February 2020

Goings On at Seashore -

Two Months, just 8 weeks, and it is the opening of Seashore’s 2020 on May 2, 2020!

Do You Recognize?

Last Month’s Do You Recognize -

Our line of interest was chartered in 1870 as the Houston City Street Railway, the same year that its home state of Texas 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 Houston City Street Railway was three miles in length running between the terminals of the International–Great Northern Railroad (many mergers later today’s Union Pacific) to the Houston and Texas Central Station (also part of today’s Union Pacific through mergers including the Southern Pacific). 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 Houston 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 Houston Electric Street Railway Company in September 1896.

In 1900 a competing street railway company, the Bayou City 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 Houston 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, Highland Park, was developed to encourage ridership. In 1911 it was sold to the city to become a municipal park named

#267 American Car Co. (19314)

#402 American Car Co. (1924)

#410 - American Car Co. (1924)

#419 - St. Louis Car Co. (1927)
Woodland Park and has remained in continuous use since that time. Also in 1911 a 50 mile interurban, the Galveston-Houston Electric Railway Company, 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 Company. American Car and St. Louis Car both built Birney buses designed by Charles Birney - American’s initially on Fageol chassis and St. Louis’s on a Yellow Coach chassis. The American roster we have also shows American using Mack, Yellow Coach, and White 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 Houston 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, the Metropolitan Transit Authority of Harris County (METRO), took over the city-owned system.

This Month's Do You Recognize -

This month’s “Electric Railway Company”, bearing the county name, received a charter on February 4, 1892, to construct a wide gauge (five feet, two and one-half inches) electric railway from its hometown to a resort located some 2 miles northward. On September 5, 1893, the new electric railway company inaugurated service from a point in the town near where a bridge across local river to anthracite hauling railroad company’s station was located. This first track extended to another railroad station of a switchback railroad serving
coal mines nearly 1,000 feet above the river and canal where the coal was shipped. As tourism grew the traffic on the switchback was altered from anthracite all day to anthracite in the morning and tourists seeking the thrill and views of the 9 mile 1,000 descent during the afternoon. This trip became a tourist destination second in popularity to Niagara Fall sand persisted until 1932. The street railway company obtained electricity from a water power generating system built along the neighboring river.

Tracks reached the eastern portion of the town when the company opened a one and one-half mile extension to the northeast starting from a junction with the original route in 1898. Effective 1902 the route served the anthracite hauling railroad's new station located in eastern part of the town. The original plan to extend to the resort were abandoned and portions of the original the trackage became dormant after the station was relocated.

A new railway company was formed in December 1900, with construction planned of an electric street railway along public highways from our railway’s terminus in town to a neighboring traction company’s terminus in a town some 13 miles to the southeast.

Our railway company and the new railway company merged in March 1901 forming a new railway bearing the names of the principal communities to be served.

On May 13, 1901 the new organization awarded a contract for construction of trackage from our lines home town to and early industrial and railroad center located on the River after which it is named. Parts of the earlier route were relocated from that planned along the public right-of-way to a somewhat longer private right-of-way. Plans to connect with a neighboring

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#1 - J.G. Brill Car Co. (1894)
Apparently from Brooklyn, NY and purchased third-hand in 1901. Destroyed in 1917 car barn fire.

#2 - J.G. Brill Car Co. (1894)
Apparently from Brooklyn, NY and purchased third-hand in 1901. Destroyed in 1917 car barn fire.

#18 - Apparently #18 was transferred to the company from the management Co. as a result of the emergency caused by the 1923 car barn fire.
traction company's trackage resulted in reduction of existing track and the new route being built to standard gauge (four feet, eight and one-half inches).

While the southward projection had been discussed another group planned entrance into the home town from a northerly direction. This street railway company, a standard gauge system, was built by a coal and navigation company. Partial service began in 1897 reaching our home town the in summer of 1903. This street railway and various other street railways in the Eastern region of the state merged in 1906.

Our merged railway created in 1901 inaugurated service in 1903 over the new route from its home town to the industrial and rail center town on the river after which the community was named. New construction increased the railway company's total mileage to twelve miles. Our railway also built another car-barn with an anthracite coal burning powerhouse.

