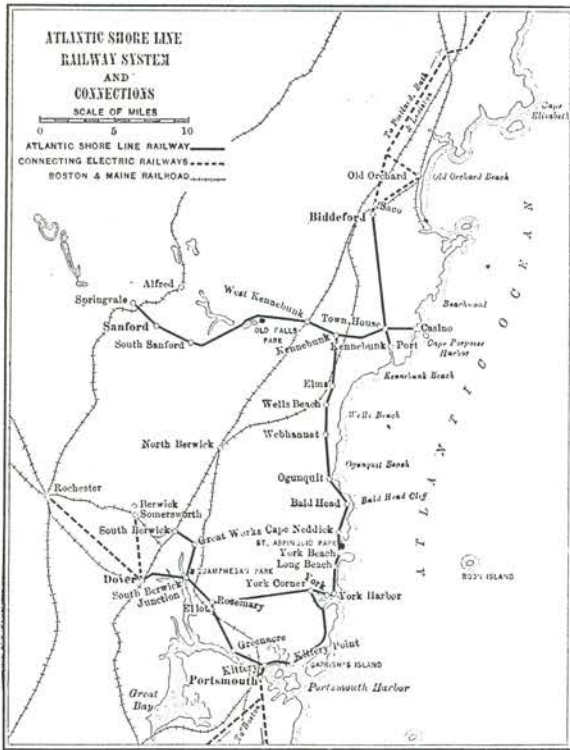
**CITY SQUARE, Biddeford in 1909, showing Atlantic Shore Line Railway car No. 40 just as it has departed for Town House, Kennebunkport —Photograph from the collection of Edward D. Leavitt.**



This and the following pages are facsimile reproductions from STREET RAILWAY JOURNAL, Vol. XXX, No. 24, December 14, 1907.

THE ATLANTIC SHORE LINE

The hope of a continuous trolley route along the Atlantic Coast from New York to Lewiston, Maine, has been recently fulfilled by the construction between York Beach and Kennebunk of the last coastwise link in the system of the Atlantic Shore Line Railway. The latter now extends



MAP OF DISTRICT SERVED BY THE ATLANTIC SHORE LINE

for home needs. The first section (3 miles) of the system was built between Springvale and Sanford in 1892 under the name of the Mousam River Railroad, primarily to carry incoming and outgoing mill freight to the Boston & Maine Railroad. In 1899, this line, which is shown in the accompanying map, was extended to Kennebunk, Kennebunkport and Cape Porpoise, thus making it possible to secure deep-water freight connections at the cape. The line to Biddeford connecting to famous Old Orchard Beach was completed in August, 1904. Two years ago, the present owners consolidated these lines with the Portsmouth, Kittery & York Railway. The system now covers, including the York Beach line, 100 miles of track, of which 50 miles are on right of way. The York Beach-Kennebunkport line has a right of way 66 ft. 8 ins. wide beginning between York Beach and Cape Neddick, returning to the public road for the 6-mile run between Ogunquit and Kennebunk. All of the franchises are perpetual.

For operating convenience, the system is divided into a Central, Western and Eastern division. The Western division, formerly the Portsmouth, Kittery & York Railway, connects Portsmouth, Dover and Salmon Falls, N. H., Eliot, South Berwick, Kittery, York and York Beach, Maine; the Central division, constituting the latest addition, connects York Beach, Ogunquit, Moody, Webhannet, Wells, The Elms and Kennebunk; the Western division includes the Sanford-Springvale-Cape Porpoise route, and is the one doing the heaviest freight business. The Central division, which is the principal scenic line, has brought several attractive communities into close touch with the world. The village of Ogunquit, for instance, is 6 miles from the nearest railroad station. A characteristic scene in Ogunquit, typical of other villages in this section, is shown in one of the accompanying illustrations.

ROAD AND TRACK CONSTRUCTION

On the Atlantic Shore Line there are eighteen intersections with steam railroads, only one of which is at grade.

from Portsmouth, N. H., connecting with the South and West via Boston, to Biddeford, Maine, where it meets lines running to Bath and Lewiston via Portland.

The stretch of Maine coast thus opened up for popular travel is widely noted for its long, splendid beaches, which alternate with rock-bound shores, peninsulas and islands, long famed for their majestic wildness. To the visitor, the district offers other attractions, too, for its quiet, old-fashioned villages still retain the stamp of the pioneer New Englander. In fact, from the start in Kittery, at the launching place of Paul Jones' "Ranger," to the end of the route in the flourishing mill town of Biddeford, the tourist will find many things of scenic and historic interest. It is hardly remarkable, therefore, to find that this is rapidly becoming a favorite trip for the New England trolley traveler.

Despite the fact that so much travel comes from non-residents, the Atlantic Shore Line Railway, properly called the "Sea View Route," originally consisted of several independent unconnected systems built by local capital purely



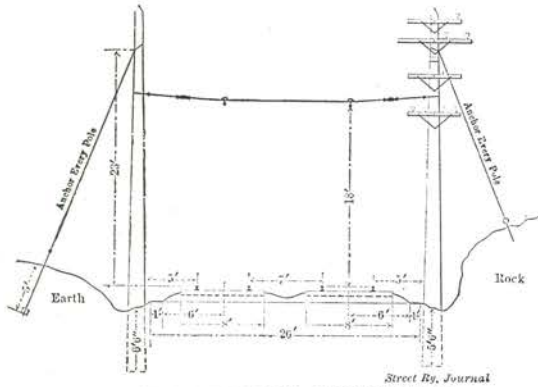
A LIVELY SCENE AT YORK BEACH DURING THE HEIGHT OF THE TOURIST SEASON

This is on a branch line at South Berwick and will soon be converted into an under-grade crossing. A typical example of the company's latest practice in this direction is shown in the accompanying view of an under-grade highway crossing at Wells, on the York Beach-Kennebunkport section. The steam railroad crosses on a girder bridge car-



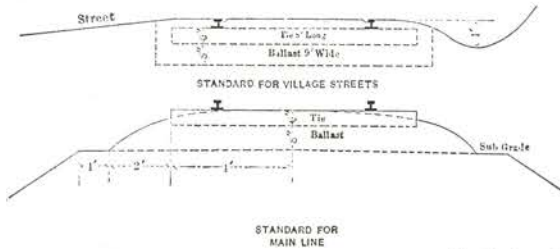
Facsimile reproduction from STREET RAILWAY JOURNAL, Vol. XXX, No. 24, December 14, 1907.

ried on granite abutments, while the trolley line is carried in a reverse curve along a depression in the highway. The part of the road reserved for other traffic is held by a retaining wall and is also fenced. Most of the later under-grade highway crossings are built with concrete abutments.



STANDARD TURNOUT CONSTRUCTION

There are about 3 miles of bridges and trestles on the entire system. The longest trestle, 600 ft., is over the channel of the Cape Neddick River on the new line. There are also several extensive rock fills on the new line. The



LATEST TRACK CONSTRUCTION STANDARDS OF THE ATLANTIC SHORE LINE RAILWAY COMPANY

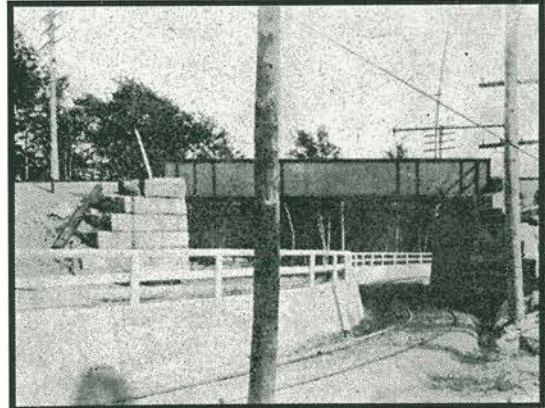
longest of these, between York Beach and Ogunquit, is shown in one of the accompanying illustrations. The grades throughout do not exceed 4 per cent and, except in the towns, there are no curves of more than 50 ft. radius.



A TYPICAL SCENE IN OGUNQUIT ON THE ATLANTIC SHORE LINE RAILWAY

Two of the accompanying drawings show the character of the village and right-of-way roadbed construction adopted on the York Beach line, which represents the company's latest and best practice. The greater part of the

line is ballasted with gravel from the company's pit at Wells, but rock has also been used where available. The rails are of 80-lb. T-section, laid in 33-ft. lengths on 6-in. x 6-in. ties 8 ft. long, spaced 2-ft. centers. The ties on tangents usually are of chestnut, but of oak on some of the



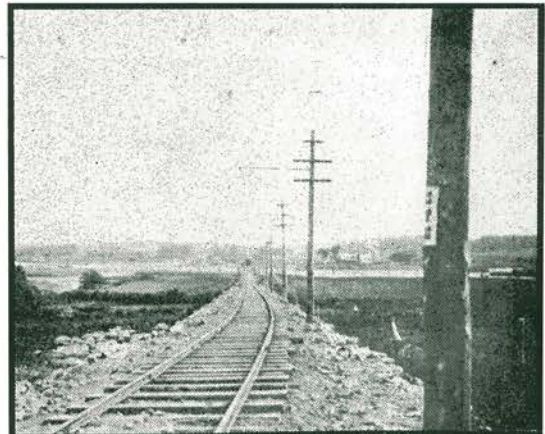
REVERSE CURVE UNDER THE BOSTON & MAINE RAILROAD, SHOWING RETAINING WALL FOR ROADWAY AND CHARACTER OF UNDER-CROSSING CONSTRUCTION

curves. The rails are jointed with simple angle plates and bonded with the American Steel & Wire Company's riveted copper bonds concealed under the fish-plates. No. 0000 flexible bonds are used for cross-bonding. The right of way is protected by wire fence and iron gates furnished by the American Steel & Wire Company. Stone for cattle guards has also been used in places where it could be conveniently obtained.

The roadbed construction on the other sections of the lines is somewhat lighter than that of the latest work, the rails varying in weight from 60 lbs. to 80 lbs. Lord soldered bonds are used on the Eastern division and different types of plain copper bonds on the other old sections.

OVERHEAD CONSTRUCTION AND TRANSMISSION LINES

The poles on the York Beach line are mostly of cedar with the rest chestnut, spaced 100 ft. on tangents. Those



A HEAVY ROCK FILL NEAR CAPE NEDDICK, BETWEEN YORK BEACH AND OGUNQUIT

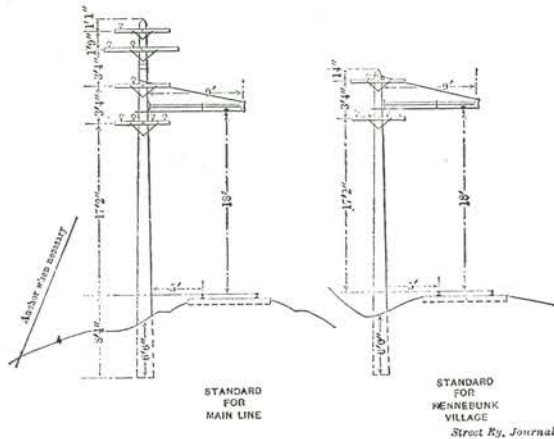
now carrying or intended to carry high-tension lines are 35 ft. long, but otherwise 3 ft. to 5 ft. shorter. Owing to the frequent heavy winds, it was considered advisable to anchor all the poles. Stombaugh anchors are used where



Facsimile reproduction from STREET RAILWAY JOURNAL, Vol. XXX, No. 24, December 14, 1907.

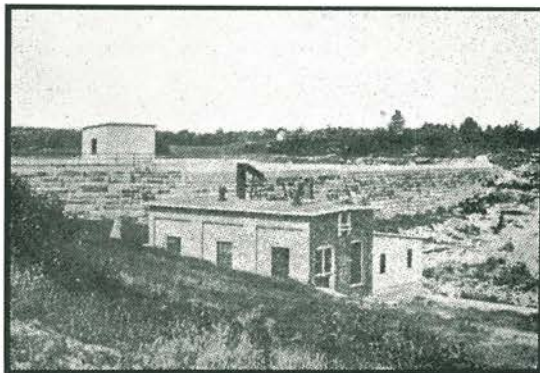
the soil is soft and anchor bolts in rock. The guy wires have wooden insulators to minimize current leakage.

Two cross-arms are provided for two three-phase, 10,000-volt transmission circuits. Only one of these is now installed, however, and is carried on brown Lima insulators placed on one side, which is 7 ft. 2¼ ins. long. The upper cross-arm for the future high-tension circuit is 1 ft. 6 ins. higher and 5 ft. 3¾ ins. long. The feeder arm



POLE CONSTRUCTION WITH AND WITHOUT HIGH-TENSION TRANSMISSION LINES

is also 5 ft. 3¾ ins. long, and is placed 3 ft. 4 ins. under the lower high-tension arm. A double telephone circuit of No. 10 iron wires is carried on the lowest arm 3 ft. 4 ins. below the feeder. These telephone circuits are transposed every six poles to minimize interference from the a. c. lines. The feeders are No. 0000 copper tapped by No. 0 wire every 1500 ft. The No. 0000 trolley wire on this division is suspended from Ridlon trolley brackets to give a clearance of 18 ft. above the head of the rails. Specimens of the overhead construction on tangents and at



ESTES DAM AND POWER PLANT

turnouts are shown in the accompanying illustrations. Wood-insulated span wires carry the trolley wire at curves and turnouts.

The overhead construction on the older divisions differs in several particulars from the foregoing, such as the use of Brookfield glass insulators on the Western division and Locke white porcelain insulators on the Eastern division for the 10,000-volt current. The feeders throughout are of No. 0000 section, in multiple where necessary. The trolley wire on the Western section is No. 00 and No. 0 on the

Portsmouth, Kittery & York line, and No. 00 between Biddeford and Kennebunkport, in accordance with the different power requirements. All lines on the system of this company are protected at half-mile intervals by General Electric or Garton-Daniels arresters.

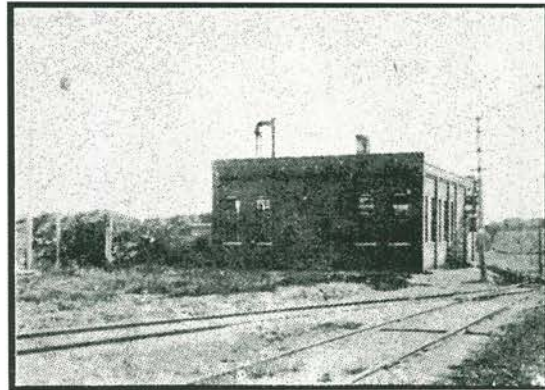
#### POWER EQUIPMENT

The power sources of the Atlantic Shore Line Railway are widely scattered and include two water-power plants, three steam plants, sub-stations and storage batteries. Within the last year the feeder lines for all divisions have been tied together at appropriate junctions with section insulators and switches. This work includes extending the 10,000-volt transmission system on the Western division now between Dover and York Corner to Ogunquit to meet the other a. c. transmission line from Old Falls. These changes will assist not only in better balancing of loads, but also cut down the losses resulting from long, low-tension, direct-current lines.

The principal steam plant is at Kittery Point, which served for years as the power supply for the Portsmouth, Kittery & York Railway, now constituting the Western division. This is a direct-current station and contains the following: Two Ball & Wood compound engines, belted to 225-kw and 110-kw G. E. generators respectively and one Erie City engine running a second 225-kw generator. The other steam plant operated directly by the company is of 300-kw capacity and located at Kennebunkport. It is used only as an auxiliary.

From a 1500-kw Curtis turbine steam plant at Dover, controlled by the railway interests alternating current at 3400 volts is transmitted to the South Berwick sub-station and at 10,000 volts to York Corner.

The company also operates two hydro-electric plants, using water from the Mousam and Alfred rivers. The lower of these plants was purchased some time ago from the Alfred Light & Power Company and is operated on a 60-ft. head. This station contains Smith turbines connected to



THE AUXILIARY STEAM PLANT AT KENNEBUNK, MAINE

three 500-kw Westinghouse a. c. generators, one of which is an a. c. d. c. generator.

The supply of power from this source has been recently increased by the construction of a new dam at Estes Pond, 850 ft. long and 40 ft. high. The new station is a brick building with a frame addition for the penstocks. The equipment consists of two 500-hp Victor turbines direct connected to two 300-kw, three-phase, 60-cycle, 2200-volt generators. Three water-cooled transformers are installed to step-up the generator potential to 10,000 volts for trans-



Facsimile reproduction from STREET RAILWAY JOURNAL, Vol. XXX, No. 24, December 14, 1907.

