



Vol 15

THE MAIN LINE



No 1

*The Monthly Bulletin
of the New England Electric Railway Historical Society Libraries*

March 2023

Goings On At Seashore -

“Suddenly” Annual Meeting is less a month away and opening day arrives in just about exactly a month! A Spring sprucing up is underway with a renewal of the Visitors Center Lobby including volunteers applying a fresh coat of paint on the Visitors Center lobby walls.

A clean up of Riverside Carhouse is also underway in preparation for the new season.



Upcoming Events:

Saturday, April 29, 2023: Annual Meeting of the New England Electric Railway Historical Society, doing business as Seashore Trolley Museum and the National Streetcar Museum at Lowell.

Saturday, May 6, 2023: Opening Day 2023!

For further additional event information and ongoing information throughout the year be sure to check: <https://trolleymuseum.org/events/> .

Advance FYI for 2024-

Friday-Sunday March 1-3, 2024:

Seashore Trolley Museum will be hosting Northeast Association of Trolley Organization's Winterfest.



We are starting publication year #15 - Amazingly - with this issue we start the fifteenth year of the monthly publication of The Main Line - The Monthly Bulletin of the New England Electric Railway Historical Society Libraries. In actuality 170 issues instead of 169 because we have had two extra issues and one two-month combo



Do You Recognize ?

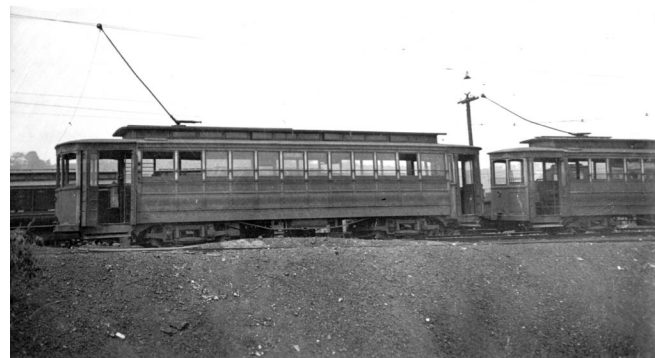
Last Month's Do You Recognize -



Combine #53 @ Company Shops - St. Louis Car Co. -(1902)
Built for predecessor line - later rebuilt to straight coach

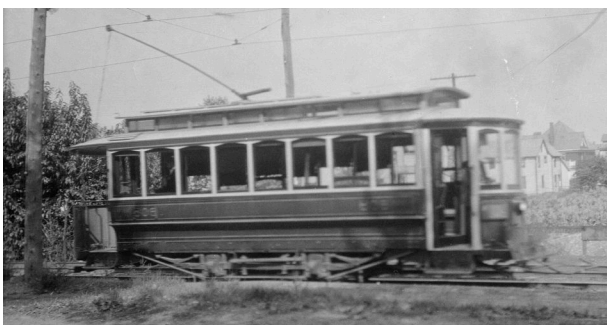
The railway of interest last month varied a bit from the last few months. This one was an old and large carrier with multiple divisions, lots of track mileage, and lots of rolling stock rather those with less than 10 car and less than 20 miles that I have favored recently.

Our line was created through a number of mergers and reorganizations of a number of railway, railroad, and electric companies starting with a horse car line (Akron St. Rwy & Herdic Co.) and an electric company (Akron Electric Light & Power Co.) that both began in 1893. The 1899 merger of the Akron Traction & Electric Co. and the Northern Ohio Traction Company effectively created the first of two major mergers that involved the company. Three years later in



City car #110 - Second-hand - Originally an open car - Stephenson (1899) or St. Louis (1900)

1902 the name was altered slightly to the Northern Ohio Traction and Light Co. to better reflect the business. The second major merger occurred in 1906 and through a merger with the Canton-Akron Consolidated Railway incorporated into the system another cascade of mergers and reorganizations of companies harking back to 1885. This merger nearly doubled the company's track mileage from 107 to 204 miles. With the 1906 merger there was no name change with region of state - traction and light continuing. This would remain so for twenty years until in 1926 the sale of



Single-truck city car #506 - Kuhlman (1907)
Converted to snow plow 1918

lighting and power became so important to our line that “traction” was dropped in favor of the Northern Ohio Power & Light Company.