New trackage construction and installation of improved facilities strained the railway company's financial structure and on April 12, 1904 our line was sold under foreclosure. The new street railway company, named after the county, received its charter on October 18, 1904, and commenced operation of the system.

This iteration survived four years before it succumbing to foreclosure in May 1908. The new owners commenced operation on July 27, 1908, renaming the company a transit company, again incorporating the county name. While ownership of the electric railway changed, a trolley park was opened on 75 acres of land located atop a mountain along the line. Tourists could complete their visit to the region including the dramatic switchback railroad by viewing the beautiful and quite famous river valley. Amusement, dancing, and picnic facilities also attracted residents and social groups from the surrounding area.
A carbarn and five open cars were destroyed by fire in 1917 spoiling an otherwise successful period of operation. The transit company immediately rehabilitated and replaced rolling stock. The carbarn site was abandoned.

With the end of World War I the company’s traffic declines and yet another foreclosure in March of 1919 triggered by the company's failure to meet interest payments due on bonds. The new owners renamed the road as a transit company bearing the names of its primary communities and dropping the county name.

Fire once again destroyed a carbarn and several cars of various types in 1923. However, the company quickly replaced destroyed rolling stock with a variety of second hand closed cars, including Birneys and built a small carbarn on the site. Competition from motor vehicles and the line's slow and circuitous route caused further losses in passenger traffic. The aging equipment also contributed to public dissatisfaction with the service.

In January of 1925 the line ceased operations south of the mountaintop the amusement park. Usable rail removed from that section were used to upgrade the track still being operated within the line's home town.

The transit company sold its assets to a power securities corporation on June 30, 1925. Yet another reorganization brought about an electric company name reflecting the area of the state where it operated and dropping the names of the previous endpoints and 1928 saw traction replace electric in the name. The company that had resulted from the 1906 mergers mentioned above was assigned as manager. The new management abandoned the company's power station and arranged to purchase power from a local public utility. Several secondhand single and double truck cars were transferred from the managing company's fleet to our line and most of the other cars on the transit company's roster were scrapped.

Secondhand cars and other economy measures could not reverse the decline in passenger traffic with service from the amusement park to a midpoint from the hometown center abandoned in 1929 and the rest abandoned on October 28, 1931. Motor buses immediately assumed the previous trolley routes. At the end the service was being operated by three long-in-the-tooth Birneys and a couple of double truck cars, all having been transferred from the managing company's roster. The color scheme prior to the 1925 sale was primarily green with more variety as the secondhand units were introduced.

Meanwhile, in August 1931, the company managing our many-times-reorganized line abandoned its own trackage into our home town. Electric railway cars, which totaled
approximately forty units over the years consisted of an odd and collection of single and double truck closed and open types. Very few cars had been purchased new, the others represented second hand acquisitions from various companies located throughout eastern United States. A single truck snow sweeper and a former funeral car converted into line repair service were the only motorized non-passenger units. Maintenance work was handled by non-powered dump cars (three side-dump cars and three flats were purchased second hand in 1901) propelled by passenger cars.

In 1920s the football games at a university located on a neighboring system under common control with our system was causing congestion in the university town. The local transit company offered to augment trolley service with buses and accelerated the acceptance of bus replacement of the electrics in 1931.

The following is not directly trolley related but strange - and a good hint - The entire area and our line's hometown suffered greatly from the Depression. Even after the Depression economic changes sweeping the country altered the demand for the natural resources available in the area, as well as a declining supply. In a 1954 attempt to revitalize the town, an agreement was made with the family of a Native American olympic hero (two gold medals) from the 1912 Stockholm Olympics. The community agreed to have the Olympic star's body moved from its burial site in California to what had been our line's hometown in the hopes of spurring revitalization of the community. The olympic hero’s closest association with the town was his attendance at an industrial school for native Americans about 90 miles distant. The community further agreed to create a monument to the hero in the town and rename itself in his honor. This was done although there was some later controversy as to the completeness of the deal. The revitalization scheme did not particularly work and the desired revitalization came decades later through promotion of the town’s historical and architectural features, and natural beauty.
The first Library Committee meeting and workshop of 2020 was held on January 11.

