



Vol 16

THE MAIN LINE



No 10

*The Monthly Bulletin
of the New England Electric Railway Historical Society Libraries*

December 2024



Goings On at Seashore —

Seashore's 2024 season came to an end with the very popular Christmas Prelude events.

Seashore Trolley Museum's Model Railroad Building will be open all winter and spring long, every Thursday-Saturday from 10AM-4PM. If the week is a school vacation week in Maine or New Hampshire, it will also be open the Wednesday of that week from 10AM-4PM. Trolley operations will resume for members on Saturday, April 26 and for the general public on Saturday, May 3, 2025.

Seashore on the "world stage" -

On December 17th Jim Schantz gave a very interesting presentation of Seashore's history and ongoing activities to the Turin (Italy) Historical Tramways Association (ATTS). ATTS has a primarily European membership but its overall membership is worldwide. ATTS acquires and restores cars from Italian cities and elsewhere in Europe then operates them on Turin's streetcar system. Jim's presentation to one of ATTS's regular ZOOM meetings was at the request of an ATTS leader who had visited Seashore in May. The presentation was most interesting and very well received.

For additional event information and ongoing museum information throughout the year be sure to check: <https://trolleymuseum.org/events/>



Do You Recognize ?

Last Month's Do You Recognize-

Last Month's operation was a bit more complex at it involved two electric lines operating at the same time and intertwined by a partial lease of one



No.#3 - Freight Motor - American Car Co. 1906

by the other. The first being an electric railroad, initially narrow gauge that began as a horse and mule powered railway in 1874 named the Street Railroad Company. This system was renamed the Stockton Electric Railroad in 1891 with the first electric cars operating on 15 July 1892. The system was converted to standard gauge during 1905-1906.

In 1902 the Stockton Electric Railroad Company sold three-fourths of its stock to Henry H. Huntington of the Southern Pacific Railroad Company. The Southern Pacific eventually got complete ownership of the streetcar company. for approximately \$125,000.

The second electric line - the the Central California Traction Company - was incorporated on 7 August 1905 as a second streetcar line for the citizens of its origin city and an alternative to the existing narrow gauge Stockton Electric Railroad. Electric passenger service began on 1 September 1907 with local trolley service competing with the above mentioned electric railroad and interurban service in direct competition with a major steam railroad. In August of 1910 the line had reached the city that would be its end point and passenger trains began through service. Freight service followed with



No.#88 - Passenger Motor - St. Louis Car Co. 1925

merchandise, livestock, and produce (primarily grapes, strawberries, and sugar beets). At its peak, this interurban was operating 36 passenger trains a day.

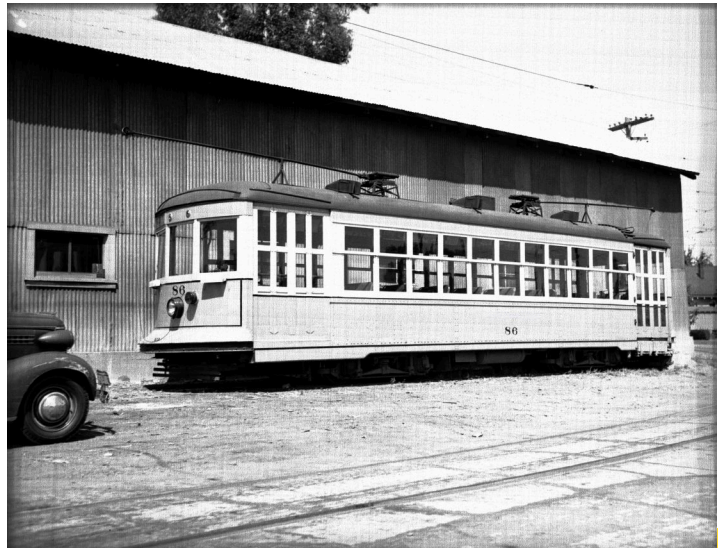
The Central California Traction Company used overhead wires in the cities served while power between the cities was fed by a covered third rail energized at 1200 volts DC while the cities were serviced with 600 volts DC by catenary. It became evident that there was not the demand for the two trolley operations and on 22 May 1915 the trolley operations



No.#6 - Freight Motor - Company Shops 1921

were merged through the Stockton Electric Railroad leasing the trolley trackage of the Central California Traction Company while the traction company focused on its interurban passenger and freight operation

In 1928 there was an attempt to sell Central California Traction to competing Southern Pacific Railroad. A struggle for control by three major steam railroads,



No.#86 - Passenger Motor - St. Louis Car Co. 1925



No.#24 - Locomotive - Second Hand 60 Ton - Baldwin-Westinghouse 1944

WP, ATSF, and SP, was decided in 1936 when the Interstate Commerce Commission awarded the three railroads shared control of the interurban. With the impact of the Great Depression and the struggle for control the interurban fell on hard times and on 4 February 4 1933 the interurban operated

its last passenger train.

