



Vol 15

THE MAIN LINE



No 7

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

September 2023



Goings On at Seashore —

The partnership with Revolution Rail continues to bring a new dynamic of guests to Seashore this season. Railbike excursions will continue to take place on Thursdays-Sundays this fall through Halloween weekend, departing at 9:30AM, 11AM, 12:30PM, 2PM, and 3:30PM. Congratulations to Seashore Trustee and volunteer Chelsea Miller, who has been promoted to Revolution Rail's Kennebunkport Site Supervisor and will be leading the Kennebunkport railbike operations the remainder of the season. Chelsea has been working with Revolution Rail as a guide from the beginning of their operations at Seashore.

Ongoing Events:

Pumpkin Patch Trolley! Friday, September 22- Sunday October 15: Hop aboard a trolley at the Visitors Center and take a ride on the heritage railroad to The Pumpkin Patch. Each member in a group can select a pumpkin to take home, even the adults! Enjoy several activities back at the Visitors Center. October 1, October 6-8, October 13-15, and Monday October 9 (Indigenous Peoples' Day).

Trolleyween - To celebrate the last three days of the regular operating season, you are invited to celebrate Trolleyween! Join us Friday-Sunday, October 27th-29th from 9:30AM-4:30PM for trolley rides and the following fun activities: Trick or Treat, Come in Costume, Ghost Hunt, Photo Scavenger Hunt, and Unlimited trolley Rides! Admission is \$12 per person and infants ages 0-2 are free. Members are 50% off--check your inbox in October for the discount code. The time of the ticket you purchase is the time your trolley ride departs from the Visitors Center.

Advance FYI for 2024-

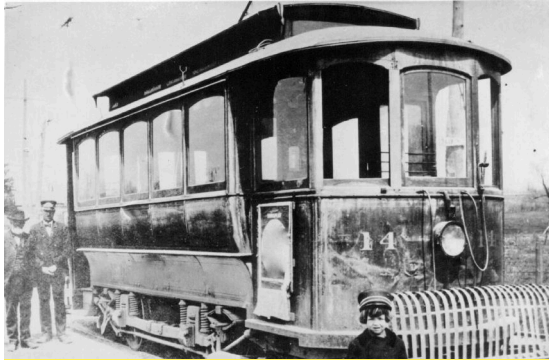
Friday-Sunday March 1-3, 2024: Seashore Trolley Museum will be hosting Northeast Association of Trolley Organization's Winterfest.

See Calendar at end of *The Main Line*

Do You Recognize ?

Last Month's do You Recognize -

The first public transportation ancestor to our street railway of interest was introduced in 1872, some 78 years after the U.S. Army constructed a fort near the confluence of three rivers. The fort (Fort Wayne), ultimately named after the general ("Mad Anthony" Wayne) who oversaw its

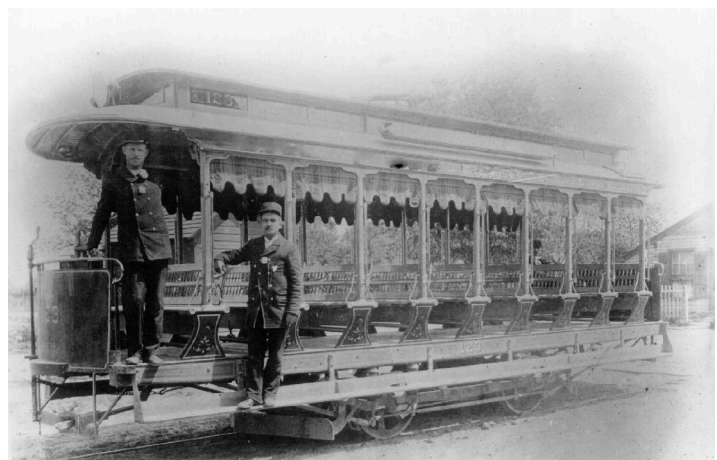


Closed car No. #14 - J.M. Jones (1892)
Although this image was taken c. 1900 this appears to be one of the original 1892 cars of the "electric railway"..

