

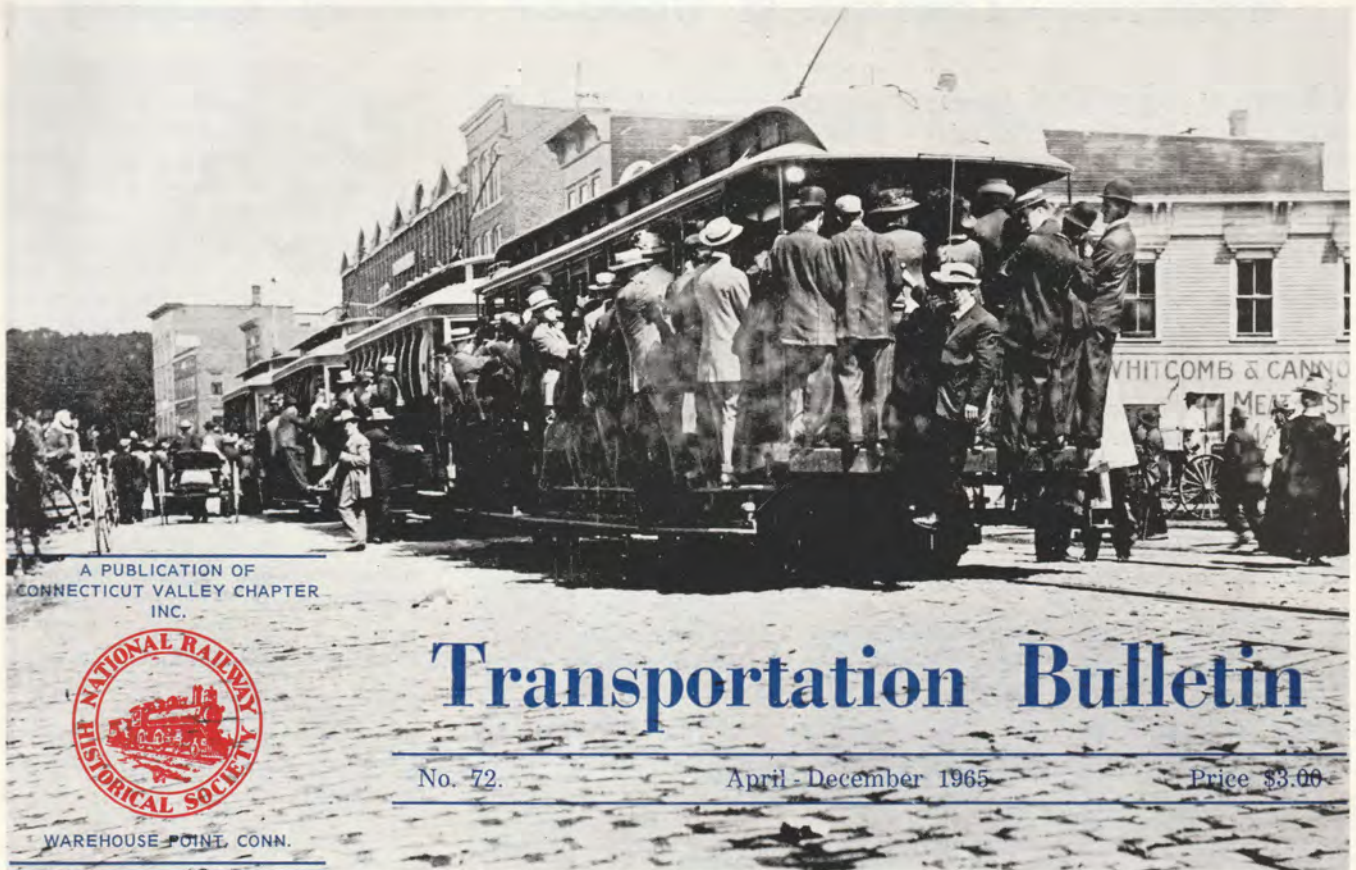
Transportation Bulletin

No. 72, April –
December 1965

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Waterville, Fairfield & Oakland Railway Company



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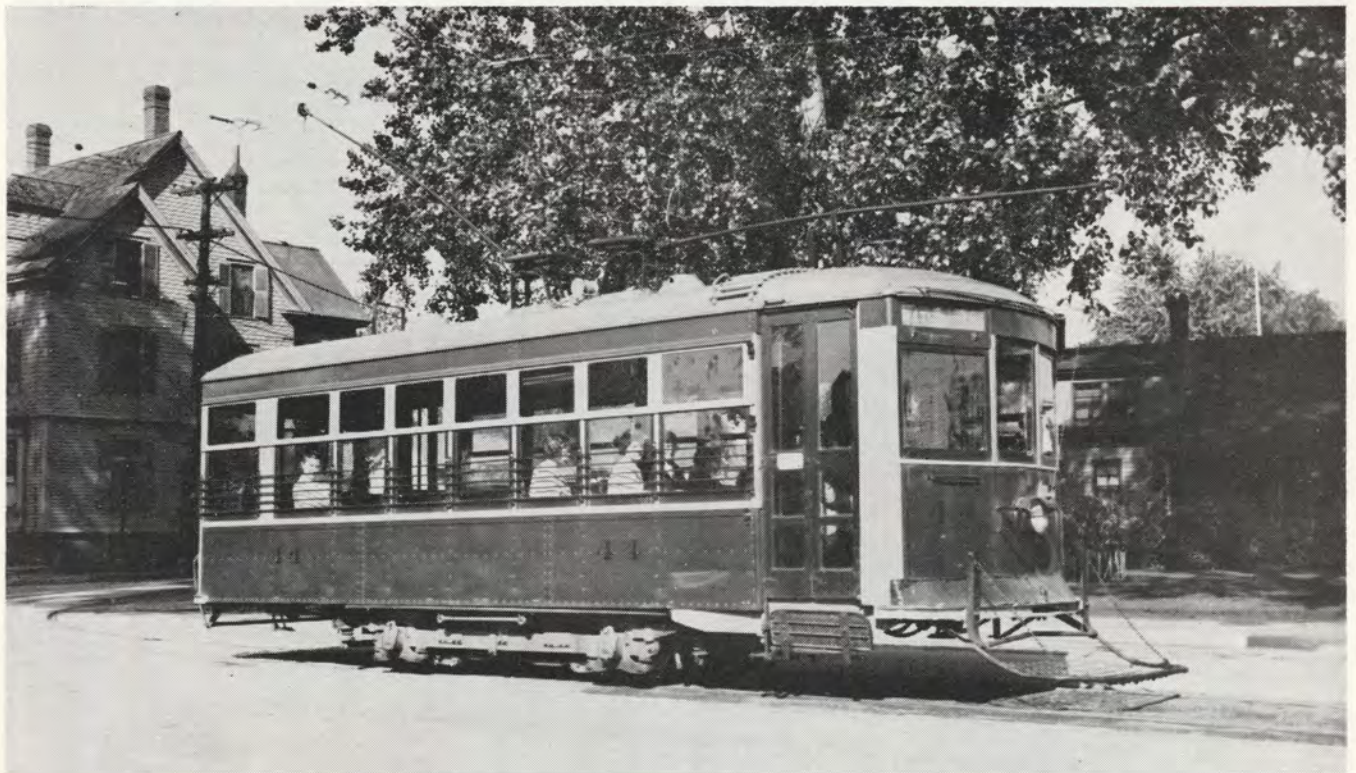
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FAIR WEEK PASSENGER TRAVEL—Three Duplex convertibles and a 14-bench open on Main Street, Waterville, are jammed with passengers for the Fairgrounds, typical of the pre-automobile era travel to special events.



BIRNEY CAR NO. 44 turns from Western Avenue into Elm Street, Waterville, on its return to the city from a run to Oakland. Nos. 40 and 44 were the regular cars on the Oakland run. —[Roger Borrup Photo, June 18, 1935.]

Waterville, Fairfield & Oakland Railway Company

INTRODUCTION

ONE OF MAINE'S last six electric railways was the Waterville, Fairfield & Oakland Railway which, from 1911 to 1937, connected the city of Waterville with the neighboring towns of Fairfield and Oakland. Owned by the Central Maine Power Company, it was one of three traction properties of that corporation, the others being the Portland-Lewiston Interurban and the Rockland, Thomaston & Camden Street Railway.

Formed through a consolidation of the Waterville & Fairfield Railroad Company, which started as a horse car line in 1888, and the Waterville & Oakland Street Rail-

way Company, which began operation in 1903, it was primarily a passenger carrier throughout its existence, although for a number of years it did provide terminal facilities for the freight and express service operated by the connecting Lewiston, Augusta & Waterville Street Railway Company and later the Androscoggin & Kennebec Railway.

At Fairfield, the Waterville, Fairfield & Oakland connected with the Benton & Fairfield and the Fairfield & Shawmut railways, two tiny pikes whose histories also will be related here.

Among those who have furnished information for this study of the Waterville, Fairfield & Oakland Railway and its connecting lines to the north are Nathan R. Longfellow of Solon, Maine, superintendent of the WF&O for many years; Ruel L. Hilton of Waterville; William Gagnon of Gardiner, a former WF&O employee; Everett Works of Shawmut who was employed by both the WF&O and Fairfield & Shawmut, and Lloyd A. McAuley of Fairfield, whose father, William A. McAuley, was associated with both the WF&O and Benton & Fairfield. The younger Mr.

McAuley also provided many of the photos reproduced herein.

Also to be acknowledged is the cooperation of personnel at the Maine Public Utilities Commission office in Augusta. They made available many old records and graciously provided working space so your author could transcribe the needed information from various reports, docket files and the like.

Other information came from annual reports of the Maine Railroad Commissioners, predecessor of the Public Utilities Commission; the Electric Railway Journal; American Street Railway Investments manuals; various issues of the Waterville Sentinel, and a historical booklet issued in 1963 in commemoration of the 175th anniversary of the town of Fairfield. Still additional information was obtained at the Lawrence Library in Fairfield and the State Library in Augusta.

O. R. CUMMINGS
105 Theresa Court
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SPECIAL 16-RIDE TICKET introduced on June 2, 1933, and used until the last day of the street cars — Sunday, October 10, 1937.



LLOYD A. MCAULEY of Fairfield is the young lad standing next to his father, William McAuley, left, in this 1904 view of No. 13 at Pine Grove Cemetery, Waterville. Next to Lloyd is his sister, Hazel, and at right is Motorman Joseph Gillis. —[Photo courtesy of Lloyd McAuley.]

Waterville & Fairfield Railroad Company

STREET RAILWAY service in the thriving Kennebec Valley city of Waterville, Maine, had its inception on February 4, 1887, when the Waterville & Fairfield Railroad Company was incorporated by special act of the State Legislature and was authorized to build a horse railroad from Waterville northerly to the neighboring town of Fairfield, a distance of slightly more than 3¼ miles.

At the time, Fairfield, with a population of about 3,500, was the base of extensive lumbering operations in Somerset County and also had a number of pulp and paper mills, while Waterville, located in Kennebec County, was a busy manufacturing center with a population of about 7,100.

Busy Local Communities

Colby College and Coburn Classical Institute were located there, as were also the main shops of the Maine Central Railroad. There was heavy steam railroad and highway travel between the two communities, giving every indication that a

local transportation facility would be successful and profitable.

Incorporators of the Waterville & Fairfield Railroad Company included Amos F. Gerald, Stephen A. Nye and Arthur H. Totman, all of Fairfield, and Edmund F. Webb, Stephen I. Abbott and Perham S. Heald, all of Waterville. Authorized capital stock was \$20,000 and the company was empowered to issue mortgage bonds to the amount of the capital stock.

The road was authorized to build a single or double iron from a point on Main Street, Waterville, to a point near the post office in Fairfield. The charter specified that locations were to be granted for a 25-year period but might be extended from time to time as might be necessary.

Construction Began in 1888

Formal organization of the company came on November 21, 1887, and construction began the following spring — after necessary funds had been raised in Massachusetts.

The line commenced near the

intersection of Main and Silver Streets, Waterville, in the heart of the business district, and extended through the center of Main Street and along the east side of College Avenue to the Fairfield town line; on Main Street, Fairfield, to the corner of Bridge Street in Fairfield village, a distance of 3.36 miles.

Thirty-five pound "T" rail was used throughout. There were three grade crossings of the Maine Central Railroad—two on College Avenue, Waterville, one near the Colby College campus, and one on Main Street, near High Street, Fairfield. There was a short pile bridge over Holland Brook on upper College Avenue, a short distance south of the Fairfield boundary.

Carhouse Pictured on Next Page

A carhouse and stable building of wood frame construction was erected at Main and High Streets, Fairfield, near the Maine Central crossing, and rolling stock was purchased from the Newburyport Car Company of Newburyport, Mass.

The initial equipment consisted



HORSE CAR NO. 1 is shown at Main and Bridge Streets, Fairfield, probably on the opening day, June 23, 1888.

of two 8-bench 4-wheel open cars, Nos. 1 and 3, each seating 40 passengers, and two 16-foot, 4-wheel closed cars, Nos. 2 and 4, each seating 20 passengers. A third open car, probably No. 5, was added in 1890. The initial motive power consisted of six horses but additional equines were added within a short time.

Operation of the line commenced June 23, 1888, one Theodore F. Stephens being the driver of the first car. A half-hourly headway was maintained, the running time was 30 minutes, and two cars were required to maintain service. The fare was 5 cents.

Good First-Year Business

The road was well patronized that first summer, 94,800 passengers being carried between opening day and September 30th. When winter came, heavy snow blocked the tracks for long periods. It was necessary to purchase two sleigh barges in order to maintain service, and when the spring of 1889 rolled around, the railway company was forced to spend large sums of money to repair its light track and roadway.

During its first full fiscal year of operation, ended September 30,

1889, the railroad carried 232,684 passengers. Total revenues for the period were \$11,621 and of the \$657 in profit, \$600 was paid out as a 3 per cent dividend to the stockholders.

The passenger count increased to 250,614 for the year ended September 30, 1890, but instead of a profit, the road wound up with a deficit of \$390. Another deficit, of \$996, was reported for the 9 months ended June 30, 1891.

The total cost of the road as of June 30, 1891, was \$43,234, which was covered by \$20,000 in capital stock; \$20,000 in 20-year, 6 per cent mortgage bonds, issued in 1889, and approximately \$3,234 in notes payable.

Early Company Officers

THE FIRST OFFICIALS of the Waterville & Fairfield Railroad Company are unknown, but as of September 30, 1888, they included George W. Williams of Salem, Mass., president; David J. Lord of Lynn, Mass., treasurer; Edmund F. Webb of Waterville, clerk; and George A. Murch of Fairfield, superintendent. Directors included the Messrs. Williams, Lord and Webb, Willard B. Ferguson and

WATERVILLE & FAIRFIELD RAILROAD COMPANY

Equipment Owned—1888-1891

Sept. 30	Closed	Open	Barges	Horses
1888	2	2		24
1889	2	2	2	
1890	2	3	2	
June 30				
1891	2	3	2	

William G. Parker, both of Salem, Mass., Amos F. Gerald and Stephen I. Abbott.

(It would appear that the Waterville & Fairfield had a difficult time with its superintendents, for Benjamin Cobb of Waterville held that post in 1889; John S. Brackett was superintendent in 1890 and C. O. Sturtevant was running the road in 1891).

Commenting on the opening of the Waterville & Fairfield Railroad, the Railroad Commissioners said in their 1888 report:

This road was built during the past summer and has been in very successful operation since it was opened for travel. It is substantially built in all respects. A large and well arranged stable has been built in Fairfield. The company owns two closed and two open cars and employs 24 horses, all in good order.

The 1889 report said:

The road is well built in every respect and the business has largely ex-



CARBARN AND STABLES of the Waterville & Fairfield Railroad at Main and High Streets, Fairfield. The open car in the doorway is No. 2 and the closed car on the street is No. 4. —[Photo from Collection of Gladys Duren.

ceeded expectations of its promoters. The cars are first class and the horses are well fed and kindly treated . . . The cars are run with regularity and but one accident has occurred.

(This accident took place in February 1889 when one Mrs. A. Frost was injured by getting off a car after it had started. The Railroad Commissioners' report of the mishap noted that her injuries were said to be internal).

In their 1890 report, the Railroad Commissioners said:

This road . . . 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 road is carefully and economically managed and has proved a profitable investment. The cars are first class and kept in good repair.

(The deficit of \$390 in 1890 would seem to belie the commissioners' remarks about the road being a profitable investment).

Another accident occurred in

WATERVILLE & FAIRFIELD RAILROAD CO.

Financial Data — 1888-1891

Year Ended	Passengers	Passenger Revenue	Total Revenue	Profit Or Loss	Dividends
Sept. 30					
1888	94,800	\$ 4,742	\$ 4,742	\$2,050	
1889	232,684	11,552	11,621	657	\$600
1890	250,614	12,533	12,722	390	
June 30					
1891	229,754	11,488	11,551	997	

February 1890 when Moses Green of Fairfield attempted to cross the track in his sleigh. The vehicle was hit by a car and Mr. Moses was thrown out. He suffered a small cut on his head.

Officials of the road on June 30, 1891, included President Williams, who also served as chairman of the board of directors; Edmund F. Webb, secretary; David J. Lord, treasurer; Horatio D. Bates of

Waterville, assistant treasurer, and C. O. Sturtevant, general superintendent. Directors included the Messrs. Williams, Lord and Webb, Charles H. Miller and W. G. Baker of Salem, Mass., Stephen I. Abbott of Waterville and Amos F. Gerald.

Consolidation of the Waterville & Fairfield Railroad Company with the newly-organized Waterville & Fairfield Railway & Light Company took place on July 1, 1891.

Waterville & Fairfield Railway & Light Company

EARLY IN 1891, Amos F. Gerald, who later became known as the "Electric Railroad King of Maine," and five other men, Atty. Herbert M. Heath of Augusta, Charles G. Carleton, A. H. Duren of Fairfield, Nathaniel Meader and O. A. Tuell, organized the Waterville & Fairfield Railway & Light Company.

Chartered by the State Legisla-

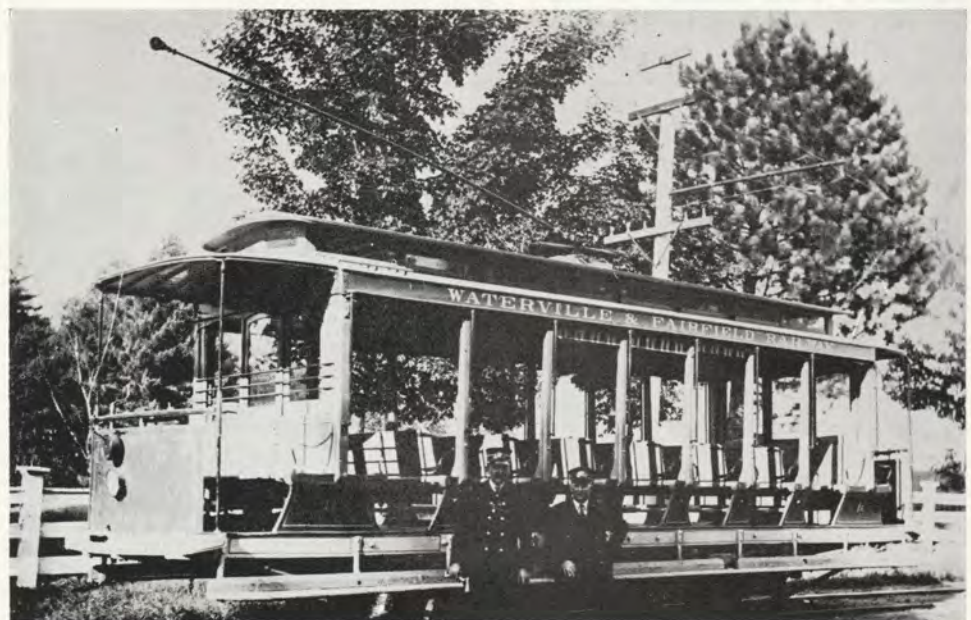
ture on February 12th, the new corporation was empowered to acquire by lease or purchase the properties of the Waterville & Fairfield Railroad Company, the Waterville Electric Light & Power Company and the Fairfield Electric Light Company and was authorized to issue \$200,000 in capital stock.

