



Vol 15

THE MAIN LINE



No 9a

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

November 2023

Goings On at Seashore —

Model Railroad Building: Stephan Lamb Associates has started assembling the Maine Central Model Railroad in the new building. The live feed camera that is currently watching the exterior construction will be transitioned to filming the interior of the building and the progress being made on the layout assembly.

South Boston Carhouse: Concrete has been poured and work continues. With the track gauged and spiked, next goal is getting a minimal layer of ballast placed and tamped on Tracks 1 and 3.

Track work remaining on South Boston 2:

- Complete ballasting required to support traffic over all tracks
- Place additional ballast to fill the cribs to the tie tops
- Finish bonding turnouts, lead track & building's steel frame
- Install ground throw mechanisms for Track 1 & 2/3 turnouts
-

Ongoing Events:

Christmas Prelude Trolley Rides - Ride in heated trolleys decked out in live holiday greens on our heritage railroad, shop in the Museum Store, and enjoy delicious hot chocolate! This event will be held Friday-Sunday December 1-3 and 8-10.

Information and tickets: <https://www.eventbrite.com/e/kennebunkport-christmas-prelude-trolley-rides-tickets-731585360507?aff=oddtcreator>

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



Taken in front of storage battery, Bys Centre, N.H.



Near Bys Centre siding

Do You Recognize ?



Last Month's do You Recognize -

Last month's entry was the Central California Traction Co. of Stockton, CA incorporated on August 7, 1905 with electric passenger service initiated from Stockton to Lodi on September 1, 1907 and in August 1910 the main line from Lodi Junction on to the state capital of Sacramento was placed in operation for a 53-mile main line. Operating totally within one state the system used 1,200 volt DC with exception of 550 volt



32 ft. Passenger Motor #101 - Hammond Car Co. (1906)

DC and 600 volt DC in its end-point cities.

The 1,200 volt system was one of the first instances of its use in North America and the first use of it with third-rail except for the lower voltage catenary within the cities. Another unique feature of the line is that it never entered bankruptcy and in fact is believed never to have had an operating deficit. Yet another



32 ft. Passenger Motor #103 - St. Louis Car Co. (1906)



50 ft. Freight Motor #3 - American Car Co. (1906)

interesting facet of the operation was the use of an under-running third-rail system in contrast to the more standard over-running subway-type third rail. The system was owned for many years by the Fleishhacker group in San Francisco, prominent bankers and developers of other California utilities. For some number of years it was operated jointly with

an adjacent separately owned railway. By the late 1920s three adjacent and interchanging steam roads became involved in a dispute over control of the line. This struggle before the Interstate Commerce Commission lasted until 1936 when, in a Solomonian decision, the ICC allowed the baby, or at least control of it, to be divided into three parts with the WP, ATSF, and SP Railroads each permitted to buy a one-third interest.

The system was very well built but also quite frugal in its approach to rolling stock. Upon opening they had four partially-open cars built by the American Car Co. With the opening of



45 ft. Freight Motor #4 - Holman Car Co. (1910)



42 ft. Passenger Motor #86 -
St. Louis Car Co. (1925)

the main line four motor cars and two trailers were acquired from the W. L. Holman Car Company of San Francisco, CA. At its peak the system was operating 36 passenger trains a day plus its freight operations. Interestingly, although it developed a

substantial freight business,

largely in interchange with the steam roads, there was never a purchase of modern freight motors but rather a collection of mostly old, wooden, box express motors and similar equipment handled the freight traffic.

Although an overall financial success passenger revenue was hit by the automobile and by bus competition on the main line. First the through service was curtailed and then on February 5, 1933, all



50 ft. Interurban #202 - American Car Co. (1906)

passenger service was suspended. The system continued to operate its suburban streetcar service over the main-line track from one end-point city until 1944. In 1946 all electric operation was eliminated in favor of diesel service.

Currently, the company operates on two segments of track: The branch over its original 14 mile 1907 trackage and also operates over 55 miles of trackage belonging to the port authority of its original end-point city. The main line trackage opened in 1910 to the capital was discontinued in 1998. Despite being in poor shape, these tracks remain, as the company hopes to revive them one day for future operations.



