The Library Committee met on November 9, 2019. A special guest speaker was Susi Bock, Archivist at the University of Southern Maine. She discussed what it means to be a special collection/library/archive and what is needed to support each component.

The Seashore Library is all of the above and has in place the basic organization documents, such as a mission statement, procedures, and policies, although regular review is very important. Her talk was very informative and helpful.

Dates for meetings and workshops for 2020 were set as the second Saturday of each month. Business meetings followed by a workshop will be held in the months in which the Trustees meet. Work sessions will be held in the alternate months. Wednesday evening work sessions have been suspended until March when the weather is better and the daylight hours longer. An extra workshop will be held on December 18, 2019 from 10 AM-Noon.
Do You Recognize?

Last Month’s Do You Recognize -

With no offense to the roads that I covered recently this one was probably a little more mainstream. The Morris County Traction Company was incorporated June 8, 1899 and was intended to fill a need for transportation in the northern part of New Jersey and took its name from Morris County in which it was centered.

The first limited operation began on the fourth of July 1903 in Dover, N.J. By early in 1907 a western division of 11 miles serving Dover, Rockaway, Wharton, Kenvil and Succasunna and an eastern division of 8 miles serving Summit, Springfield, and Elizabeth were operating with further construction underway.

Actually the first cars did not reach Morristown, the town that was chosen for the line’s headquarters. until August 27, 1909. A great many plans for expansion and connecting with other lines never came to fruition and the system, as completed, consisted of some 50.55 miles of track. In places operating rights over various other carrier’s track were negotiated. In one instance stage service was substituted between Union Center and Elizabeth while a right-of-way was sorted out. By 1920 the road owned 42 cars including a mix of Jackson & Sharp, Barber (the line’s two Barber cars were described as “riding with all the grace and comfort of an ice wagon”), St. Louis, Stephenson, Brill, Cincinnati, and Wason rolling stock to operate the 50.55 miles of track. As late as late as 1924 the company attempted to improve its fleet through the order of ten lightweight cars from Osgood.

#7 & 8 Closed 25’ 6” - Jackson & Sharp Co./ACF (1904)

#350 Closed 44 seat - St. Louis Car Co. (1899)

#404 Closed all steel, seats 50 - Cincinnati Car Co. (1914)
Bradley. This was partially driven by a 1923 car barn fire that destroyed seven trolleys. However, while these could have been replaced by cheaper used equipment the company continued to look to the long term health of the company in acquiring new, more efficient cars.

Despite good business the line fell into decline in the mid-1920’s entering receivership in July 1923. By 1926 the line was so short of cash that in the case of a municipal repaving project the city of Summit had to pay for relaying the rails as the company literally had no monies to pay for it. The first abandonment took place in April 1926 when five new 29 passenger Fageol buses replaced rail service on the six mile Springfield-Elizabeth division. They cost $42,796.00 and were painted orange. By the end of 1926 the company owned nine buses. In comparison the Public Service Transportation that would ultimately acquire most of our lines assets already owned 1,200.

A foreclosure sale was held in May 1927 but rail service was maintained until early in 1928. Other abandonments occurred on Jan. 15, 1928, Jan. 15, 1928 and Jan. 28, 1928.

As Fageols/ACFs began to appear on the scene in 1926-1927 the face of the immediate future became very
Total abandonment came on Feb. 4, 1928 when the last trolley service discontinued. The sale at auctions of franchises, equipment, and real property eventually brought some $290,000. This represented property on which $3,900,000 of bonds had been issued. The bidding at the auctions was somewhat “rigged” (really too harsh a term as nothing illegal was done) in that Public Service Transportation that wanted to acquire the auction items had agreed with the bondholders committee that it would stand aside so as to prevent them from bidding against each other. Ultimately the bondholders prevailed over individual bidders for parts of the system, scrappers, and the like. Very soon thereafter the property was sold by the bondholders to the interested transportation entity for a substantially higher, although undisclosed, amount.

The by then Public Service Coordinated Transport ultimately became the largest private transit company in their mutual home state. The new company was owned by an electric and gas company, in 1971 it was renamed Transport of New Jersey and it still exists today as a public transit entity, New Jersey Transit Corporation, that took over the private operation in 1980. Last year (2018) it was operating approximately 1,100 rail cars and 3,700 buses and still serves many of the former route points of our line of interest as well as the rest of the state with extensions into two adjoining states.

For those interested in further detail about Morris County Traction an excellent source is Morris County Traction Company, Larry Lowenthal & William Greenberg Jr., Marker, [Brimfield MA], 2005.

