



Vol 16

THE MAIN LINE



No 4

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

June 2024



A Great Fourth Of July Holiday And All The Best To Our Friends And Neighbors North Of The Border For A Happy Canada Day On July First.



Goings On at Seashore —

Seashore is now open every Wednesday through Sunday until October 27 from 9:30AM-4:30PM. Our Model Railroad Building is now open as well. Entry to this new exhibit is included as a membership benefit and part of our general admission ticket.

Great progress is being made in installing overhead wire inside our new South Boston Carhouse, lots of activity inside the Maine Central Model Railroad Building, and a brand new construction project underway, a Maintenance Garage for our road maintenance vehicle fleet.

Events -

- Dino Trolley Weekend is on Saturday/Sunday June 29 & 30 and August 10 & 11.
- Daniel Tiger Visits July 27 & 28!
- This is Seashore's 85th season and the 85th Anniversary Celebration will take place on Labor Day Weekend, Saturday-Sunday August 31 & September 1st. Members Day will also be rolled into our Labor Day Weekend 85th Anniversary celebration.

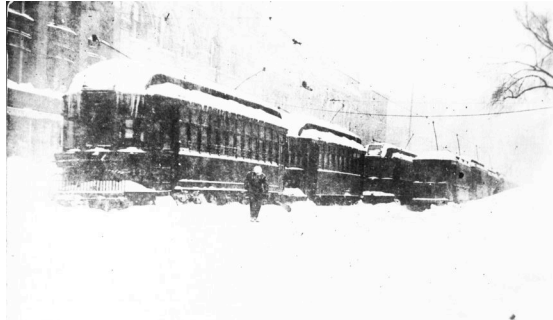
For additional event information and ongoing museum information throughout the year be sure to check: <https://trolley-museum.org/events/>

Do You Recognize ?



Last Month's Do You Recognize -

We came back to the Northeast for May's mystery. This electric railway, New York State Railways, was the operator of a several large urban streetcar lines in Rochester, Syracuse and Utica, and the interurban lines



Syracuse Blizzard Feb 14 '14

between Rochester and Geneva, and between Rochester and Sodus Bay, Utica, Rome and Little Falls. It also operated separate systems in Canadaigua, Oneida, Rome and the Mohawk Valley. Formed in 1909 when the New York Central Railroad consolidated its previously purchased (in 1905) Rochester Railways, serving

that city, with the Rochester and Eastern Rapid Railway and the Rochester & Sodus Bay interurban companies. In 1912 it added the Rochester & Suburban Ry., the Syracuse Rapid Transit Railway, the Oneida Railway, and the Utica & Mohawk Valley Railway and with that consolidation activity the local and intercity



Predecessor lines in Rochester, NY



#56 at Rochester GM Plant - built by Cincinnati Car Co. (1916)

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. 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 New York Central sold its control of the New York State Railways



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



No. 102 in Syracuse - still unsure of manufacturer

State Railways emerged from receivership in 1934, and gradually the remaining city systems were sold as separate operations with the last city streetcars ending ceasing operation in 1941.

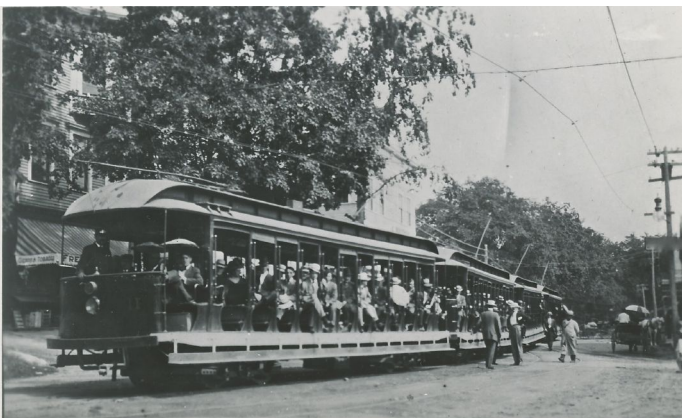
A number of the cars of this system survived its demise and carried on for local transit authorities until well after WWII. Two New York State Railways cars are in the Seashore collection as New York State Railways #394, a semi-convertible (G. C. Kuhlman Car Co. - 1906) and New York State Railways #1213, a Peter Witt (Cincinnati Car Co. - 1916). In both instances these cars were part of the Rochester, NY system, and #113, a wooden interurban of the Rochester & Sodus Bay Railway (Jackson & Sharp Co. - 1900).