This month's carrier operated from September 22, 1922 to July 1, 1983. It



A view in the mid-1880s with multiple bobtail horse/mule cars. Builders uncertain although a number of what are likely Stephensons and a St. Louis product.

took over a major local carrier and a number of companies whose streetcar lines it operated.

The earliest public transportation within our carrier's home city was provided beginning in 1831.

Those first operations included inter-city and suburban railroad lines, and

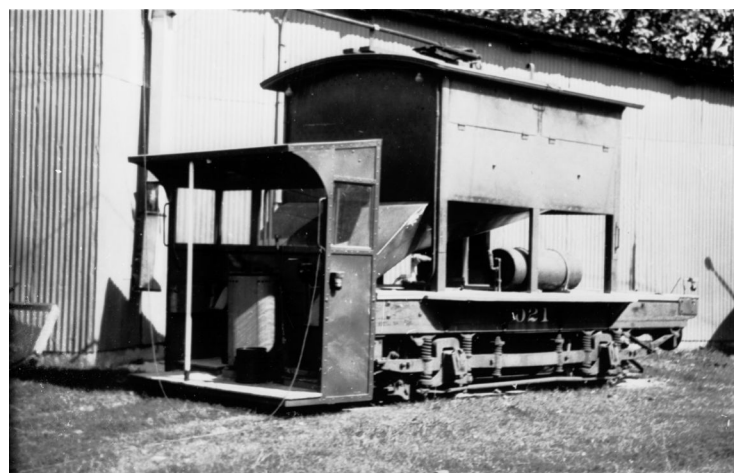
A view in the mid-1880s with multiple bobtail horse/mule cars.

Builders uncertain although a number of what are likely Stephensons and a St. Louis product. horse-drawn/mule-drawn omnibus lines. Starting in 1835 a

company opened three lines.

In the first two were horse-drawn lines and the third a steam-powered line.

Until the mid-1800s omnibus lines provided the only public transit outside this immediate area. A new city railroad was chartered in June 1860 and began operation in June 1861, followed in quick succession by additional lines. The company opened and continued service on its new



21 Sand Car - probably rebuilt from an earlier (circa 1896) sand car - builder unknown. Sanded one rail at a time to keep good contact to ground.

lines despite the opening of the Civil War. A few other carriers attempted to begin service during the war. Railway expansion resumed soon after the war's end. In 1866, several additional street railways began operation. The horsecar lines of these companies covered different parts of the city, overlapping in some areas.



#29 built by St. Louis Car Co. (1899) on a design by Ford, Bacon & Davis. Converted to a rail grinder and then sand car. Ultimately restored in its sand car configuration and is still operated from time to time by the successor transit agency.

A number of experiments were tried in an
21 Sand Car - probably rebuilt from an earlier (circa 1896) sand car - builder unknown. Sanded one rail at a time to keep good contact to ground. attempt to find a better method than horses or mules for propulsion of streetcars. These included an overhead cable car system, an underground cable, a walking beam system, pneumatic

propulsion, ammonia and the Lamm Fireless engine. The Lamm engines used either ammonia or stored steam. However residents adjoining the routes using the Lamm system objected to the locomotives and ultimately electrical propulsion of streetcars won out over all the other experimental methods with electric powered streetcars making their first appearance in the city in February 1893. Other companies soon joined the electric bandwagon. All six companies serving the city were electrified within a few years and animal powered routes eliminated.

