



Vol 16

THE MAIN LINE



No 5

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

July 2024

Goings On at Seashore —

This is Seashore's 85th season - The 85th Anniversary Celebration is Labor Day Weekend, Saturday-Sunday August 31 & September 1st.

Events -

Saturday, August 31

- All Day: Library Book Sale!
- @ 10AM: South Boston Carhouse Ribbon Cutting Ceremony
- @ 11AM & 4PM: Docent-Guided Tour of the Maine Central Model Railroad Building
- @ 11:30AM-1PM: Delicious Lunch Available, benefiting Biddeford & Saco No. 31's Motor Restoration Project.
- @ 1PM: 85th Anniversary Trolley Parade
- @ 4PM: Make Art! Create a memento to remember our Trolley Parade to take home with you; stamping trolley silhouettes and printmaking with trolley parts.
- @ 5PM-10PM: 85th Anniversary BBQ Fundraiser Dinner. Tickets are \$85/pp and will include a commemorative 85th Anniversary crystal pint glass. All proceeds of this event will benefit Seashore Trolley Museum. **Purchase tickets at <https://seashore85.eventbrite.com>**

Sunday, September 1st

- All Day: Ride the Pump Car!
- @ 10AM & 2PM: Docent-Guided Tour of the Maine Central Model Railroad Building
- @ 11AM & 2PM: Behind-the-Scenes Docent-Guided Tours of Fairview Carhouse
- @ 1PM: Walking Tour: Early Seashore Days. A walking tour of the original ten acres acquired by the founding members of Seashore in 1939 to place Biddeford & Saco No. 31. Learn about various activities that took place in Seashore's early years, uses of current buildings back then, and the location and uses of former buildings.
- @ 3:30PM: Transit History in Photos

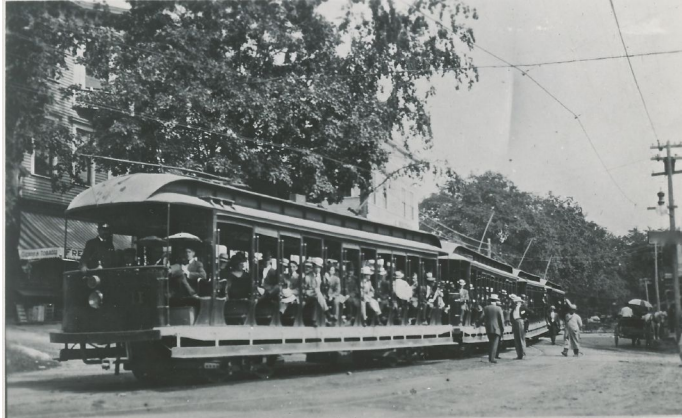
For additional event information and ongoing museum information throughout the year be sure to check: <https://trolleymuseum.org/events/>



Do You Recognize ?

Last Month's Do You Recognize -

Construction of the Portland & Brunswick Street Railway began in the spring of 1902. The road, built by promoters of other street railways in Maine actually only served one of its two namesake communities (Brunswick) over its own rail (some 16 miles of the 28 miles of the entire route).



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

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

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 overlooking the Harraseeket River and Casco Bay as a site for an ornate three-story hotel, to be known as Casco Castle 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



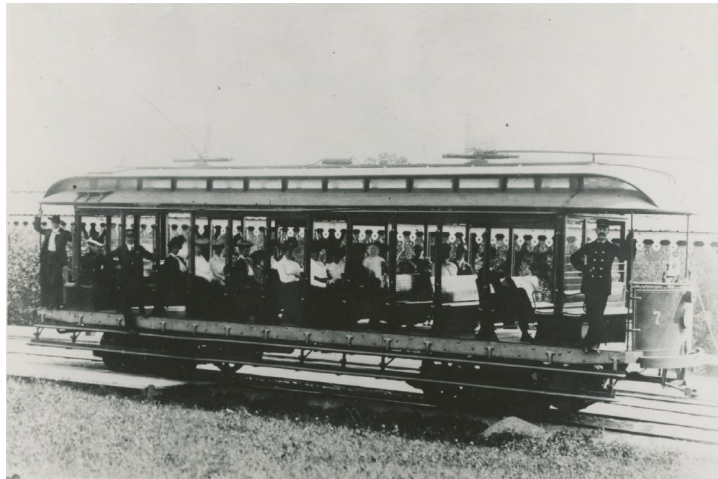
Double truck closed combination car No. 3 - the Alice
- (John Stephenson Car Co. - 1902)

there were 20 private baths with hot and cold spring water. The observation tower, built with fieldstones salvaged from walls demolished during the construction of the trolley line, rose 185 feet above high water mark, had three-foot thick walls and inside stairs, and was connected with the third floor of the hotel by a small bridge.

