



Vol 16

THE MAIN LINE



No 3

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

May 2024

Goings On at Seashore —

Events -

Model Railroad Building & Layout Grand Opening!
June 15 @ 11:30 am - 2:00 pm

The Maine Central Model Railroad, created by Helen & Harold Beal, is now open for guests to enjoy during regular admission hours. Volunteers are busy unpacking the layout and getting all 500 locomotives and train cars in operating condition, as well as patching up the moving scars throughout the layout's landscape. Local artist Diane Lent is painting the scenic backdrop around the entire layout. Guests who visit the layout over the next few weeks will begin to see staff install the new fascia around the layout with protective plexiglass and black fabric skirting.

Please join the celebration and grand opening of the Maine Central Model Railroad on Saturday, June 15, 2024. A ribbon cutting led by the Kennebunk-Kennebunkport-Arundel Chamber of Commerce will begin at 1PM and there will be a cookout from 11:30AM-12:30PM.

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 -



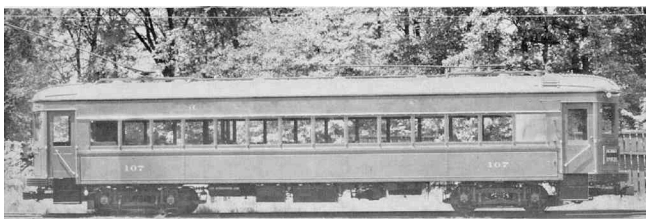
Early Predecessor Horse Car in Hamilton, Ohio - c. 1875

Our railway of interest last month was the Cincinnati Hamilton & Dayton Railway Company, an electric interurban railway that only existed for the years from 1926 to 1930, operating wholly within Ohio. Its earliest predecessor built the first section of line in 1894, 1896 and 1898 saw additional sections built by separate traction companies. In 1900 these three companies were consolidated into one entity along with the local streetcar services serving a

local city. A 6-mile steam road was absorbed in 1902 to form a new traction company. The entire property was leased to a new traction company in 1905 and in 1907 this company assigned its lease to what became the state's largest traction company. Ultimately our line was created in 1926 through the reorganization an predecessor traction company that itself had been spun off from the above mentioned state's largest, but financially unstable, interurban. This earlier large interurban, the Ohio Electric Railway, had been formed in 1907/1908 through the consolidation of 14 smaller interurbans and was financially unsound from its beginning, paying no dividends throughout its existence. In 1918 it spun off the Cincinnati and Dayton Traction Company that, after another reorganization in 1926, became our line of interest. The original large Ohio Electric formed in 1907/1908 struggled on, spinning off another line in 1920 and finally going bankrupt and dissolving in 1921. Most of the remaining constituent parts also became bankrupt while continuing to operate. Several of these entities actually recombined with our line of interest in yet another



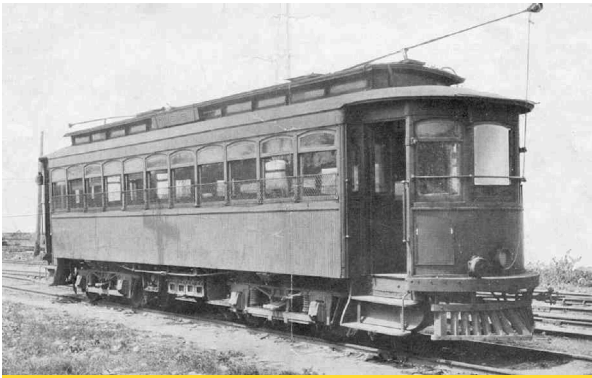
No. #100 Pax-Baggage - Kuhlman Car Co.



No. #107 One of Three (107-109) Double Ended Cars Equipped For Train Service - Kuhlman Car Co. (1926)

reorganization in 1930 to form yet another interurban of 323 miles that was soon brought down by bond debt (both new borrowing and a large debt left over from our 1926-1930 railway of interest), the Great Depression, and,

ultimately, the loss of connections with other interurbans, especially related to freight interchange.



No. #? Decrepit City Car - One Of Several Burned At Celebration Of the Arrival Of the New 100 & 200 Series Cars.

previously had success in reviving a line he believed that there was still a place for the interurban in medium distance passenger traffic as well as longer distance LCL (less-than-car-load) freight, and thus conceived the reorganized line. The somewhat decrepit line included 53.5 miles of interurban trackage (72.95 including double-track) and 13.8 miles for local streetcar service in one of the cities served. A trade publication at the time described the line acquired as a “cadaverous streak of rust”.