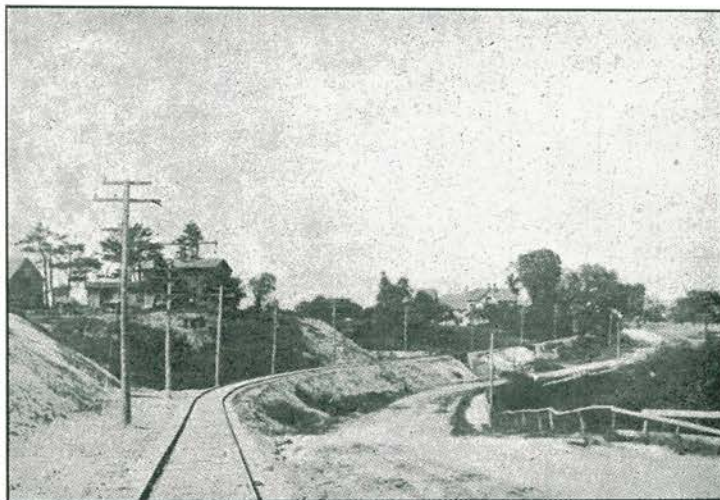
mission. The circuits from this station and from the other water-power plant are carried as a triple system to West Kennebunk. At this point one of the lines is carried to the sub-station at Town House, while the remaining two are carried across country to a portable sub-station kept near Elms and to the sub-station at Ogunquit. It will be noticed from the map that this arrangement saves considerable pole and wire material, besides avoiding the necessity of passing through Kennebunk with a high-tension line.

#### SUB-STATIONS AND STORAGE BATTERIES

The Western division has a sub-station at South Berwick which contains a 200-kw G. E. motor generator set and a 278-cell chloride accumulator battery. There is also a battery of 220 cells at York Beach, and a 300-kw Westinghouse rotary and transformer equipment is located at York Corner.

The Eastern division has a sub-station at Town House containing a 300-kw Westinghouse rotary. There is also a 240-cell line battery at Old Falls. This battery is kept in a separate wooden building directly alongside the turnout at this point at a short distance from the Old Falls power station. No regular attendant is found necessary at this section, but in accordance with the best practice in floating batteries installed at isolated points, a guide lamp is placed in front of the building to inform passing conductors whether the battery circuit

ends of the Central division. In addition, a sub-station equipped with a 300-kw, G. E. converter and transformers has been installed at Ogunquit, and a portable sub-station containing a 200-kw outfit of the same type was kept during the summer between Wells and Kennebunk to help out cars on the new division. This car outfit, when in service at



PARALLELING THE HIGHWAY ON AN EMBANKMENT IN WELLS, MAINE

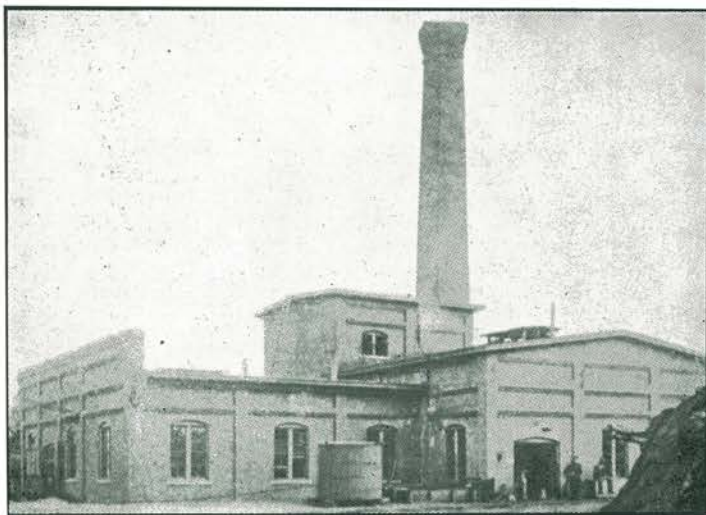
any particular point, is jacked up to relieve the pressure on the car springs due to the movement of the rotary.

#### SIGNAL AND DESPATCHING SYSTEMS

The company is now using the United States Electric Signal Company's signals to cover the block beginning at the Kittery ferry opposite Portsmouth, a second block at York, and spacing sets for the protection of two curves along the Portsmouth, Kittery & York division.

The Eastern division has one set of signals at Kennebankport installed by the Eureka Automatic Signal Company, of Tamaqua, Pa. The same type is also installed at Kennebunk on the new line, equipped with lights for night use, beside the usual semaphore signals. In case of a circuit disturbance, the signals drop by gravity to "danger."

All despatching is done by telephone to the car houses, sub-stations and booths placed at the turnouts. The instruments are of both Stromberg-Carlson and Holtzer-Cabot type, but the installation was designed by the Holtzer-Cabot Electric Company. The usual type of booth is shown in one of the accompanying cuts.



THE STEAM PLANT AT KITTELY POINT, MAINE

breaker is open or closed. The station at Sanford contains step-down transformers and a 250-kw, 500-volt rotary converter to supply Old Falls power to local manufacturers.

It will be noted from the foregoing that sub-stations and batteries are located at both the northern and southern

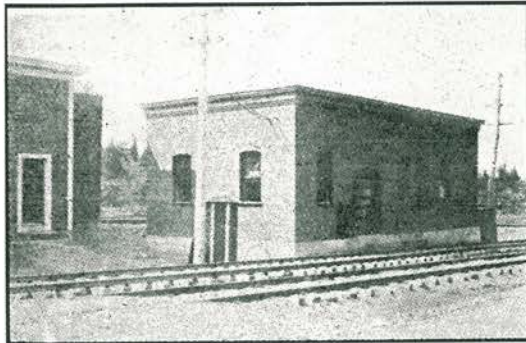
Both the Central and Western divisions are governed by the despatcher at Kittery Point, while the Eastern division cars are despatched from Kennebunk. Both despatchers may keep in communication through a separate telephone system. Pegged boards are used by the despatchers to fol-



Facsimile reproduction from *STREET RAILWAY JOURNAL*, Vol. XXX, No. 24, December 14, 1907.

low the progress of cars in their charge. All stations and turnouts not previously named are definitely named for convenience in dispatching. The scheme is also of value to passengers, inasmuch as every turnout is furnished with a locality sign.

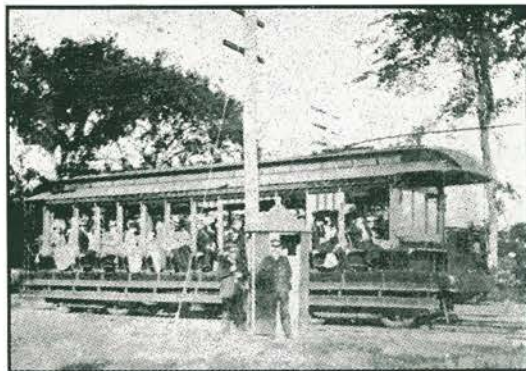
The dispatcher's orders are usually received by the car house or sub-station attendants, who write them out on Egly autographic registers, delivering one copy to the motorman and another to the conductor, while the third copy remains in the locked box. In cases when a car has been delayed for over five minutes, the motorman must call up



OGUNKIT SUB-STATION WITH WOODEN CAR SHED AND TELEPHONE BOOTH ADJACENT

the dispatcher at the first turn-out, receive his order and repeat to the conductor. The latter then must repeat the message to the dispatcher before proceeding. It is also customary in busy times for the station men at York Beach and other important points to keep the dispatcher informed of the progress of the cars.

During periods of heavy traffic, the company runs cars two or more in a block, on the car-following system. The



CAR AT SIDING IN WELLS, WITH CREW AT TELEPHONE BOOTH

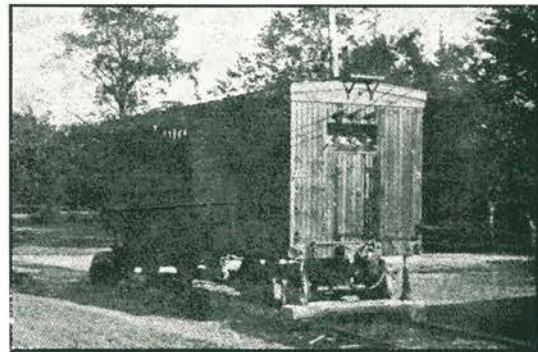
first car carries a sign worded "Car Following," instead of having the customary green sign. This serves as an indication to intending passengers that there is a car behind. Upon reaching a turn-out the crew of this car notify the opposing car to wait for No. 2. Should No. 2 bear a "Car Following" sign, it is necessary to wait for No. 3, and so on. Following cars are not subject to dispatcher's orders, being instructed simply to obey the orders given to the preceding car.

#### ROLLING STOCK AND BOATS

The latest cars purchased by the company are of the Brill semi-convertible type. Four are of the straight pas-

senger and two have baggage compartments. These are intended to meet the exacting requirements of the new York Beach-Kennebunk line, both with regard to the high speeds and comfort of passengers. Each car is equipped with four Westinghouse motors carried on Standard trucks. Two fifteen-bench open cars have been obtained from the same car builder. In all the company has fifty-six cars for its passenger service, five locomotives and eight snow plows.

Among the apparatus used with this rolling stock are the following: Christensen air brakes, General Electric air



PORTABLE SUB-STATION AT KENNEBUNK, MAINE

brakes, arc headlights and some type M control equipments; Wilson trolley catchers, Consolidated heaters, Ohmer registers and Sterling-Meaker printing registers.

This company also owns and operates two ferryboats between Portsmouth and Kittery.

#### CAR HOUSES

The consolidation of the lines now making up the Atlantic Shore Line Railway placed in the company's hands sev-



A NEAT SUB-STATION AND WAITING ROOM AT YORK CORNER, MAINE

eral small frame structures, which have been retained because of their convenience in eliminating unnecessary mileage. The regular repair work for the Eastern division is cared for at Town House. At that place the company has built the brick car house shown in one of the accompanying illustrations. This structure houses twenty cars.

At Sanford, which is also on the Eastern division, there is a frame structure for six cars. Repairs for the Western division are made at the Kittery Point frame car house, which holds twelve cars. There is also a twenty-car capacity brick structure at South Berwick junction. On the Central division there is storage for six cars at York

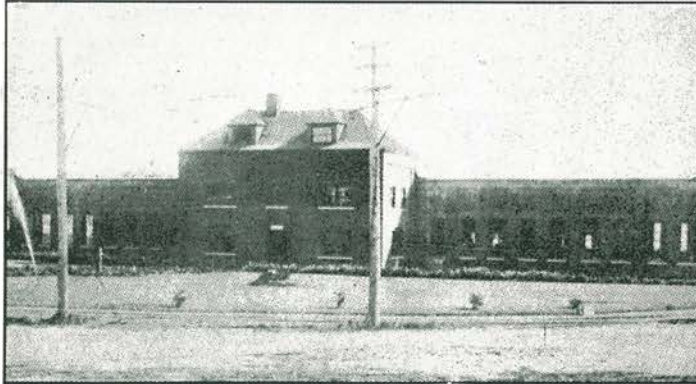


Facsimile reproduction from STREET RAILWAY JOURNAL, Vol. XXX, No. 24, December 14, 1907.

Beach to save cars from returning to Kittery Point, and also a new three-track building at Ogunquit for six cars. The Ogunquit installation has a concrete pit to allow light repair work.

#### PASSENGER TRAFFIC SOURCES

While the tourist traffic is unusually important on the Atlantic Shore Line Railway, the territory itself affords a good steady travel throughout the year, owing to the manufacturing and other industries of this district. Although



CAR QUARTERS AT TOWN HOUSE KENNEBUNK, MAINE

the Boston & Maine Railroad operates lines to many points reached by the electric railway, the latter has secured more business. The York Beach travel from Portsmouth may be given as an example. In 1896, the Boston & Maine Railroad, without any competition and charging a fare of 65 cents on a 35-minute trip, received \$35,000, including the carriage of mails; the first year competition began, the electric line earned \$75,000 on a 25-cent fare and an hour-and-a-half trip, took away the mail and beat the steam railroad on local express handling. Despite this, the earnings of the steam line were not seriously affected, demonstrating again how the electric railway creates traffic.

Local pleasure riding is induced by giving free concerts at certain parks along the line, while the handsome Casino at Cape Porpoise attracts both the tourist and native. The Casino has a fine dancing pavilion as well as public and private restaurants. On Sundays sermons are delivered there, followed by a sacred concert. During the summer the lessee of the Casino publishes a 16-page weekly pamphlet called the "Atlantic Shore Line Railway Messenger." This paper contains illustrated descriptions of interesting points on the line news of the latest attractions, such as water carnivals and concerts, the latest time-tables, local advertisements, etc. It is distributed gratis at all the hotels, cottages, stores and other points in the territory of the company.

#### FARES AND SCHEDULES

In general, the fares are based on about 2 cents a mile, except on the new line, where they are somewhat higher,

the 16-mile trip between York Beach and Kennebunkport costing 40 cents. Commutation books for workmen are sold at the rate of \$3.50 for 100 tickets, transportation good for fifteen days, and two books, good for one month, are sold to one individual. The rates on other sections work out as follows: Portsmouth to York Beach, 15½ miles, 25 cents; Dover to York Beach, 18 miles, 30 cents; Dover to South Berwick, 8 miles, 10 cents; Sanford to Cape Porpoise, 32 miles, 35 cents; Town House to Biddeford, 8½

miles, 10 cents. From this it is evident that the older portions of the system usually have the lowest fares. The fare zones are allowed to overlap to include churches, post offices or other points to encourage traffic.

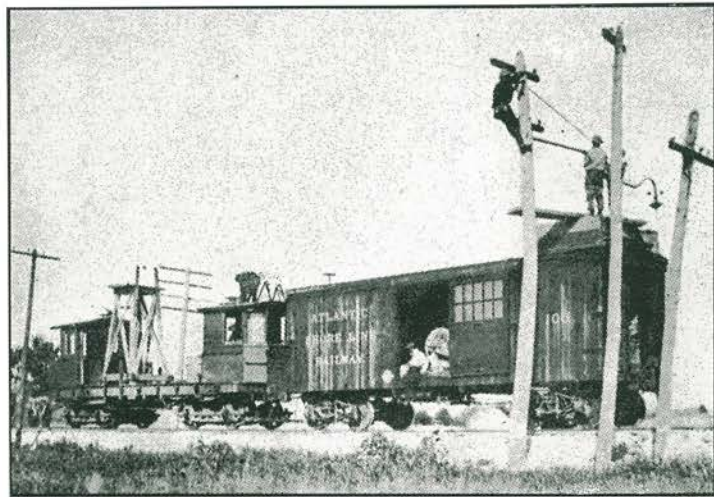
School tickets, good only on school days, are sold at reduced rates, and reduced rate tickets are also sold under certain restrictions to workmen. Waiting rooms are provided, either in special buildings as at Ogunquit, or in village stores, where tickets may be purchased.

During the summer months the coastwise lines are operated on a half-hour schedule and, if the traffic is heavy, two or three cars are run in a block on the "Car Follow-

ing" system, already mentioned. Otherwise the cars are run every hour. In winter, of course, the schedules call for less cars, as there is then less outside travel.

#### MAIL AND EXPRESS

The company carries mail in a combination mail and



STRINGING A LIVE TROLLEY WIRE WITH THE AID OF ONE OF THE DOUBLE-CAB LOCOMOTIVES AND A STANDARD FREIGHT CAR

express car, receiving ¾ cent for each mile per lineal foot of car. Thus, a 12-ft. car returns 8 cents per mile traveled. Closed pouch mail is carried at 3 cents a mile. On the Eastern division mail is weighed for distances over 20 miles, as on steam railroads. On this the company is allowed about \$42 per mile a year. All packages which consigners desire shipped on the next car are carried as express at the local rates of the American Express Company.

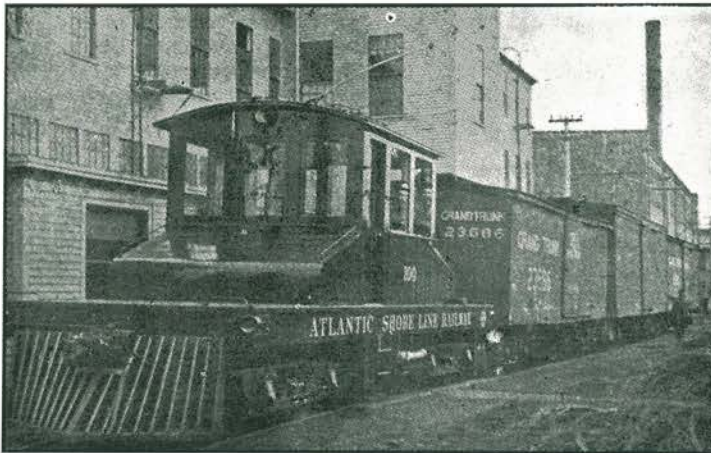


Facsimile reproduction from STREET RAILWAY JOURNAL, Vol. XXX, No. 24, December 14, 1907.

FREIGHT HANDLING

The Atlantic Shore Line Railway may justly claim the honor of being the pioneer heavy electric freight line of New England. As mentioned in the opening paragraphs of this article, the present Eastern division was built in 1892 by the Goodall Bros., manufacturers of Sanford and Springvale, to haul freight for their mills to and from the Boston & Maine Railroad. The success of this project led to the Cape Porpoise extension to secure the economics of a deep-water connection. During the summer the coal used by the mills comes by way of Cape Porpoise, where the company has a barge-unloading equipment and coal pocket. In the winter coal cars are also hauled from the Boston & Maine Railroad. About 125 tons a day is the average amount shipped on this division. Lumber and products of the local woolen and other mills constitute most of the remaining freight business. The company is so well satisfied with the financial aspect of this business that it is arranging for an independent steamboat line from Boston, called the Eastern Maine Steamship Company, which could carry by way of Portsmouth and Cape Porpoise much of the freight now going via the Boston & Maine Railroad.

