



Vol 16

# THE MAIN LINE



No 7

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

September 2024

## Goings On at Seashore —



The 26th Annual Pumpkin Patch Trolley is finishing up on Friday-Sunday October 18-20.

## Events -



## TROLLEYWEEN



To celebrate the last three days of the regular operating season, Seashore invites you to celebrate Trolleyween — Friday-Sunday, October 25th-27th from 9:30AM-4:30PM for trolley rides and the following fun activities:

**Trick or Treat!** Candy stations will be set up across the museum

**Come in Costume!** Guests of all ages in costume will receive a treat when they check in at the Museum Store before boarding their trolley.

**Ghost Hunt!** All guests will have the opportunity to search for lollipop ghosts hidden around the Museum.

**Photo Scavenger Hunt!**

**Unlimited Trolley Rides!**

Admission is \$12 per person and infants ages 0-2 are free.

Members receive a 50% discount on tickets; email [events@trolleyuseum.org](mailto:events@trolleyuseum.org) for the discount code.

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



## Do You Recognize ?

Last Month's Do You Recognize -

The region served by this month's line-of-interest was first served by horse cars of the Newark City Railway Company beginning in 1887. The horse



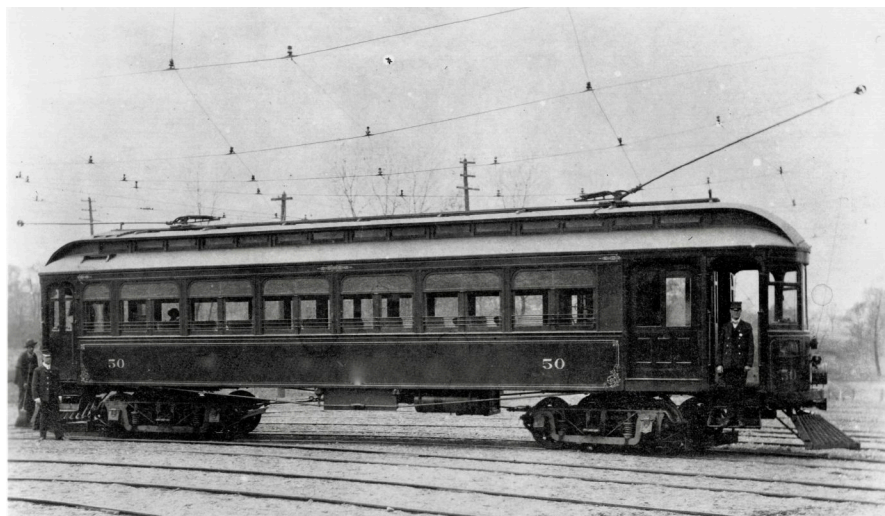
Early electric car and trailer operated by the second iteration of the electric line - The Consolidated Electric Railway - (c.1899)  
Likely one of four vestibule cars delivered by the Lamokin Car Works to a predecessor line

cars were relatively short lived with with a nearby Electric Street Railway, our line of interest, 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, R.A. Cunningham, who collected a group of local investors and set out to build a line that would run from Newark, Ohio, the county seat, to Granville, 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.

Newark, 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 Newark Consolidated Electric Railway.

The Columbus Newark & Zanesville 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



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

Newark. In 1906 another neighboring line was acquired and an electric light and power company at the end of the 1904 extension. This addition was ten miles in length with a 5' 2" gauge, 20 motor cars and 11 trailers. Many changes and reorganizations took place over the line's several decades of operation.

In 1906 yet another traction company, the Indiana Columbus & Eastern Traction Company,

was formed to lease the combined traction system. Yet only a year later the Ohio Electric Railway was formed to lease all of these properties. The Ohio 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 the Southern Ohio 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 of the smaller railway car manufacturers (Jewett Car Company), noted for quality streetcars and interurbans, removed itself from its namesake community (Jewett, Ohio) in 1904 and moved to our line's headquarters city. They 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



Jewett Car Company manufacturing plant located in Newark from 1904 until 1919.

currently grace several museums including our own Seashore Trolley Museum.