The grounds around both the hotel and tower were attractively landscaped with sweeping lawns, flower beds and rock gardens and a picnic area, a baseball diamond and a small zoo were laid out. Casco Castle, in which \$72,500 had been invested, was immediately popular as a recreation area. Picnic grounds were jammed on summer weekends, frequent games during the baseball season drew large crowds (particularly if Freeport and Yarmouth teams were playing) and the zoo, which featured a few monkeys,

bison, Angus cattle and a couple of wolves, was the delight of youngsters. One season, it's said, there was a magnificent peacock which, given the freedom of the grounds during the day, strutted around proudly and gave frequent impressive displays of his brilliant plumage.

The hotel, which normally was open from June to October was considerably less than a success. While the



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

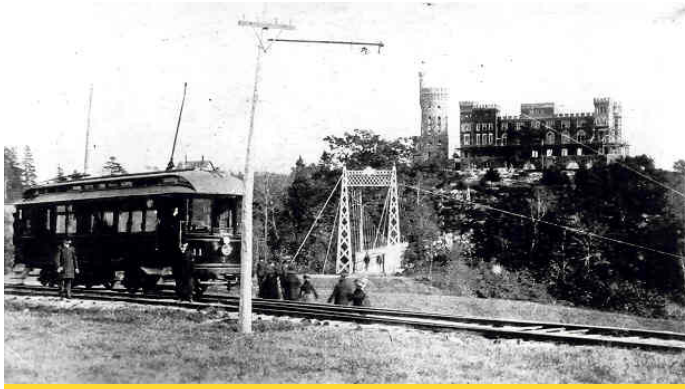
dining room, which featured bountiful shore dinners for a half dollar and full course chicken dinners for 75 cents, was well patronized, comparatively few overnight guests were accommodated -- even at rates of \$3 per night or \$12.50 "and up" per week with all meals included. The wealthy and fashionable clientele which Gerald had hoped Casco Castle would attract simply didn't materialize.

Instead of being run by the railway, Casco Castle was operated by concessionaires, who paid the company \$7,500 per season as rent. After a number of concessionaires had suffered substantial losses, the hotel was closed at the end of the 1906 season. The Portland & Brunswick unsuccessfully sought to unload the "white elephant" from 1907 through 1909 and finally, on March 17, 1910, the property was conveyed to the newly-formed Casco Castle



148 CASCO CASTLE, SOUTH FREEPORT, MAINE

Postcard of Casco Castle



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

Company (or Casco Park Company) headed by E. S. Everett of Cook, Everett & Pennell of Portland.

The hotel was reopened in June 1910 but it fared no better than in previous years and on Wednesday, Sept. 9, 1914, after a poor season, it was destroyed by a fire. The blaze resulted in the abandonment of the resort and part of the land was sold. The suspension bridge was taken down but the

tower, which once had been illuminated brilliantly at night, was allowed to remain and is still standing today -- continuing to be a landmark for boatmen on Casco Bay.

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.



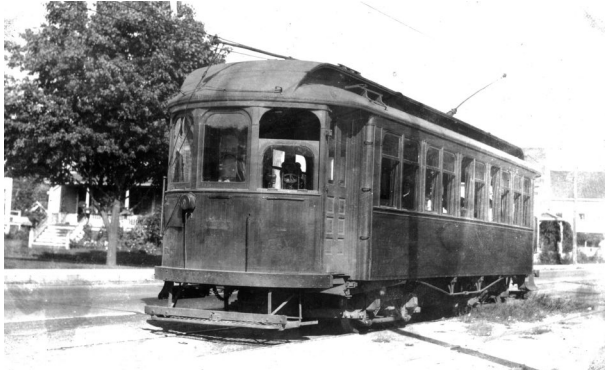
Combination carhouse and power station building