A significant event in the history of our line’s predecessors occurred with the 1894 incorporation of an early electric interurban. Included in the organizers was Henry Everett who would ultimately found a major syndicate investing in the financing, construction, and operation of numerous railways.



Steel PAYE car #635 - Kuhlman (1916)
Coupler added in 1917 to haul trailers

Our line added two companies in 1900 (Akron and Cuyahoga Falls Rapid Transit Company) and 1906 (Canton–Akron Consolidated Railway) that became important parts of the overall system. In addition to its interurban operations the company operated street railways in Akron, Canton, and

Massillon and also supplied power in those areas.

Ultimately, motor bus service was added paralleling much of its main line and two of the three city operations. Branch lines were added in 1907 but along with other plans for further expansion to the southeast was cut short by the Banker’s Panic of 1907, a six-week period of runs on banks in New York City and other U.S.



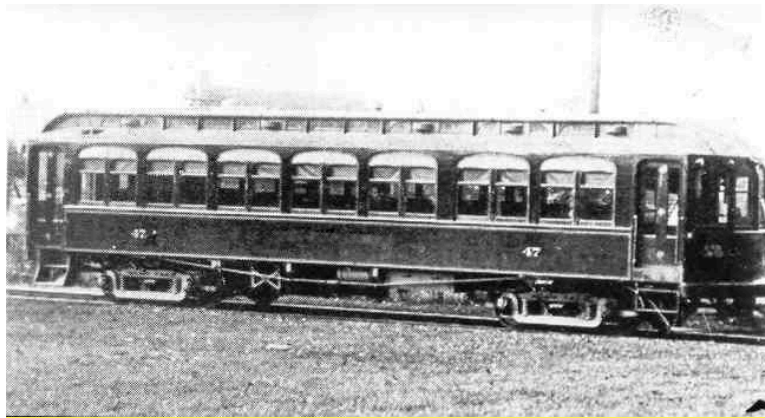
Single-truck line car #1025 - Company Shops (1900)

cities in October and early November of 1907. A further expansion attempt was made in 1925 with the addition of an adjoining railway but interurban traffic soon began to decline. The remainder of the 1920s saw a succession of cutbacks, sales and abandonments. Power production by the company had become so important relative to the rail operations that in 1926 the company name was changed to reflect this with “traction” being



Locomotive #1050 - General Electric (1917)
The only GE equipment owned by the company

dropped in favor of “power”. In the late 1920s the system came under the control of the Commonwealth and Southern public-utility system .



Two-truck closed car #47 - Kuhlman (1914)
Renumbered #1447 in 1920 and scrapped in 1931

By 1928 the company was operating 250 buses in its interurban territory. With the end of 1931 only the old core of the system started by predecessors in 1895 remained in service, extending north from the line's headquarters city of Akron to Cleveland, at that time the largest city in the state. Cleveland had significant iron and steel

production, chemicals, oil refining, a major railroad center. and major port facilities. The remaining interurban line was heavily burdened with excessive street running and March of 1932 saw this abandoned as well.

As with most railways amusement parks were a major source of revenue. Our line had two major parks, the largest one, Meyers Lake Park in Canton, owned by the company and Summit Beach (formerly Lakeside Park) in Akron, leased by the company. These drew people from all over the region by both the



An impressive trestle along the line's southern portion
Colorized postcard



The line's new (1918) terminal in Akron.
It included a double train shed containing eight tracks - some 32 interurban trains an hour arrived at or departed the terminal.

lines interurban and steam trains as well. There were four other smaller parks and another three that were closed early on.

