November 2021

Goings On at Seashore -

The regular operating season is past but things are still happening around the Seashore campus. Students from the Alternative Ed Program at the Kennebunk High School are building much-needed shelving for the Trolley Fare (Visitors Center kitchen), first floor Visitors Center storage closet, and second floor Visitors Center events closet. The install has already begun, and the students will continue to work on the project through January. A group of volunteers from the Dyer Library & Saco Museum’s Festival of Trees came out to decorate Manchester 38, aka “Twinkle,” for our Prelude Christmas activities.

The First Annual Stuffed Animal Sleepover, was a major success raising behind-the-scenes donations for restorations showcased by our visiting stuffed animals in the video we posted online following the event. Thank you to stuffed animals Gnomey, Cow, Kitty, Daniel, Bear, Giraffe, Moosey, Tigey and Turtle for helping raise an incredible, unexpected amount for Tower C and Eastern Mass No. 4387! In case you missed it, the museum posted the video from our Stuffed Animal Sleepover from three weekends ago: https://youtu.be/8NgaYcrmzoM . A new transit artifact is coming to the museum’s collection! Donations are needed to accept a new bus into the collection; Biddeford, Saco & Old Orchard Beach No. 829. Built in 2008 and retired from service in November 2021, the bus has operated for the Westchester Department of Transportation, (White Plains, NY), Biddeford, Saco and Old Orchard Beach (Shuttle Bus) (Biddeford, ME), and briefly for the Downeast Transportation (Island Explorer; Trenton, ME). This has been in the works for the past 3+ years. By 2008, most transit authorities had moved from high floor diesel powered buses to low floor diesel-hybrid buses. This bus is one of the last Orion 5 models to leave the assembly floor, and perhaps the last high floor bus made in the US. No. 829 operated most of its lifetime for the local Maine transit operator in Biddeford, from which our museum began with Biddeford & Saco 31, and the local timeline continued with the donation of Biddeford & Saco bus 31, also in our collection. This bus completes our local public transit timeline to date. The Trustees established one condition for No. 829’s arrival: That donors raise the equivalent dollars it would take to install an asphalt pad for this bus to be parked on.

Upcoming Events:

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
Do You Recognize?

Last Month’s Do You Recognize -

Our line of interest last month was the Sioux Falls Traction System (South Dakota) founded by Frank Mills, a 70-year-old investor who had made his fortune in the printing and publishing business in the neighboring state of Iowa - his business had been enhanced by his being the state binder and then state printer for over a decade. He named his line after Sioux Falls where it was to operate and the full name was the Sioux Falls Traction System. According to lore his son had written him from the city, then the most populous in South Dakota 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

Frank Mills undertook to establish a street railway with negotiations beginning in early 1907. By early October the Sioux Falls Traction System was up and running with 5.5 miles, having received a 30-year franchise. In 1907 Frank 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. He actually moved his family to the line’s namesake city in 1912.

There had been earlier attempts at mass transit with the Sioux Falls Street Railroad, a horse-powered line started in 1887, the Sioux Falls Terminal Railroad, a steam line burning hay, in 1889, and the city’s first electrics, the South Dakota Rapid Transit System, 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
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 Sioux Falls 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 Interstate Transit Lines, 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</th>
<th>car #</th>
<th>description</th>
<th>Manufacturer</th>
<th>date</th>
</tr>
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<td>in order</td>
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<td>2</td>
<td>1,2</td>
<td>21 ft closed</td>
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<td>1</td>
<td>3</td>
<td>21 ft closed</td>
<td>St. Louis</td>
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<tr>
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<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>
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<tr>
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<td>10</td>
<td>closed city</td>
<td>McGuire-Cummings</td>
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<td>McGuire-Cummings</td>
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<td>12</td>
<td>26 ft steel</td>
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<td>26 ft 6 in closed</td>
<td>St. Louis</td>
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<td>26 ft 6 in closed</td>
<td>St. Louis</td>
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<td>21-25</td>
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<td>American</td>
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<td>3****</td>
<td>26-28</td>
<td>Birney</td>
<td>JG Brill</td>
<td>1920</td>
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</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

For readers seeking more information there appears to be limited sources. The material used in assembling the above came primarily from reading copies of the Street Railway Journal and the Electric Railway Journal plus a website “Greetings from Sioux Falls” containing many images of Sioux Falls including the Traction System.

**This Month’s Do You Recognize**

Our railway company of interest was located in its state’s most southerly city and also one of two county seats for its county. The company was organized early in the year 1882 as the “city name” Street Railway Company, with practically all the stock being held by local capitalists. Work was immediately commenced on two lines and subsequently a line was built connecting the two so as to form a loop. Mules and horses furnished the motive power over...
about three and one-half miles of track until 1890. The line was acquired in 1890 by the “city name” Street Railway and Power Company with electric service begun in August of that year. In December 1891 a receiver had been appointed on petition of the International Trust Company of Boston. In 1892 a new company was incorporated by a syndicate comprised of Edison General Electric of NY and others and named the “city name” Electric Street Railway.