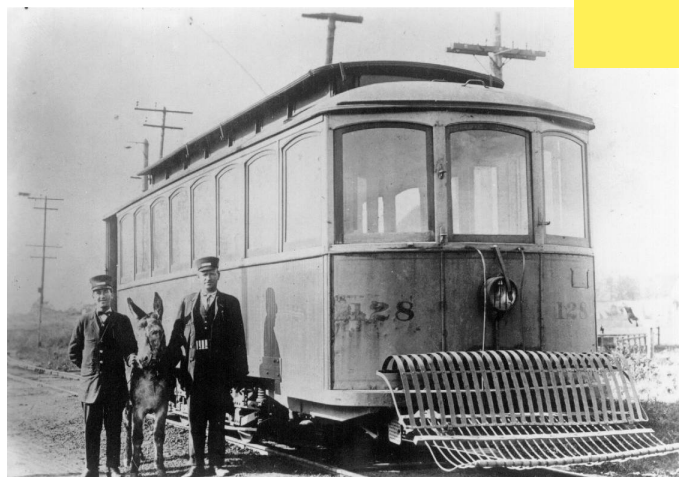
\$20,000 mortgage (almost \$510,000 in today's money), unfortunately the railway did not pay off the mortgage and also defaulted on their original bonds. This resulted in the company's sale in foreclosure on the courthouse steps in August 1887.

construction, withstood a siege by a combined force of native warriors supported by the British during the War of 1812. The community that grew in the area of the fort came to also bear the name Ft. Wayne. The first European settlement in the area was trading post constructed c. 1706.

The initial street railway, the Citizen's Street Railway, used four horsecars. By 1875 the railway had ten horsecars in service. In 1873 the company floated a



Consolidated railway open No.#123 .
J.M. Jones (c.1899)



Traction co. closed car No.#128 -
J.M. Jones (c.1900)

A new street railroad, the Fort Wayne Street Railroad Company, was organized in late August 1887. During this iteration of the company two additional companies came into being, the C.L. Centlivre Street Railway Company and the Lakeside Street Railway Company. The Centlivre Street Railway that same summer with

the construction of a line by the owner of a local brewing company and in 1892 another line was proposed but met with much opposition and debate over routing, equipment, and such. The new Lakeside Street Railway finally received approval in late 1882 but was seemingly operated by our original company from the 1887 reorganization. By 1887 our company was operating some 28 cars with a fleet of 10 original cars, 19 from 1887, and others picked up over time.



Parlor car No.# 501 - Cincinnati Car Co, (1905)
after yet another reorganization

The next reorganization was technology driven with the arrival of electricity in 1892. The Fort Wayne Electric Railway Company, was organized to take over the street railroad and convert it from horsecars to electricity. By



The disastrous 1910 wreck (41 dead and many maimed) that doomed the 1904 company.

1894 the electric railway company had also acquired the Centlivre line earlier formed by the brewery owner. Labor difficulties persisted in the early 1890 with management attempts to reduce wages, walkouts, and the use of Pinkerton Detectives. Also in the early '90s several somewhat ill conceived

and underfunded attempts to start new lines were floated.

With the 1894 acquisition of the brewer-owned independent another reorganization in 1885 saw the incorporation of the Fort Wayne Consolidated Railway to take over the electric railway. Reorganizations continued to be quite popular with the formation of the Fort Wayne Traction Company in 1899 to acquire the Consolidated. Another change in 1904 created the Fort Wayne and Wabash Valley Traction Company extending some 400 miles southwest from the city to the SSW. A few more corporate twitches and the worst crash in interurban history with the death of 41 individuals and the maiming of many additional in 1910 brought us to, in 1911, the Fort Wayne and Northern Indiana Traction Company. By the end of the first decade of the twentieth century the company's lines reached three states. By 1920 this combination was failing and sold to a "service



Freight motor No.#53 - rebuilt c. 1913 in company shops from wrecked passenger car

corporation” again taking the state’s name. Finally this entity fell under the control of a statewide interurban system created in 1930-31 to consolidate various holdings of the collapsing Insull empire. Interurban service struggled on until 1942. Back in the original namesake city, trolley coaches replaced trolleys and in 1948 the routes were sold to a local transit line with trolley buses ending in 1960 and municipal ownership coming about in 1968.



