



*Vol 15*

# *THE MAIN LINE*



*No 2*

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

April 2023

## **Goings On At Seashore -**

The NEERHS Annual Meeting was on Saturday, 29 April. The weather “kind of cooperated” - it didn’t rain until after the meeting but it could have been a bit warmer. Things opened with a pancake breakfast fundraiser in support of the future Family Play Area to be developed where first Visitor Center, turned Library, turned storage building was located. There were trolley rides and various guided tours throughout the day, including the blue line 0600s, South Boston Carhouse 2.0, the Restoration Shop, a rededication of the Highwood Carhouse in honor of President /CEO Jim Schantz for 60+ years at Seashore, and a tour of the Fairview Carhouse.

Ongoing all day book sale to benefit the Seashore Library

The Business Meeting was called to order at 11:00AM with Administrative Officer & Department Reports and an Model Railroad Building Update. Departmental reports included:

Volunteer Recognition and the State of the Museum Report by Rob Drye, Board Chair; Jim Schantz, President & CEO; Katie Orlando, Executive Director.



Rob Drye, Board Chair



Jim Schantz, President & CEO



Katie Orlando, Executive Director

## **Departments:**

Restoration Shop  
(Dave Rogers, Shop Director)



Railway Operations at Seashore  
(Rick Wolf, Trustee)



Curatorial Department  
(Mike delaVega, Museum Curator)



Parts Warehouse  
(Devon Hubner,  
Parts Warehouse Manager)



Library  
(Karen Dooks, Librarian)



Yard Crew  
(Dan Vardaro, Yard Team Lead)



Overhead Department  
(Rob Drye, Overhead Supt)



Signals Department  
(Derek Dearborn, Signals Supt)



South Boston update  
(Steve Berg, Construction Manager)



#### Election Results:

All candidates on the ballot for elected trustee were elected and all Board appointed trustees were confirmed.

#### Elected Trustees:

Brooke Hubner   Rick Wolf

#### Confirmed Board Appointed Trustees:

David Kornechuk   William Publicover,   James D. Schantz,  
James van Bokkelen,   Phil Tsihlis,



Library Committee member Ann Thompson and Seashore Librarian Karen Dooks at the Library book sale table in the Visitor's Center.



## South Boston 2.0 -

Maine Track Maintenance, Sheridan builders, and Seashore volunteers have been working together to install the new track inside South Boston Carhouse 2.0



## Highwood Rededication -

Rededication of the Highwood Carhouse in honor of President /CEO Jim Schantz for 60+ years at Seashore.



## Upcoming Events:



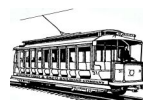
**Saturday, May 6, 2023:** Opening Day 2023!

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

**Advance FYI for 2024-**

**Friday-Sunday March 1-3, 2024:**

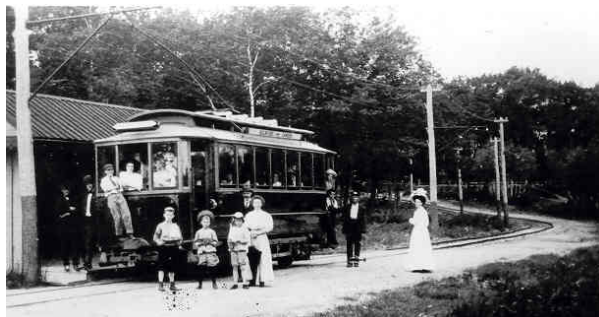
Seashore Trolley Museum will be hosting Northeast Association of Trolley Organization's Winterfest.



## Do You Recognize ?

Last Month's Do You Recognize -

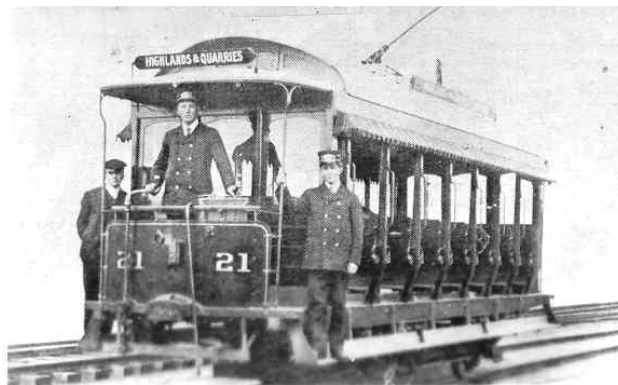
This month's street railway of interest, the Rockland, Thomaston, and Camden Street Railway, was chartered on March 31, 1891. Included with the charter was authorization of the line to take over charters that had been granted two years earlier to three companies to serve the region. These companies had 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 Maine Central Railroad's Wharf in Rockland to Camden, 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. Rockland, the line's headquarters city, was also the county seat for Knox County and the street railway's entire operation was within that 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)

