Goings On at Seashore -

One of the Seashore’s major event’s, the Pumpkin Patch Trolley, was a huge success. The 10 day event, Friday/Saturday/Sunday September 24, 25, 26 and October 1, 2, 3, and 8, 9, 10 & Monday October 11 far exceed previous event records. In addition, by the end of Pumpkin Patch, the year’s admissions significantly exceed those for all of 2019 with lots more fun stuff yet to go this year!

Upcoming Events:

Friday-Sunday October 29th-October 31st: Happy Trolleyween! To celebrate the last three days of our regular operating season, Seashore invites you to celebrate Trolleyween! From Friday thru Sunday, October 29th - 31st (10AM-5PM) there will be trolley rides and the following fun activities: Trick-or-treating campus-wide, ghost hunting, photo scavenger hunts and more! For more information and to purchase tickets, visit https://trolleyween2021.eventbrite.com Members can use the promo code TROLLEYWEEN50 at checkout to get tickets 50% off!

Friday-Tuesday November 5th-9th: National Association of Canine Scent Work (Dog Scent Trials) 6AM-7PM.

Saturday, November 13th: Night Photo Shoot. 4:30PM-10:30PM. an evening of night photography utilizing synchronized flash lighting at staged scenes throughout the museum campus. This limited admissions after-hours event is for railfans and photographers alike. For more information and to purchase tickets, visit https://nightphototrolley.eventbrite.com

Saturday, November 13th-November 14th: Stuffed Animal Sleepover! For the child, age 10 and under in your life. bring a stuffie, doll, or lovey to the museum any time between 12PM and 4PM. Wave goodbye to your friend for the night and say, “Say you tomorrow!” On Sunday, November 14 at 10AM, come to the museum to pick up your friend! We will have breakfast treats, and a slideshow of pictures showing you what your friend was up to all night will be available to view. For more information and to reserve a spot, visit https://stuffedanimalmuseumsleepover.eventbrite.com

Christmas Prelude - Friday/Saturday/Sunday December 3-5 & December 10-12: Holiday daytime and evening trolley rides! Tickets are now available at https://Christmastrolley.eventbrite.com

2022 Is Just Over The Horizon:

A couple of dates to note on your calendar

2022 Annual Meeting: Saturday, April 30, 2022

2022 Opening Day: Sunday, May 1, 2022
Our railway of interest last month was the Emigration Canyon (or Cañón - lettering varied) Railway, a small line (14 miles), relatively short lived (10 years), and not interested in passengers. It was initially established as a means of transporting rock and sandstone from quarries located in Emigration Canyon to Salt Lake City, UT where construction in the state’s new capital city was driving a demand for building materials that was overwhelming the ox teams and massive wooden transport wagons that were being used to transport huge stone blocks and great timbers. It was determined to build an electric railroad to facilitate the expanding demand. While rock and limestone were transported over our line, granite came from quarries to the south over a narrow gauge steam built 30 years earlier.

The railroad was incorporated in 1907 by a group of promoters led by LeGrand Young the grandson of Brigham Young, a leader of The Church of Jesus Christ of Latter-day Saints, founder of the Salt Lake City, and the territorial governor prior to statehood.

By mid-1907 a portion of the line was open with the entire 14 miles completed by year’s end. People in the capital city soon realized that the stone-hauling railroad travelled through a very scenic region and was a cool escape from the heat of the city. Some began seeking rides and it dawned upon our railway that, besides rock, a whole other
source of revenue was waiting to be welcomed. In 1909 the railway ordered four passenger cars (two motors, two trailers) from the Danville Car Company of Danville, IL. In 1910 two additional closed trailers came from the American Car Company of St. Louis, MO and in 1913 two more closed passenger motors from the Niles Car and Manufacturing Company of Niles, Ohio. The line’s own track ended on the east side of the Salt Lake City and most trips began and ended there. However some cars operated into the city center of Salt Lake over the rails of the Utah Light and Traction Company. This actually was apparently less popular with the company than with the patrons as operating packed trains of up to six cars over trackage in congested streets brought logistical and scheduling problems.