The company has found that its customers do not care to pay on a ton-mile basis for hauling freight cars. All car charges are therefore made up of a lump sum basis. The following is the present schedule of prices and the corresponding distances on the Eastern division:



ELECTRIC LOCOMOTIVE HAULING A TRAIN OF STANDARD FREIGHT CARS OVER A MILL SIDING

SCHEDULE OF PRICES FOR HAULING BOSTON & MAINE CARS OVER THE EASTERN DIVISION OF THE ATLANTIC SHORE LINE RAILWAY

B. & M. Sta.,	Car	Miles
Springvale to Springvale.....	\$2.00	.5
Sanford.....	5.00	2.5
Siding No. 1.....	6.00	3.
Moulton's.....	7.00	4.
Siding No. 3.....	7.00	7.
Siding No. 4.....	8.00	9.
Estes.....	8.00	9.5
Whicher's.....	8.00	10.
Old Falls.....	10.00	11.5
Siding No. 10.....	10.00	12.5
W. Kennebunk.....	11.00	14.5
Kennebunk Sta.....	12.00	17.5
Brick Yard.....	13.00	19.
Town House.....	14.00	20.
Cape Porpoise.....	15.00	23.
Kennebunkport.....	15.00	21.5

Owing to the completion of the York Beach line, or missing link, the freight business will be greatly extended and some of the foregoing figures will be revised. The

income from this business on the Eastern division in 1906 was \$32,000 and \$35,152, ending June 30, 1907.

The three electric locomotives principally used in this work were built by the Laconia Car Company after the railway company's specifications. They are of the sloping cab type and are each equipped with four 50-hp G. E. motors, K 28 B controllers with contactors, G. E. air-brakes, Consolidated electric heaters and Lintern sanders. They weigh 45,000 lbs. The company has also three electric locomotives of the box-car type and has freight cars of standard size in addition to flat cars, etc.

GENERAL

The gross earnings and operating expenses of the Atlantic Shore Line Railway for the twelve months ending June 30, 1907, were as follows:

Gross earnings from operation.....	\$295,152.09	
Operating expenses.....	160,972.52	
Net earnings from operation.....		\$134,179.57
Accrued from sinking fund.....		3,125.00
Gross income.....		\$137,304.57
Deductions from income:		
Taxes.....	\$3,600.00	
Interest on funded debt.....	89,990.08	
Interest on notes.....	59.93	
Net income.....		93,649.93
Deductions from net income:		
Burglary at Town House.....		575.45
Surplus for year.....		\$43,079.19
Surplus from previous year.....		5,983.30
Total surplus June 30, 1907.....		\$49,062.49

The financing of the Atlantic Shore Line Railway Company is conducted by A. H. Bickmore & Company, New York bankers, who are planning further improvements and extensions to the system. All the officers of the railway except the vice-president, who represents the Bickmore interests, are local men. They are as follows: President, E. M. Goodall, of Sanford; vice-president, I. L. Meloon, of New York; treasurer, L. B. Goodall, of Sanford; secretary and general attorney, Fred J. Allen, of Sanford. The management of the system is in the hands of W. G. Meloon, who was for many years general manager of what is now the Western division. The operating headquarters are at Portsmouth, which, as previously noted, is directly opposite Kittery, the starting point of the system.



(Newspaper clipping describing opening of Kennebunk-York Beach line, on July 20, 1907. Set in same style of punctuation and size of type as used in the original).

**TROLLEY LINE OPENED.**

**York Beach-Kennebunk, Me, Branch Makes Possible Trip from Bath, Me, to New York.**

PORTSMOUTH, N H, July 20—The extension of the Atlantic Shore Line railway from York Beach to Kennebunk was today formally opened, making a continuous trolley ride from New York to Lewiston and Bath, Me, possible.

Some most historic and picturesque country hitherto almost inaccessible is opened up to the traveling public.

This morning a special car, containing General Manager W. G. Meloon, Vice Pres I. L. Meloon, Dr Bishop of York Harbor, Hazen Z. and Frank H. Ellis of York Beach and representatives of the press, left York Beach for a trip over the new route. At Ogunquit the party was joined by E. M. Goodall, George Goodall, Louis Goodall, Fred J. Allen, all of Sanford, and officials of the company, J. W. Tobin of the firm of A. H. Bickmore & Co. of New York, who own the road, and Mrs Tobin. Mr Tobin had as guests Mr and Mrs Robert Reed of Ottawa, Can. P. P. Roberts of Lee, Mass. and N. P. M. Jacobs of Sparhawk Hall, Ogunquit.

At different points along the route the party was increased by persons who had been instrumental in securing the construction of the road. All along the trip the first car and its occupants received an ovation, flags and bunting were displayed at many houses, and the occupants stood outside and waved flags and handkerchiefs enthusiastically as the car passed through the towns of Wells and Kennebunk.

The new road from York Beach to the junction of the old line at Kennebunk is 16½ miles long, and the schedule for a trip, including all stops, is one hour. As soon as the roadbed is ballasted, it is expected this will be reduced.

It is the intention of the company to do a general freight as well as passenger business, as many of the towns reached by the system are removed from the steam road.

The passenger schedule will begin tomorrow, cars making trips on an hourly schedule. By the opening of this new connecting link, the Atlantic Shore Line now has 100 miles of tracks.

**ATLANTIC SHORE LINE RY. - ATLANTIC SHORE RY.**

**Railway Mileage Operated**

	1900-1903	1904-1905	1906	1907-1917
Length of railway line owned	1.570	34.150	71.130	87.627
Length of railway line leased			2.783	2.783
Length of sidings, switches, etc., owned	.037	2.357	3.890	4.644
Length of sidings, switches, etc., leased			.110	.110
<b>TOTAL, computed as single track</b>	<b>1.607</b>	<b>37.507</b>	<b>77.910</b>	<b>95.164</b>

**Operations**

WITH completion of the new line from Kennebunk to York Beach, the Atlantic Shore Line Railway created two operating divisions—the Eastern and the Western. The Eastern Division included routes of the former Sanford & Cape Porpoise Railway and the Mousam River Railroad, as well as Town House-Biddeford and Town House-Kennebunkport lines, and the Western Division consisted of the York Beach-Kennebunkport route and the former Portsmouth, Dover & York lines.

The main line of the system was from Kittery to Biddeford, over which 30-minute service was given during the summer months and hourly service in the fall, winter and spring. Frequently on busy Saturdays, Sundays and holidays during summer months, the line was split at York Beach, with cars from Biddeford and Kittery turning back there after transferring through passengers.

Other through service operated during the summer extended from Kittery to Eliot and Dover; from Dover to South Berwick; from Dover to York Beach over the "Air Line"; from Sanford and Springvale to Cape Porpoise and from Town House to Kennebunkport.

During fall winter and spring, when riding was light, operations on the Western Division changed somewhat. Through cars continued

to run from Kittery to Eliot and Dover and from Dover to South Berwick, but the Dover to York Beach run was cut back to Rosemary Junction, connections being made there with the Dover-Kittery cars.

In Dover, Atlantic Shore Line tracks paralleled the rails of the Dover, Somersworth & Rochester Street Railway in Franklin Square but there was no physical connection between the two systems.

**Freight and Express**

THE Atlantic Shore Line Railway in taking over the freight business of its predecessor Sanford & Cape Porpoise Railway, expanded it considerably and also developed an extensive express service, using special express cars and combination passenger-baggage cars built for this purpose.

Actually, the express business was run by the Atlantic Express Company which paid the railway a fee for the use of the latter's equipment and facilities. The railway post office car between Kittery and York continued in operation, with the regular passenger cars carrying the mail on other parts of the system.

To handle the increased carload freight business, particularly on the Springvale-Sanford-Cape Porpoise line, the Atlantic Shore Line in 1906 bought three powerful 22-

ISSUED BY  
**ATLANTIC SHORE RAILWAY**

Special Excursion Ticket

FROM

**Sanford, Me., to Old Falls, Me.**

AND RETURN

This ticket is limited to continuous passage in each direction and is good only

*L. H. McCray*  
Gen'l Mgr.

OLD FALLS, ME.

TO

SANFORD, ME.

Subject to Conditions of Contract  
VOID IF DETACHED

To be Registered as Three Tickets

**Atlantic Shore Railway**

Special Excursion Ticket—Good for Continuous Passage

SANFORD, ME.

TO

OLD FALLS, ME.

Subject to Conditions of Contract  
VOID IF DETACHED

To be Registered as Three Tickets

29669

29669

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

**ATLANTIC SHORE RY.—TRANSFER TICKET.**

Good for continuous ride from transfer point in direction and within time punched. Subject to the Rules of Company. **NOT A STOP-OVER CHECK**  
L. H. McCRAY, Gen'l Mgr.

TICKET NO.	A. M.		P. M.	
	Jan	Feb	Jan	Feb
1	01:30	01:30	01:30	01:30
2	01:45	01:45	01:45	01:45
3	01:30	01:30	01:30	01:30
4	01:45	01:45	01:45	01:45
5	01:30	01:30	01:30	01:30
6	01:45	01:45	01:45	01:45
7	01:30	01:30	01:30	01:30
8	01:45	01:45	01:45	01:45
9	01:30	01:30	01:30	01:30
10	01:45	01:45	01:45	01:45
11	01:30	01:30	01:30	01:30
12	01:45	01:45	01:45	01:45
13	01:30	01:30	01:30	01:30
14	01:45	01:45	01:45	01:45
15	01:30	01:30	01:30	01:30
16	01:45	01:45	01:45	01:45
17	01:30	01:30	01:30	01:30
18	01:45	01:45	01:45	01:45
19	01:30	01:30	01:30	01:30
20	01:45	01:45	01:45	01:45
21	01:30	01:30	01:30	01:30
22	01:45	01:45	01:45	01:45
23	01:30	01:30	01:30	01:30
24	01:45	01:45	01:45	01:45
25	01:30	01:30	01:30	01:30
26	01:45	01:45	01:45	01:45
27	01:30	01:30	01:30	01:30
28	01:45	01:45	01:45	01:45
29	01:30	01:30	01:30	01:30
30	01:45	01:45	01:45	01:45
31	01:30	01:30	01:30	01:30

SPRINGVALE TO GOODRICH'S  
No. 1 BRIDGE TO LION HILL  
LION HILL TO No. 1 BRIDGE  
GOODRICH'S TO SPRINGVALE

Ticket and transfer reproductions.



ton steeple cab electric locomotives, built by the Laconia Car Company, to replace the older box motors used prior to that time. One of these locomotives was later rebuilt to an express car.

In expanding this freight and express business, it was also proposed to operate an independent steamship line, called the Eastern Maine Steamship Company, which was to carry, by way of Portsmouth and Cape Porpoise, much of the freight then being shipped over the Boston & Maine Railroad. However, this ambitious plan never materialized.

### **Financial and Corporate**

**A**LTHOUGH the original capitalization of the Atlantic Shore Line in 1900 was only \$30,000, all in common stock, an additional \$1,970,000 in common had been issued, together with \$1,000,000 in preferred shares, by 1909.

The funded debt increased from nothing in 1903 to \$3,265,000 in 1909, for in addition to its own bonds (first mortgage, consolidated, refunding and second mortgage issues), the railway was responsible for the bonded indebtedness of its predecessors, producing total interest payments of nearly \$75,000 per year. It all added up to a heavy financial



—[Photo from Collection of Howard T. Moulton

**FREIGHT MOTOR NO. 102 in a winter setting, hauling three flat cars of the Boston & Maine Railroad through the street in Kennebunk.**

burden for the Atlantic Shore Line—one which the company was scarcely able to carry.

Until 1904, control of the Atlantic Shore Line remained in the hands of the Goodalls and their associates, but with the sale of two bond issues and more than \$1,000,000 in stock in that year to the A. H. Bickmore banking house in New York, outside interests entered the scene. The Bickmore firm was also interested in the Portsmouth, Dover & York Street Railway, and when that company

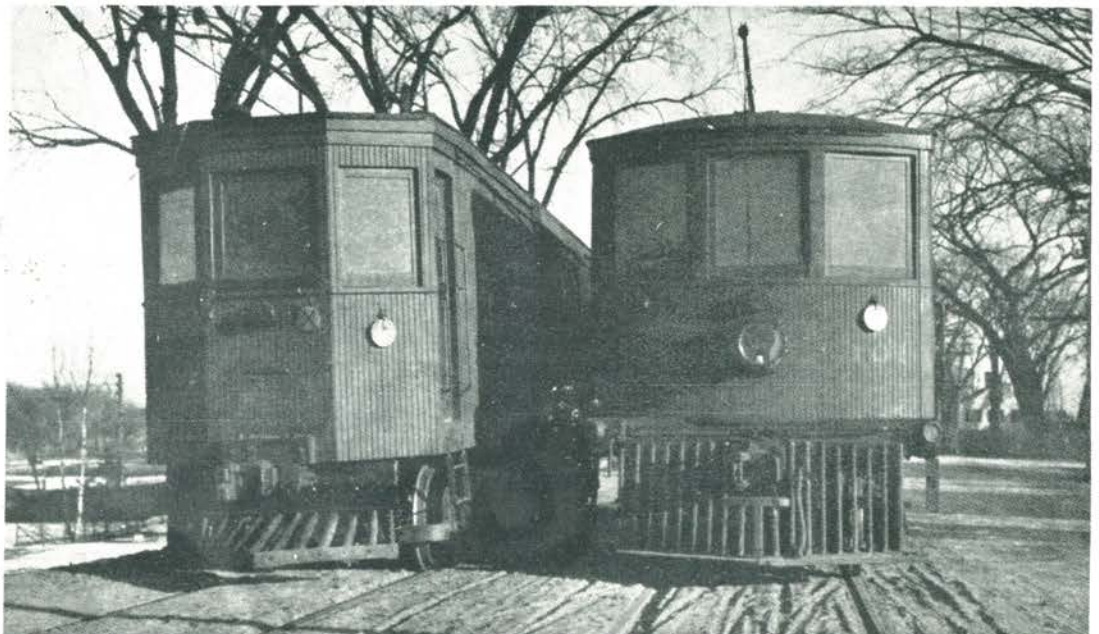
was consolidated with the Atlantic Shore Line in 1906, the New York syndicate furnished the money to finance the merger and also to build the Kennebunk-York Beach connection.

Stock control of the road returned to Maine in 1910 when a group composed of Ernest W. Goodall, George E. Goodall, Louis B. Goodall, Frederick J. Allen, Charles S. Cook and Arthur S. Bosworth, purchased more than \$1,000,000 in common shares from the Bickmore house.

—[Photo from  
Collection of  
Howard T. Moulton

### **EXPRESS CARS**

101 and 105 of the Atlantic Shore on turnout near Kennebunk railroad station. No. 101 was rebuilt from a steeple-cab locomotive of same number.





### Financial Difficulties

BECAUSE the year-round resident population of the area served by the Atlantic Shore Line was only about 68,000, the railway was largely dependent upon the earnings derived from the patronage of the summer vacationers. The property as a whole was a peculiar one and for many reasons difficult to operate. None of the cities and towns which it connected were large enough to support a profitable local system and the interchange of traffic between the communities themselves was not great. The fact that the road did not enter directly into Portsmouth, one of the principal cities in its territory, also lessened the Atlantic Shore Line's earning capacity. In short, the three months' summer season, when travel was heavy, was expected to carry the company along for the rest of the year.

Added to the low revenues during the fall, winter and spring, which were about one-fourth of the income during the summer, were the extremely high maintenance costs in those seasons, necessitated by snow removal, track, overhead and trestle repairs and other charges; bond interest and taxes.

During the banner year of 1907, nearly seven million passengers were carried, with a total net profit of about \$43,000; but in 1908, only \$2,700 was realized, and in 1909, an operating loss of \$28,000, plus certain profit and loss adjustments representing charges which should have been made previously, produced a total deficit of \$34,000. In spite of fares being increased from 5 to 6 cents per zone in 1909, the deficit grew even larger in 1910; the railway was unable to meet its bond interest; a reorganization committee was formed and the Knickerbocker Trust Company of New York, acting as trustee for the holders of the consolidated bonds of April 1, 1906, instituted foreclosure proceedings.

(Reproduction of a newspaper clipping of December 1, 1910)

Style and punctuation of original followed.

## ATLANTIC LINE BRINGS \$115,000

### Maine Railroad Sold to Reorganizers.

### Falling Behind at the Rate of \$50,000 a Year.

ALFRED, Me., Dec. 1.—The assets of the Atlantic Shore Line Railway, comprising about 100 miles of track, was sold at public auction at the court house this afternoon by John F. A. Merrill of Portland, special master appointed by a decree of sale made Oct 24, 1910, in the U S circuit court.