This Month’s Do You Recognize -

Our railway of interest this month was the largest system in the state, operating a group of lines radiating from the state capital. The system was also an integral part of the capital’s city transit system. The original predecessor line was organized in 1902, receiving a franchise in perpetuity over all streets of what would soon become the state capital, and opened its first six miles of track in 1903. In 1907 the company’s name was changed to reflect it’s potential growth from its city railway origins. Other components of the system were another railway in the city acquired in April 1910, a partially constructed interurban purchased in August 1911 and completed that December, a traction company, bought in 1913, and an additional railway and an electric terminal company. Somewhat unusually the system was not associated with an electric generating company but was primarily financed through investors located in an adjacent state.
The first line was the interurban, completed part way by the predecessor company and opened for service over the entire route in late December 1911. A shorter line, but higher density route, was completed to the location of the state university in 1913. A northern line was partially opened in 1911 and completed in 1916. While a lot of the traffic was of a local nature to and from the major city there was considerable through traffic to the terminal cities, and especially to the university. By 1920 the road had identified carload business as worthwhile and in 1929 it purchased and electrified two steam-powered railways. In the early 1940s the potential abandonment of interurban operations was on the horizon and freight trackage and rights over other lines were sold adjoining steam roads. Significant long-haul freight business was lost when for many years a major freight haul of handling through cars for a connecting short line railway into the capital city was lost with the short line abandoning the route in 1939. In WWII a large Naval training station was established at the university with increases in traffic to the extent that freight equipment was rebuilt to handle passengers and the second-hand market was plumbed for cars from as far away as New York and Ohio. The Navy also purchased eight interurban cars and leased them to the line.

Passenger service was typically on an hourly basis on all lines, although in later years the service was increased to every 30 minutes on the university line while frequency decreased to 90 minute intervals on the other lines, which had much lighter traffic density. All lines reached downtown in the capital city via streetcar tracks of the city railway. Plans had been under consideration to abandon the interurban since the early 1940s and
probably pre-war. During WWII the system came under the control of a wealthy oil man who announced his intention of scrapping the road as soon as busses could handle the traffic. In 1946 the longer interurban route was converted to buses and in mid-April of 1947 the arrival of 87 new GMC diesel-hydraulic buses with an equal number of older GMC and Mack gas buses for rush-hour overflow brought the end of the streetcar service in the capital. Summer brought the end of the electric car service to the university, also replaced by buses.

Over the years our line operated a variety of equipment with interurban cars, new and second-hand, from American, St.Louis, Niles, and Jewett. City service cars, again both new and used, came from American, St. Louis, Cincinnati, Kuhlman, and Niles. In the peak WWII years the system fielded 40 streetcars and 28 interurbans operating over a 113 mile route.

Freight and work cars were primarily railway rebuilds of previous passenger equipment. Over the years the railway also built at least six locomotives which eventually outlived the railway and went on to other carriers plus miscellaneous other rolling stock.
The next Library Workshops will be Saturday December 14, 2019 from 10AM - 2PM and on Wednesday December 18 from 10AM - Noon.

The Library Committee’s meetings followed by a workshop in the first quarter of 2020 will be on Saturday January 11, 2020 and March 14, 2020. (CM 10AM -12 Noon & Workshop 12PM - 2PM)

Saturday - Workshops only (10AM - 2 PM)
December 14, 2019, February 8, 2020, April 11, 2020 plus an extra December 18 workshop from 10AM until Noon.

The Wednesday Evening Workshops Are Temporarily Cancelled

Due to the approaching holiday season and also the advent of winter weather the Wednesday evening workshops are suspended until March for better weather and longer daylight.

Contact Amber (ATatnall@yccc.edu) or Karen (781 799-5868) to make arrangements to work at the Library at other times

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/
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 Library continues to upload material to the various sections of DigitalMaine - The DigitalMaine Repository is a partnership of the Maine State Library, Maine State Archives and community institutions around the state.

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

https://digitalmaine.com/trolley_museum/

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

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

The Main Line - Availability

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

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

Events During Winter 2019-2020

Please check https://trolleymuseum.org/events/ for details, updated and complete information and events throughout the year.
The following is a bit weird so I thought to provide a slight explanation. As we were closing in on Thanksgiving I was looking for something Thanksgiving and trolley related. I looked for “Thanksgiving trolleys” and that search was not very successful. However, I did find an image of a Third Avenue Railway System (TARS) car sitting next to the balloons and mob of a Macy’s Thanksgiving Parade in Times Square. I decided to look for Macy’s Parade images with streetcars in them and actually found some so here you are:

As background the Macy’s Parade started in 1924 and was initially known as the Macy’s Christmas Parade. There also weren’t any large balloon characters in the early parades - they used live animals with elephants and tigers parading through New York. In 1927 a number of things happened in parallel - the first balloons appeared, no more live animals, and the parade became the Macy’s Thanksgiving Parade. The parade was an annual event except for the war years of 1942 - 1944 when fuel and rubber rationing curtailed the event.