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





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

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 Camden and the Thomaston, 4 miles south of the Rockland. Service to the the southern

terminus, Warren, 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)



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

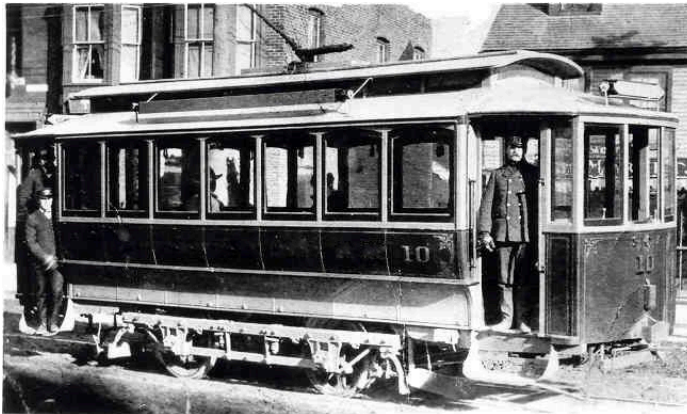
1902 a fourth boiler and a 62-kilowatt railway generator were installed, followed in 1907 by a 300-kilowatt 125-cycle alternator. The years 1909 and 1910 saw further modernization with the replacement of the Thomson-Houston machines and a switch from the original 125 cycle A.C. generation to 60 cycle.

The railway provided street lighting in its Rockland and sold power for the residential lighting in an

adjacent community and in Camden. The power and light business were expanded in 1901 when, the street railway absorbed the local gas & electric company.

In 1912 a 33,000-volt high-tension line was built from Augusta to Rockland.

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.



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

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.



Colorized postcard of the Dance Hall at the park



#13 - 25 ft. Box Freight -

Interestingly, no admission was charged to enter the park and all the entertainment was free excepting personal purchases such as meals.

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.



Warren, ME - southern end of the main line

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.

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.

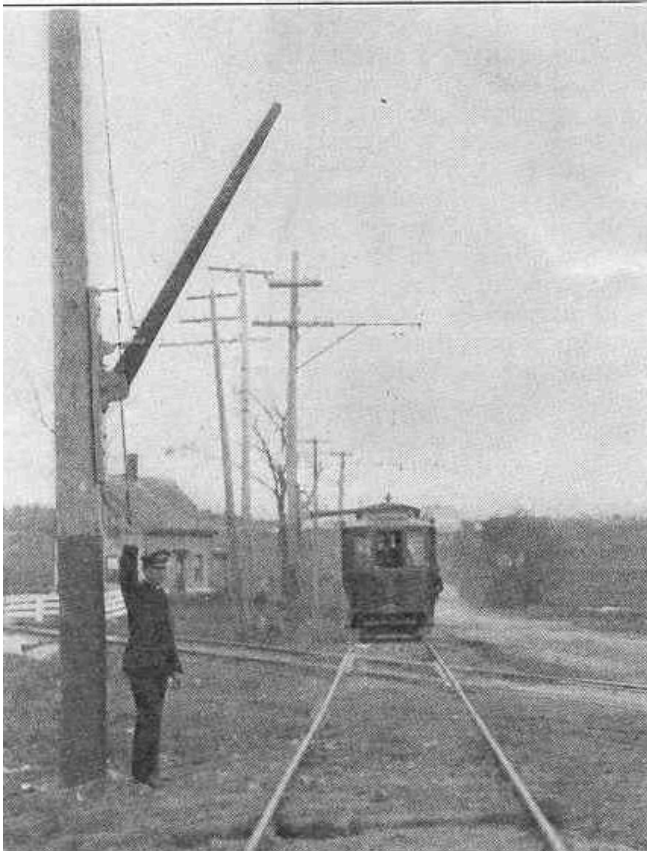
Mail was initially carried in closed pouches, but later service was provided with letters and packages being sorted on a railway post office car between along the main line.

