



Vol 16

THE MAIN LINE



No 8

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

Happy (belated) Halloween

October 2024



Goings On at Seashore —


**NEW VOLUNTEER OPEN HOUSE —
Saturday, November 16 2PM-5PM**

See announcement on the next page of this copy of *The Main Line* including opportunities to volunteer in the Library and Archives.



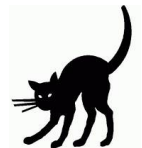
Event



The next big and year-ending event is Christmas Prelude, which will be held eight days this year instead of the six of previous years. The two extra days will be model railroad only day  opening the model railroad building only (no trolley rides) on Thursdays December 5 & 12 from 9:30AM-4PM. Tickets in-person for \$3 each, and guests will have the opportunities to operate the layout (depends on staff available to assist).



Christmas Prelude Trolley Rides will take place Friday-Sunday December 6-8 and 13-15 from 9:30AM-5:30PM; rides will depart from the Visitors Center every 30 minutes beginning at 9:30AM, with no 12PM or 12:30PM trolley rides (crew rest break).



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



1939 - 2024

85
YEARS



**SEASHORE
TROLLEY
MUSEUM**

NEW VOLUNTEER OPEN HOUSE

Saturday, November 16 2PM-5PM

Get involved as a seasonal, winter, or year-round volunteer! Opportunities include working in our Restoration Shop, operating trolleys, volunteering in our model railroad building, supporting our special events, maintaining track and overhead wire, taking care of our landscaping and grounds, helping out in our library & archives, serving on committees, and more!



2PM: Intro to the Museum's Volunteer Opportunities | 2:30PM Off-Season Model Railroad Volunteer Needs | 3PM Trolley Ride & The Steps to Become an Operator
4PM Break Out Sessions by Interest Areas | 4:45PM Closing & Refreshments

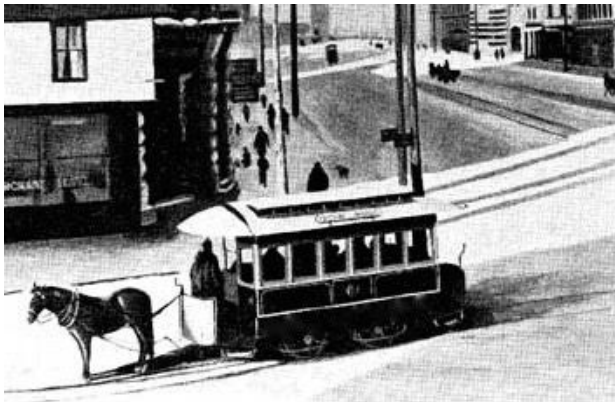


To learn more or to attend, please email volunteer@trolley-museum.org

Do You Recognize ?

Last Month's Do You Recognize -

Approximately 60 years before the coming of the streetcar the Hudson's

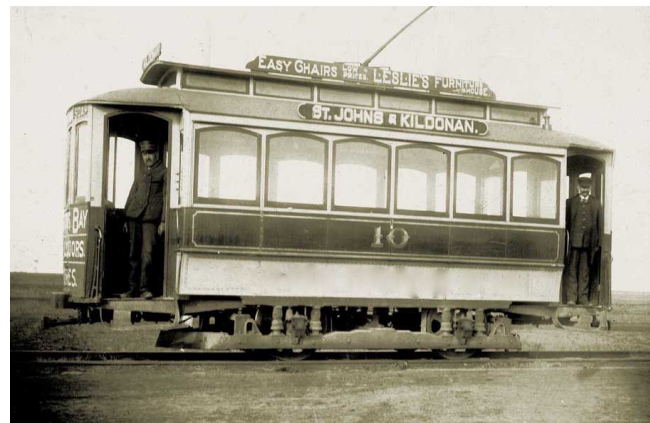


Early Horsecar - Probably John Stephenson Co. (1882)

Bay Company established a trading post at the confluence of the Red and Assiniboine rivers known as Fort Garry. During 1869 - 1870 the fort was seized by Louis Riel and his Métis followers during the Red River Rebellion. After the rebellion the area continued to grow and in 1873 the city of Winnipeg, Manitoba was established.

