June 2019

Best Wishes

For A Great Fourth Of July Holiday And A Belated All The Best To Our Friends And Neighbors North Of The Border For A Happy Canada Day On July First

Have Fun And Please Do Be Careful!

243 years For Our Republic - 152 Years For Canada - 80 Years For Seashore

Do You Recognize

Last Month’s Do You Recognize -

Our railroad this month connected Salt Lake City, Utah, the state capital, also the county seat, to Ogden county seat 40 miles north plus serving the towns of intermediate Davis county. The line actually was proposed in 1891 by Simon Bamberger, a coal mine operator, as a steam road connecting Salt Lake and Ogden and named for them. Construction went slowly with the named endpoints not connected until 1908. During the railroad’s somewhat brief steam-powered period the core of the locomotive fleet were four of the ubiquitous 4-4-0 (Americans). As the somewhat plodding construction moved along, a competing
Electric railway had been proposed. In reaction to the threat of electrified competition it was decided to electrify and this was achieved in May 1910, with 750-volt DC. Some steam power was kept until 1914 for freight work. In 1917 the line was renamed as the Bamberger Electric Railroad after the coal mine owner who had initially proposed the railroad. The naming got a little flexible as the railroad adopted “electric railway” so some cars were lettered railroad and some railway, and for good measure much of the public referred to the road simply using the Bamberger. Entering a receivership in 1933 that lasted to 1939 the road dropped electric from its name.

In 1923 the company built a joint terminal in the Salt Lake with the Salt Lake and Utah electric interurban that ran almost south from the capital city for some 48 miles. The southern system operated on 1,500-volt DC.

Our line outlasted its southern neighbor by six years. There was also a connection at Ogden through a similar joint terminal arrangement with Utah-Idaho Central Railroad that operated some 90 miles north.

A note on the car numbering - Between serious fires, rebuilds, and miscellaneous renumbering the numbering sequence is a bit difficult to track. I think I have the pictures labeled correctly but be warned.
Our line initially acquired a fleet of heavy interurbans from the Jewett Car Company in 1910 (10 motors) and from the Niles Car and Manufacturing Company in 1910 (6 trailers) and again in 1913 (8 motors).

The owner of our line had purchased most of the buildings of an existing pleasure park belonging to a neighboring steam road and moved them about three miles to establish a park on his railway. The park generated enough traffic that by 1916 the line ordered six large (approximately 61.5 ft. x 9.5 ft. x 12.5 ft.) open trailers from Jewett Car Company for use servicing the pleasure park. These trailers were also used two systems adjoining the railway to the north and south.

In 1907 Niles Car and Manufacturing built 19 high speed 3,000-6,000-volt AC-powered interurbans for the Washington, Baltimore, and Annapolis. They proved too long and too heavy for that road. Our line acquired three of these cars in around 1910. Obviously 3,000-volt AC motors didn’t mix with our lines 750-volt DC supplies and they were utilized as trailers.

In May of 1918 the seemingly almost inescapable electric railway curse struck our line with a huge fire destroying the carbarn and substation located at the northern endpoint of the line along with over 50 percent of the fleet. Because power from the substation was lost almost immediately it was not possible to move any of the cars stored overnight in the carbarn. Twenty one cars were destroyed including all six of the special built open trailers, ten out of eighteen motor cars, and a locomotive. The six trailers were rebuilt as motors using trucks, controls, and such from destroyed cars. Because of the ongoing WWI it was impossible to get steel to

#350 (Jewett Car Co. - 1916) @ Ogden
Originally No. #426, rebuilt and renumbered as #428 in 1918, and again in 1921 to #350 - 2nd car is #406
(Niles Car and Manufacturing Company - 1913)
Originally No. #317 - Rebuilt and renumbered as #303 in 1919, and again in 1928 to #406

#354 (Jewett Car Co. - 1916) @ Ogden
Originally No. #427, rebuilt and renumbered as #429 in 1919, and again in 1922 to #354
Image is a little washed out but scenery tough to beat

#127 (J.G. Brill - 1932) acquired 2nd hand 1939
rebuild these cars. Ultimately the railway owner stripped steel from one of his coal mines to rebuild the cars. The loss of such a large portion of the fleet curtailed improvement plans and hampered service for several years.