And today in Newark:

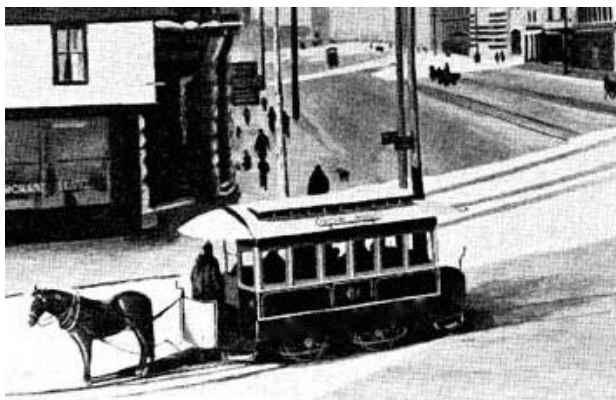


The seven-story basket-building—once the main office of the now-defunct Longaberger Company.



This Month's Do You Recognize-

Transit in the home city of our railway for this month started somewhat



Early Horsecar - Probably John Stephenson Co. (1882)

inauspiciously. An omnibus service started in July 1877 and lasted exactly one day - too few people and too much mud. Incidentally this was only about five years after the city came into existence. Starting the next year another more successful omnibus and transfer company operated over a 25-mile route between the city and an adjacent community. This line closed in 1884 with the advent of the horse-powered street railway company in the city that operated from 1882

through 1894. An interesting side note is that the owner of this omnibus service was the son of his country's first spymaster.

Beginning in 1882 the horse-drawn street railway company began operations in the city and into the surrounding areas. Much as the omnibus had fallen to the street railway the horse now fell to electricity. The horse railway had experimented with electric cars in 1891 but in 1892 the city gave the electric operating rights to a competing electric street railway company headed by eastern businessmen. After appealing through a series of courts and finally losing before the nation's highest appeals court for the owner of the horse railway sold most of the horse railway's assets to the electric street railway in 1894, keeping only one horse line to operate as private venture. With the sale all horse car operations ended the following day except for a six-week



No. 10 - Ottawa Car Co. (1892)



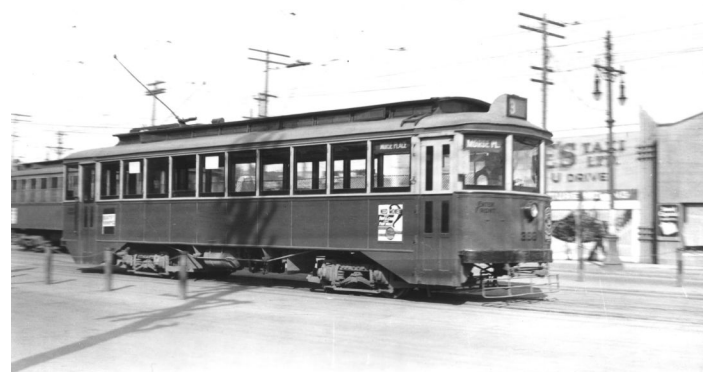
No. 300 - Ottawa Car Co. (1907)

extension of time on one line as mandated by the city council. The sale also ended the price war that had existed between horse and electric and fares on the electric were immediately doubled.

During the second half of the 1890s the electric street railway increased its rolling stock and number of car barns. This period also saw the acquisition of the local electric & gas light company and changing line voltage from 250 volts to the

standard 550 volts. In 1902 the electric street railway incorporated a new general power company and this firm was renamed as an electric railway company in 1904 when combined with the electric street railway interests. The new firm now controlled all street railway, electric power, and gas utilities in the city.

An interurban was formed in 1901 with operations planned to an adjoining town (actually the same one as mentioned in the 25-mile omnibus route above). Steam powered service was begun in



No. 358 - Company Shops (1909)

1904 with limited electrification in 1905. This line was purchased by our electric railway company in 1906 with full electrification in place by 1908. This line was maintained as an independent company - eventually being

spun off as a bus line years later. This same bus company has recently announced that this route will be abandoned on July 1, 2016 because of declining ridership.

A separate rapid transit company had been founded in 1902 to operate west of the city. In 1905 the electric railway company also purchased its operation.