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



This Month's Do You Recognize-

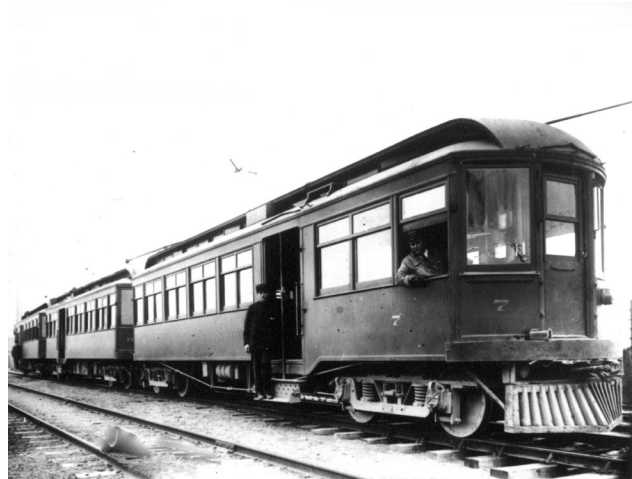
This month's electric railway was organized in its home state under a special act of the state's General Assembly in June of 1905. It took two



29 ft closed car - (Jewett - 1904)
operated by predecessor company

years for the railway to begin seeking approval of its proposed 29 ft closed car - (Jewett - 1904) operated by predecessor company routes. Various sections of the route were approved during 1907, 1908 and 1909. The state granted an extension of time for construction and finally in September of 1910

operations were begun over a 26 mile portion of the company's route system which was to grow through construction, merger, leasing and trackage rights to almost 230 miles of main track - ultimately operating in three states. Three major acquisitions were made in 1913 with the lease of an adjacent railway, the purchase of a second railway system and a subsidiary of this system and thirdly the lease of a sizable but disconnected division



No. 7 & 10 in three-car train side- entrance interurban (Jewett - 1910)

of another major carrier in the state. The lines under common ownership after 1913 were consolidated into one operating property in 1916. Hard luck plagued the system from the start with initial problems in raising capital and hence the slow startup that was only alleviated by the intercession of a multimillionaire (a million dollars in 1910 being worth roughly \$24,390,000 in 2014 dollars) who throughout his involvement apparently saw the system more as a personal hobby than a for-profit venture. A weeklong strike took place in June of 1916. A crash in



No. 2 side-entrance interurban (Jewett - 1910)

1917 killed 19 persons outright and injured many more and then in the latter part of 1918 the company's multimillionaire principal stockholder died in the great influenza epidemic and his estate refused further support. Mid-1919 saw a strike by employees that resulted in an almost total shutdown. Ultimately strikebreakers were employed to resume service on parts of the line



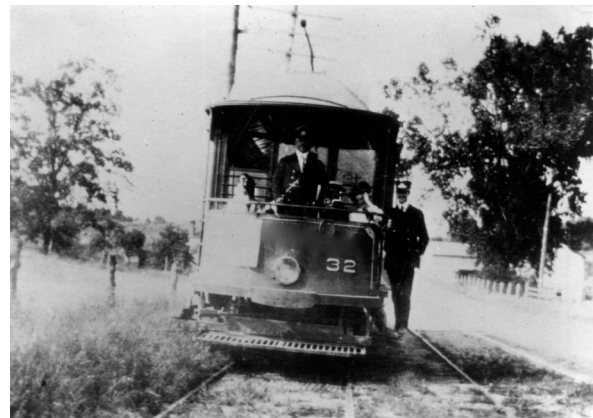
No. 15 side-entrance interurban (Jewett - 1912)



Wreck of side-entrance interurban (probably May 1912)

and other segments were abandoned. The company entered receivership in October 1919 and at year's end its trackage was some 182 miles including the 88 mile leased division. In mid-December the receiver sought court permission to cancel the lease - this was granted in January 1920 although it took until April to actually

return operations to the original company. With the return of the leased division the company was down to 70 route miles. Although pieces of the system operated the overall company effectively ceased operation from 1920 to 1923. A reorganized company

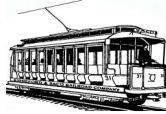


Predecessor line's No. 32 semi-convertible Wason - 1912

emerged in 1923 to run some of the route with buses replacing the electrics on the eastern portion of the remaining system in 1928 and by 1929 there was total abandonment.



