

In 1911 this French Renaissance-style building, made of brick and Hallowell granite, replaced the 1866 wooden railroad station at Depot Square (below). It functioned as a Maine Central Railroad station until 1960 when passenger service ended. The building was added to the National Register of Historic Places in 1982.

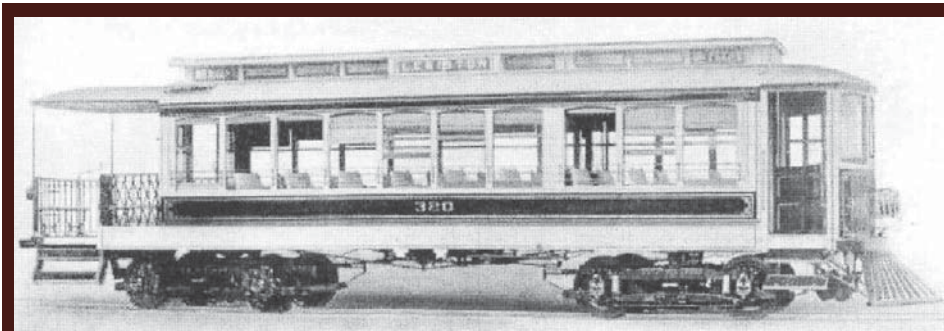
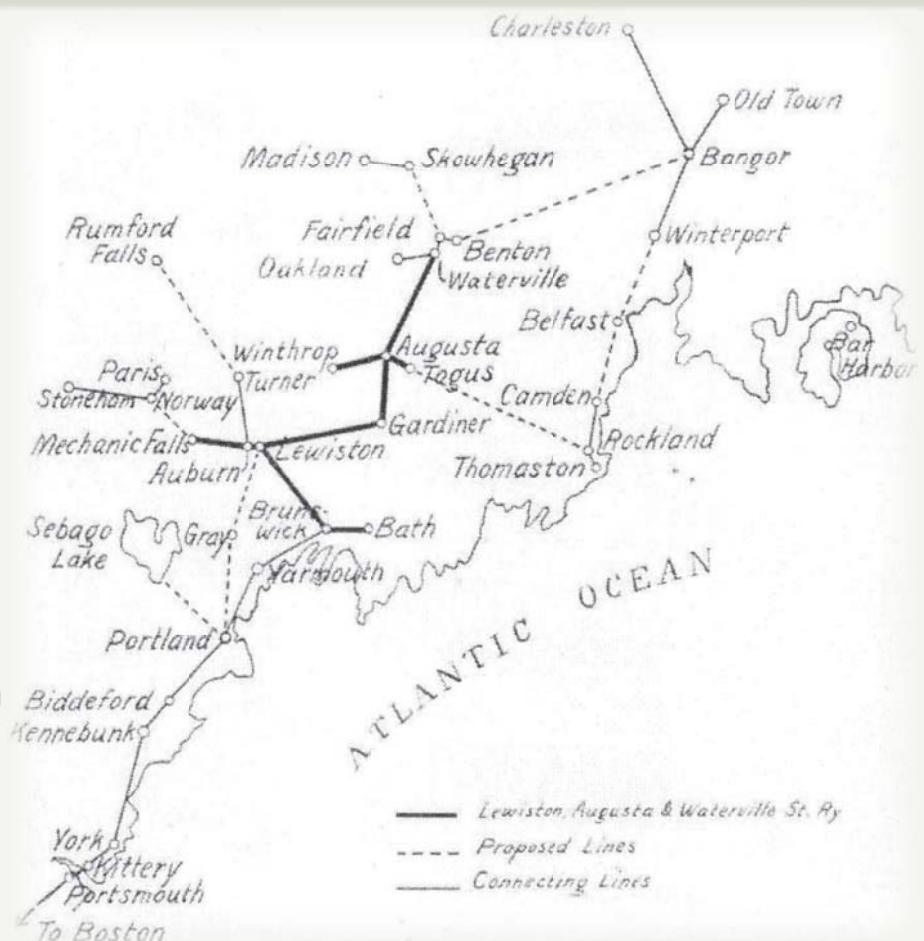
# Trains & Trolleys

In 1851 the railroad came to Gardiner, serving passengers and many of the commercial freight businesses on the waterfront and along Cobbosseecontee Stream. The main passenger station, at Depot Square was convenient to nearby hotels, restaurants, steamboat landings, and the bridge across the Kennebec. The Coliseum, the state's largest convention hall at the time, stood opposite the Depot.



Across the bridge lay the Kennebec Central narrow gauge railroad. Operating the 5 miles between Randolph and the veterans home in Togus, the line provided for passengers and coal shipments from 1890 to 1929. The coal contract proved lucrative to the railroad, however, the introduction of trucking hastened the demise of this branch line.

Before the age of the automobile, trolleys (streetcars) provided much needed inter-town transport. The map shows the extensive trolley lines that connected Gardiner to the region and beyond. The heavy black lines show where the Lewiston, Augusta & Waterville Street Railway provided electric car service.



These street trolley cars, built by J. G. Ball Company, were distinguished by their unusual observation platforms where camp stools were arranged for excursion parties.