The Exciter Magazine

Central Maine Power Company • Augusta • Maine

The Exciter, a tabloid newspaper, is Central Maine Power Company's monthly publication for employees. It has been a part of CMP since 1918. Over the years The Exciter has appeared as a daily, weekly, monthly and even quarterly publication. It has appeared in varying size and format, has been printed by several different processes.

The Exciter during most of its lifetime has been primarily devoted to the interests of Central Maine Power Company employees.

The first issue of The Exciter Magazine was published in 1954 as a part of this Company's contribution to the international celebration of the 75th Anniversary of the invention of Thomas Edison's incandescent lamp.

This second Exciter Magazine is CMP's tribute to the men and women whose courage and vision brought forth the colorful trolley car era; to those whose day-by-day work made possible the successful operation of the many electric railroads, small and large, which ultimately became a part of the Central Maine Power Company system. The electric railroads created the first large-scale demand for electric energy and were a major step in the growth of today's integrated power system.

We no longer have the trolley car lines with us, but many former employees of the electric railroads are still members of the CMP family, some as active employees and others as retired employees.

With the large number of electric car lines that existed and the many reorganizations and changes of name that took place, some foreign lines may be mentioned. Whether all were a part of the direct lineage of Central Maine Power or not, each contributed to the growth of the electric industry in central and southern Maine.

Man has ever been on the move, primarily because of basic needs for food, shelter and clothing, but also partly to know what lies beyond his field of vision.

The great movements of early civilizations generally followed waterways, because thereon transportation was relatively easy.

To assist his motion on land, to which his family seems ultimately bound, man learned to conquer four-footed beasts to carry him and his burdens.

The llama, elephant, camel, horse, mule, donkey and ox have all served to carry mankind.

Before the dawn of recorded history came the great discovery of the wheel with its host of uses—cart, carriage, chariot and wagon wheels, water wheels, steering wheels, turnstiles, potter's wheels.

As a society becomes less primitive and grows more complex, the work of its people becomes more specialized.

One individual tills the soil, another engages in animal husbandry and yet another provides the means of transportation for those about him.

The stage coach came and went; the electric railway is now nearly extinct.

The automobile and truck, ranging over the nation's highways and byways, have supplanted older, less flexible means of transport.

Even now fixed- and rotary-wing aircraft prove a superior mode of transport in many situations.

When the Portland Railroad line car was retired from service, this picture was taken in front of the Interurban car barn. Shown from left to right are: William A. Prain, John E. (Pete) Gaskill, Wilfred Cote, Ralph Prescott and Malcolm A. Neailey. Prain, Gaskill and Prescott are now retired; Cote and Neailey are deceased.

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In the days of the horse car.....

The 1890 Annual Report of the Railroad Commissioners of the State of Maine listed six street railways in the area now served by Central Maine Power Company. All but the Augusta, Hallowell and Gardiner Railroad were horse-car lines.

Biddeford and Saco Railroad

The Biddeford and Saco Railroad Company that year reported that it owned 73 horses and 15 passenger cars, including eight open cars, four closed cars and three herdics (a low-hung carriage having the entrance at the back and the seats at the side). Sixteen employees operated the 9.72-mile line.

"This road extends through the main streets of Biddeford and Saco, and along the county road from Saco to Old Orchard Beach. The road is well built and has been in successful operation more than two years. That portion of the road located in the streets of Saco and Biddeford is in very good condition, but that portion between Saco and Old Orchard Beach needs widening, and should be filled with gravel between the rails. The company has a well arranged and comfortable stable in Saco, where the horses are well cared for. The cars are first-class and kept in good repair."

Fryeburg Horse Railroad

The Fryeburg Horse Railroad Company had one horse and three passenger cars. The main line, built of light-weight, 16-pound rail, ran three miles from the Fryeburg railroad station to Martha’s Grove.

"This road is in good condition. The track is laid upon good stringers, secured by cross ties. The road has proved very convenient for passengers arriving at Fryeburg or departing by the Maine Central Railroad, particularly in the summer season, when the many places of interest in the vicinity of Fryeburg are visited by tourists."

Lewiston and Auburn Horse Railroad

The Lewiston & Auburn Horse Railroad included in its report the following expenses:

- Stable expenses $390.91
- Horse shoeing 836.67
- Hay 2,287.64
- Track expenses 298.43
- Car expense 768.68
- Accidents 25.00
- Straw 288.38
- Labor 7,232.51
- Grain 3,346.18

"During the past year an addition to this road, called the belt line, has been built, extending through the streets of Auburn.