No. 21 semi-convertible (Wason - 1913)
This picture after 1923 reorganization



Library Committee

Library Committee

There is a Library Committee workshop scheduled for Friday, August 9, 2023 from 9:00 am - 1:00 PM. Jobs to be done: Moving of slide collections on the table in the main work room into archival trays, being sure to properly fill out the dividing cards and documenting on the end of the inner tray and the outer box in pencil the collection and catalogue numbers contained in that box. Also, boxes of books to go the Visitor Center for the book sale at the 85th Anniversary of Seashore on August 31-September 1, 2024 need to be selected and set aside, being sure to include some Railroad books and a box of smaller pamphlets.

A Library Committee workshop was held onsite on July 12, 2024 from 9AM to 1PM. 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 Sept. 14, 2024 from 10AM -2PM.

NOTE: In June, July, and August times will be from 9AM - 1PM and days are changed to Fridays because of traffic concerns, rather than the normal 10AM on Saturday 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: Sept 14; Nov 9

Scheduled workshop dates for 2024: Aug 9; 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 . You can also find the most recent (18 +/-) issues on the museum's website at: <https://trolleymuseum.org/seashore-trolley-museum-library/library-newsletter/>

Regards,

Ed Ramsdell, Editor

The Main Line

TheMainLine@ramsdell.com

<http://www.trolleymuseum.org>



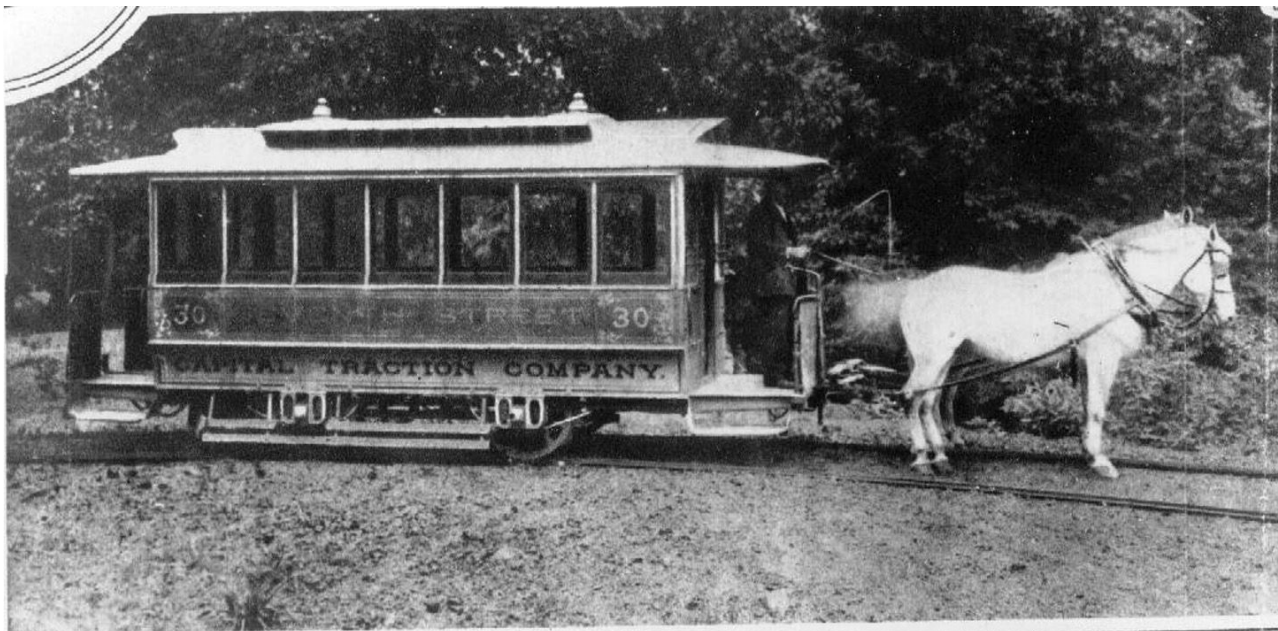
For additional event information and ongoing museum information throughout the year be sure to check: <https://trolleyuseum.org/events/>