(Mr. Gerald had been one of the

incorporators of both the Waterville Electric Light & Power Company and the Fairfield Electric Light Company, both of which had come into being in 1886).

About three weeks later, on March 4th, the Waterville & Fairfield Railroad was authorized to increase its capital stock to \$75,000; to build an extension from Waterville through Winslow to the village

AT PINE GROVE Cemetery around the turn of the century, this photo shows No. 17, a Lewis & Fowler 10-bench open car of the Waterville & Fairfield Railway & Light Co.





MAIN STREET, Waterville, about 1908, showing either No. 15 or 16. These two cars, both of the 20-ft. closed type, were formerly Nos. 1214 and 1215 of the Boston Elevated Railway and were purchased by the Waterville & Fairfield Railway & Light Co. in 1907.

of North Vassalboro in the town of Vassalboro, and to operate its entire system by electricity.

The Waterville & Fairfield Railroad Company was merged with the Waterville & Fairfield Railway & Light Company on July 1, 1891, and early in 1892, electrification of the line began.

Horse Car Equipment Electrified

The old horse car rails were bonded, poles were erected and overhead wires were strung. Westinghouse 550-volt direct current generators were installed in the electric light plants in both Waterville and Fairfield to provide the power for the electric railway. The existing horse cars were equipped with motors, controllers, trolley poles and other necessary apparatus and on Wednesday, July 20, 1892, the first electric cars were placed in regular service.

The advent of the trolleys was acclaimed in both Waterville and Fairfield and on opening day, every car carried capacity loads.

A one-mile extension in Waterville — from Main and Temple Streets through Main and Water to Grove Streets in Waterville Lower Plains—was opened on October 4, 1892, and about six years later, on August 4, 1898, the tracks were extended from Water Street along the northerly side of Grove Street to the Pine Grove Cemetery. As of

June 30, 1899, the Waterville & Fairfield Railway & Light Company owned 4.75 miles of main line and .05 mile of sidings and turnouts, for a single track equivalent of 4.80 miles.

According to the U. S. Street and Electric Railway Census of 1902, the Waterville & Fairfield still had 4.75 miles of main track, but there was .07 mile of sidings and turnouts, for a single track equivalent of 4.82 miles. Overhead construction included 1.75 miles of span wire and 3 miles of side bracket suspension.

There were four grade crossings, three protected and one unprotected, of the Maine Central Railroad. The protected crossings included two on College Avenue, Waterville, and one on Main Street, Fairfield, while the unprotected crossing was over a spur track to a brick yard in Waterville. The crossing protection, incidentally, consisted of gates and ball signals.

Further Extensions in Waterville

The tracks on Grove Street were extended from Pine Grove Cemetery toward Silver Street, a distance of .08 mile, in 1906. During 1910 and 1911, approximately 1,300 feet of track were laid on Grove Street and Silver Street to a point on Silver Street opposite Silver Court.

As of October 31, 1911, accord-

ing to the annual report of the Railroad Commissioners, the company owned 5.10 miles of main track and .10 mile of sidings, turnouts and carhouse tracks, for a single track equivalent of 5.20 miles.

(The Waterville & Fairfield, it is said, intended to continue the tracks along Silver Street from Silver Court to Main Street to form a large loop through the South End of the city, but this project, unfortunately, never was carried out).

Operations

THERE IS NOT much available information about the operations of the Waterville & Fairfield Railway & Light Company. The half hour headway of the horse car era was continued and the fare, as before, was 5 cents. Cars left Waterville for Fairfield every 30 minutes from 6 a. m. until 10 p. m. and extras were operated over all or part of the line as necessary.

(For several years, there were numerous extras on weekends when there was heavy travel to a privately-owned amusement park on Bunker's Island in the Kennebec River at Fairfield. It was only a short walk from the end of the trolley line to the park and thousands flocked to the resort on Saturdays and Sundays in the 90s).

Patronage of the railway fluctuated considerably from year to year during the '90s, but beginning in

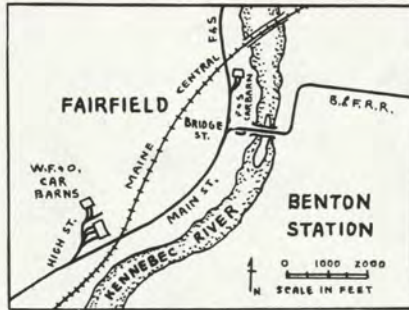
1900 when 430,276 passengers were carried, there was a steady annual increase in the volume of traffic.

Part of the increased riding in 1901 was attributable to the completion of the Benton & Fairfield Railway from a connection with the Waterville & Fairfield at Main and Bridge Streets, Fairfield, to Benton and Benton Falls. A substantial boost in riding during the year ended June 30, 1908, was due in part to the opening of the Fairfield & Shawmut Railway from Fairfield village to the Shawmut section of Fairfield on October 8, 1907. This road also had a physical connection with the Waterville & Fairfield at Main and Bridge Streets.

Not to be omitted in mentioning the Waterville & Fairfield's connecting lines is the Waterville & Oakland Street Railway, which opened its line from downtown Waterville to Snow Pond in Oakland on July 2, 1903. This road connected with the Waterville & Fairfield at Main and Temple Streets, Waterville, and there was considerable interchange of traffic between the two companies.

(The Waterville & Oakland's history will be narrated in the next chapter).

No attempt ever was made by the Waterville & Fairfield to build its authorized line from Waterville through Winslow to North Vassalboro Village. This task was left to the Lewiston, Augusta & Waterville Street Railway Company which late in 1907, began construction of a 21-mile line from Augusta north-



FAIRFIELD AREA MAP showing the first car barn and connecting lines. Waterville & Fairfield Railway cars terminated on Main Street at Bridge Street; Fairfield & Shawmut track went north on Main Street; Benton & Fairfield track went east on Bridge Street.

erly from Winslow and Waterville via East and North Vassalboro.

Built under the charter of the Augusta & Waterville Street Railway Company, originally incorporated in 1902 and re-incorporated in 1905, this line was opened from Winslow to East Vassalboro on June 27, 1908, and from East Vassalboro to Augusta on November 24th of that year. It was not until December 15, 1909, following completion of a concrete arch bridge across the Kennebec River between Waterville and Winslow, that Lewiston, Augusta & Waterville cars began to enter the city.

A physical connection between the Waterville and Fairfield and the Lewiston, Augusta & Waterville was established at the junction of Main, Bridge and Water Streets in

Waterville, and the LA&W was granted trackage rights on Main Street, between Bridge and Common Streets.

A spur track, in the form of a wye, was built on Common Street to provide a terminal for LA&W cars and in later years, the Common Street tracks were extended to Front Street and along Front Street a short distance to serve the freight house of the LA&W.

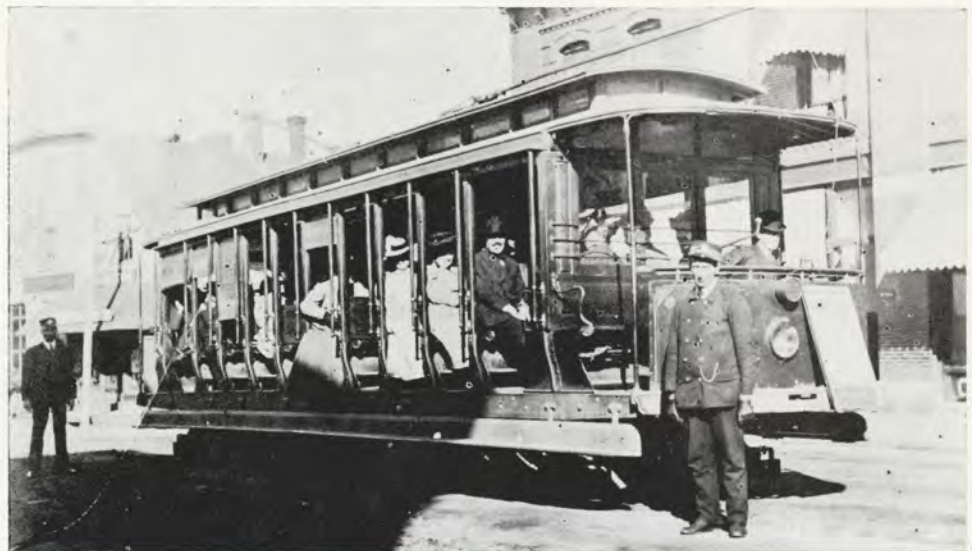
(The Augusta-Waterville trackage was part of a 55-mile through route between Lewiston and Waterville. Hourly service was maintained until February 1918 when the headway was increased to two hours, at which it remained until abandonment in 1932).

Facilities

THE WATERVILLE & FAIRFIELD Railway & Light Company took over the wood frame carhouse and stables constructed at Main and High Streets, Fairfield by the Waterville & Fairfield Railroad Company in 1888, and the building subsequently was modified for use by electric cars. Later, in 1889, as the railway's rolling stock increased, a second wood frame carhouse was built on the north side of High Street, opposite the original building, and was used for storage and painting purposes.

Little information is available about the power sources of the Waterville & Fairfield. As earlier noted, these initially consisted of hydroelectric plants at Fairfield and Waterville. An auxiliary steam plant was constructed by the com-

OPEN CAR NO. 12 at the end of the line in Fairfield about 1904. William Ireland, at the rear of the car, is conductor and in front is Walter Steves, motorman. —[Photo from the collection of Lloyd McAuley.



pany during 1897-98 and another water wheel was installed at the hydroelectric plant at Fairfield.

According to the U. S. Street and Electric Railway Census of 1902, the company in that year owned one 400 horsepower steam engine, seven water wheels of 1,250 horsepower total; four direct current generators of 833 horsepower total; one 100 horsepower rotary converter and a 260-cell storage battery. By 1907, two more direct current generators had been added to the power facilities of the road and the six generators in service had a total output of 730 Kw.

Rolling Stock

THERE ARE NO existing rosters of equipment and the early reports of the Waterville & Fairfield Railway & Light Company to the Railroad Commissioners give little information about the rolling stock. Five cars and one barge were owned on June 30, 1892, and by June 30, 1895, there were 10 cars and one barge.

As of June 30, 1896, there were three closed and four open cars equipped for electric power, four open trailers, a work car and a snow plow. Some changes took place in subsequent years and by 1900, there were four closed cars, five opens and one snow plow.

The four closed cars included two of the 20-foot single truck type, Nos. 9 and 10, built by the Briggs Carriage Company of Amesbury,

WATERVILLE & FAIRFIELD RAILWAY & LIGHT COMPANY

Equipment Owned—1892-1911

1892	5 passenger cars, one barge
1893	8 passenger cars, one barge
1894	9 passenger cars, one barge
1895	10 passenger cars, one barge

	Closed	Open	Trailers Open	Work	Plows	Motors
1896	3	4	3	1	1	
1897	3	2	3		1	
1898	3	4			1	
1899	4	3			1	
1900	4	5			1	
1901	4	5			1	
1902	4	5			1	
1902	4	5			1	18
1903	4	5			1	18
1904	4	5		1	1	18
1905	4	5		1	1	18
1906	4	4		1	1	
1907	4	4		1	1	
1908	6	6		2	1	
1909	6	6		2	1	
1910	6	6		2	1	
1911	6	6		1	1	

Mass., in 1893 and 1894 respectively, and two double truck cars, Nos. 13 and 14, with 25-foot bodies built by the Osgood Bradley Car Company of Worcester, Mass., in late 1899 or early 1900. All were vestibuled and each car had two longitudinal seats, probably upholstered in plush.

Among the opens were two of the 12-bench type, Nos. 11 and 12, built by Briggs in 1900, and two 10-bench single truck cars, Nos. 17 and 18, constructed by the Lewis & Fowler Car Company of Brooklyn, N. Y., in 1892. There is no infor-

mation on the fifth open car, which is believed to have been of the single truck type.

The snow plow, built by the Waterville & Fairfield company at its shops in Fairfield, was a 4-wheel affair and had wedge-type blades, patterned after those used on the steam railroad plows.

According to the U. S. Street and Electric Railway Census of 1902, all cars of the Waterville & Fairfield Railroad Company had hand brakes only and the four closed cars had electric heaters.

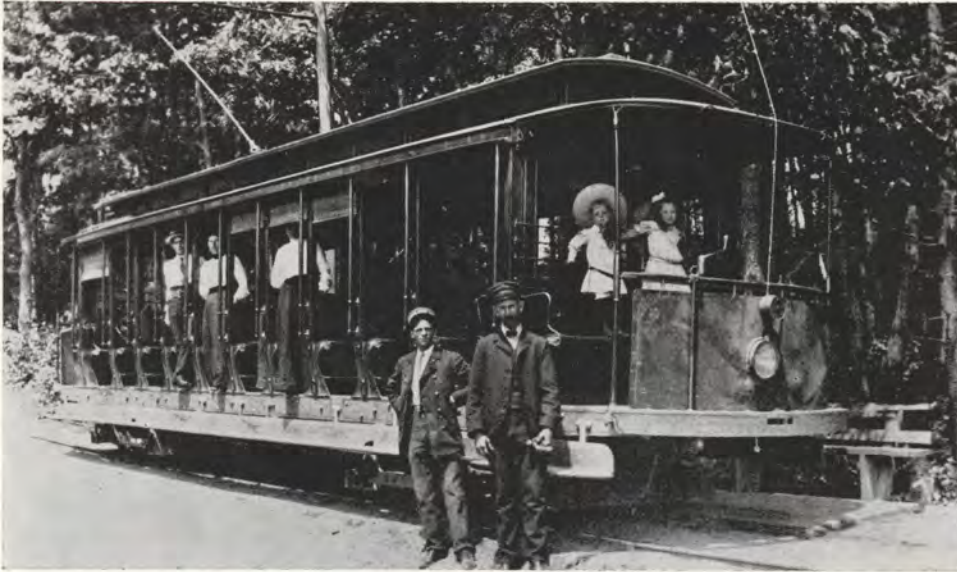
One open car was discarded in 1906, but two more closed cars and another two opens were added in late 1907. There is no available information about the opens but the closed cars, Nos. 15 and 16, were purchased second-hand from the Boston Elevated Railway Company, where they had been numbered 1214 and 1215.

Originally 16-foot closed horse cars built prior to 1890, their bodies had been lengthened to 20 feet by J. M. Jones' Sons of West Troy, N. Y. (now Watervliet) in 1892 for the West End Street Railway Company, Boston Elevated predecessor. Both cars had the bay-window style vestibules characteristic of older Boston surface cars. Each had two longitudinal seats accommodating 14 passengers on a side.

As of October 31, 1911, rolling stock of the Waterville & Fairfield Railway Company included six open cars, six closed cars and one work car (probably a flat car) and a snow plow.



PLOW NO. 2 at the Fairfield carhouse about 1904. It was built about 1900 by the Waterville & Fairfield Railway and it is said the plow blades were fabricated at the Maine Central Railroad shops in Waterville. —[Lloyd A. McAuley.



BRIGGS 13 - BENCH OPEN
No. 11 on Grove Street, Waterville, near Pine Grove Cemetery in 1904. The conductor, at left, is William McAuley and motorman is John Carl.—[From Lloyd A. McAuley.]

Maintenance & Improvement

THE EXTENT of maintenance on and improvements to the Waterville & Fairfield Railway were described in some detail in the annual inspection reports of the Railroad Commissioners over the years. To quote in part:

1892—The track is in fair condition but needs to be aligned and surfaced. During the past year, the road has been extended to the plains in the lower part of Waterville and the entire road is now operated by electricity.

1895—The roadbed and track are in fair condition, quite a number of ties having been put in during the year, and a great improvement made by rebuilding the trestle bridge (at Holland Brook). The rolling stock is kept in good condition . . . and the cars have been run regularly and without accident.

1896—The rails are light . . . but many ties have been added and the track otherwise improved so that it is now in good line and surface. . . The rolling stock for the most part is in good condition. It is all kept cleanly and comfortable.

The 1897 inspection report stated that the roadbed and track were in poor condition and that new rails were needed, especially through Main Street, Waterville. Such new rail (90-lb. girder) was installed, as reported in 1898:

Its roadbed and track have been considerably improved during the year by the laying of new rails in the city of Waterville and by the use of considerable ballast and new ties on many

other parts of the line. . . A short extension has been built during the year from the southerly end to the cemetery in the city of Waterville.

Continuing with the quotations from the inspection reports:

1899—The track from Fairfield to Waterville has been ballasted, aligned and surfaced, and is in good condition; although with the light rails used it is difficult to keep it so. Through Main Street in Waterville, a nine inch girder rail is used and the track is in excellent conditions. On "The Plains" end of the line, the track is in fair condition. The trestle bridge at Holland Brook is the only bridge on the line and is in good condition.

1900—The roadbed and track are in good condition and well maintained. The bridges and culverts are well cared for. The trestle bridge at Holland Brook has been somewhat improved during the last year. The equipment has been repaired during the year and is in very good condition. A snow plow of excellent design has been added.

1905—An expenditure of more than \$5,000 upon the roadbed and track has materially improved their condition. Liberal repairs have also been put upon the cars. The track and equipment are now in a most creditable condition.

1906—This short road is in excellent condition, over \$3,000 having been expended upon its track and roadway the past year, and about the same on equipment and shops.

(The expenditures in 1905 and 1906 were for the replacement of the 35-lb. horse car rail on College Avenue, Waterville, and Main Street, Fairfield, with 56-lb. steel rail).

The 1908 report noted that the company's track was in "its usual good order, with a 56-lb. rail its

entire length except for the 90-lb. rail on Main Street, Waterville:

The track has been straightened for quite a distance on Water Street, very much improving it in appearance and utility. On Grove Street, the track has been raised some eight feet at one point and the grades very much improved. The bridge on the line between Waterville and Fairfield has been rebuilt and the embankment widened.

1910—The company during the past year has extended its road about 600 feet. The roadbed and track are in good condition. Only routine work has been done to keep the track in good line and surface. The equipment, consisting of 13 cars, is in good condition.

1911—During the past season, this company spent \$6,137 for maintenance of ways and structures and \$4,215 for maintenance of equipment. An extension of 700 feet was built in Waterville from Grove Street to a point on Silver Street. This extension was built with 60-lb. rails, cedar ties and single overhead trolley. The roadbed, track, overhead construction and equipment are in good condition.

Financial & Corporate

THE Waterville & Fairfield Railway & Light Company was capitalized at \$400,000—including \$200,000 in common stock and \$200,000 in 6 per cent first mortgage bonds, issued in 1891 and due to mature in 2011. Of these securities, \$36,000 in stock and a similar amount in bonds were applicable to the railway property. The mortgage indenture obligated the company to set aside 10 per cent of its gross earn-

ings annually as a sinking fund to retire the bonds.