Freight operations continued under wire until 1946 when the move from electricity to diesel was begun with the purchase of two GE 44-tonners. On 24 December 1947 the line completed dieselization. The traction company still operates residual freight operations, partially over a portion of the original route and some leased trackage.

The urban streetcar service survived until 28 September 1941 when the electric railroad, sold to Pacific City Lines for \$1.5 million in 1939, was converted to buses. In fact the terminus city, Sacramento, for the interurban was also served by trolleys of an energy and railway company, Pacific Gas & Electric, from 1906 through 1943 when it sold these services, converted to bus in 1947.



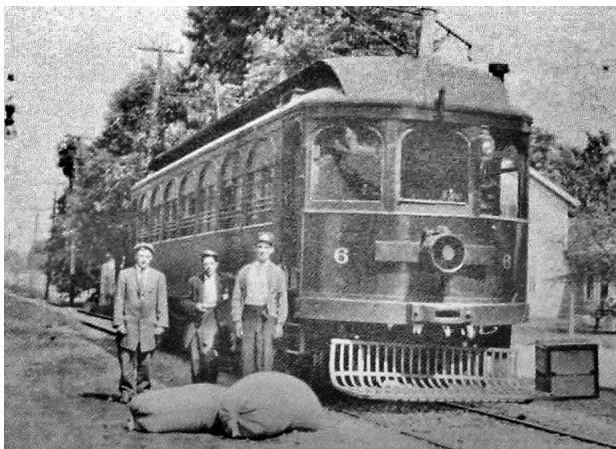
No.#10 - Freight Motor - Cincinnati Car Co. (1930)
Acquired Second Hand in 1938 with two other similar units
(Nos. # 8 & 9)

The images in our collection were taken in the 1937-40 range so the traction company was out of the passenger business and the electric railroad in its final years.



This Month's Do You Recognize-

This month's interurban railway was incorporated in 1901 and began service in 1903 with a 34 mile line and in 1905 another 22 miles was constructed. The ambition for the line as indicated by its original name and the subsequent two additional names occasioned by receivership and sale was to extend into an adjoining state. Several plans were put forth to extend from the 1905 terminus to that goal but none came to fruition.

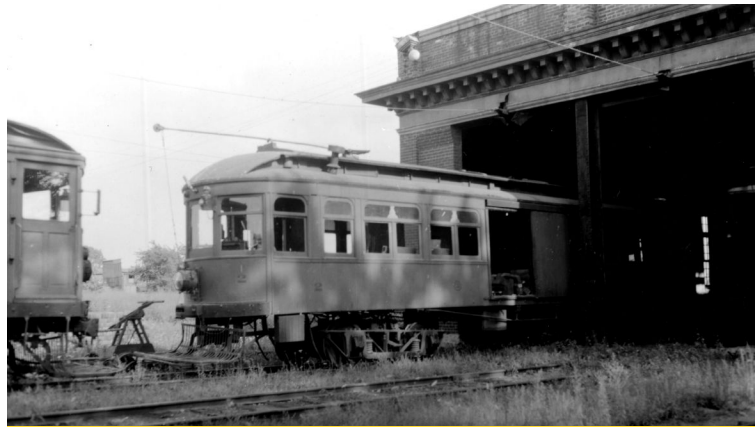


No. #6 - John Stephenson Company (1903)

Two of the plans would have resulted in the line ending in the city where a river originates that ends where this interurban began. The river flows in

the opposite direction from the extensions of the interurban - but this is a decent hint. The interurban roughly paralleled the river although the roadbed was anywhere from adjacent to about 15 miles north of said river. Also, the river's name is an anglicized spelling of the Odawa Indian name for the adjacent Miami tribe.

