



Vol 16

# THE MAIN LINE



No 6

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

August 2024

## *Happy Labor Day*



- Amalgamated Transit Union (ATU)  
Founded in Indianapolis in 1892 as the Amalgamated Association of Street Railway Employees of America
- Transport Workers Union of America (TWU)  
Founded in 1934 by subway workers in New York City.



## **Goings On at Seashore —**

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

The weather deities smiled on Seashore for their celebration of the 85th. Sunny, and not too hot, nor cold.

Many old friends from the fleet made appearances including The City of Manchester, Montreal Tramways Co. 2, Claremont Ry. 4, Biddeford & Saco Railroad Co. 31, Manchester & Nashua St. Ry. 38, Atlantic Shore Line Railway 100, Providence & Worcester Railroad 150, Boston Elevated Ry. 396, B&M Railroad 500, Connecticut Co. 838, New Orleans Public Service 966, Connecticut Co. 1160, Cleveland Ry. 1227, Sydney Tramways 1700, Toronto Transit Commission 2890, and other favorites.

Ongoing events through the two days provided entertainment and celebrated the 85th.

## **Events -**

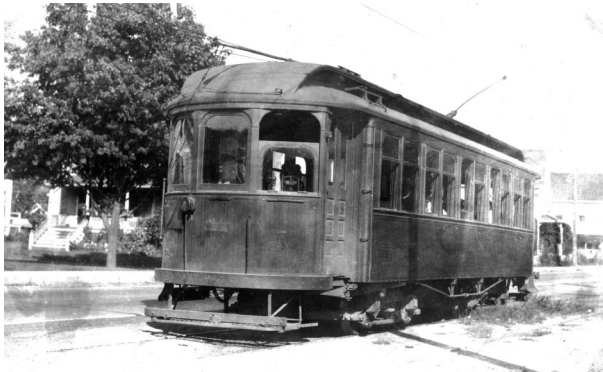
**For additional event information and ongoing museum information throughout the year be sure to check: <https://trolley-museum.org/events/>**



## Do You Recognize ?

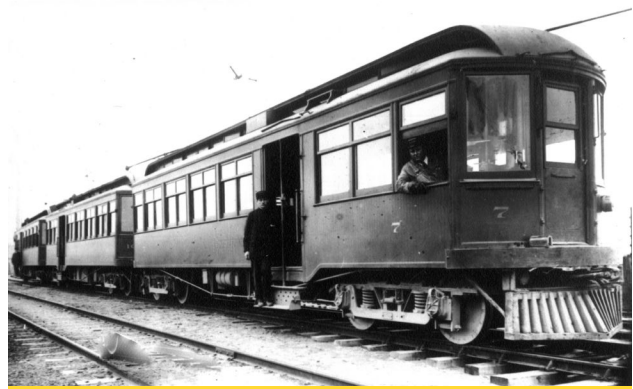
Last Month's Do You Recognize -

Last month's electric railway, The Shore Line Electric Railway Company, was organized under a special act of the Connecticut General Assembly in June of 1905.. It took two 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



29 ft closed car - (Jewett - 1904)  
at Stonington operated by the Groton &  
Stonington Street Railway Company

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 the New London & East Lyme Street Railway, the purchase of the Norwich and Westerly Railway System and the N&W subsidiary Groton and



SLER Nos. 7 & 10 in three-car train side-  
entrance interurban (Jewett - 1910)



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

Stonington Street Railway and thirdly the lease of the sizable but disconnected New London Division of the Connecticut Company. 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), Morton F. Plant, 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 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



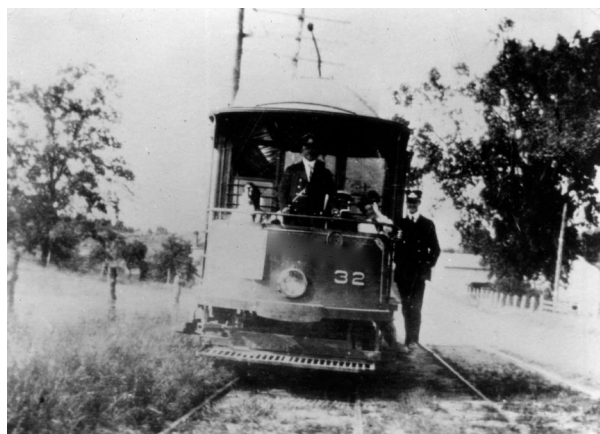
SLER No. 15 side-entrance interurban at Deep River (Jewett - 1912)



Wreck of side-entrance interurban Probably Long Hill in May 1912.