At the end of its first year of operation, the company reported an operating loss of \$9,507 and a total deficit of \$25,927—surely not an encouraging start. But for the year ended June 30, 1893, there was a profit of \$4,411, and a profit of \$1,080 for the year ended on June 30, 1894, resulted in the payment of a cash dividend of \$3,000. A dividend of \$4,000 (from profits of \$4,989) was paid during the year ended June 30, 1895, and stockholders received \$720 as a dividend in 1896.

Reorganization in 1897

But not all was well financially, and in 1897, the company defaulted on its bond interest. Reorganization followed in December of that year, the old 6 per cent bonds being surrendered and replaced by an issue of \$200,000 in 5 per cent securities, designated as "Class B" bonds. These were scheduled to mature in 1937 and the American Loan & Trust Company was named trustee of the mortgage. In addition, \$40,000 in "Series A" 5 per cent bonds, in reality a second mortgage on the property, were sold, the

WATERVILLE & FAIRFIELD RAILWAY & LIGHT COMPANY Financial Record — 1893-1911

Year Ended June 30	Passen- gers	Pass. Reve- nue	Total Reve- nues	Profit or Loss	Divi- dends
1892	202,075	\$10,354	\$16,734	(\$25,928)	
1893	332,140	16,519	28,032	4,411	
1894	384,877	18,979	25,730	1,080	\$3,000
1895	384,697	19,235	27,176	4,989	4,000
1896	416,675	20,834	20,934	6,751	720
1897	382,425	19,121	19,321	(7,329)	
1898	402,659	20,133	40,229	(17,000)	
1899	397,615	19,881	44,747	2,258	
1900	430,276	22,781	43,559	(1,035)	
1901	517,895	25,995	45,602	(12,632)	
1902	609,994	30,724	55,783	(9,818)	
1903	630,422	31,521	62,911	5,403	
1904	659,292	32,965	44,576	(197)	
1905	659,316	32,996	50,402	2,679	
1906	702,170	35,243	73,674	(815)	
1907	752,081	37,604	75,680	272	
1908	863,216	43,161	50,017	3,954	
1909	878,854	45,490	52,080	660	
1910	988,476	49,424	51,229	13,205*	
1911	1,062,300	53,115	60,422	11,689	
Oct. 31					
1911	401,034	20,052	27,181	7,083	

*Including \$11,315 miscellaneous income

proceeds being used to make improvements to the electric plant.

The loss for the year ended on June 30, 1898, was \$17,000, but conditions gradually improved to some extent. The accrued deficit gradually was erased and by the 30th of June, 1911, the company

had a surplus of \$5,908 on its books.

Yet, the Waterville & Fairfield Railway & Light Company was not in a healthy financial condition as its liabilities included \$116,900 in loans and notes payable, \$10,004 in vouchers payable and \$91,875 in defaulted interest on its \$160,000 in Class B mortgage bonds outstanding. Why, with such liabilities, the company was not in receivership at this time is a mystery to which there is no ready answer.

Company Officials

THE EARLIEST officials of the Waterville & Fairfield Railway & Light Company included Amos F. Gerald, president, general manager and chairman of the board of directors; Atty. Herbert M. Heath of Augusta, clerk; Horatio D. Bates of Waterville, treasurer; E. F. Webb of Waterville, general counsel, and O. M. Brown, superintendent. The directors included E. F. Webb, Stephen I. Abbott, E. M. Jones, S. A. Nye and Mr. Gerald.

By 1894, Isaac C. Libby of Waterville was treasurer and E. F. Webb was clerk, the superintendent being P. M. Brann. As of June 30, 1895, W. T. Haines of Waterville was



BIRNEY CAR NO. 40 of the Waterville, Fairfield & Oakland Railway was photographed June 18, 1935, in Oakland.

chairman of the board, clerk and general counsel; Isaac L. Libby was president and auditor, and P. A. Libby of Waterville was treasurer, manager and superintendent.

Officials of the road on June 30, 1898, after the reorganization, included Isaac C. Libby, president; E. F. Webb, treasurer, and J. A. Hamblin of Waterville, general manager. Directors included the Messrs. Libby and Webb, W. S. Spaulding of Boston, Mass., C. F. Woodward of Bangor and Elias Milliken of Augusta. Messrs. Nye and Gerald were no longer with the company.

Walter S. Wyman, a co-founder of the Central Maine Power Com-

pany, was general manager of the Waterville & Fairfield in 1899 and 1900 and was succeeded by Ralph J. Patterson in 1901. Other officials in 1901 included George K. Boutelle, a Waterville lawyer, as president; Horatio D. Bates of Waterville, a bank cashier, who was treasurer and clerk, and Charles F. Woodward, general counsel. Directors included President Boutelle, W. S. Spaulding and Henry R. Reed of Boston, Elias Milliken of Augusta and Clarence A. Leighton of Thomaston, Maine.

* * *

There were no important changes in the principal officers of the company from 1901 on. As of

June 30, 1911, company officers included George E. Boutelle, president and auditor; Horatio D. Bates, secretary and treasurer; Ralph J. Patterson, general manager; E. W. Crawford, superintendent and chief electrician; B. F. Maxfield, chief engineer, and C. H. Brown, master mechanic. Directors included William S. Spaulding of Boston, Clarence A. Leighton of Thomaston, Charles F. Johnson and Frederick Thayer of Waterville and President Boutelle.

At this time, there were 60 stockholders, of whom 48 were residents of Maine, owning 516 of the 2,000 shares of common stock which were outstanding.

Waterville & Oakland Street Railway Company

1902 - 1911

ALTHOUGH reportedly more or less forced out of the Waterville & Fairfield Railway & Light Company in the 1897 reorganization, Amos F. Gerald did not lose interest in the Waterville area; early in 1902 he and Stephen A. Wise joined with Edward J. Lawrence and Albert B. Page of Fairfield and Cyrus W. Davis of Waterville to form the Waterville & Oakland Street Railway Company.

The articles of association of the new company were filed with the

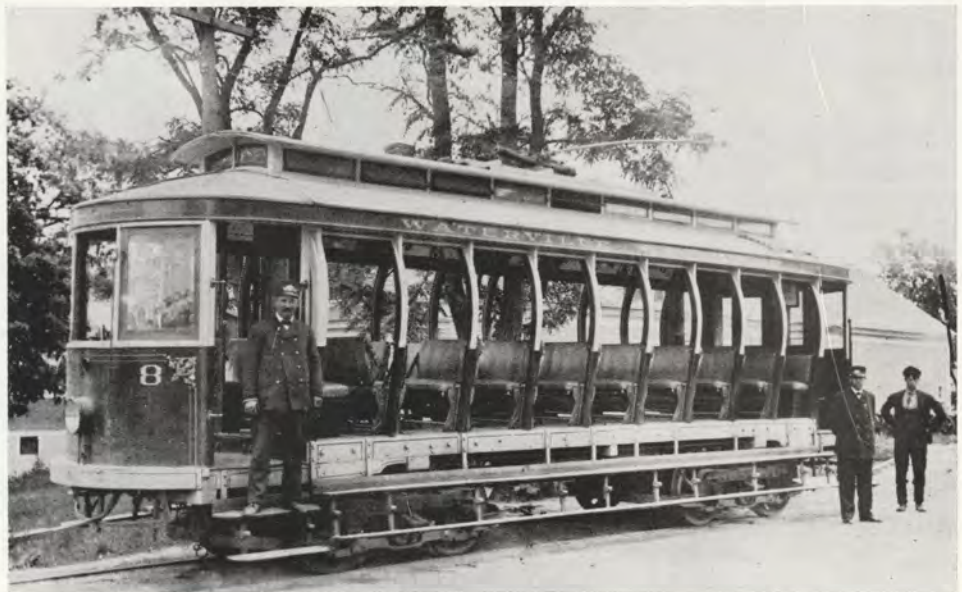


Railroad Commissioners on May 31 and called for the construction of an approximately 5½-mile standard gauge line from downtown Waterville westerly to the neighboring

town of Oakland. The company was to be capitalized at \$24,000.

Formal incorporation of the road occurred on June 4 and on July 26, the railway company sought the approval of its proposed locations. The route was to begin on Temple Street, at its intersection with Main Street, Waterville, and extend through Temple and Elm Streets, Western Avenue and Chase Street to a private right-of-way extending for about 3 miles across country to the outskirts of Oakland.

DUPLEX CONVERTIBLE No. 8 at the end of the line in Oakland ready to leave for Waterville. The sides have rolled up into roof pockets. Lew Hutchinson is the motorman, G. T. Leavitt, conductor.



Crossing the Messalonskee stream and entering Oakland, the tracks were to run through Fairfield and Main Streets to the Maine Central Railroad depot and along Church Street to Summer Street and the shore of Lake Messalonskee, otherwise known as Snow Pond.

At the required hearing on the 7th of August, strong opposition to the building of the Waterville & Oakland trolley line was offered by the Maine Central Railroad which, naturally, took a dim view of the proposed competition.

Its attorney, Seth M. Carter, asserted that the Maine Central provided all necessary transportation facilities between the two communities; that some of the trains were being operated at a loss, and that the construction of an electric railway probably would result in the elimination of part of the railroad service.

The Railroad Commissioners ruled, however, that the public convenience required the construction of the street railway and the necessary authorization was given on September 2nd. In their finding, the Railroad Commissioners said in part:

The electric railroad gives a service which the steam road cannot give. Electric cars are run singly and often, while the steam cars are run in trains and necessarily less frequent. The steam cars have only one general station in one town while the electric cars run through the streets and take passengers at more convenient points. The

steam cars have no station between Waterville and Oakland and only carry passengers between these two points. The electric cars stop for passengers whenever and wherever it is found necessary, so that while the steam road runs trains in sufficient numbers to carry passengers, the electric railway is more convenient for people between the two points who want to take the cars or for people who want to stop between Waterville and Oakland.

There is another consideration . . . and that is to afford the people an opportunity for recreation. 'Snow Pond,' so-called, at Oakland, which is to be the western terminus of this road, will give an opportunity for the people of Waterville and Fairfield to visit one of the most beautiful inland lakes in Maine. Such an opportunity might once have been termed a luxury but in this strenuous age, it is found to be a necessity, and the more the people come to realize this, the louder they call for increased facilities.

Construction

THE CONTRACT for construction of the Waterville & Oakland Railway was awarded to Soule, Dillingham & Company of Boston, and work began in April, 1903. Sixty-pound "T" rail was used over the entire route, which was 5.4 miles long. There were .35 of a mile of sidings, turnouts and carhouse tracks, for a single track equivalent of 5.75 miles.

Both span wire and side bracket suspension were used for the overhead, there being .25 of a mile of the former and 5.50 miles of the latter. Double trolley wires were provided. Of the total trackage,

2.75 miles were within and 3 miles were outside the city limits.

Two Bridges on Oakland Line

Building the railway involved construction of two steel bridges with stone abutments. The first of these, a combination highway and railway bridge, crossed the Messalonskee Stream on Western Avenue, near the Waterville water works, replacing an old wooden structure. The new bridge had a roadway 28 feet wide and a clear span of 53 feet. Its cost was shared equally by the city of Waterville and the railway.

The second bridge, actually a trestle, spanned the Messalonskee stream in Oakland and had a central truss span of 81 feet. It crossed a deep gorge through which the stream rushed and foamed 75 feet below the tracks.

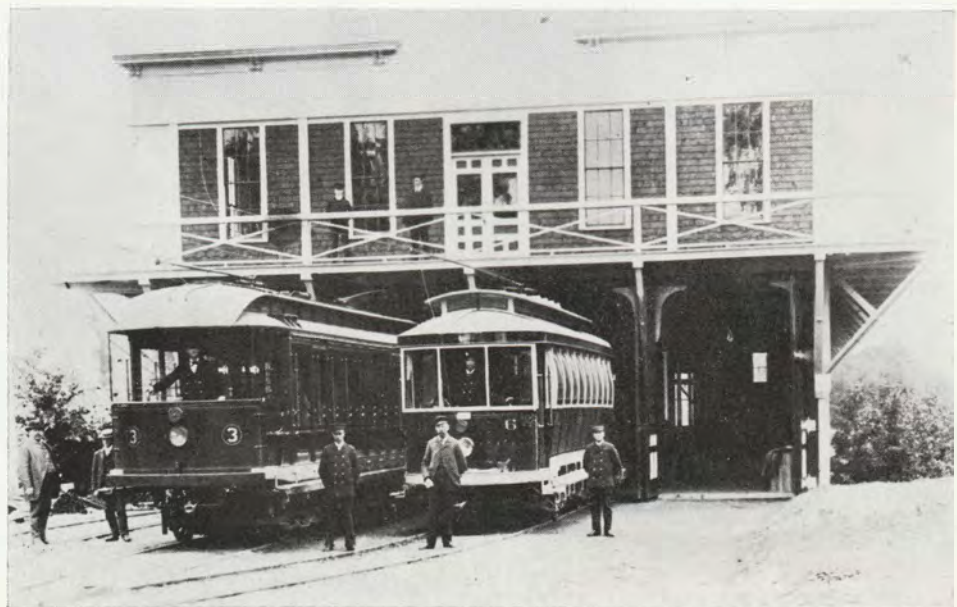
While construction was under way, six passenger cars, a work car and a snow plow were purchased and arrangements were made to install a Westinghouse 150 Kw. 550-volt direct current generator in the shoddy mill at the Emerson-Stevens dam on the Messalonskee stream in Oakland. This generator was driven by three water wheels of 150 h.p. total.

Some Power Was Purchased

Additional power, when required, was to be purchased from the Waterville & Fairfield Railway & Light Company.

The main carhouse of the Water-

MESSALONSKEE HALL, the combination car barn and dance hall at Oakland, Maine, as it looked in 1903. Cars are 14-bench open No. 3, formerly owned by the Portland & Brunswick Street Railway Company, and Duplex No. 6. At the extreme left is Amos F. Gerald and next to him, partially hidden by No. 3, is Superintendent Lester Choate.



HIGH TRESTLE over the Messalonskee stream in Oakland with one of the Duplex convertible cars crossing just after opening of the Waterville & Oakland Street Railway in 1903. —[Photo from the Central Maine Power Co.



ville & Oakland Street Railway was located on Summer Street, Oakland, opposite the end of Church Street and on the shore of Lake Messalonskee. This building, known as Messalonskee Hall, was 128 feet long and had two stories over a basement. The first story, with three tracks, was used for car storage and the second floor contained a hall and dining rooms. A restaurant and boat house occupied the basement.

The Oakland carhouse was supplemented by a small two-track barn of wood frame construction, 98½ feet deep and 28¾ feet wide, at the Waterville Fairgrounds, near the end of Chase Avenue and the

start of the private right-of-way. At the rear of the barn was a battery house, also of wood frame construction. Here was installed a 200-cell battery, probably supplied by the Electric Storage Battery Company of Philadelphia, Penna., and arranged to float on the line.

Commenting on the construction of the Waterville & Oakland line, the Railroad Commissioners, in their 1903 report, said in part:

This road . . . is excellently constructed, largely upon private right-of-way. The alignment is good, a very large percentage of the line being straight, and the curves comparatively easy. The grades are quite heavy but not extreme — a high summit being

surmounted about midway between Waterville and Oakland. The track . . . is laid upon substantial sleepers. It is well lined and surfaced and is being ballasted with broken stone. When this work is completed, the roadbed and track will be first class in every respect.

According to the first annual report of the Waterville & Oakland Street Railway Company to the Railroad Commissioners, the total cost of the railway, equipment and buildings was \$225,000, this being met through issuance of \$100,000 in common capital stock and \$125,000 in 20-year 5 per cent first mortgage bonds. The securities were dated April 1, 1903, and the Waterville Trust Company was trustee of the mortgage.



OAKLAND CARBARN looked like this after Messalonskee Hall was condemned and the structure rebuilt in 1923. The outside track at the right had been a barn track inside the original building. Note three-way switch. —[Photo used by courtesy of Charles Duncan.

Operations

WITH APPROPRIATE ceremony, the Waterville & Oakland Street Railway was opened on Thursday, July 2, 1903, just two days before Independence Day. A half hour headway was placed in effect, the running time being 30 minutes for the 5.4-mile trip.

Two cars were required to maintain the base schedule and through fare was 10 cents, there being two 5-cent zones. The first zone extended from downtown Waterville to the Waterville-Oakland boundary, at the second Rangeway Road, and the second zone extended from the boundary to Lake Messalonskee in Oakland.

Oakland Line Immediately Popular

Thousands rode the trolley between Waterville and Oakland over the July 4th weekend, and during the first year of operation, ended June 30, 1904, the road carried more than 487,000 passengers. The count increased substantially in succeeding years, reaching an all-time high of 682,793 during the year ended June 30, 1907.

Messalonskee Hall proved to be a big attraction and was the scene of thrice-weekly dances during the summer months for many years. In other seasons, it was used for roller skating and basketball games.

When weather permitted, a balcony running around the second floor of the building on the outside provided opportunities for couples, tired of dancing or skating, to sit



MAP of the line in Oakland.

and enjoy the cool breezes off Lake Messalonskee.

For a number of years, the railway operated a steamer on the lake and ran excursions from Waterville and Fairfield to Oakland and thence to islands where lunches were served and special events were held every weekend.

As an added attraction, the company created Cascade Park at a picturesque grove in Oakland, a short distance from the present Country Club, and created the first outdoor theater in the area. This theater was operated in the late spring, summer and early fall and offered the best in entertainment, including vaudeville and pageants and on Sundays, band concerts, to its patrons.

Low Rates to Cascade Park

Special reduced rate round trip tickets between Waterville and Cascade Park were offered during the theater season to stimulate riding.

And then there were the Central Maine Fairgrounds, located off the

present Chase Avenue. Fair Week in September was the period of peak traffic on the Waterville & Oakland Street Railway, every available car being placed in service to handle the throngs attending the annual exposition. A 15-minute headway was maintained between downtown Waterville and the Fairgrounds at such times and nearly every trip carried a capacity load.

(The building of the Waterville & Oakland Street Railway, it is said, revived interest in the fair, which had been in the doldrums for several years. The trolley provided quick, efficient and economical transportation to the Fairgrounds and was patronized quite heavily.)

Rolling Stock

THE SIX passenger cars purchased by the Waterville & Oakland Street Railway Company in 1903 included two of the 14-bench double truck open type, Nos. 1 and 3, and four Duplex double truck convertibles, Nos. 2, 4, 6 and 8.

Nos. 1 and 3, built by the John Stephenson Car Company of Elizabeth, New Jersey, are believed to have been acquired by the Waterville & Oakland from the Gerald-promoted Portland & Brunswick Street Railway Company, which extended from Brunswick to Yarmouth. They had steam coach roofs and double running boards and rode on Taylor SB trucks. Seating capacity was 70.

The four Duplex convertibles are believed to have been built by the Briggs Carriage Company of Ames-



ON EAST MAIN STREET in Oakland is Duplex Car No. 20 of the Waterville, Fairfield & Oakland about 1912. —[From Collection of O. R. Cummings.]