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



This Month's Do You Recognize -



14-bench double truck open No. 11
(John Stephenson Car Co. - 1902)

No. 11 is leading four of the five 14-bench Stephenson opens.

system to Associated Gas & Electric Company, a burgeoning gas and electric utility.

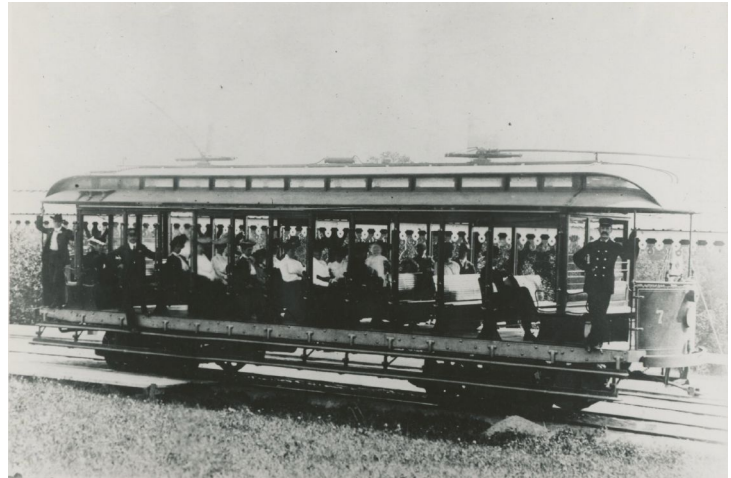
Timing is everything and shortly after the sale was completed, the stock market crashed, and on December 30, 1929, the company was put into receivership. Afterward the interurban routes were abandoned along with many unprofitable city and suburban routes. The New York

Construction of this street railway began in the spring of 1902. The road, built by promoters of other street railways in its home state only served one of its two namesake communities over its own rail (some 16 miles of the 28 miles of the entire route).

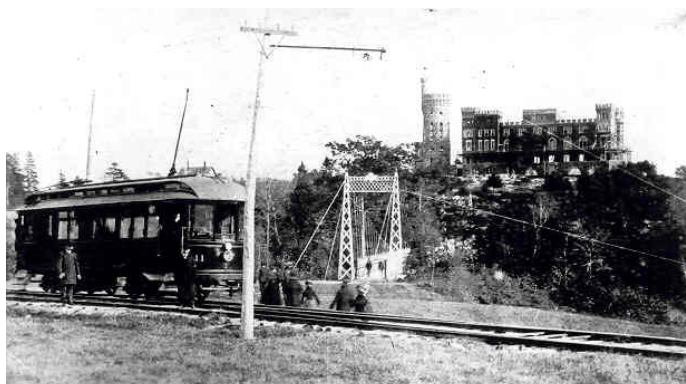
Passenger equipment was ordered from the John Stephenson Company of Elizabeth, N. J. and consisted of

five double truck closed combination passenger-baggage cars with 30 ft. 6 in. bodies, Nos. 3 odd through 11, and seven 14-bench double truck opens, including Nos. 1, 5, 7, 11 and 15. . Each of the closed cars was named: No. 3, Alice; No. 5, Lida; No. 7, Dorothy; No. 9, Flora, and No. 11, Camilla. Combination cars apparently renumbered 2 even through 10 at some later point. A four-wheel work car and two snow plows (one four-wheel and one double truck) made up the initial equipment of the road.