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 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 Connecticut Company 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 The



Norwich & New London No. 32 semi-convertible Wason - 1912



SLER No. 21 semi-convertible at Guilford Barn (Wason - 1913)

This picture after 1923 reorganization

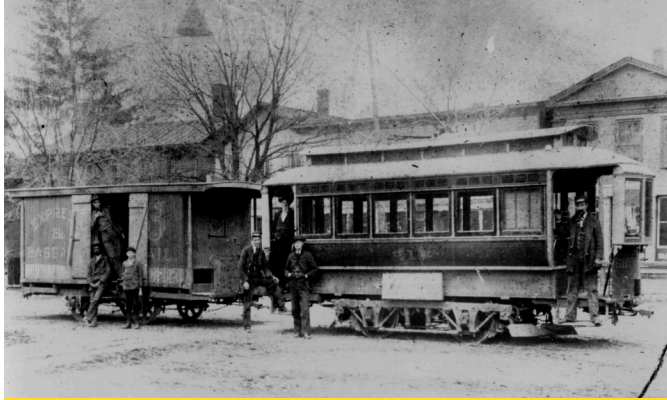
Connecticut Company's New London Division the company was down to 70 route miles.. Although pieces of the system operated the overall company effectively ceased operation from 1920 to 1923. A reorganized company emerged in 1923 to run some of the route with buses replacing the electrics on the eastern portion of the remaining system in 1928 and by 1929 there was total abandonment.

Materials for this article came from the holdings of the Seashore Library including research by O.R. Cummings. If a more detailed account of The Shore Line Electric Railway Company is desired there is detailed information in the NRHS Transportation Bulletin Vol. 13 Parts 1 & 2.



## This Month's Do You Recognize-

The region served by this month's line-of-interest was first served by horse cars of a City Railway beginning in 1887. The horse cars were relatively short lived with with a nearby Electric Street Railway, our line of interest,



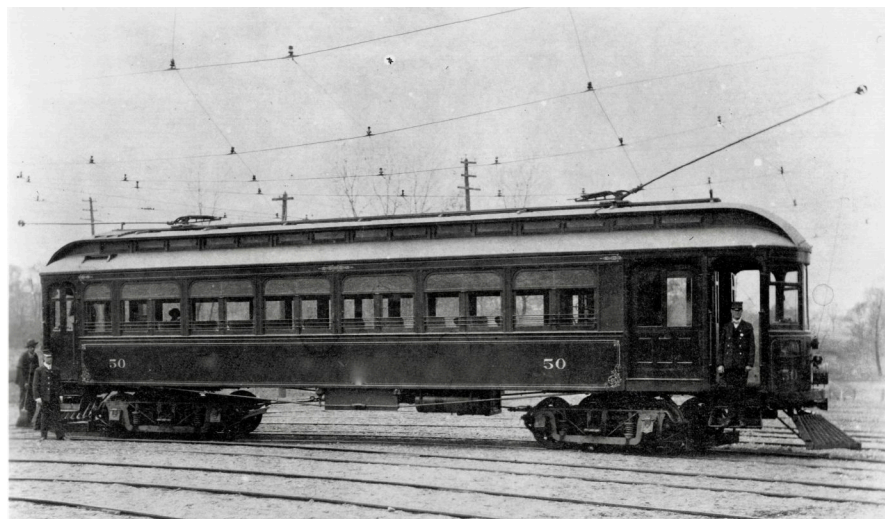
Early electric car and trailer operated by the second iteration of the electric line - The Consolidated Electric Railway - (c.1899) Likely one of four vestibule cars delivered by the Lamokin Car Works to a predecessor line in 1891- but only an "educated guess".

being formed in 1888 and completed at the end of 1889. The use of electric rail locally in the local region was the brainchild of a Pittsburgh-based man who collected a group of local investors and set out to build a line that would run from the county seat to a community some eight miles to the west.