Home city terminal - post 1920

For the purposes of those who participate in trying to identify the line in question probably identifying the city will do. The endless acquisitions, reorganizations and acquisitions of other reorganized groups makes a specific carrier name a very difficult choice.



This Month's do You Recognize -



Horse car - circa 1882

This month's system of interest started with a horsecar line that was originally chartered in 1866 but the city fathers wanted the company to pave the unpaved streets as part of getting permission to operate. Consequently nothing much happened until the city reduced its ambitions a bit in 1869 and in the Spring of 1871 a pair of entrepreneurs purchased the charter and in September 1871 limited service began. Track was of cast iron with horse or mule motive power. One of the founders sold to his partner in 1878 and at the time of the partner's death in 1889 the

company owned 15 miles of track, fifty streetcars and 200 horses and mules. Companies serving various routes had been organized by various investor groups in 1872, 1879, 1882, 1883 and 1886. In 1889 the line formed as a horsecar system in 1886 began operating the first electrified cars. Also in 1889 another of the systems began electrified operation using the Thomson-Houston system and in 1890 yet another of the companies started electric operation using the Sprague system. In 1891 the inevitable



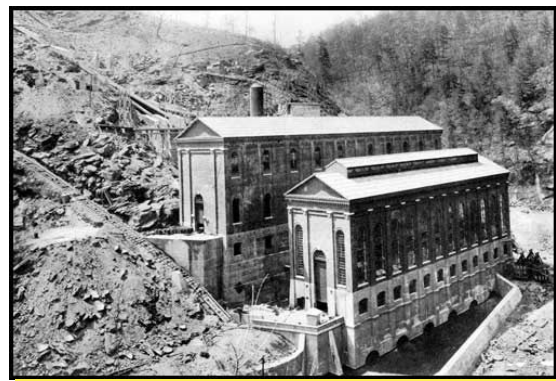
#887 (Cincinnati Car Co - 1927) Interesting Overhead



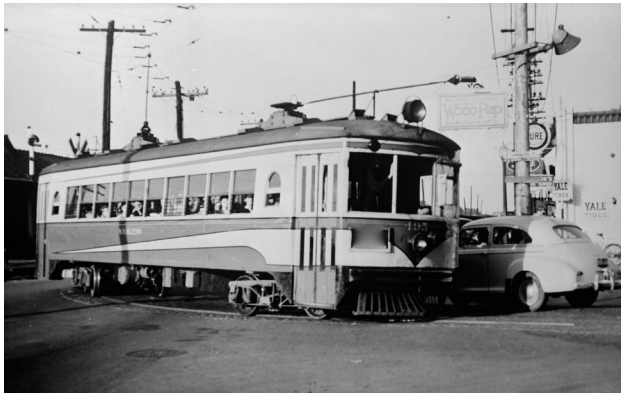
1880s Carbarn

happened with formation of a company with the goal of taking over the various streetcar systems. In September of that year five of those companies were conveyed to the new firm and the following year a steam-powered line was also acquired. The first line to be

electrified in 1889 was the only completely electric operation and the consolidated company began to convert the remaining lines. At consolidation there were three small lines still independent but in the next few years yet other competitors sprang up. In 1892 a new line arose using the Detroit system of power distribution. The city would have been a great place to observe the competing distribution systems (Thomson-Houston, Sprague



Hydroplant Supporting The System



#493 (Cincinnati Car Co - 1921)

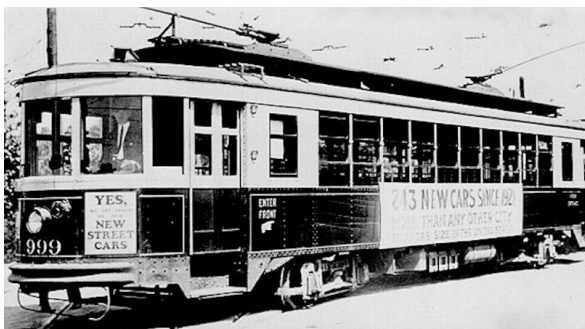
and Detroit). Finally 1902 saw the formation of a railway and power company that consolidated all street railways in the city. This company was the predecessor of a major electric utility company that was founded in 1945 and exists to this day.