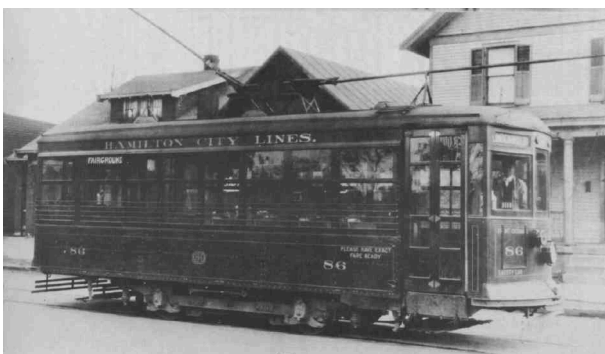


No. #202 One of Ten Deluxe City Cars - Cincinnati Car Co. (1927)

The newly reorganized interurban (1926) was headed by a former University of Pennsylvania Wharton School professor of finance, Dr. Thomas Conway Jr., who had previously had success in reviving a Chicago-based interurban in 1922. He



Cars Alongside of New Offices & Shops - (Moraine Shops Dayton OH)



No. #86 Birney - **American Car Co.** (1926)
NOTE: Erroneously identified as constructed by Cincinnati Car Co. in original article.

After the 1926 reorganization to form our railway he ordered all steel interurban coaches from Kuhlman and the Cincinnati Car Company, also box-motor express cars and freight cars, and spent heavily to improve track and right-of-way. These included 10 new high-speed interurban cars equipped for multi-unit train service, 10 new double-truck one-man, two-man cars, to provide city service at one end of the line, six new single-truck one-man cars for local streetcar service, plus the complete overhaul of sixteen out of

twenty two existing Birney safety cars. In support of the freight business 40

C.E.R.A. (Central Electric Railway Association) standard box cars and a new 50-ton freight motor (Kuhlman Car Co.) were also purchased.

The new interurban's exteriors were in a brilliant Tuscan red Duco finish with interiors including leather seats



No. #604 Freight Motor - Kuhlman Car Co.

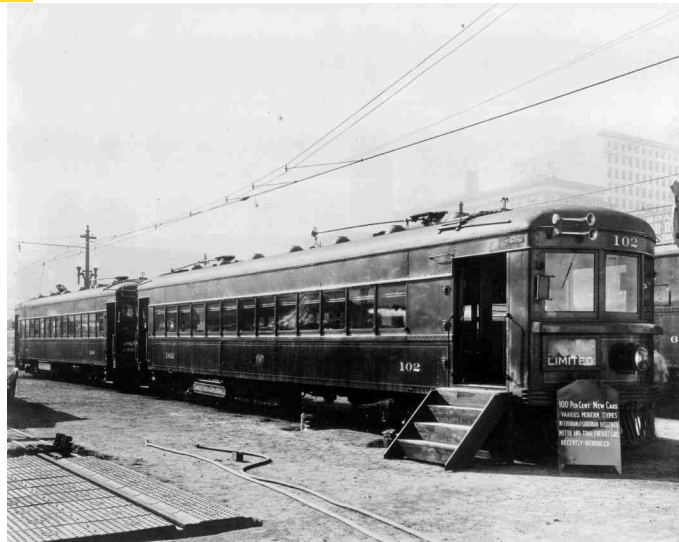


No. #603 Freight Motor - Cincinnati Car Co. (1928)

and colors resembling that of saddle leather. The interior color selection driven by the preponderance of local industries whose worker's clothing would have been exposed to long periods of oily conditions. Interiors feature mahogany woodwork, center dome lights, and cream ceilings. The double-truck one-man, two-man

cars were similarly decorated. A considerable amount of consideration was given to design, both physical and paint, to insure an image of modernity and speed as management worried that steam trains "looked fast" and they sought to counter this image.

Success was also achieved in increasing the freight business utilizing the new interurban freight equipment, often operated at night, and he was also quite successful in establishing through rates for LCL with some steam railroads.