In May 1902 it was announced that the street railway had purchased about 60 acres of woodland on a 120-foot high bluff as a site for an ornate three-story hotel and a 100-foot high observation tower. Resembling a medieval Norman castle complete with battlements and turrets, the hotel, of wood frame construction, was 40 by 125 feet in ground area had a large public dining hall, several private dining rooms and a kitchen on the first floor. The second floor held a large ballroom, parlors and a smoking room and there were 50 rooms for 100 guests on the third floor and in the turrets. Each room had a telephone and there were 20 private baths with hot and cold spring water. The wealthy and fashionable clientele which it was hoped the hotel would attract simply didn't materialize and the hotel closed in 1906.



14-bench double truck open No. 7
(John Stephenson Car Co. - 1902)



Double truck closed combination car No. 11 -
the Camilla - (John Stephenson Car Co. - 1902)
at the castle.

The street railway was built with the intention of connecting with an already existing road on to the other community in the railway's name. Unfortunately the existing road wasn't interested and our fearless promoters had to organize a second company in 1905 to potentially build the rest of the line. This caught the attention of the desired connecting

company and in 1906 a contract was signed for a connection and through cars. The promoters had intended to sell the securities of the new company as soon as it was operating. Unfortunately their luck in selling the securities was even less than their connection and through service that took over 4 years to achieve - they were unable to sell the securities and

run the line themselves. The company earned small annual profits through 1907 (never enough to pay dividends) and beginning with the year ended June 30, 1908 it lost money every year.

The dream of high summer riding paying the bills for the long New England winter simply were not realistic, especially as maintenance costs



Double truck closed combination car No. 3 - the Alice - (John Stephenson Car Co. - 1902)



Combination carhouse and power station building

increased as cars and infrastructure aged. On September 25, 1911 a mortgage foreclosure auction was held on order of the state supreme court and a new operating company, a subsidiary of a large street railway, was granted a charter on December 21, 1911 and assumed operation of this carrier.



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

The Main Line

TheMainLine@ramsdell.com

<http://www.trolleymuseum.org>



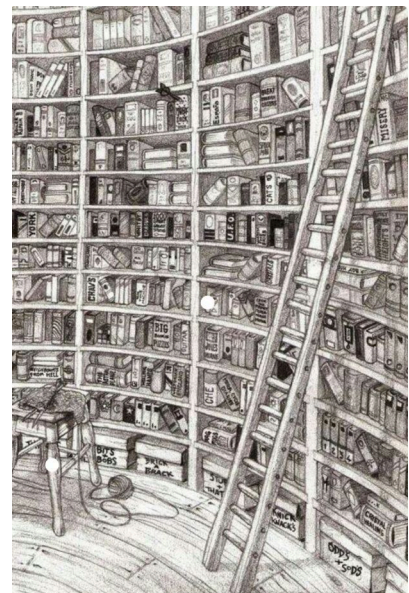
For additional event information and ongoing museum information throughout the year be sure to check: <https://trolleymuseum.org/events/>



Wandering through the collection -

SOAC (State of the Art Car)

Since their donation to Seashore in 1989 the two SOAC (State of the Art Cars) have been a quite visible presence at the museum. However many observers may not realize, in addition to the cars, the very large and unique collection of SOAC material (reports, films, video, and images) that museum has in its collection. Making it one of the major holders of such material.



In the early 1970s the United States Department of Transportation's Urban Mass Transportation Administration (UMTA) decided to create a rapid transit train using

the latest technology and demonstrate it on as many systems as possible. UMTA selected the Vertol Division of Boeing Corporation as systems manager. Two so-called State-of-the-Art (SOAC) cars were built in 1972 by St. Louis Car Company using the basic body shell design of the recently delivered fleet of R-44 subway cars for New York. Between 1974 and 1976, the SOAC cars ran in demonstration service in five cities: New York (IND), Boston (Red Line), Philadelphia (Broad St.), Cleveland, and Chicago (Skokie Swift). After the SOAC cars were withdrawn from service. The U.S. DOT then used the cars for tests of improved hardware at the National Transportation Test Center in Pueblo, CO. Many innovations in the SOAC cars were later applied to the Boeing-Vertol Standard Light Rail Vehicles. After final tests at Pueblo in 1981, the Department of Transportation put the SOAC cars in storage.