In the early to mid-1920s the company invested heavily in new cars. The mid-1920s brought the ailing company being faced with the

counterintuitive problem of a financially ailing company being faced with the peak ridership of its entire history. An article in a 1927 Electric Railway Journal noted that the company was operating 114 one-man cars, 239 two-man cars and 26 trailers with a reserve fleet of 26 single truck cars and 24 double truck cars available for sporting events and the like. Starting in 1925 some streetcar routes were converted to motor bus operation and



#891 (Cincinnati Car Co - 1927)



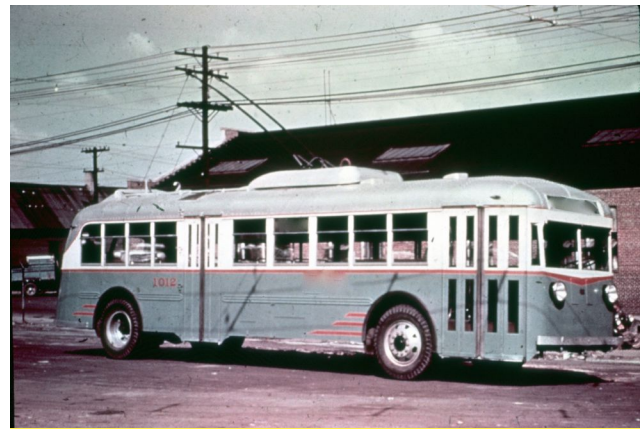
#999 (Cincinnati Car Co - 1927)

then 1937 saw conversions from streetcars to trolley buses. Conversions continued until the final streetcar ran in 1949. In 1951 a large number of the later model cars were shipped to Seoul, South Korea. The trolleybus conversions included somewhat unique trolley bus "sidings" permitting express trips to pass

express trips to pass locals. Trolleybuses were purchased from Twin Coach, St. Louis Car Company, Pullman-Standard and Brill.

Two interurban lines were operated from the city using private right-of-ways and high speed cars until 1947.

The electric utility owned the system until mid-1950 when a group of local businessmen formed a system. Extensions of the trolleybus system continued through 1962 including the conversion of some motor bus operations to trolleybus. In



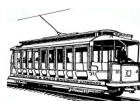
#1012 (Twin Coach - 1937)

1962 a decision was made to phase out the over 400 trolleybuses on the system's 39 routes. This was partially driven by the projected cost of new overhead and also the lack of a domestic manufacturer of trolleybuses. The last manufacturer, Marmon-Harrington, had ceased trolleybus production in 1959. In less than a month in 1963 the entire system was converted to diesel buses.



Trolleybus #1110 (St. Louis - 1940)

As a footnote streetcar service returned to this city on a somewhat less than 3 mile route approximately 9 years ago.



Library Committee



Library Committee

The Library Committee has a workshop scheduled for October 14, 2023 (9AM - 2PM).

A business meeting of the Committee was also held on Saturday, September 9, 2023. Note was made of

the need to recruit new members for the Committee. Plans are being also made to find a good day and extra help to clean out the back of Container 3 to gain space and rehouse blueprints on shelving.

A productive work session was held after the meeting. Tom Tello, Ann Thompson, and Karen Dooks with the assistance of Meir Khitrenovich and his friend Aaron (both of whom are members) repacked the Russell Bus Guides, put those boxes and all of the Herb Pence collection boxes were elevated to keep them off the floor, and cleaned and reorganized the garage.

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: November 11

Scheduled workshop dates for 2023: 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.



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.