The line was parallel to a major class one steam road



Car No. #2 later in life

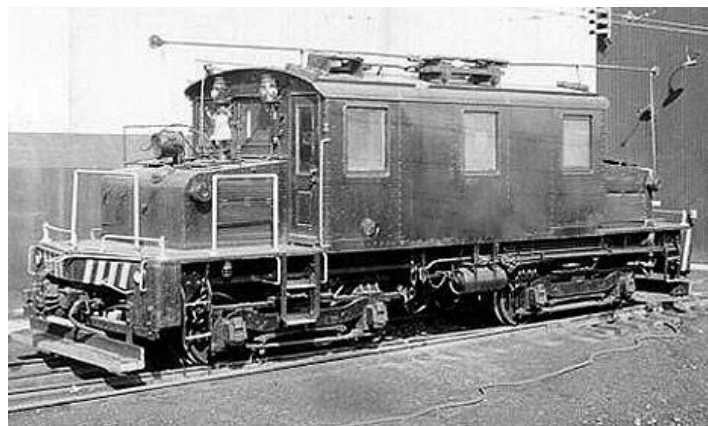


No. #54 - JG Brill (1915)

and interchanged carload freight with the railroad. While not major in the sense of tonnage the freight revenue was important to the interurban's bottom line. The interurban cars provided more frequent schedules, more passenger stops, and were less expensive than the steam road. Prior to the rise of the automotive era and improved roads the interurban was an attractive

mode. In addition the company's generating station provided electricity to many of the communities served by the line.

The "Railway" was profitable but the owners managed to get into a squabble over stock ownership and this ultimately forced the line into receivership in 1907 and renamed as a "Traction Company". In 1910 it was sold to a New York investor and yet again renamed, this time as a "Railroad" that it kept until it closed.



No. #80 - Baldwin-Westinghouse (1915)

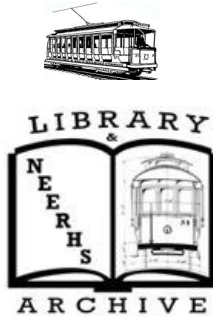
By the mid-1930s the impact of the depression was in full swing and at the same time motor

vehicle competition was on the upswing. In 1935 the lines lost access over a local city line (abandoned) into its home city and was forced to have its terminus on the outskirts. The line limped on for another four years with the end of service coming in October 1939. At the end there were only four



No. #80 - Baldwin-Westinghouse (1915)

trips a day operating over the line and it had experienced operating losses for 13 of its last 16 years.



Library Committee

Library Committee

The next Library Committee meeting followed by a workshop is scheduled on January 11, 2025 from 10AM -2PM.

The next Library Committee workshop is scheduled on February 8, 2025 from 10AM -2PM.

The Library Committee's meetings on Saturdays are held from 10AM - 2PM with start times adjusted seasonally to weather and traffic. The meetings are on a bimonthly basis on the odd months followed by a workshop with standalone workshops from 10 AM-2 PM on the even months. Start times are adjusted seasonally - Updated information will be forthcoming as available.

The Wednesday Evening Workshops are still cancelled - hopefully resumption in the future. There is also discussion of possible additional workshops.

For further information/questions concerning the Library please contact Karen Dooks (781-799-5868).

By Karen Dooks, Chair

Meeting Dates for 2025 with Business Meeting followed by workshop:
Jan 11; Mar 8; May 10; July 12; Sept 13; Nov 8

Workshop Dates for 2025: Feb 8; Apr 12; June10; Aug 9 ; Oct 11; Dec 13



Links:

More than 1000 of the images are accessible online = https://digitalmaine.com/trolley_images/

Seashore Library On-Line Resources -

A library resources page originally developed by Amber Tatnall dealing with useful and interesting resource material including, among other things, links to some three decades of the Street Railway Journal and the Electric Railway Journal on line is located at on line resources:

<https://virtual.yccc.edu/c.php?g=238406&p=3225494&preview=7b52901d1f51db2b76cb2a141ca8589c>

or this handy tinyurl works as well: <http://tinyurl.com/zwhndoe> The Library has uploaded material to the various sections of DigitalMaine - The DigitalMaine Repository is a partnership of the Maine State Library, Maine State Archives and community institutions around the state.

The uploads to the new documents area are quite fascinating as they allow you to literally leaf through the documents.

https://digitalmaine.com/trolley_museum/
https://digitalmaine.com/trolley_blueprints/
https://digitalmaine.com/trolley_images/
https://digitalmaine.com/trolley_documents/

Please remember when sending donations for the library to note that it is for Library Development – Fund 951.

The Main Line - **Availability** If you are not on our direct distribution list and would like to be, please drop a note to TheMainLine@ramsdell.com . You can also find the most recent (18 +/-) issues on the museum's website at: <https://trolley-museum.org/seashore-trolley-museum-library/library-newsletter/> Note: The most recent issue generally is available on the above site within two or three days of publication.