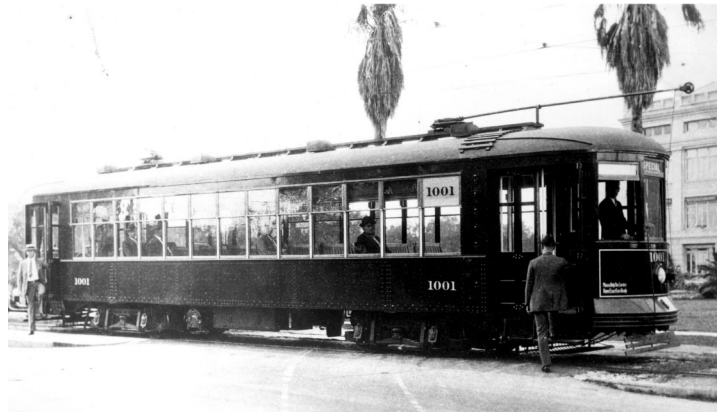
#29 built by St. Louis Car Co. (1899) on a design by Ford, Bacon & Davis. Converted to a rail grinder and then sand car. Ultimately restored in its sand car configuration and is still operated from time to time by the successor transit agency.



453 built by American Car Co. (1906)

By the middle 1880s the inevitable economic pressures for consolidation started to come to bear with combinations taking place through the '90s culminating in 1902 with one railway gaining control of all streetcar operation in the city. With the advent of consolidation new labor challenges

came to the forefront. The consolidated company tried to keep the multiple labor agreements of the previous companies with their varying conditions, expiration dates and smaller areas that might be impacted by any possible work stoppage. In September of 1902 a system-wide disruption occurred. After some two weeks a settlement was reached and in 1903 a contract recognizing the union was accepted by the company. Consolidation of under a single company helped rationalize some lines and reduced the number of



1001 built by Perley Thomas (1925)



1201 - the system's first trolley bus - Brill (1929)

streetcar lines operating over long stretches of route with limited demand. There was another strike in July 1920. This one was settled around the end of July with a new contract. Final consolidation of ownership as well as operation finally became reality in 1922 with the formation of a new corporation that would last for some 60 years.

In 1929, the new company was hit with a widespread strike by transit workers demanding better pay, which was widely supported by much of the public. A popular foodstuff earned its name during this strike. There was much rioting and animosity, streetcars burned and several people killed. Service was gradually restored, with the strike ending in October. The year 1929 brought another interesting change with the system be re-gauged from standard gauge 4 ft 8 1/2 in to 5 ft 2 1/2 in (Pennsylvania trolley gauge) to match much of the existing



934 built by Perley Thomas (1923-24)

streetcar lines.

Buses began to be used in 1924 with several streetcar lines converted to bus over the next 15 years. Beginning after World War II many streetcar lines were replaced with buses, either internal combustion (gasoline/diesel) or electric (trolley bus).



1 - Battery locomotive - built by Atlas Car & Manufacturing Co. (1926). Assigned to a power plant moving coal gondolas over a distance of some two blocks.

The last four streetcar lines in the city were converted to motor bus between 1953 and 1964 with one line remaining in operation and now enjoying historic landmark status.

In 1974, the ATU won a representation election and formed a local division.

Negotiations proved unsuccessful, and a strike followed. In December 1974, a contract was signed but the strike was not completely settled

until the following March.

All streetcar lines except historic landmark operation were discontinued between 1925 and 1964. Motor buses began operation in 1924 with service expanded to include most of the urbanized local area. Trackless trolleys were used from 1929 to 1967.

In 1983 a public transportation agency assumed operation of the system.



Library Committee



Library Committee

The next Library Committee workshop is scheduled for December 9, 2023 from 10AM until 2PM. The remainder of the Herb Pence slide collection will be transferred into archival trays. Other items to be addressed include sorting materials in preparation for the Amherst Model Railroad Show and ongoing cleaning of the Library.

The Library Committee held a scheduled committee meeting and workshop on November 11, 2023 (10AM - 2PM). The main topic of conversation centered around the new library plans and what should the Library Committee do about to further protect materials in storage?

Over the past two months a reorganization of the materials in the garage has been done, the collection of Russell National Motor Coach Guides repacked and most of the slides in the domestic collection from Herb Pence removed from carousel trays to an archival slide storage system to greatly reduce the space required for storage. More archival materials are being purchased to store the Winkley and Kean slide collection, as well as the Herb Pence foreign slide collection. Additionally, Kenyon Karl has been scanning and describing the slides in the Winkley and Kean collections.