The general prosperity of the early 1900's was good for the company but by the middle of the second decade the impact of jitney competition began



No. 374 - Company Shops (1909)

to be felt. By the end of the decade a program of rebuilding the older cars in the fleet was underway and the first motor buses made their appearance. A citywide general strike had a major impact on the system. In April of 1920 a major fire and explosion was experienced at a major car barn. Twenty cars were destroyed outright along with four sweepers and another half dozen cars damaged. Cars were borrowed from the two other car barns. A



No. 724 - Ottawa Car Co. (1919)



No. 604 - Company Shops (1913)

number of used cars were purchased - twelve in July and eight in August - and shipped by flatcar to the company shops. In 1920 the first streetcar line in the city was abandoned and, as fate would have it, this was also the first line that had been electrified in the experiments of 1891.

In 1921 several Birney Safety Cars arrived from Preston Car & Coach but these did not see service until 1923 as a controversy over the safety of the one-man cars stalled their introduction. The economic decline experienced after the First World War and increasing competition with the

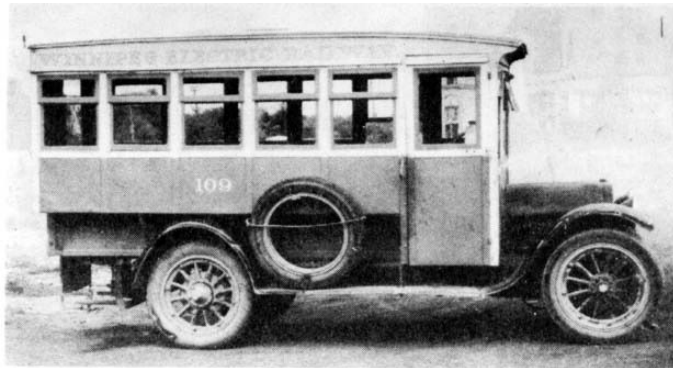
automobile convinced the company to rebuild the rest of its fleet as one-man cars.

The company changed names again in 1924 with “electric railway company” becoming “electric company”. Along with the name change came the change over to one-man cars and the expansion of the company’s bus operations. The remainder of the 1920’s saw significant track rebuilding including that to accommodate one-man operation such as added passing sidings, etc. The onset of the Great Depression impacted our electric company in numerous ways. Cost cutting through personnel cutbacks including maintenance workers ensued with predictable results. Railway lines were discontinued, cut back or



No. 704 - Ottawa Car Co. (1919)

operated only at peak times with buses being used in replacement service. The company’s electric generation business became a problem when a large new power station’s primary customer, a paper mill, closed leaving a massive investment providing no return on investment. The year 1938 saw further electric routes replaced with buses but also the



No. 109 - Ruggles Motor Truck Co. Ltd. (1919)

advent of trolley coaches.

With the advent of World War II changes in rolling stock were limited and maintenance was reduced to that necessary for safety and to maintain operations. By 1943 with many employees in the armed services and with more being drafted plans were put in place to hire and train women as operators. The postwar years saw further route contraction and the development of plans to convert the existing streetcar routes and busiest bus routes to trolley coaches. Deferred maintenance during the war years had left the



No. 321 - Mack Trucks (1928)

trackage requiring total replacement and the rolling stock between 25 and



No. 796 - Company Shop Copy of Earlier Ottawa Car Co. 700s (1929)

40 years old with the bulk being 30-plus years.

In late 1952 a government-owned hydro electric board offered to buy the company with the conditions that the gas and transit utilities be split from the electrical utility with a new company to operate the transit system while the city decided if it wished to acquire the system. A new transit company was formed and operated the lines for some four months until the city exercised its

option to acquire the system through the formation of a transit commission.

The year 1955 saw the end of streetcar service and in another ten years the trolley coaches were also gone. Starting in 2014 electric transit has somewhat returned to the city. The transit commission is participating in an electric bus (battery) demonstration project with four buses on selected routes. The buses are recharged in ten minutes through the use of a pantograph-like device while laying over at the end of their route.



No. 1808 Trolley Coach ACF/Brill (1956)



**Library Committee**



**Library Committee**

The next Library Committee meeting followed by a workshop is scheduled on November 9, 2024 from 10AM -2PM.