Regards,

Ed Ramsdell, Editor

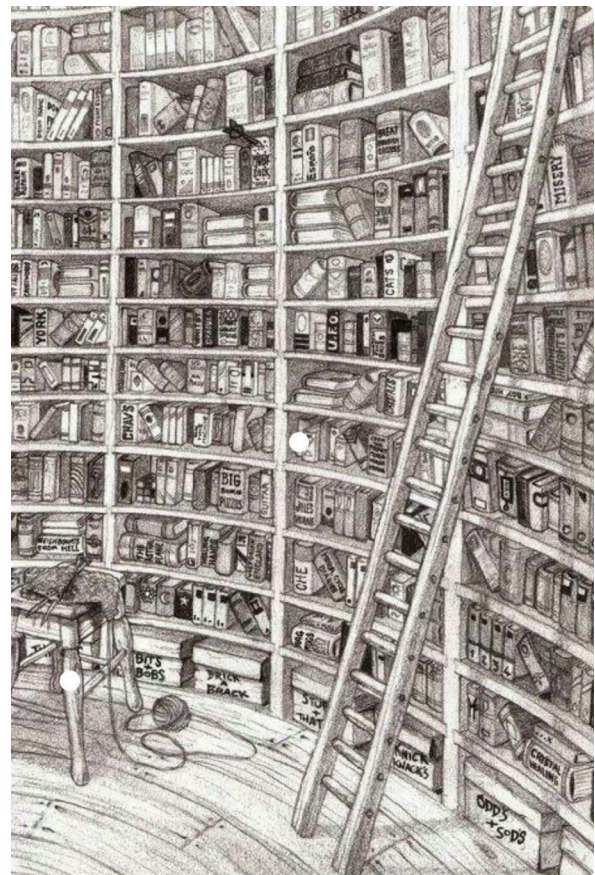
The Main Line

~~TheMainLine@ramsdell.com~~ (Temporary: eramsdell@comcast.net)

<http://www.trolley-museum.org>



The McGraw Electric Railway Directory for Aug 1919 is a semi-annual (Feb & Aug) detailing of electric railways in the United States, Canada & Mexico published by McGraw-Hill. These directories are most interesting to peruse and useful in research. The following is an example excerpted from the directory as it pertains to the State of Maine.



MAINE.

AUBURN. 16,398 (1916).
(See No. 376.)

AUGUSTA. 14,170 (1916).
(See No. 377.)

BANGOR. 26,669 (1916).
371—Bangor Ry. & Electric Co.—
Office, 84 Harlow St. (Graham Bldg.)

61

MAINE

(Consolidation of Bangor, Orono & Old Town Ry. Co., Bangor, Hampden & Winterport Ry., Old Town Electric Co., Public Works Co., Penobscot Water & Power Co., Brewer Water Co. and Bangor & Northern R. R. Co.) (Controls through stock ownership the Bangor Power Co., the Bar Harbor & Union River Pwr. Co. and the Orono Water Co.) (Connects Bangor, Brewer, Old Town, Orono, Veazie, Milford, Hampden, Kenduskeag, Corinth and Charleston.)

Pres., E. C. Ryder..... Bangor

Gen. Mgr. {
V. Prests. { Edward M. Graham " "
Frank Silliman, Jr. 321 Chestnut St., Philadelphia, Pa.

Sec. & Treas. Howard Corning.... Bangor

Andr. C. A. Pearson, Jr., Philadelphia, Pa.

Supt. Ry. C. H. Johnson..... Bangor

Supt. Wtr., H. T. Sparks..... "

Asst. Mgr., Robert A. Hadden... "

Pur. Agt., Fred. H. Libby..... "

Claim Agt., Gen. Fgt. & Pass. Agt. H. W. Daggett..... "

Ch. Engr., Signal & Elec'l Engr. Phifer Smith..... "

M. M., H. B. Baldwin..... "

Ch. Engr. Pwr. Sta. G. A. Hathorn... Veazie

Roadmaster, D. J. Cullinan..... Bangor

Power sta. equip. 2 d. c. G. E. tot. 460 kw; 6 a. c. G. E. tot. 2610 kva. 3 ph. 60 cys;

2000 hp. e. Becke., McI. & S. Cor; 1800 hp. b. Stlr., Cahall R; 3260 hp. turb. (wtr.)

Lef., Smith, McC, Hunt, Holmes; trans. volt. 6600-13200 v; trolley volt. 600 v.

Energy also purchased from Bangor Pwr. & Bar Harbor & Union River Pwr. Co.

8 sub-stas. tot. cap. 4606 kw; 2 rot. conv;

2 mo. gen. sets.

Power sta. at Veazie (no P. O.); repair shops at Bangor.

65.91 miles; 4-8 1/4 g; 57 motor pass,

4 fgt. motor, 24 fgt. without motors and 13 service cars. (Company does a general lighting business in Bangor and vicinity.)