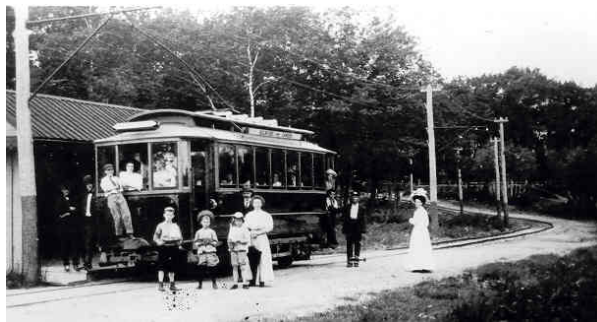
The line, during its approximately thirty years, fielded some 633 passenger cars and 164 freight and work cars including

cars inherited from predecessor lines. If cars were renumbered in a rebuild there is sometimes double counting in the above total. Manufacturers included Jackson & Sharp, JG Brill, Stephenson, Niles, Kuhlman, St. Louis, Jewett, American, McGuire-Cummings, General Electric, Differential Steel, Browning Engineering, and numerous home-brews from the company shops.



This Month's Do You Recognize -

This month's street railway of interest was chartered on March 31, 1891. Included with the charter was authorization of the line to take over charters that had been granted two years earlier to three companies to serve the region. These companies had basically acquired their charters and then done little else towards actual operation.



Car # 4 - 20 ft. double-end closed car -
Briggs Carriage Co. (1892)

In 1892 our street railway began construction in April of a ten-mile line between a regional class one railroad's wharf in our line's headquarters city and a major town that was to be the line's northern terminus. On August 1st an initial certificate of safety was granted by the state railroad commissioners.

Both communities had shipbuilding,

other manufactory, fishing, and lime production as significant industries.

The line's headquarters city was also the county seat with the street railway's entire operation within the one county. Starting in the late 19th

century and continuing into the

present both of these communities

have become major tourist and

resort areas. In 1893 the line was

extended another four miles to the

south to yet another small

shipbuilding community with

another extension in 1901 reaching the state prison in the same town.

Also in 1893 a branch was

constructed within the headquarters city and extended again in 1897. In

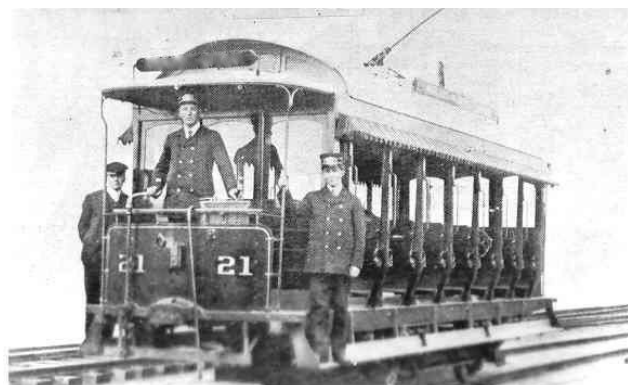
1902 another 4.4 mile extension to

the southwest reached the town that would prove to be the ultimate

southern terminus of the railway. Agriculture, harvesting of hay, was

important in the community with the decline of shipbuilding. The state

prison moved to this town in 2002.



Car # 21 - 8 bench open car
Briggs Carriage Co. (1893)



Car # 23 - 8 bench open car Briggs (1893) in multi-car meet in headquarters city (c 1910)

In 1906 a new street railway was established extending through the headquarters city and out to a town and beach on an adjacent headland. This trolley line was one of the least successful of the state's street railways and was abandoned in 1917. The destination town is now home to an impressive transportation museum, although more known for aircraft, carriages, and cars rather than trolleys.

During the line's most prosperous times there was half-hourly headways maintained between the northern terminus and the community 4 miles south of the county seat. Service on the the southern terminus was on an hourly basis. Hourly service was provided on the branch within the headquarters city from the steam road wharf to the limestone quarries.