No. #102 & 109 On Display At Traction Convention - Kuhlman Car Co. (1926)

With the onset of the Great Depression (1929-1939) the company president merged the profitable line he had created with two connecting interurbans that were essential for passenger and particularly freight connections. Following what had been his successful strategy when forming the Cincinnati and Dayton Traction Company in 1926 he borrowed heavily to invest new equipment including aluminum high speed passenger cars from



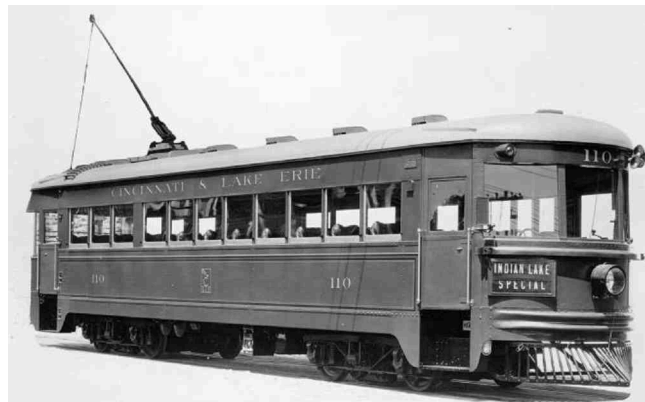
Removing Track - Hamilton, OH - (1935)



Loading Freight

the Cincinnati Car Company. The new Cincinnati and Lake Erie Railroad resulting from the merger was named for the city at its southern endpoint and a geological feature carved by glacial ice at its northern end.

Connections were also made with two additional critical connecting interurban companies on the northern end of the line. For a time the interline freight service was the longest continuous, same equipment, interurban freight service to ever operate in the United States.



No. #110 - One of Twenty New High Speed Cars Acquired By Successor Cincinnati and Lake Erie Railroad - Cincinnati Car Co. (1930)

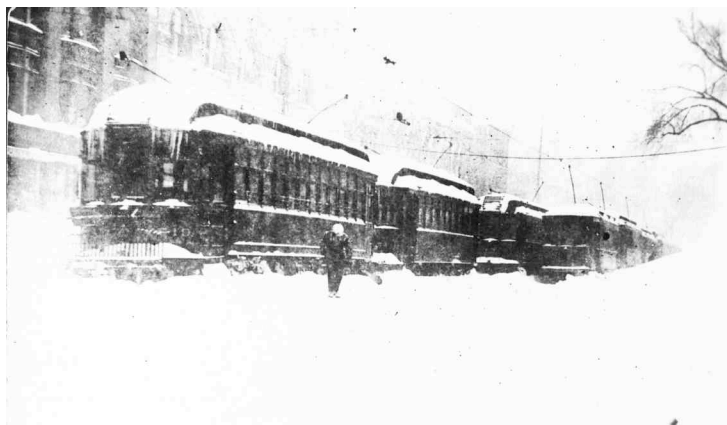
The collapse of the U.S. economy brought about increasing financial losses and declining operations.

Two essential connecting lines entered bankruptcy and closed. The expanded line of the Cincinnati and Lake Erie Railroad established in 1930 was abandoned in 1939.



This Month's Do You Recognize -

This electric railway entity was the operator of a several large urban



Blizzard - February 14, 1914

streetcar lines in several cities and interurban lines connecting those cities. Formed in 1909 through merger of certain electric holdings of one of the four major eastern trunk steam railroads (what better hint could you ask for?) with further

expansion through a 1912 acquisition of systems. With the consolidation activity the local and intercity passenger business along the steam railroad was virtually monopolized. This eliminated the concern that the large third-rail system interurbans with their big arched windows and plush seats were often faster than the steam trains of the parent company.



One of an order of 50 Peter Witt cars purchased from the Cincinnati Car Co. (1916)



Predecessor lines in one of the urban centers

Patronage on the streetcar and interurban lines declined in the 1920s, thanks to autos, buses, and paved roads — but the electric utilities owned by the company grew. As a result, in 1928 the steam road sold its control of the

railway system to what became a gas and electric utility.

Timing is everything and

shortly after the sale was completed, the stock market crashed, and on December 30, 1929, the company was put into receivership.

Afterward the interurban routes were abandoned along with many unprofitable city and suburban routes. The electric railway emerged from receivership in 1934, and gradually the remaining city systems were sold as separate operations with the last city streetcars running in 1941.



#56 built by Cincinnati Car Co. (1916)



A home-made locomotive produced by the company's shops from GE kit in 1928



I know who and where this car but at the moment I don't have the manufacturer.

A number of the cars of this system survived its demise and carried on for a local transit authority until well after WWII. As a closing hint we have two of this railway's cars in the collection at Seashore.



Library Committee



Library Committee

A Library Committee workshop was held onsite on June 8, 2024 from 9AM to 2PM. Items worked on included the disposal of carousel trays and other items from the garage, inspecting the trailers, moving materials to the Kennebunk storage facility, and planning for further cleaning out of the garage. The next Library Committee meeting followed by a workshop is scheduled on July 13, 2024 from 9AM -1PM.