"The new line crosses the Lewiston and Auburn branch of the Grand Trunk Railway, near the Auburn station, adding greatly to the convenience of the citizens of Auburn, and others going to and from that station. The track on Main Street, Lewiston, has been relaid with new rails and ties, and is much improved.

"The tracks through the streets of said city are for the most part in good condition; but the roadbed and track on the Lake Auburn line, are in poor condition, and need extensive repairs.

"A new car house is in process of building at Lewiston."

Portland Railroad

Largest of the horse railroads was the Portland Railroad Company which employed 115 persons.

The line owned 54 passenger cars and four other cars. In the annual report for 1890, the railroad reported carrying 2,728,935 passengers over its 13.81 miles of line.

"During the past season, this road has been extended from Congress street on Munjoy Hill, through Atlantic, Wilson, Beckett streets, and the Eastern Promenade to Fort Allen, a distance of 2,301 feet."

"This extension has proved profitable, as the fine view of Casco Bay and the Islands, obtained at the terminus, attracts many visitors to that point. The entire road through the streets of Portland and extending outside of the city limits, is in good condition, and well managed. Fifty-two tons of new T rails thirty-five (35) pounds to the yard, have been laid on the Deering line."

"The company owns 265 horses, an increase over last year of forty-two. Three new cars have been built at the shops of the company, and the rolling stock is kept in good repair."

Waterville and Fairfield Horse Railroad

The Waterville & Fairfield Railroad Company employed 12 to operate its five passenger cars over 3.36 miles of line.

"This road has been in operation three years. It is located along the main streets of Waterville; the county road between Waterville and Fairfield, and the principal street of the last named village. The road is well built, and maintained in good condition. The company has a large and comfortable stable and car house near the terminus at Fairfield."
Rockland, Thomaston & Camden Street Railway

On March 31, 1891, the Rockland, Thomaston and Camden Street Railway was chartered and authorized to take over the charters of several previous railway companies which had apparently not carried on any actual railway business.

These were the Thomaston Street Railway Company, the Rockland Street Railway Company, and the Camden and Rockport Street Railroad Company.

The following year the R.T.&C. constructed its main line track from the Maine Central Wharf in Rockland to Camden and built its power plant on tidewater at Glen Cove, about 2½ miles north of Rockland. Initially, the steam plant was equipped with two boilers, a 250-horsepower engine and two 100-kilowatt generators.

In 1893 another boiler was added along with a 500-horsepower engine, two 50-light arc generators and one 120-kilowatt, 125-cycle generator.

With the exception of the 250-kilowatt engine and the boilers, the equipment was all superseded within a dozen years.

The railway extended its main line from Rockland to Mill Creek in Thomaston in 1893 and built the Highland Branch as far as Rankin Street.

In 1896 a track, which was discarded within a few years, was built the length of Sea Street, Rockland, and the main line extended to Green Street, Thomaston. The following year the Highland line was extended to Limerock Street, a distance of approximately one-half mile.

In 1901 the R.T.&C. took over the business of the Knox Gas and Electric Company, which was actively engaged in both the gas and electric business. The Knox company was successor to the Rockland and Thomaston Gas Light Company. That firm, in turn, was preceded by the Rockland Gas Light Company, which was organized in 1833, and the Rockland Electric Light Company.

The main line of the R.T.&C. was built as far as the state prison in Thomaston in 1901 and the next year was extended to Warren. A second addition to the power plant building was made that same year and others in 1907 and 1910. New generating equipment was added frequently to replace machinery which became obsolete.

In 1913 Central Maine power was first used and, with the exception of a few emergency runs, the railroad thereafter used purchased power.

In 1914 the street railway system aggregated 23.9 miles of single track, mostly of 50 and 60-pound rail. About four miles of the railway at the Warren end of the line was on private right of way, the balance being largely along the high-

The Warren Branch was discontinued on October 3, 1925, and the Northeast Transportation Company, a bus line, was organized to care for former R.T.&C. passengers in Warren.

On the morning of January 1, 1928, the freight service between Rockland and Camden was ended. During the years of its operation, the R.T.&C. service was the principal means of freight handling for Rockport and Camden.

The remainder of the railway was abandoned on August 1, 1931.