Seashore sought to acquire the SOAC cars as representation of the Federal government's activity in developing modern transit equipment and as representation of the revitalization of America's mass transit industry. The U.S. DOT donated the SOAC cars to Seashore in 1989.

Through the generosity of Mr. Jeffrey Mora (former Transportation Systems Manager, US Federal Transit Administration) the Seashore Library has what we believe to be a nearly complete collection of the multitude of written reports and films produced by Boeing Vertol while managing the SOAC program. Boeing contracted with St. Louis Car Company to build the two rapid transit cars (now part of the Seashore fleet) based on "BART or better" technology. The cars were extensively tested at the Department of Transportation's High Speed Ground Test Center, Pueblo, Colorado in 1973 and were then sent on a national tour in 1974-1975 with in-service demonstrations in New York, Boston, Cleveland, Chicago and Philadelphia. A final report was published by the Federal Transit Administration - "Urban Rapid Rail Vehicle And Systems Program, Boeing Vertol Company, Surface Transportation Systems, December 1979". As mentioned above, Mr. Mora over a number of years donated a large number of SOAC related reports and films to Seashore. Additionally the Library also received a donation of SOAC reports from Dave Rosenthal of Lilburn, GA. The reports from Mr. Rosenthal mostly complemented rather than duplicated those donated by Jeff Mora. Along with the collection donated by Mr. Mora, this made the Seashore Library a major holder of SOAC material. This seems appropriate as the two SOAC cars are in the museum's collection. In making a comparison with the SOAC reports listed through the National Technical Information Service it is believed the library now holds copies of a majority, if not all, of the SOAC reports issued by Boeing under the Boeing-Vertol Urban Rapid Rail Vehicle and Systems Program for US DOT.

Mr. Mora also donated an additional Boeing Company film, made for US DOT, documenting the development of the Advanced Concept Train (ACT-1). A complete set of the Boeing SOAC reports to DOT was also been provided.



SOAC's open for display
(From August 2021 *The Main Line*)



Seashore volunteer and SOAC fan John Benoit hosting the SOAC display
(From August 2021 *The Main Line*)

On the following 10 pages are reproduced the first few pages of a six-volume report issued in September 1975 entitled:

SOAC

STATE-OF-THE-ART CAR ENGINEERING TESTS AT DEPARTMENT OF TRANSPORTATION HIGH SPEED GROUND TEST CENTER

The volumes making up this report detailed the testing undertaken in the development of the SOAC cars.

An earlier four-volume report issued in 1974 detailed the component testing undertaken by the component suppliers to conform with the SOAC detail specifications.

A final report was published by the Federal Transit Administration - "Urban Rapid Rail Vehicle And Systems Program, Boeing Vertol Company, Surface Transportation Systems, December 1979.

In perusing these reports it is interesting to note the evolution of the project as the research continued. At the time of the SOAC development UMTA was interested in vehicle design and the vehicles were to showcase the state of the art in transit vehicle technology. By the time testing had been completed and with the mixed success of the SLRV effort the agency's focus shifted to subsystem design and development. Of course many design features as well as subsystems of SOAC were utilized in future heavy rail mass transit vehicles.

