Goings On at Seashore -

Three Months, just 12 weeks, and it is the opening of Seashore’s 2020 on May 2, 2020!

Saturday, May 2nd: Opening Day.

Come out to the Seashore Trolley Museum on Saturday, May 2nd and help us kick off the 2020 season! Guests with a Maine driver's license get in for $2.07, and all guests 16 and under get in free! All guests get a free ticket to enter a door prize raffle for great prize. Ride Seashore's Pump Car for $2/person! Biddeford & Saco 31 will be featured. It's going to be a GREAT day--you won't want to miss it! Tickets can be purchased at the door.

Saturday, May 9th: International Day. International visitors admissions are half off. Cars from our international collection will be featured!

Sunday, May 10th: Mother’s Day. Mothers admissions are free! Behind the Scenes Shop Tours will be offered at 11AM and 1PM.

Saturday, May 16th and May 23-May 25: Armed Forces Days. Active duty military personnel and veterans’ admissions are free!

Saturday, May 30th: Dog Appreciation Day. Dogs are welcome every day at the Museum, but today we will have special door prizes and more!

May also brings New Operator Training Courses:

May 23, 2020 - May 30, 2020 - June 6, 2020

What U.S. state has the distinction of being the only state to border only one other state?

You are correct! You must be! - and it is also the state’s 200 anniversary of admission to the Union.
Do You Recognize?

Last Month’s Do You Recognize -

The home state of last month’s railway was Indiana, the heart of interurban development in the United States. The first of the predecessor lines of our railway-of-interest, the South Bend & Mishawaka Railway Company, was formed in September of 1869 but unfortunately a shortage of cash delayed the start of construction until another railway company, the South Bend Railway Company, was formed in January 1885. In April a small horsecar opened service and South Bend, Indiana was also the site of an early experiment in electric propulsion, albeit initially a failed experiment. This attempt utilized the Van Depoele system but it was unsuccessful and the wires were removed until further refinements in electrification technology. Van Depoele’s system was successful in a number of locations and he is also credited with the invention of the trolley pole. Van Depoele sold his electric motor business and related patents to the Thomson-Houston Electric Company in early 1888 and Thomson-Houston merged with the Edison General Electric Company to form the General Electric Company in 1892. The General Power & Quick Transit Company ultimately completed electrification in 1894 when it was organized to build to Mishawaka some six miles away. These and other roads merged into a railway system named the Indiana Railway Company. During the first few years of the 20th century additional companies in abortive attempts to connect South Bend with Michigan City on Lake Michigan. This was finally achieved with the 1905 acquisition of these lines by the Northern Indiana Railway, our company of interest, and work pushed forward with end to end operations of this western route beginning in 1908. It is of some historic interest that a more famous and certainly longer lived interurban, the Chicago, Lake Shore & South Bend completed its trackage between these South Bend and Michigan City a month prior to our line’s completion. Probably somewhat unique in the world of interurbans these two lines ran side by side for some number of miles.

In 1907 the Northern Indiana Railway fell under the control of the Murdoch Syndicate funded by Eastern monies and yet another name change took place, the Chicago, South Bend & Northern Indiana Railway Company, although it continued to be known as the Northern...
Indiana Railway. Two new city lines were opened the same year. Under the this management the system grew to a system of 160 miles of line and 140 cars.

Under yet another railway entity, the Southern Michigan Railway, a 38 mile northern route was built from the South Bend to St. Joseph, MI. St. Joseph is also located on Lake Michigan. An extremely obscure factoid is that early European settlers at this site laid out a plat of the village, then known as Newburyport, named after the coastal city in Massachusetts. The non-Massachusetts Newburyport changed its name to St. Joseph when it was incorporated in 1834 so there was again only one “Newburyport” in the world.

Another city route was added in 1912.