I did not find any parade and trolley images during the live animal period but beginning with 1927 there were some number. Also none after the war but of course Fiorello La Guardia’s (NYC Mayor 1933-1945) vendetta against surface street cars had pretty much put an end to Manhattan surface running by the war’s end with most remnants disappearing by mid-1946 to mid-1947 with the exception of couple of the Washington Heights crosstown routes that held on until 1948. Anyway here are a few views of the Macy’s Parade and trolleys:

1927
A little sideline about the 1932 parade. From 1928 thru 1932 the giant balloons were released into the sky and anyone who found one and returned it would receive a prize.

In 1932 a student pilot spotted a balloon (a tom-cat balloon to be exact) flying at about 5,000 ft. and rather than avoid the balloon she decided to ram it in its neck. The balloon caught on the aircraft’s wing and the plane headed groundward. The instructor was able to gain control of the aircraft and avoided a crash. One might ask why the student decided to ram the balloon but on the other hand I doubt the instructor was supposed to be teaching balloon ramming. Maybe he had been watching Howard Hughes’ great 1930 aviation war film Hell’s Angels.

After this incident the balloons were no longer released!
It is also worth considering that the hoards of people at the parade in that era came by public transportation - primarily streetcars! That is probably enough of this but it was the Macy’s Thanksgiving Parade and a streetcar in each image as advertised.

**History Repeating Itself -**

I was perusing a recent BSRA Rollsign publication and in looking at the pictures of the three-section articulation on the new CAF Boston Type 9s and the Breda type 8s. In thinking about articulated cars and vaguely remembering things I had read I did a little exploring.

Messrs. Brewer and Krehbiel, two residents of Cleveland, Ohio took out a patent in 1892 for two single-truck car bodies connected by a short center section suspended between the two. The Brewer and Krehbiel Manufacturing Company designed the car and shopped out the construction to Kuhlman Car Company although Brewer and Krehbiel apparently connected the sections. These cars began operating in Cleveland in 1893.

Then in 1912 John Lindall, Superintendent of rolling stock and shops for the Boston Elevated Railway (BER) came up with a design for a three compartment car utilizing two obsolete 25 ft. cars and a connecting center section. He patented the design of the center section and this device allowed the extended use of the now too-small 25 ft. cars. The patents were actually granted in 1913 and 1914. The first experimental car was built in the BER shops in May of 1912 using two cars that had been built by Newburyport in 1894. In 1914 - 1916 Laconia Car Company built some 193 center sections for the BER. At first single truck passenger cars were used by the BRA shops as the ends for four-axle articulated cars and later double truck cars were used to produce eight-axle cars.
The Boston Post nicknamed the original car as “the snake car” and a year later similar cars in Richmond, VA were called “two-room-and-a-bath cars”.

In the United States the early articulated cars did not last very long. In Boston they were scrapped by the mid 1920s. It would take nearly a century before the triple section car would return although admittedly very different in design and purpose. The early versions being a way to avoid scrapping hundreds of obsolete cars while the new ones are to introduce new features and comfort.
LACONIA CAR COMPANY
BOSTON, MASS.

LINDALL ARTICULATED CAR
Center Section adapted for use with single-truck or double-truck cars
More than 100 now in use

WORKS AT LACONIA, N.H.

May, 1915
Lindall Articulated Car

Distinguishing Features

REDUCTION IN OPERATING EXPENSES
50% saved in platform expenses.

LOW ENTRANCE
Facilitates loading and unloading and prevents platform accidents.

OSCILLATION REDUCED
The oscillation of single-truck cars is materially reduced by use of center section.

TRACK CAPACITY INCREASED
This is caused by reduced number of units on the street.

TROLLEY WHEEL EASILY REPLACED
The roof construction permits conductor within the car to replace trolley wheel upon the trolley wire.

Patented August 26, 1913, May 26, 1914 and September 15, 1914.
Lindall Articulated Car

Center Section Applied to Two 20 ft. Single-Truck Car Bodies.
Above Unit Seats 56 Passengers.

Center Section Applied to Two 25 ft. Double-Truck Car Bodies.
Above Unit Seats 68 Passengers.
Lindall Articulated Car

Top View of Center Section Frame.
and here we are in 2019:

CAF Boston Type 9

Have a most enjoyable Thanksgiving.

Ed Ramsdell, Editor

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http://www.trolleymuseum.org