The southern shops near the capital city immediately were pressed into an emergency rebuild program for the less damaged cars. Cars with a higher steel content in their construction had generally fared better than mostly wooden cars. A decision was also made to not rebuild the facility at the northern endpoint but to concentrate all maintenance and rebuilding at the capital city facility. To this end some maintenance buildings not damaged in the conflagration were actually moved to the southern facility.

Until 1914 all freight was still moved with steam locomotives but over the years thereafter the road acquired some 11 electric locomotives - some homebuilt, and second hand products of Baldwin, Mcguire-Cummings, GE, and a 1943 Alco-GE diesel-electric. Some of the homebuilt used parts from interurbans destroyed in the 1918 fire mentioned above. A small fleet of box cars, gondolas, and flats were on the company’s roster.

However, the majority of freight traffic was handled on interlined cars. The nearby steam roads had initially resisted through rates with our line and arrangements were earlier made with other electrics. Through traffic arrangements and interline freight terminals with the roads north and south of our line gave a roughly 200 mile interline system.

The road operated hourly passenger service for many years. Beginning in 1927 a practice was adopted that was common among railroads of the time and a parallel bus service operated by a “Transportation Company”, also name after the owner, was established along its route. However, for a number of years the patrons seemed to prefer to stay with the comfort of the somewhat aging interurbans. There was considerable through travel between

#129 (J.G. Brill - 1932) acquired 2nd hand 1939

#550 (Baldwin-Westinghouse - 1923)
Acquired 2nd-hand and numbered #550 in 1941
The end point cities and in conjunction with the connecting railways at those points as well as heavy summer traffic to the pleasure park,

The onset of the Great Depression in the late 1920s and the inevitable diversion of passenger traffic by automobile competition led to declines in traffic resulting in the elimination of a great deal of double track facilitated by the introduction automatic block signals. The line was forced into receivership in 1933 and finally emerged in 1939. In 1938 in an attempt to retain passenger traffic the line acquired five almost new lightweight cars originally built for another the Fonda, Johnstown, & Gloversville Railroad. These “bullet cars” had been built by J.G. Brill in 1932 and were returned to Brill after the FJ&G ended passenger service in 1938. A tremendous volume of business was handled during World War II, but traffic fell steadily after 1945, although it was still substantial even as late as 1950. Lightening, figuratively, struck again in 1952 when the combined shops established after the 1918 fire were destroyed in yet another conflagration. This resulted in the immediate severe reduction in service and all passenger service ended on 6 September 1952.

In the freight business there was general growth over the years other than in the early depression with receivership during the late 1930s. World War II brought significant growth in traffic volume and profits. Following the end of passenger service and the destruction of the shops the entire system was dieselized. In 1956 the original owner’s family sold the system to Texas interests. In early 1959 the system was abandoned with some pieces sold to neighboring railroads.

The parallel bus line, the Bamberger Transportation Company, was operated by the company until 1953. In fact as late as February and November of 1951 the firm purchased seven new suburban motor coaches from General Motors. In 1953 Lake Shore Motor Coach Lines began operating the line and this service continued until 1974. A public transit agency
took over the line. Interestingly in 2002 the transit agency purchased an underused rail freight corridor that basically served the old interurban’s route. Passenger service began in 2008 and more recently was extended over the route of the Bamberger’s southern connecting railway as well.

For readers seeking further detail some additional material is available in “The Electric Interurban Railways in America” by Hilton and Due (1964) and extremely detailed coverage is available in Interurban Special No. 4 published by Interurbans (1946).

This Month’s Do You Recognize -

This month’s road of interest is an interurban railway that began operation in 1902 with the merger of two street railways serving an important junction point of several railroads (seven by the early 1900s) and the county seat. The community is the largest by area in the state. The area was part of the 1803 Louisiana Purchase and served as territorial capital for a few months in the early 1860s before the capital moved to its current location.