The line became immensely popular as an escape from summer’s heat and for access to vacation spots out of the city. A lodge was built at the end of the line, some 3,000 feet above the capital city and vacation cottages began to spring up along the line. A side trip up one quarry off the main line provided riders a stunning vista back to the capital city and the lake after which it was named.

A well known brewery was located near the mouth of the canyon. The brewery stored all of its own ice in an icehouse built on the side of the mountain. In addition they improved a magnificent natural park of 100 acres nearby as a summer resort, which was open to the public on Sundays. This park was pleasantly laid out with shaded walks and drives,
interspersed with trees, beautiful flowers and fountains. The brewery, an excellent traffic generator for our line, was destroyed by fire in December of 1914.

The railroad maintained a somewhat unique custom in that all of the cars were named rather than numbered. Even prior to the passenger service the line’s two electric locomotives, one homebuilt in 1907, and one from Baldwin in 1909 were named although they did carry numbers, 1 and 2 respectively, as well as names.

At this time modern concrete and building techniques came upon the scene and greatly reduced the demand for stone as a building material. Obviously the Romans were adept in concrete construction 2,000 years ago and many of their buildings are still with us such as the Pantheon in Rome. Unfortunately much of the science of concrete-making was forgotten after the collapse of Rome and had to be rediscovered in the 18th century, also the “rediscovered” concrete could be poured rather than requiring hand layering. Methods for reinforcement such as rebar also advanced its use. Enough discussion about concrete for a trolley article!

The rebirth of concrete foundation construction and its ultimate arrival as our line began business saw an enormous and rapid decline in freight traffic for the railroad. The passenger service was highly profitable and popular during the warm months but when snow buried the rails not only were they often impassible but there was little reason to clear them. For several months there was significantly too much cold and snow versus warmth to support a passenger-only (day trip and vacation-oriented) line. The end came at the end of the usual winter shutdown for 1916-1917 when the line did not reopen. All the passenger cars and one freight motor were shipped to the Tacoma Municipal Railway in the State of Washington and saw wartime duty transporting shipyard workers in the First World War while the some 50-odd freight cars were scrapped and the line torn up.
For readers seeking more detail a little digging is required. There is Ira Swett’s Interurbans of Utah - Interurbans Special #55, Cerritos, CA (1974) - originally issued as Special #15 in 1954. I’ve only found rather extensive excerpts. There is also some info on the UtahRails.Net site and at various area libraries.

This Month’s Do You Recognize-

Our line of interest this month was founded by a 70-year-old investor who had made his fortune in the printing and publishing business in an adjoining state - his business had been enhanced by his being the state binder and then state printer for over a decade. He named his line after the city where it was to operate and the full name was the “City Name” Traction System. According to lore his son had written him from the city, the most populous in the state then and still the largest, praising it but noting that it was “the largest small city in the United States without a street railway”. With money to invest the father undertook to establish a street railway with negotiations beginning in early 1907. By early October the Traction System up and running with 5.5 miles, having received a 30-year franchise. In 1907 the father became president and head of construction and operation of the system, remaining in those positions until his death at the age of 98. He also acquired interests in other street railways and power generating facilities. The father actually moved his family to the line’s namesake city in 1912.
There had been earlier attempts at mass transit with a horse-powered line started in 1887, a steam line in 1889, and the city’s first electrics in 1890. The horse line was gone by the early 1890s, the steam powered line was absorbed by a large steam road and gone in 10 years, and the first electrics failed in around five years. The Traction System had to remove remnant rails of the earlier undertakings in the process of building its infrastructure. Initially with motorcars being few and far between the poles supporting the trolley wire were literally put in the streets. Later as motorcars and their collisions with poles became more frequent the overhead support was provided by wires between the buildings adjoining the streets and some poles on the side of the streets with the mid-street poles being removed.