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R. T. & C. Rolling Stock

Passenger and Combination

Open Car No. 1
Build about 1913
Briggs Car Co., Amhurst
Semi-truck open type
Seating capacity — 52
Cars 3, 5, 7, 9, 11, 17
Same as Car No. 1
All scrapped in 1926
Car No. 19
Same as Car No. 1
Scrapped in 1919
Car No. 21
Build about 1913
Briggs Car Co., Amhurst
Semi-truck open type
Scrapped in 1926

Freight, Express and Mail

Car No. 24
Built by R. T. & C., Etc.,
from Open Car No. 23
Scrapped 1931
Cars 4, 5, 6, 7
Build by R. T. & C., about 1906
Box freight
Disposed of 1930
Car No. 1
Box freight<br>Waxman<br>Discharged of December 1930
Car No. 3, 4, 5, 6, 7
Waxman
Discharged of December 1930

Service Equipment

3 Rocker dump cars, 4-wheel
Sawmills 1, 2, 3
Traction<br>Scrapped prior to 1950
Tower Car No. 26
Double end, box type

Locomotive

Built about 1890
Rock freight car

Mail, baggage and express car

Typical double-truck semi-convertible car

Single-truck open car

Single-truck closed car, No. 6

Flat car, No. 2

Rocker dump car

Electric locomotive

Passenger car, No. 24

Work car

Passenger car, No. 103
Waterville, Fairfield, & Oakland Street Railway

The Waterville, Fairfield and Oakland Street Railway was the first electric railroad line owned and operated by Central Maine Power. It was also one of the last electric car lines in Maine to cease operations.

The W. F. & O. came into existence with the consolidation in November 1911 of the Waterville and Oakland Street Railway and the Waterville and Fairfield Railway and Light Company, both under the control of Central Maine Power after September 8 of the same year.

The oldest of the W. F. & O. predecessor companies was the Waterville and Fairfield Railroad Company which was incorporated on February 24, 1887, as a horse-car line. The 3.36-mile route began operating on a half-hourly schedule on June 23, 1888.

In 1891 the Waterville and Fairfield Railway and Light Company consolidated the operations of the Waterville and Fairfield Railroad, The Waterville Electric Light and Power Company and the Fairfield Electric Light Company. The following year the line was electrified. Another reorganization of the line took place in 1897 following several unprofitable years, and some refurbishing of the company's operating plant was done at the time.

The Waterville and Oakland Street Railway was organized on April 1, 1903. Constructed of 60-pound rail, its track included 5.79 miles of main line and siding. At the Oakland terminus was a three-track carhouse with a restaurant, hall and boathouse on the premises. Messalonskee Hall, as it was known, was the site of regular dances.

Cascade Park with its outdoor theater was operated near the Waterville city line by the Waterville and Oakland. Still another attraction for patrons of the line was the Central Maine Fairground.

The W. F. & O. connected at Waterville with the Lewiston, Augusta and Waterville Street Railway. It also connected at Fairfield with two smaller lines, the Fairfield and Shrewsbury and the Fairfield and Benton.

On October 11, 1937, the Waterville, Fairfield and Oakland ceased operations after outlasting all other lines north of Lewiston in what is now Central Maine Power Company territory. During the last few years of the electric trolley line's struggles, various steps were taken to maintain the W. F. & O. Division of C. M. P. as a profitable enterprise: newspaper and car advertising and other promotional attempts made their bid for continued patronage; reduced-fare, strip tickets enjoyed a certain success, but competition of the automobile was too great and the line succumbed.
Electric Car Lines of Portland

On March 19, 1860, the Portland & Forest Avenue Railroad Company, a horse-car line, was organized. Its name was changed to Portland Railroad Company in 1865.

Cumberland County Power & Light Company took over its operation with a 99-year lease on February 1, 1912, and on December 3, 1942, Central Maine Power assumed the lease.

The following lines also became a part of the Portland Railroad Company:
- Portland & Deering Railroad Company
- Ocean Street Railroad Company
- Cape Elizabeth Railroad Company
- Cape Elizabeth Street Railway
- Cape Elizabeth Shore Railroad Company
- Portland & Yarmouth Electric Railway Company
- Portland & Cape Elizabeth Railway Company
- Portland Extension Railroad Company
- Westbrook, Windham & Harrison Railway Company (Name later changed to Westbrook, Windham & Naples Railway Company)

Cape Shore Railway

Electric cars were introduced in Portland on June 19, 1891, with the first steam generating station at a wooden building at Morrills Corner.

The Portland and Westbrook line began operating on June 29, 1892, with about 3½ miles of track. Additions were built until on June 20, 1896, Riverton Park was opened.

The wooden car barn at Westbrook burned in 1903 and was replaced by a brick structure.

The Windham, Naples and Harrison line (the Broom Stick Line) got going out of Westbrook in 1897, but only reached South Windham.

The Portland and Cape Elizabeth street railroad was chartered in January 1895. A casino at Willard Beach opened on June 10, 1896, but was destroyed by fire in January 1898. After the casino at Willard burned, another casino and an indoor theater were built at Cape Cottage.