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.

Cataloguing of the many miscellaneous photograph collections is continuing nicely.

The February Workshop was cancelled on account of an ice storm.

The Library Committee’s meetings followed by a Workshop as currently scheduled will be on Saturday March 14 and May 9, 2020 (10AM - 2 PM)

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

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

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**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 the return of better weather and longer daylight.

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By Karen Dooks, Chair

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**Links:**

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

Facebook page = [https://www.facebook.com/groups/44932548777/](https://www.facebook.com/groups/44932548777/)


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](http://virtual.yccc.edu/seashoreTrolley)
or this handy tinyurl works as well: http://tinyurl.com/zwhnndo

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.

Editor’s note:

I wrote a brief article about the history of Boston & Maine Transportation Co. bus # 784 that appeared in the November - December issue of The Dispatch as a Seashore Collection spotlight item. For those who don’t know The Dispatch is published by the New England Electric Railway Historical for its membership several times a year (quarterly beginning in 2020.

Because of image resolution concerns relative to the print version of The Dispatch and possible space constraints some of the images concerning intermediate owners in 784’s career were not included in the original article as published. Not having similar constraints and also that some additional detail had been received I decided, with the concurrence of The Dispatch editor, to republish the article in The Main Line.
The Boston & Maine Transportation Company, a subsidiary of the Boston & Maine Railroad, served an area similar to the railroad’s and by 1949 the bus system’s primary divisions were the Boston Division serving routes from Boston to Lowell, Nashua, NH, Manchester, and Concord via the NH Lakes region on to Littleton, NH and Bretton Woods, NH including local city transit service between Manchester and Concord, NH, and the Portsmouth Division served routes from Boston via Portsmouth, NH to Portland, ME. The Portsmouth Division also conducted city transit operations in Portsmouth, NH, between Portsmouth and Dover, and between Portland and Biddeford. At Portland the BMT provided coordinated through bus service with The Maine Central Transportation Company, subsidiary of the Maine Central Transportation Company (MCT), so that passengers could ride between Boston and various Maine points (Lewiston, Bangor, Bar Harbor and such without needing to change coaches at Portland. In the summer a through service was provided between Boston, Portland, Bangor, and Glace Bay, NS as well as a summer only service from Hampton Beach, NH to Montreal, PQ via Concord, NH and Hampton Beach to Quebec City, PQ via Portland and Jackman Station, ME. In May of 1949 the Boston & Maine Transportation Company (BMT) received five GMC PDA-3703 37 passenger parlor coaches including #784.

Later in that year they received another four PDA-3703s with 39 seat capacity. These acquisitions continued the process of replacing equipment worn out by the demands of the WWII era and also replacing gasoline powered coaches with more efficient diesels.

When operating on the BMT Portsmouth Division these PDA-3703s would have been stationed at the Boston, Portsmouth, or Portland garages. From these locations the buses would have operated over the various routes as required including the coordinated BMT/ MCT schedules and also providing extra capacity when trips required extra buses. These
coaches were also used on the Portland - Biddeford local service and train connections to Montreal from Old Orchard Beach providing direct connections with both CN and CP trains at Portland for Montreal.

BMT #784 and its sisters had a close proximity to Seashore and some of the collection. The Boston - Portland line operated through Kennebunk, the Portland - Old Orchard Beach service paralleled the Portland - Old Orchard Beach route of the Portland Railroad Company (PRR ceased operation to Old Orchard Beach on April 16, 1932 and BMT began Portland - Old Orchard bus service on April 17, 1932. The through route to Bangor roughly paralleled the old Portland - Lewiston Interurban route.