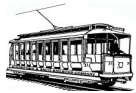
Regards,

Ed Ramsdell, Editor

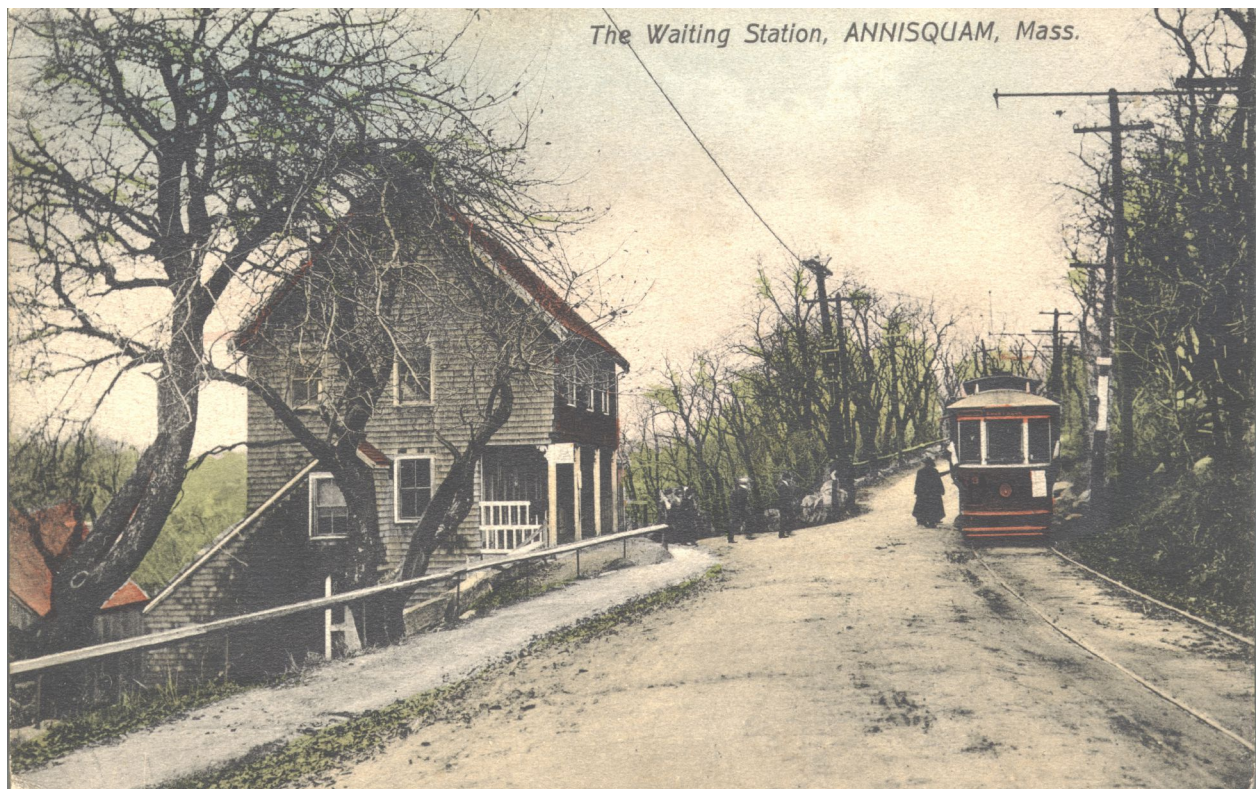
The Main Line

TheMainLine@ramsdell.com

<http://www.trolleymuseum.org>

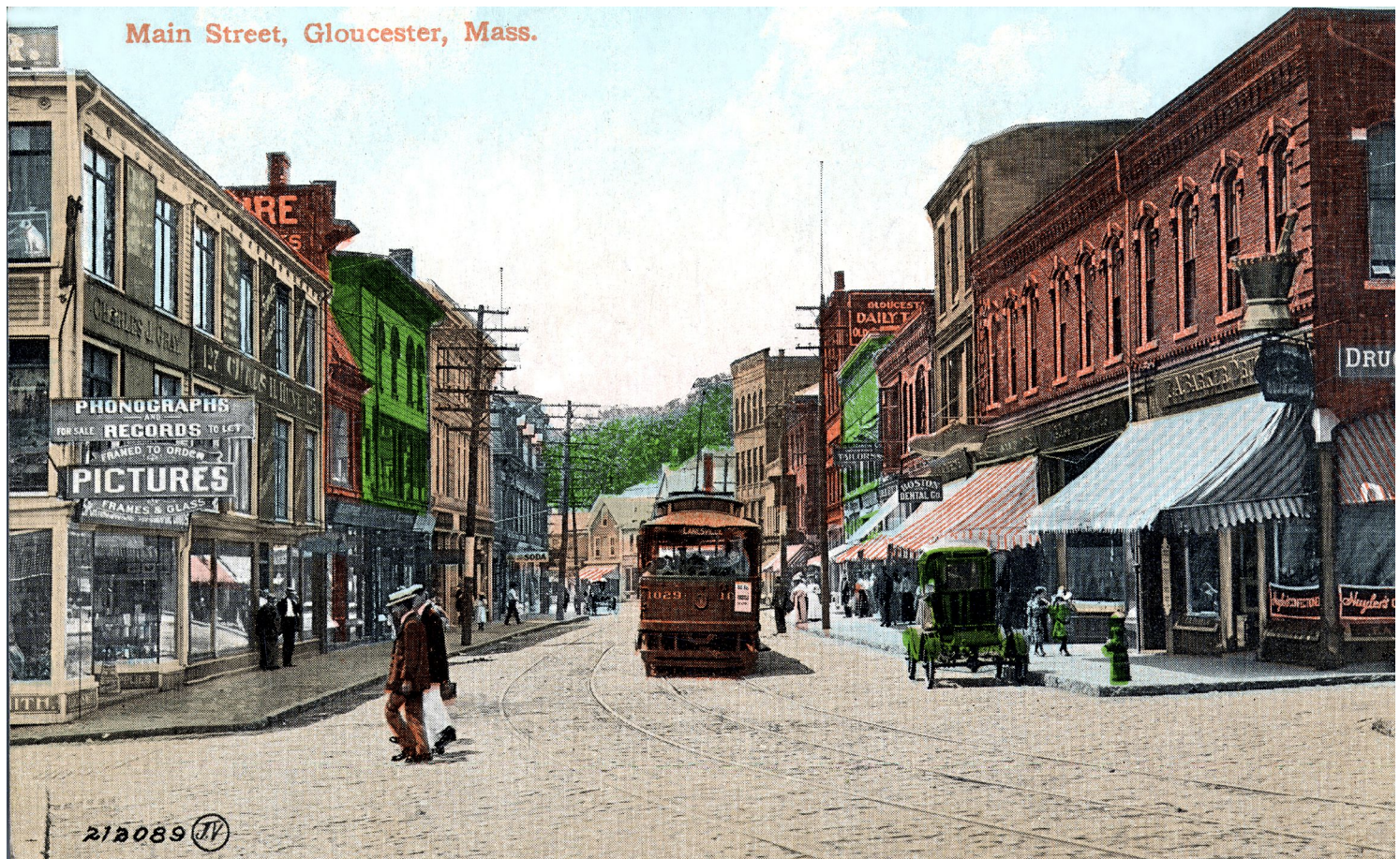


Postcards From Cape Ann - The one in Massachusetts - not Antarctica:



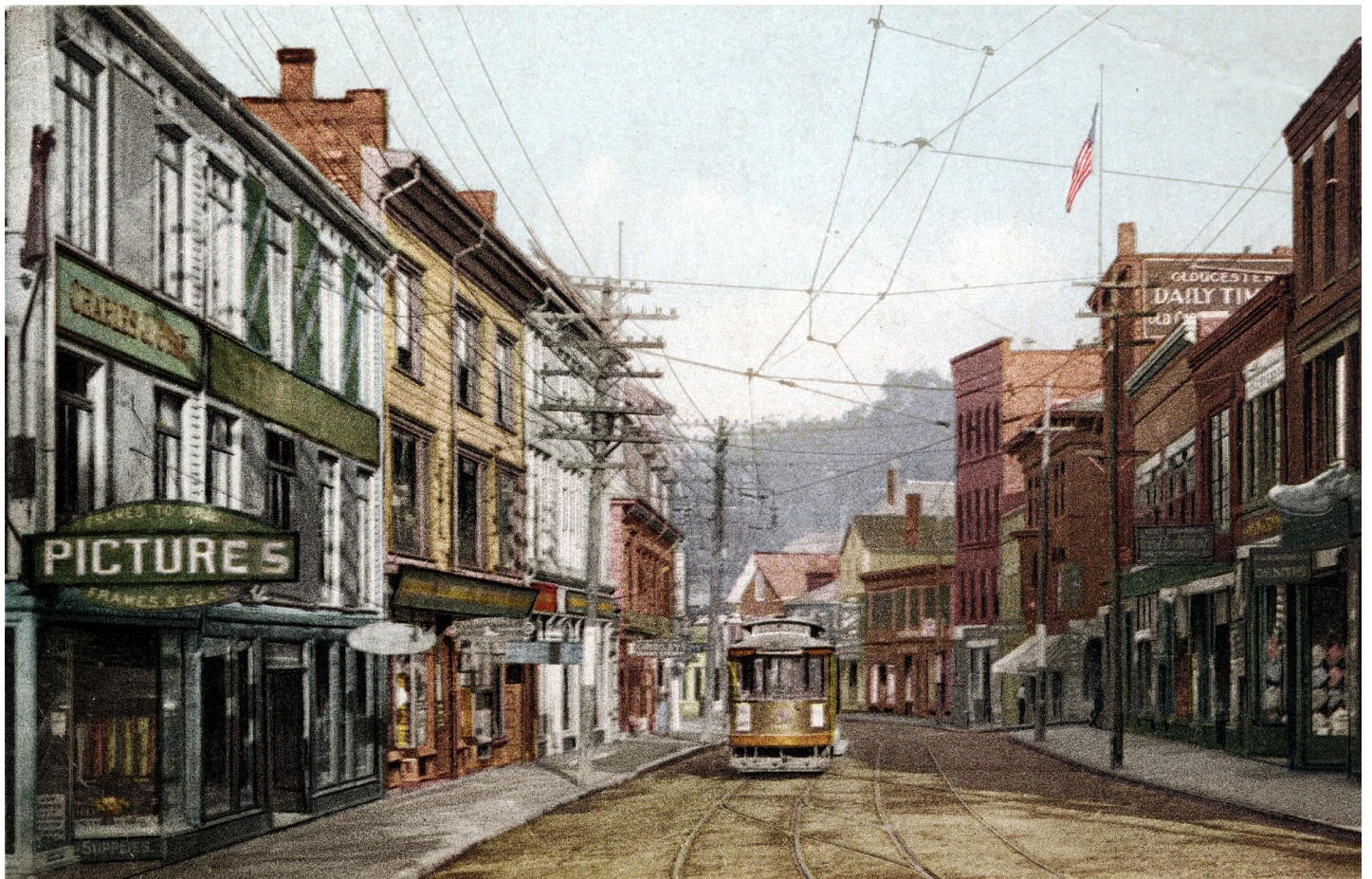