S.C.R.T.D. LIBRARY

REPORT NO. UMTA-MA-06-0025-75-1

SOAC
STATE-OF-THE-ART CAR
ENGINEERING TESTS AT
DEPARTMENT OF TRANSPORTATION
HIGH SPEED GROUND TEST CENTER

Volume I: Program Description
and Test Summary

George W. Neat
Raymond Oren
Editors



SEPTEMBER 1975
REPRINT
FINAL REPORT

DOCUMENT IS AVAILABLE TO THE PUBLIC
THROUGH THE NATIONAL TECHNICAL
INFORMATION SERVICE, SPRINGFIELD,
VIRGINIA 22161

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Prepared for
U.S. DEPARTMENT OF TRANSPORTATION
URBAN MASS TRANSPORTATION ADMINISTRATION
Office of Research and Development
Washington DC 20590

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4. Title and Subtitle SOAC - STATE-OF-THE-ART CAR ENGINEERING TESTS AT DEPARTMENT OF TRANSPORTATION HIGH SPEED GROUND TEST CENTER Volume I: Program Description and Test Summary				5. Report Date Reprint, September 1975	
				6. Performing Organization Code	
7. Author(s) George W. Neat, Raymond Oren, Editors				8. Performing Organization Report No. DOT-TSC-UMTA-74-16.I	
9. Performing Organization Name and Address Boeing Vertol Company* Philadelphia PA 19142				10. Work Unit No. (TRAIS) UM604/R6730	
				11. Contract or Grant No. DOT-TSC-580	
12. Sponsoring Agency Name and Address U.S. Department of Transportation Urban Mass Transportation Administration Office of Research and Development Washington DC 20590				13. Type of Report and Period Covered Final Report April to July 1973	
				14. Sponsoring Agency Code	
15. Supplementary Notes *Under Contract to:				U.S. Department of Transportation Transportation Systems Center Kendall Square Cambridge MA 02142	
16. Abstract This six-volume report presents the technical methodology, data samples, and results of tests conducted on the SOAC on the Rail Transit Test Track at the High Speed Ground Test Center in Pueblo, Colorado during the period April to July 1973. The UMTA-sponsored Urban Rail Supporting Technology Program, for which TSC is Systems Manager, emphasizes three major development task areas: facilities, technology and test program. Test program development comprises three sub-areas: vehicle testing, ways and structures testing and track geometry measurement. The objective of the SOAC program is to demonstrate the current state of the art in rail rapid transit vehicle technology, with passenger convenience and operating efficiency as primary goals. The objectives of the Engineering Test program are to provide a set of SOAC engineering data and to further develop the methodology for providing transit vehicle comparisons. These objectives were met with the presentation of the test results in this report and the incorporation of the refinement of the testing methodology into the General Vehicle Test Plan, GSP-064. In this series, Vol. I contains a description of the SOAC test program and vehicle, and a summary of the test results; Vol. II, Performance Test data; Vol. III, Ride Quality Test data; Vol. IV, Noise Test data; Vol. V, Structural, Voltage, and Radio Frequency Interference Test data; and Vol. VI, a description of the Instrumentation System used for performance, ride quality and structural testing.					
17. Key Words Rail Transit Vehicle Testing			18. Distribution Statement DOCUMENT IS AVAILABLE TO THE PUBLIC THROUGH THE NATIONAL TECHNICAL INFORMATION SERVICE, SPRINGFIELD, VIRGINIA 22161		
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PREFACE

This test report, presenting the results of engineering tests on the State-of-the-Art Cars, derives from the efforts of two agencies of the U.S. Department of Transportation: the Rail Programs Branch of the Urban Mass Transportation Administration's Office of Research and Development and the Transportation Systems Center.

UMTA's Rail Programs Branch is conducting programs to improve urban rail transportation systems. The Transportation Systems Center (TSC) is supporting UMTA by providing systems management for the Rail Programs Branch's Urban Rail Supporting Technology Program (URSTP) in the design, construction and operation of UMTA test facilities, the analysis and testing of vehicles and components, and the development of key technological data. This test report stems from the second of the four URSTP tasks: facility development, test and evaluation, technology development, and application engineering.

