



Vol 15

THE MAIN LINE



No 11

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

January 2024



In case you missed it, the groundhog predicted an early Spring, of course over the years he has been right about 50% of the time - more or less like a coin flip - oh well!

Goings On at Seashore —

While the museum is closed for the winter there is still ongoing activity on the campus. Work on South Boston 2 and the Model Railway Building continues. Various committees continue to meet in person and via Zoom as they work on their ongoing tasks aimed at the coming season especially with it being Seashore's 85th year.

The single big event for the month was participation in the annual Big E Railroad Hobby Show sponsored by the Amherst Railway Society the last weekend in January. Seashore volunteers support its outreach and library tables at the fair. the Big E show is the largest railroad-themed trade show in the United States.

Events -

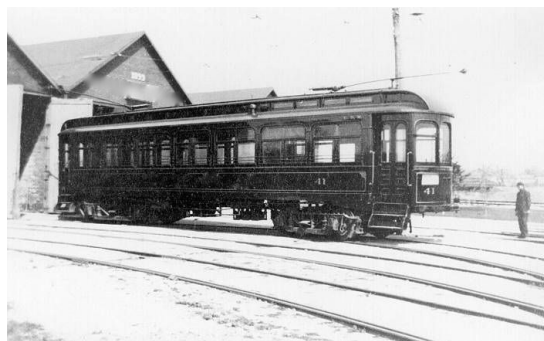
Almost exactly three months to opening day - May 4,2024!

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



Do You Recognize ?

Last Month's Do You Recognize -



#41 (Jewett Car Co. - 1902)

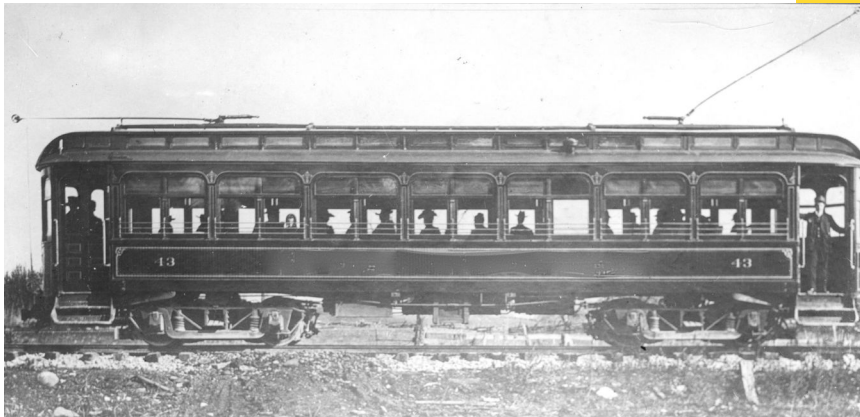
We moved into Ohio for December's road of interest. The Columbus Delaware & Marion Railway (reorganized as the Columbus, Delaware & Marion Electric Company in 1917) provided interurban electric passenger and freight service as well as trolley service in the communities of Delaware and Marion, Ohio. The

system operated for 30 years from 1903 to 1933 with some 60 miles of track operated by the parent company and another 20 miles operated under a subsidiary, the Columbus, Marion & Bucyrus Railway.” The company was also a seller of electrical power to Marion, Ohio. The CD&M developed Glenmary Park with playing fields

and picnic areas to attract interurban passengers and also provided partial



The line's 990' wooden trestle survived all 30 years.

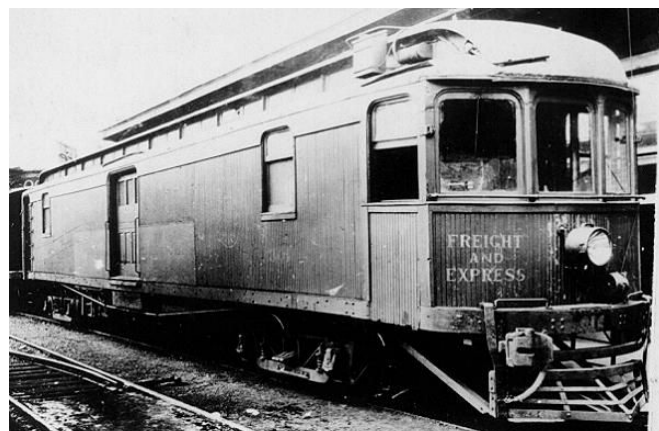


#43 - G. C. Kuhlman Car Company - 1902.