The purchaser was Ernest F. Eddy of Portland, representing the reorganization committee of the holders of the outstanding \$1,191,500 four percent consolidation bonds of April 1, 1906, and the price bid \$115,000. The reorganization committee comprises Ex-Gov John F. Hill of Augusta, Mr. Eddy and Frederick O. Conant of Portland, E. Burton Hart, Albert H. Bickmore and Francis Henderson of New York city, James H. Caldwell of Troy, N Y, and William Binney of Providence.

The decree of sale was the result of the foreclosure proceedings of the Knickerbocker trust company of New York, trustee of the mortgage securing the 4 percent bonds, and the sale was subject to the lien of the \$1,515,000 underlying bonds of the Atlantic Shore line and of the following electric railroad properties taken over by the road previous to April, 1906: Portsmouth, Dover & York, which includes the Portsmouth, Kittery & York, Sanford & Cape Porpoise and Mousam River railway.

The authorized bond issue of the Atlantic Shore line is \$3,000,000 and the authorized stock is \$3,000,000. The stock and \$330,000 second mortgage bonds are wiped out.

Fred J. Allen, attorney for the Atlantic Shore line, said: "The reason for the foreclosure and sale is that at no time since the consolidation of the Atlantic Shore line, Sanford & Cape Porpoise and Portsmouth, Dover & York electric railroads in 1906 have the properties earned their fixed charges."

Owing to the condition of the Portsmouth, Dover & York and of the properties acquired in 1906, the road has been obliged to spend large amounts in repairs and improvements, and the property has failed to earn its interest charges by about \$50,000 a year.

The bondholders more than a year ago came to the conclusion that the only practical solution was to make a substantial scaling of the bonds and to accomplish this by foreclosing on the mortgage and selling the properties. More than 90 percent of the bondholders have assented to the plan of reorganization.

The Atlantic shore line is practically a Sanford institution. The officers are George B. Goodall of Sanford pres, Arthur S. Bosworth of Portland vice pres, Louis B. Goodall of Sanford treas, S. T. Dow of Sanford attorney, G. B. Goodall, L. B. Goodall, Ernest M. Goodall and Fred J. Allen of Sanford, A. S. Bosworth, George S. Hobbs, Frederick O. Conant and C. S. Cook of Portland and E. B. Kirk directors.

### Carhouses and Shops

THE consolidation of the lines making up the Atlantic Shore Line placed in the company's hands several small frame carhouses which were retained because their convenient locations eliminated unnecessary mileage. These were located at Kittery Point, York Beach and Sanford. Another small wooden carhouse was built at Ogunquit by the company. Brick carhouses, each with a capacity of 20 cars, were located at South Berwick Junction and Town House.

Regular repairs for the Eastern Division and all heavy repair work for the entire system were done at Town House, while repairs for the Western Division were made at Kittery Point and South Berwick. There were also facilities for light running repairs at the three-track Ogunquit carhouse.

Early on the morning of Feb. 7, 1909, a fire was discovered in the office building adjoining the Town House barn by Eugene Cloutier, night foreman, and Lester Jackson, a mechanic, who were working under a car. They immediately went to the nearest telephone to give an alarm but found it out of order.

In the two hours that elapsed between the discovery of the fire and the arrival of the engine company from Kennebunkport, the two men managed to save a number of cars, but when the fire department finally arrived it was able to do little except prevent sparks from igniting neighboring buildings because of lack of water pressure. The result was that the general offices, the 90 x 180 ft. carhouse, storehouse, rotary station, 7 open cars, one closed car and a snow plow were destroyed, a loss to the company of well over \$50,000. Only the brick walls of the carhouse remained standing.

The 7 open cars destroyed were all in storage for the winter, having been stripped of motors and controllers and could not have been moved except by towing. The



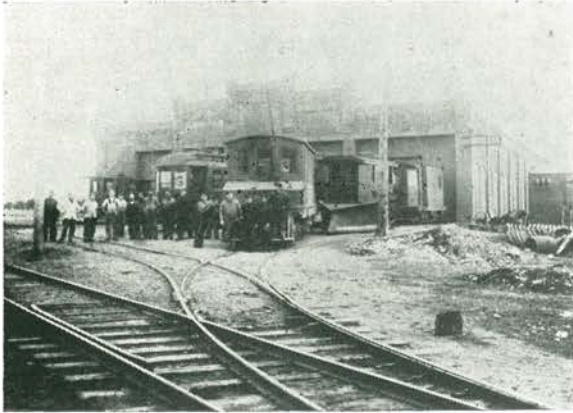
only power available at the time of the fire was from a storage battery installation at Old Falls and this furnished only enough electricity to move one car at a time.

Work of rebuilding Town House barn began shortly after the fire, but was soon suspended because of the decision of the company to erect a new carhouse in Kennebunk. Later, it was decided that the Town House barn would be rebuilt after all, and work resumed in the spring of 1910. The building was completed in 1911.

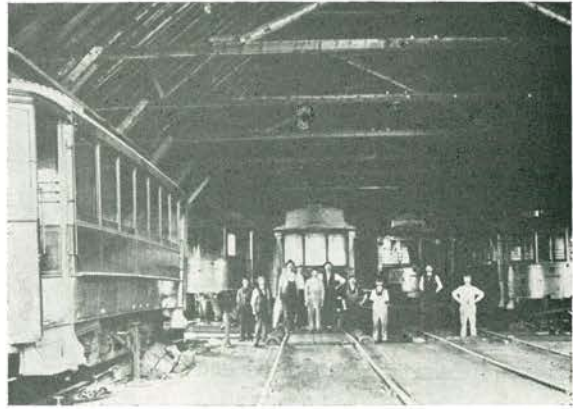
Incidentally, the cause of the fire was never determined officially, but at the time many employes and local residents were of the opinion that the fire was of incendiary origin.



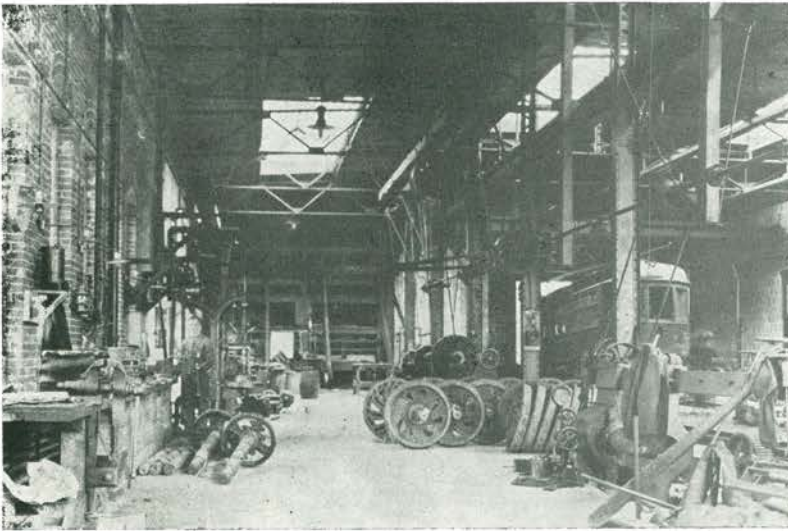
**AFTER THE FIRE** at Town House carbarn in 1910.



**NEW BARN** at Town House from north side.



**INTERIOR VIEW** of the Kittery Point barn.



**INTERIOR VIEW** of the car repair shops in the new Town House carbarn. —Photos from the Collection of Howard T. Moulton.

## Rolling Stock

**W**HEN the Atlantic Shore Line opened its route from Town House to Kennebunkport on July 4, 1900, the equipment for the line was leased from the Sanford & Cape Porpoise Railway, but the following year title to one open and one closed car was transferred to the Atlantic Shore Line Railway.

In 1903, the Sanford & Cape Porpoise Railway acquired a double truck combination car from the Laconia Car Company. The following year—with construction of its Town House-Biddeford line under way—the Atlantic Shore purchased two double truck closed cars, also from Laconia. Atlantic Shore Line car numbers were correlated with Sanford & Cape Porpoise Railway



cars, as the two properties were operated as one even before the consolidation in 1904.

With absorption of the Portsmouth, Dover & York Street Railway in February, 1906, the numbering system of that company was adopted by the Atlantic Shore Line which renumbered all of its own and the Sanford & Cape Porpoise equipment into the new scheme. Why this was done is not on record but it is supposed that the reason was that the Portsmouth, Dover & York had so many more cars than did the Atlantic Shore Line at the time.

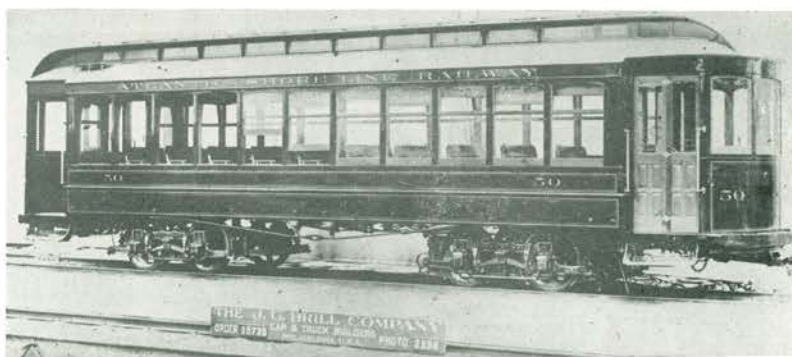
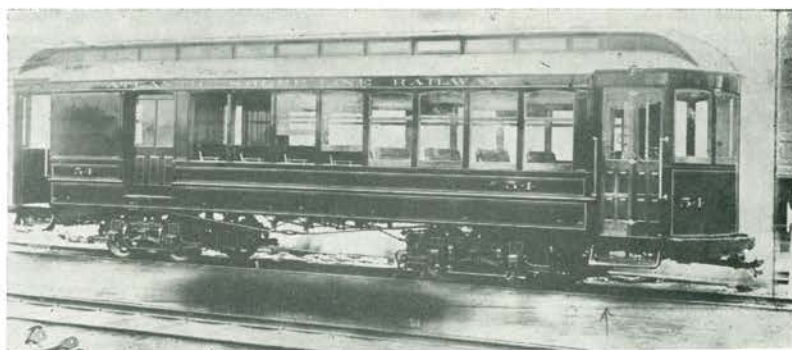
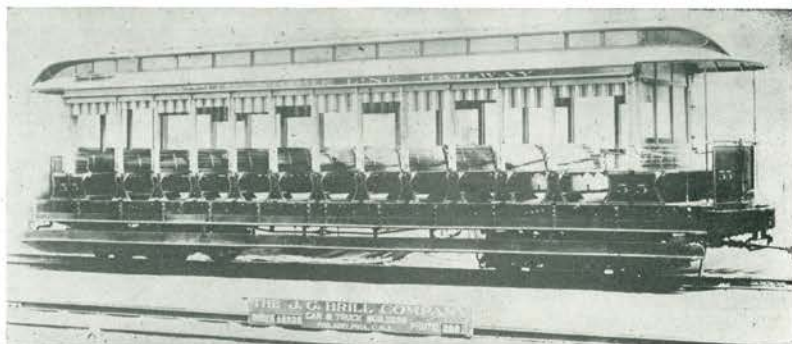
Early in 1906, three steeple-cab locomotives were purchased. In 1907, with completion of the York Beach-Kennebunk route, four cars of double truck semi-convertible design, along with two double truck semi-convertible combination type and two 15-bench double truck open cars, were delivered from the J. G. Brill plant in Philadelphia. Also, three express cars built by Laconia were acquired that year.

To replace the seven open cars lost in the Town House fire, six 14-bench double truck open car bodies were purchased from the Virginia Railway & Power Company's Norfolk Division where they had been used as trailers during the Jamestown Exposition of 1907.

At the Ogunquit carhouse, which was being used as the main repair shop pending the rebuilding of the Town House carbarn, these open cars were fitted with motor trucks, controllers, compressors and other electrical equipment. The trucks came from cars destroyed in the fire.

In 1909, three new Brill double truck semi-convertibles were added to the roster, and 14 new Standard type C-50 trucks and 28 Westinghouse 307 interpole motors were purchased for the new semi-convertible cars and to replace some of the older trucks and motors.

This new equipment eliminated much of the shifting of trucks and controls from open cars to closed cars and snow plows in the fall and back to the opens in the spring. Previous to 1909, the only "live" cars all year around were the semi-convertibles, a few closed cars, the express and service cars and the locomotives.



**BUILDER'S PHOTOS**—Pictures of the three types of cars built by the J. G. Brill Company in Philadelphia in 1907 are from the official builder's files. Cars are mounted on Brill trucks for photo purposes; they were equipped with Standard C-50 trucks upon arrival in Maine. —From the Collection of Henry B. Brainerd.

All cars of the Atlantic Shore Line Railway were painted a Pullman green, with gold leaf stripes around the panels on the closed cars and on the seat ends on open cars and on the dashers. Lettering also was of gold leaf, with "Atlantic Shore Line Railway" appearing on

the letterboard just below the roof.

On open cars, numbers appeared on dashers and ends of the front and rear benches, while on closed cars numbers were on the dashers and on the side panels at each end of the car. Roofs of all cars were painted a reddish-brown.



ATLANTIC SHORE LINE RAILWAY — ATLANTIC SHORE RAILWAY

Roster of Open Passenger Cars

Car No.	Type of Car	Builder	Year Built	Trucks	Motors	Controls	Formerly	Notes
1	10-bench open	Briggs	1898	Peckham 8B	2-WH12A	K-10	PK&Y	
3	10-bench open	Briggs	1898	Peckham 8B	2-WH12A	K-10	PK&Y	
5	9-bench open	Jackson & Sharp	1898	Peckham 8B	2-WH49	K-10	S&CP 9	Originally Mousam River Railroad
7	14-bench open	Briggs	1898	Peckham 14A	2-WH49	K-10	PK&Y	Destroyed in Town House fire
9	14-bench open	Briggs	1898	Peckham 14A	2-WH101D	K-10	PK&Y	
11	14-bench open	Briggs	1898	Laconia 10B4	2-WH101D	K-28B	PK&Y	
13	14-bench open	Briggs	1898	Peckham 14A	2-WH12A	K-12	PK&Y	
15	14-bench open	Briggs	1897	Peckham 14A	2-WH49	K-12	PK&Y	
17	14-bench open	Briggs	1897	Peckham 14A	4-WH12A	K-12	PK&Y	
19	13-bench open	Newburyport	1902	Taylor SB	2-GE67	K-10	PD&Y	
21	13-bench open	Newburyport	1902	Taylor SB	2-GE67	K-10	PD&Y	
23	13-bench open	Newburyport	1902	Taylor SB	2-GE67	K-10	PD&Y	
25	13-bench open	Laconia	1902	Taylor SB	2-GE67	K-10	PD&Y	
27	13-bench open	Laconia	1902	Taylor SB	4-WH68	K-6	PD&Y	
29	13-bench open	Laconia	1902	Taylor SB	4-WH68	K-6	PD&Y	
31	13-bench open	Laconia	1902	Brill 27G	2-GE70	K-6	PD&Y	
33	13-bench open	Laconia	1902	Laconia 9B1	4-WH68	K-6	PD&Y	
35	13-bench open	Laconia	1902	Laconia 9B1	2-GE70	K-10	PD&Y	
37	13-bench open	Laconia	1902	Laconia 9B1	2-WH49	K-6	PD&Y	
39	14-bench open	Briggs	1897	Peckham 14A	2-WH12A	K-12	PK&Y 5	
41	15-bench open	Jackson & Sharp	1899	Peckham	4-WH49	K-12	S&CP 11	Destroyed in Town House fire
43	15-bench open	Jackson & Sharp	1899	Laconia 9B1	2-GE70	K-10	S&CP 13	
45	15-bench open	Jackson & Sharp	1899	Brill 27G	2-GE70	K-28B	S&CP 15	Destroyed in Town House fire
47	15-bench open	Jackson & Sharp	1899	Peckham	4-WH12A	K-12	S&CP 17	Wrecked in accident
49	15-bench open	Jackson & Sharp	1899	Peckham	4-WH12A	K-12	S&CP 19	
51	15-bench open	Jackson & Sharp	1899	Peckham	4-WH12A	K-12	S&CP 21	Destroyed in Town House fire
53	15-bench open	Brill	1907	Standard C-50	4-GE202	K-28		Destroyed in Town House fire
55	15-bench open	Brill	1907	Standard C-50	4-GE202	K-28		Destroyed in Town House fire
51	14-bench open	Brill	1907	Laconia	2-WH101D	K-10		These 6 cars were originally trailers used by Virginia Railway & Power Company at Norfolk during Jamestown Exposition of 1907. They were bought by the Atlantic Shore Line in 1909 to replace cars lost in the Town House fire, and were equipped for electric operation at Ogunquit.
53	14-bench open	Brill	1907	Laconia	2-WH101D	K-10		
55	14-bench open	Brill	1907	Laconia	2-WH101D	K-10		
57	14-bench open	Brill	1907	Standard C-50	2-GE202	K-10		
59	14-bench open	Brill	1907	Standard C-50	2-WH101D	K-10		
61	14-bench open	Brill	1907	Laconia	2-WH101D	K-10		