The line initially served only a dense core area of the city including serving two educational institutions, a normal school and a college, now both classified as Universities. Expansion soon took place into other areas of the city with most points in the city ultimately close to a trolley line. By 1920 the line was operating over 16 miles of track, up from the 1907 5.5 miles, and when the end of the electrics occurred nine years later there were 14.5 miles abandoned.

During the First World War when experiencing the same shortage of male employees the line hired female conductors and in a move somewhat ahead of the times paid the women the same wage as their male counterparts.
The owner’s son assumed more day to day duties as manager and vice-president as the company moved into the 1920s and the father moved into his 90s. The father did still maintain active participation in management. There does appear to be some confusion as to the timing of the end of trolley service and the death of the owner. A couple of sources relate the perhaps somewhat romanticized account of how the last cars operated a few days after the owner’s passing. However there appears to be some disparity in that accounts indicate that "on August 28, 1929, shortly after 11pm, car 28 finished the last trolley run” of our line. The founder and owner passed away on October 21, 1929, some two months later.

By the end of trolley operations most lines had been replaced by buses operated by the Traction System Bus Lines. The bus line had been organized in 1923 and had operations paralleling the trolley lines and also expanded widely outside of its home city. In 1927 the bus line was reported to be operating 1,700 route-miles in four states. In May 1930 the bus operations were sold to a bus subsidiary of the UP and the C&NW. In 1943 the subsidiary became Overland Greyhound, an independent affiliate of Greyhound, and in 1952 Overland was purchased by the Greyhound Corporation.
A partial roster of the electrics follows (List is incomplete and may contain errors):

<table>
<thead>
<tr>
<th>number of units in order</th>
<th>car #</th>
<th>description</th>
<th>Manufacturer</th>
<th>date</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>1,2</td>
<td>21 ft closed</td>
<td>St. Louis</td>
<td>1907</td>
</tr>
<tr>
<td>1</td>
<td>3</td>
<td>21 ft closed</td>
<td>St. Louis</td>
<td>1907</td>
</tr>
<tr>
<td>1</td>
<td>4</td>
<td>21 ft closed</td>
<td>St. Louis</td>
<td>1907</td>
</tr>
<tr>
<td>2*</td>
<td>?</td>
<td>33 ft</td>
<td>St. Louis</td>
<td>1908</td>
</tr>
<tr>
<td>1</td>
<td>10</td>
<td>closed city</td>
<td>McGuire-Cummings</td>
<td>1909</td>
</tr>
<tr>
<td>1</td>
<td>?</td>
<td>21 ft semi-cnv</td>
<td>McGuire-Cummings</td>
<td>1912</td>
</tr>
<tr>
<td>1**</td>
<td>12</td>
<td>26 ft steel</td>
<td>St. Louis</td>
<td>1912</td>
</tr>
<tr>
<td>1*</td>
<td>?</td>
<td>26 ft 6 in closed</td>
<td>St. Louis</td>
<td>1913</td>
</tr>
<tr>
<td>1</td>
<td>14</td>
<td>26 ft 6 in closed</td>
<td>St. Louis</td>
<td>1915</td>
</tr>
<tr>
<td>1</td>
<td>16</td>
<td>21 ft semi steel</td>
<td>St. Louis</td>
<td>1916</td>
</tr>
<tr>
<td>1</td>
<td>19</td>
<td>Safety</td>
<td>St. Louis</td>
<td>1917</td>
</tr>
<tr>
<td>1*</td>
<td>?</td>
<td>28 ft. closed city</td>
<td>?</td>
<td>1918</td>
</tr>
<tr>
<td>5***</td>
<td>21-25</td>
<td>28 ft 1in</td>
<td>American</td>
<td>1919</td>
</tr>
<tr>
<td>3****</td>
<td>26-28</td>
<td>Birney</td>
<td>JG Brill</td>
<td>1920</td>
</tr>
</tbody>
</table>

- These cars were listed in Electric Railway Journal as ordered but not found in production lists.
- ** - built as convention display (half complete/half frame) by St. Louis Car Co. and originally numbered as St. Louis #100
- *** - four originally intended for Brockton &Plymouth Street Rwy
- **** - from spec built stock of 300 units
A workshop was held on Saturday, October 9, 2021 focusing on reorganization of material in the library, further cleanup, some cataloguing of materials received over the past year. Workshop activity will now be able to start moving forward.