Construction began in 1888 and the line was completed on December 1889. The first electric car ran the length of the line on October 4, 1890, inaugurating

what some writers have opined as, at its inception in 1890, the first interurban and world's longest electric railway. There appears little definitive evidence to support either of these claims.

The headquarters city and namesake for our line was also the county seat. The city's name was used in the company's name through several iterations brought about by acquisitions and reorganizations up until the last couple of years in the mid-1920s that saw the discontinuance of the streetcars.



Part of our line's third electric iteration - Closed car # 50 - (c. 1902) Jewett Car Co.

In 1892 our line purchased three streetcar lines of the earlier horse car city railway totaling 5.5 miles that had been electrified in 1891. In 1896 these lines were combined and renamed as a new Consolidated Electric Railway.



Company Iteration number four and longest lived (21 years) - #167 on a local from the western end of the line to our headquarters city and county seat. Builder unknown

A new Traction Company was formed in 1904, 30 miles in length, southeast from the county seat. In 1904 this line purchased our line of interest (both the interurban and the city line in the county seat. In 1906 another neighboring line was acquired and an electric light and power company at the end of the 1904

trailers. Many changes and reorganizations took place over the line's several decades of operation.

extension. This addition was ten miles in length with a 5' 2" gauge, 20 motor cars and 11

In 1906 yet another traction company was formed to lease the combined traction system. Yet only a year later an Electric Railway named after the state was formed to lease all of these properties. The "State" Electric Railway survived until 1921 when it entered bankruptcy and the previously combined company reemerged operating under its own name.

Nothing lasts forever, or in this case hardly at all. In 1925, being financially untenable, the company was sold yet again at auction and reorganized as a Public Service Company. Our original eight mile line had been abandoned in 1923 and the latest and last (1925) reorganization was abandoned in 1929. In its final form as reported in 1924 the combined system had 92.05 miles, 46 passenger cars, 19 freight cars, 6 miscellaneous cars, and 13 passenger buses.

One transit side note, perhaps even a clue, is that one of the smaller railway car manufacturers, noted for quality streetcars and interurbans, removed itself from its namesake community in 1904 and moved to our line's headquarters city. They



Car Company manufacturing plant located in our line's headquarters city from 1904 until 1919.

expanded after moving to the city and became one of its major employers. The manufactory lasted until 1919 when the operation closed. Examples of its products currently grace several museums including our own Seashore Trolley Museum.



**Library Committee**

**Library Committee**

There was a Library Committee workshop held on 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.

The next Library Committee meeting followed by a workshop is scheduled on Sept. 14, 2024 from 10AM -2PM.

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: Oct 12; Dec 14



Links:

More than 1000 of the images are accessible online = [https://digitalmaine.com/trolley\\_images/](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_museum/)  
[https://digitalmaine.com/trolley\\_blueprints/](https://digitalmaine.com/trolley_blueprints/)  
[https://digitalmaine.com/trolley\\_images/](https://digitalmaine.com/trolley_images/)  
[https://digitalmaine.com/trolley\\_documents/](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](mailto: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](mailto:TheMainLine@ramsdell.com)

<http://www.trolleymuseum.org>

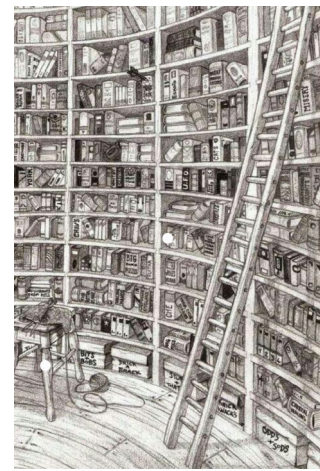


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## Wandering through the collection -

In looking through a copy of the November 1923 Electric Traction I noticed an article discussing Detroit United Lines' new package freight service with special equipment over 600 miles of track providing door-to-door service to "manufacturers and their consignees" in cooperation with 35 other electric railways. The integrated service utilized special containers, railway cars and motor trucks. It was noted that other lines as well as DUL were also developing such services. Forerunners of TOFC and containerization a century ago.