Roster of Closed Passenger Cars

Car No.	Type of Car	Builder	Year Built	Trucks	Motors	Controls	Formerly	Notes
2	20-ft. closed	Briggs	1897	Peckham 8B	2-WH12A	K-10	PK&Y	
4	20-ft. closed	Briggs	1897	Peckham 8B	2-WH12A	K-10	PK&Y	Rebuilt to line car
6	20-ft. closed	Briggs	1897	Peckham 8B	2-WH12A	K-10	PK&Y 12	Wrecked in accident Kittery Point
V A C A N T								
10	20-ft closed	Jackson & Sharp	1899	Peckham 9A	2-WH49	K-10	S&CP 14	
12	20-ft closed	Jackson & Sharp	1899	Peckham 9A	2-WH49	K-10	S&CP 12	
14	30-ft. closed	Wason	1900	Peckham 14A	4-WH49	K-12	PK&Y	Destroyed in Town House fire
16	30-ft. closed	St. Louis		Peckham 14B3	4-WH49	K-28B	PK&Y	
18	25-ft. closed	Laconia	1902	Laconia 9B1	4-WH68	K-6	PD&Y	
20	25-ft. closed	Laconia	1902	Laconia 9B1	4-WH68	K-6	PD&Y	
22	25-ft. closed	Laconia	1902	Laconia 9B1	4-WH68	K-6	PD&Y	
24	25-ft. closed	Laconia	1902	Laconia 9B1	4-WH68	K-6	PD&Y	
26	28-ft. closed	Laconia	1904	Laconia 9B1	4-WH68	K-28B	PD&Y	
V A C A N T								
V A C A N T								
32	30-ft. combination	Jackson & Sharp	1899	Brill 27G	2-GE70	M:C-6	S&CP 6	
34	30-ft. combination	Jackson & Sharp	1899	Brill 27G	2-GE70	M:C-6	S&CP 8	
36	30-ft. combination	Jackson & Sharp	1899	Brill 27G	2-GE70	M:C-6	S&CP 10	
38	35-ft. combination	Laconia	1902	Standard C-50	4-WH307	K-28D		Originally No. 2, later No. 20
40	35-ft. closed	Laconia	1903	Standard C-50	4-WH307	K-28D		
42	35-ft. closed	Laconia	1903	Standard C-50	4-WH307	K-28D		
44	30'8" semi-convertible	Brill	1907	Standard C-50	4-WH101D	K-28J		
46	30'8" semi-convertible	Brill	1907	Standard C-50	4-WH101D	K-28J		
48	30'8" semi-convertible	Brill	1907	Standard C-50	4-WH101D	K-28J		
50	30'8" semi-convertible	Brill	1907	Standard C-50	4-WH101D	K-28J		Destroyed by fire at Cape Porpoise
52	30'8" semi-conv. combination	Brill	1907	Standard C-50	4-WH101D	K-28J		
54	30'8" semi-conv. combination	Brill	1907	Standard C-50	4-WH101D	K-28J		
56	30'8" semi-convertible	Brill	1909	Standard C-50	4-WH101D	K-28		
58	30'8" semi-convertible	Brill	1909	Standard C-50	4-WH101D	K-28		
60	30'8" semi-convertible	Wason	1909	Standard C-50	4-WH307	K-28J		
62	30'8" semi-convertible	Brill	1910	Standard C-50	4-GE202	K-28J		
64	30'8" semi-convertible	Wason	1911	Standard C-50	4-GE202	K-28J		
66	30'8" semi-convertible	Wason	1911	Standard C-50	4-GE202	K-28J		
68	25-ft. semi-convertible	Wason	1914	Standard O-50	4-GE200C	K-28D		
70	25-ft. semi-convertible	Wason	1914	Standard O-50	4-GE200C	K-28D		



## ATLANTIC SHORE LINE RAILWAY — ATLANTIC SHORE RAILWAY

### Roster of Service, Freight and Express Cars

Car No.	Type of Car	Builder	Year Built	Trucks	Motors	Controls	Formerly
97	Line car			Portland	2-WH49	K-10	
98	Motor flat	ASLRy.		Peckham 14A	2-WH49	K-12	
99	Freight motor		1899	Peckham 14A	4-WH38B	K-14	S&CP 1
99	Motor flat	ASRy.	1915	Peckham 14A			
100	Locomotive	Laconia	1906	Laconia MCB	4-GE80	K-28F	
101	Locomotive	Laconia	1906	Laconia MCB	4-GE80	K-28F	
102	Locomotive	Laconia	1906	Laconia MCB	4-GE80	K-28F	
103	Rotary substation			Laconia			
104	40-ft. express motor	Laconia	1907	Standard C-50	4-WH101D	K-28D	
105	42-ft. express motor	Laconia	1906	Standard C-50	4-WH307	K-28D	
106	40-ft. express motor	Laconia	1907	Standard C-50	4-WH101D	K-28D	
107	40-ft. express motor	Laconia	1907	Standard C-50	4-WH101D	K-28D	
108	25-ft. mail car	Laconia	1904	Standard C-50	4-GE70	K-28D	PD&Y
32	Gondola dump trailer	Portland RR		MCB			S&CP
34	Gondola dump trailer	Portland RR		MCB			S&CP
36	Gondola dump trailer	Laconia		MCB			
38	Gondola dump trailer	Laconia		MCB			
40	Gondola dump trailer			MCB			
42	Gondola dump trailer			MCB			

### Equipment Notes

No. 101 was rebuilt to express car in 1908.

OTHER EQUIPMENT included 12 single truck side dump trailers; one ferryboat "Kittery"; one steamer "Alice Howard"; also there were additional cars known to be on the property, but which are not listed on any available roster of equipment.

Taunton Snow Plow "A" was built for the Sanford & Cape Porpoise Railway in 1899; in 1912 it was renumbered "F" and sent to the Western Division in exchange for Smith & Wallace plow "F" which in turn was renumbered "A." Taunton Plow "F" was stationed at South Berwick from 1912 to 1922, being used as a work car and freight motor during the summer months. It was moved to Kittery Point in 1923 and later scrapped. Smith & Wallace Plow "A" was at Sanford until 1934 when it was scrapped. One plow (number unknown) was damaged in the Town House fire, but was later rebuilt.

### Roster of Snow Plows

Car No.	Type of Car	Builder	Year Built	Trucks	Motors	Controls	Formerly
A	Single truck	Wason	1908	Wason	2-WH101D	K-10	
A	Double truck	Taunton	1899	Taunton	4-WH101D	K-12	S&CP
B	Double truck	Wason	1908	Wason	2-WH101D	K-10	
C	Single truck	Wason	1908	Wason	2-WH101D	K-10	
D	Single truck	Taunton	1899	Taunton	2-WH49	K-10	PK&Y
E	Single truck	Wason	1906	Wason	2-GE202	K-10	
F	Double truck	Smith & Wallace		Smith & Wallace	4-WH101D	K-28D	PD&Y
G	Single truck	Wason	1906	Wason	2-WH101D	K-10	

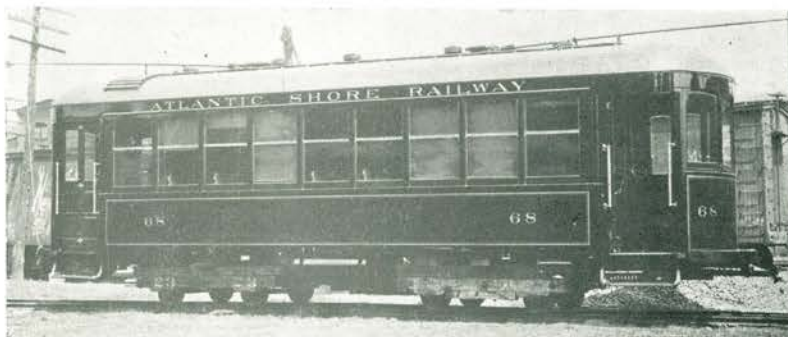
### ROLLING STOCK RETURNED IN 1917 to Portsmouth, Dover & York Street Railway



**NO. 102** as it was originally built. When locomotive 101 was rebuilt to an express car, its cab was added to No. 102. —Photo from the collection of Howard T. Moulton.

All cars formerly belonging to PORTSMOUTH, KITTERY & YORK STREET RAILWAY and PORTSMOUTH, DOVER & YORK STREET RAILWAY—except those destroyed in the Town House fire or wrecked in accidents—were returned to the PORTSMOUTH, DOVER & YORK STREET RAILWAY in 1917 when that system was separated from the ATLANTIC SHORE RAILWAY.

These were: Open cars 1, 3, 9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37 and 39; closed cars 2, 16, 18, 20, 22, 24 and 26; line car 4, mail car 108 and three snow plows. Other cars conveyed by the Atlantic Shore to the Portsmouth, Dover & York to replace original equipment lost by fire or accident were combination 36, semi-convertible 58 and motor flat 98.



**THE LAST TWO CARS** built for the Atlantic Shore Railway were Nos. 68 and 70 by Wason in 1914. These were only 25-foot cars and were equipped with short wheelbase Standard O-50 trucks. No. 68 rests on shop trucks just prior to being loaded on a flat car for shipment to Maine. The two cars were intended for use on the Town House - Cape Porpoise and Town House - Kennebunkport runs. —Photo from Wason Company files of the Conn. Valley Chapter, N.R.H.S.



## DISTANCES

### For Computing Car Mileages

Indicating Sidings, Turnouts, Carhouses

From	MILES
<b>Ferry Landing, Kittery, to</b>	
New March Street	.50
Kittery Post Office	1.00
Emery's turnout	2.00
Champernowne turnout	2.50
Kittery Carhouse	3.75
Sea Point turnout	5.00
Long Trestle turnout	5.68
Hazen's turnout	8.00
Country Club turnout	8.95
York Corner Junction	10.00
York Village turnout	10.30
Norton's turnout	11.30
Goodwin's turnout	12.06
Long Beach turnout	13.01
Sea Cottage turnout	13.80
Breaker's turnout	14.55
York Beach Carhouse	14.80
York Beach	15.40

Kittery Junction	1.00
Staple's turnout	2.90
Kennard's Corner	4.56
Eliot gravel pit	5.02
Marshwood turnout	5.85
Rosemary Junction	6.90
South Berwick Junction	9.50
Duck Farm turnout	11.34
Franklin Square, DOVER	12.50

From	MILES
<b>South Berwick Junction, to</b>	
Parson's siding	2.95
South Berwick (Salmon Falls bridge)	4.62

From	MILES
<b>Rosemary Junction, Eliot, to</b>	
Beach Ridge turnout	5.00
York Corner Junction	7.20

From	MILES
<b>York Beach, to</b>	
Cape Neddick Road	.81
Summit turnout	1.90
Bald Head turnout	3.28
Pine Hill turnout	4.67
Ogunquit Waiting Room	5.88
Ogunquit Carhouse	6.20
Moody's turnout	7.30
Webhannet turnout	8.42
Gravel Pit spur (Wells)	10.16
Wells Station (Moulton's Store)	11.11
Dodge's turnout	11.37
Elms turnout	12.55
Mousam Water Co. siding	14.14
Water Street turnout	16.04
Sleeper's turnout	16.35
Kennebunk Station	16.92

From	MILES
<b>Kennebunk Station, to</b>	
Brick Yard turnout	1.39
Town House	2.87
Coal Pocket	2.97
Wood's siding	4.72
Pinkham's Store	5.06
Stone Haven	5.39
Cape Porpoise Pier	5.87

From	MILES
<b>Town House Junction, to</b>	
Jeffery's Spur	1.30
Kennebunkport	1.50
Harris siding	1.83
Proctor Road turnout	4.80
BIDDEFORD (City Square)	3.50

From	MILES
<b>Springvale, to</b>	
B&M RR, Springvale	.65
Moulton's siding	2.08
Mill Square	2.30
SANFORD (ASRy office)	2.44

# ATLANTIC SHORE RAILWAY

THE reorganized ATLANTIC SHORE RAILWAY, incorporated by the new owners on Jan. 1, 1911, with essentially the same management as before, attempted to inaugurate operating economies and at the same time make improvements to the service which would draw more patronage. The old route of the former Portsmouth, Kittery & York Street Railway was practically rebuilt to eliminate many sharp curves in Kittery and York; several trestles were replaced and much new rail

and many ties were laid at various points on the system.

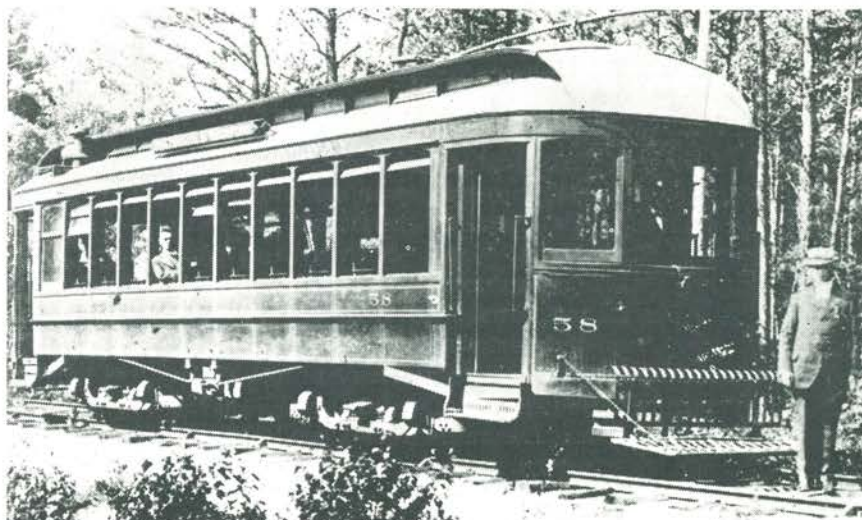
Practically every car on the line was put through the Town House shops for overhauling and painting. Schedules were speeded up, also, but try as it might, the railway just couldn't make money. The heavy funded debt and high operating costs were still present, and in addition, automobile competition was beginning to become a factor in declining revenues.

In its attempt to pick up a few dollars here and there, the company operated excursions from Sanford and Biddeford to the Portsmouth Navy Yard, and once when a whale washed up on the shore between York Harbor and Kittery Point, special cars were provided for those who wished to view the monster of the sea. Another time, when a forest fire was raging in the Ogunquit woods, the railway ran cars through the fire zone as long as possible, discontinuing service only when flames were within a hundred feet of the right-of-way. The last car over the line was somewhat scorched by the heat and some of the car's passengers were frightened almost out of their wits, but nobody was hurt.

In 1914, the Cape Porpoise trestle was abandoned, the haul-

From	MILES
<b>Sanford (ASRy office), to</b>	
Hotel Sanford	.12
No. 1 siding	.57
No. 2 siding (Gravel Pit)	2.21
Willard's siding	3.10
Lion Hill	3.70
No. 3 turnout	4.42
Stebbin's siding	6.04
No. 4 turnout	6.44
Whicher's siding	7.56
Old Falls turnout	8.46
No. 10 turnout	9.52
Thing's turnout	9.95
West Kennebunk	11.89
Alewife Road siding	12.89
Corner Fletcher and Storer Streets	13.74
Water Street turnout	14.14
Sleeper's turnout	14.45
Kennebunk Station	15.02

<b>Sanford-Cape Porpoise</b>	<b>20.89</b>
<b>Biddeford-York Beach</b>	<b>28.29</b>
<b>Ferry Landing-York Beach</b>	<b>15.40</b>
<b>Ferry Landing-So. Berwick</b>	<b>14.12</b>
<b>Dover-Biddeford</b>	<b>46.49</b>
<b>Dover-Sanford</b>	<b>48.38</b>
<b>Ferry Landing-Sanford</b>	<b>45.48</b>



--Photo from Collection of Howard T. Moulton.

ATLANTIC SHORE RAILWAY No. 58, in the Ogunquit woods.



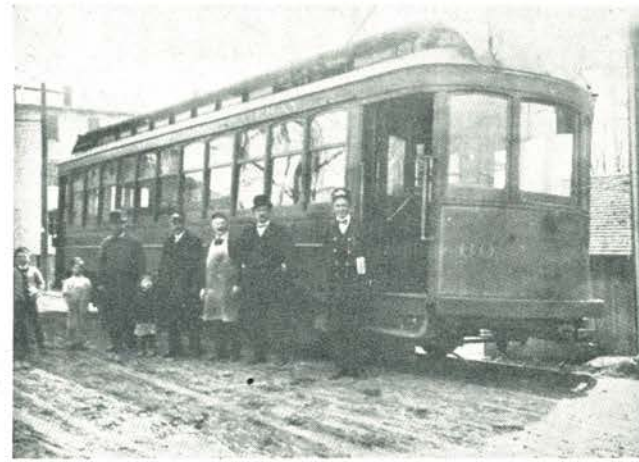
ing of coal from Cape Porpoise to Sanford having been discontinued, and the salvaged rails were laid on a new location around the shore of Cape Porpoise to the Casino. A year or so later, on a Labor Day night, the Casino was destroyed by fire.