The 13-mile line from Portland to Yarmouth was chartered in 1895. Two years later the line extended from Tukey's bridge to the Yarmouth town line. Power came from the Portland line, and the first run was made on August 18, 1898. Connecting tracks were laid by the Portland line, because the city did not want heavy Yarmouth cars on Congress Street.

Several trolley lines of greater Portland were consolidated under the Portland Railroad Company name on March 9, 1899. When more electrical power was needed, a large brick powerhouse was built on Forest Avenue.

In 1899, local and interurban freight service was begun. As the systems grew and interconnected, the terminal and transfer business thrived, Portland Railroad took over the Yarmouth road with its wooden barn in Yarmouth, battery house in Cumberland and brick barn on Washington Avenue, Portland, on December 11, 1900.

Meanwhile, traffic on the Westbrook line became so heavy that trailers were attached to the motors cars, hauled part way and left on a siding to be picked up by a return car when needed. Multiple units were tried where steep grades made trailers impractical; both cars had motors, and control was in the head car.

On August 15, 1906, Portland to Brunswick service was begun over a connection with the Brunswick and Freeport electric road at Yarmouth, where a passenger waiting room was constructed. This line went through South Freeport where Casco Castle was a popular attraction.

The wooden Yarmouth barn and nearby substation burned on the cold, snowy night of February 13, 1920. The barn was not rebuilt, but a new brick motor-generator house was built.

Portland Railroad Company started construction of a line to Old Orchard on June 5, 1901. Service began July 9, 1902, first to Old Orchard Beach and soon after over an interconnection to the Atlantic Shore Line.

At St. John Street, the Company shop and carhouse occupied two big brick buildings with central heating plant, machine and blacksmith shop, carpenter shop, paint shop, winding room and ample pit space.

In 1918 the Company was operating 106 closed passenger cars, six freight and express cars, two line cars, several crane and other work cars, together with welders and other rolling stock. The railroad also had about 100 "baytrucks" or "breezers," as the open cars were called.

For financial reasons the trolley line changed from two-man crews to single operators on August 28, 1918. Several Bixley safety cars were put in service the next year. On these cars the operator could with one motion shut off the power, apply the brakes, sand the track and open the doors. By 1922, one-man passenger cars were used throughout the 106-mile Portland system.

Old Orchard line ceased to operate in 1932, the Isaacson and Yarmouth lines in 1933, Spring Street and East Deering in 1939, South Portland in 1940 and Portland in May 1941. Some of the small branches, including Gorham, South Windham and others, had closed earlier.
For some time after electric cars were introduced in Portland, horses were attached after the last run and the cars hauled up Munjoy Hill to the Beckett Street barn, for no wire had been strung on that particular route.

The first line to be electrified was between Morrill’s Corner and the head of Preble Street. One snowy night Conductor Tom Fielding discovered, as he turned the trolley on the last trip of the day, that the mechanism which held the trolley pole against the wire was broken. Tom climbed on top of the car, shouted for the operator to go ahead, and held the trolley in place during the rest of the trip.

After the Beckett Street barn was no longer used as a working barn, it was converted for storage. Because no working personnel were on duty there, the orders were to pull down all trolley poles and turn off all controllers.

Some of the neighborhood boys found their way in and played streetcar with real equipment. Fares were rung up on the registers and the “motorman” and “conductor” took turns with the “passengers”.

One day someone either left a trolley on, or one of the boys put it on. Immediately a real trip started, right through the doors. The trolley came off, the car stopped in the street and the kids vanished, all in the twinkling of an eye.

Later a cutoff switch was installed on a nearby pole and all remained serene, even when the youngsters came in again. However, one day a company man needing power in the barn closed the switch. A car crashed through, bringing with it the closed door and part of the frame. The culprits were never found.

The Portland and Yarmouth line owned a rotary plow which was borrowed to clear an extra-heavy snowfall on the Cape Division. The route along High Street in Portland was badly hampered by snow pushed back onto the tracks by horsedrawn sleighs, sleds and pungas. The conductor started the fan to clear some of the snow and proceeded down the hill toward Commercial Street. He couldn’t hear the shouts of people on the sidewalks who tried to tell him he was ventilating windows for nearby residents.

The car which attracted the most attention was the parlor car Bramhall, with its luxurious appointments plainly visible as it wended its way toward Riverton, Cape Cottage Casino or Undertwood. Many a famous person was transported within its plush interior before this vehicle finally gave way to the passage of time and was put into the shop. When it came out, it was rechristened Car 500 and the glitter was replaced by conventional accommodations for the general traveling public.

Another notable was the sprinkler car, which filled its spacious tank at various locations, such as at the junction of Bramhall and Congress streets.