The earliest predecessor Street Railway began horsecar service in 1887 from the city’s business center to a liberal arts college that had been established in the city some 13 years before. Within a year the line was extending both north and west operating ten horsecars. The Rapid Transit Railway, chartered in 1890, bought the street railway and established the first electric trolley service to an area of natural mineral springs some seven miles from the city that had been popular with early tourists since the 1870s. Further expansions took place during the 1890s and by 1901 there were 56 cars including 28 motors and 13 trailers operating over 28.5 miles of track.
In 1901 a wealthy mining capitalist, the area’s first millionaire, purchased The Rapid Transit Railway, also ordering 20 new cars for the Suburban Railway (five convertibles and fifteen opens) from J.G. Brill. The convertibles featured Brill’s patented Narragansett retractable steps (two steps where one was retractable, allowing the lower step to be placed closer to the ground than the old one-step system), retractable windows, and had separate non-smoking and smoking sections. These cars were part of the transition from wood to steel framed cars. In 1902 The Street Railway Review also reported that the Suburban Railway had begun using Studebaker electric sprinkling cars.

In 1902 he merged Rapid Transit Railway with the Suburban Railway, naming the resulting line as the Interurban Railway.

Ridership hit its peak in 1911 but within three years traffic began to decline. Route extensions continued through 1916 with one of the last to an area of beautiful natural red rock formations that had been established as a park by the city in 1909 (the area was designated a U.S. National Natural Landmark in 1971).

Following the industry trend single-truck, one-man, lightweight, safety cars were acquired with 11 Birney cars ordered from American Car Co. (ordered in 1917 and delivered in 1918) and 24 more Birney cars from the Cincinnati Car Co. in 1919.
As you would guess the private auto cut into the line’s passenger traffic resulting in the gradual contraction of some lines. By 1931 buses were replacing trolleys on some routes and the end of April 1932 saw electric service draw to a close and buses assume the operation. There is still a large municipal bus service to this day with frequent service over the old trolley routes and routes through areas developed since the end of the electrics.
A final clue - all of the various iterations of the company from horsecar to the Interurban Railway used the city’s name at the beginning the carrier’s name. This was also true of the subsequent bus operations through 2005. In 2005 a “rebranding” of the service took place that carries on to the present.

The scheduling of a combined committee meeting and a workshop every other month with a full work session on alternate months is working very well. These are both held at the Library from 10AM - 2PM on the second Saturday of the month. The workshops involve the ongoing identification of images, cataloging, and data entry. Amber Tatnall reports that the new Wednesday evening workshops are doing very well.
The Wason Company Builder’s Photo Negative Collection

As reported last month by Amber Tatnall library volunteers, and an intrepid work-study student from York County Community College, have completed the quality assurance portion of the Wason Company builder’s photos negative collection. All images in the collection, totaling 2920, have been scanned, preserved, and housed in archival storage. The images are now in the process of being slowly uploaded to the Digital Public Library of America. In excess of 1000 of the images are now accessible online.

The next step in this project will be to scan the index pages of the negative storage booklets, along with the “master codex” that documents all of the various orders of cars over the years. Watch the Seashore Trolley Museum Library’s Facebook page and the NEERHS Library & Archive blog for sneak peeks.

Links:

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

Facebook page = https://www.facebook.com/groups/44932548777/

Blog = http://www.neerhslibrary.org/

The Library Committee’s next meeting will be on July 13, 2019.

Committee Meetings & Workshops (CM 10AM -12 Noon & Workshop 12PM - 2PM)

July 13, Sept. 14 and Nov. 9

Workshop only (10AM - 2 PM)

August 10, October 12, and December 14

A new workshop activity is scheduled on Wednesday evenings.

Wednesday evening (5 - 7 p.m.) workshops will meet on:

July 10, July 17, July 24

*August 7, *August 14, *August 21

* = Tentative schedule

Folks can just drop in. Amber or Karen plan to be there on those nights “doing stuff”. Amber will announce them all on Facebook and on the blog.
Please remember when sending donations for the library to note that it is for Library Development – Fund 951.