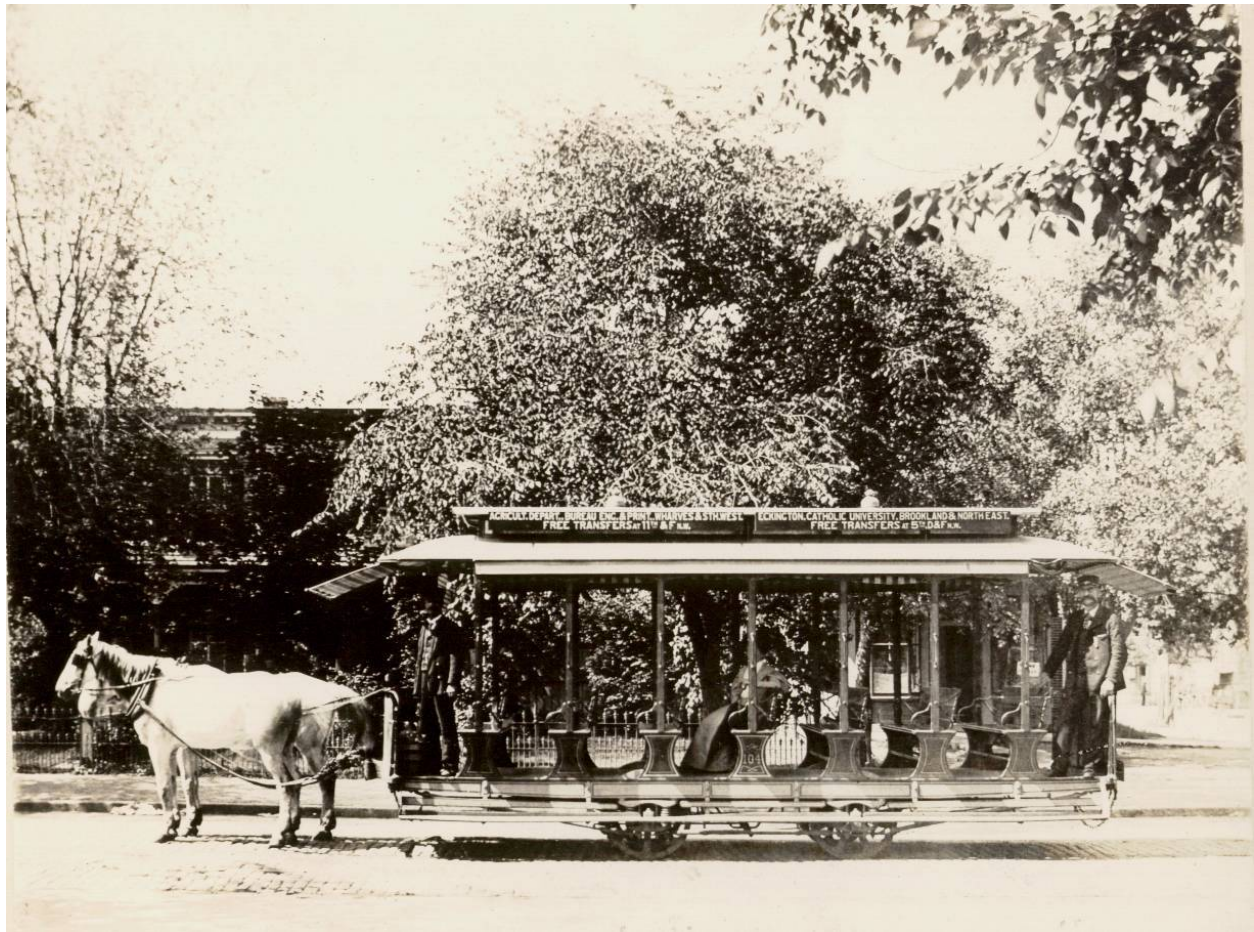
Wandering through the collection -

Here is a look at a few of the horse cars in the District of Columbia from the William Volkmer Photo Collection of the Seashore Trolley Museum Library.