In 1957 the BMT was downsizing in the face of ever-increasing competition from the private passenger car that was accelerated by the growth of the Interstate Highway System (NH - I-95 opened 1950, ME - Kittery - Portland 1947, and Portland to Augusta 1955). In January of 1957 the Lawrence, MA to Manchester, NH operation of the BMT was sold to the Trombly Motor Coach Service of Andover, MA along with two of the 1949 PDA-3703 coaches (783, 784) plus two earlier PGA-3702 coaches built in February 1945 (755,756).

Incidentally, the D in PDA represents diesel while the G in PGA stands for gasoline. BMT 784 became Trombly #84 and in a 1959 renumbering became Trombly #158. These coaches operated on the Trombly scheduled service between Manchester and Lawrence as well as in charter service. Trombly Motor Coach entered voluntary bankruptcy in November 1961 and the coaches were sold in January of 1962.

A gap in our history occured here as our next record of #784 was it’s appearance in the Fall of 1965 as coach #1 of W&W Lines of Antrim, NH operating a brief service (reported as roughly one month) between Hillsboro, NH and Rockingham Race Track. W&W provided the blue paint job that we see remnants of today.

Seashore member Dennis Houle along with Charlie Sullivan wrote a history of
Trombly Motor Coach in 2004 for the Motor Bus Society’s journal, Motor Coach Age. Dennis indicates that most of Trombly’s buses, including the 784, were sold to Alex Michaud, the owner of Michaud Bus Lines in Salem, MA. Dennis reports that the 784 was back on Trombley property in late 1962 as he remembers seeing it in the Trombley garage. It doesn’t appear that Trombly operated it when he got back into the business in 1963. Exactly what happened between then and its appearance with W&W is still unknown - another buyer or perhaps storage.

After W&W the coach was then acquired by Dublin Christian Academy of Dublin, NH in 1966 to provide transportation for various of the school’s events. The coach served the Academy for a decade or more. We have located no pictures of the coach in service for Dublin Christian Academy but it is assumed little changed other than the lettering.

Circa 1978 Loring Lawrence of Manchester, NH acquired the coach from Dublin Christian Academy. Mr. Lawrence is editor-in-chief of the Bus History Association. Herb Pence, Seashore member and former General Manager of the Manchester (NH) Transit Authority, remembers Mr. Lawrence having rehabilitation work done on the coach and storing it at the Manchester Transit Authority (MTA) garage. The coach remained with Loring Lawrence until 1999 when he transferred it to Seashore. As far as we have been able to determine this motor coach is the last existing member of the 330 some bus fleet of the Boston & Maine Transportation fleet that served Northern New England between 1925 and 1957.

To help preserve and restore #784 please donate to Seashore fund number #541.
Birney Buses -

The January 2020 edition of The Main Line identified the prior month’s “mystery railway” as the Houston Electric Company and noted that Houston was the first system to put Charles Birney designed buses (American Car Company Birney bodies initially on a Faegol chassis) into service in 1924. When researching the article I had not been aware that Charles Birney had undertaken bus design and I was also unable to locate any pictures. Some further hunting produced a few images from our image collection -

American Car and St. Louis Car both built Birney buses designed by Charles Birney - American’s initially on Fageol chassis and St. Louis’s on a Yellow Coach chassis. The American roster we have also shows American using Mack, Yellow Coach, and White chassis. The majority of the Birney buses built were by American Car Co. and primarily used on Stone & Webster properties. From the outside the American Car Co. Birney bus looked very similar to the average bus design of the day. The inside certainly exhibited the Birney car heritage, especially the quite large windows.
Above inserts from ERJ

Below inserts from ERJ

April 5, 1924 Electric Railway Journal

Birney Safety Buses Exhibited at St. Louis

Two buses designed particularly to meet the needs of electric railways were exhibited at the recent meeting of the American Electric Railway Association at St. Louis. Working on the principle that the safety devices which have been so successfully used on one-man street cars are even more desirable on a one-man bus which has to be maneuvered through vehicular traffic, and that any device which will relieve the operator of some of his duties will increase the safety of operation, an interesting arrangement of pneumatic safety devices and auxiliary apparatus has been developed. This work is the result of a study of bus operation by the bus committee of the Stone & Webster properties, of which C. O. Birney is designing engineer, working in co-operation with the Westinghouse Traction Brake Company, St. Louis Pneumatic Devices Company, American Car Com-

company, St. Louis Car Company, Fageol Motors Company and the Yellow Coach Manufacturing Company.