The Library Workshop scheduled for Saturday, October 12, 2024 was postponed. This permitted library volunteers to assist with the day's busy Pumpkin Patch activities.



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: Nov 9

Scheduled workshop dates for 2024: 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 has uploaded 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://trolleyuseum.org/seashore-trolley-museum-library/library-newsletter/> Note: The most recent issue generally is available on the above site within two or three days of publication.

Regards,

Ed Ramsdell, Editor

*The Main Line*

[TheMainLine@ramsdell.com](mailto:TheMainLine@ramsdell.com)

<http://www.trolleyuseum.org>



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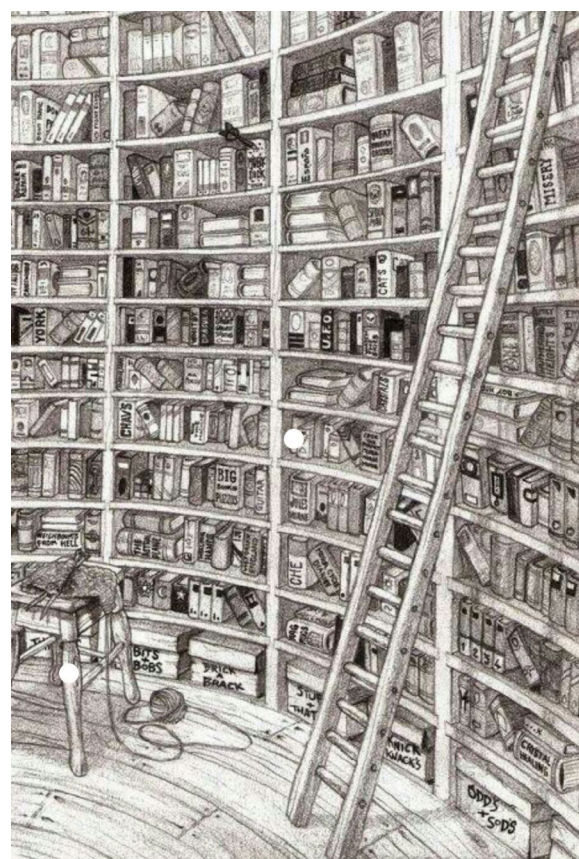


### Wandering through the collection -

In perusing the collection I noticed a file in the Alexander Hamilton Collection entitled Foreign Trams containing 354 images from the collection scanned by Leo Sullivan. The following is a brief tour of Chile including one questionable (San Paolo?):



Santiago (26/4/55)





Santiago (26/4/55)



Chile (25/4/56 - no location)



Line Car (undated)



Santiago (26/4/56)



Marked as San Paolo ?????, Chile (25/4/56)