Boeing Vertol Company had previously been engaged by UMTA as systems manager for the Urban Rapid Rail Vehicle and Systems Program (Contract DOT-UT-10007). One phase of this vehicle and component development program is the design, development, and demonstration of two State-of-the-Art Cars (SOAC) whose primary objective is to demonstrate the best current technology in rail rapid transit car design.

Following selection by Boeing and UMTA, the St. Louis Car division of General Steel Industries built and delivered two SOAC cars to USDOT's High Speed Ground Test Center (HSGTC), Pueblo, Colorado in September 1972 for developmental and acceptance testing. This test facility permits the use of known track and grade conditions for test operations (without interfering with revenue service); it also allows a large-scale test plan to be completed in a relatively short period of time. (UMTA's Rail Transit Test Track at the HSGTC became available for rail rapid transit vehicle testing in August 1972.)

In February 1973, TSC awarded Boeing Vertol Company the contract to perform engineering tests on the SOAC vehicles. The objective of this program is to provide engineering data on the

SOAC and to develop further the General Vehicle Test Plan methodology for providing vehicle comparisons (defined in GSP-064). This methodology for controlling test variables by standardizing procedures and data requirements was developed in 1972 and was successfully checked by a series of tests using NYCTA R-42 type cars on the initial track section in March 1972.

In performing these tests, Boeing-Vertol called upon the expertise and services of many sources within the industry: Garrett-AiResearch provided an interim instrumentation system (required because of the SOAC schedule), designed and built the final SOAC instrumentation system, and provided data recording and reduction support during the test period; the University of Missouri provided expertise for the voltage measurement tests; and Kentron, Ltd., the operations and maintenance contractor at the HSGTC, provided required support during the test operations. Other organizations and individuals contributed to the successful and timely completion of the test program phase and the HSGTC tests described in this report.

A later phase of the SOAC engineering test program will be to relate the results of the HSGTC tests to vehicle performance on each of five demonstration lines in Boston, Chicago, Cleveland, New York and Philadelphia. SOAC test data and methodology will also be used for the evaluation of future rapid rail vehicles including the Advanced Concept Train (ACT) scheduled for completion in 1976.

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Section 1

INTRODUCTION

The development of the State-of-the-Art Car, an improved urban rail rapid transit vehicle incorporating the best available existing technology, is one of a series of programs directed toward the development of improved mass transportation. Closely related developments include use of the Rail Transit Test Track and the General Vehicle Test Plans for testing and evaluating rail transit vehicles and systems. The State-of-the-Art Car Engineering Tests tested the State-of-the-Art Car using the General Vehicle Test Plans and the Rail Transit Test Track.

1.1 SOAC ENGINEERING TEST PROGRAM

The general objective of the SOAC engineering tests was to associate the SOAC vehicle and the General Vehicle Test Plans (GVTP) GSP 064 from the Urban Rail Supporting Technology Test (URST) Program to:

- Establish a data baseline for the SOAC vehicle obtained in accordance with the General Vehicle Test Plans
- Expand and improve the General Vehicle Test Plans as a useful tool for the testing of any urban rail vehicle

Testing was also directed toward the use of the UMTA Rail Transit Test Track and the application and development of the necessary instrumentation, both in the SOAC vehicle and the test track, to implement the General Vehicle Test (GVT) concept in a known and controlled track system. As another part of the same contract, the data thus obtained were directed toward relating the characteristics of the Rail Transit Test Track to the characteristics of track systems in five cities: Boston, Chicago, Cleveland, New York, and Philadelphia.

The SOAC engineering tests will provide the baseline data for comparing the SOAC capability with that of other vehicles, and will provide data for guidance in the development of the Advanced Concept Train (ACT) scheduled for completion in

FY 1976. The ACT vehicle will be tested on the Rail Transit Test Track under the same procedure as SOAC.