As a side note horses requiring 30 lbs of dry feed per day (5.5 ton per year) would produce about 12 lbs of waste per day. In the case of the Washington and Georgetown with 490 horses that equals 1,000 tons of waste per year. The Washington & Georgetown was one of five horsecar lines in DC: the W&G., the Metropolitan, the Columbia, the Anacostia & Potomac, and the Capitol, North O Street and South Washington Railway (the Belt Railway).

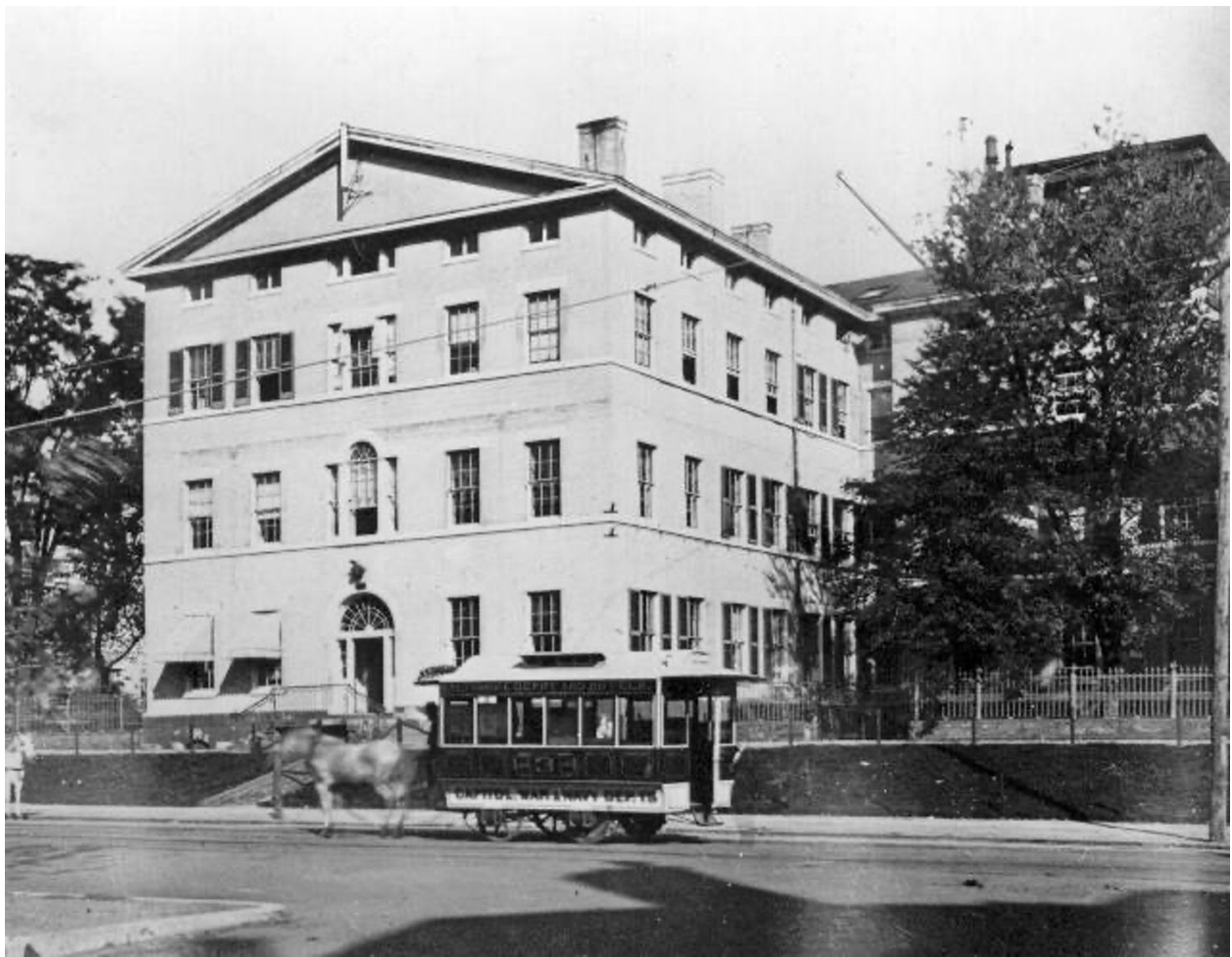


An early horse car. The first horse-drawn car line in Washington began business on August 18, 1862. The Washington and Georgetown Railroad Company was predecessor of the Capital Traction Company. The horse car lasted until 1888.