**WATERVILLE & OAKLAND
STREET RAILWAY COMPANY
Equipment Owned 1904 - 1911**

	Du- plex	Open	Open Trailer	Work	Flow	Motors
June 30						
1904	4	2		1	1	14
1905	4	2	7	1	1	16
1906	4	2	7	1	1	
1907	4	2	7	1	1	
1908	4	2	7	1	1	
1909	4	2	7	1	1	
1910	4	2	6	1	1	
1911	4	2	6	1	1	
Oct. 31						
1911	4	2	5	1	1	

bury, Mass., under license from the Duplex Car Company of New York City. Possibly acquired second-hand by the Waterville & Oakland, they had 25-foot bodies, with rectangular monitor roofs. They also rode on Taylor SB trucks.

On each side there were nine sliding panels, each with a curved glass window, and when weather permitted and occasion required, these panels—theoretically at least—could be pushed up into roof pockets to create an open car. There were double running boards along each side and a double step on either side of each platform.

There were eight reversible and two fixed transverse seats, upholstered in rattan, on either side of a center aisle, giving each car a seating capacity of 40 passengers. The Duplex cars had single trolley poles and the opens two poles. All six cars had air brakes.

There is no information about the work car or the snow plow, but the former is believed to have been

a 4-wheel motor or trailer flat. The latter probably was of the 4-wheel nose type. The road initially owned 14 Westinghouse motors, two additional motors being acquired prior to June 30, 1905.

Seven open trailers were acquired by the Waterville & Oakland Street Railway Company during the year ended June 30, 1905. There is no information as to their origin but they undoubtedly were former horse cars. They are believed to have been used mainly to handle the heavy Fair Week traffic but may have been run to Cascade Park on occasion—and perhaps even to Messalonskee Hall.

(It is said that one or two of the Duplex cars had four motors each so they could handle trailers, while the other convertibles had two motors each. The 16 electric motors owned by the railway company were of the Westinghouse 12A (25 h.p.) and Westinghouse 56 (55 h.p.) types and the four Duplex cars, incidentally, were equipped with electric heaters.

Little Change in Rolling Stock

There were no changes in the rolling stock roster until late 1909 or early 1910 when one trailer was discarded. Another was scrapped between June 30 and October 31, 1911, and as of the latter date, the equipment of the Waterville & Oakland Street Railway Company included the two 14-bench opens, the four Duplex convertibles, 5 trailers, the work car and the snow plow.

Maintenance and Improvements

WELL AND SUBSTANTIALLY constructed, the Waterville & Oakland Street Railway required no more than ordinary maintenance to keep it in the best of condition. This fact was reiterated by the Railroad Commissioners in their annual inspection reports year after year. The 1908 report is a good example:

This road is so new and was so well and permanently built that no repairs have been required, except the ordinary keeping up of track and equipment. The length of the road permits a car to make a round trip in an hour, so that a half hour service is given with two cars. The equipment consists of six cars with electric equipment and seven without. Four of these cars are semi-convertible cars, with crosswise seats and very comfortable to the passenger.

One improvement planned but never carried out was the construction of a track from the Waterville & Oakland's main line on Elm Street through Spring and Silver Streets and a second connection with the Waterville & Fairfield on Main Street. (There was already a connection at Main and Temple Streets).

This would have permitted the Waterville & Oakland cars entering the city to loop through the business district before starting their return trip to Oakland. The building of this connection was approved by the Railroad Commissioners on

FAIRGROUNDS car barn in Waterville showing one of the Duplex convertible cars. The main line to Oakland can be seen at the extreme left. — [From an old post card.



Entrance to Car Barn, Central State Fair, Waterville, Me.

November 5, 1910, but the new track apparently failed to win the sanction of the city fathers.

It might be noted here that the Waterville & Oakland Street Railway Company had only one reportable accident (at least only one was noted in the annual reports of the Railroad Commissioners) during its more than eight years of operation.

This occurred on July 22, 1903, on Main Street, Oakland, when one Gideon Haynes and his grandson were thrown from a carriage upon the track in front of an approaching car. Mr. Haynes was bruised about the head and shoulders and the boy had his left hand crushed under a car wheel.

Financial and Corporate

AS NOTED in the accompanying financial table, the Waterville & Oakland Street Railway Company was a reasonably profitable road but in only one year did its stockholders receive any return on their investment. This was in 1907 when the profit was \$5,133 and company paid a 5 per cent dividend, or \$5,000, on its \$100,000 in capital stock.

WATERVILLE & OAKLAND STREET RAILWAY COMPANY Revenue Data 1904 - 1911

Year Ended June 30	Passen- gers	Passen- ger Revenue	Total Revenues	Profit or Loss	Divi- dends
1904	487,101	\$23,224	\$29,225	\$3,145	
1905	502,242	23,575	30,204	3,601	
1906	628,360	29,535	30,896	4,933	
1907	682,703	30,039	32,338	5,133	\$5,000
1908	642,530	30,199	30,364	1,455	
1909	566,800	28,340	28,504	1,234	
1910	560,300	28,015	28,201	(1,364)	
1911	608,346	30,424	31,099	(1,269)	
Oct. 31 1911	256,136	12,807	13,092	2,428	

As of July 1, 1907, the railway's surplus stood at \$11,812 but during the ensuing year, the account was charged \$11,968 for depreciation, insurance and a payment to the Central Maine Fair Association. Two years later, another substantial debit, totalling \$51,977, was made against surplus for depreciation and uncollectable accounts and as of June 30, 1910, there was a gross deficit of \$50,808 on the books, this figure including an operating loss for the year of \$1,364. A loss of \$1,269 for the year ended June 30, 1911, increased the total deficit to \$52,077. As of October 31, 1911, the deficit was \$49,649.

A total of 13 men were employed by the Waterville & Oakland Street Railway Company on June 30, 1904, the aggregate number including

four motormen, four conductors, two roadmen and three electricians, machinists and mechanics. Motormen, conductors and roadmen worked a 10-hour day and were paid \$1.50 per day. Other employes also worked a 10-hour day and received from \$1.50 to \$2 per day.

(On the same date, the Waterville & Fairfield had 30 employes, including four motormen, four conductors, one watchman, three roadmen, four linemen, one engineer, one fireman, six electricians and two machinists and mechanics. As on the Waterville & Oakland, conductors, motormen and roadmen received \$1.50 for a 10-hour day. The highest paid employe was the engineer, who received \$2.50 for a 10-hour day.)

Four conductors and four motormen on each road were the regular year-round employes. Additional temporary motormen, conductors and other employes were added during the summer months when traffic was heaviest and the maximum number of cars was in service.

First Company Officers

THE EARLIEST OFFICIALS of the Waterville & Oakland Street Railway Company included Edward J. Lawrence, president; Cyrus



TYPICAL SCENE on the cross-country Oakland line—a 1935 view at Rangeway turnout, Birney car in distance.

W. Davis, treasurer; Atty. Herbert M. Heath of Augusta, general counsel, and Amos F. Gerald, general manager.

Directors included the Messrs. Lawrence, Davis, Gerald, Albert B. Page, Stephen A. Nye, Henry M. Soule of Boston and William M. Ayer of Oakland. Lester J. Choate was superintendent and remained in that post through October 31, 1911.

There were eight stockholders, seven of whom, with 749 shares, were residents of Maine.

No changes in the officials or directorate took place until 1907 when Amos F. Gerald and Stephen A. Nye conveyed their interests in the company to Charles F. Johnson of Waterville, who became the treasurer.

Edward J. Lawrence continued as president, while directors on June 30, 1908, included Mr. Lawrence, Mr. Johnson, Cyrus W. Davis, Albert B. Page, Edward F. Danforth of Skowhegan, Edward E. Blodgett of Boston and William M. Ayer of Oakland.

Big Turnover in Officials

A sweeping change in the principal officers and directors occurred in July, 1909, and as of June 30, 1910, officials of the road included Clarence A. Leighton of Waterville, president; Lewis G. Whipple of Waterville, secretary and clerk; Charles F. Johnson, treasurer; and Ralph J. Patterson, the general manager.

Directors included the Messrs. William S. Spaulding and William A. Studley, both of Boston; George Leighton, Johnson and Patterson, K. Boutelle of Waterville and Frederick G. Thayer, also of Waterville.

(Mr. Patterson also was general manager of the Waterville & Fairfield Railway & Light Company at this time and Clarence A. Leighton, Charles F. Johnson, George K. Boutelle, Frederick C. Thayer and Mr. Patterson also were directors of the Waterville & Fairfield company).

The 1,000 shares of capital stock outstanding were owned by eight stockholders, six of whom, with 711 shares, were residents of Maine. By October 31, 1911, the six stockholders in Maine held only one share each.

With both the Waterville & Oakland Street Railway Company and the Waterville & Fairfield Railway & Light Company owned by the same interests, the logical step was consolidation of the two properties, but this step was not undertaken until the Central Maine Power Company entered the scene in 1911.

Proposed Lines

BEFORE concluding this chapter, mention must be made of two proposed lines which would, in effect, have been extensions of the Waterville & Oakland.

The first was the Augusta & Oakland Railway, chartered on July 17, 1902, which proposed to build from Augusta through the

towns of Sidney and Belgrade to Oakland and a connection with the Waterville & Oakland Railway, then only in the process of organization. This company was unable to commence construction within three years as required by Maine law and its charter expired in 1905.

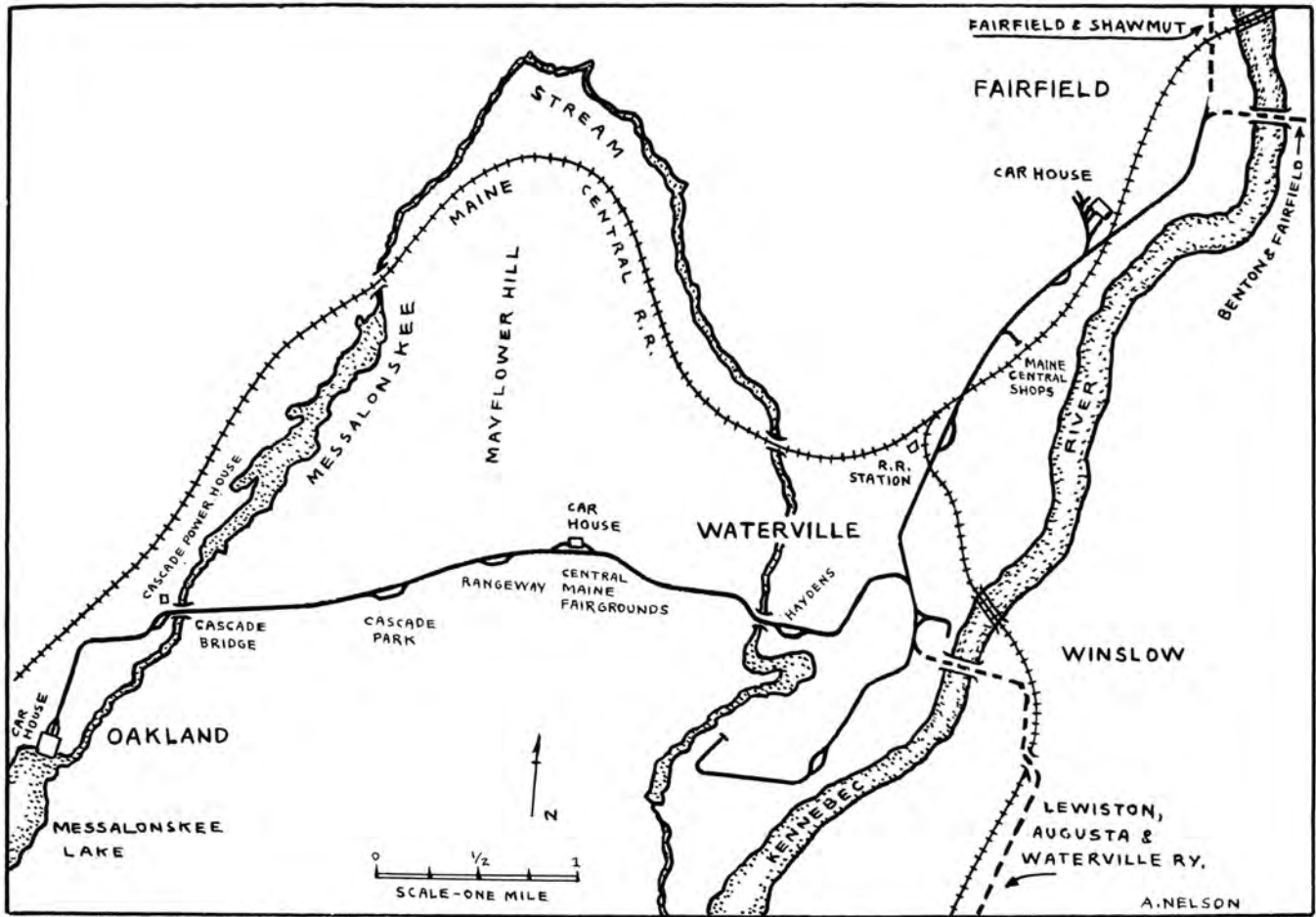
To succeed the Augusta & Oakland, Edward J. Lawrence, Cyrus W. Davis, Amos F. Gerald, Stephen A. Nye and others organized the Augusta, Oakland & Waterville Street Railway on February 17, 1906. The articles of association were approved by the Railroad Commissioners six days later and proposed locations from Augusta through Sidney and Belgrade to Oakland were approved by that same body on October 25th.

As in the case of the Augusta & Oakland, the Augusta, Oakland & Waterville had done nothing toward construction of its line when its charter expired in 1909.

The second proposed line was the Farmington & Oakland Interurban Railway, chartered by special act of the State Legislature on March 25, 1913. This road was authorized to build from Farmington to Oakland via New Sharon, Mercer and Smithfield and it was empowered to effect physical connections with the Waterville-Oakland line and with the Maine Central Railroad. So far as can be determined, the company made no effort to secure location approval and nothing more was heard from its promoters.



SNOW PLOW NO. 2 rounds a curve on the Waterville-Oakland line in 1920. —[Photo by courtesy of N. R. Longfellow.



MAP of the Waterville, Fairfield & Oakland Railway system as it became consolidated in 1911, with connecting lines of the Fairfield & Shawmut Railway and the Benton & Fairfield Railway in Fairfield and the Lewiston, Augusta & Waterville Railway in Waterville (giving connecting track to Portland). —[Drawn by Allen Nelson.



MODERN ROLLING STOCK of the Waterville, Fairfield & Oakland Railway Company was represented by this Wason-built (1922) double truck safety car, acquired along with Nos. 102 and 103 from the Rockland, Thomaston & Camden Street Railway Company in 1931. Photograph was taken at Fairfield, June 18, 1935, by Roger Borrup.

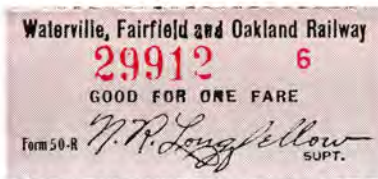
Waterville, Fairfield & Oakland Railway Company

EVENTUAL MERGER of the Waterville & Fairfield Railway & Light Company and the Waterville & Oakland Street Railway Company appears to have been envisioned at an early date. On February 18, 1903, the Waterville & Oakland Street Railway Company was authorized by the State Legislature to lease or purchase connecting lines, specifically the Waterville & Fairfield Railway & Light Company, or to be leased or sold to such lines, and about six years later, on March 16, 1909, the State Legislature approved similar rights for the Waterville & Fairfield.

The Central Maine Power Company acquired control of both companies on September 8, 1911, and on November 1st it formally took over the electric light and power business of the Waterville & Fairfield Railway & Light Company.

Then, on November 20th, the Waterville & Oakland Street Railway Company purchased the railway assets, properties and franchises of the Waterville & Fairfield and the name of the former was changed to the Waterville, Fairfield & Oakland Railway Company.

As of the date of consolidation,



the Waterville, Fairfield & Oakland Railway Company owned 10.5 route miles, plus .45 mile of sidings, turn-outs and carhouse tracks for a total of 10.95 track miles.

	Main Track	Sidings & Turn-outs	Total
Waterville-Fairfield	5.10	.10	5.20
Waterville-Oakland	5.40	.35	5.75
Total	10.50	.45	10.95

During 1912, a 300-foot extension was constructed along Silver Street in Waterville, and in 1915, a 266-foot spur was laid on Britt Street, Waterville, from College Avenue to the Maine Central Railroad shops.

There apparently was a re-measurement of the railway company's tracks during 1916, for as of December 31st of that year, according to the annual report of the Public Utilities Commission, the WF&O had 10.26 miles of main track and .95 mile of sidings and turnouts,

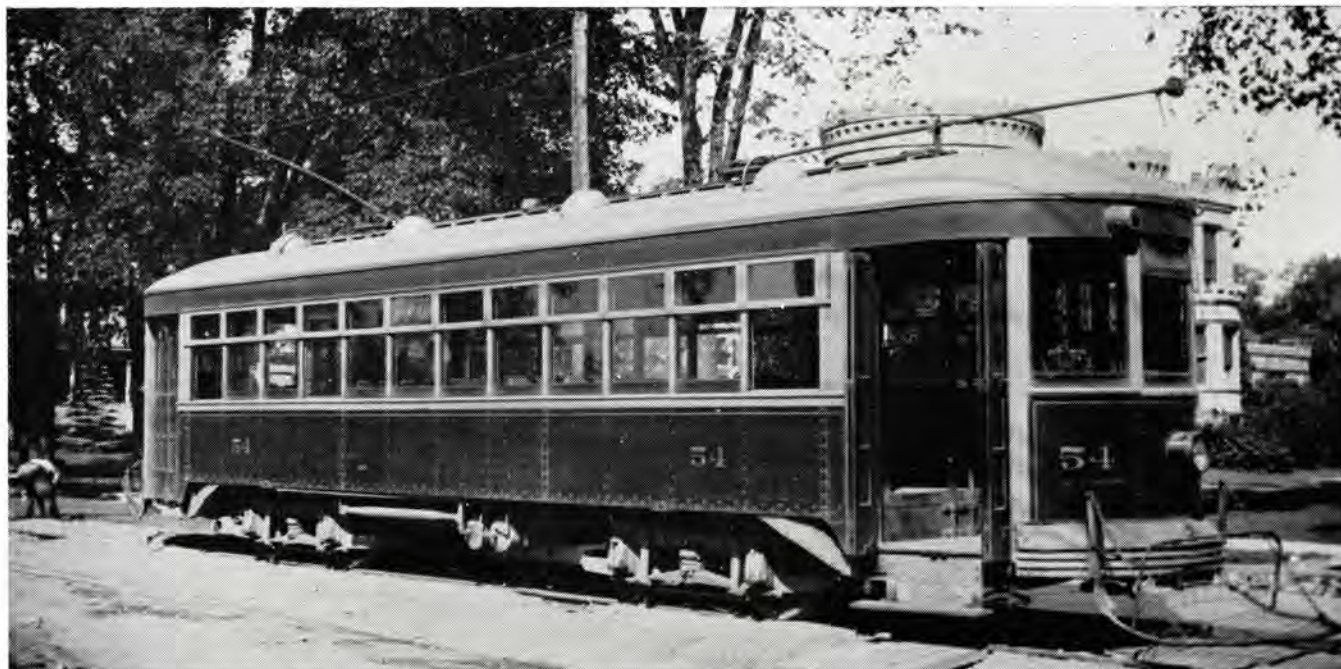
for a single track equivalent of 11.21 miles.