BATH. 9,596.

(See No. 377.)

BETHEL. 1,980.

(See No. 375.)

BIDDEFORD. 17,665.

(See also No. 384.)

372—Biddeford & Saco R. R. Co.

—Office, 11 City Square. (Operates between Saco, Biddeford (where connection is made with Atlantic Shore Ry. and Old Orchard.)

Pres. C. H. Prescott..... Biddeford

Sec. & Treas. E. F. Lord..... "

Supt. C. M. Durell..... "

Energy purchased.

Sub-sta. at Saco.

8.25 miles; 4-8 1/4 g; 20 motor pass., 4 other motor and 3 other cars. 59

CALAIS. 6,616.

373—Calais Street Ry.—Office, 19 N. St. (Line extends into Canada (3 miles) under the name of the St. Stephen Elec. Ry.) (Connects Calais, Me., and St. Stephen and Milltown, N. B.)

Pres. Geo. A. Curran..... Calais

Sec., Treas. & Gen. Mgr. Ben. Y. Curran..... "

Supt. & Ch. Engr. C. F. Pray..... "

Power sta. equip. 2 d. c. G. E. tot. 300 kw; 2 a. c. G. E. tot. 200 kw, 2300 v. 3 ph.

60 cys; 200 hp. e. Ball; 200 hp. b. Cungh; 800 hp. turb. (wtr.) Smith; trolley volt. 550 v.
 Power sta. and repair shop at Calais.
 6.59 miles; 4-8½ g; 8 motor and 2 other cars. (Co. sells energy for motor load in Calais and St. Stephen.) 118

CAMDEN. 3,015.
 (See No. 383.)

CARIBOU. 5,377.
 (See No. 381.)

FAIRFIELD. 4,435.
 (See also No. 386.)

374—Benton & Fairfield Ry. Co.—
 Office, Fairfield. (Connects Fairfield and Benton Falls.)
 Pres. Sidney Mitchell,
 171 Madison Ave., New York, N. Y.
 Sec. C. E. Daniels,
 171 Madison Ave., New York, N. Y.
 Mgr. H. J. Madigan.....Fairfield
 Supt. W. A. McAuley....."
 Power sta. at Fairfield; repair shops at Benton Falls.
 4.8 miles; 4-8½ g; 3 motor and 5 other cars; 1 snow plow. ★59

374a—Fairfield & Shawmut Ry.—
 Office, Fairfield. (Connects Fairfield and Shawmut.)
 Pres. & Gen. Mgr. Geo. G. Weeks..Fairfield
 Sec. H. D. Eaton....."
 Treas. L. G. Whipple....."
 Supt. Edw. Prue....."
 Energy purchased from Central Maine Pwr. Co.
 3.3 miles; 5-6 g; 3 motor pass. and other motor cars. 59

FREEPORT. 965.
 (See No. 377.)

FRYEBURG. 540.

375—Fryeburg Horse R. R. Co.—
 Office, Fryeburg. (Connects Fryeburg, Stow, Lowell, Stoneham, Albany, Greenwood, Bethel, Brownfield, Hiram, Porter and Cornish.)
 Pres. Geo. E. Macomber.....Augusta
 Treas. Emma C. Farrington....Fryeburg
 Gen. Mgr. & Clk. F. R. Fife...."
 Reaches W. Oxford Agricultural Society Grounds.
 3 miles (horse); 4-8½ g; 6 cars. (Operation suspended.) 59

KENNEBUNK. 3,099.
 (See No. 384.)

KENNEBUNKPORT. 2,130.
 (See No. 384.)

KITTERY. 3,533.
 (See No. 384a.)

LEWISTON. 27,809 (1916).

376—Androscoggin Electric Co.—
 Office, 100 Main St., Lewiston. (Consolidation of Lewiston & Auburn Elec. Lt. Co. and Portland-Lewiston Interurban R. R. (organized as Portland, Gray & Lewiston R. R.) (Connects Portland, Falmouth, Gray, New Gloucester, Auburn & Lewiston.)
 Pres. Wm. T. Cobb.....Rockland
 Clk. Josiah H. Drummond,
 396 Congress St., Portland
 Treas. Frank H. Bradford
 Union Mutual Bldg....."