Elections for the Library Committee will be held in January.

The Library Committee's meetings on Saturdays are held from 10AM -2PM with start times adjusted seasonally to weather and traffic. The meetings are on a bimonthly basis on the odd months followed by a workshop with the standalone workshops from 10AM -2PM on the even months. Start time is adjusted seasonally to weather and traffic. 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 2024 with business meeting followed by workshop: January 13; March 9, May 11; July 13;

Sept 14; Nov 9

Scheduled workshop dates for 2024: Feb 10; Apr 13; June 8; Aug 10; Oct 12; Dec 14



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

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



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



From The Collection - Following are a number of images of Japanese operations from Seashore's Foster Palmer Slide Collection as scanned by Jim Schantz in 2016:



Sendai, Japan - 1957



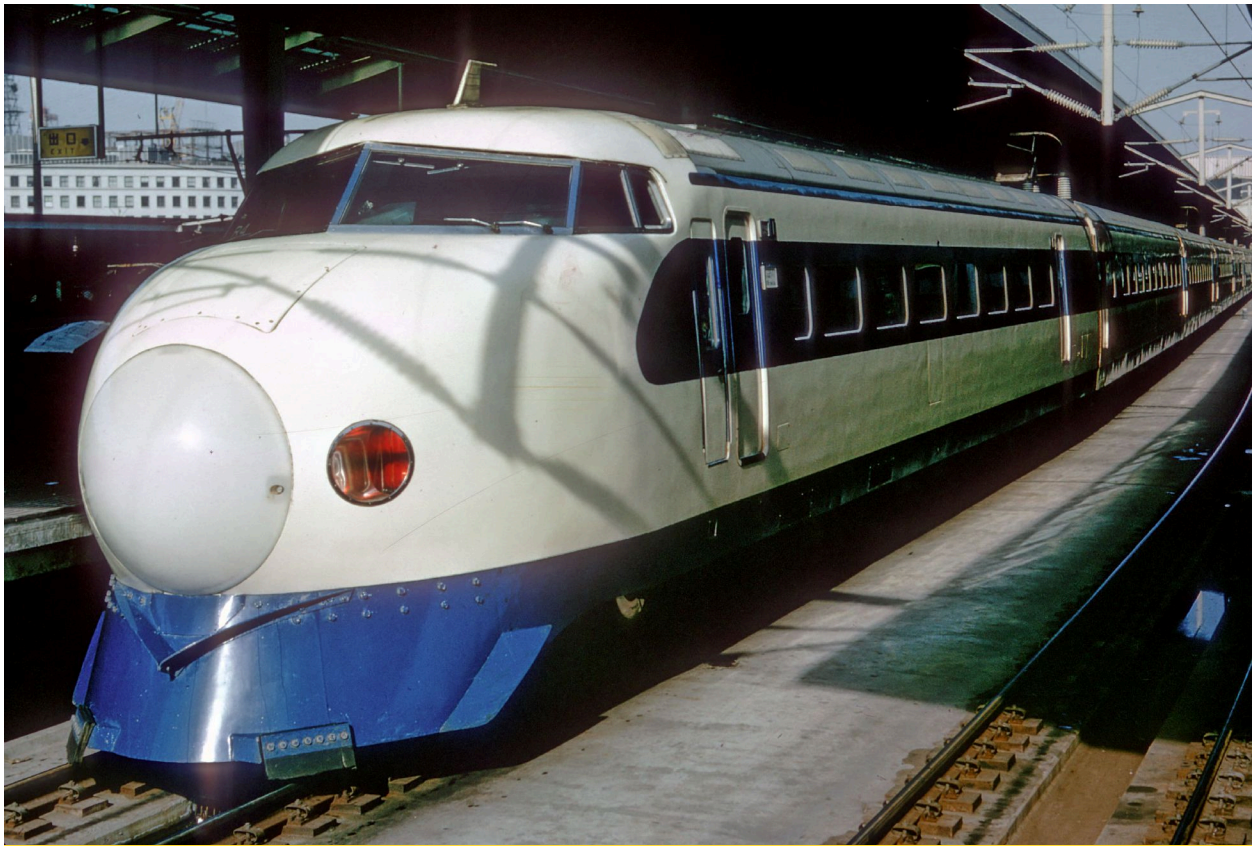
Hakodate, Japan - 1954



Kyoto, Japan - 1978



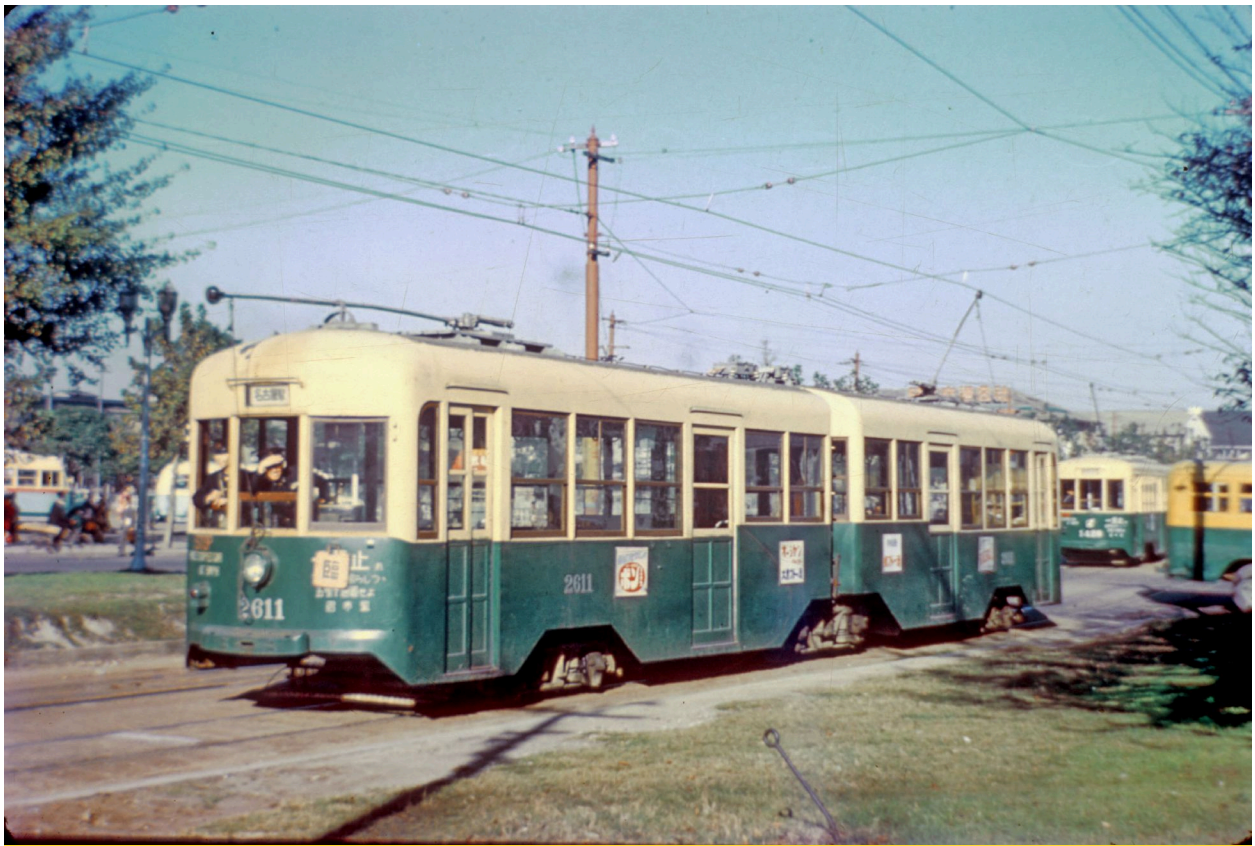
Kyoto, Japan - 1978



Tokyo, Japan (Tokaido Shinkansen) - 1964



Hakone Town Japan (Hakone Switchback) - 1965



Nagoya Japan - date unknown



Nagano Japan - date unknown