The Murdoch brothers who controlled the syndicate died in 1925 and the collapse of the syndicate along with growing and unregulated bus competition across the system led to financial problems and declining revenues. The company had been reorganized in 1930 with the new entity assuming the name of Northern Indiana Railway, Inc., almost that of our 1905 carrier.

The new 1930 company acquired 10 modern lightweight one-man interurbans from the Cummings Car & Coach Company and 10 42 ft. closed city cars from the Cincinnati Car Company.
Despite the efforts to attract new business receivership ultimately followed in December 1931. The receiver made efforts to preserve the system’s assets through abandonment of some city operations including the entire city service in the endpoint city of the western line that had opened in 1908. All interurban railway service was abandoned on June 1, 1934. During the later 1930s there were further conversions from streetcar to bus. In 1939 the company adopted the name Northern Indiana Transit, Inc. Finally in 1940 all streetcar service was converted to busses - five city routes in the “home city” surviving the longest. This continued in some fashion until 1956 when operation fell to National City Lines. In 1956 the system operated 110 busses over 77 route miles providing service in the original home city of our line and over parts of the eastern and northern legs of the old system. Then 1968 saw a transfer to the current public transit entity - South Bend Public Transportation Corporation (commonly known as Transpo).
Our line of interest was chartered in 1870, the same year that its home state was readmitted to the Union, although it did not receive a municipal grant of right-of-way until mid-1871. It was another three years before the line, mule powered, started operation. The original (home city’s name) “City Street Railway Company” was three miles in length running between the terminals of two major steam roads in the city. Through a series of mergers and reorganizations both of these steam roads became part of Union Pacific in the late 20th Century. Within three years of beginning operation our line serviced its route with 14 mule-powered streetcars powered by 100 mules. At the start of the final decade the nineteenth century the company had reached 50 miles of track, fifty streetcars, and three-hundred animals.

In 1891 the street railway company began conversion to electric propulsion based on technology developed by the Thomson-Houston Electric Company of Lynn, Massachusetts. Thomson-Houston Electric Company merged with the Edison General Electric Company of Schenectady, New York to form the General Electric Company in 1892. Our company completed its conversion to electric propulsion that same year.

Our (home city’s name) City Street Railway Company went into receivership in March 1894. With foreclosure and sale in May of 1896, then officially reorganized with the new name of the (home city’s name) Electric Street Railway Company in September 1896.

In 1900 a competing street railway company had begun operation and in 1901 both the new street railway and our line-of-interest were acquired by the owner of a land development company with the effect of merging the companies. The land development company had acquired land for development that was too far from from the city center to permit reasonable access by foot so access to public transit and control of it was deemed vital to the success of the development of this new suburb.
In July 1900 it was decided to reorganize yet again and the company went into receivership in May 1901. Under a new foreclosure, it was reorganized as the (home city’s name) Electric Company in October 1901, and acquired as a wholly owned subsidiary of Boston-based Stone & Webster in November 1901. This finally stabilized name and management for the next several decades. New equipment was added and infrastructure repairs were undertaken.

In 1903 the nearly inevitable trolley park was developed to encourage ridership. In 1911 it was sold to the city to become a municipal park and has remained in continuous use since that time.

Also in 1911 a 50 mile interurban opened between the home city and the nearest deep water port. This interurban was a separate entity but under common ownership with our line. The interurban ceased operation in 1936. Also in 1911 the dredging of waterways to the city made possible access by deep draft ships to the city itself.

The next seeming inevitability in the story of street railways appeared on the scene in 1924 with the arrival of the first motor bus. Our line’s entry into the use of buses was somewhat groundbreaking as the ten buses acquired in 1924 were Birney design buses on a Fageol chassis built by the American Car Co.
American Car Company. American Car and St. Louis Car both built Birney buses designed by Charles Birney - American’s on a Fageol chassis and St. Louis’s on a Yellow Coach chassis. The majority of the Birney buses built were by American Car Co. and primarily used on Stone & Webster properties.