A power station and carhouse were built in a community immediately north of the headquarters city. The power station was expanded several times to meet growing demand. Initially it housed two Edison 100-kilowatt 550-volt D.C. generators, in 1893 two Thomson-Houston 50-kilowatt generators, and one Thomson-Houston 120-kilowatt 125-cycle A.C. generator were added, in 1902, another 120-kilowatt, 125-cycle generator were added to the equipment of the power station, and In



Open car descending "Power House Hill" passing the power station and carhouse (c 1912)

1902 a fourth boiler and a 62-kilowatt railway generator were installed, followed in 1907 by a 300-kilowatt 125-cycle alternator. The years 1909 and 1910 saw further modernization with the replacement of the Thomson-Houston machines and a switch from the original 125 cycle A.C. generation to 60 cycle.

The railway provided street lighting in its headquarters city and sold power for the residential lighting in an adjacent community and in its northerly terminus city. The power and light business were expanded in 1901 when, the street railway absorbed the local gas & electric company.



Car # 22 closed vestibule 43 seat -
Laconia Car Co. (1910) - in northern terminus city

In 1912 a 33,000-volt high-tension line was built from the state capital to the line's headquarters city. The next year a 20-year contract was signed for the company to purchase all its power from a regional power company. The street railway's steam plant was retained for emergencies.

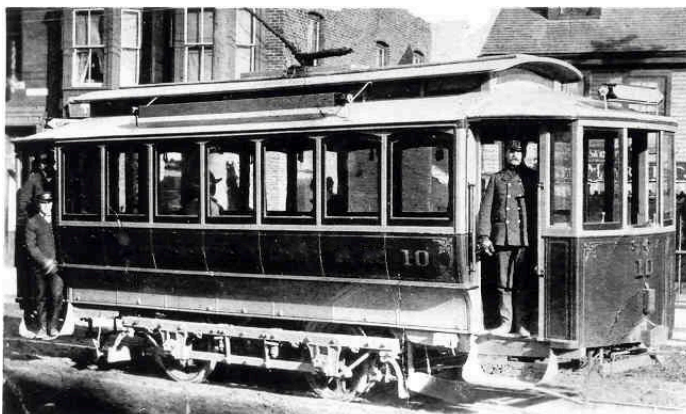
As with most every street railway, a trolley park was an integral part of the business mix. In 1902 a 72

acre tract of land was purchased just north of the headquarters city. Much of the architecture was Japanese in style, there was a casino, a large pine grove arranged with seats and a platform for speakers, an artificial pond, a baseball diamond, croquet lawns, and facilities for bathing and fishing, as well as for other forms of recreation usually found at amusement parks.

Flower beds of brilliant colors added the necessary touches of refinement and beauty. In times of heavy demand extra cars followed the regular scheduled trips with the extras turning back at the park and returning to the originating point to await the next northbound departure. Interestingly, no admission was charged to enter the park and all the entertainment was free excepting personal purchases such as meals.



Colorized postcard of the Dance Hall at the park



Car # 10 double end closed car -
Briggs Carriage Company (1892)

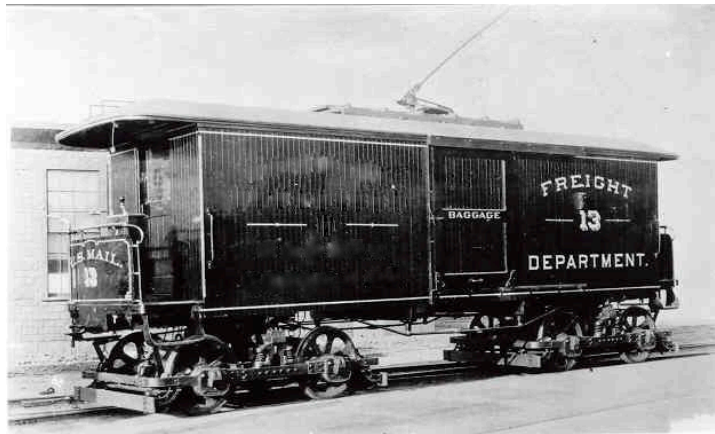
A general refurbishment program of the street railway was started in 1909 and continued through 1916 with new rail, ballast, bridges, extended sidings, and structures as needed.