On one occasion the sprinkler started an unscheduled trip minus mortal control and ended in the middle of Railroad Square near the Union Railway Station, after knocking over a granite drinking fountain in the square and doing other serious damage on the way down the hill.

Photo girders over Boston-Maine tracks on Gulley Trestle—1917
Strolling through the park

Riverton trolley gate

Original hall at Riverton

Rebuilt hall at Riverton

Skimmers and bowlers at rustic Riverton

Underwood Park and Casino
About seven miles from Portland on the Yarmouth highway, Underwood Park provided a magnificent view of island-studded Casco Bay. The large Casino was built in 1897.

Nightly programs at a natural amphitheater seating 3,500 persons were well attended by the trolley-riding public. An elaborate electric fountain 40 feet in diameter produced beautiful patterns of water sprays and columns illuminated by changing colored lights and accompanied by appropriate music.

A long pier extended into the bay with a pavilion at the end called "The Lookout". Destroyed by fire in 1907, the casino was not rebuilt.

Riverton Park
Riverton, about five miles from Portland at the end of the Forest Avenue-Riverton line, opened June 20, 1896, with great fanfare. Its large casino included a ballroom, dining room, lounge, private dining rooms and spacious verandas. On the grounds were canoes and bicycle houses, picnic shelters, rustic bridges and a park with moose, deer and other animals.

At the outdoor rustic theater seating 2,500 people, celebrated theatrical groups attracted patrons by the thousands, with the line of waiting trolleys often extending the entire length of the tracks.

Two small steam vessels, the Louise and the Santa Maria, carried parties and scheduled runs up and down the Presumpscot River.

In 1921 the park was sold and later the buildings were torn down.

Cape Cottage Casino
Cape Cottage Casino was three miles from Portland at the end of the line near what is now Fort Williams. Built in 1898, the casino overlooked the ocean at a point which is passed by all heavy shipping entering and leaving Portland Harbor.

The price of a round trip from Portland was 20 cents, including admission to the railroad's McCullum Theater nearby.

Wide lawns with a summer house on the rocky promontory, together with broad verandas, provided cooling ocean breezes. The casino was equipped with public and private dining rooms, ballroom and other facilities.

After several successful years, patronage declined, and the buildings were finally demolished.
Fast and Efficient—

THE INTERURBAN

The first through trolley route between Portland and Lewiston was completed in 1902. Passengers boarded their car at Elm Street in Portland for the trip to Yarmouth where they changed to the Portland-Brunswick Railroad. At Brunswick the through passengers changed once more to the Lewiston, Brunswick and Bath Railroad and arrived in Lewiston 42 miles away after three hours of riding and waiting.

In 1907 a group in Portland and another in Lewiston, were planning a direct link between the two cities. The Maine Railroad Commission approved articles of association for the Portland-Lewiston Railroad Company on April 26, 1905, and for the Lewiston-Portland Railroad Company on April 27. Both charters expired in 1907 with no actual progress. A third group from Boston promoted a Portland-Auburn Company in 1906, but did not file.

In 1907, the Portland, Gray & Lewiston Company was formed and a survey completed. Controversy regarding the route through Auburn was finally resolved and on March 23, 1909, application made to the railroad commission.

Grading was begun in 1910 using Italian labor and horse-drawn carts; by 1912, the roadbed had been completed and several concrete bridges constructed.

Brick substations and waiting rooms were built at Danville, Gray and West Falmouth. Power generated at Deer Rips was transmitted to Danville at 10,000 volts and there stepped up to 33,000 volts for use in the other areas.

The trolley wire was of catenary construction for high-speed operation, and sliding shoes were used for pickup instead of trolley-car wheels.

A terminal was built on Middle Street, Lewiston, for use as a barn and office.

Electric Locomotive No. 90 burned in 1923

An interconnection with the Maine Central at Morrills Corner, Portland, served as a transfer point for rails, ties and other supplies and as a point for unloading the cars as they were received. A short interconnection was also made to the Portland Railroad System and a carhouse and shop built between Portland Street and Cumberland Avenue.

In 1912, four cars were ordered from the Laconia Car Company of Laconia, New Hampshire. The cars were stored in a long, temporary wooden building at Morrills Corner until the road was ready for operation. Five more cars were ordered from other companies. Most of the cars were named for flowers: the Arbutus, Gladiolus, Narcissus, Clematis, Azalia and the Magnolia.

The Arbutus made the first trip on June 29, 1914, and on July 10 the line was renamed The Portland-Lewiston Interurban. Androscoggin Electric Company took it over on October 26 of the same year. Androscoggin, which had been formed by the Lewiston & Auburn Electric Company, became a part of Central Maine Power Company in 1920.