	Main Track	Sidings & Turn-outs	Total
Waterville-Oakland	5.32	.40	5.72
Waterville-Fairfield	4.94	.54	5.48

The consolidated company was capitalized at \$500,000 (5,000 shares of common stock at \$100 par) but there was no bonded debt. Officials included Harvey D. Eaton of Waterville, president; George D. Hegarty of Waterville, secretary; Walter S. Wyman of Augusta, treasurer; Ralph J. Patterson, general manager, and Lester J. Choate, superintendent. Directors included the Messrs. Eaton, Wyman, Patterson and Hegarty, William M. Ayer of Oakland, George G. Weeks of Fairfield and Francis E. Frothingham of Boston.

Of the 5,000 shares of capital stock, 4,999 shares were held in Maine, all but a few of the latter (sufficient to qualify the directors) being owned by the Central Maine Power Company.

Superintendent Choate was succeeded by John R. Pierce during the latter part of 1914, serving until mid-1917 when Walter G.



SHUTTLE CAR—During a highway regrading and paving job on Main Street, Fairfield, in June 1934, No. 54 ran a shuttle service over the construction area. In this photo by Roger Borrup, No. 54 waits for regular Fairfield car.



EX-BOSTON ELEVATED car No. 16 at the Oakland car-house about 1911. The car was built by J. M. Jones' Sons of Watervliet, N. Y., in 1892 by lengthening a 16-ft. horse-car.—[Courtesy Wm. Gagnon.]

Parker, manager of the Penobscot Bay Electric Company, another subsidiary of the Central Maine Power Company, assumed the dual post of general manager and superintendent of the Waterville, Fairfield & Oakland Railway Company. Parker was succeeded in November of 1917 by Nathan R. Longfellow.

Mr. Longfellow left the post in mid-1921 to accept other employment with the Central Maine Power Company. He returned to the railway company in 1926 and supervised the operations of the road until its abandonment 11 years later.

Daily Operations

THERE WERE FEW operating changes after the consolidation. As before, half-hourly service was given on both the Waterville-Fairfield and Waterville-Oakland lines and both routes had a scheduled running time of 30 minutes, two cars being required to maintain the base schedule on each line.

It was not long before increasing traffic forced the establishment of a quarter-hour headway on the Waterville-Fairfield route. Cars left each terminal on the hour and every 15 minutes thereafter, the running time, as before, being one-half hour.

Four cars were required to fill the line, regular meeting points on

which were Sherwin turnout, on Water Street near Sherwin Street; Maine Central turnout, on College Avenue opposite the Waterville railroad station, and Brook turnout, on College Avenue a few feet north of the Holland Brook trestle.

Fast Running on Fairfield Line

Former motormen on the Waterville, Fairfield & Oakland Railway relate that the 30-minute running time on this route was particularly difficult to maintain as automobile traffic in downtown Waterville increased during the 1920s and 1930s and time lost on congested Main Street in the city required fast running after leaving Maine Central turnout for Fairfield in order to keep on schedule.

There was never any change in the basic 30-minute headway on the Waterville-Oakland line, turnouts on which were Hayden siding, located on Western Avenue, between Crommett and Burleigh Streets in Waterville; Halfway siding, about 300 feet east of the Waterville-Oakland town line; Cascade Park siding at Cascade Park, and Cascade siding at the west end of the Mesalonskee stream trestle near Fairfield Street in Oakland. Halfway siding was the regular meeting point.

As in Waterville & Oakland days, 15-minute service was provided between downtown Waterville and the Central Maine Fairgrounds during

Fair Week in September. Upon occasions, when traffic was particularly heavy, the line was split at the Fairgrounds, through Waterville-Oakland passengers changing cars there.

The 1926 season was the last for the Waterville Fair and eventually all of the turnouts on the Oakland line except Halfway siding were removed, as they were no longer needed.

Union Lost Out in Labor Trouble

Speaking of the Fair, during the height of the annual event on September 12, 1917, thirty-seven conductors and motormen of the Waterville, Fairfield & Oakland Railway Company went on strike to enforce their demands that the company sign a contract with the Amalgamated Association of Street & Electric Railway Employees.

To meet the crisis, automobiles were brought in from nearby towns to provide transportation to and from the Fair and linemen and other non-striking employes of the railway company were recruited to run a few cars.

New men were hired to break in as motormen and conductors and when the strike collapsed on September 18th, the striking employes found their jobs gone. None of them was ever again employed by the WF&O, according to Superintendent Longfellow.

Connecting Trolley Lines

At Fairfield, the Waterville, Fairfield & Oakland Railway—as had the former Waterville & Fairfield—connected with the Fairfield & Shawmut and the Benton & Fairfield railways. The Fairfield & Shawmut was abandoned July 23, 1927, and passenger service on the Benton & Fairfield was discontinued during 1929.

The Lewiston, Augusta & Waterville Street Railway Company and its successor in 1919, the Androscoggin & Kennebec Railway Company, continued to operate cars between Lewiston and Waterville until July 31, 1932, when service was abandoned.

The WF&O gave some thought to taking over the A&K trackage between Waterville and North Vassalboro but a study of the potential business revealed that such a step would not be feasible. The rail service was replaced by a bus line operated by Arthur T. Duplessie.

Accidents

OPERATION of LA&W and A&K cars over WF&O trackage resulted in occasional collisions between trolley cars of the two roads.

One such crash occurred on April 10, 1917, when a single truck closed car (No. 16) of the WF&O was knocked off the rails when struck by one of the big double truck semi-convertibles of the LA&W at the junction of Bridge, Main and Water Streets in Waterville. One passenger on No. 16 was injured and both cars damaged.

After an investigation of the

accident, the Public Utilities Commission declared that the LA&W motorman was at fault and it recommended that the WF&O install block signals on Main Street—at Bridge and at Common Street—to prevent any further mishaps of this kind.

Such signals were installed but were used for only a few years. These were the only signals ever provided by the WF&O which, incidentally, never had an accident resulting in death to a passenger.

Facilities

CARHOUSES of the Waterville, Fairfield & Oakland Railway Company included two at Fairfield, one at Oakland (Messalonskee Hall) and one at the Waterville Fairgrounds. All were wood frame construction.

The main carhouse at Fairfield, located at the intersection of Main and High Streets, was about 25 feet wide and 140 feet deep and held two tracks, each of which had pits. On the west side of the building was a triangular-shaped annex containing repair shop facilities, stock room, garage and offices.

Initially, the carhouse had two sliding doors, separated by a center post between the tracks. This post occasionally was felled by cars becoming derailed while entering or leaving the barn and eventually the front of the building was remodeled to do away with both the post and doors.

A storage carhouse on the west side of High Street consisted of two sections, one 26 feet wide and 125 feet deep, with two tracks, and the other, about 20 feet wide and 90

feet deep, with one track. A two-track paint shop was located at the rear of the larger section.

Messalonskee Hall was condemned as unsafe during 1923 and was extensively rebuilt. The second floor was removed and the rest of the building was both shortened and narrowed so as to accommodate only two tracks instead of three.

As reconstructed, the building was 18 feet wide and 85 feet deep, with one track running the entire length of the structure and the second track for about 50 feet. A third track, outside the barn on the north side, was supported by a short trestle.

The small two-track carhouse at the Fairgrounds was razed about 1925, one of the former barn tracks being left in place for a siding. Also razed was the battery house at the rear of the carbarn.

Cars, Barn Burned in 1936

Fire, which broke out in a snow plow, heavily damaged the main part of the storage carhouse at Fairfield shortly after midnight on Tuesday, January 21, 1936. The roof of the building was destroyed completely, only the charred walls remaining, and the plow in which the blaze started was heavily damaged. Another plow, two work cars and a passenger car were moderately damaged.

Although the plows and cars were repaired, no attempt was made to rebuild the carhouse. The debris was cleared away, the trolley wires were restrung on what remained of the barn's crossbeams, and the two tracks were used as a semi-outdoor storage area until the railway was abandoned.



AFTER its passenger-carrying days were over, No. 16 was converted to a line car and as such is shown here with its crew working on the overhead at the Fairfield carbarn.

Power Supply

ALL POWER for the Waterville, Fairfield & Oakland Railway Company was supplied by the Central Maine Power Company, at first using the facilities taken over from the Waterville & Fairfield and the Waterville & Oakland. These were all discontinued in 1923 following the installation of two motor-generator sets, of 500 Kw. and 300 Kw. capacity, in the power company's Bangs station in Waterville.

Power was transmitted to the overhead and feeder lines at 650 volts in order to provide an adequate supply for the Benton & Fairfield and the Fairfield & Shawmut lines, both of which purchased direct current from the WF&O.

Passenger Cars

INITIAL passenger equipment of the Waterville, Fairfield & Oakland Railway Company consisted of the cars of the former Waterville & Oakland and included four 20-foot single single truck and two 25-foot double truck closed; four single truck and four double truck opens; five single truck open trailers, and four Duplex double truck convertibles.

The four single truck closed cars included Nos. 9 and 10, both built by Briggs, and Nos. 15 and 16, both built by Jones. The double truck cars were Nos. 13 and 14, both built

WATERVILLE, FAIRFIELD & OAKLAND RAILWAY Company

EQUIPMENT FROM PREDECESSOR ROADS

	Closed	Duplex	Open	Trailers	Work	Plows
Waterville & Oakland	—	4	2	5	1	1
Waterville & Fairfield	6	—	6	—	1	1
TOTAL	6	4	8	5	2	2

Equipment Owned — 1911-1937

Year	Closed	Duplex	Open	Trailers	One-Man	Work	Plows
1912	6	4	8	5		2	2
1913	6	4	7	2		1	2
1914	6	4	7	2		3	2
1915-16	6	4	7			2	2
1917	8	4	7			2	2
1918-19	8	4	7			1	2
1920	9	4	5			2	2
1921	12	—	5			2	2
1922	12		4			4	2
1923	10		4			3	2
1924	10		4		3	2	2
1925	10		3		3	2	2
1926	10				6	3	2
1927-28	11				4	3	3
1929	12				7	3	3
1930	11				5	3	3
1931	11				7	3	3
1932-37	11				11	3	3

by Osgood Bradley. All came to the WF&O from the Waterville & Fairfield.

No. 16 was converted to a line car in 1919 and No. 10 was given to the Fairfield & Shawmut in 1921, with No. 9 going to the same company in 1923. No. 15 was scrapped in 1924.

Both cars Nos. 13 and 14 were

equipped for one-man operation in 1922, full dead-man safety controls being installed. They remained in service until 1931 when they were retired and scrapped, having been replaced by more modern cars.

Among the single truck opens were No. 6, a Briggs 9-bench car, and Nos. 17 and 18, both 10-bench cars built by Lewis & Fowler. The



BRIGGS 20-FT. CLOSED CAR No. 10 at the Fairfield car-house about 1911. —[Photo courtesy of William Gagnon.]

Waterville, Fairfield & Oakland Railway Company

Roster of Rolling Stock 1911-1937

PASSENGER CARS

Car No.	Type of Car	Builder	Year Built	Trucks	Motors	Control	Brakes	Former Owner	Year Acquired by WF&O	Notes	Sec
1	14-bench open	Stephenson	1902	Taylor SB	2-W12A	K-12	Hand & Air	Waterville & Oakland	1911	Rebuilt to motor flat car in 1925	1
3	14-bench open	Stephenson	1902	Taylor SB	2-W12A	K-12	Hand & Air	Waterville & Oakland	1911		1
6	9-bench open	Briggs	1891	Bemis	2-W12A	K-10	Hand	Waterville & Fairfield	1911		1
9	20-ft. closed	Briggs	1893	Peckham	2-W12A	K-10	Hand	Waterville & Fairfield	1911	To Fairfield & Shawmut in 1923 To Fairfield & Shawmut in 1921	1
10	20-ft. closed	Briggs	1894	Peckham	2-W12A	K-10	Hand	Waterville & Fairfield	1911		1
11	12-bench open	Briggs	1900	Brill 22E	2-W38B	K-10	Hand & Air	Waterville & Fairfield	1911	Rebuilt to one-man car in 1922	1
12	12-bench open	Briggs	1900	Brill 22E	2-W38B	K-10	Hand & Air	Waterville & Fairfield	1911		1
13	25-ft. closed	Bradley	1900	Peckham	2-GE201	K-11	Hand & Air	Waterville & Fairfield	1911	Rebuilt to one-man car in 1922	1
14	25-ft. closed	Bradley	1900	Peckham	2-GE201	K-11	Hand & Air	Waterville & Fairfield	1911		1
15	20-ft. closed	Jones	1892	Brill 21E	2-W38B	K-10	Hand	Waterville & Fairfield	1911	Rebuilt to line car in 1919	1
16	20-ft. closed	Jones	1892	Brill 21E	2-W38B	K-10	Hand	Waterville & Fairfield	1911		1
17	10-bench open	Lewis & Fowler	1891	Peckham	2-W38B	K-10	Hand	Waterville & Fairfield	1911	Rebuilt to line car in 1919	1
18	10-bench open	Lewis & Fowler	1891	Peckham	2-W38B	K-10	Hand	Waterville & Fairfield	1911		1
19											1
20	25-ft. convertible	Briggs	1903	Taylor SB	4-W12A	K-12	Hand & Air	Waterville & Oakland	1911	} Originally Nos. 2, 4, 6 and 8 on the Waterville & Oakland Street Railway	1
21	25-ft. convertible	Briggs	1903	Taylor SB	2-GE201	K-12	Hand & Air	Waterville & Oakland	1911		1
22	25-ft. convertible	Briggs	1903	Taylor SB	2-W56	K-12	Hand & Air	Waterville & Oakland	1911		1
23	25-ft. convertible	Briggs	1903	Taylor SB	2-GE201	K-12	Hand & Air	Waterville & Oakland	1911		1
24	35-ft. closed	Brill		Brill 22E	2-W38B	K-11	Hand & Air	Bangor	1917		1
25	35-ft. closed	Brill		Brill 22E	2-W38B	K-11	Hand & Air	Bangor	1917		1
34	Binney safety	Wason	1919	Brill 79E	2-W508	K-63	Hand & Air	Rockland, Thomaston & Camden	1926		1
40	Binney safety	Wason	1922	Brill 79E	2-W508	K-63	Hand & Air	Rockland, Thomaston & Camden	1926		1
42	Binney safety	Wason	1922	Brill 79E	2-W508	K-63	Hand & Air	Rockland, Thomaston & Camden	1926	1	
44	Binney safety	Wason	1922	Brill 79E	2-W508	K-63	Hand & Air	Rockland, Thomaston & Camden	1926	1	
50	30-ft. closed	Kuhlman	1918	Brill 76E1	4-W514C	K-35	Hand & Air	Rockland, Thomaston & Camden	1922	Converted to one-man car	1
52	30-ft. closed	Kuhlman	1918	Brill 76E1	4-W514C	K-35	Hand & Air	Rockland, Thomaston & Camden	1922		1
54	30-ft. closed	Wason	1922	Brill 76E1	4-W514C	K-35	Hand & Air	Rockland, Thomaston & Camden	1922	Converted to one-man car	1
56	30-ft. closed	Wason	1922	Brill 76E1	4-W514C	K-35	Hand & Air	Rockland, Thomaston & Camden	1922		1
60	31-ft. lightweight	Brill	1922	Brill 77E1	4-W508	K-35	Hand & Air	Plymouth & Brockton	1929	Ex-P&B No. 400	1
101	31-ft. lightweight	Wason	1922	Brill 77E1	4-W508	K-35	Hand & Air	Rockland, Thomaston & Camden	1931		1
102	31-ft. lightweight	Wason	1922	Brill 77E1	4-W508	K-35	Hand & Air	Rockland, Thomaston & Camden	1931	1	
103	31-ft. lightweight	Wason	1922	Brill 77E1	4-W508	K-35	Hand & Air	Rockland, Thomaston & Camden	1931	1	

WORK CARS and SNOW PLOWS

1	41-ft. motor flat	WF&O	1925	Taylor SB	4-W514	K-35	Hand & Air			Ex 14-bench open car	1
2	Snow plow	WF&O	1900	Peckham	2-W56	K-11	Hand & Air	Waterville & Fairfield	1911		1
4	Snow plow	WF&O	1903	Taylor	2-W56	K-11	Hand & Air	Waterville & Oakland	1911	1	
6	Snow plow	F&S	1907	Peckham	2-GE201	K-11	Hand	Fairfield & Shawmut	1927	1	
8	Snow plow	Taunton	1903	Taunton	2-W306	K-36	Hand	Rockland, Thomaston & Camden	1931	1	
16	Lane car	WF&O	1919	Brill 21E	2-W38B	K-10	Hand			Ex 20-ft. closed car	1
30	20-ft. sand	Brill		Brill 21E	2-GE80	K-11	Hand				1
33	35-ft. work	WF&O	1924	Taylor SB	4-GE201	K-35	Hand & Air	Fairfield & Shawmut	1927	1	

fourth is believed to have been No. 19 but there is no information as to its builder or specific type. All of these cars came to the WF&O from the Waterville & Fairfield.

Double truck opens included Nos. 1 and 3, Stephenson 14-bench cars formerly owned by the Waterville & Oakland, and Nos. 11 and 12, Briggs 12-bench formerly owned by the Waterville & Fairfield.

According to the annual reports of the WF&O to the Public Utilities Commission, one open car was scrapped during the year ended June 30, 1913, and two more were junked in 1920. It is believed the car scrapped in 1913 was No. 19 and those retired in 1920 were Nos. 6 and 17.

No. 18 was junked in 1922 and No. 1 is believed to have been rebuilt to a motor flat car in 1925. (There is no question about the car being rebuilt but there is some conflicting information about the year in which its was accomplished).

All open car operation ended after the Central Maine Fair at Waterville in September, 1926, and

the three open cars remaining, Nos. 3, 11 and 12, were retired before the end of the year.

The five open trailers all came to the WF&O from the Waterville & Oakland. One was retired in 1913, two more in 1914 and the last two in 1915.

All four of the Duplex convertibles came to the WF&O from the Waterville & Oakland, where they were Nos. 2, 4, 6 and 8. They were renumbered 20, 21, 22 and 23 and were operated only as closed cars, their original running boards being removed.

Annual reports of the WF&O indicate that all four cars were retired in 1920, with Nos. 20, 22 and 23 being junked two years later. No. 21 is said to have remained on the property, although never used, until 1926.

Two 35-foot closed cars, Nos. 24 and 25, built by the J. G. Brill Company of Philadelphia were purchased second-hand in 1917 and are believed to have come from the Bangor Railway & Electric Co.

No pictures of these cars appear

to exist and the only available information about them is that they rode on Brill 22E maximum traction trucks. In any event, they were used on the WF&O for only five years, being scrapped in 1922.

Modernization of the passenger equipment began in 1918 when two double truck arch roof steel closed cars, Nos. 50 and 52, were ordered from the G. C. Kuhlman Car Company of Cleveland, Ohio, a subsidiary of J. G. Brill.

Delivered early in 1919, they had 30-ft., 10³/₄-in. bodies and measured 43 feet over all, the width being 8 ft., 2 in. There were 12 reversible transverse and four longitudinal seats, all upholstered in rattan, and seating capacity was 44 passengers.

Equipped for two-man operation, they rode on Brill 76E1 trucks with 33-in. wheels and each had four Westinghouse 514C (40 hp.) motors, General Electric K-35G2 controllers and Westinghouse air brakes.