One of the buses has a body constructed by the St. Louis Car Company, mounted on a Yellow Coach chassis, while the other has a body built by the American Car Company, mounted on a Fageol chassis. Low hung chassis and pleasing lines feature both vehicles. The low step heights, together with liberal aisle space, insure convenient and rapid interchange of passengers in city service. Each bus has a seating capacity of 29. The body constructed by the American Car Company has a combination of cross and longitudinal seats upholstered in leather, the longitudinal seats being used over the rear wheel housings adjacent to the service door at the front. In the St. Louis body the cross-seat arrangement is used throughout and the seats are upholstered in green frieze plush.

Combined Accelerator and Brake Control

Compressed air for the brake system and the pneumatic devices is
obtained from a 3-cu.ft. Westinghouse automotive type compressor. Both the throttle and the air brake control valves are operated from a common pedal, which, when it is pushed down from the neutral position, opens the carburetor throttle, and when it is released tilts up beyond the neutral position to operate the air brake valve. The neutral position is clearly defined by a compound spring arrangement which is installed to facilitate the shifting of gears.

On the side of the foot pedal is a latch so that it can be depressed by the foot of the operator to engage a notch in the supporting casting and hold the pedal in full brake application position after this position has been reached. This latch controls the emergency or “deadman” feature of the device. If the pedal is released from any position less than full service brake application position, it immediately springs beyond the point where the latch will engage in its notch to a position in which not only a full service brake application is made, but also the engine throttle is closed to idling position and the air-operated service door is balanced so that it can be pushed open by hand.

Graduated control of the air brake is obtained by the use of an automatic lap valve with a reducing action which gives a predetermined brake application pressure for any given position of the brake valve. In any intermediate position, a constant brake chamber pressure is retained corresponding to this position, until the valve is moved to give a higher or lower pressure.

**Arrangement of Pneumatic Control**

A reservoir pressure of 75 lb. per square inch is carried. Two pipes lead from the main reservoir, one directly to the brake control valve and another to a reducing valve which allows a pressure of 50 lb. per square inch to the control valve mounted on the steering wheel column. The brake valve controlled from the foot pedal allows air to flow to the brake chambers in graduated amounts as the pedal is allowed to tilt above the neutral position, and conversely, as the pedal is depressed from full brake application position, the brake chamber pressure is gradually reduced to zero. At the neutral position the brake chamber pressure is completely released, in which position the brake control

valve connects the brake chamber pipe to atmosphere.

A center port in the upper portion of the brake valve body is connected directly to the door closing port of the door control valve on the steering wheel column. In all positions of the brake valve between neutral and full brake application position this port registers with a pipe leading directly to the door closing side of the door engine, allowing air to be transmitted through the reducing valve to the door control valve, thence to the center port of the brake valve and from there to the door closing side of the engine.

In the “deadman” or emergency position of the treadle the air connection through the brake valve is cut off and the door closing side of the door engine is vented directly to atmosphere, thus allowing the door to be pushed open by hand in the

An additional port is provided in the upper portion of the brake valve to which pressure is admitted in the emergency position. This port is available for operating any auxiliary pressure device on the vehicle which it may be desirable to bring into action when an emergency application occurs. If not required, this additional port can be plugged so as to be inoperative.

**Pneumatically Operated Fare Box**

Each bus is equipped with a Johnson fare box, which is mounted on the vertical stanchion immediately to the right of the driver. An extremely simple four-cylinder pneumatic engine, mounted in an aluminum case fastened to the bottom of the box, drives the registering mechanism by a light chain inclosed in an aluminum housing on the side

of the box. This engine was developed by the St. Louis Pneumatic Devices Company and the arrangement is such that the entire box with its driving mechanism can readily be removed from the supporting stanchion. When this is done the air connections are automatically broken, and are likewise automatically remade when the box is replaced in its socket.