Running time between the two terminals was 90 minutes including 11 scheduled stops. The fare was 75 cents and the cars ran hourly.

A motor express service was begun with a terminal on Cross Street, Portland. A locomotive and several motor-freight cars were added to the fleet of snowplows and other work cars.

On June 29, 1933, the last run was made by the Arbutus, which had made the first run exactly 19 years earlier to the day.

Freight car No. 30
A 1906 postcard view of a Winthrop car at the foot of the Western Avenue hill in Augusta on the Augusta, Winthrop and Gardiner Railway.

Commuting to The Capital

The Augusta, Hallowell and Gardiner Railroad, an electric railway, was built in 1890. According to that year's annual report of the road commissioners, the road "...is located through the main streets of Augusta, and extends along the county road, and through the streets of Hallowell and Farmingdale to a point near the passenger station of the Maine Central Railroad at Gardiner."

"The track is laid with steel rails and well secured; the roadbed is generally well graded, but is too narrow in several places, and should be widened and ditched. The bridges are wooden trestles and pile structures, fairly well built. The crossings of the Maine Central Railroad, at the foot of Rine's hill in Augusta and Louden hill in Hallowell are dangerous, and every precaution should be adopted to guard against accidents. The rolling stock is first class.

The company has a good car-house and shop at Hallowell. The road is carefully operated and under good management."

That same year the Company employed 31 persons and operated nine passenger cars. The cars ran on rails that weighed 40 pounds per yard. The report of the following year indicated that the line was operating seven miles of track and in addition had a mile of yard track and siding.

The A. G. & H. was succeeded by the Augusta, Winthrop and Gardiner Railway with a line running out from Western Avenue to Island Park, Baileyville and Maranacook. A branch also extended to Togus where an amusement park operated near the Old Soldiers Home.

The Lewiston, Augusta and Waterville Street Railway was organized on October 23, 1902, and was taken over by Cumberland County Power and Light Company on February 1, 1912, and operated as a subsidiary.

The Lewiston, Augusta and Waterville was one of the four major electric railway systems of Maine. As was true of most larger traction systems, the L.A.&W. consolidated the operations of several smaller lines. Among its predecessors were the Lewiston, Brunswick and Bath Electric Railroad, the Auburn and Turner Railway and the Augusta, Gardiner and Hallowell.

In 1913, the L.A.&W. with 129.2 miles of track served the communities of Lewiston, Auburn, Augusta, Waterville, Bath, Brunswick, Freeport, Yarmouth, Topsham, Lisbon, Minot, Mechanic Falls, Turner, Webster, Litchfield, Wales, South Monmouth, Gardiner, Farmingdale, Hallowell, Manchester, Winthrop, Chelsea (Togus), Vassalboro and Winslow.

In 1919 the system was reorganized as the Androscoggin and Kennebec Railway. During the road's most successful years, residents en route favored for a day's outing the triangular trip by steamboat from Augusta to Bath, trolley to Lewiston and from there back to Augusta. Those who started the trip from the Lewiston-Auburn area frequently stopped at the old New Meadows Inn for a shore dinner.

The Winthrop branch was discontinued in the early Thirties when the rebuild of Western Avenue due to the construction of the state airport at Augusta would have required a large capital expenditure for the line to continue operations. By this time the entire A.&K. system was feeling the pinch of automotive competition and other branch lines were dropped, one by one.

Extra Service
Riverside Drive

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<th>Car Leave Augusta</th>
<th>Car Leave Bangor Road Station</th>
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Androscoggin and Kennebec Railway Company

Augusta, Winthrop & Gardiner Railway

Augusta, Maine

Passenger Earnings for
Augusta, Maine

| Car Hours of Run | Miles Run | Days in Runs | Togus
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AUGUSTA LOCAL
AUGUSTA & GARDINER WINTHROP & TOGUS

AUGUSTA, WINTHROP & GARDINER RAILWAY

Days Ending
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South from Portland

The 90-mile network of the Atlantic Shore Line was the second largest electric transit system in Maine. Known as the "Sea View Route" it operated for the most part over private right-of-way. Its lines extended from Kittery to Biddeford and inland to Sanford and Springvale.

At one time the line ran into Dover, New Hampshire, and operated a ferry across the river between Portsmouth and Kittery.

The Atlantic Shore Line was the result of the merger of four smaller lines: the Mousam River Railroad; Sanford and Cape Porpoise Railroad; Portsmouth, Kittery and York Street Railway; and the Portsmouth, Dover and York Street Railway. The first of them to begin operations was the Mousam River, which connected Sanford and Springvale on March 12, 1889.