NOTE: In June, July, and August times will be from 9AM - 1PM because of traffic concerns, rather than the normal 10AM start times.

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 standalone workshops from 10 AM -2 PM on the even months. Start times are adjusted seasonally - 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: July 13; Sept 14; Nov 9

Scheduled workshop dates for 2024: 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 .

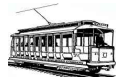
Regards,

Ed Ramsdell, Editor

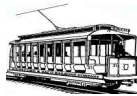
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<http://www.trolleyuseum.org>



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





2024 Season Events!

195 Log Cabin Road | Kennebunkport, Maine

Open 9:30AM-4:30PM on
Wednesday—Sunday from
June 1 thru October 27 and
weekends in May and
December.

May

 = Experience our Pump Car!



Saturday, May 4th: Opening Day & Maine Day! Admission for Maine residents is \$2.07; youth 16 and under are free.

Saturday, May 4th: May The 4th Be With You Day. Come dressed as your favorite Star Wars character and get free admission.

Saturday, May 11th: Dress Like a Conductor Day. Youth ages 16 and under who dress like a conductor get free admission!

Sunday, May 12th: Mother's Day. Mothers admissions are free! Behind the Scenes Shop Tours will be offered from 11AM—1PM.

Saturday, May 18th and May 25th - May 26th: Military Appreciation Days. Active duty military personnel and veterans' admissions are free!

August

Saturday, August 3rd: Boston Day. Transit artifacts from the Boston collection will be featured.

Saturday-Sunday, August 10th-11th: Dino Trolley! A Seashore fan favorite for youth of all ages. Admission includes several dino-themed activities across campus and a 2D dino hunt on our railway.



Saturday, August 17th: 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.

Sunday, August 18th: Corn Hole Tournament. Register in advance online. Cash prize! Proceeds benefit Seashore.

Sunday, August 25th: 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!

Saturday-Sunday, August 31st-Sept 1st: Model Railroad Layout Days. Get a chance to operate the Maine Central layout.

June



Saturday, June 1st: Speeder Day! Take a ride on one of several Speeders visiting Seashore for the day.

Saturday, June 8th: Pride Day. \$3 from each ticket sold this weekend will benefit local LGBTQ+ nonprofits.

Sunday, June 9th: Dog Appreciation Day. Dogs are welcome every day at the Museum; come today for special dog-friendly door prizes!

Saturday-Sunday, June 15th-16th: "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 16th: Father's Day. Fathers' admissions are free! Behind the Scenes Shop Tours will be offered at 11AM and 1PM.

Friday, June 21st: New Hampshire Day. To honor New Hampshire's statehood anniversary, car 38 and City of Manchester will be featured. Residents of NH get in for \$6.03! (All children 16 and under are free).

Saturday-Sunday, June 29th-30th: Dino Trolley! A Seashore fan favorite for youth of all ages. Admission includes several dino-themed activities across campus and a 2D dino hunt on our railway.

September

Saturday, September 7th: All Women Crew Day. Celebrate the role women have played in transit history.

Sunday, September 8th: Grandparent's Day. Free admission for grandparents.



Saturday-Sunday, September 14th-15th: Teacher Appreciation Days. To show our appreciation, teachers' admission is free!

Pumpkin Patch Trolley

Fridays-Sundays & Indigenous Peoples' Day

September 27th-29th and October 4th-6th, 11th-14th & October 18th-20th

Ride a trolley to Seashore's Pumpkin Patch; all guests get to pick out a pumpkin. On Saturdays, Sundays, and Indigenous Peoples' Day enjoy fun, fall festive family games and activities for all ages!

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



Thursday-Sunday July 4th-7th: Seashore Turns 85! Come celebrate with us; several events including a trolley parade are planned.

Sunday, July 14th: Moxie Day. Free samples of Moxie and Diet Moxie.

Saturday-Sunday July 20th-21st: First Responder Days. To show our appreciation, first responders' admission is free.

Saturday-Sunday July 27th-28th: Daniel Tiger Visits Seashore!

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

October



Friday — Sunday October 25th-27th: Happy Trolleyween! Trick-or-treat around campus and participate in our "ghost hunt" for a chance to win a free 2025 Family Membership! Costumes are encouraged.

December

Friday-Sunday, December 6th-8th and 13th-15th: 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): \$15.00
Adults (ages 60+) and
Children (ages 6-16): \$13.00
Children (ages 3 – 5): \$7.00
Children (ages 0-2): Free!

Become a Member!

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