funding for another amusement park - Crystal Lake Amusement Park north of Marion. The CD&M railway was formed in 1901 through the purchase of an existing street railway as well as another rival company that had acquired a

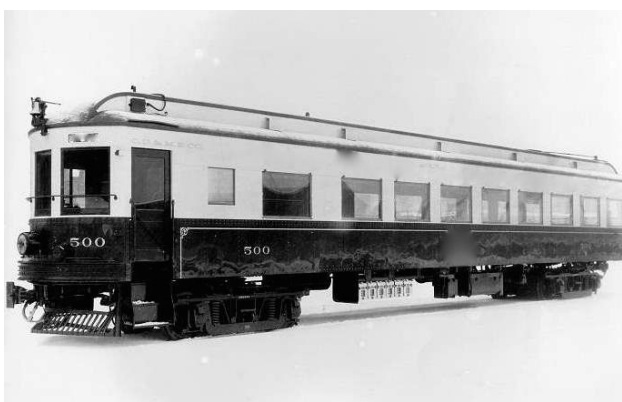
right-of-way over its intended route. The parent railway bought its rival and the began interurban service in 1903. In October 1904, the parent incorporated as a holding company operating through a similarly named subsidiary.

In 1908, the company built a 20 mile line through a new subsidiary, the Columbus, Marion & Bucyrus Railway, to connect with the Cleveland, Southwestern and Columbus Railway at Bucyrus with plans for through service to other parts of the state. The CM&B operated passenger service over its route and nightly through freight service with the connecting system."



Freight motor #301 (Cincinnati Car Co. - 1907)

The large capital costs of constructing the CM&B forced both the parent and subsidiary into bankruptcy in 1909. In 1914 the CM&B was reorganized with the new road having railway in its name instead of railroad and in 1917 the parent reorganized replacing railway in its name with "electric co."



#500 - Steel interurban Parlor Car (American Car & Foundry Company - 1926) This car and sister #501 were purchased to attempt to compete with increasing highway competition.

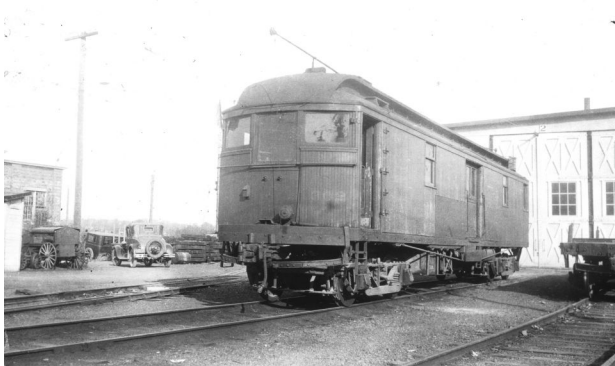
A 1922 investment rating book described the company's holdings in addition to its trackage and overhead as including a complete electrical distribution system in one city, 3 steam power generating stations, 23 city cars, 12 interurban cars, 15 freight, 18 flat dump and 2 motor snowplows."

The subsidiary railway lost money in the late 1920s entering bankruptcy again in 1930 with its ultimate absorption by its

parent in 1931. Also in 1931 the connection with the adjacent system that had provided nightly through freight service ended when the connecting firm closed. From 1930 to 1932 the railway was under the control of a holding company for the Samuel Insull empire. Finally in 1933 the now combined firm filed for bankruptcy in March of 1933 and abandoned service in August 1933. Replacement service was initiated with buses by Marion-Lima Transit Co.



#501 is preserved at a museum and the body of #500 was existent a decade ago on a farm.



Freight Motor #302 at abandonment - 1933 Perhaps one of the freight motors saved to serve the generating station along with #303

and then in 1939 the transit company was acquired by Pennsylvania Greyhound Lines with service subsequently supplied by Pennsylvania Greyhound. The electrical generation branch of

the firm was profitable and, including merger with the Reserve Power Company to form Marion-Reserve Power Company in 1937, continued operating the coal fired generating



#102 Line Car and Plow dismantling the line in 1933. This car was apparently saved along with the 3 freight motors for service on the spur to the generating station.