The next meeting of the Library Committee with workshop following is scheduled for November 13, 2021 (10AM - 2 PM). Materials will be distributed.

The next workshop is scheduled for Saturday, December 11, 2021 (10AM - 2 PM).

The Library Committee’s meetings on Saturdays will be held on a bimonthly basis on the odd months. Updated information will be forthcoming as available.

The Wednesday Evening Workshops are still cancelled - hopefully resumption in the future.

The Library Committee plans to attend the Amherst Railroad Show in January 2022 and sell duplicate books and subjects outside the library’s purview to benefit the Library.

For further information/questions concerning the Library please contact Randy Leclair (207-641-9324 - text preferred) or Karen Dooks (781-799-5868).

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/

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 on line resources: https://virtual.yccc.edu/c.php?g=238406&p=3225494&preview=7b52901d1f51db2b76cb2a141ca8589c

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.

A Little Something Else

Equine Mass Transit - In working on this month’s “Do You Recognize?” I included the image of a horsecar of a predecessor line to the one I was writing about. Not having thought about horsecar operations lately I decided to explore a bit, particularly for Maine. I found a few bits and pieces which led me to the Annual Report, Volume 32. Maine. Board of Railroad Commissioners. 1891 - Railroads. This report issued in 1891 was the Board’s report on railroad operation in Maine for the fiscal year ending September 30, 1890.

The Commissioners identified six street railways in the state with all but one, the Augusta, Hallowell, and Gardner, being horse-powered roads. The entire financial reports are a bit stupefying so I have extracted a bit from each. One item I found oddly fascinating was the accounting for manure sold - accounting for every penny in a hard business!

The five roads:

The Biddeford and Saco Railroad Company

<table>
<thead>
<tr>
<th>Miles</th>
<th>Avg # employed</th>
<th>Cars</th>
<th>Horses</th>
<th>Passengers</th>
<th>Total Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.7</td>
<td>16</td>
<td>15</td>
<td>73</td>
<td>299,506</td>
<td>$20,553.22</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>from manure $232.79</td>
</tr>
</tbody>
</table>

Fryeburg Horse Railroad

<table>
<thead>
<tr>
<th>Miles</th>
<th>Avg # employed</th>
<th>Cars</th>
<th>Horses</th>
<th>Passengers</th>
<th>Total Income</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>not reported</td>
<td>3</td>
<td>1</td>
<td>10,814</td>
<td>$825.47</td>
</tr>
<tr>
<td>Miles</td>
<td>Avg # employed</td>
<td>Cars</td>
<td>Horses</td>
<td>Passengers</td>
<td>Total Income</td>
</tr>
<tr>
<td>------------</td>
<td>----------------</td>
<td>-----------</td>
<td>--------</td>
<td>----------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Lewiston and Auburn Horse Railroad</td>
<td>(Very little information other than financial in the filing)</td>
<td></td>
<td></td>
<td></td>
<td>$21,734.00</td>
</tr>
<tr>
<td>Portland Railroad Company</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>from manure $100.00</td>
</tr>
<tr>
<td>$21,734.00</td>
<td>$138,654.36</td>
<td>$12,722.10</td>
<td></td>
<td></td>
<td>from manure $1,220.47</td>
</tr>
<tr>
<td>$138,654.36</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>the W&amp;F also reported income of $2 for the use of a sleigh</td>
</tr>
</tbody>
</table>

This snapshot of history may be slightly more interesting than not as the industry is on the cusp of electrification and a whole mode of powered transport will be soon be eclipsed by electric powered trolleys and they too will be mostly gone in another 50 years, thanks to the automobile.

**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.

Regards and a happy halloween,

Ed Ramsdell, Editor

**The Main Line**

TheMainLine@ramsdell.com

http://www.trolleymuseum.org