In September, 1915, a physical connection was effected with the Biddeford & Saco Railroad at Birch and Alfred Streets in Biddeford to permit Atlantic Shore express motors to reach the Portland Railroad's freight shed on Alfred Street and in 1916, the Atlantic Shore Railway co-operated with the Portland Railroad and the Lewiston, Augusta & Waterville Street Railway in inaugurating a unified freight service which carried many tons of merchandise from the New Hampshire state line to the Androscoggin and Kennebec valleys.

New rolling stock purchased by the Atlantic Shore Railway included two double truck semi-convertibles from Wason in 1911 and two double truck lightweight arch roof semi-convertibles in 1914, also from Wason. These last two cars, Nos. 68 and 70, were intended primarily for use on the Town House-Cape Porpoise and Town House-Kennebunkport lines, but occasionally found their way to other parts of the system.

### Receivership

ON Oct. 1, 1915, with a deficit of \$122,000 accrued to June



ATLANTIC  
SHORE  
RAILWAY  
Car No. 60 at  
Hog Point, South  
Berwick.

—[Photo from  
Collection of  
Howard T. Moulton.

30th of that year, the Atlantic Shore Railway defaulted on the payment of interest on an issue of bonds and shortly thereafter, the Consolidated Coal Company, a creditor, filed a petition asking that a receiver be appointed for the railway. The directors of the Atlantic Shore requested to be permitted to join in the suit and on November 1st, Frederick O. Conant and Constant Southworth, president and treasurer, respectively of the railway company, were named as receivers.

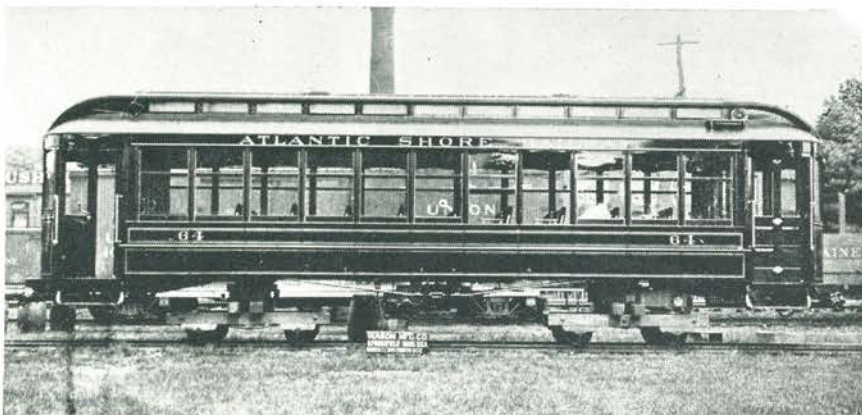
Late in 1916, the receivers notified the bondholders of the Portsmouth, Dover & York Street Railway that the Atlantic Shore would be unable to redeem the bonds of the Portsmouth, Kittery & York Street Railway which matured on March 1, 1917, nor would it be able to meet the interest payment on the PD&Y bonds due June 1st. Consequently, on May 1st, Willis

G. Meloon, general manager of the Atlantic Shore Line from 1906 to 1908 and of the Portsmouth, Kittery & York and the Portsmouth, Dover & York from 1897 to 1906, was appointed receiver of the Portsmouth, Dover & York lines which were "divorced" from the rest of the Atlantic Shore system.

The Atlantic Shore returned to the PD&Y all of the rolling stock owned by the latter prior to its consolidation with the Atlantic Shore Line in 1906, plus several other cars to replace PD&Y equipment destroyed in the Town House fire or wrecked in accidents. In all, 18 open cars, seven closed cars, one semi-convertible, one combination passenger-baggage car, one mail car, two service cars and three snow plows were turned over to the PD&Y.

Shortly after becoming receiver, Meloon disposed of the "Kittery" and purchased a motor launch to replace the larger vessel. Riding had decreased to such an extent that even the "Alice Howard" was too large for the ferry service between Portsmouth and Badger's Island, although she was retained for periods of heavy traffic in the early morning and late afternoon when the workers at the Portsmouth Navy Yard were on their way to or from Kittery.

With the construction of the new Memorial Bridge across the Piscataqua River in 1919-20, the Portsmouth, Dover & York proposed to lay rail across the span to provide a direct connection into Portsmouth and abolish the in-



—[Photo from Wason Co. files, Conn. Valley Chapter, N.R.H.S.- Division E.R.A.

CAR NO. 64 at Wason plant in 1911, being readied for shipment to Maine. Car was equipped with Standard C-50 trucks on delivery.



## GENERAL MANAGERS

### ATLANTIC SHORE LINE RAILWAY

#### YORK UTILITIES COMPANY

1900-1904	Ivan L. Meloon
1905-1906	George A. Burch
1906-1908	Willis G. Meloon
1908-1910	E. B. Kirk
1910-1918	Lee H. McCray
1918-1924	Sterling T. Dow
1924-1946	Wm. M. B. Lord
1946-	Albert G. Moineau

convenience of the ferry, but for some reason—probably inability of the railway to finance it—the extension was never made.

During the latter part of 1922, bondholders of the Portland, Dover & York signified their intention of abandoning the road as soon as permission of the court could be secured in order that they might recover part of their investment from the sale of the property as junk.

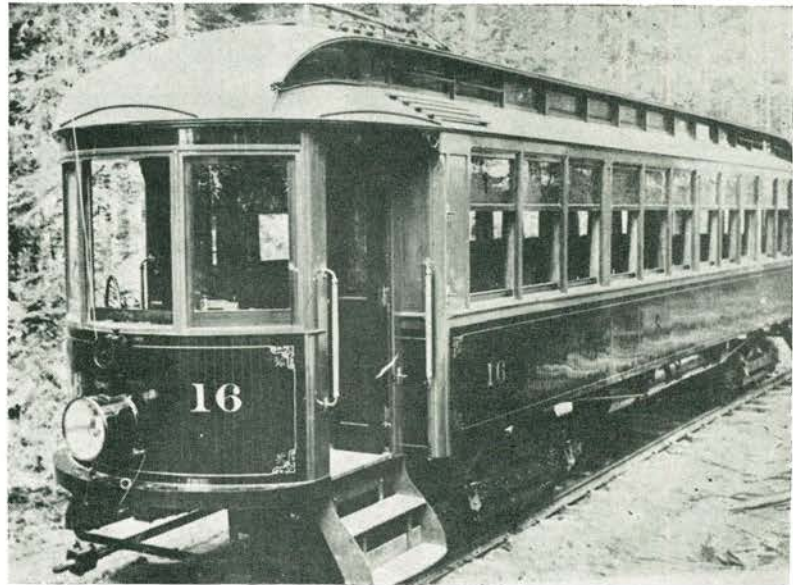
Since going into receivership, the railway had operated at a large deficit each year, and with \$30,000 in receiver's certificates outstanding, it was apparent that the only choice was abandonment of the railway system.

\* \* \*

**F**ACED with the loss of street railway service, citizens of York, Kittery and other communities served by the Portsmouth, Dover & York Street Railway began an unsuccessful battle to save the cars.

Public subscriptions were solicited to raise funds to purchase the railway's bonds and redeem other obligations of the railway, but even with \$100,000 pledged it was not enough. The bonded debt alone of the Portsmouth, Dover & York was \$700,000.

On Saturday, March 17, 1923, by order of the Federal Circuit Court at Portland, the Portsmouth, Dover & York Street Railway suspended operations. On June 30th, continued attempts to reorganize and rehabilitate the railway having failed, the property was sold at a foreclosure



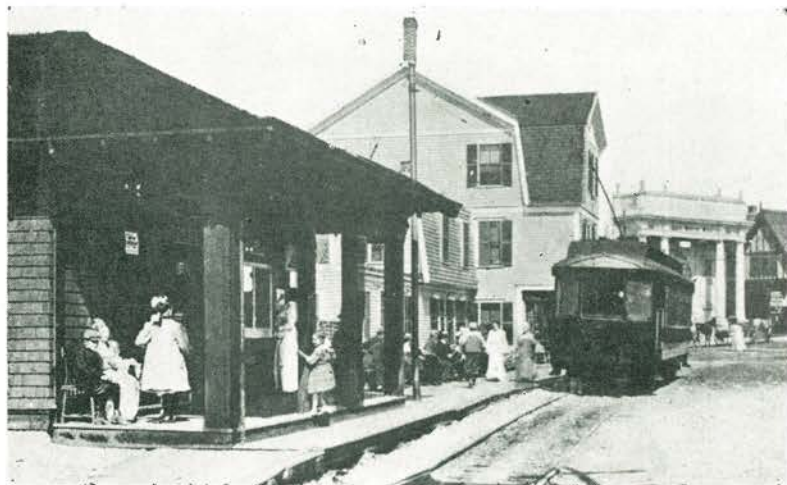
**CAR NO. 16 IN SANFORD WOODS** on Sanford-Cape Porpoise route in the early days. It later became No. 42. The body remained in the abandoned Town House barn until the late 1930s when it was carted off piecemeal for firewood. —Howard Moulton Photo.

sale. The purchaser was a committee of bondholders who subsequently directed the receiver to dismantle the property.

All but 12 miles of track—from Kennard's Corner, Eliot, to Sea Point, Kittery, was torn up and sold for scrap in 1924; many of the cars were junked and all serviceable rolling stock at South Berwick carhouse was moved to the barn at Kittery Point. Later that year, W. W. Sargent, president of the Fitchburg & Leominster Street

Railway; E. A. Pierce, superintendent of the Bellows Falls & Saxton's River Railway, Zelig Van Loan and Dr. Samuel Nason organized the Portsmouth, Kittery & Eliot Street Railway to take over the Kennard's Corner-Sea Point trackage and revive operation, but local support was not forthcoming.

In 1925, the road was completely dismantled. By 1926, everything saleable was disposed of, the bondholders were paid off and the receiver was discharged.



**YORK BEACH TROLLEY STATION and Post Office; No. 62 in the background.**—From post card in collection of O. R. Cummings.



## YORK UTILITIES COMPANY

### Roster of Electric Railway Equipment, 1923-1947

#### Passenger Cars

Number	Type	Builder	Year	Trucks	Motors	Control	Remarks
38	35-ft. combination car	Laconia	1902	Standard C-50	4-WH307	K-28D	
40	35-ft. closed car	Laconia	1903	Standard C-50	4-WH307	K-28D	
42	35-ft. closed car	Laconia	1903	Standard C-50	4-WH307	K-28D	
44	30-ft. 8-in. semi-convertible	Brill	1907	Standard C-50	4-WH101D	K-28J	Rebuilt to one-man car in 1923
46	30-ft. 8-in. semi-convertible	Brill	1907	Standard C-50	4-WH101D	K-28J	Rebuilt to one-man car in 1923
48	30-ft. 8-in. semi-convertible	Brill	1907	Standard C-50	4-WH101D	K-28J	Rebuilt to one-man car in 1923
50	30-ft. 8-in. semi-convertible	Brill	1907	Standard C-50	4-WH101D	K-28J	Rebuilt to one-man car in 1923
51	14-bench open car	Brill	1907	Standard C-50	2-WH101D	K-10	
52	30-ft. 8-in. semi-conv. combine	Brill	1907	Standard C-50	4-WH101D	K-28J	
53	14-bench open car	Brill	1907	Laconia	2-WH101D	K-10	Rebuilt to one-man car (Note A)
55	14-bench open car	Brill	1907	Laconia	2-WH101D	K-10	
56	30-ft. 8-in. semi-convertible	Brill	1909	Standard C-50	4-WH101D	K-28	Rebuilt to one-man car in 1923
57	14-bench open car	Brill	1907	Standard C-50	2-GE202	K-10	
59	14-bench open car	Brill	1907	Standard C-50	2-WH101D	K-10	
60	30-ft. 8-in. semi-convertible	Wason	1909	Standard C-50	4-WH307	K-28J	Rebuilt to one-man car in 1923
61	14-bench open car	Brill	1907	Laconia	2-WH101D	K-10	Rebuilt to one-man car (Note A)
62	30-ft. 8-in. semi-convertible	Brill	1910	Standard C-50	4-GE202	K-28J	Rebuilt to one-man car in 1923
64	30-ft. 8-in. semi-convertible	Wason	1911	Standard C-50	4-GE202	K-28J	Rebuilt to one-man car in 1923
66	30-ft. 8-in. semi-convertible	Wason	1911	Standard C-50	4-GE202	K-28J	Rebuilt to one-man car in 1923
68	25-ft. semi-convertible	Wason	1914	Standard O-50	4-GE200C	K-28D	
70	25-ft. semi-convertible	Wason	1914	Standard O-50	4-GE200C	K-28D	
72	Birney Safety car	American	1918	Brill 79E	2-GE258	K-63	Purchased from Laconia St. Ry. 1925
74	Birney Safety car	American	1918	Brill 79E	2-GE258	K-63	Purchased from Laconia St. Ry. 1925
76	Birney Safety car	Wason	1920	Brill 79E	2-GE258	K-63	Purchased from Laconia St. Ry. 1925
78	Birney Safety car	Wason	1920	Brill 79E	2-GE258	K-63	Purchased from Laconia St. Ry. 1925
80	Birney Safety car	American	1919	Brill 78M	2-GE258	K-10	From Denver & So. Platte Ry. 1927
82	Birney Safety car	American	1919	Brill 78M	2-GE258	K-10	From Denver & So. Platte Ry. 1927
84	Birney Safety car	Wason	1918	Brill 79E	2-GE258	K-63	From Middlesex & Boston St. Ry. 1928
86	Birney Safety car	Wason	1918	Brill 79E	2-GE258	K-63	From Middlesex & Boston St. Ry. 1928
88	30-ft. lightweight car	Wason	1926	Brill 77E	4-GE264	K-35	From E. Taunton St. Ry. 1934 (No. 12)
90	30-ft. lightweight car	Wason	1926	Brill 77E	4-GE264	K-35	From E. Taunton St. Ry. 1934 (No. 14)

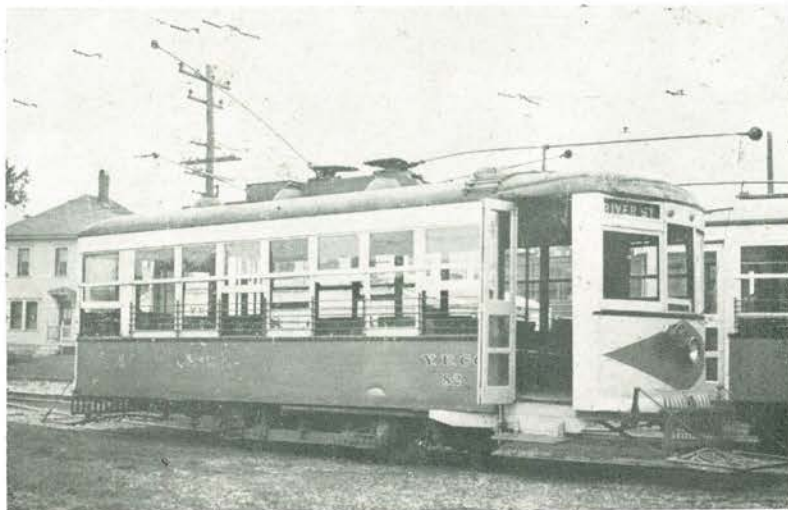
NOTE A— Cars Nos. 53 and 61 were rebuilt for one-man operation as an experiment in 1924. Vestibules were added, side grills installed, doors cut through the bulkheads and isles cut through the benches along one side of the cars. They were not successful due to slow acceleration, and were used only as workmen's extras until 1927 when they were scrapped.

#### Service, Freight and Express Cars

Number	Type	Builder	Year	Trucks	Motors	Control	Notes
97	Line car			Portland RR			Replaced by No. 108
99	Motor flat car	Atlantic Shore	1915	Peckham 14A			
100	Locomotive	Laconia	1906	Laconia MCB	4-GE80	K-35	
102	Locomotive	Laconia	1906	Laconia MCB	4-GE80	K-35	
103	Portable rotary substation						
104	40-ft. express car	Laconia	1907	Standard C-50	4-WH101D	K-28D	
105	42-ft. express car	Laconia	1906	Standard C-50	4-WH307	K-28D	
106	40-ft. express car	Laconia	1907	Standard C-50	4-WH101D	K-28D	
107	40-ft. express car	Laconia	1907	Standard C-50	4-WH101D	K-28D	
108	25-ft. line car	Laconia	1904	Standard C-50	4-GE70	K-28D	Ex-PD&Y mail car purchased 1925

#### Snow Plows

Number	Type	Builder	Year	Trucks	Motors	Control	Notes
A	Double truck plow	Wason	1902	Wason	4-WH101D	K-14	From Greenfield & Montague, 1934
B	Single truck plow	Wason	1908	Wason	2-WH101D	K-10	
C	Double truck plow	Smith & Wallace	1902	Smith & Wallace	4-WH101D	K-28D	
G	Single truck plow	Wason	1906	Wason	2-WH101D	K-10	



**BIRNEY CAR NO. 82** of York Utilities at the Sanford carbarn on June 21, 1935. Paint scheme was blue with aluminum trim. This car and its mate, No. 80, were transferred to Seashore Electric Railway museum for historical preservation in 1946.