Control of our street railway changed hands in April 1914 with a syndicate headed by

former governor of the state taking over. On April 1, 1919, the name of the

line was changed from a street railway to the “name of county”, electric company. In April of 1920 control of the line was acquired by the same regional power company that had been supplying our line’s power since 1913. At the same time the regional power company took control of several other power companies and street railways within the state.

As did most street railway lines in the country, the railway initially charged a 5-cent fare, increased to 6 cents in 1918 and to 7 cents in 1919. In 1924, the fare was raised to 10 cents, where it remained until the end in 1931.



#13 - 25 ft. Box Freight -
Briggs Carriage Company (1892)

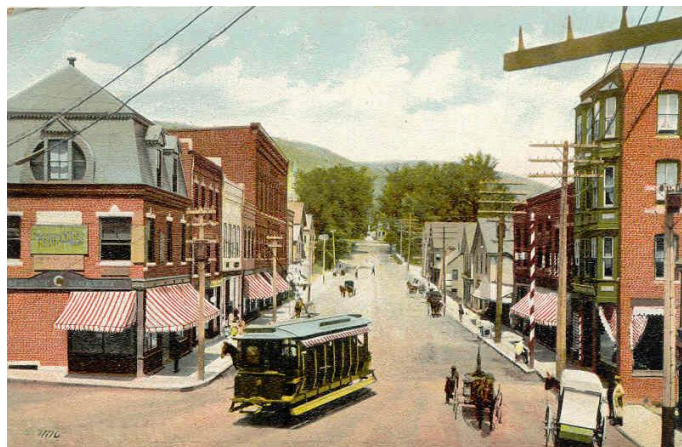


Most southerly community on the main line

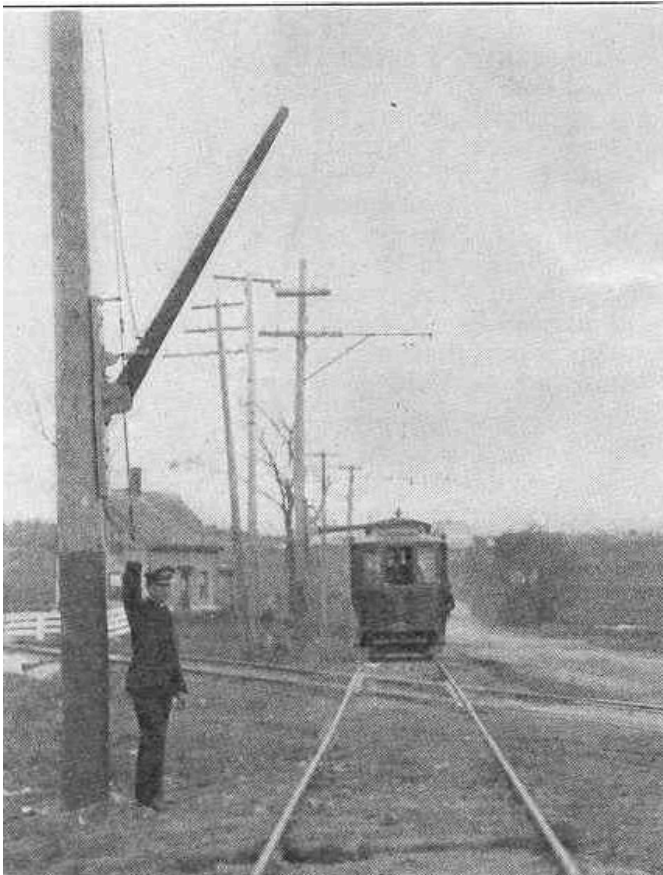
Other than snowplows the street railway patronized the Briggs Carriage Company, Laconia Car Company, and the Newburyport Car Manufacturing Company - the company built some of its own freight and service equipment. Freight, baggage, and express cars operated daily except Sunday. The street railway also hauled lime rock from quarries off of the main line to kilns near the harbor.