Seashore Library On-Line Resources -

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

http://virtual.yccc.edu/seashoreTrolley

or this handy tinyurl works as well: http://tinyurl.com/zwhndoe

The Main Line - Availability

If you are not on our direct distribution list and would like to be please drop a note to TheMainLine@ramsdell.com.

Also, all back issues of The Main Line are now available online at: https://www.neerhslibrary.org/p/the-main-line.html

Interesting To Me -

Hardcore trolley-only fans can pretty much stop here. I was reading through various guides including the early 1900s editions of The Official Guide of Railways and Steam Navigation Companies. I think we sometimes lose track of how different transport was even as recently as in the days of our grandparents (parents even). I started looking for steamship schedules in our area in the 1905 Guide. I have attached the ads for four of them. In particular the promotion for the Androscoggin Lakes Transportation Co. is interesting in that it makes reference to connections with railroads, steamers, stages, and one notation of teams being available (early rent-a-car?).

Anyway, for what it is worth, here are a few snippets:
Eastern Steamship Co.

Ransom B. Fuller, President.
Jas. T. Morse, Treasurer.
Calvin Austin, Vice-President. and Gen.-Mgr.
E. A. Pepper, Assistant Treasurer.
Jas. B. Drake, Vice-President. Bath, Me.
W. H. Price, Assistant General Passenger and Ticket Agent.

General Offices—Foster's Wharf, Atlantic Avenue, Boston, Mass.

The Favorite Tourist Routes Between

Boston . . . and . . . Maine

New England's Greatest Vacation Ground

Winter Reduced Rates.

Bangor and Mount Desert Divisions

Picturesque Penobscot—Great Pleasure Route to Rockland, Camden, Bangor, Bar Harbor (Mount Desert) and all Summer Resorts on Penobscot River and Bay.

Steamers leave Foster's Wharf, Boston, at 5:00 p.m. Tuesdays and Fridays for Rockland, Camden, Belfast, Searsport, Bucksport, Winterport, Hampden and Bangor, arriving at Bangor at 11:00 a.m.

For Stonington, Southwest Harbor, Northeast Harbor, Seal Harbor and Bar Harbor Tuesdays and Fridays, arriving at Bar Harbor about noon.

Returning—From Bangor at 11:00 a.m. Mondays and Thursdays.

Returning—From Bar Harbor at 8:00 a.m. Mondays and Thursdays, arriving in Boston about 7:00 a.m. the following morning.

Portland Division

By the Line of First-class Steamers Between

Boston and Portland

Steamers leave India Wharf at 7:00 p.m. daily, except Sunday. The trip is about eight hours long and affords a fine view of Boston Harbor, Nahant, Thatcher's Island (Cape Ann), the Isle of Shoals, Boone Island, Old Orchard Beach, Cape Elizabeth, Portland Harbor, etc., making one of the finest ocean trips on the Eastern Coast.

Returning, steamers leave Franklin Wharf, Portland, at 7:00 p.m. daily, except Sunday.

J. S. Carder, Agent, India Wharf, Boston, Mass.

International Division

The Popular Route Between

Boston, Portland, Eastport, Lubec and St. John, N.B.

With Connections for Calais, Me., Campobello, St. Andrews, N.B.

And all parts of the Maritime Provinces

Steamers leave Commercial Wharf, Boston, on Mondays at 9:00 a.m. for Portland, Eastport, Lubec and St. John.

Returning, leave St. John Thursdays at 8:00 a.m., Eastport at 1:30 p.m., Lubec at 3:30 p.m. for Portland and Boston.

C. E. Laechler, General Agent, Commercial Wharf, Boston, Mass.

Kennebec Division

Route closed until April, 1905.

The Famous Seashore Resorts and Island Summer Homes of Maine.

During season of navigation steamers leave Union Wharf, Boston, for Bath, Richmond, Gardiner, Hallowell and Augusta.

Connections made at Bath to and from Boothbay and way landings.

Fred'k A. Jones, General Agent, Union Wharf, Boston, Mass.

Above sailings subject to change without notice.
Casco Bay Steamboat Co.

CUSTOM HOUSE WHARF, PORTLAND, MAINE.