## YORK UTILITIES COMPANY

**E**ARLY in 1922, the bondholders of the Atlantic Shore Railway instituted reorganization proceedings, and after a series of conferences and hearings, agreement was finally reached among all parties concerned to accept a proportionate part of a new issue of stock and bonds and to start a new operation of the railway system, with some prospect of success.

The final step in reorganization took place February 1, 1923, when the Atlantic Shore Railway was sold to a group of bondholders who incorporated on that same date as the YORK UTILITIES COMPANY.

From the very beginning, the management of the York Utilities was faced with almost insurmountable obstacles in continuing railway operation. Not only was the private automobile competition increasing; but with the era of restlessness that followed World War I, vacationers were no longer spend-

ing long summers at the beaches, thus eliminating a large percentage of the railway's revenue.

One-man operation was introduced in an attempt to pare the expenses, but earnings continued to decrease. In addition, the property was suffering from a lack of proper maintenance.

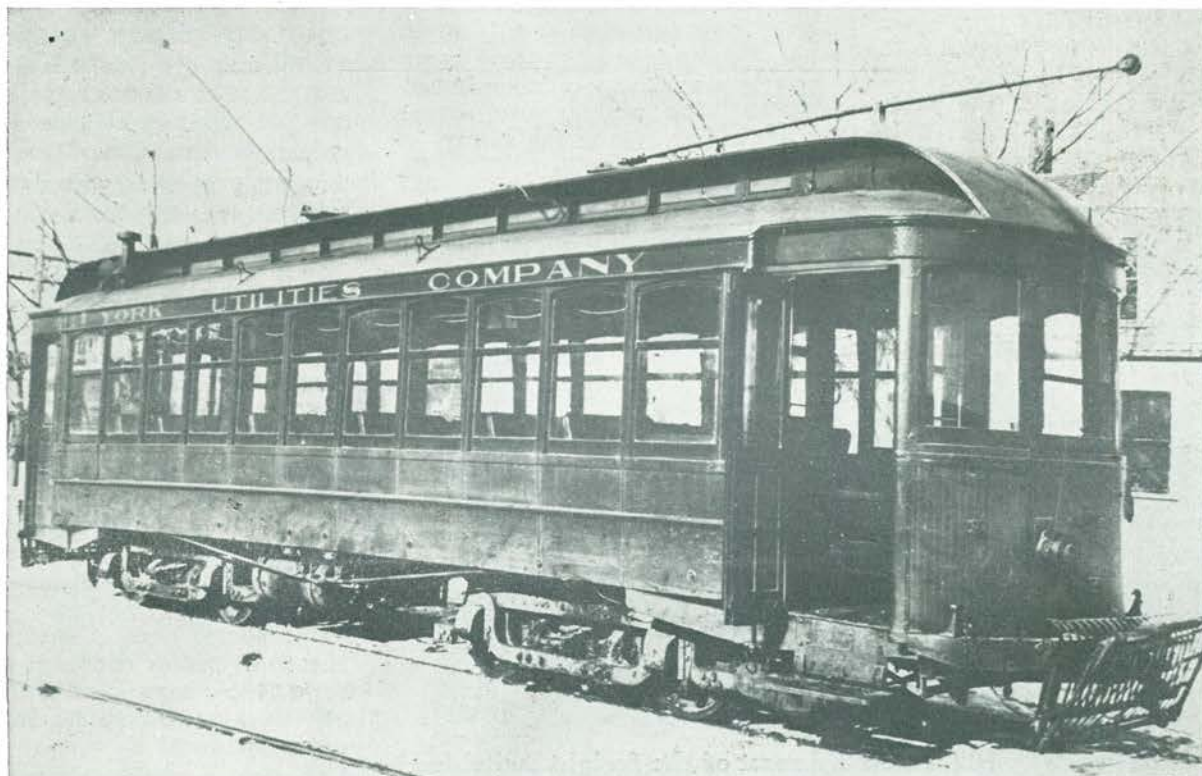
In order to provide better service between Sanford and Springvale, a new line was built on Main Street between the two communities, and it began operation in December of 1923. It was intended to provide a loop service, cars leaving Sanford via either the River Street route (the old Mousam River Railroad) or the Main Street line and returning over the other. But because of unbalanced traffic and a lack of turnout facilities, it was operated as a loop line only in the evenings and on Sundays.

The first line to be abandoned was the Kennebunk-York Beach

line, over which service was suspended on March 31, 1924, after a life span of only 17 years, nearly all of which was unprofitable! The rails and overhead were removed in the fall. That same year, bus operation was inaugurated over a new route between Sanford and Springvale.

In 1925, bus service replaced the trolleys on the Town House-Cape Porpoise and the Town House-Kennebunkport lines. The tracks were retained for freight service, however. Also, in 1925, bus service was established between Sanford and Biddeford via Alfred.

Early in 1927, rail service between Sanford and Biddeford was reduced to four trips a day, and the trolleys operated every two hours between West Kennebunk and Biddeford. Later that year, the company received permission to operate buses from Biddeford to Kennebunk and Kennebunkport; and on September



**REBUILT SEMI-CONVERTIBLE NO. 56**—One of the 9 cars rebuilt for one-man operation by the York Utilities Company in 1923 is shown shortly after it came out of the shops. Folding steps, air-controlled doors and dead-man controls were installed.—Photo from collection of Harold Forsyth.

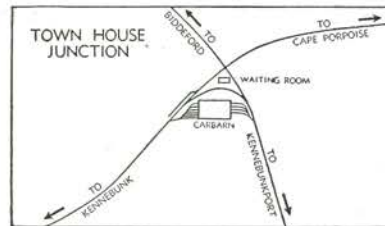
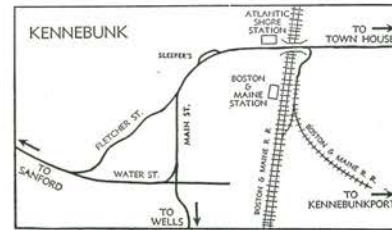


15th, all rail service outside of Sanford and Springvale (Sanford to Kennebunk, Town House to Biddeford, and the freight-only Town House to Cape Porpoise and Town House to Kennebunkport lines) was discontinued. The Town House car barn was closed and the repair shops were moved to Sanford where a newer frame carhouse had been built some time previously.

The day following abandonment of the Town House-Biddeford line, the Biddeford & Saco Railroad, on a monthly rental basis, began operation over the route from City Square to Proctor Road, a distance of about 2½ miles. The original schedule called for 35 trips a day, 11 of them running all the way to Proctor Road and 24 terminating at the junction of West and Granite Streets, the end of the first fare zone.

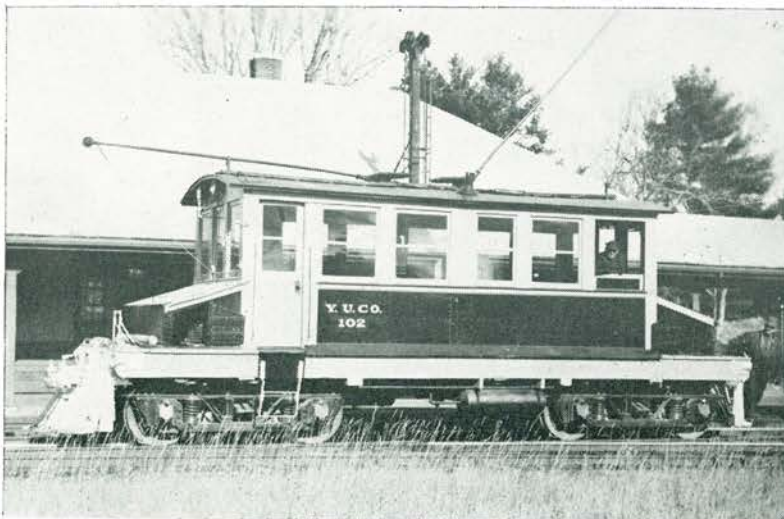
The operation was a failure from the start, particularly between West Street and Proctor Road, where only 37 fares were collected on the total of 55 trips run in that zone during the first five days. Consequently, this outer section was soon given up.

It was decided to discontinue the operation entirely in January, 1928, but at the request of the public, service was continued with a 10-



### TRACK LAYOUTS

cent fare instead of the nickel previously charged. But again, there was not enough revenue and on June 30th, the last cars ran. However, in December of that year, the operation was resumed for the accommodation of school children, only two trips a day being run. One took them to school at 8:10 a. m. and the other brought them home at 4:05 p. m. This service continued through the winter, with school buses taking over in the spring.



**LOCOMOTIVE NO. 102** which did most of the freight switching for the York Utilities is shown in front of the Boston & Maine's Springvale depot. Originally constructed as shown on Page 26, No. 102 was rebuilt with enlarged cab in 1908, by using cab from No. 101 when it was rebuilt to an express motor. —Photograph courtesy Gerald O. Boothby, 19 Melbourne St., Portland, Maine.

## Rolling Stock

**PASSENGER** equipment taken over by the York Utilities Company from the Atlantic Shore Railway included 10 double truck cars of the semi-convertible type, two double truck combination cars and 8 double truck open cars. Eight of the semis were rebuilt to one-man cars, full safety equipment being installed.

With abandonment of the York Beach line in 1924, all but two of the open cars were retired and scrapped. These two were fitted with vestibules, doors were cut through the bulkheads, aisles provided through the benches and gratings installed on the sides of the cars. Thus equipped for one-man operation, they were used as workmen's extras until 1927.

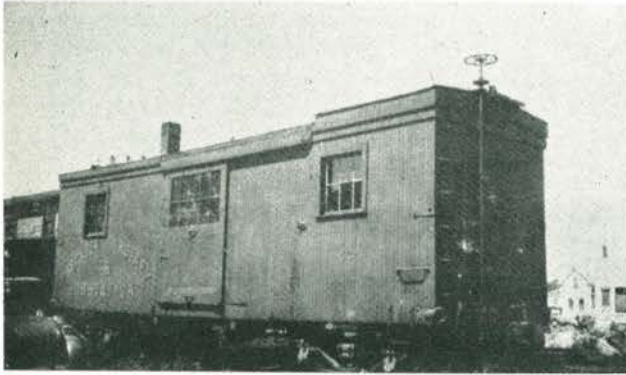
In 1925, the York Utilities purchased four Birney cars from the Laconia (New Hampshire) Street Railway, and in 1927, another two Birneys were purchased from the Denver & South Platte (Colorado) Railway. These latter two were fitted with narrow gauge (3'6") wheels and the trucks had to be widened to standard gauge—one of the last jobs undertaken by the shop crew at the Town House barn.

Another purchase made by the York Utilities in 1925 was the old double truck mail car of the Portsmouth, Dover & York Street Railway. It was acquired from the receiver of the line and was brought to Kennebunkport over the Boston & Maine Railroad. At Town House it was rebuilt into a line car to replace an older unserviceable one.

With discontinuance of service outside of Sanford and Springvale, three of the semis were removed to the Sanford barn, two cars were sold to a railway in Michigan and the remaining equipment except for three car bodies, was junked. The three bodies remained at the Town House barn until 1940 when they were broken up for firewood and scrap.

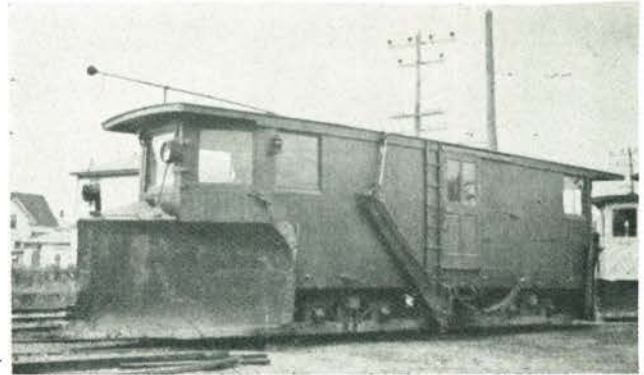
In 1928, two Birney cars were purchased from the Middlesex & Boston Street Railway and the three semi-convertibles in Sanford were junked.





—[Photo by Roger Borrup.]

**PORTABLE ROTARY AND SUBSTATION NO. 103** photographed at Sanford carhouse June 29, 1934. The same car in earlier years is shown on Page 17.



—[Photo by Roger Borrup.]

**SNOW PLOW "A"** at Sanford carhouse in June 1935. This plow came from the Greenfield & Montague Transportation Area a year earlier.

### **Freight and Express**

**T**HE York Utilities carried on the freight business of the Atlantic Shore Railway, and until 1927, operated one trip daily between Sanford and Portland, cars running under charter to the Atlantic Express Company. In addition, the railway handled carload freight from the Springvale interchange over the River St. route to the Sanford mills and from the Kennebunk interchange to Kennebunkport and Cape Porpoise. Local express service over the system was provided with the two combination cars.

### **Rehabilitation**

**T**HE first item on the agenda for the York Utilities, following the abandonment of its Sanford-Biddeford route in 1927, was the rehabilitation of its remaining property. Tracks were in very poor condition, with the rails badly pounded at the joints, and tie renewals had been few and far between; the overhead was almost worn out and the majority of the poles were more than 30 years old. The trolley rolling stock was fairly modern, but the buses in operation were crude affairs — merely bus bodies on truck chassis. These so-called buses were first replaced with Studebakers and later with Yellow Coaches.

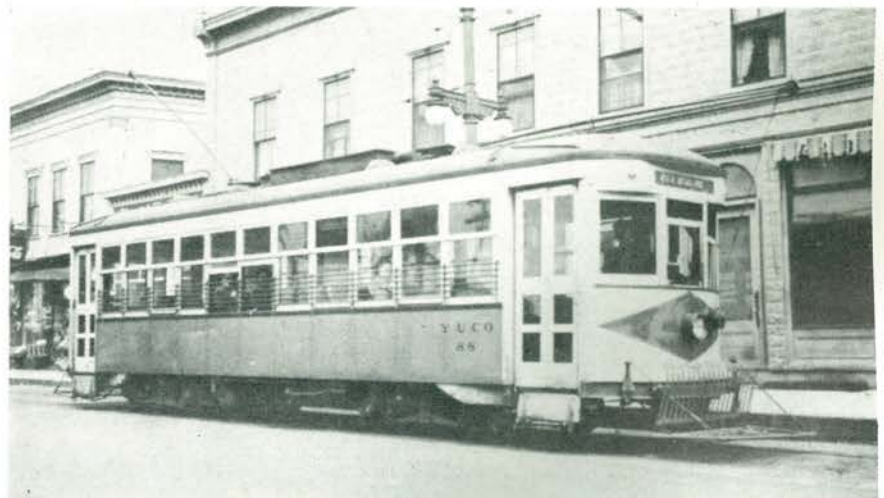
The six miles of rail saved when the Town House-Biddeford track was torn up in 1929 was used to

re-lay more than 80 per cent of the trackage on the two lines between Sanford and Springvale. This re-laid rail was carefully bonded and heat treated. Tie renewals were made with 6x8 creosoted Southern pine; new trolley wire was installed and many of the line poles were replaced. The shops were rebuilt, adequately heated, and were tooled in accordance with modern practices at the time, insofar as seemed practical.

In 1934, two double truck lightweight Wason-built safety cars—new in 1926—were purchased from the East Taunton (Mass.) Street Railway, along with a double truck Wason nose plow acquired from

the Greenfield & Montague Transportation Area, Greenfield, Mass. The two East Taunton cars were assigned to the Main St. line, providing a 15-minute headway, but ran for less than a year on the line because it was decided to change over to bus operation rather than pay paving charges—the Main St. tracks were all in the center of the road.

On April 19, 1935, the last cars ran on the Main St. line, buses taking over the following day. The passenger service continued over the River St. route, which was all side-of-the-road operation, for another 12 years. Rail operation was reduced to one car, providing



—[Photo by Roger Borrup.]

**MOST MODERN CAR** on the York Utilities was this double truck lightweight type (Nos. 88 and 90) purchased from East Taunton Street Railway in 1934. Photo shows car on River St. line heading out of Springvale for Sanford, June 21, 1935. No. 88 was acquired by the Seashore Electric Railway museum in 1947.





—[Photo from  
Russell Goodall,  
Sanford, Maine.

**WINTER SCENE  
at Central  
Square, Sanford,  
showing semi-  
convertible car  
No. 50.**

a 30-minute headway, and the freight service. The last regular trip was made on April 1, 1947, by No. 88, although on April 27th, a special farewell excursion was run for the Boston Division, Railroad Enthusiasts, Inc., who came by special Boston & Maine train to Springvale. At the time it discontinued service, the York Utilities Company was operating the only passenger trolley car service in the state of Maine, and the last small city rail operation in New England.

One of the factors which precipitated the motorization of the River St. line was an accident on Feb. 6, 1947, when double truck car No. 90 left the rails on the bridge over the Mousam River in Sanford, plunged through the railing and came to a stop with its front truck dangling over the stream. Since this left the York

Utilities with only one serviceable car, it was decided to place buses on the River St. route as soon as possible. Freight service over the line continued by electric motor, however, for another two years.