Mail was initially carried in closed pouches, but later service was provided with letters and packages being sorted on a railway post office car between along the main line.

The mid-1920s saw discontinuances and motorization. The street railway line southwest of the town where the prison was located was discontinued in October 1925 with replacement passenger service being provided by a 25-passenger bus operated by a newly created transportation company. The bus ultimately



Colorized postcard of a Briggs open on Main Street in
the northern terminus city



Conductor holding open a stop gate at crossing with steam road

proved unnecessary and a 7-passenger sedan was substituted. This too proved unnecessary and the sedan service ended in April 1927.

Street railway service on the remaining 20-mile main line continued until April 1931 when motorization was implemented on the main line and the branch within the headquarters city.

The main line service was replaced by motor coaches in 1931 and although operated by several companies a local system was still in operation in 1952. At present there is still one bus each way on a daily basis but it is part of a multi-state intercity route that passes through these communities rather than multi-trip local service.



Library Committee



Library Committee

The Library Committee held a hybrid committee meeting on March 18, 2023 (9AM - 12PM) with a workshop following (12PM to 2PM).

Attendees: Karen Dooks, Ed Dooks, Mike Frost, Kenyon Karl, *Ed Ramsdell, *Lloyd Rosevear, *Leo Sullivan, *Mark Sylvester, Tom Tello, and Ann Thompson.

* = attended via Zoom

The meeting was called to order at 10:05AM by Committee Chair Karen Dooks. The proposed agenda and the minutes from 11/05/22 and 1/14/23 were approved.

K. Dooks reported the first meeting with the architectural firm chosen to provide renderings for a new library building - Scott Simons Architects of Portland, ME.

The ongoing reorganization of Library materials in the library containers and storage locations was discussed including the possibility of additional workshops with the approach of improved weather.

Mark Sylvester provided an overview of Library organizational issues that he has been addressing. His present focus has been organizing access to the library's online storage with the creation of individual login accounts including varying levels of access and privileges (read-only, read-write, etc).

A discussion was held as to how best the library can support the Executive Director's search for volunteers and material to create daily posts on social media

A Library Book Sale on April 29th (Annual Meeting): volunteers are needed move books, man tables, and return remainders to storage at the end of the day.

The formal meeting was adjourned at 11:03AM with informal discussions and workshop activities following.

The Library Committee will hold a workshop on on April 8, 2023 from 10:00 AM to 2PM. Attendees are welcome to bring a lunch. Coffee will be available. Cataloguing will continue along with cleanup. Cleanup chores include general cleaning in the library, as well as sorting and organizing recently received materials in the garage. As the weather warms this spring a cleanup in the containers will also be done.

The Library Committee's meetings on Saturdays are held on a bimonthly basis on the odd months followed by a workshop with standalone workshops from 10AM -2PM on the even months. Updated information will be forthcoming as available.

The Wednesday Evening Workshops are still cancelled - hopefully resumption in the future. There is also discussion of possible other workshops.

For further information/questions concerning the Library please contact Karen Dooks (781-799-5868).

By Karen Dooks, Chair

Currently scheduled meeting dates for 2023 with business meeting followed by workshop: May 13; July 8; September 9, and November 11

Scheduled workshop dates for 2023: April 8; June 10; August 12; October 14; and December 9

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/
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



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A Herdic! - What is a Herdic?

One of the early lines mentioned above in the “Last Month’s Do You Recognize” was the Akron St. Railway & Herdic Co. I don’t think I had ever noticed Herdic in a company name and, in fact, I only had a vague idea of what a constituted a Herdic.