Two similar cars, both built by the Wason Manufacturing Company of Springfield, Mass., were added in 1922, one, No. 54, being pur-



THE DAYS OF NO. 50 were numbered when Edwin B. Robertson snapped this photograph at Main and Bridge Streets in Fairfield in 1937. Street railway service in the Waterville-Fairfield-Oakland area quit October 11, 1937.

chased new, and the other, No. 56, coming from the Rockland, Thomaston & Camden Street Railway Company, for which it had been built as No. 100 in 1920.

No. 54 was practically identical to Nos. 50 and 52 but No. 56 had a slightly different body design and had 16 reversible transverse and four longitudinal corner seats of wood slat construction. Both rode on Brill 76E1 trucks and each had four Westinghouse 514C motors, K-35G2 controllers and Westinghouse air brakes.

Four Birney Cars on the Roster

Also purchased in 1922 were three Birney single truck one-man safety cars, Nos. 40, 42 and 44, also built by Wason. Seating 32, each was equipped with two Westinghouse 508 (25 hp.) motors and K-63 controllers and rode on a Brill 79E1 truck.

A fourth Birney, No. 34, also Wason-built, was acquired second-hand from the Knox County Electric Company, formerly the Rockland, Thomaston & Camden Street Railway Company, in 1927, and during 1929, a Brill double truck one-man safety car, which became No. 60, was purchased by the WF&O from the Plymouth & Brockton Street Railway Company.

Constructed in 1922 as No. 400 of

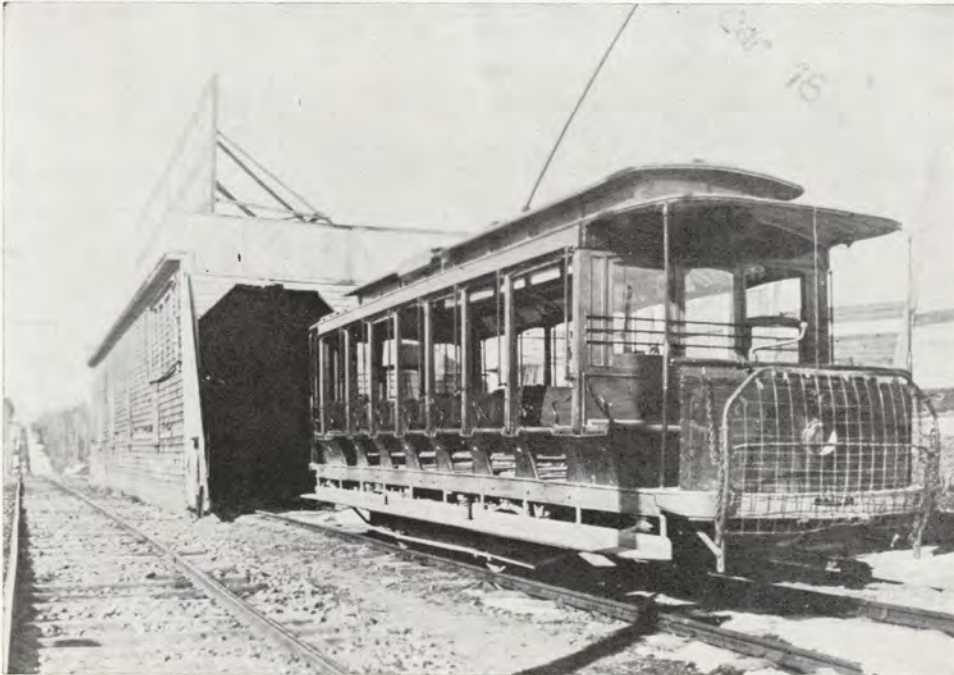
WATERVILLE, FAIRFIELD & OAKLAND RAILWAY Company

General Specifications of Cars Nos. 50 and 52

Date Cars Ordered	April 30, 1918
Date of Scheduled Delivery	November, 1918
Builder	C. G. Kuhlman
Type of Car	Steel Semi-Convertible (PAYE)
Seating Capacity	44
Weight (Total)	40,000 Pounds
Length over Bumpers	43 Feet
Length of Body	30 Feet, 10 $\frac{3}{4}$ Inches
Width over All	8 Feet, 2 Inches
Height (Rail to Trolley Base)	11 Feet, 2 Inches
Body (Type)	Double End, Steel Frame (City)
Interior Trim	Ceiling, white enamel; wainscoting, cherry
Roof	Arch
Air Brakes	Westinghouse
Axles	Standard Hammered Steel
Bumpers	7 Inch Anti-Climbers
Control	K-35G2
Curtain Fixtures	Ring No. 88
Curtain Material	Pantasote K-2
Destination Signs	Hunter Illuminated
Door Operating Mechanism	Hand Operated
Fare Boxes	Johnson DM2
Gears and Pinions	Treated, 15-76 Ratio
Hand Brakes	National Staffless
Heaters	Gold
Headlights	Golden Glow
Headlining	Poplar Veneer
Lightning Arresters	Westinghouse
Motors	Westinghouse 514C
Paint	Standard Green
Registers	Johnson Fare Box
Sanders	Brill
Seats	Brill Standard
Trolley Catchers	Ohio Brass
Trolley Base	U. S. No. 14
Trucks	Brill 76E1
Ventilators	Brill
Wheels	33 Inch Cast Iron



AT COLBY COLLEGE CAMPUS on College Avenue, Waterville, No. 103 appears in this August 1936 photograph.



NO. 18, a Lewis & Fowler 9-bench open car, at the Fairgrounds barn about 1911.—
[Photo from William Gagnon.]

the Brockton & Plymouth, it had a 31-ft. body and rode on Brill 77E1 low-level trucks. Equipment included four Westinghouse 508 motors and K-35 controllers.

According to report, the Plymouth & Brockton car was moved on a railroad flat car to Portland, where it was unloaded. After being reconditioned and repainted in the WF&O's standard livery of green with cream trim and gold leaf numerals at the Portland Railroad Company shops, the car was run to Waterville over the Portland-Lewiston Interurban and the Androscoggin & Kennebec Railway.

One Birney car, No. 42, was retired in 1930 and as of December

31, 1931, the WF&O owned 11 passenger cars, all of which, the three Birneys, Nos. 34, 40 and 44 and four double truck cars, Nos. 60, 101, 102 and 103, were equipped for one-man operation—plus the other four cars, Nos. 50, 52, 54 and 56, which had been so equipped in 1922.

Two of the three Birneys provided the base service on the Oakland line and four of the double truck cars were used to fill the Fairfield route, the lightweights being used most of the time because of their low power consumption.

This gave the WF&O five spare cars, Nos. 50, 52, 54 and 56 and one of the Birneys. No. 103, incidentally, was the passenger car dam-

aged in the Fairfield carhouse fire of 1936.

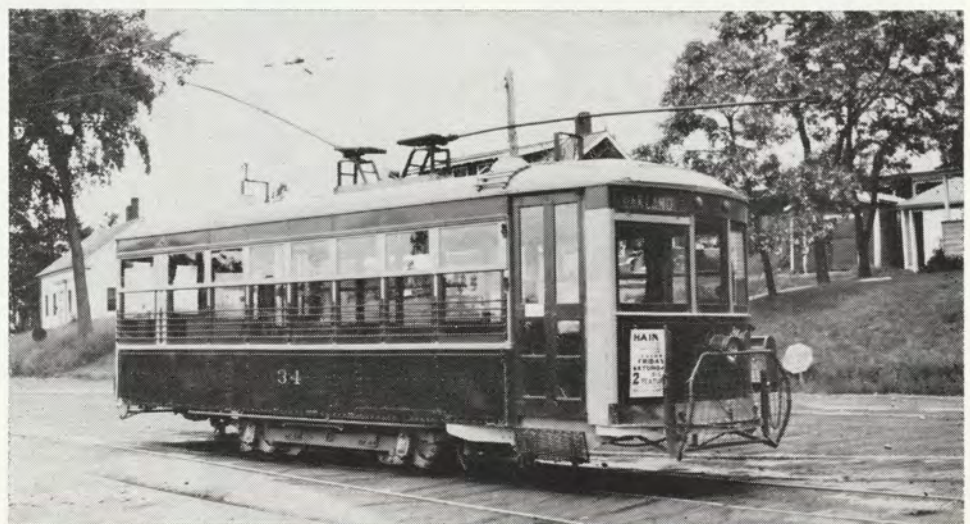
There were no changes in the passenger car roster from 1931 through 1936.

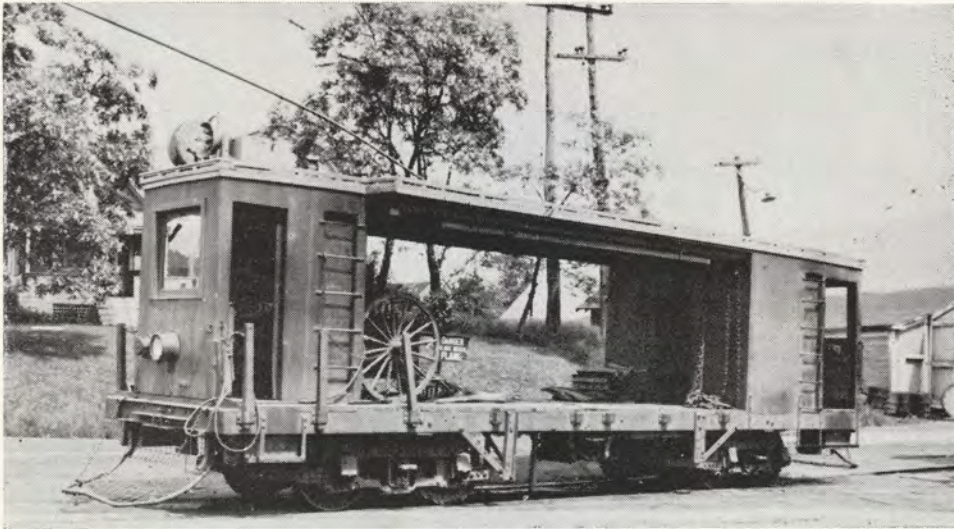
Service Cars

THERE IS NO information on the early service cars of the Waterville, Fairfield & Oakland Railway Company. There were two at the outset, one coming from the Waterville & Fairfield and one from the Waterville & Oakland. Both are believed to have been 4-wheel flat cars.

As earlier reported, No. 16, a Jones 20-foot car, was rebuilt to a

BIRNEY CAR NO. 34 from the Rockland, Thomaston & Camden Street Railway was spotted in front of the Fairfield carhouse, June 18, 1935, for this photograph by Roger Borrup. No. 34 was painted in green livery, while the other Birney cars (Nos. 40 and 44) were in orange at that time.





GENERAL UTILITY car No. 33, built by the Waterville, Fairfield & Oakland, is shown at the Fairfield carhouse.

line car in 1919 and it was used until 1924 when it was replaced by No. 33, a double truck general utility car built by the WF&O in its Fairfield shop.

A double truck motor flat car, No. 1, was provided in 1925 or 1926 through rebuilding of a 14-bench open, and in 1927, with the abandonment of the Fairfield & Shawmut Railway, a Brill 20-foot closed car, No. 30, purchased by the F&S from Bangor, was taken over by the WF&O. This was immediately converted to a sand car.

Nos. 1 and 33 both were damaged in the Fairfield carhouse fire of 1936 but were repaired and returned to service.

Snow Plows

THE ORIGINAL snow plows of the WF&O were Nos. 2 and 4, both of the 4-wheel variety. No. 2 had

been built by the Waterville & Fairfield in 1900 and No. 4 was formerly owned by the Waterville & Oakland.

A third plow, acquired from the Fairfield & Shawmut, was added in 1927. Practically identical to the former Waterville & Fairfield plow, it was numbered 6.

Plow Replaced by One from RT&C

Plow No. 4 was retired in 1931 and was replaced by No. 8, formerly No. 52 of the Rockland, Thomaston & Camden. Also a 4-wheeler, it had been constructed in 1903 by the Taunton Locomotive Works of Taunton, Mass.

Plow No. 2 was that in which the Fairfield carhouse fire started in 1936 and although badly damaged, it was rebuilt. No. 8 was slightly damaged. Plow No. 6 escaped the flames as both it and sand car No. 30 were at the Oakland carhouse on the night of the fire.

Car Equipment

AMONG THE TYPES of motors in use on the Waterville, Fairfield & Oakland Railway in its early years were the Westinghouse 12A (25 hp.), Westinghouse 38-B (40 hp.) and Westinghouse 56 (55 hp.). Most cars had only two motors and were equipped with General Electric K-10, K-11 or K-12 controllers.

So far as can be determined, none of the Waterville & Fairfield cars had air brakes at the time of the 1911 consolidation but Nos. 11, 12, 13 and 14 subsequently were so equipped.

The purchase of more modern General Electric 201-H (65 hp.) motors was begun in 1915. In 1916 all of the passenger cars were equipped with fenders, in accordance with Maine law. The Libby drop type, with bumper protectors, was the design chosen.



MOTOR FLAT CAR No. 1, built on the underframe of Stephenson 14-bench open car No. 1, at the Fairfield barn.

100 rail bonds were renewed and rail joints were built up with an arc welder on a mile of track.

Inspection reports subsequent to 1921 merely list the quantities of materials used in track maintenance and reconstruction and give no indication as to where the work was accomplished. But much work was done and right up until 1937 track gangs were kept busy during the spring, summer and fall.

Fares and Financial

ANNUAL REPORTS of the Waterville, Fairfield & Oakland Railway Company to the Railroad Commissioners and Public Utilities Commission indicate that the road was a fairly profitable one through 1916. The best year was that ended June 30, 1914, when 1,961,527 passengers were carried and when, after all expenses were met, there remained \$39,916.07 of the gross revenue of \$101,118.04.

For the year ended December 31, 1917, the profit was only \$3,781 and late in 1918 the basic cash fare on the WF&O was raised from 5 to 7 cents. The price of school tickets, in books of 40 coupons, was increased from \$1 to \$1.40 and the rate for commutation tickets, in books of 50, was boosted from \$2.50 to \$3.50.

The profit for the year ended December 31, 1919, was \$14,445 but a severe storm in March, 1920, tied up the road for several days and resulted in heavy snow removal

WATERVILLE, FAIRFIELD & OAKLAND RAILWAY Company

FINANCIAL DATA — 1912-1937

Year Ended June 30	Passengers	Passenger Revenue	Total Revenue	Profit or Loss
1912	1,091,332	\$ 54,567	\$ 55,380	\$ 17,275
1913	1,910,795	95,540	98,069	37,261
1914	1,961,527	98,076	101,118	39,916
1915	1,745,174	87,259	89,272	25,370
1916	1,826,474	91,355	93,252	25,352
Year Ended Dec. 31				
1916	1,881,581	\$ 94,103	\$ 95,698	\$ 21,051
1917	1,900,913	95,046	96,324	3,781
1918	1,875,520	100,862	104,108	4,193
1919	1,722,655	123,386	132,991	14,445
1920	1,901,864	133,422	136,892	25,612
1921	2,254,446	134,318	136,399	5,529
1922	1,839,000	131,001	133,023	6,353
1923	1,957,906	138,845	140,591	4,036
1924	1,631,812	125,072	126,702	1,270
1925	1,426,842	117,390	119,215	3,605
1926	1,504,044	118,903	120,402	5,344
1927	1,372,475	110,480	111,675	9,557
1928	1,411,077	109,371	111,064	9,707
1929	1,227,958	106,772	108,929	10,445
1930	1,105,588	97,789	100,273	9,665
1931	888,535	77,759	79,002	1,785
1932	644,477	56,320	57,403	6,562
1933	638,245	49,356	50,135	9,050
1934	813,828	53,062	54,040	5,783
1935	867,616	55,589	56,437	748
1936	894,000	56,866	57,701	844
1937	622,334	41,692	42,405	715

Generally, all profits earned by the Waterville, Fairfield & Oakland Railway Company were paid as dividends to the Central Maine Power Company, owner of all the railway company's capital stock. By the same token, losses incurred by the railway company were absorbed by the utility.

expense. Because of this heavy expense and the loss of revenue due to the involuntary suspension of

service, the WF&O, on August 31st, sought an increase in its cash fare from 7 to 10 cents.



EUGENE NOLETTE (at left) conductor, and Henry Prue, motorman, are the crew of Car No. 10 shown at Sherwin turnout on Water Street in Waterville, about 1914.

100 rail bonds were renewed and rail joints were built up with an arc welder on a mile of track.

Inspection reports subsequent to 1921 merely list the quantities of materials used in track maintenance and reconstruction and give no indication as to where the work was accomplished. But much work was done and right up until 1937 track gangs were kept busy during the spring, summer and fall.

Fares and Financial

ANNUAL REPORTS of the Waterville, Fairfield & Oakland Railway Company to the Railroad Commissioners and Public Utilities Commission indicate that the road was a fairly profitable one through 1916. The best year was that ended June 30, 1914, when 1,961,527 passengers were carried and when, after all expenses were met, there remained \$39,916.07 of the gross revenue of \$101,118.04.

For the year ended December 31, 1917, the profit was only \$3,781 and late in 1918 the basic cash fare on the WF&O was raised from 5 to 7 cents. The price of school tickets, in books of 40 coupons, was increased from \$1 to \$1.40 and the rate for commutation tickets, in books of 50, was boosted from \$2.50 to \$3.50.

The profit for the year ended December 31, 1919, was \$14,445 but a severe storm in March, 1920, tied up the road for several days and resulted in heavy snow removal

WATERVILLE, FAIRFIELD & OAKLAND RAILWAY Company

FINANCIAL DATA — 1912-1937

Year Ended June 30	Passengers	Passenger Revenue	Total Revenue	Profit or Loss
1912	1,091,332	\$ 54,567	\$ 55,380	\$ 17,275
1913	1,910,795	95,540	98,069	37,261
1914	1,961,527	98,076	101,118	39,916
1915	1,745,174	87,259	89,272	25,370
1916	1,826,474	91,355	93,252	25,352
Year Ended Dec. 31				
1916	1,881,581	\$ 94,103	\$ 95,698	\$ 21,051
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1937	622,334	41,692	42,405	715

Generally, all profits earned by the Waterville, Fairfield & Oakland Railway Company were paid as dividends to the Central Maine Power Company, owner of all the railway company's capital stock. By the same token, losses incurred by the railway company were absorbed by the utility.

expense. Because of this heavy expense and the loss of revenue due to the involuntary suspension of

service, the WF&O, on August 31st, sought an increase in its cash fare from 7 to 10 cents.



EUGENE NOLETTE (at left) conductor, and Henry Prue, motorman, are the crew of Car No. 10 shown at Sherwin turnout on Water Street in Waterville, about 1914.

Strips of 10 tickets were to be sold for \$1 and the price of 50-coupon commutation books was to be increased from \$3.50 to \$5. A corresponding increase in the rate for student tickets also was planned.

Strong opposition to the proposed increases was voiced by patrons of the road and the Public Utilities Commission suspended the fare hikes pending a public hearing. But before the hearing could take place, the railway company withdrew its petition.

The loss for the year ended December 31, 1920, was \$25,611, the operating expenses for the period exceeding \$157,850, an increase of more than \$43,000 over those in 1919.

A loss of \$5,527 was reported on December 31, 1921, but in 1922, there was a profit of \$6,353, and in 1923 revenues exceeded operating expenses and other charges by \$4,036.