Car barn near the end of service

generating station. Finally in 1952 a diesel locomotive ousted the three freight motors with the rail link finally closing in 1969. About a mile of original right of way is still operated under the auspices of a railway museum.

station into the 1960s. Interestingly the firm maintained three electric freight motors in service until 1952 operating a five-mile connection with a steam road to obtain coal for the



#40 & #42 at abandonment



This Month's Do You Recognize-

This month's line of interest was a major factor in the electrification and ongoing modernization of streetcar service in the state capital from 1902 until 1923 and then, after being acquired by a large power & light company, electric operations continued on until 1947.



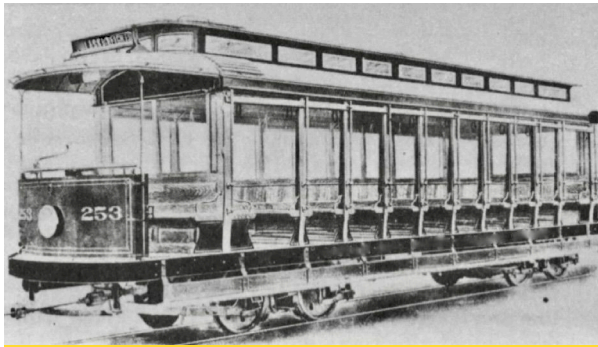
Mulecar #14 - Builder Unkn (c. 1880)

Beginning in 1877 with the development of a mule-powered line by businessmen in the capital. Animal propelled streetcar routes were begun by several companies over the next decade with electrification gradually occurring. In 1891 the company had twenty-two miles of track, forty-five streetcars, and 308 horses and mules.



204 7-window closed car - St. Louis (1896)

By the early 1890s a native of the city who was also president of a local power & light company and a city bank had consolidated several



#253 13-bench open - St. Louis (1902)

companies and constructed an integrated carbarn, generating station and power distribution system to serve the combined and electrified lines. Late 1891 saw the company unveil the first of twenty-eight new electric single-truck closed streetcars No. 50 - 79, later renumbered 150-179.

1893 and ensuing depression brought about financial instability and, ultimately, the sale of the streetcar system. Finally in 1902 improved technological expertise and solid financial resources brought to bear by a New York City-based railway tycoon provided a solid basis for creating a new firm through the merger of the existing railway company and a light and power company. The new management brought in a New York-based

engineering firm and committed \$500,000 (around \$18.25 million in today's money) for improvements, service expansions, and rolling stock upgrades.



226 10-window - St. Louis (1905)

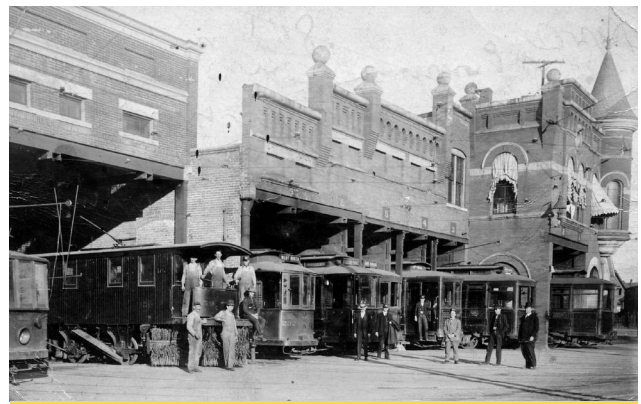


401 11-window lightweight car - American (1924)

By early 1904 a new line to a developing area of the city was in operation. New carbarns and power stations were constructed and the former carbarn at was converted into company offices. By 1909 the system had an average ridership of 9 million passengers per year and this remained fairly constant into the 1930s. In 1913 the line was reported as owning 32 miles of electrified track.

In 1905 the New York-based owners began acquiring several railway companies across the South. This did not reduce their support of our line and for another two decades the company continued to be central in the development of the capital city. In 1923 the New York owners sold the line to a regional power and light company that was the primary electrical utility

company for much of the state from 1913 to 1989. The electrical utility's successor still provides power to much of the state. Eventually motor vehicle competition won out and with the decline after the demands of World War II the last electric streetcar service associated with the old system ended in 1947.



Carhouse



318 Birney - American (1926)

Throughout the various reorganizations and purchases the company's primary supplier of rolling stock was the St. Louis Car Company. Some sources credit St. Louis Car Company with supplying all of the line's equipment while other sources indicate a few built by American Car Company. It seems

reasonably certain that, at

a minimum, the Birneys acquired in 1926 came from American Car Company and records also indicate eight double-end lightweight cars delivered from American in 1924. Perhaps inadvertent confusion as to built by St. Louis and built in St. Louis.