A large proportion of the railroad's business was seasonal, making it difficult for the line to make a profit on its investment and it went through several reorganizations. In 1916 the Portsmouth, Dover and York was divorced from the rest of the system and soon went out of existence. In 1922 the Atlantic Shore Line was sold to a group of its bondholders, and the name changed to York Utilities Company.

Gradually the various lines of the electric railroad were either abandoned or converted to bus operation. On April 1, 1947, the last regular passenger run was made between Sanford and Springvale. The freight business was sold to the Sanford and Eastern Railroad, a Diesel line.

At one time the Sea View Route was a vital link making possible a trolley trip from Portland to Boston in 10 hours and continued trolley travel as far south as Philadelphia.

Official Time Table

ATLANTIC SHORE RAILWAY

In Effect June 29, 1912

Ex

Connecting
Portsmouth, Dover and Salmon Falls, N. H.
Elliot, South Berwick, Kittery, York, York
Beach, Ogunquit, Wells, Kennebunk
and West Kennebunk, Sanford,
Springvale, Kennebunkport,
Cape Porpoise and
Biddeford, Me.

Connecting at
Biddeford with cars for Old Orchard, Port-
land and points east; at Dover for
Rochester and Somersworth, and
at Portsmouth for Rye and
Hampton Beaches,
Newburyport,
Boston

General Office: Kennebunk, Maine
L. H. McCRAY, General Manager
The Atlantic Shore Railroad, Maine

Automobiles, Trucks, Buses

Take The Place Of The Electric Lines

During the Twenties and the Thirties, the convenience of point to point travel by automobile rapidly captured the imagination of the restless American public. Each year more and better paved highways allowed the ever-increasing number of cars and trucks to find their way to more and more places.

During the Thirties the gasoline-powered vehicle had achieved so pronounced a place in the national economy that electric railways by the score could no longer operate profitably. Many railways were abandoned.

Not only were railway stockholders and employees concerned about the shift in America’s travelling habits, but many civic-minded citizens were equally concerned.

During the late Thirties a Portland newspaper spoke the following editorial words: "Streetcars should be patronized at all seasons of the year in order to allow the company a chance to pay for the big cost of upkeep and for the power used. It is a fact that the running costs of a road are practically as high when carrying few as it is when the line is carrying capacity amounts of freight or passengers or all freight. The local electric lines must depend entirely upon people that they carry."

However, by 1939 the streetcar system in Portland could no longer operate efficiently. In that year the first bus was put into operation. At the time, the system consisted of 45 trolley cars plying about 40 miles of streets, according to the February 1943 issue of The Exciter.

By 1942 the buses carried total passengers equal to double the population of New England. Riders were averaging 72,000 per day; in normal times Portland's population was 70,000. An average day's running was about 8,500 miles, or the distance around the world every two and two-thirds days. To be sure, the great influx of traffic at this time was due in part to the requirements of World War II.

It was in December 1944 that CMP divested itself of the bus system, which at that time consisted of 88 buses serving greater Portland.
New England Electric Railway
Historical Society

This year marks the twentieth anniversary of Maine's trolley museum, the world's oldest and largest museum devoted exclusively to the preservation of electric railroad equipment. Since the Seashore Electric Railway opened in Kennebunkport in 1939 with a single streetcar, more than 65 cars have been obtained for the collection. Many were gifts from transit companies and municipalities; others were purchased for scrap value by interested individuals and donated to the museum; still others were purchased with the limited funds that the museum has available.

The latest additions include an 1880 horsecar from New Bedford, Massachusetts; a double-decker tram from Liverpool, England, the last one to run in that city; a cable car from Dunedin, New Zealand; and a switching locomotive from the Dragon Cement Company at Thomaston.

Seashore is the name of the operating part of the New England Electric Railway Historical Society, an organization some 800 members strong.

Most of the work of building the museum, trackage, and facilities and of gathering, restoring, and maintaining the cars has been done by society members who volunteer their services on weekends and during vacations.

The street railway museum consists of two separate developments, connected by about four miles of right-of-way, most of which is on the old roadbed of the Atlantic Shoreline Railway.

Adjacent to Route 1 at Kennebunkport is located Seashore Junction, also known as The Terminal. Here visitors can enjoy open trolley rides over a half-mile loop during the summer months. There is also a 400-foot exhibition siding. A small charge is made for rides, but admission to the grounds is free. Some of the choicer cars are on exhibition at Seashore Junction.

The Arundel Shops are located on the Log Cabin Road which leads off Route 1. At the shops is stored most of the rolling stock of the railway museum. Here the repair and restoration of the museum pieces is performed. Power plants are located at both Seashore Junction and the Arundel Shops.