The cash fare was boosted from 7 to 8 cents on June 8, 1924, the rate for school tickets being hiked from \$1.40 to \$1.60 for books of 40 coupons. Still later, the cash fare was increased to 10 cents and books of school tickets were sold for \$2.

Inasmuch as the WF&O was under the 100 per cent control of the Central Maine Power Company, all of the railway profits were turned over to the utility company, which also assumed all the losses.

The WF&O carried its heaviest traffic — 2,254,446 passengers — in 1921, but from then on until 1930, with the exception of 1923 and 1926, patronage steadily declined. Only 1,105,588 passengers were carried in 1930 and the profit for the year was \$9,664.80.

During the next year, as the full effects of the Great Depression began to be felt, riding skidded to 888,535 passengers and a loss of \$1,784.85 was reported.

Riding Decline Halted in 1933

Only 644,477 passengers were carried in 1932 and the number of riders dropped to 638,245 in 1933. The decrease might have been even greater had it not been for the introduction of special 16-ride tickets selling for \$1 on June 2, 1933.

(These 16-ride tickets, of the punch variety, allowed two rides daily, Sunday through Saturday, and two extra rides on Sunday).

The sale of these tickets was aggressively promoted through

newspaper and car advertising, with the result that the number of passengers increased to 813,828 in 1934; to 867,616 in 1935, and to 894,000 in 1936. The profit for the year ended December 31, 1936, was \$844—after five consecutive deficit years.

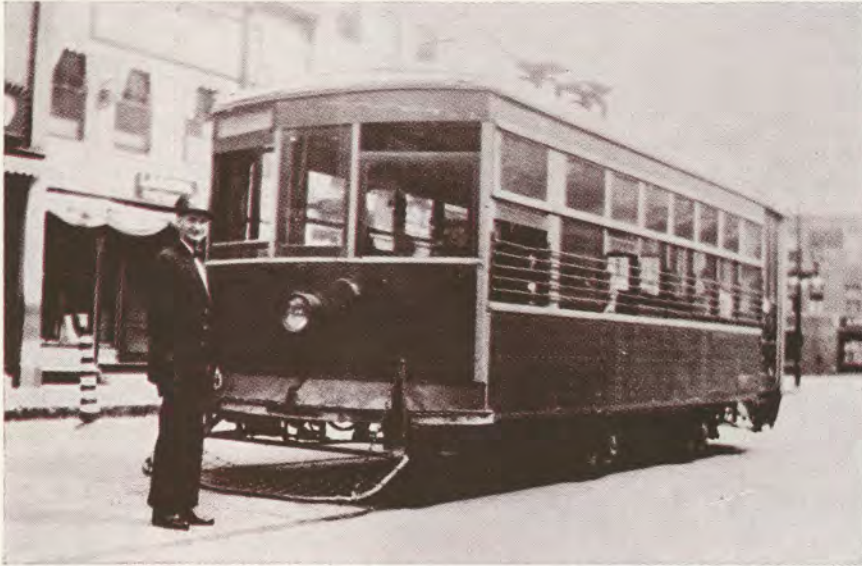
Throughout the life of the WF&O free transfers were issued between the Waterville-Fairfield and Waterville-Oakland lines. Passengers paying fares in the last zone coming toward Waterville from Oakland were entitled to ride to either Sherwin turnout or Maine Central turnout and patrons on the Waterville-Fairfield line were entitled to ride as far as the Fairgrounds on the Oakland route.

Various types of fare collection and registration methods were in effect on the WF&O at various times. Ohmer recording registers were used for several years and on April 5, 1917, Rooke hand registers were introduced. (These are said to have been a contributing cause of the strike in September of that year).

When one-man cars were placed in service, they were equipped with Johnson fare boxes. Still later, double sided registers, one side for



ON THE LAST DAY of trolley operation, Everett Works, now of Shawmut, is the operator of Car No. 101, shown here at the end of the line on Silver Street, Waterville. The date of the occasion was Sunday, October 10, 1937.



EVERETT BUZZELL is the operator shown in this view of No. 44, Wason-built "Safety Car," on Temple Street, Waterville, ready to go to Oakland.

cash fares and the other for tickets and transfers, were installed in the cars and passengers handed their fares to the operator.

Abandonment

PROMOTIONAL activities undertaken by the management of the Waterville, Fairfield & Oakland Railway Company in an attempt to stimulate traffic were successful to a large degree but revenues were far from adequate to provide for necessary repairs and renewals on the roadbed, track, overhead and rolling stock.

Because of the uncertain future of the railway, due to increasing automobile competition, the Central Maine Power Company was unwilling to advance the needed funds and during mid-1937, it was decided by the reigning powers at the utility company's headquarters in Augusta that the trolleys must

go. A petition for authority to abandon was filed with the Public Utilities Commission on August 3 and a hearing was slated for the 16th of the month.

Among the reasons cited for the abandonment of the railway was the following:

That due to the increase in automobile travel, Main Street, in the city of Waterville, has become congested and there is not sufficient space in said street for your petitioner to operate its cars and for the automobile traffic to pass thereon at the same time, without danger to the traveling public and inconvenience to your petitioner, and your petitioner is informed and believes that the city of Waterville and the towns of Fairfield and Oakland are desirous of having your petitioner discontinue the operation of its street railway . . . in order to relieve the traffic congestion.

At the hearing, no opposition to abandonment of the Waterville, Fairfield & Oakland Railway was voiced but the representatives of

Waterville, Oakland and Fairfield all asked that the effective date be contingent upon the granting of rights for the operation of a replacement bus service. Authority to provide such bus service was granted to Arthur T. Duplessie and on September 7th, the Public Utilities Commission authorized the WF&O to discontinue service as of October 11th.

Many Last Day Riders

Sunday, October 10, was the last full day of operation for the WF&O and it was a busy one!

Hundreds of persons who hadn't patronized the trolleys in years took a final trip and the railfans of the period were out in force. Cars were filled to capacity on nearly every trip and riding continued heavy until the late evening.

The last car for Oakland left Waterville at 10:35 p. m., with L. D. Ruston, an employe of the company for 14 years, at the controls. Sidney Wentworth, the motorman on the first car from Waterville to Oakland in July, 1903, was among the passengers, as also was W. E. Penney of Oakland, a motorman for 13 years.

Fairfield Line Has the Last Car

A little more than two hours later, at 12:40 a. m. on October 11, the last trolley left Waterville for Fairfield. Theodore F. Stephens, who had driven the first horse car from Waterville to Fairfield in 1888, was at the controller for part of the trip (the regular operator was Ernest J. King) and among the passengers were Superintendent Longfellow and Herbert D. Cunningham of Belfast. Mr. Cunningham, a former resident of Waterville, had been a passenger on the first horse car in 1888 and the first electric car in 1892.

Upon reaching the end of the

DATE	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TIME		
	16 1	17 2	18 3	19 4	20 5	21 6	22 7	23 8	24 9	25 10	26 11	27 12		28 13	29 14
Waterville, Fairfield and Oakland Railway															
Good only on first car leaving Waterville after indicated time and to destination as shown by the punch marks. See transfer law on reverse side. Not transferable.															
CAR TO CAR			M.C.R.R. STATION					UNION							
FAIRFIELD			WATERVILLE					TURNOUT							
			SHERWIN ST.					FAIRGROUNDS							

183325

M. P. Longfellow
 SUPT.

103100



WAITING for the junkman's torch is this lineup of cars on the siding at the old Fairgrounds after abandonment of the Waterville, Fairfield & Oakland Railway in 1937. — [Photo from Lloyd McAuley.

line in Fairfield, Operator King changed ends and the car proceeded to the carbarn. And that was the end of the Waterville, Fairfield & Oakland Railway, bus service beginning a few hours later, at 5:15 a. m.

During the next few days, the passenger cars and snow plows were run out to the siding at the Waterville Fairgrounds and all

eventually were sold to H. E. Salzburg for scrap, as also were the work cars. Removal of the overhead and rail soon began and by 1938, all that remained were the tracks in the paved streets of Waterville and Fairfield. The carhouses were sold and eventually all were razed.

As of the present year, 1965, virtually no traces of the Waterville-

Fairfield line remain. The private right-of-way on the Waterville-Oakland line is still much in evidence, however, and the abutments of the trestle over the Messalonskee stream in Oakland still stand. The ranks of the men who ran the cars are growing thinner—as also are the ranks of the trolleys' former patrons. It won't be too many years until . . .



NO. 60 the ex-Plymouth & Brockton Street Railway Company No. 400 came to the Waterville, Fairfield & Oakland Railway in 1929. This photograph was snapped June 18, 1935, on Main Street, Fairfield, by Roger Borrup.

Fairfield & Shawmut Railway Company

AMONG THE LAST street rail-ways to be built in Maine was the Fairfield & Shawmut Railway which, from 1907 until 1927, con-nected Fairfield Village and Shaw-mut Village, both in the town of Fairfield.

In effect a continuation of the Waterville - Fairfield line of the Waterville & Fairfield Railway & Light Company and its successor, the Waterville, Fairfield & Oakland Railway Company, its was operated in close cooperation with those two roads and was abandoned only when declining revenues made con-tinued operation impossible.

Amos F. Gerald of Fairfield was the promoter of the Fairfield & Shawmut Railway Company, which was organized February 26, 1903, and submitted its articles of associa-tion to the Railroad Commissioners the following day.

Associated with Gerald in the enterprise were William T. Haines,

George F. Terry, Perham S. Heald and Harvey D. Eaton, all of Water-ville. The company was to be capi-talized at \$30,000 and chosen as the first directors were the Messrs. Haines, Terry and Gerald.

The articles of association were duly approved on March 2, 1903, but nothing further was done until early 1906, about a year after the Keyes Fiber Company built its plant in Shawmut.

The route of the Fairfield & Shawmut was approved by the Railroad Commissioners March 1st, and on March 26th the railway's charter, which had lapsed the pre-vious month, was revived and ex-tended for three years.

Beginning at a connection with the Waterville and Fairfield line at Main and Bridge Streets in Fair-field Village, the route was to ex-tend along the easterly side of Main Street for 2.34 miles to New Road, so-called (now Bray Avenue).

Continuing along New Road for .66 mile to Main Street in Shawmut Village, it was to extend down the northerly side of Main Street to the Maine Central Railroad crossing.

(The railway had proposed to build across the Maine Central tracks into the property of the Keyes Fiber Com-pany but permission to do so was denied by the Railroad Commissioners).

There was to be a grade crossing of the Skowhegan branch of the Maine Central on Main Street, Fair-field, and the Fairfield & Shawmut Railway also was to cross the exist-ing track of the Benton & Fairfield Railway at grade at Main and Davis Street.

Construction Details

Construction of the road began in mid-1907, with 70-pound "T" rail and cedar ties being used. The over-head was mostly of the side bracket type, with about .10 mile of span wire suspension.

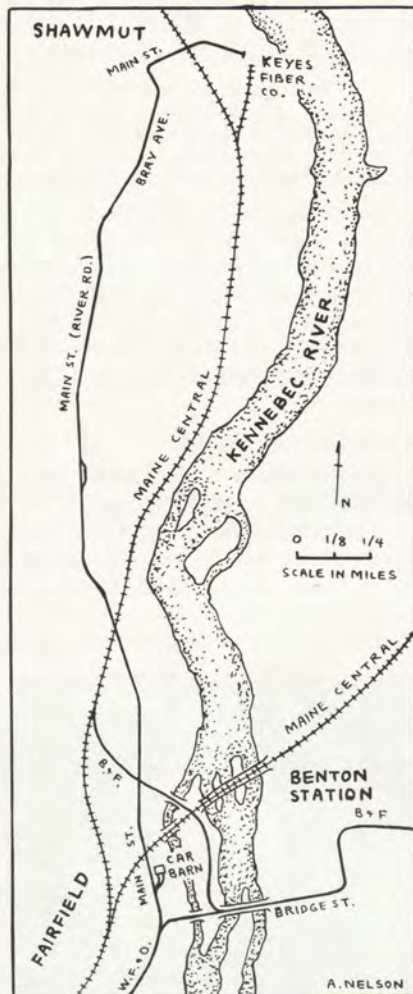
The railway was 3.10 miles long



END OF THE LINE AT SHAWMUT—Combination car was formerly owned by the Skowhegan & Norridgewock Railway Company, whose line was abandoned in the fall of 1903. Tracks were later extended across railroad here.

and there was .20 miles of sidings and turnouts, for a single track equivalent of 3.30 miles.

A small wood frame two-track carhouse, 24 feet wide and 105 feet deep, was built on Main Street in



Fairfield Village, not far from the junction with the Waterville & Fairfield.

Two passenger cars were purchased second-hand from a Waterville scrap dealer, Nathan Berliawsky, who had acquired them from the defunct Skowhegan & Norridgewock Railway the previous year.

They included a 10-bench open and a 20-foot combination passenger express car, both built by the Jackson & Sharp Car Company of Wilmington, Delaware, in 1894. Other equipment included a freight car, a work car and a snow plow.

As the road neared completion, arrangements were made to purchase power from the Waterville & Fairfield Railway & Light Company.

A certificate of safety for the 3.10 miles from Fairfield Village to Shawmut Village was granted by the Railroad Commissioners October 8, 1907, an inspection trip over the line having been operated the previous day.

Line Cost About \$20,000 a Mile

The railway was built and equipped at a cost of \$69,178, partially covered by the issuance of \$30,000 in common capital stock and \$30,000 in 20-year first mortgage 5 per cent bonds, issued as of July 1, 1907, and reportedly bought by John R. Graham of Bangor.

An additional .13 mile—extending from the end of the line in Shawmut Village, across the Maine Central Railroad, and into the yard of the Keyes Fiber Com-

pany—was constructed in 1910. This was used only by gravel trains and was considered as a spur track rather than as main line.

As of June 30, 1910, the Fairfield & Shawmut had 3.10 miles of main track and .33 mile of sidings and turnouts, for a total of 3.43 miles of track.

Operations

THERE IS LITTLE that can be said about the operations of the Fairfield & Shawmut. Primarily a passenger carrier, the road was operated on a 30-minute headway throughout most of its existence, the 3-mile trip having a running time of 15 minutes.

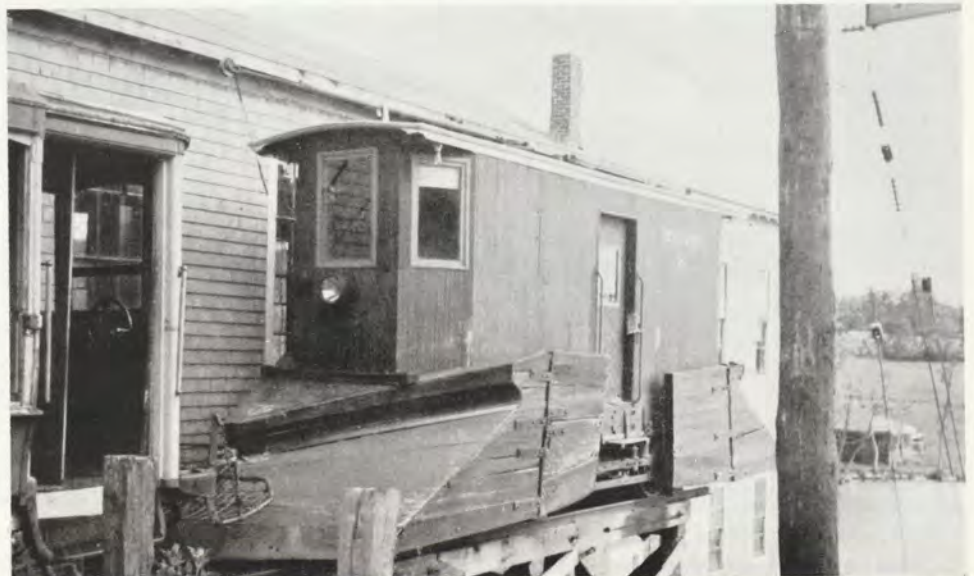
One car was adequate to maintain the base service and schedules were correlated with those of the Waterville & Fairfield line to provide positive connection at Fairfield.

The single car in regular use was operated by one man during the fall, winter and spring, a conductor being employed when the open car was in service.

Initially, the fare on the road was 5 cents. The rate was increased to 7 cents in late 1918 and later to 10 cents.

Incidentally, the road served the Central Maine Sanatorium, located on Mountain Avenue, off Main Street, Fairfield, and many of its patrons were relatives and friends of patients at the hospital. For the convenience of such persons, a waiting room was provided at the

PLOW NO. 6, formerly owned by the Fairfield & Shawmut, is shown on the storage trestle alongside the Oakland carhouse. —[C. A. Duncan Photo.]



intersection of Mountain Avenue and Main Street.

Some revenue was derived from the sale and hauling of gravel, the railway owning a gravel pit near the Shawmut end of the line.

The fill used in building a dam across the Kennebec at Shawmut circa 1910 was all hauled by the Fairfield & Shawmut on its flat car.

Financial

THE ANNUAL REPORTS of the company to the Railroad Commissioners and the Public Utilities Commission indicate that during its early years, the Fairfield & Shawmut Railway Company was a fairly profitable road, although never earning enough to pay dividends to its stockholders. By 1912, the road had a tidy surplus of \$7,717 on its books.

Apparently some difficulties occurred during late 1912 and early 1913, for the company failed to file its annual report for the year ended June 30, 1913. The 1914 report reveals that the 1912 surplus had been entirely wiped out and that the track and overhead had been reduced in valuation.

FAIRFIELD & SHAWMUT RAILWAY COMPANY

Financial and Revenue Data

Year Ended June 30	No. of Passengers	Passenger Revenue	Total Revenue	Profit or (Loss)
1908	125,010	\$ 6,251	\$ 7,334	\$ 2,679
1909	151,000	7,350	8,057	2,269
1910	150,840	7,542	8,040	2,420
1911	114,000	5,700	6,161	202
1912	102,675	5,134	5,462	149
1913		No Report		
1914	140,105	6,762	8,075	1,228
1915	118,981	5,949	6,440	183
1916	123,515	6,180	6,180	100
Year Ended Dec. 31				
1916	110,900	5,545	6,391	426
1917	123,949	6,175	6,697	265
1918	108,033	5,680	6,094	1,105
1919	114,629	8,024	8,597	499
1920	129,479	9,948	9,948	914
1921	99,595	9,960	10,533	509
1922	91,234	9,123	9,656	737
1923	79,722	7,972	8,602	298
1924	82,158	8,215	8,215	301
1925	117,230	11,723	11,723	2,035
1926	70,172	7,017	7,017	902
1927	31,256	3,125	3,125	1,370
To July 23				

Officials of the company at this time included George G. Weeks, president; Harvey D. Eaton, secre-

tary; W. T. Haines, treasurer, and Edward Prue, superintendent. The three principal officers, Perham S.



CAR NO. 9 of the Waterville, Fairfield & Oakland Railway is shown in service on the Fairfield & Shawmut Railway at Main Street and Western Avenue, Fairfield. Car is on switch leading to Fairfield & Shawmut barn (not visible).



BOUND from Shawmut to Fairfield is the original combination car of the Fairfield & Shawmut Railway Company.

Heald and G. F. Terry comprised the board of directors.

(Amos F. Gerald, former president and general manager of the company, had died in June 1913. In respect to his memory, practically every street car in the state came to a halt for three minutes on June 17, when his funeral was held in Fairfield.)