Should you be curious about such, the Herdic was invented by Peter Herdic of Williamsport, Lycoming County, Pennsylvania during the 1870s and patented in 1880. The Herdic was a small two-wheeled carriage that had side seats and an entrance at the back. Later versions had four wheels and varied in size from a small coach to a full size omnibus. The first four-wheel herdic cabs carried up to eight passengers.

Fleets of Herdics were used to create low-cost systems of mass transportation. The low rear-entrance design allowed for easy entrance and exit and also allowed the Herdic to be backed against a sidewalk or building rather than requiring passengers to board and exit in the middle of a potentially busy and/or muddy street as was necessary with the traditional side-loading hansom cabs.

A March 31, 1935 edition of the Washington (DC) Evening Star indicated that the first Herdic was used in Washington, DC in 1888 and the September 18, 1910 Boston Globe carried a story on what was believed to be the last operating Herdic, driven in Boston by Mr. Daniel C. Harris with his horse "Billie".

Lastly, many early Herdics were painted yellow. It is purported by some that this is why many taxi liveries are yellow. However there is an equally plausible tale that John Hertz's 1915 founding of the Yellow Cab Company in Chicago made the color the signature of a taxi. The same John Hertz who founded Hertz Rent-a-car. Actually you can find endless variety of origin stories - so take your pick!



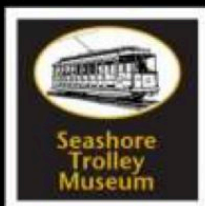
Regards,

Ed Ramsdell, Editor

The Main Line

TheMainLine@ramsdell.com

<http://www.trolley museum.org>



2023 Season Events!

195 Log Cabin Road | Kennebunkport, Maine

Open 9:30AM-4:30PM on
Wednesday—Sunday from
June 1 thru October 29 and
weekends in May and
December.

May

Saturday, May 6th: Opening Day & Maine Day! Admission for Maine residents is \$2.07; youth 16 and under are free. Special cars in our Maine collection will be featured!

Sunday, May 14th: Mother's Day. Mothers admissions are free! Behind the Scenes Shop Tours will be offered from 11AM—1PM.

Saturday, May 20th and May 27th-May 28th: Military Appreciation Days. Active duty military personnel and veterans' admissions are free!

June

Saturday, June 3rd: Speeder Day! Take a ride on one of several Speeders visiting Seashore for the day!

Sunday, June 4th: Dress Like a Conductor Day. Youth ages 16 and under who dress like a conductor get free admission!

Saturday June 10th Pride Day. \$3 from each ticket sold this weekend will benefit local LGBTQ+ nonprofits!

Sunday, June 11th: Dog Appreciation Day. Dogs are welcome every day at the Museum; come today for special dog-friendly door prizes!

Saturday-Sunday, June 17th-18th: "I've Driven By Several Times But I've Never Been Down the Driveway" Days. Free admission to York County, Maine residents who have never taken a trolley ride on our electric railway!

Sunday, June 18th: Father's Day. Fathers' admissions are free! Behind the Scenes Shop Tours will be offered at 11AM and 1PM.

Saturday-Sunday, June 24th-25th: Dino Trolley!

Wednesdays in July & August Ice Cream Night!

Join us from 5:30PM-7PM for ice cream sundaes and a trolley ride! Admission is only \$12/per person; children 2 and under are free.

We partner with a different nonprofit from our community at each Ice Cream Night, and they will get 50% of the proceeds! Check out our website Event Calendar for a list of benefiting nonprofits.

July

Saturday, July 1st: Canada Day. Canadian residents' admission is free. Special cars in our Canada collection will be on display.

Wednesday, July 5th: Seashore Turns 84! Celebrate with us with treats!

Saturday, July 8th: Corn Hole Tournament. Register in advance online. Cash prize! Proceeds benefit Seashore.

Sunday, July 9th: Moxie Day. Free samples of Moxie and Diet Moxie.