The properties are open to visitors daily during the summer season, and on weekends the rest of the year. Persons desiring to visit the museum or ride the cars at times other than those published in the schedules may make advance arrangements. Last year an estimated 25,000 electric railroad fans visited Seashore.

The society hopes at some future time to lay trackage to connect the roadbeds of Seashore Junction and Arundel Shops. Members dream of the day when an entire village of the trolley-car era will be a part of their display. Museum and library buildings to house the memorabilia of trolley-time are also on the sometime-in-the-future agenda.

Although there are vacancies within the scope of the collection, even now it illustrates the many stages of development of street and interurban railways. Included are examples of horse and cable cars, the rapid development of electric traction in the 1890's, the bigger cars after the turn of the century, specialized types used in different cities and the newer designs which were developed during World War I and after that time. Cars now in the collection range in age from those built in the 1870's to the more recent which were constructed in the 1920's.
Serving The Traveling Public

Half a century has passed since the street-car lines dominated the urban transportation field. Each year more of the landmarks of the trolley car era disappear: car tracks are torn up, buildings razed and records lost or destroyed. The ranks of people who built the lines and operated them are thinning.

In this Exciter Magazine are fragmentary reports of street railroadings in the area which is now served by Central Maine Power. These sketchy references are designed only to try to recreate in a few pages a bit of the aura of the trolley cars, to create a bit of nostalgia in our old railroaders and to recognize a part of the heritage of our modern electric industry.

Coin Collection
Taken by Wallace Patterson
for Fares on The W.F. & O.

One or two of the minor lines mentioned may not be a part of the corporate lineage of this Company. However, each contributed to making possible today's integrated power system, for together they fostered a demand and a market for electric energy that made possible the rapid technological advances in power engineering. Many small lines which existed at one time or another are not mentioned. There just isn't room to tell the full story.

In the excitement of promoting the new mode of transportation, every community of any size wanted its own street-car line. Companies were formed, charters and franchises granted and not a lick of track laid in some instances. Probably more lines were contemplated and not built than were actually constructed.

1837 1 penny
1901 silver dollar
1936 1 penny
1907 1 cent
1864 1 cent
1864 20 cent piece
1883 nickel
1910 1 cent
1863 "The Flag of Our Union"
1891 "If Anybody Attempts to Tear It Down . . . Shoot Him . . . On the Spot" DJX
1837 1 cent
1905 1 cent
1830 10 cent piece
1868 III cent piece
1910 10 cent piece
1886 3 cent piece
1852 III cent piece
1907 5 cents
1832 5 cents
1893 Half dime
1892 5 cents

Bank of Upper Canada token
United States
Great Britain
Canada
New Brunswick
New Brunswick
United States
Estados Unidos Mexicanos
"If Anybody Attempts to Tear It Down . . . Shoot Him . . . On the Spot"
United States (Eagle)
United States (Indian Head)
United States
United States
United States
Strains Settlements
Great Britain
United States
Canada
United States
Hong Kong
Probably the most celebrated passenger to be carried on a Maine trolley was former President Theodore Roosevelt. On August 18, 1914, he travelled the length of the Interurban making short speeches from the rear platform at all stopping places. This is believed to be a picture of him (exact center of the group standing on the ground) and of his travelling companions.

Because so much material was made available for the Electric Railroad Edition of the Exciter Magazine, publication has been long delayed. Sorting, classifying and selecting the pictures and information contributed by former electric railroaders and by trolley car fans was a major project.

Original photographs, scrapbooks and other memorabilia have been returned to contributors. All other source material will be given to the Historical Committee of the Central Maine Power Old Timers Club.

The idea for this tribute to our trolley era originated with former editor Charles F. Treat. Much of the research was done by Norman W. Thurston. Mary C. Rollins of The Exciter office supplied the necessary secretarial help. The names of others who made contributions are listed on the facing page. To them and to all who made possible this historical review, "Thank You".

— Raymond L. Bond, Jr., Editor

Contributors

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Portland Public Library
Lloyd Sherwood

Walter Sullivan
Harold Tuttle

Waterville Public Library
Millard F. Wescott

For those readers who may wish to be numbered among the growing band of trolley car enthusiasts, there are several sources of information in addition to local libraries and newspaper files.

Mr. O. R. Cummings of Manchester, New Hampshire, has written a number of excellent histories of Maine trolley lines. Several of them have appeared in issues of "Transportation,"

which is the official publication of the Connecticut Valley Chapter of the National Railway Historical Society, Inc.

Back issues of "Railroad Magazine" and of several model railroading publications have carried trolley car lore.

For those who want to see the real thing, there are the museum at Kennebunkport and two museums in Connecticut devoted to electric cars.