On April 1, 1949, the newly-formed Sanford & Eastern Railroad, which had previously purchased the route of the former Portland & Rochester Railroad between Rochester, N. H., and

Westbrook, Maine, from the Boston & Maine, bought the Sanford-Springvale freight line, too. A small Diesel locomotive was ordered and upon its arrival in June, replaced the trolley locomotives.

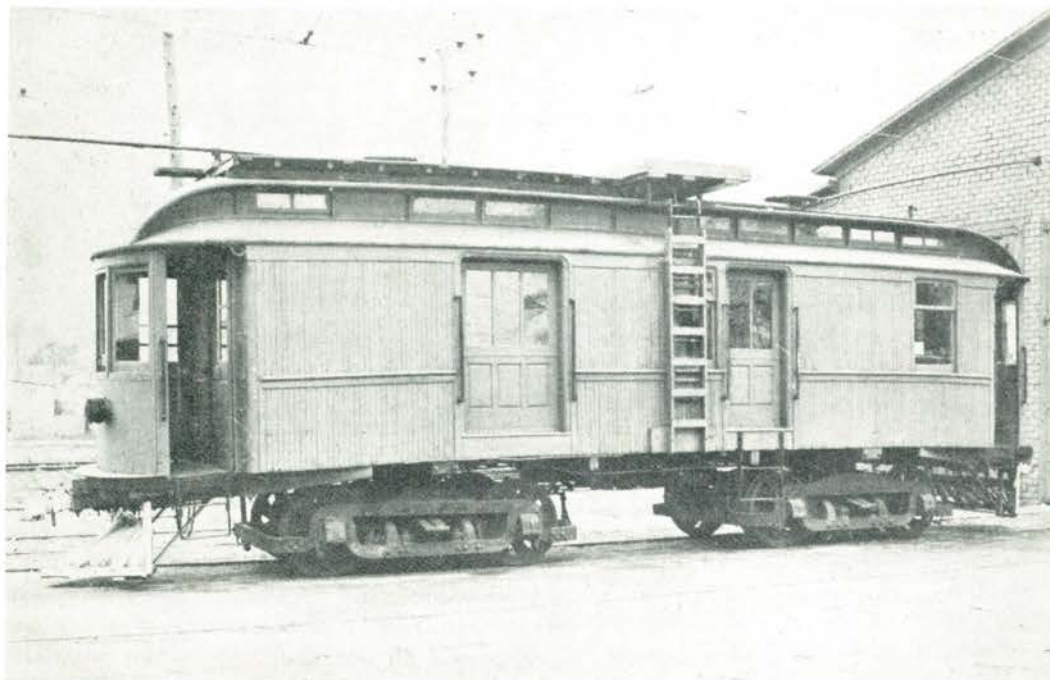
The two ex-Denver & South Platte Birneys, Nos. 80 and 82, together with freight motor No. 100 and line car No. 108, along with the double truck lightweight No. 88, have been acquired by the New England Electric Railway Historical Society, Inc., for preservation at their museum in Kennebunkport. The association also purchased more than 500 feet of rail from the yard tracks at the Sanford carhouse, and obtained the trolley wire brackets and other line material from the Sanford & Eastern Railroad in exchange for the use of the association's line truck No. S-117 in removing the overhead wires and equipment.

—[Photo by  
Roger Borrup.

**INTERBURBAN  
BUS No. 209  
—An early type  
used on the line  
from Sanford to  
Biddeford.**

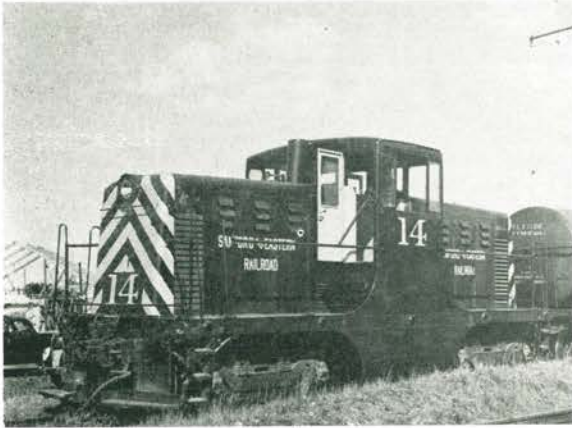


—[Photo by  
Phil. Bonnett.



**OLD MAIL CAR  
No. 108 bought  
by York Utilities  
in 1925 from the  
defunct Ports-  
mouth, Dover &  
York St. Ry. and  
converted into a  
line car. No. 108  
was transferred  
by trailer truck  
in 1949 to the  
tracks of the  
Seasore Electric  
Railway museum  
in Kennebunk-  
port for perma-  
nent display.**





**SUCCESSOR TO YORK UTILITIES**—The Sanford & Eastern Railroad which took over switching work on the River Street freight line in Sanford is represented by its No. 14 photographed in 1949 at Springvale station. At right, trolley bracket awaiting dismantling in front of Sanford & Eastern's office and freight house at Springvale early in September, 1949, is a symbol of changed transportation scene. Photos by R. Borrup.



## Seashore Electric Railway

**T**HE Seashore Electric Railway was formed during the summer months of 1939 for the express purpose of obtaining interesting electric cars for preservation and future operation.

A small piece of land was leased in Kennebunkport, adjacent to the former right-of-way of the Kennebunk-Biddeford route of the Atlantic Shore Line Railway, and in July the first car was purchased and moved to the site. The car is a 12-bench Brill open, No. 31, and was formerly owned by the Biddeford & Saco Railroad.

At the time, Seashore had a scant dozen members, mostly from the Greater Boston area.

Additional cars were acquired in 1940, and in 1941 the group formally incorporated as the New England Electric Railway Historical Society Inc., the name Seashore Electric Railway being retained as the title for the property at Kennebunkport, Maine.

The World War II years seriously curtailed Seashore's activities, but with the end of hostilities and the return of many of its members from the far-flung corners of the earth, the museum began to grow



**TROLLEY IS TRANSFERRED TO MUSEUM** as General Manager Albert G. Moineau (left) of York Utilities Company and Theodore Santarelli deBrasch, vice-president and general manager of the Seashore Electric Railway museum, shake hands as car No. 88 makes its "farewell" run as a railfan special on Sunday, April 27, 1947. It was the last passenger trolley to operate in the state of Maine. —Photo by Michael A. Shalhoup, Sanford, Maine.

once again—and has continued to develop.

At the present time (1957), the Seashore museum has approximately one mile of track and its roster of equipment numbers more than 50 cars of all type, representing 15 states, Great Britain and the Dominion of Canada. The society's membership is just under the 500 mark.

Due to public demand, carrying of passengers over Seashore's one quarter-mile of main line was undertaken on weekends during the summer of 1956. More than 5,000 riders were carried in two big 15-bench open cars between July 1 and Labor Day.

Because of space limitations at the Kennebunkport site, the New England Electric Railway Historical Society, in late 1955 and early 1956, purchased large tracts of land near U. S. Route 1 in North Kennebunkport, near the Biddeford city line.

At this new terminus, an entirely new railway is being constructed—extending from the highway easterly toward the former Atlantic Shore Line right-of-way. Current plans call for immediate construction of a 2,100-foot stretch of track—with a future extension to con-



tinue to the Atlantic Shore Line roadbed and thence to the present yard and shop area at Kennebunkport. This will give Seashore a main line of more than 4 miles—longest of any trolley museum in the U. S.

Along with construction of its new main line, Seashore crews are undertaking the erection of the first of several carhouses at the Kennebunkport end. The first barn is scheduled for completion in 1957 with others to be built as finances permit.

Other projects being undertaken include restoration of the museum's first car, No. 31, ex-Biddeford & Saco open; No. 108, former line car of the York Utilities Company and ex-mail car of the Portsmouth, Dover & York Street Railway; and the "City of Manchester," diminutive 4-wheel parlor car formerly owned by the Manchester Street Railway. Other cars also will be restored to their original conditions as increased shop facilities become available.

New members are always welcome, whether they can help with the work or not. Dues have been kept as low as possible and are only \$2 a year—although for members who qualify, a sustaining membership, giving certain additional privileges, is available for \$12 annually.

The income from dues is used to meet all necessary operating costs, lighting current at the property and maintenance on the cars. This insures the members against unexpected assessments and guarantees each member that he is required only to meet his annual dues and nothing more.

Additions and improvements at the museum are financed from the proceeds from Shares of Contribution. These are sold to members at \$10 each and are acknowledged by issuance of a certificate. This is entirely voluntary on the part of an individual member and membership is not dependent upon purchase of such shares.

The museum is open weekends

only during the fall, winter and spring months, but visitors are welcomed every day during summer months. The Seashore museum is now one of Maine's major tourist attractions and will become even more prominent when the new terminal on Route 1 is completed.

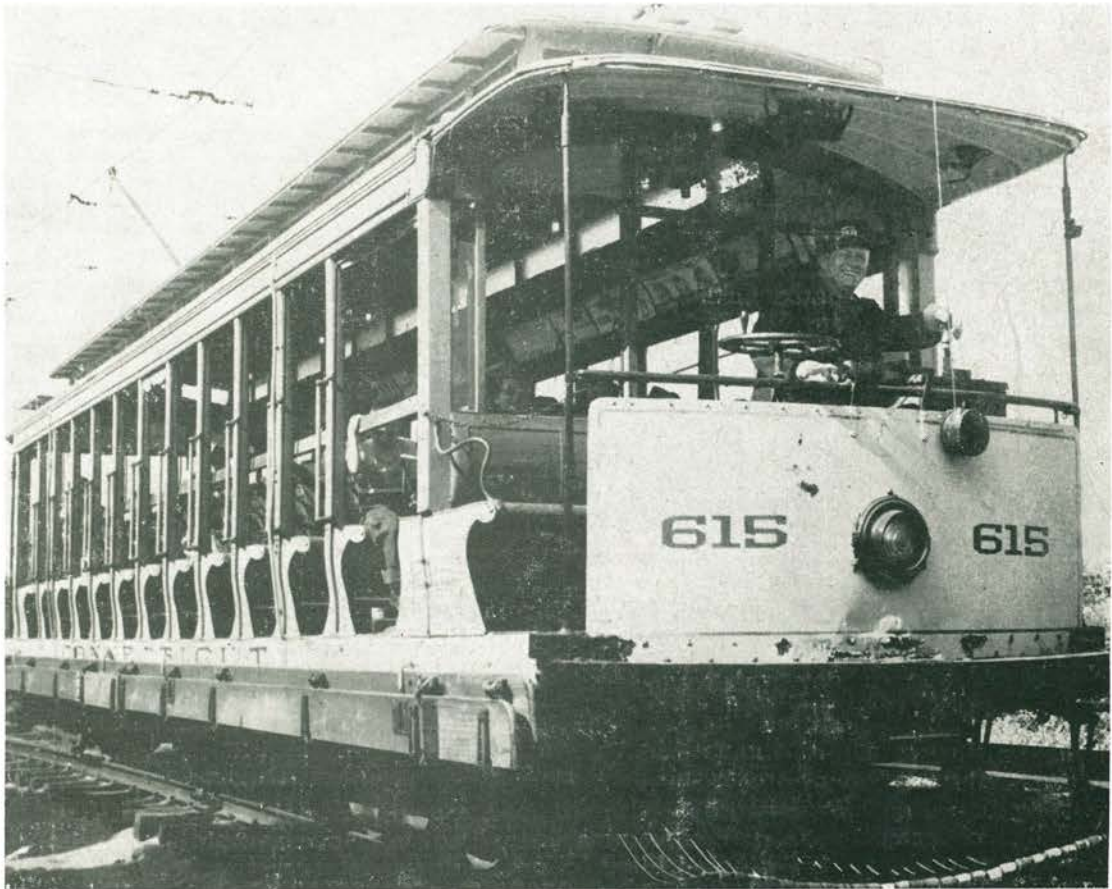
The New England Electric Railway Historical Society Inc. issues a well illustrated annual report every year and copies of this, as well as other information about the organization, may be obtained by writing to the society's general offices at: Kennebunkport, Maine

~~21 Carver Road~~

~~Newton Highlands 61 Mass.~~

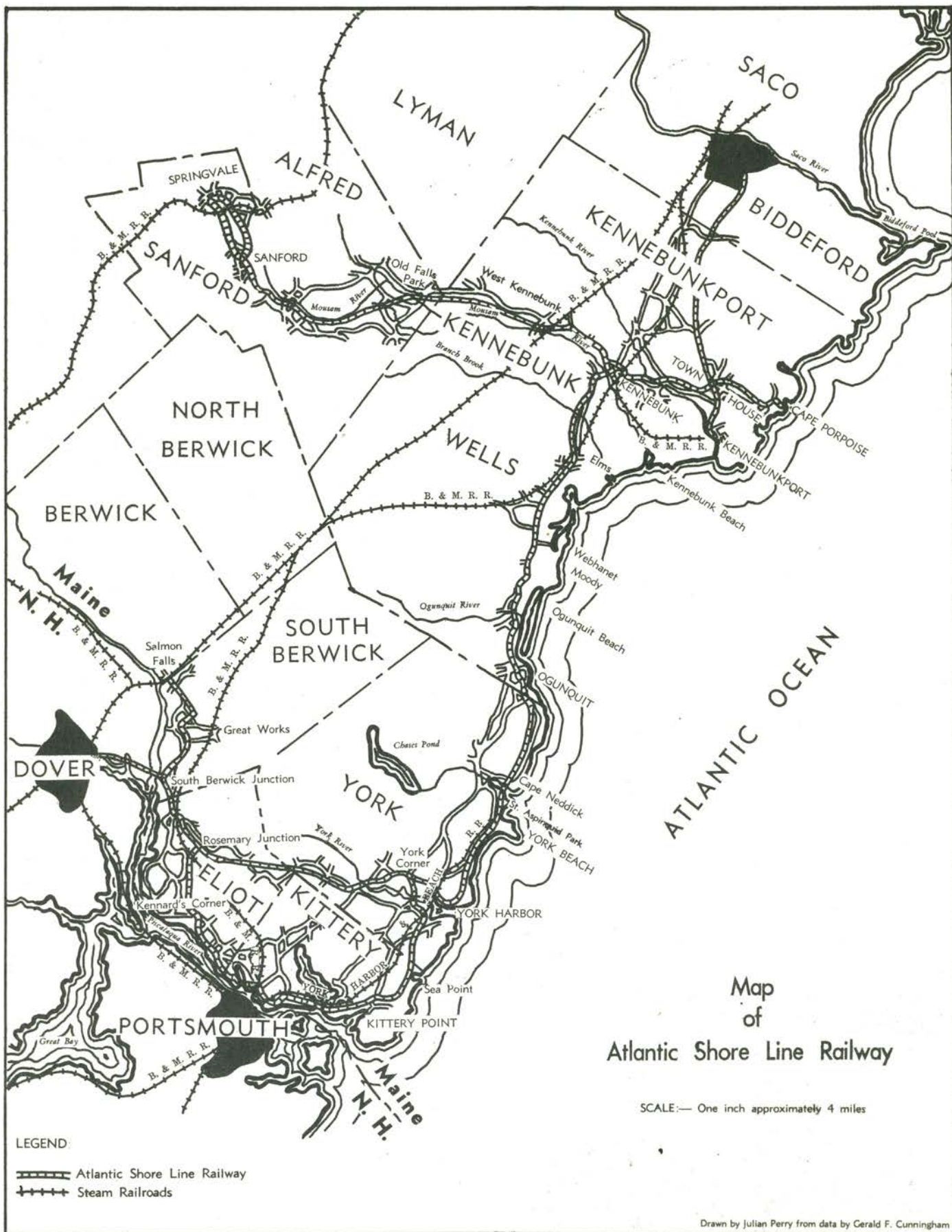
or by calling at the museum itself.

Work at the Seashore museum is carried on the year 'round—even in winter—and there are always jobs for members to do. Bunkhouse facilities are available for members wishing to remain overnight—or spend a week's vacation at the property.



**BUILT MORE THAN 50 years ago, this 15-bench open trolley is still busily hauling passengers at the Seashore museum. A former Connecticut Company New Haven Division car, No. 615 is shown running on Seashore trackage on a summer weekend in 1956. —Photo by O. R. Cummings.**





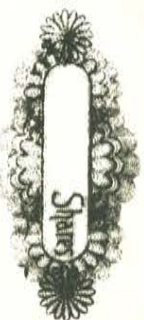




No. 24



MAINE.



Share

# Atlantic Shore Line Railway Company,

CAPITAL STOCK, \$500,000.

FULL PAID.

NON-ASSESSABLE.



*is the amount of*  
Shares of the Capital Stock of the

Atlantic Shore Line Railway Company,

*manufactured and on the Books of the Corporation in full  
and by Attorney upon surrender of this Certificate.*

*To Witness Whereof, the duly authorized officers of this Corporation have  
hereunto subscribed their names and caused the corporate seal to be hereunto affixed.*  
This \_\_\_\_\_ day of \_\_\_\_\_ 19\_\_

Attest:

W. W. ROBERTS CO., STATIONERS, PORTLAND

Treasurer,

President,

SHARES \$100.00 EACH