This report of the SOAC Engineering Tests consists of six volumes:

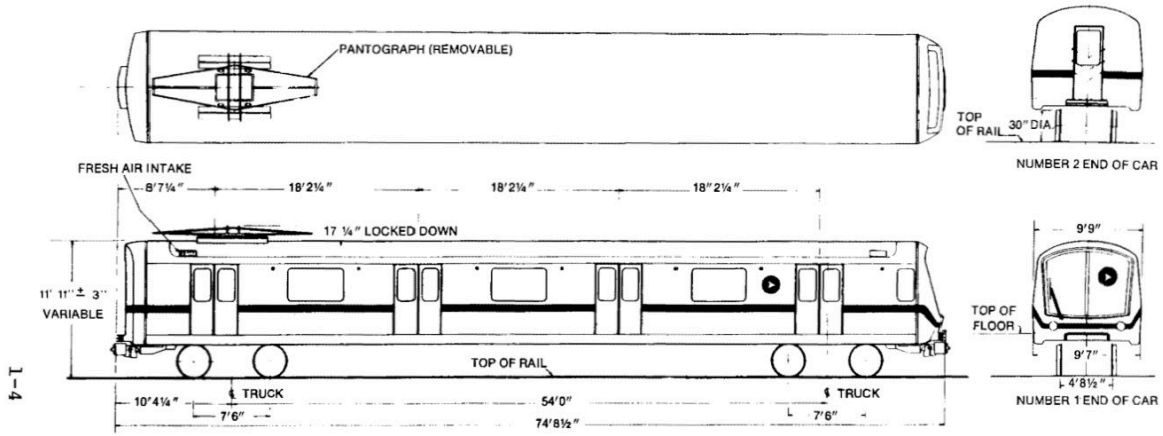
- Volume I Program Description and Test Summary
- Volume II Performance Tests
- Volume III Ride Quality Tests
- Volume IV Noise Tests
- Volume V Structural, Voltage, and Radio Frequency Inteference Tests
- Volume VI SOAC Instrumentation System

1.2 THE STATE-OF-THE-ART CAR (SOAC)

The two SOAC cars (Figure 1-1) demonstrate the state-of-the-art in rapid rail car design. The primary goal in the SOAC design is to provide a passenger with quiet, comfortable and appealing transportation using existing technology. A brief description of the vehicle subsystems pertinent to the Engineering Tests is included below. A detailed description may be found in the SOAC State-of-the-Art Car Development Program Report, Volume 1, Design, Fabrication and Test, UMTA-IT-06-0026-74-1, April 1974.

General

The SOAC exterior features a smooth, brush-finished stainless steel body with molded fiberglass ends. The basic car structure is of all steel welded construction. Each car is 75 feet long and 9.75 feet wide with each of the two trucks mounted 27 feet from the center of the car. There are four 50-inch passenger doors per car side. Performance and design characteristics are shown in Figure 1-2; the operating profile is shown in Figure 1-3. The vehicles depict two types of interiors. The vehicle referred to as SOAC Number 1 features "low-density" seating. It contains 64 cushioned, upholstered seats in four different arrangements. SOAC Number 2 contains 72 seats of molded fiberglass with padded cushions and more standee space, designed for "high-density" operation. SOAC Number 2 was the instrumented test vehicle.



Length	75 Feet	Passenger Capacity (No. 1 car)	
Width	9.75 Feet	Seated	62
Minimum Track Curve Radius	145 Feet	Nominal	100
Speed	80 MPH	Maximum	220
Acceleration, initial	3.0 MPH/Sec.	Passenger Capacity (No. 2 car)	
Jerk Rate	2.5 MPH/Sec. ²	Seated	72
Power	600 VDC Nominal	Nominal	100
Noise Level, interior.	spec 75 dBA @ 50 MPH actual 63 dBA @ 50 MPH	Maximum	300
Noise Level, 50 ft wayside	78 dBA @ 50 MPH actual 73 dBA @ 50 MPH		