THE IDEAL RESORTS OF MAINE.

Steamers Pilgrim, Forest Queen, Emita, Eldorado,

Maintaining a Regular Service between PORTLAND, ME., and the following Islands: Peak's, Little Diamond, Great Diamond, Evergreen, Trefethen's, Long Island.

Leave Portland for Forest City Landing, Peak's Island 6 45, 8 30 a.m., 2 30, 4 35, 6 15 p.m.

Leave Portland for Little Diamond and Peak's Island (Trefethen's Landing) 6 45, 8 30 a.m., 2 30 p.m.

Leave Portland for Great Diamond Island 6 45, 8 30 a.m., 2 30, 4 35 p.m.

Leave Portland for Long Island 8 30 a.m., 2 30 p.m.

All sailings daily, except Sunday.

MAINE STEAMSHIP CO.
PORTLAND LINE.
Only Direct Line of Fast Modern Passenger Steamships between
New York and Portland, Me.

THE MOST DELIGHTFUL, HEALTH-GIVING, SHORT SEA TRIP ON THE COAST.

LONG ISLAND SOUND BY DAYLIGHT.
New Fast Ocean-going Steamships North Star and Horatio Hall sail
From Pier (New No.) 32, East River, New York, Tuesdays, Thursdays
and Saturdays at 6:00 p.m.
From Portland Tuesdays, Thursdays and Saturdays at 8:00 p.m., excepting
during June, July, August and September, when they sail at 6:30 p.m.

Send for Illustrated Descriptive Booklet, mailed free on application.

A MOST DELIGHTFUL TRIP.
Fare, $3.00 One Way; $5.00 Round Trip.

Freight received daily, up to 6:00 p.m., for all points in
MAINE, NEW BRUNSWICK, CANADA, AND THE WEST AND NORTHWEST
AND ALL LOCAL POINTS ON THE GRAND TRUNK RAILWAY

GREAT EASTERN FAST FREIGHT LINE
Ship all Freight consigned via GREAT EASTERN FAST FREIGHT LINE, Pier 32, East River.

NO RE-HANDLING OF FREIGHT.
CARS RUN TO STEAMERS' DOCK AT PORTLAND.

PAASGER AND FREIGHT OFFICES: Franklin Wharf, Portland.

EDDROSCOGGIN LAKES TRANSPORTATION CO.

R. B. FARSON, President. ELYN W. LOVEJOY, Gen. Manager. GEO. E. BICKWELL, Secretary. ARTHUR A. MAXFIELD, Treasurer.

GENERAL OFFICES - LOWELL, MASS.

UNITED STATES MAIL AND EXPRESS LINE.—The cheapest and most direct route between Washington, Baltimore, Philadelphia, New York, Boston, Providence, Hartford, Springfield, Worcester, New London, Norwich, Lowell, Lawrence, Nashua, Concord and all important points in the Androscoggin Lakes Region and Dixville Notch, are via Bethel, Me., and Cambridge, N.H. Portland & Rumford Falls R.R. to Rumford Falls and stage to Andover; Portland & Rumford Falls R.R. to Bemis; steamer to Upper Dam and Middle Dam on Maine Central R.R. to Colebrook, and stage to Errol. Steamer to all points on Lakes and Rivers.

Errol Dam, Magalloway, Middle Dam, Upper Dam, Farmashonne and Ronnebago Lakes.—Are reached by one of these popular routes quicker and easier than by any other. Boston & Maine R.R. or Portland steamers to Portland; Grand Trunk Ry. to Bethel; stage to Cambridge. Maine Central R.R. to Colebrook, stage to Errol. Portland & Rumford Falls R.R. to Rumford Falls; stage Rumford Falls to Andover and South Arm. Portland & Rumford Falls R.R. to Bemis, A. L. T. Co. steamer to Upper Dam, and all points on Mooseheadmesnicg, Richardson and Umbagog Lakes.