Saturday, July 15th: Crazy Hat Day. Wear a crazy hat today and get free admission! Regular hats worn on usual days don't meet this definition.

Saturday-Sunday July 29th-30th: First Responder Days. To show our appreciation, first responders' admission is free.

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

Free Story Time! Wednesdays – Fridays, July 13th- August 19th @
10:30AM Join us for a fun, 30-minute story time. Bring a picnic lunch!

August

Saturday, August 5th: Boston Day. Transit artifacts from the Boston collection will be featured.

Saturday-Sunday, August 12th-13th: Dino Trolley!

Saturday, August 19th: Members Day & Open House. Members have the opportunity to ride and operate cars in our collection and participate in special workshops! Admission is free for all guests.

Saturday, August 26th: Pirate Day. Aaarghhh! Walk the plank to the museum today dressed as a pirate and get free admission!

Sunday, August 27th: Ham Radio Day. The York County Amateur Radio Club will be operating throughout the day. "Get on the air" and meet new radio friends from around the world!

September

Saturday-Sunday, September 2nd-3rd: Model Railroad Layout Days.

Check out model layouts and displays in our Exhibit Room! The Pump Car will be out on Sunday for guests to enjoy, weather permitting.

Sunday, September 10th: Grandparent's Day. Grandparents' admissions are free!

Pumpkin Patch Trolley

Fridays-Sundays & Indigenous Peoples' Day

September 22nd-24th, 29th – October 1st, 6th-9th & 13th-15th

Ride a trolley to Seashore's Pumpkin Patch; all guests get to pick out a pumpkin. Enjoy fun, fall festive family games and activities for all ages!

October

Saturday—Sunday, October 21st & 22nd: Teacher Appreciation Days. To show our appreciation, teachers' admission is free! All teachers will receive a free chance to enter to win door prizes!

Friday — Sunday October 27th-29th: Happy Trolleyween! Participate in our "ghost hunt" for a chance to win a free 2024 family membership! Costumes are encouraged.

December

Friday-Sunday, December 1st-3rd and 8th-10th: Christmas Prelude Trolley Rides! Ride on heated, decked out trolleys, free hot chocolate, SANTA and more! Check out our website for the details as the event gets closer, and be sure to purchase tickets in advance of your visit.

Regular Admission

Adults (ages 17 – 59): \$13.00
Adults (ages 60+) and
Children (ages 6-16): \$11.00
Children (ages 3 – 5): \$5.00
Children (ages 0-2): Free!

Become a Member!

Individual Membership: \$40
Youth up to age 18: \$25
Plus 1 Guest & Family
Memberships: \$60

Annual Meeting Day Schedule - Saturday, April 29, 2023

8:30AM	Visitors Center Opens; coffee available
8:30AM-10:30AM	Pancake Breakfast to support the future Family Play Area (learn more about the project at www.trolleymuseum.org/familyarea)
9AM Tower C high level platform	Guided Tour of the MBTA blue line 0600s,
9AM-4PM	Library Book Sale, Exhibit Room
9:30AM	Guided Tour of South Boston Carhouse
9:30AM-10:30AM Visitors Center Conference Room	In-Person Voting for Trustee Candidates;
10AM-4:30PM	Trolley Rides & Rail Bike Rides Offered
11:00AM Room	Business Meeting Called to Order, Exhibit
11:15AM-12:30PM Room	Administrative Officer & Department Reports and Model Railroad Building Update, Exhibit
12PM-1:30PM	Taco Bar Lunch Available to support the Nagasaki 134 restoration
12:30PM Platform	Election Results Announced, Visitors Center
1PM-2PM	Guided Tour of the Restoration Shop
2:15PM-2:45PM	Highwood Rededication Ceremony
3PM-3:30PM	Meeting of the Board of Trustees: Electing and Appointing 2023 Officers, Visitors Center conference room
3:45PM	Guided Tour of Fairview