Two more bus lines were added the next year and finally in 1940 the entire system was converted to bus service. In 1946 the company name was changed to (home city’s name) Transit Company. New owners in 1961 brought yet another name (Rapid Transit Lines). In yet another “inevitability”, or at least high likelihood, Rapid Transit Lines was acquired by National City Lines in 1966. In mid-70s the city acquired Rapid Transit Lines and in 1979 a new county-wide public entity took over the city-owned system.

On December 11, 2020 the Library Committee met for a business meeting and workshop. The Committee budget and work plan for 2020 were reviewed. Plans were reviewed for the book/model train sale at the Amherst Railway Hobby Show January 25-26, 2020.

A critical need in the next few months is to find safe and clean storage for the rare volumes of material that Don Curry has been storing for several years at his house. The space is being repurposed as a woodworking shop by Donald’s son necessitating the removal of the material.

Peter Osgood, Library Committee member and also Chair of the Curatorial Committee reviewed the Museum’s Collection Development Policy and requested assistance in reviewing and updating it. The existent library policies and procedures have been forwarded to Peter.
Workshops were held on December 14, 2019 from 10 AM - 2:00 PM and again on the morning of December 18th before the annual staff Christmas Potluck. The first Library Committee meeting and workshop of 2020 was held on January 11. Cataloguing of the many miscellaneous photograph collections is continuing nicely.

The next Library Workshop will be Saturday February 8, 2020.

The Library Committee’s meetings followed by a Workshop as currently scheduled will be on Saturday March 14 and May 9, 2020

Saturday - Workshops only (10AM - 2 PM) are scheduled on February 8 and April 11, 2020.

The Wednesday Evening Workshops Are Temporarily Cancelled

Due to the 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

By Karen Dooks, Chair

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:
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

Confusing and Perhaps Interesting -

This image in our files is marked as “Rhode Island Company - Providence”. Here is the confusing part - I can’t find a Rhode Island car #73 other than a Wason shear plow. Wason did build Rhode Island a group of 30’ 11” closed cars in 1907 but they were numbered 66-84 even.

A rolling silent movie ad - The car is decked out with movie posters and banners advertising “Way Down East” - I am reasonably sure that this is promoting the 1920 D.W.
Griffith classic silent film starring Lillian Gish and Richard Barthelmess. There was a very poor remake done as a talkie in 1935 starring Henry Fonda (good actor, lousy version). I think that the film being promoted on the car is the Griffith version as I can identify a couple of the posters. The poster in the car’s rear window indicates it is at the Strand but unfortunately as a chain there was a Strand in about every city in the country during that era.

If any reader is a movie buff with good eyes and can identify some of the other posters it would help pin down which version and hence the approximate date. Also a car ID would be appreciated.

In case you really didn’t know the U.S. state bordering only one other state and having its 200 anniversary, the answer is Maine.

Apologies for this issue being a week late - a couple weeks of travel slowed things a bit.

Ed Ramsdell, Editor

*The Main Line*

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http://www.troleymuseum.org
2020 Season Events!

May

Saturday, May 2nd: Opening Day & Maine Day! Admission for Maine residents is $2.07; children 13 and under are free. Special cars in our Maine collection will be featured.

Saturday, May 9th: International Day. International visitors admissions are half off. Cars from our international collection will be featured.

Sunday, May 10th: Mother’s Day. Mothers admissions are free! Behind the Scenes Shop Tours will be offered at 11AM and 1PM.

Saturday, May 16th and May 23-May 25: Armed Forces Days. Active duty military personnel and veterans’ admissions are free.

Saturday, May 30th: Dog Appreciation Day. Dogs are welcome every day at the Museum, but today we will have special door prizes and more!

June

Saturday-Sunday, June 13th-14th: Daniel Tiger Comes to Seashore! Take a trolley ride to meet Daniel Tiger, son of Daniel Striped Tiger from the PBS series Mister Rogers’ Neighborhood. Pre-purchase tickets online; available Friday, March 27th.