In 1950 the regional power company sold the transit system to a group of local investors. A strike by the ATU in 1955-1956 left the company short on public sympathy and in increasingly dire financial condition. The capital city and an adjacent city awarded a franchise to a new company in February 28, 1956.

Although enjoying local support the same financial problems still existed and by 1962 the company had failed. Declining passenger revenue and rising costs proved insurmountable. In 1962 the



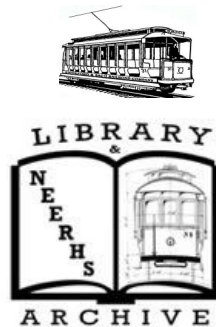
Postcard Main Street In the Capital

transit company began to receive government subsidies and in 1971 a study recommended moving to public ownership, this took place in early 1972. This continues to the present although the exact form of public ownership and communities involved have evolved over time. In 2004 the



Another Postcard View of Main Street In the Pre-WW1 Days

transit agency re-introduced rail with a replica Birney by Gomaco operating over 3.4 miles of track. Four additional Gomaco replicas were added - this route caters to tourists but also local residents and is credited for economic growth along its corridor.



Library Committee

Library Committee

The Library Committee has a workshop scheduled on February 10, 2024 (10AM - 2PM) - (weather conditions look good at present) - Further information as the week progresses (Karen Dooks - 781-799-5868).

Several items that need attention:

- Any slides awaiting in the garage will be moved to available archival storage boxes.
- There are still a few pictures awaiting descriptions that can be finished.
- Materials taken to the Big E need to be labeled and relocated.
- The Library needs a good cleaning and vacuuming.

That should keep us busy for the day!

Over the past several 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 with work on the George Sanborn Collection to commence soon.

The Library Committee held a meeting on January 13, 2024 from 10AM until 11:11AM. Attending were *Karen Dooks, *Kenyon Karl, Meir Khitrenovich, Lawrence Mills, *Michelle Mills, *Ed Ramsdell, *Leo Sullivan, *Mark Sylvester, *Tom Tello, and *Ann Thompson. (* = Committee Member). Weather conditions made it necessary to hold the Committee meeting by Zoom only and defer the workshop.

Elections for the Library Committee were held in January. Elected to three-year terms expiring in 2027 were °Mike Frost, Michelle Mills, °Leo Sullivan, and °Ann Thompson. (° = incumbent reelected). An election of officers will be held at the March committee meeting.

The Library Committee's meetings on Saturdays are held from 10AM -2 PM 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 10 AM -2 PM on the even months. Start times are 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: 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.



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Regards,

Ed Ramsdell, Editor

The Main Line

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<http://www.trolleymuseum.org>




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



Wandering through the collection -

Once again wandering through the collection turning pages, actually scrolling through screens, I happened across the 1911 "Official Street Railway Guide of New England published by the New England Street Railway Club (c. 1900-1925). This fascinating "tome" is 164 pages in length. For illustration I selected the cover, two pages for the Atlantic Shore Railway, a table of distance, fares, and travel time between Boston, Waterville and intermediate points, plus two pages of indices of timetables and advertisers. For anyone interested in deep diving the publication and lacking a copy in their collection it appears at least some issues are available online.

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FOR CONTENTS SEE PAGES 158 AND 159

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L. H. McCRAE, General Manager, Kennebunk, Me.



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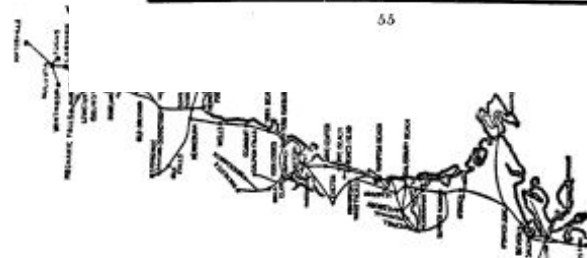


Table 7 Boston to York Beach, Portland, Lewiston, Etc.