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



Colorized postcard of a Briggs open on Main Street in Camden, ME. (north terminus)



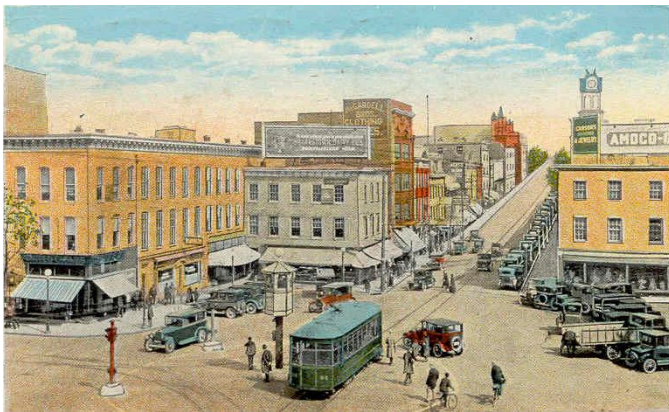
Conductor holding open a stop gate at crossing with steam road

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.



This Month's do You Recognize -



Colorized Postcard Nearside Car No. 64 in The Public Square of one of its namesake cities - JG Brill (1912)

This railway was a suburban trolley line, later an electric interurban, in the mid-Atlantic region that was originally known by the name of its endpoint cities. Ultimately the system bearing its name served parts of three states.

This one has “endless” mergers and name changes until the final name is adopted in 1923.

The construction of its predecessor lines began in early 1896 with the building of a line to serve a mountaintop resort, also built by the



Car No. 169 - JG Brill (1917)



railway, intended to provide traffic for the line. Extensions were added to the system and by 1904 the endpoints reflected in the later name were connected although the actual name was not adopted until a 1911 merger



Car No. 62 is a Nearside car - JG Brill (1914)

Nearside referring to a loading arrangement that allowed passengers to enter and leave through the front entrance when the car stopped before an intersection, the near-side, rather than after the intersection, the far-side.

1923 a neighboring utility, electricity and railway, was absorbed and the name of this utility was applied to the entire system. Prior to the merger the latter company had formed a bus subsidiary, named after the front range of the Appalachian Mountains, that became a major competitor to the original interurban line. This motor coach system was a major connector for the burgeoning Greyhound Lines system and was ultimately absorbed by Greyhound in 1955. Most of the rail lines were abandoned during the depression with



Freight Motor No. 5 - Company Shops (1920)

Our line also owned and operated two amusement parks, both as business ventures in their own right, and as traffic generators for the trolley business

The company had always had a side business of selling electricity and the railway's owner decided to expand the electric utility side of the business. During 1916 and 1917 additional electric utilities were acquired, some with electric railway components. Finally in



Car No.171 - JG Brill (1919)

some passenger service surviving until 1954. Freight carried on, but the electric lines were removed on the one remaining line in 1955 and diesel equipment was substituted. Further track was removed in 1958 and all service was stopped on April 26, 1961. The company continues to exist as a subsidiary of a large regional electricity supplier.



## Library Committee

## Library Committee

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

The Library Committee will hold a committee meeting on May 13, 2023 (9AM - 12PM) with a workshop following (12PM to 2PM). Information to follow.

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 additional 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: June 10; August 12; October 14; and December 9

Links:

More than 1000 of the images are accessible online = [https://digitalmaine.com/trolley\\_images/](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:

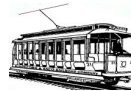
<https://virtual.yccc.edu/c.php?g=238406&p=3225494&preview=7b52901d1f51db2b76cb2a141ca8589c>

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_museum/)  
[https://digitalmaine.com/trolley\\_blueprints/](https://digitalmaine.com/trolley_blueprints/)  
[https://digitalmaine.com/trolley\\_images/](https://digitalmaine.com/trolley_images/)  
[https://digitalmaine.com/trolley\\_documents/](https://digitalmaine.com/trolley_documents/)

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



*The Main Line* - **Availability** If you are not on our direct distribution list and would like to be please drop a note to [TheMainLine@ramsdell.com](mailto:TheMainLine@ramsdell.com) .