Round Trip Excursion Tickets from Boston to Cambridge, Middle or Upper Dam and any point in the Lake Region and return, may be obtained at office of Boston & Maine R.R., Washington St., or at their ticket office at North Station, and at office of Portland Steamers. Tickets can also be procured at all stations and offices of Portland & Rumford Falls R.R. Also Round Trip Tickets at all principal stations of the Boston & Maine R.R. and the Maine Central R.R. Excursion Tickets between New York and the Lakes can be purchased in New York City at the Grand Trunk Ry. ticket office, and at the offices of the Providence, Stonington, Norwich and Fall River Line Steamers, also Maine Steamship Co. Excursion Tickets from all points may also be purchased from Thos. Cook & Sons at any of their offices. From Philadelphia tickets can be purchased at any office of the Philadelphia & Reading R.R.; also all offices of the Pennsylvania R.R. From Baltimore and Washington tickets may be procured at Pennsylvania R.R. offices. From Chicago, of Chicago & Grand Trunk Ry. offices and the Pennsylvania R.R. offices. Excursion Tickets can also be procured from all the principal railroad stations along the route of the Pennsylvania R.R.

Steamer will run daily (Sundays excepted) during lake navigation, as follows:—Leave Middle Dam 7 a.m. for Upper Dam, Birch Lodge, etc. Leave South Arm 10 a.m. (or earlier, if stages are all in), for Middle Dam, Upper Dam and all intermediate points. Leave Upper Dam for Middle Dam and South Arm 10 a.m. Leave Middle Dam for Upper Dam, Birch Lodge, etc., 2 p.m. Leave Upper Dam for Middle Dam (and South Arm) if passengers at 2 p.m. All railroad tickets are good on steamers operated by or connected with the A. L. T. Co. Buy round trip tickets via this line and save money. Steamer will run daily (Sundays excepted) during lake navigation, as follows:—Leave Cambridge, Sunday Cove, 7 a.m. Leave Sunday Cove for Errol Dam 9 a.m. Leave Errol Dam (if passengers) 10 a.m. for Wentworth's Location. Leave Wentworth's Location for Errol Dam 12 noon. Leave Errol Dam for Sunday Cove 2 p.m. Leave Sunday Cove for Errol (if passengers) at 3 p.m. Leave Cambridge, Sunday Cove, 3 p.m. Stage runs between Errol Dam and Dixville Notch.

Stage leaves Middle Dam 7 a.m. for Sunday Cove; Sunday Cove for Middle Dam 9 a.m. Stage leaves Middle Dam 10 a.m. (if passengers) for Sunday Cove; Sunday Cove for Middle Dam 11 a.m. (on notice of passengers); daily, except Sunday. Stage leaves Bethel for Lakeside, Cambridge, 10 a.m., or on arrival of train Grand Trunk Ry. from Portland. Stage leaves Cambridge for Bethel 7 a.m., connecting with trains east and west on Grand Trunk Ry.; daily, except Sunday, May 1st to October 31st; every other day balance of year. Stage leaves Andover (Andover House) for South Arm 8 a.m. Stage leaves South Arm for Andover 9 a.m.; daily, except Sunday (if passengers).

CONNECTIONS.—At South Arm with stages to and from Andover. At Middle Dam with stage for steamer at Sunday Cove. At Upper Dam with steamer Upper Dam of the A. L. T. Co. line for Bemis, Allerton Lodge, Haines Landing, Indian Rock, Cupuantic and Rangeley. At Bemis for all trains on the Portland & Rumford Falls R.R. At Lakeside, Cambridge, with stage for Bethel. At Sunday Cove with stage for Middle Dam and steamer for Upper Dam. At Magalloway teams can be procured for Arischoch Falls. At Rangeley with Phillips & Rangeley Lakes R.R. Stage tickets good over this company's lines of stages only. Always buy through tickets via A. L. T. Co.'s lines and save money.

Ed Ramsdell, Editor
The Main Line
TheMainLine@ramsdell.com
http://www.trolley museum.org

Events

Please check https://trolley museum.org/events/ for updated and complete information and events throughout the year.
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- **80th Anniversary Celebration!**
- **Moxie Day!**
- **Daniel Tiger Visits Seashore!**
- **Connecticut Day!**
- **Teacher Appreciation Day!**