BOSTON to	Total Dist. m.	Total Fare, Cts.	Total Time, h. m.	Connections
Lynn (Market Sq.)	8 1/2	10	.42	See page 69.
Lynn (Central Sq.)	10	10	1.00	See Table 12, page 67.
Floating Bridge	10 1/2	10	.57	
Salem	14 1/2	20	1.15	See Table 12.
Beverly	16	20	1.35	See Table 12.
Ipswich Junction	23 1/2	30	2.07	
Ipswich	31 1/2	35	2.39	
Rowley	34	40	2.54	
Dummer Academy	37	45	3.09	(1)
Newburyport	43	50	3.39	(2)
Salisbury	46	55	3.54	(3)
Seabrook, (Smith-town)	48	60	4.09	(4)
Hampton	53	72	4.29	Exeter, 8 m., 18c., 40 min.
Hampton Beach	55	70	4.39	
Hampton No. B'ch	58	76	4.54	
Little Bear's Head	59	81	4.59	No. Hampton, 5c., 10 min.
Rye Beach	60	81	5.04	
Cable Road	63	81	5.24	
(A) Portsmouth	69	91	5.54	(5) See pages 55 & 58.
Kittery, Me.	70	97	6.04	Including ferry ride.
Kittery Point	72	103	6.19	
York Village	80	115	6.51	
York Harbor	81	115	6.51	
York Beach	85	121	7.09	(6)
Ogunquit	90	139	7.36	
Wells	95	151	7.54	
Kennebunk	100 1/2	157	8.18	(7) See page 55.
Biddeford	111 1/2	175	8.54	
Old Orchard	117 1/2	185	9.39	To Portland, 20c., 1 hr.
Portland	127 1/2	200	10.04	See Portland Trips, page 60.
Yarmouth	140	220	11.04	
Brunswick	155	250	12.04	(8)
Lewiston	173 1/2	275	13.34	(9)
Sabatius	180	285	13.59	
Gardiner	200	325	15.04	
Hallowell	203 1/2	330	15.26	
Augusta	207	335	15.44	(10)
E. Vassalboro	221	365	16.29	
N. Vassalboro	224	370	16.39	
Waterville	228 1/2	375	17.04	(12)

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via Byfield, 18 m., 25c., 1.30; via W. Newbury, 15 1/2 m., 20c., 1.15; Salisbury Beach, 5 m., 10c., 30 min.; Seabrook, 5 m., 6c., 30 min. See Newburyport. Newburyport to Plum Island, 5 m., 5c., 20 min.; Point, 5 m., 10c., 30 m.

(3) To Salisbury Beach, 2 m., 6c., 15 min.; change cars at Salisbury Beach for Hampton Beach, Portsmouth, Rye and York Beaches.

(4) Connections at Salisbury Jc. for Amesbury, 8 m., 10c., 40 min.

(5) Portsmouth to Eliot, 5 m., 12c., 20 min.; Eliot Depot, 6 1/2 m., 30 min.; Dover, 12 m., 24c., 1.00; So. Berwick, Me., 14 m., 24c., 1.00; Portsmouth to So. Eliot, 2 m., 6c., 15 min.; Greenacre, 3 m., 12c., 20 min. (including ferry ride.) (See page 55.) Salmon Falls, 14 m., 24c. (A).

(6) York Beach to Dover, 15 m., 36c., 1.30; to So. Berwick, 19 m., 36c., 1.30. Dover to So. Berwick, 8 miles, 12c., 30 min. (A).

(7) Kennebunk to W. Kennebunk, 5 m., 6c., 15 min.; Sanford, 15 m., 30c., 1.00; Springvale, 17 1/2 m., 36c., 1.15; Kennebunkport or Cape Porpoise, 12c., 22 min. (see page 55). (A)

(8) Brunswick to Bath, 9 m., 10c., 45 min.

(9) Lewiston to Turner, 50 min.; Mechanic Falls, 10 m., 20c., 35 min.

(10) Augusta to Manchester, 5 1/2 m., 10c., 25 min.; Winthrop, 14 1/2 m., 25c., 1.00. (11) Augusta to Togus, 5 1/2 m., 10c., 30 min.

(12) Waterville to Fairfield, 5 m., 5c., 30 min.; Oakland, 5 1/2 m., 10c.

(A) Strip tickets over Atlantic Shore Line Ry. may be bought, 5 coupons for 25c; commutation books of 100 coupons, \$5. Each coupon is good for one 6c fare. Tickets may be purchased at all stations along the line.

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in front of which you take cars for Exeter, Newburyport, Haverhill, Boston and all points going west. Trolley tourists may rest assured that they can secure anything they wish in our line at satisfactory prices.

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Subject to change without notice.

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