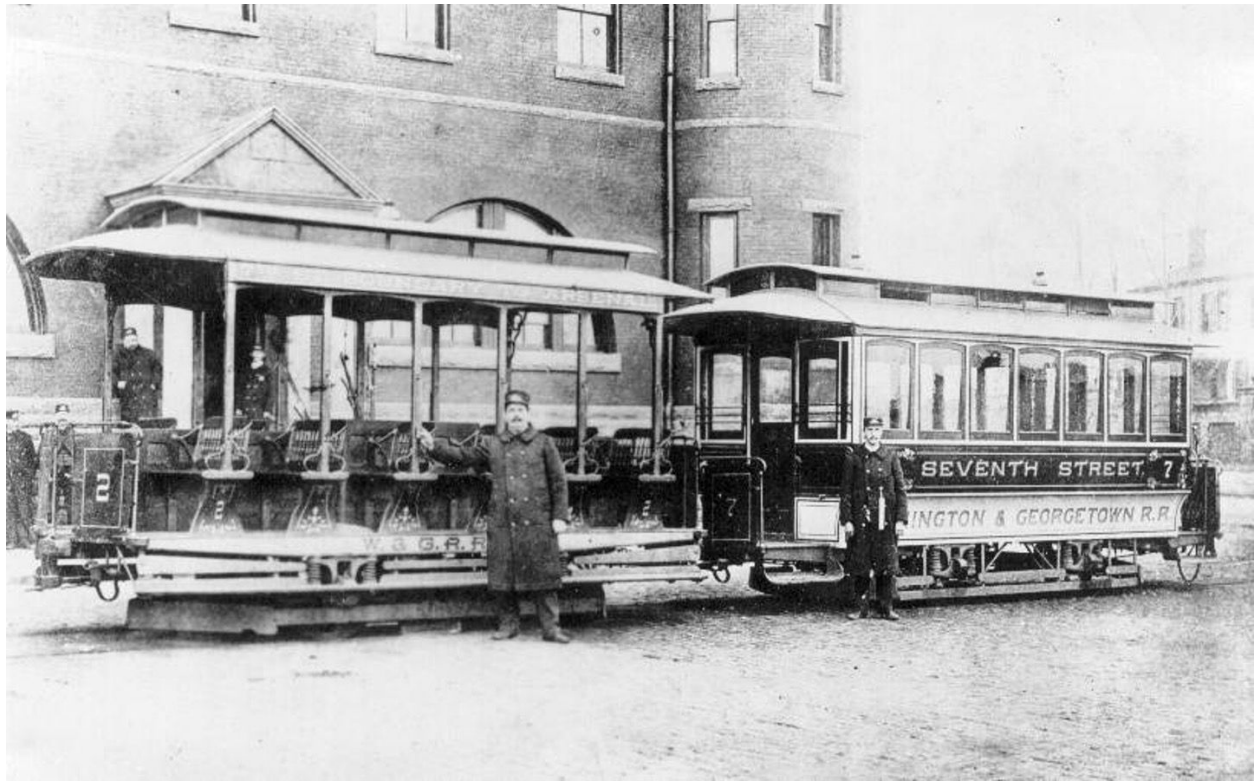
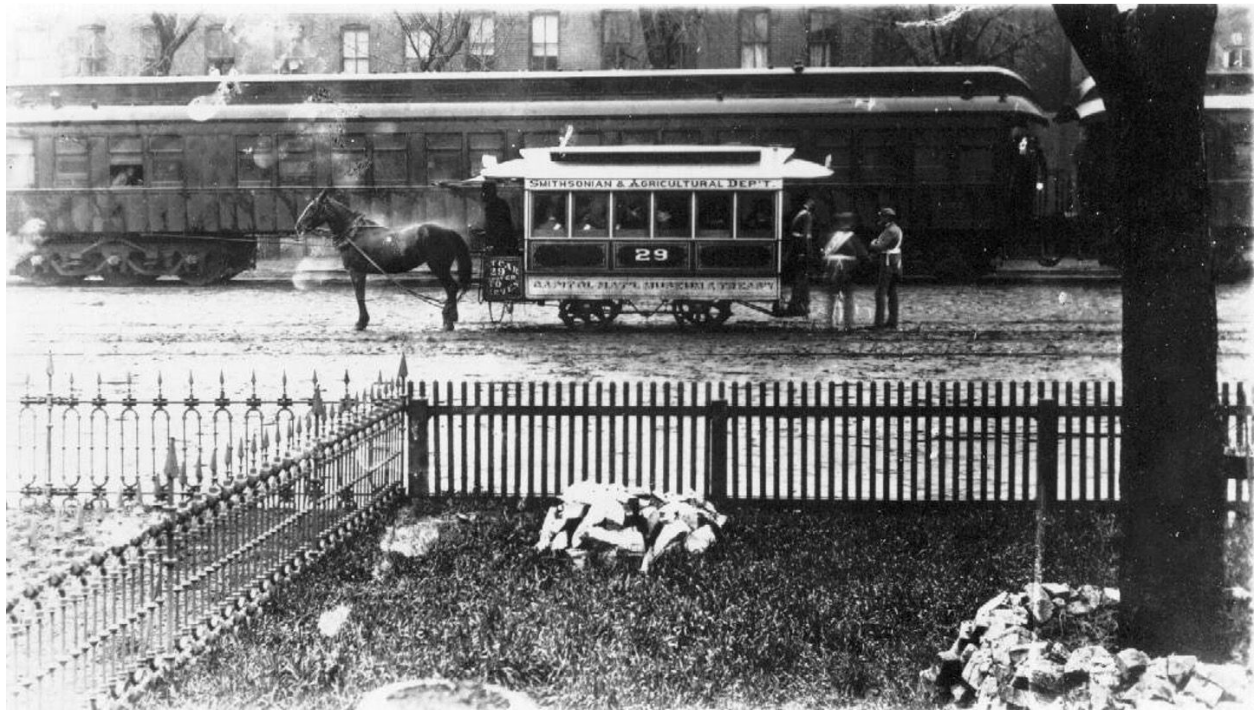