Audr. Frank B. Fish
 120 Exchange St., Portland
 Gen. Mgr. & Pur. Agt.
 Fred D. Gordon.....Lewiston
 Supt. R. H. Stone....."
 Power sta. equip. 7 a. c. G. E. tot. 5800 kw. 10,000 & 2300 v. 3 & 2 ph. 60 cys; 1,500 kw. turb. (stm.) G. E.; 1036 hp. b. Helne; trans. volt. 10,000 v; trolley volt. 550 v.
 Pwr. stas. at Deer Rips, Barker's Mills, Littlefields and Lewiston.
 30.76 miles; 4-8½ g; 8 motor pass. 2 other motors and 8 other cars; 1 elec. loco. (Co. does general lgt. & pwr. business.) 118

377—Lewiston, Augusta & Waterville St. Ry.—Office, No. 1 Lisbon St. (Owns and operates city and interurban lines extending from Waterville through Augusta (at which point lines branch to Winthrop and Togus), Gardiner, Sabbathus and Lewiston; from Lewiston extends to Lisbon Falls and Topsham to Brunswick, at which point lines extend to Bath on the east and on the west to Yarmouth, where connection is made with the Portland R. R. Co.)
 Recvrs. Wm. Newell & Alfred Sweeney.
 Pres. Wm. M. Bradley.....Portland
 1st V. Pres.

Frank Silliman, Jr....Philadelphia, Pa.
 2d V. Pres. Herbert L. Clark.."
 3d V. Pres. A. H. Ford.....Portland
 Treas. & Clerk, C. F. Berry....."
 Asst. { C. A. Pearson, Jr.
 Treasars. { Philadelphia, Pa.
 { G. E. Fitz.....Lewiston
 Gen. Mgr. Alfred Sweeney....."
 Gen. Fgt. Agt. F. E. Wood.....Portland
 Asst. Fgt. Agt. R. E. Halliday..Lewiston
 Elec. Engr. F. W. Emery....."
 M. M. R. T. Langlan....."
 Supt. Track, Wm. Blake....."

Supts. { (Lewiston Div.) Wm. Tourigny
 { (Augusta Div.) G. W. Bowrie
 Trans. { (Bath Div.) Parker Lewis
 { (Freeport Div.) E. L. Varney

Power sta. equip. 1 d. c. G. E. tot. 200 kw; 1 a. c. West. 300 kva. 400 v. 3 ph. 25 cys; 1200 hp. e. Cor. Rus 550 hp. b. Robb. Eng. Co.; trans. volt. 10,000-19,100-22,000 v.; trolley volt. 600 v. 10 sub-stas. tot. cap. 4000 kw; 11 rot. conv; 3 mo. gen. sets.
 Energy purchased from Central Maine Power Co., Waterville; and Androscoggin Elec. Co., Lewiston.
 Power sta. at Hallowell; repair shops at Lewiston, Augusta, Freeport and Bath
 Owns Lake Grove Park, Auburn, and Island Park, Augusta.
 165.653 miles; 4-8½ g; 106 motor pass 10 fgt. motor, 46 fgt. without motors, 3 service and 53 other cars. (Co. does lighting and power business in Freeport.) ★54

NORWAY. 3,002.

378—Oxford Elec. Co.—Office, Norway. (Formerly Norway & Paris St. Ry Co. Connects Norway & So. Paris.) (In March 1916, purchased the Mechanic Falls Elec. Lt. Co.) (Controlled by Maine Rys. Lt. & Pwr. Co.)
 Pres. Wm. T. Cobb.....Lewiston
 Clk. Josiah H. Drummond....."
 Treas. F. H. Bradford....."
 Audr. E. J. Thompson....."
 Gen. Mgr. Fred D. Gordon....."
 Supt. & Pur. Agt. H. B. Young..Norway
 Power sta. equip. 2 d. c. T.-H. tot. 1½ kw. 500 v; 5 a. c. G. E. Westg. tot. 410 kw. 2200 v. 2 ph. 60 cys. and 2300 & 550 v. 3 ph. 60 cys; 650 hp. e. West, Cor., A. & S; 750 hp. b. Erie, Portland; 866 hp. wtr. wh. Hunt; trolley volt. 550 v.
 Power stas. at Norway, Mechanic Falls and So. Paris; repair shops at Norway and Mechanic Falls. glc

2.13 miles; 4-8½ g; 6 motor pass., 1 other motor and 1 other car. (Co. does lighting and power business.) (Operations discontinued.) 59

OLD TOWN. 6,817.

(See No. 371.)

PORTLAND. 68,867 (1916).