The Superior Court ordered the sale of the property to be made on March 21 but delayed the sale for 30 days on petition of a bond holder, the S.P. Townsend and Son Co. of Hartford, CT. The local company was then sold to S.P. Townsend and Son Co. for $21,000 and renamed as an Electric Railway Company. The lines were extended and new car barns built.

In 1901 the line was sold to to a prominent local businessman who had made a fortune with his brothers opening a starch factory in New Haven, CT. and then returned to his hometown to open another starch factory. As well as the starch business and railway he also invested in local real estate, power generation, and the local telephone company. The line then operated as the “city name” Electric Railway and Power Co. Our line provided city service in its home city and after the line
changed hands in 1901 it became the “city name” Electric Railway and Power Company. Negotiations with a regional railroad proved successful and our railway gained access to the railroad’s 2,400 ft bridge across the Mississippi and south, mostly over that railroad’s tracks, to a regional riverside community. The agreement included our line’s assumption the contract, as to passenger service over the line, which the railroad had made with the citizens of the endpoint city.

Business setbacks across the businessman’s investments caused the line’s sale again in 1904 and for a time it was operated in conjunction with the electric light plant. After one or two other changes in ownership the railway passed into the hands of the Stone & Webster Syndicate in 1911 operating as the “city name” Electric Company. Stone & Webster added new cars and generally improved the service. In 1925 Stone & Webster sold the line to the North American Company and all streetcar service was curtailed by North American in 1928.

As a side note: no lesser personalities than Samuel Clemens in his “Life on the Mississippi” Abraham Lincoln in his papers mentioned our line’s home city.

No. 103 steel closed 31 ft 4 in city car - Cincinnati Car Co. - 1912
It was sold to Toledo & Indiana RR in 1928 and resold to Georgia Power Co in 1940. (Some sources attribute this car to St. Louis c. 1920.)

Library Committee

The next meeting of the Library Committee with workshop following is scheduled for January 8, 2022 (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 Library Committee met on Saturday, November 13, 2021 for a business meeting. Storage facilities in the area have been researched and as soon as a 10x10 climate controlled unit is available, the Electric Railway Journal collection of about 90 boxes will be moved into it. The costs for this will be the purchase of appropriate shelving for the storage unit ($400-$800) and a monthly fee for the storage of approximately $200 per month. Any extra space in the rented unit will be used to store other valuable materials.

The Library Committee plans to attend the Amherst Railroad Show in January 2022 and sell used and duplicate books for the benefit of the Library. Books will be sorted as to salability so as to be ready to take to Springfield at the end of January.

The balance of the meeting was spent working on the Library’s Budget and Plan of Work for 2022.

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/

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

Champion Conductor -

From a February 1916 mid-western paper:

Joseph Dense of Dayton, Ohio who claims to be champion trolley conductor of America, has ridden 712,000 miles in street cars, made ten trips a day for twenty-two years, with 4,356,000 stops, and collected $1,500,000 for his company in fares.

Who knew? Either a very regular route over the years or kept really detailed records. The fact that all the numbers ended in “000” would suggest a little rounding took place. Also it would appear he was collecting an average of over $2.00 per car-mile - seems a mite high for the time period but I’m probably overthinking here!

This and That -

As winter is approaching a look at snow-removal equipment seems appropriate. Following are snow fighters from 110 years ago - the 1911 catalogue of the McGuire-Cummings Manufacturing Company of Chicago, IL. (the McGuire-Cummings plant moved to Paris, IL in 1919.)

Snow Sweepers and PloWS

AS PIONEERS in the development and construction of snow fighting equipment we present the following snow sweepers and ploWS confident in the assertion that they are not surpassed, if indeed equaled, in efficiency by any similar machines on the market. The first long-broom snow sweeper with rotary brushes ever constructed in this country was built by this company years ago, at a time when primitive hand shoveling methods of removing snow from electric railways were in vogue and the highly developed labor-saving and expense-saving snow sweepers and ploWS of the present day had not been conceived of. While of course this first machine lacked many of the important features characterizing our present designs it proved a tremendous step in advance and awakened railway officials to the fact that lines could be kept open regardless of the fall of snow and enormous savings in time, labor and dollars and cents could be effected by the use of mechanical equipment of this kind. From that time on this company has been foremost in developing this important class of equipment, so that today McGuire-Cummings snow ploWS and sweepers are acknowledged as pre-eminent in electric railway service throughout the world. The same high standards of mechanical perfection and practical utility characterizing the various products of this company shaped the construction of McGuire-Cummings snow fighting equipment and the efficiency of the machines is attested by the fact that more than 1400 machines are in use on fully 99 per cent of the electric railways in the United States and Canada which have snow to contend with.

The various designs shown are described in detail including the manner in which the combination sweeper may be used the year around— in winter for the removal of snow and during the other eight or nine months as a baggage, express or work car.