## D. U. R. Inaugurates Package Freight Service

**Special Equipment Operating on Six Hundred Miles of Track Will Be Devoted to Giving Door-to-Door Shipment Service to Manufacturers and Their Consignees**

Following the lead of many other electric railway interurban systems in the country, the Detroit United Lines in cooperation with thirty-five connecting electric railways will inaugurate door-to-door delivery of



Type of Receiving Platform to be Erected in Various Shipping Centers by the Detroit United Lines for Motor Truck Pickup

package freight from and to any part of Detroit to the other points shown on the map. This map by the way, besides giving a very clear idea of how extensive electric railway freight service has become in the Central Western District, also shows the number of days required for delivery over each route from Detroit.

The company, organized as the Detroit United Railway Trucking Company and capitalized at \$500,000, will be in operation by the time this issue of Electric Traction is off the press, or about November 15th.

Fast freight service from the door of the shipper to the door of the consignee, a service which includes trucking, hauling and handling of any and all merchandise from the time it leaves the factory to the time it enters the establishment of the consignee, will be given.

The company will specialize in demountable body and packing case shipments to points along and contiguous to the Detroit United Lines, and will be prepared to furnish Detroit shippers with fast service to points as far south as Cincinnati and Louisville, as far west as Paris, Ill., and Milwaukee, as far north as Bay

City, Mich., and as far east as Ashtabula and Warren, Ohio.

The service will be given at present steam road freight rates and the charge for trucking from the plant to the terminal and from the terminal to the consignee at the other end will be only sufficient to cover its cost.

By means of the demountable case, manufacturers and wholesalers will be enabled to furnish their customers with goods without the attendant delay in present steam railroad freight service or the excessive charges of express companies and in exactly the same shape as it left their warehouses.

The innovation which Detroit will experience is the result of months of study on the part of the D. U. R. officials, who believe that this step will prove to be one of the most popular which the company has taken in years in the fact that it will result in considerable saving of time and money to the Detroit shippers.

The new trucking company in utilizing the demountable body and packing case system, is merely



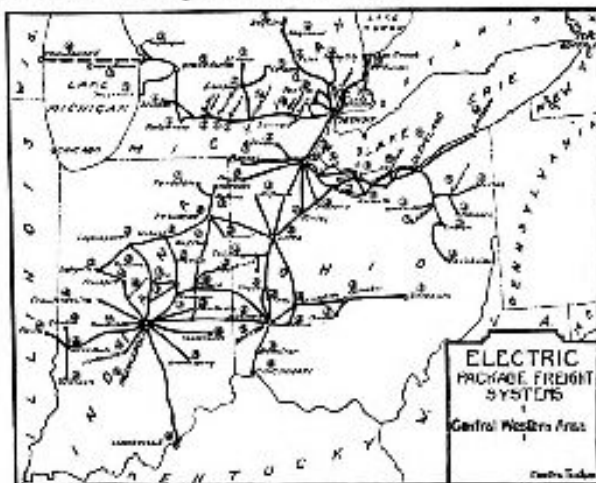
Unloading Containers from Motor Truck to Platform. Note Runway and Wheel Car Under Containers. Detroit

doing on a large scale what the manufacturers themselves do within their shops. It contemplates giving the manufacturer and other shippers both a man and a money saving system of transportation.



### Rehandling Eliminated

Today the product is loaded at the shipping room, reloaded to a truck body, unloaded at the steam railroad freight houses and again loaded into the car. Exactly the same number of moves but in reverse order are made at the point of destination.



Map Showing Electric Package Freight Systems Connecting With the D. U. R. Lines. Number in Circles Indicate Days Required for Delivery from Detroit.

Compared with this the demountable body can be placed in either the factory shipping room or the stock room, then handled to the loading platform either by factory crane, electric truck or by hand. Next the loaded body will be moved on the truck chassis and carried directly to the electric railway car, or handled by truck through to destination.

This avoids four labor handlings in shipping and four in receiving. Fractional loads are handled in the same way because of the variety in the sizes of the packing cases.

The fewer the number of handlings the less the loss by breakage or otherwise. As an additional precaution all these bodies and cases can be sealed.

These bodies and cases are in all sizes, shapes and weights. Some are small boxes which can be tightly closed for carrying cigars or fragile merchandise. Others are larger for stocks of groceries. Still others are open for heavier materials of every conceivable size.