After 1914, the road had many ups and downs, financially speaking. As indicated by the accompanying table, profits were reported in 1915 and 1916. From 1916 through 1927, profits were earned in six years and deficits were incurred in the other six.

But the Fairfield & Shawmut Railway Company managed to pay its operating expenses and \$1,500 bond interest every year and did a fairly good business until the mid-1920s, most of its patronage coming

from fiber company employes bound to and from work.

Rolling Stock

THERE ISN'T too much available information about the rolling stock of the Fairfield & Shawmut Railway Company. A second closed car was acquired in 1914 and this is thought to have been No. 30, a Brill 20-foot semi-convertible, formerly owned by the Bangor Railway & Electric Company. This was rebuilt in 1920.

In 1921, the original combination passenger-baggage car was replaced by No. 10, a Briggs 20-foot closed formerly owned by the Waterville, Fairfield & Oakland Railway.

A second car of the same type and make, No. 9, was given to the Fairfield & Shawmut by the Water-

ville, Fairfield & Oakland in 1923, probably replacing No. 10.

Also listed in the inventory of equipment from 1917 through 1926 were a work car and a snow plow. The former was a motor flat and was owned jointly with the Waterville, Fairfield & Oakland Railway Company, being housed at Fairfield.

The snow plow was identical to No. 2 of the Waterville, Fairfield & Oakland and is said to have been used on WF&O trackage from time to time. It also saw service on the Lewiston, Augusta & Waterville Railway when occasion demanded.

The carbarn was destroyed by fire in 1925 but, so far as can be determined, no cars were lost in the blaze. A new building was erected prior to June 30th.

WORK CAR NO. 30 at the Oakland barn. Originally a Brill 20-foot semi-convertible of the Bangor Railway & Electric Company, it was owned by the Fairfield & Shawmut for several years and became the property of the Waterville, Fairfield & Oakland Railway in 1927. —[Photo by courtesy Charles A. Duncan.



Abandonment

ONLY 70,172 passengers were carried by the Fairfield & Shawmut Railway Company during the year ended December 31, 1926, and the company wound up \$901.55 in the red.

On July 1, 1927, the \$30,000 in mortgage bonds issued in 1907

became due and could not be redeemed.

The bondholders took over, a receiver was appointed and he immediately sought authority to abandon the road. The necessary permission soon was given and the last car ran on July 23rd.

After abandonment, the tracks and overhead were purchased for

salvage purposes by the Waterville, Fairfield & Oakland Railway Company. Retained by the WF&O was one of the passenger cars, No. 30, which was converted to a sand car, and the snow plow.

Except for the carbarn, which is now a commercial garage, there are no traces of the old Fairfield & Shawmut Railway remaining.

Benton & Fairfield Railway Company

ABOUT SIX YEARS after electrification of the Waterville & Fairfield Railway & Light Company, a group of five men, John T. Richards of Gardiner, Charles D. Brown of Salem, Mass., Elisha Morgan of Springfield, Mass., Edward W. Heath of Waterville and H. M. Mansfield of Fairfield, organized the Benton & Fairfield Railway Company to build from the Maine Central Railroad in Fairfield to Benton Falls in the neighboring town of Benton.

The articles of association were signed on June 21, 1898, and were

shortly thereafter submitted to the Railroad Commissioners, being approved by that body on June 29th.

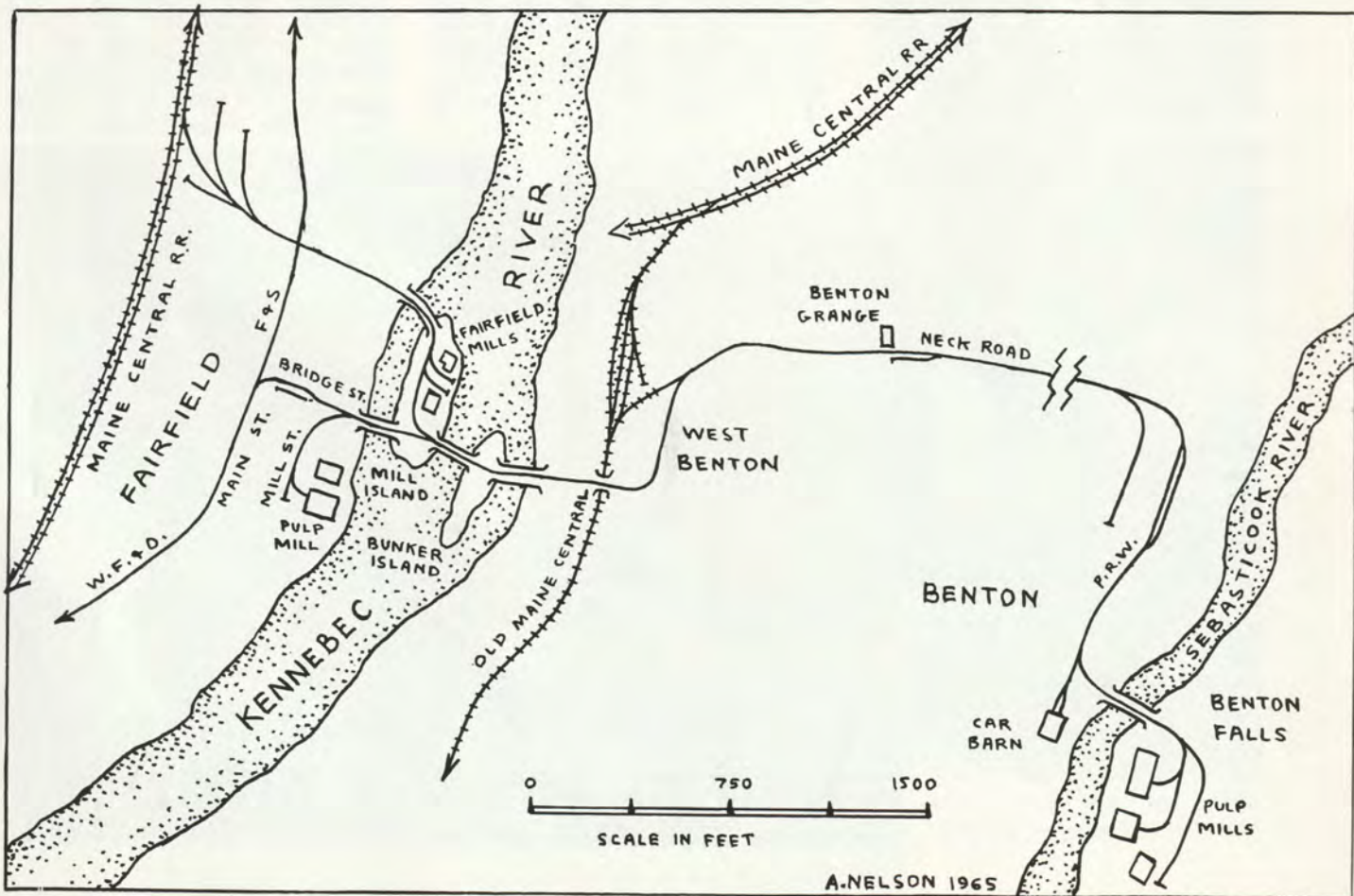
The new company was capitalized at \$12,000 (480 shares at \$25 par) and was empowered to convey both passengers and freight. It was intended that the line should be primarily a freight carrier serving pulp and paper mills in the two towns.

About two weeks later, on July 13th, the company filed its proposed locations with the Railroad Commissioners, and on August 2nd, submitted an amendment calling

for certain changes in the route. As approved on August 3rd, the line was to begin on Bridge Street, near the Benton station of the Maine Central, and cross Bridge Street to private land of the Maine Central.

Running over the private land to the westerly extension of Neck Road, it was to continue along the north side of Neck Road to and across River Road and run easterly over private land, to the north of Neck Road, to Benton Falls.

At Benton Falls, the tracks were to continue across the Sebacook River Road, so-called, and extend





BENTON & FAIRFIELD locomotive pushes a snow plow around the curve at the old Bridge Street overpass of the Maine Central Railroad in Benton. —[Photograph from collection of Francis Dorney.

over private right-of-way to the west shore of the Sebasticook River and cross the river to the property of the Kennebec Fiber Company.

Construction began shortly afterward and on December 6th, the Railroad Commissioners granted a certificate of safety for approximately 3 miles of track—from the Benton station of the Maine Central to the west shore of the Sebasticook River at Benton Falls. Operation began the following day.

A physical connection with the Maine Central was established on private land near Benton station.

Early in 1899, on January 19th, a 700-foot extension, from Benton station to the east shore of the Kennebec River, was opened, and on July 20th, a second extension—

from the east shore of the Kennebec to Main and Bridge Streets in Fairfield—was completed.

This second extension crossed Bunker's and Mill Islands and the highway bridges from the Benton shore to the east shore of Bunker's Island; over the central channel of the Kennebec from the west shore of Bunker's Island to the east shore of Mill Island, and over the west channel or the canal of the Kennebec, leading from the west shore of Mill Island to Fairfield Village.

Two more extensions were constructed in 1900. The first, starting at Bridge Street on Mill Island, ran along Island Avenue and over land of the Somerset Fiber Company to the canal of the Kennebec; across the canal on a 100-foot iron bridge

to the Fairfield mainland, and on private land and across Main Street and Davis Street to a connection with the Skowhegan line of the Maine Central. A certificate of safety for this .63 mile of trackage was issued on May 11th.

A second extension, part of the original location approved in 1898, extended across the Sebasticook River at Benton Falls to the Somerset and Kennebec companies' paper mills, a distance of .13 mile. The railway company built a 200-foot iron bridge, on concrete piers, across the river, and a certificate of safety was granted by the Railroad Commissioners on November 13th.

As of June 30, 1902, the Benton & Fairfield Railway Company had 4.12 miles of main line plus .25 mile

ORIGINAL passenger car of Benton & Fairfield Railway Company on Neck Road in Benton. The car obviously is of Briggs manufacture and is shown riding on a Peckham truck.—[Cummings Collection



of sidings and turnouts, for a single track equivalent of 4.37 miles, built with 56 and 60-lb. "T" rail.

The length of the main line never changed but an additional 1,800-foot siding (on Mill Street in Fairfield) was constructed in 1904 and another .125 mile in sidings was constructed in 1908. As of June 30, 1908, the Benton & Fairfield had 4.12 miles of main line and .67 mile of sidings and turnouts for a single track equivalent of 4.79 miles.

The carhouse was located near the Sebasticook River bridge at Benton Falls and initially was a wood frame building with two tracks. About 1908, a galvanized corrugated steel roof replaced the original roof, and metal siding was applied. This barn was destroyed by fire in April, 1914, but was rebuilt "larger and better than before"—to quote the words of the Railroad Commissioners.

Power initially was supplied by a hydroelectric plant in Fairfield, the station being equipped with two 250 horsepower water wheels driving two Westinghouse 75 Kw. generators. Additional power, when needed, was purchased from the Waterville & Fairfield Railway Company. In 1911, the Benton & Fairfield shut down its own generating station and purchased all of its power from the Waterville, Fairfield & Oakland Railway Company.

For a number of years, there was a physical connection between the Benton & Fairfield and the Waterville & Fairfield at Main and Bridge Streets in Fairfield. In later years, the connection was broken and the Benton & Fairfield relocated its

track on the south side of Bridge Street, terminating beside the bank building.

Rolling Stock

THERE ISN'T too much available information about the rolling stock of the Benton & Fairfield Railway Company. The initial equipment included one single truck closed passenger car, believed built by the Briggs Carriage Company of Amesbury, Mass., a combination snow plow and work car, a 4-wheel flat car and a tower car.

A second locomotive, known as the "Black Maria," was added in 1901 and during the same year, three platform freight cars were acquired. Two more were added in 1902 and four more in 1903 to give a total of nine. A snow plow was acquired during the year ended June 30, 1908, four of the platform freight cars being retired during the same period.

A second single truck closed car was purchased second-hand in 1914. Until 1919, equipment of the road consisted of two closed cars, two locomotives, one snow plow and five platform freight cars.

One closed car was retired in 1930 and annual reports of the road through 1935 listed one closed car, two locomotives, five platform cars and one "other car."

Operations

AS PREVIOUSLY NOTED, the Benton & Fairfield Railway was intended primarily to be a freight

carrier and this turned out to be its chief function, the passenger service offered being more or less incidental.

Standard steam railroad freight cars were hauled to and from the Maine Central interchanges in Benton and Fairfield and, in addition, the platform freight cars were used to transport work in process between the various fiber and paper mills served by the road.

These mills were owned by the United Paperboard Company, Inc., which had taken over the Somerset and Kennebec mills and which owned all of the Benton & Fairfield's \$20,000 in capital stock.

Passenger service was provided on approximately an hourly headway, most of the passengers being employes of the fiber mills traveling to and from work. For a number of years, some traffic was generated by a privately-owned amusement resort, Island Park, at the end of the present Bunker Avenue on Bunker's Island.

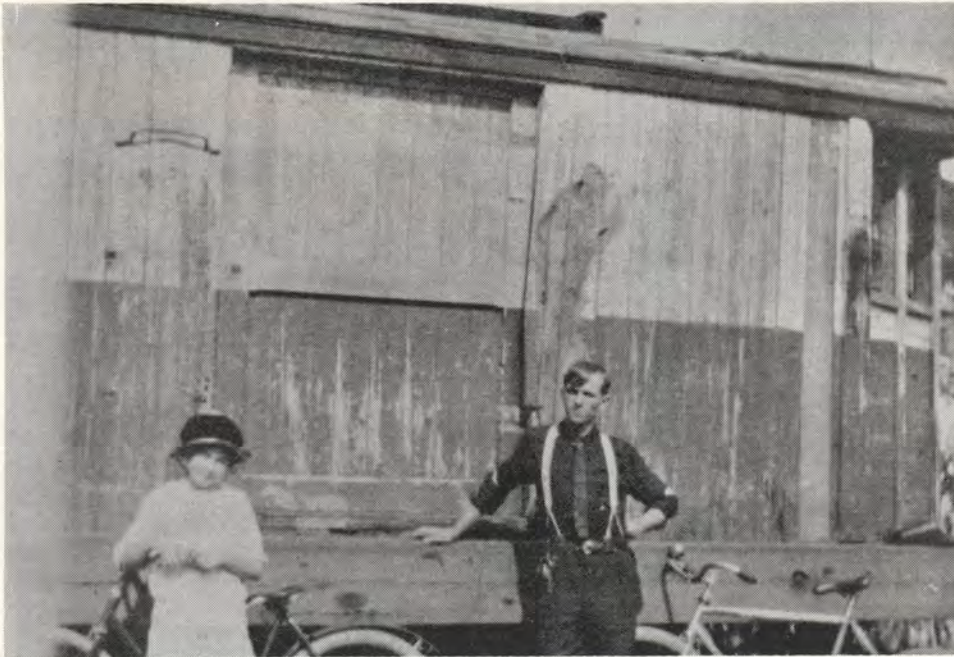
The best year for passenger traffic was that ended June 30, 1913, when 63,937 fares were collected. The fare, incidentally, was 5 cents until 1922 when it was increased 100 per cent to 10 cents.

This resulted in a sharp decline in traffic—from 40,493 passengers in 1921 to 30,149 in 1922 — and patronage continued to drop in succeeding years, reaching a low of 293 in 1928, the year before all passenger service was discontinued.

The passenger count for the year ended December 31, 1929, was 1,243, and in that same year, freight



PICTURED at Benton Falls car barn is second passenger car of the Benton & Fairfield Railway Company, purchased second-hand from unknown source. —[Photo from the collection of Charles A. Duncan.



THE SNOW PLOW of the Benton & Fairfield Railway Company was used as a work car in the summer months—with its plows removed—and also tripled in brass as a locomotive on occasion. The man standing at the right is the late William McAuley, who served as superintendent of the Benton & Fairfield for a number of years. —[Photo courtesy of Lloyd A. McAuley.

revenues were only \$942.10, compared with an all-time high of \$13,745 in 1920.

There were only nine years in which the Benton & Fairfield Railway Company reported a profit. These were 1901, 1902, 1905, 1906, 1908, 1912, 1913, 1916 and 1927, that in the last year being realized by virtue of \$5,040 in non-operating revenue. In other years, the road operated at a loss, the largest deficit, \$9,496.89, being reported for the year ended December 31, 1917.

Because of the uncertain financial status of the railway, little was spent on maintenance. Frequently, the annual reports of the Railroad Commissioners described the road as being in from poor to only fair condition. Only the most necessary repairs were made and in 1913, the commissioners' report mentioned

that the single passenger car then owned was in bad shape and greatly in need of paint.

Apparently, the Benton & Fairfield Railway Company did a lot of maintenance work in 1915 and 1916 as the Public Utilities Commission report for the latter year said the railway's track and overhead were in good condition and that 2.12 miles of private right-of-way over which the line operated had been properly cleared of weeds and brush. After 1916, the road was maintained in "just fair condition," and from 1926 on, virtually nothing was done.

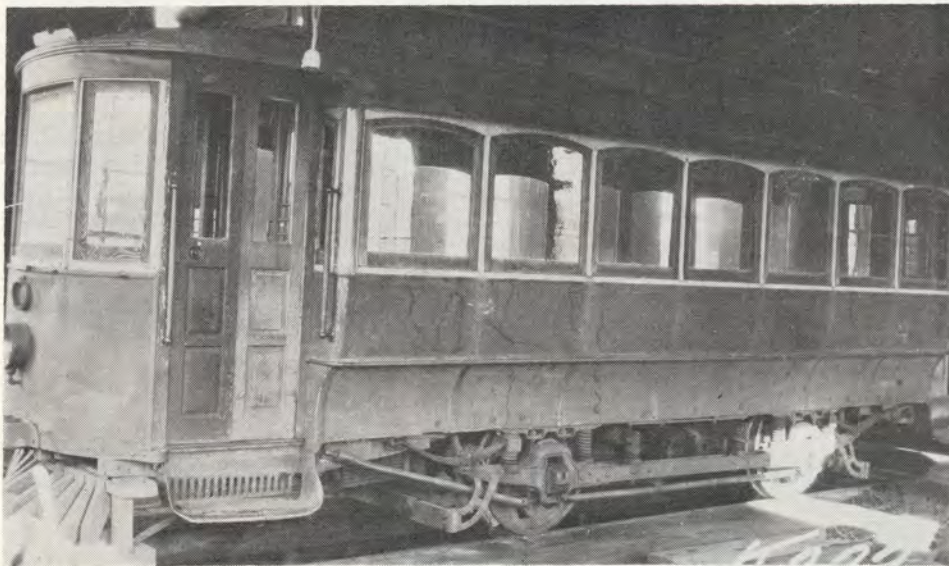
It would appear that the Benton & Fairfield Railway Company's losses were absorbed by the United Paperboard Company as a necessary operating expense in running its mills.

Abandonment

THE LAST OPERATION of the Benton & Fairfield Railway Company appears to have taken place in 1930 when \$22.25 was received from the transportation of freight. No revenues of any kind were reported during the next five years and the tracks appear to have been taken up in 1936.

There are still a few traces of the Benton & Fairfield, the most prominent being the abutments and piers of the bridge over the Sebacook River at Benton Falls. Nearby are the ruins of the carbarn.

Most of the road's former employes have passed on, one of the last being William A. McAuley, who served as superintendent in the road's last years.



REMAINS of this car are still in evidence in the ruins of the old carbarn at Benton Falls (1965). Photo was snapped by George King Jr. in early '30s.