Figure 1-2. SOAC Performance and Design Characteristics

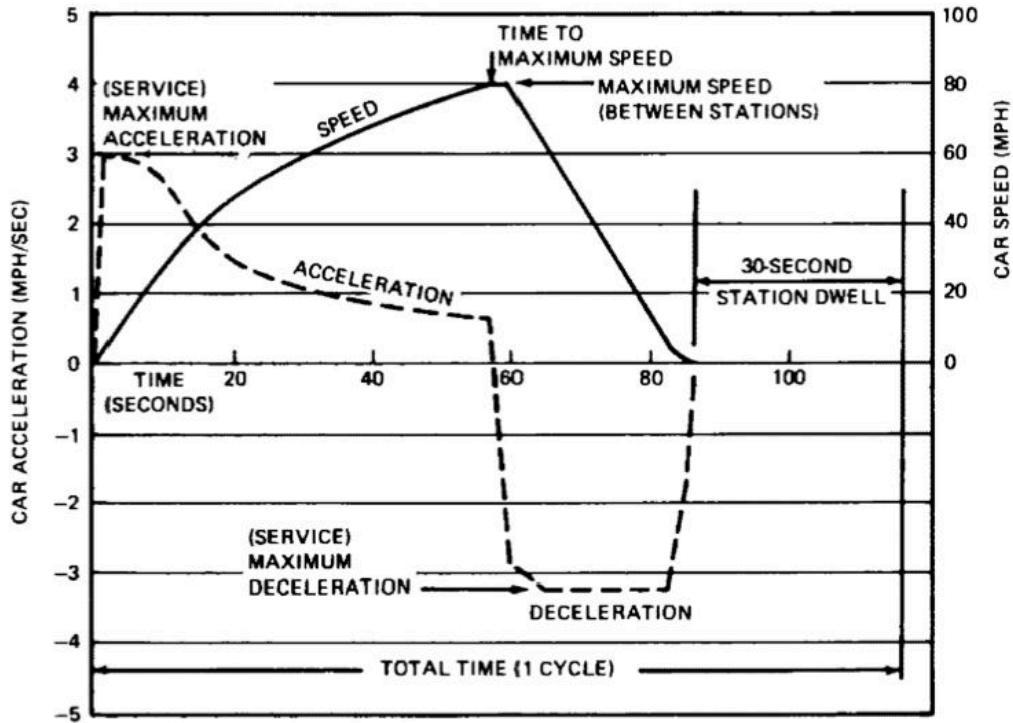
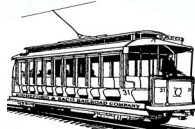
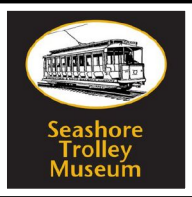


Figure 1-3. SOAC Operating Profile





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.

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.

August

Saturday-Sunday, August 3rd & 4th: Model Railroad Weekend. Get the chance to operate our new Maine Central Model Railroad!

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.

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: Seashore Celebrates 85 Years. Join us for a trolley parade and fundraiser dinner to support Seashore. More information is available at <https://trolleymuseum.org/event/85years>

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!

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.

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!

July

Saturday, July 6th-7th: Happy Birthday Seashore Celebrate our 85th birthday with treats and docent-guided tours.



Saturday, July 6 10AM: Walking Tour: Early Seashore Days. Enjoy a docent-guided a walking tour of the original ten acres acquired by the founding members of Seashore in 1939.

Saturday, July 6 12PM: Happy 100th Birthday Wheeling No. 639! Bring a birthday card, a photo you've taken of 639 at Seashore, or a photo in your collection of 639 in service to add to a temporary exhibit.

Sunday, July 7 10AM-1PM: Behind-the-Scenes Restoration Shop Tours.

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! Visit Seashore Trolley Museum on July 27 & 28 to meet Daniel Tiger from the PBS KIDS series Daniel Tiger's Neighborhood!

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

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