379—Cumberland County Pwr. & Lt. Co.—Office, 453 Congress St. (Operates under lease the Portland R. R. Co.) (Controls, through stock ownership, York County Pwr. Co.) (Owns Consolidated Electric Lt. Co., Westbrook Elec. Co., Portland Lgt. & Pwr Co. and Portland Electric Co.) (Does the entire elec. lgt. and pwr. business in the city of Portland and adjacent communities. Its controlled companies operate the street railway systems of Portland and So. Portland with suburban lines to Westbrook, Gorham, So. Windham, Cape Elizabeth, Old Orchard, Saco and Yarmouth, where connection is made with the lines of the Lewiston, Augusta & Waterville St. Ry., extending to Brunswick, Bath, Sabuttus, Lewiston, Gardiner, Augusta and Waterville; also the elec. lt. and pwr. business of Biddeford, Saco, Old Orchard, Kennebunkport, York Harbor, Alfred, Sanford, Springvale and Freeport, and the gas business of Biddeford and Saco.)

1st V. Pres. A. H. Ford..... Portland
2d V. Pres. P. G. Gossler
62 Cedar St., New York, N. Y.
3d V. Pres. Frank Silliman, Jr.
321 Chestnut St., Philadelphia, Pa.
Treas. & Clerk, Chas. F. Berry... Portland
Gen. Supt., G. T. Fisher..... "
Asst. to Gen. Mgr.
Alfred Sweeney..... Lewiston
Ch. Engr. & Asst. Gen. Mgr.
Geo. E. Haggas..... Portland
Supts. { Equip. A. C. Jordan..... "
{ Track F. H. Knight..... "
{ Transp. Geo. M. Todd.. "
Pur. Agt. Burton W. Shaw..... "
Claim Agt. F. S. Briggs..... "
Gen. Fgt. Agt. F. E. Wood..... "

Power sta. equip. 19 d. c. G. E. tot. 6210 kw; 17 a. c. Allis C West. tot. 15,485 kw. 2900 & 10,000 v. 3 ph. 60 cys; 8628 hp. e. Allis-C, Prov; 5070 hp. b. Bab. & W; 1000 kw. stm. turb. G. E; 19,400 hp. wtr. turb. Smith, Allis-C; trans. volt. 88,500 v; trolley volt. 550 v.

Power stas. (stm.) at Forest Ave. & Plum St., Portland and South Portland; hydro-stas. at Bonny Eagle, West Buxton, North Gorham and Hiram Falls; repair shops at St. John St., Portland.

Owns and operates Riverton Park and Cape Cottage Park.
106,608 miles: 4-8½ g; 219 motor pass., 8 trail pass., 8 fgt. motor, 10 fgt. without motors and 39 service cars. ★59

380—Maine Rys., Lt. & Pwr. Co.—Office Union Mutual Bldg. (Controls Oxford Elec. Co. and Rockland Thomaston & Camden St. Ry.)

Pres. Wm. T. Cobb..... Rockland
Clerk, Jo-lah H Drummond. . . Portland
Treas. Frank H. Bradford..... "
Audr. Frank B. Fish
120 Exchange St. " 59

PRESQUE ISLE, 5,179.

381—Aroostook Valley R. R. Co.—Office, Presque Isle. (Connects Presque Isle, Crouseville, Washburn, Sweden and Caribou.)

Pres. & Gen. Mgr. A. R. Gould. Presque Isle
V. Pres. & Pur. Agt. L. E. Gould "
Sec. C. F. Daggett..... "
Treas., Claim Agt. & Gen. Fgt. & Pass. Agt. H. N. Crandall "
Gen. Supt. & Ch. Engr.
M. S. W. Dingwall..... "
M. M., D. W. Wilder..... "
Energy purchased from Gould Electric Co.; trans. volt. 11,000 v. a. c; trolley volt. 1200 v. d. c.

2 sub stas. tot. cap. 800 kw; 4 rot. conv. Sub stas. at Munson Hill and Caribou; repair shops at Presque Isle.
Company owns Aroostook Valley Park. 38.14 miles; 4-8½ g; 4 motor pass., 2 trail pass. and 1 service car; 1 elec. loco. ★59

ROCKLAND. 8,186.

382—Rockland, So. Thomaston & St. George Ry.—Office, 320 Main St. (Road dismantled.) ★59

383—Knox County Electric Co. (Formerly Rock Island, Thomaston & Camden St. Rwy. Co.)—Office, 445 Main Street. (Connects Rockland, Thomaston, Camden, Rockport and Warren.) (Controlled by Maine Rys., Lt. & Pwr. Co.)