Saturday, June 20th: West Virginia Day. To honor WV’s statehood anniversary, car 639 will be featured. Residents of WV get in free!

Sunday, June 21st: Father’s Day. Father’s admissions are free! Behind the Scenes Shop Tours will be offered at 11AM and 1PM.

Sunday, June 21st: New Hampshire Day. To honor New Hampshire’s statehood anniversary, car 38 and City of Manchester will be featured. Residents of NH get in for $6.03! (NH children 15 and under get in free).

Sunday, June 21st: Something’s Fishy at Seashore! Maritime Festival in the Kennebunks. Activities at Talbot Park, fish trivia and more!

Saturday-Sunday June 27th-28th: First Responder Day. To show our appreciation, first responders’ admissions are free.

Wednesdays in July & August: Ice Cream Night!
Join us from 5:30PM-7PM for ice cream sundaes and a trolley ride! Admission is only $7 per person; children 2 and under are free.

July

Wednesday, July 1st: Canada Day! Canadian residents’ admission is half off. Special cars in our Canada collection will be featured.

Saturday, July 11th: Massachusetts Day! Admission for MA residents is half off!

Sunday, July 12th: Moxie Day! Experience a Moxie Invasion!

Saturday-Sunday, July 18th-19th: Business Member Appreciation Days. Seashore’s business members will be featured. All guests will get one chance to win door prizes donated by our business members!

Saturday, July 25th: Connecticut Day! Admission for CT residents is half off! Special cars in our CT collection will be featured.

Sunday, July 26th: Minnesota Day. Car 1267 will be featured and celebrated. Residents of Minnesota get in free!

Free Story Time! Mondays – Fridays, July 6th – August 28th @ 11AM
Join us for a fun, 20-minute story time before taking a ride on a trolley!

Special Fleet Rides Mondays – Fridays, July 6th – October 12th @ 1PM
Each weekday will feature a ride on a special trolley, rarely operated!

August

Saturday, August 1st: May Day Celebration with the School Around Us! Our neighbor school is turning 50 and are celebrating with a festival at Meserve’s Field all day! Join us for good food, live music, and trolley rides.

Saturday, August 8th: Superhero & Royalty Day! Dress as your favorite superhero, or as royalty! Special activities will be set up around campus.

Saturday-Sunday, August 15th-16th: Teacher Appreciation Days. To show our appreciation, teachers’ admission is free! All teachers will receive a free chance to enter to win door prizes!

Saturday, August 22nd: All Women Crew Day. Celebrate the role women have played in transit history! BAMs will be offered throughout the day for female guests interested in becoming a volunteer trolley operator at the Museum in 2021!

September

Saturday-Sunday, September 5th-6th: Model Railroad Layout Days. Check out model layouts and displays in our Exhibit Room!

Sunday, September 13th: Grandparent’s Day! Grandparents’ admissions are free! Behind the Scenes Shop Tours will be offered at 11AM & 1PM.

Saturday-Sunday September 26th-27th: Pumpkin Patch Trolley. Ride a trolley to the Seashore Pumpkin Patch to pick out a pumpkin to take home and to play fun family games and activities!

October

Saturday-Sunday October 3rd & 4th: Pumpkin Patch Trolley. Ride a trolley to the Seashore Pumpkin Patch to pick out a pumpkin to take home and to play fun family games and activities!

Saturday, October 10th: Members Day & Open House. Members have the opportunity to ride and operate special cars in our collection and participate in special workshops! Admission is free for all guests.

Friday-Saturday October 30th-31st: Ghost Trolley, 7PM-9:30PM. Take a ride down Seashore’s haunted track if you dare to our car barn of terror, but prepare to be scared!

Saturday, October 31st: Trolleyween! The last day of our regular operating season! Participate in our “ghost hunt” for a chance to win a free 2020 family membership! Costumes are encouraged.

For more information, the most up-to-date schedule, and to purchase tickets, please visit trolleymuseum.org