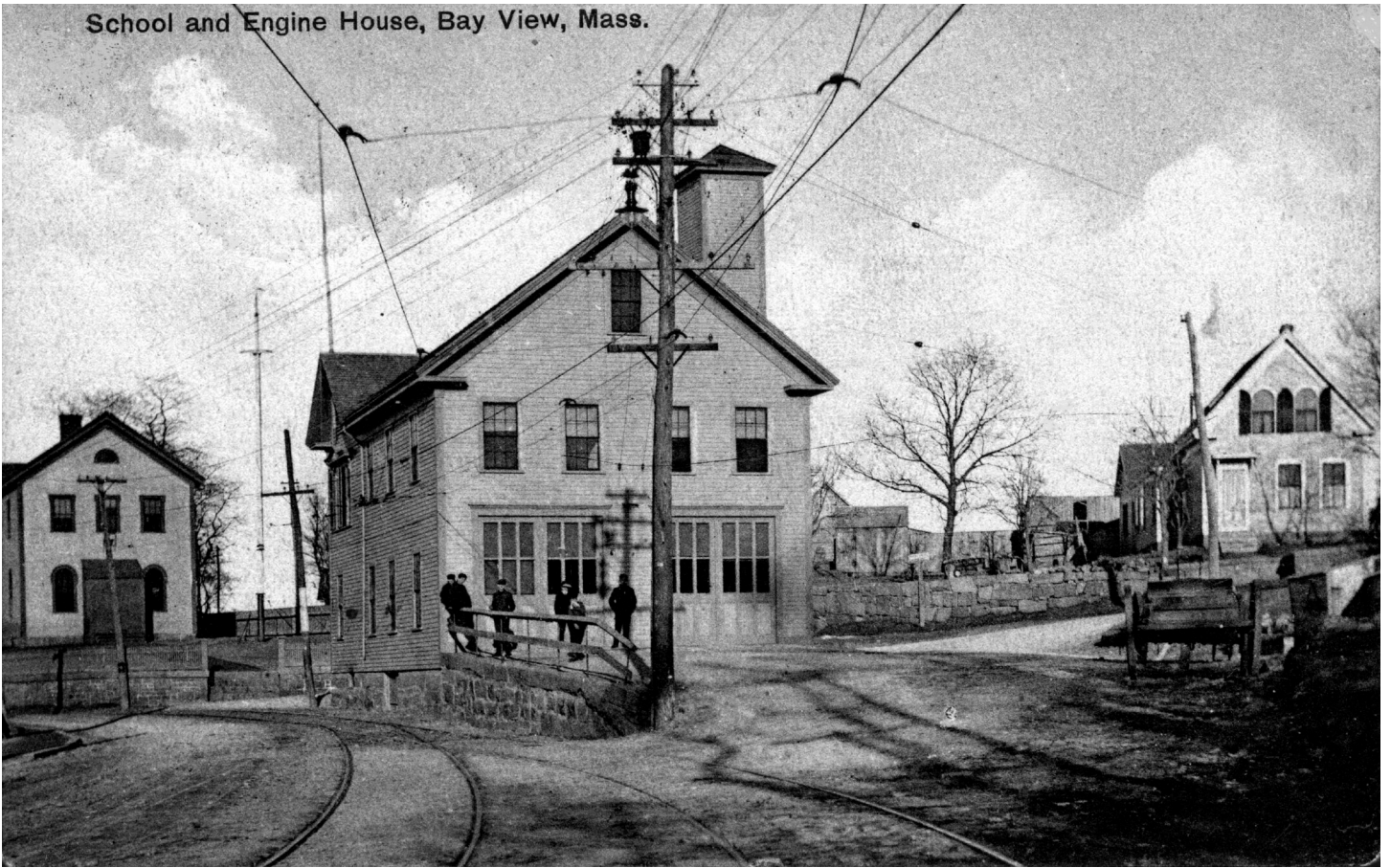