Pres. Wm. T. Cobb..... Rockland
V. Pres. H. N. McDengall..... "
Sec. Alan L. Bird..... "
Treas. H. W. Keep..... "
Audr. F. J. Fish..... Portland
Gen. Mgr. Wm. C. Bird..... Rockland
Supt. Ry. Dept. V. Chisholm... "
Supt. Elec. Dept., R. H. House "
Gen. Fgt. Agt. R. Trim..... Camden
Ch. Opr. Chas. E. Gregory... Glen Cove
Roadmaster, Fred. Gregory... "

Energy purchased from Central Maine Power Co., Augusta; trans. volt. 6600 and 2300 v; trolley volt. 550 v; 2 mo. gen. sets; 1 booster.
Trans. sta. and repair shop at Glen Cove. Reaches Oakland Park (owned). 23.92 miles; 4 8½ g; 30 motor pass., 7 other motor, 7 other and 4 elec. loco. cars. (Company furnishes energy to Rockland, So. Thomaston & St. George Ry. and does general lighting and power business.) ★59

SACO. 6,583.

(See No. 372.)

SANFORD. 10,916 (1916).

384—Atlantic Shore Railway.—Office, Kennebunk. (Formerly the Atlantic Shore Line Ry., which was a consolidation of Sanford & Cape Porpoise Ry., Mousam River Ry. and Portsmouth, Dover & York St. Ry.) (On May 1, 1917, control of lines west of York Beach reverted to Portsmouth, Dover & York St. Ry.) (Connects York Beach, Ogunquit, Wells, Springvale, Sanford, Kennebunk, W. Kennebunk, Kennebunkport, Cape Porpoise and Biddeford, where connection is made with Biddeford & Saco R. R. Co.) (Freight and passenger service.)

Receivers { F. O. Conant..... Portland
Constant Southworth "
Mgr. for Recvrs.
Sterling T. Dow..... Kennebunk
Elec. Engr. & Pur. Agt.
F. M. Richards..... "
Firm Shops W. A. Lovejoy.. "

OLD FALLS PWR. STA. EQUIP. (Kennebunk).—3 a. c. Westg. tot. 1500 kw. 400 v. 2 ph. 60 cys; 2100 hp. turb. (wtr.) S. Morgan Smith; trans. volt. 10,000 v.
ESTES PWR. STA. EQUIP. (Sanford) —2 a. c. Westg. tot. 600 kw. 2300 v. 3 ph.

60 cys; 1800 hp. turb. (wtr.) Platt Iron Wks; trans. volt. 10,000 v.

KENNEBUNK PWR. STA. EQUIP; (Kennebunk).—1 d. c. G. E. 800 kw; 250 hp. e. McI. & S; 475 hp. b. Hodge; trolley volt. 600 v.

Sub-stas. at Sanford, Kennebunkport and Ogunquit tot. cap. 300 kw; 4 rot. convt. (1 portable); repair shops at Kennebunkport and Ogunquit.

Reaches Cape Porpoise, York Beach and Old Falls.

50 miles; 4-8 $\frac{1}{2}$ g.; 22 motor pass., 4 other motor, 15 other and 2 elec. loco. cars. 59

SKOWHEGAN. 5,341.

385—Somerset Traction Co.—(Connects Skowhegan and Madison.)

Pres. F. W. Briggs.....Skowhegan
Sec., Treas., Mgr. & Pur. Agt.

H. L. Swett "
Ecl. Engr. L. D. Murphy... "

Energy purchased from Central Maine Power Co. at Augusta; 1 rot. conv. West. 300 kw; trans. volt. 33,000 v; trolley volt. 600 v.

Owns Lakewood Park.

12.68 miles; 4-8 $\frac{1}{2}$ g; 11 cars. 59

SOUTH THOMASTON. 1,438.

(See No. 382.)

THOMASTON. 2,205.

(See No. 383.)

WATERVILLE. 12,702 (1916).

386 — Waterville, Fairfield & Oakland Ry.—Office, 99 Main St., Waterville. (Connects Waterville, Fairfield and Oakland.)

Pres. H. D. Eaton.....Waterville
Sec. E. A. Ballantyne..... Augusta

Treas. W. S. Wyman..... "
Audr. H. D. Jennings..... "

Gen. Mgr. N. R. Longfellow.. Waterville
Claim Agt. W. B. Getchell Augusta

Pur. Agt. Blaine Owen..... "
Ch. Engr. F. H. Mason..... Waterville

M. M., C. H. Brown..... "
Engr. M. of W. F. A. Wentworth. Fairfield

Energy purchased from Central Maine Pwr. Co.; trolley volt. 550 v.

Repair shops at Fairfield.

11 miles; 4-8 $\frac{1}{2}$ g; 21 motor pass. and 3 other motor cars. ★59

WESTBROOK. 8,908.

(See No. 379.)

YARMOUTH. 2,358.

(See No. 379.)

YORK. 2,802 (1916).

(See No. 584a.)