The quality of rattan used and the ease of refilling the sweeper brooms when worn out, is described on page 92.
SNOW SWEEPERS

Standard Single Truck Sweeper with Long Brooms

This machine is 38 feet 3 inches in length over all, 7 feet in width over the cab, and 10 feet 7 inches in height from the top of the rail to the top of the cab. The cab is straight vestibule type as shown in the engraving. The machine is built to suit any gauge of track. The underframing is entirely of steel, the side sills being of 8-inch "I" beams. End sills of 8-inch channels, and the cross beams of 6-inch channels, diagonally braced with angles and held together at the corners with suitable gussets and heavy corner bands, all being riveted together with 3/4-inch and 5/4-inch rivets.

The brooms are 36 inches in diameter, filled with best grade rattan, and made in four segments each. The broom driving shaft, located inside the cab, is of a diameter to suit motor used. The broom pedestals are of malleable iron. Brooms are raised and lowered by means of hand wheels, which are conveniently located on the inside of the cab. The side plates are built up of 1/4-inch steel, the standard being 34 inches in height and 6 feet 6 inches in length, and arranged to raise and lower 8 inches, and to clear a space of four feet on the outside of the rail. They are designed for instantaneous operation by means of hand wheels and...
Double Truck, Long Broom Sweeper—Steel Underframe

The utility and economy of this Combination Snow Sweeper and Baggage, Express and Work Car are obvious. It is adaptable for service in all seasons of the year. Length is 32 feet over the broom beams, and width over all is 8 feet 5 inches. The car body over the buffers, with the brooms removed, when used as a work car is 28 feet 7½ inches in length. The trucks are spaced 22 feet 6 inches from center to center. The underframing of the car is entirely of structural steel, sides being 9-inch “I” beams; buffers 7 inch by 3½-inch angles, bent to a suitable form. The frame is braced diagonally, making the same very rigid and strong. The super-structure of the car is of wood, of standard baggage car construction. Car is sheathed both inside and out. Roofing is of the “turtle deck” type, covered with No. 5 cotton deck, and equipped with standard type trolley board. Broom and broom-driving mechanism, pedestals and side plows are identical with that on Standard Single Truck Sweeper, illustrated and described in the two following pages.

RATTAN

The Highest Grade Imported from Singapore is Used in the McGuire-Cummings Sweepers

The rattan used for McGuire-Cummings snow sweepers is of the highest grade possible to obtain. It is imported at the beginning of each season direct from Singapore. Only rattan of carefully selected quality capable of withstanding severe service is utilized. This rattan is carried on hand in large quantities cut to 32 inch lengths and also in natural lengths for the benefit of patrons with special requirements.

Illustrations show the manner in which McGuire-Cummings brooms are constructed; also the ease with which the brooms can be refilled. When the rattan becomes worn, it is removed by simply taking the segment from the broom shaft and pulling out the rattan from the underside. The new rattan is then placed in the brooms by taking a sufficient number of pieces to fill one of the holes, bending the same double in the middle, lacing it through another hole and then pounding it down tight on the back, as shown in the upper illustration at the left.
Can be Used Also as a Work Car or Locomotive

Particular attention has been paid to insure proper angle in setting the shears, and the proper curve to the plow, so as to require the least possible power for propelling.

The side wing, which is illustrated, is arranged to raise and lower by means of a hand lever as illustrated in the engraving at the right.

Underframing of the car is rigidly constructed of long leaf yellow pine sills, reinforced with suitable steel channels. The car body proper is arranged so that the car can be used for a work car or locomotive.

The truck is of the pedestal design, having springs on each side of the journal box. The construction of the truck is arranged so that it can be made for any gauge of track. The wheels are 36 inches diameter and of the required tread and flange which may be specified. Owing to the shape of the plow, the power required for propulsion is reduced to a minimum. The car illustrated is equipped with two 50-H. P. motors.

Can be Converted into Straight Baggage Car by Simply Removing the Plows

The body of the car is of standard baggage car construction, of dimensions as may be specified, and arranged for the application of the nose plow. The nose plow illustrated is 4 feet in height and designed to clean a space 10 feet in width without the use of the side wings. The nose is constructed to raise and lower by means of worm gear and hand wheel. Also built for air operation. The spread of the side wings, is adjusted by means of hand wheel and levers from the inside of the car to any desired height and at any angle at will of the operator. This combination is designed so that the plow mechanism can be easily removed, thus converting the car into a straight baggage or express car free from obstruction on the inside of the car, caused by the removal of these parts.

SNOW PLOWS

Standard Single Truck Shear Plow

This plow which is designed for both city and interurban work is one of the most efficient snow fighting devices built. It is especially adapted for work where snows are frequent and drifts accumulate 2 to 4 feet deep. Operates in both directions. Constructed also in double truck design.

SNOW PLOWS

Standard Double Truck Combination Nose Plow and Baggage Car
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 holiday season,

Ed Ramsdell, Editor

The Main Line

TheMainLine@ramsdell.com

http://www.trolleymuseum.org