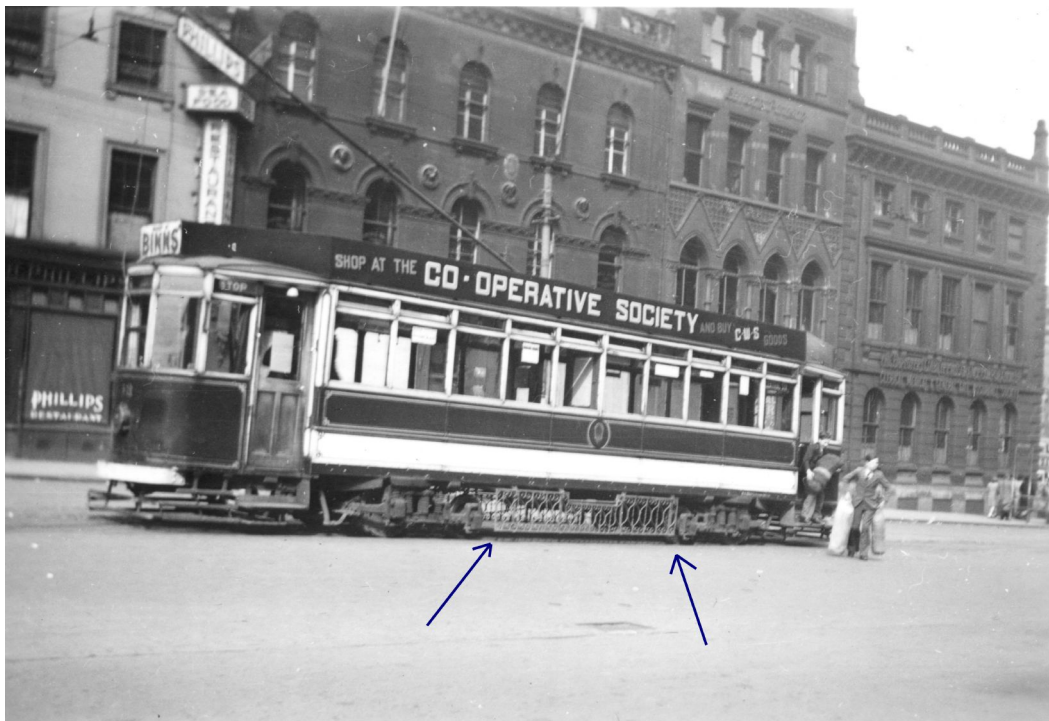
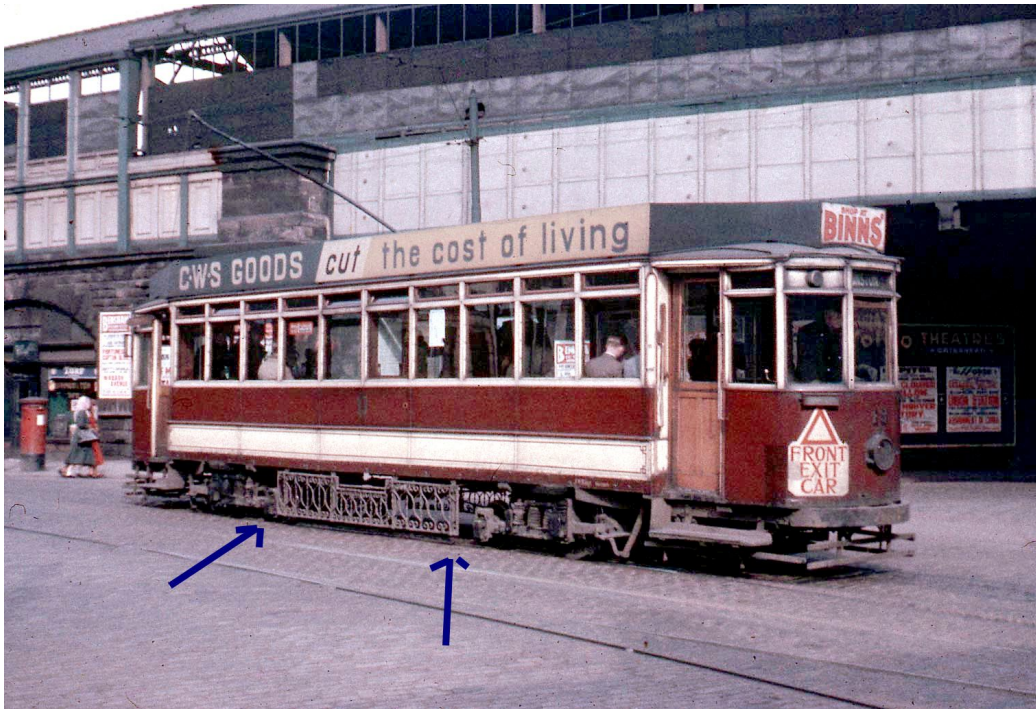


MU Valparaíso Puerto (25/4/56) - Maritime Terminal



## Today's New Word(s) (for me):

I have just watched a very interesting presentation on trams in Tyneside, UK. In discussing Newcastle the presenter mentioned "dog guards". To reveal my extreme ignorance I knew what a guard dog was but not a dog guard. The presenter pointed out a shield between the front and rear trucks to prevent dogs dashing under the cars with unfortunate results. I looked in our file on Newcastle and, lo and behold, found multiple images! To the one other person on earth who didn't know of dog guards here are a couple of images from our files.






# 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.

## 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://trolleyuseum.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!

## 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 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!

**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.trolleyuseum.org](http://www.trolleyuseum.org)