Metropolitan Railroad (1890)

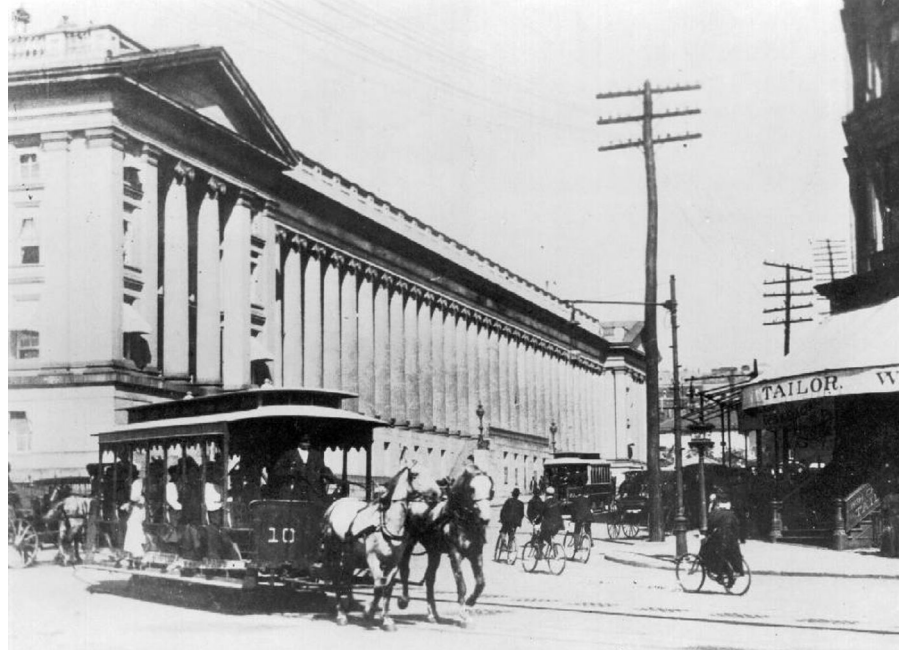








Cable Cars arrived on the Washington & Georgetown in April 1890 - 7th Street



Being pulled by a team but purportedly a cable car trailer





Seashore Trolley Museum

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

= Experience our Pump Car!

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.

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

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 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!

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

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://trolley museum.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!

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!

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