Regards,

Ed Ramsdell, Editor

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<http://www.trolleymuseum.org>

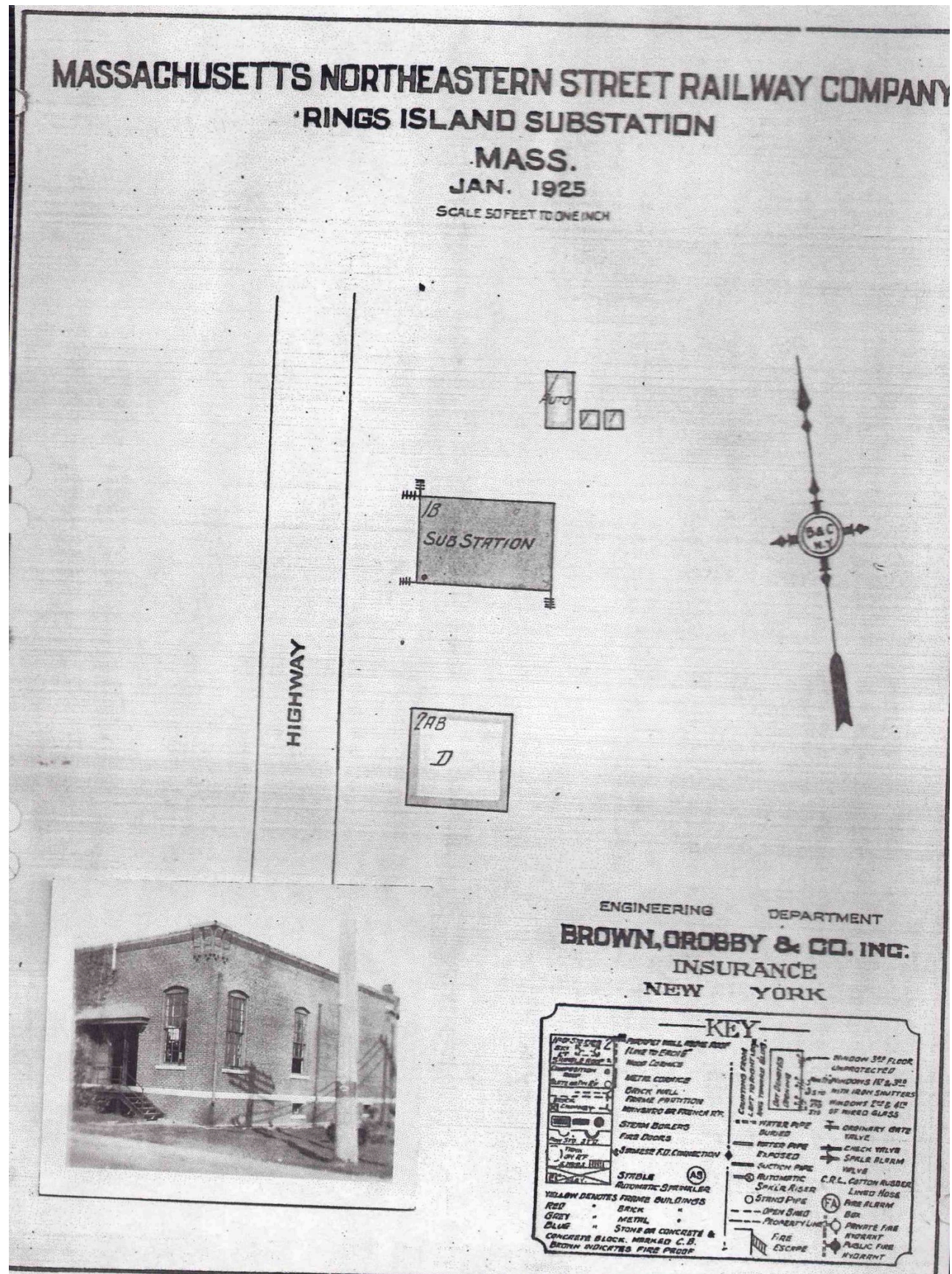


## **A Survivor - 116 Years Later -**

The Massachusetts Northeastern Street Railway Rotary Substation on Rings Island (US-1 Salisbury, MA) was constructed c. 1907 directly supplying the Haverhill & Amesbury's overhead on Ring's Island and the Citizens' Electric Railway in Newburyport through a submarine cable under the Merrimack River. A 13,200 volt transmission line carried power from



The rotary was eliminated with the September 7, 1930 conversion of the area Mass Northeastern routes to bus service. However the substation building is still earning its keep in hi-tech.