The design and construction of both bus bodies is very similar to that of the single-truck Binney type of one-man safety car. Continuous tee-posts are used for the side posts and roof supports, and many other features of the body structure are likewise similar to the construction used in the Binney car. In the American body wood lower side sash reinforced with brass wearing channels are used, while the St. Louis body is equipped with Curtain Supply Company’s brass sash. The general dimensions of the two bodies are shown in the accompanying tabulation.
Perusing Mid-20s Electric Railway Journal Ads -

In researching the Birney buses I flipped through a number of ERJ editions from the mid-20s. I’m always intrigued by some of the ads - a few random ones follow:

- The lightweight car ads were increasingly numerous
SAFETY CARS

Brill 77-E Trucks

Reduced operating cost, quicker acceleration and adaptability to all classes of city service recommend the use of safety cars in place of the heavier and consequently more expensively operated types of double truck equipment.

The new double truck safety cars, such as furnished the Connecticut Company by our Wason Plant, are equipped with quadruple 25 Hp. motors mounted on Brill 77-E-1 Trucks with 26-in. diameter wheels. They are 40 ft. 3 in. long overall, have a 4 ft. 3 in. platform on each end being for double-end operation, are 8 ft. wide over posts, seat 53 passengers, and weigh but 27,700 lb. complete ready for operation.

Copy of Light Weight Car Catalog
No. 266 mailed upon request.
"SAFETIES" — big, heavy interurbans, — it makes no difference what your service needs, you'll find Thomas-built cars to meet them economically.

Cars that have been built to help build profits by combining utmost passenger comfort with sound practical design and sturdy road-worthiness.

Thomas-Built "Safeties" especially have won an enviable reputation for maximum operating economy. They are the result of pioneer experience in this field together with a keen appreciation of practical railway requirements.

PERLEY A. THOMAS CAR WORKS
HIGH POINT, N. C.
Brill Rail-less Cars
Serve Philadelphia

Oregon Avenue Installation acting as feeder line to electric railway cars

To Philadelphia goes the honor of having in operation the largest installation of Rail-less Cars in the United States. All cars operated are of the Brill Rail-less street car type, mounted on Brill Rail-less car chasses, equipped with two 25 Hp. motors. They are furnishing transportation over a route which previously was without public conveyance, and act as feeders to electric lines intersecting with Oregon Avenue.

Brill Rail-less Cars offer electric railways a type of equipment capable of meeting the transportation requirements of new territories adjacent to their lines at comparatively low initial and operating costs.
Making the "thin" routes pay well

Probably you could put your finger on two or three routes in your system that barely pay, or even are operated at a loss. Probably too, there are several newly developed districts where there is a need for transportation, though the cost of new tracks would be prohibitive.

Why not make "thin" routes pay well, by operating trackless trolleys? Installation cost is comparatively low,—your present barns and mechanics can handle the maintenance—operating cost is less than the average street car. Let us figure with you?

Brockway Corporation
Cortland, New York

Originators of low center of gravity transportation equipment
and even full page ads for motor buses
2020 Season Events!

195 Log Cabin Road | Kennebunkport, Maine

May

Saturday, May 2nd: Opening Day & Maine Day! Admission for Maine residents is $2.07; children 15 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 23-25: Armed Forces Days. Active duty military personnel and veterans’ admissions are free!

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

June

Saturday, June 6th: Speeder Day! Take a ride on one of several Speeders visiting Seashore for the day!

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. Fathers’ 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! MA residents are half off!

Saturday, July 11th: Maine Antique Power Association. Check out a large collection of restored small engines.

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 Meserves 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! BAA 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 carbarn of terror, but prepare to be scared!

Saturday, October 31st: Trolley-ween! 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.

Regular Admission
Adults (ages 16 – 59): $12.00
Adults (ages 60+): $10.00
Children (ages 3 – 11): $9.50
Children (ages 0-2): Free!

Become a Member!
Individual Membership: $35
Student/Senior/Military: $30
Plus One (Share with a Friend!): $55
Family Membership: $60

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

Happy Leap Day!

Ed Ramsdell, Editor

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