### Cases Made In Various Sizes

When a shipper desires to send some merchandise to some point reached by the D. U. R., the trucking company will send an empty case to the plant. A chart showing the exact sizes of these bodies and cases will make it possible for the shipper to order specific ones to suit the immediate needs of the shipment. Then when a certain type is ordered by number or letter or a combination of both the truck can deliver it from D. U. R. terminal to the plant.

Then instead of waiting for it to be loaded and thus tying up the investment represented by the specially designed chassis, the truck can proceed on the other tasks, returning at the appointed time for the body or

case which has already been filled and sealed and placed on the loading platform. Loaded on the chassis with a minimum of trouble, the case is taken direct to the terminal and placed on a flat car. All the unnecessary and expensive handling is eliminated.

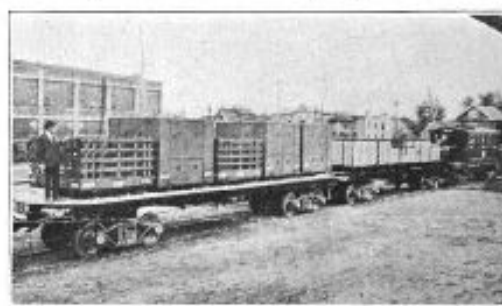
Highway truck shipments are limited to the motor and two trailers, while each flat car will easily carry six or more standard size truck bodies with demountable equipment. Reduction in overhead results and cheaper rates may be effective as a consequence. Nor is a trolley motor limited in the number of cars it is permitted to haul.

Loss of merchandise through transit is practically eliminated through the use of the demountable bodies and cases. These can be filled and sealed by the shipper. The trucking company is responsible for delivering that same case to the consignee. No one can tamper with the case until the consignee breaks the seal. Temptation for theft in transit is entirely eliminated. The company at the same time is fully covered with insurance, where an individual truck driver or a small concern might not be in a position to stand the loss should a truck and its load meet with a destructive accident.

### Farm Products To Be Handled

An appeal is being made by the company to get a large portion of the farmers' business. It is pointed out that the new service will enable him to utilize Detroit as a direct market for his produce without getting commission prices from the commission man.

The people in the city want the farmers' surplus products. They are willing to pay the price the farmers ought to have but they rightfully insist on



Showing the Demountable Containers and Cases on Two Flat Cars for D. U. R.

prompt delivery and fresh, wholesome products when the latter are of a perishable nature. The markets are the farmers' for the asking. When farmers pick their berries or pull their corn, the first task has been performed. The next is that of delivery to the consumer or his representative. Herein has been the rub.

Every hour of delay decreases the value of the product to the consumer and consequently lessens the price he is willing to pay. Overnight delivery on the sealed demountable case shipping plan of the trucking company will make possible a higher price for produce.

### How the Plan Works

The plan follows: A demountable case is left at the farmer's place; when it is filled, the farmer or the company, as may be agreed upon, takes it by motor truck to the nearest receiving station established by the trucking company where it is loaded on an especially constructed car and before morning it is whisked to the point of distribution where it is placed on a truck and delivered to the address thereon.

In Detroit it is planned to establish a score of terminals. D. U. R. officials hope to have one within a half mile radius of every manufacturing center. Thus one will be in Highland Park, another out East Jefferson near the Hudson, Chalmers and Continental Motors plant, others in other sections. Everything possible will be done to insure the best service to Detroit shippers, as it is realized that upon efficient service depends the success of this undertaking.

Through freight rates on this service have been established to points in six states, Michigan, Wisconsin, Illinois, Indiana, Kentucky and Ohio. The map which accompanies this article shows how many points are reached.

### Through Rates

Thirty-five electric and boat transportation companies have united in establishing these through freight rates. Every important city in Ohio, Cleveland, Cincinnati, Toledo, Columbus, Dayton, Akron, are reached by the trucking company. Louisville, the principal city of Kentucky, is touched. In Indiana the largest centers, Indianapolis, Fort Wayne, Terre Haute, are included in the system.