No. 26. CAR STATION. ANNISQUAM, MASS., ON CAPE ANN, NEAR GLOUCESTER.



Main Street, Gloucester, Mass.

School and Engine House, Bay View, Mass.



Gloucester, Main St. PPC



October 2023



October 2023

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1 Pumpkin Patch Trolley	2	3	4 Open Today! (9:30AM-4:30PM)	5 Open Today! (9:30AM-4:30PM)	6 Pumpkin Patch Trolley	7 Pumpkin Patch Trolley
8 Pumpkin Patch Trolley	9 Pumpkin Patch Trolley	10	11 Open Today! (9:30AM-4:30PM)	12 Open Today! (9:30AM-4:30PM)	13 Pumpkin Patch Trolley	14 Pumpkin Patch Trolley
15 Pumpkin Patch Trolley	16	17	18 Open Today! (9:30AM-4:30PM)	19 Open Today! (9:30AM-4:30PM)	20 Open Today! (9:30AM-4:30PM)	21 Open Today! (9:30AM-4:30PM) Teacher Appreciation Weekend
22 Open Today! (9:30AM-4:30PM) Teacher Appreciation Weekend	23	24	25 Open Today! (9:30AM-4:30PM)	26 Open Today! (9:30AM-4:30PM)	27 Happy Trolleyween at Seashore	28 Happy Trolleyween at Seashore
29 Happy Trolleyween at Seashore	30	31	1	2	3	4

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