MASSACHUSETTS NORTHEASTERN STREET RAILWAY COMPANY

Robert B. Stearns, Receiver.

NOTICE OF DISCONTINUANCE

NOTICE IS HEREBY GIVEN THAT AT MIDNIGHT, SATURDAY, SEPTEMBER 6, 1930, the street railway service now furnished by this company's car line operated (1) between Railroad Square, Haverhill, Massachusetts, and Hampton Beach, New Hampshire, said car line being commonly known as the "Salisbury & Hampton Beach line", and (2) between Salisbury Square, Salisbury, Massachusetts, and Market Square, Newburyport, Massachusetts, said car line being commonly known as the "Salisbury line", WILL BE PERMANENTLY DISCONTINUED.

BUS SERVICE WILL BE SUBSTITUTED FOR TROLLEYS over these routes on Sunday, September 7, 1930.

Massachusetts Northeastern Street Railway Company

Robert B. Stearns, Receiver

By C. L. Bartlett

General Manager for Receiver.

August 30, 1930.



The former substation is on the east side of US-1 just after crossing the US-1 (Gillis) Bridge from Newburyport into Salisbury.







# 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



= Experience our Pump Car!



**Saturday, May 6<sup>th</sup>: 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 14<sup>th</sup>: Mother's Day.** Mothers admissions are free! Behind the Scenes Shop Tours will be offered from 11AM—1PM.

**Saturday, May 20<sup>th</sup> and May 27<sup>th</sup>–May 28<sup>th</sup>: Military Appreciation Days.** Active duty military personnel and veterans' admissions are free!

## June



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

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

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

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



**Saturday-Sunday, June 17<sup>th</sup>–18<sup>th</sup>: "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 been to our museum.

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

**Saturday-Sunday, June 24<sup>th</sup>–25<sup>th</sup>: 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 1<sup>st</sup>: Canada Day.** Canadian residents' admission is free. Special cars in our Canada collection will be on display.



**Wednesday, July 5<sup>th</sup>: Seashore Turns 84!** Celebrate with us with treats!

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



**Saturday, July 8<sup>th</sup>: Next Generation Day.** Families become a part of the magic as they become Assistant Trolley Conductors for the day.

**Sunday, July 9<sup>th</sup>: Moxie Day.** Free samples of Moxie and Diet Moxie.

**Saturday, July 15<sup>th</sup>: 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 22<sup>nd</sup>–23<sup>rd</sup>: Daniel Tiger Visits Seashore!**

**Saturday-Sunday July 29<sup>th</sup>–30<sup>th</sup>: 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.trolleymuseum.org](http://www.trolleymuseum.org)

**Free Story Time!** Wednesdays – Fridays, July 19<sup>th</sup>– August 18<sup>th</sup> @  
10:30AM Join us for a fun, 30-minute story time. Bring a picnic lunch!

## August

**Saturday, August 5<sup>th</sup>: Boston Day.** Transit artifacts from the Boston collection will be featured.

**Saturday-Sunday, August 12<sup>th</sup>–13<sup>th</sup>: Dino Trolley!**



**Saturday, August 19<sup>th</sup>: 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 26<sup>th</sup>: Pirate Day.** Aaarghhh! Walk the plank to the museum today dressed as a pirate and get free admission!

**Sunday, August 27<sup>th</sup>: 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 2<sup>nd</sup>–3<sup>rd</sup>: 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 10<sup>th</sup>: Grandparent's Day.** Grandparents' admissions are free!

## Pumpkin Patch Trolley

Fridays-Sundays & Indigenous Peoples' Day

September 22<sup>nd</sup>–24<sup>th</sup>, 29<sup>th</sup> – October 1<sup>st</sup>, 6<sup>th</sup>–9<sup>th</sup> & 13<sup>th</sup>–15<sup>th</sup>

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 21<sup>st</sup> & 22<sup>nd</sup>: 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 27<sup>th</sup>–29<sup>th</sup>: Happy Trolleyween!** Participate in our "ghost hunt" for a chance to win a free 2024 family membership! Costumes are encouraged.

## December

**Friday-Sunday, December 1<sup>st</sup>–3<sup>rd</sup> and 8<sup>th</sup>–10<sup>th</sup>: 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