The lines which are uniting with the D. U. R. in establishing these through freight rates for demountable bodies and cases are: Cincinnati & Dayton Traction Co.; Columbus, Newark & Zanesville Electric Railway; Crosby Transportation Co.; Cleveland, Alliance & Mahoning Valley Railroad; Cleveland, Painesville & Ashtabula Railway; Cleveland, Painesville & Eastern Electric Railway; Dayton, Covington & Piqua Traction Co.; Dayton & Troy Electric Railway; Dayton, Springfield & Xenia Southern Railway Co.; Dayton & Western Traction Co.; Detroit & Cleveland Navigation Co.; Fort Wayne & Decatur Traction Co.; Fort Wayne & Northwestern Railway Co.; Fort Wayne, Van Wert & Lima Traction Co.; Fostoria & Fremont Railway Co.; Grand Rapids, Grand Haven & Muskegon Railway; Indiana, Columbus & Eastern Traction Co.; Indiana Service Corporation; Interstate Public Service Co.; Indianapolis & Cincinnati Traction Co.; Lima-Toledo Railroad Co.; Lake Shore Electric Railway; Michigan Railway Lines; Northwestern Ohio Railway & Power Co.; Northwestern Ohio Traction & Light Co.; Springfield & Xenia Railway Co.; Terre Haute, Indianapolis & Eastern Electric Railway; Tiffin & Fostoria Railway Co.; Toledo, Bowling Green & Southern Traction Co.; Toledo, Fostoria & Findlay Railway Co.; Toledo & Indiana Railroad Co.; Toledo & Western Railroad;

Union Traction Company of Indiana; Western Ohio Railway Company.

### Advantages of Plan

Advantages to be gained by shippers using these demountable bodies and cases to points in six states can scarcely be over-estimated.

Eight labor handlings are saved. Delivery of merchandise to the consignee in exactly the same shape it leaves the shipper is assured. Loss in transit is eliminated. Rates are much lower than express and delivery is even speedier.

D. U. R. officials make no hesitancy in affirming their belief that Detroit shippers will welcome this addition to the city's transportation facilities. The trucks and their demountable bodies have been on exhibit at several country fairs during the past few weeks. With delivery of the remaining trucks ordered, officials plan immediate inauguration of service.

The D. U. R. is building 500 containers as a starter. As a nucleus for its fleet of motor trucks, five standard five and seven-ton trucks have been purchased and seventeen more ordered. Three steel flat cars have also been built, and twenty more are on order. The flat cars are 40 ft. long overall, and 8 ft. wide, and their capacity is 60,000 pounds. The outcome of the D. U. R. innovation will be of great future interest to the electric railway industry.




# 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 1<sup>st</sup>: Speeder Day!** Take a ride on one of several Speeders visiting Seashore for the day.

**Saturday, June 8<sup>th</sup> Pride Day.** \$3 from each ticket sold this weekend will benefit local LGBTQ+ nonprofits.

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

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

**Friday, June 21<sup>st</sup>: 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 29<sup>th</sup>-30<sup>th</sup>: 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 6<sup>th</sup> - 7<sup>th</sup>: 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 100<sup>th</sup> 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 14<sup>th</sup>: Moxie Day.** Free samples of Moxie and Diet Moxie.

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

**Saturday-Sunday July 27<sup>th</sup>-28<sup>th</sup>: 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!


## August

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

**Saturday-Sunday, August 10<sup>th</sup>-11<sup>th</sup>: 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 18<sup>th</sup>: Corn Hole Tournament.** Register in advance online. Cash prize! Proceeds benefit Seashore.


**Sunday, August 25<sup>th</sup>: 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 31<sup>st</sup>-Sept 1<sup>st</sup>: 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 7<sup>th</sup>: All Women Crew Day.** Celebrate the role women have played in transit history.

**Sunday, September 8<sup>th</sup>: Grandparent's Day.** Free admission for grandparents.

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

## Pumpkin Patch Trolley

**Fridays-Sundays & Indigenous Peoples' Day  
September 27<sup>th</sup>-29<sup>th</sup> and October 4<sup>th</sup>-6<sup>th</sup>, 11<sup>th</sup>-14<sup>th</sup> & October 18<sup>th</sup>-20<sup>th</sup>**  
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 25<sup>th</sup>-27<sup>th</sup>: 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 6<sup>th</sup>-8<sup>th</sup> and 13<sup>th</sup>-15<sup>th</sup>: 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](http://www.trolleymuseum.org)