Transit in Winnipeg started somewhat 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 horse-drawn



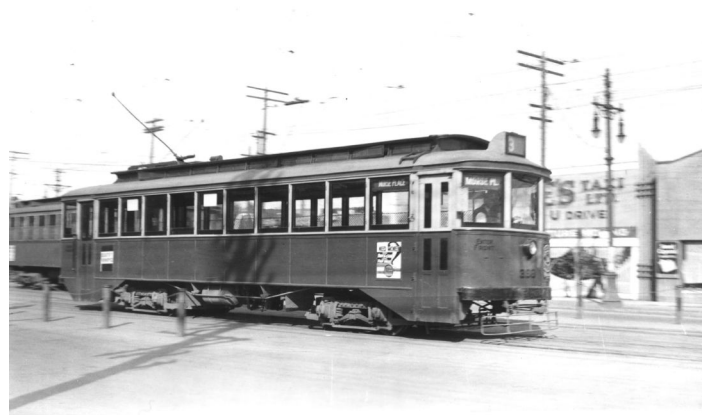
No. 10 - Ottawa Car Co. (1892)

Winnipeg 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 the competing Winnipeg Electric Street Railway headed by eastern businessmen. After appealing through a series of courts and finally losing before the nation's highest appeals



No. 300 - Ottawa Car Co. (1907)

court for the owner of the horse railway sold most of the horse railway's assets to the Winnipeg Street Railway Company 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 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.



No. 358 - Company Shops (1909)

During the second half of the 1890s



No. 374 - Company Shops (1909)

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 the Winnipeg 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. The Winnipeg, Selkirk & Lake Winnipeg Railway Company 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 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 Beaver Bus Lines years later. This same bus company has recently announced that the Winnipeg - Selkirk route will be abandoned on July 1, 2016 because of declining ridership.



No. 724 - Ottawa Car Co. (1919)

The Suburban 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 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



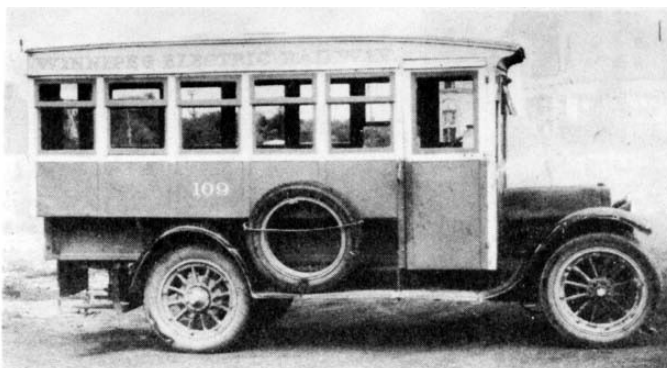
No. 604 - Company Shops (1913)

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 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



No. 704 - Ottawa Car Co. (1919)



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

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 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.



No. 321 - Mack Trucks (1928)



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

The year 1938 saw further electric routes replaced with buses but also the 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 trackage requiring total replacement and the rolling stock between 25 and 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



No. 1808 Trolley Coach
ACF/Brill (1956)

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.

Those seeking more information about Winnipeg's transit history might find Winnipeg's Electric Transit by John E. Baker - Railcar Enterprises, Toronto (1982) and The Era of Streetcars In Winnipeg by Herbert W. Blake - Winnipeg (1971) publications of interest.



This Month's Do You Recognize-

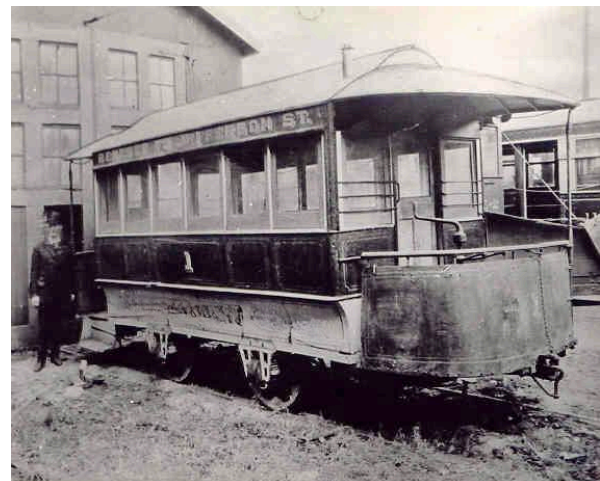
Our Company Of Interest this month was a transportation company formed



An Early View of Downtown of our Line's Headquarters City. Equines and Electrics Meet - No sign of Internal Combustion.

in a 1902 merger between several interurban and street railways including three city railways, four suburban railways with a fifth acquired later and another leased. The merged line maintained streetcar networks throughout the western part of its headquarters state: and a single line in the adjacent province (now that narrows the field a bit!).

In 1899 a Traction Company is formed to begin consolidation of many of the area transit providers in and radiating from its headquarters city. In 1902 the transit company formed a "Railway Company" subsidiary, bearing a similar name, to unify some 15 smaller transport entities under common control through various purchase and lease arrangements in the western part of its home state and the southern portion of an adjoining province. Our company maintained multiple streetcar networks in the state and a single line in province. In



Horsecar #1 of a Predecessor Line Possibly a Peterson & Corbin Product

addition it operated an interurban route between its two principal cities



Interior of Private Parlor Car For Transporting Dignitaries. Brill (1898) Originally for Predecessor Line. On Separate Occasions Transported U.S. President William McKinly and the Future King Edward VIII of the United Kingdom

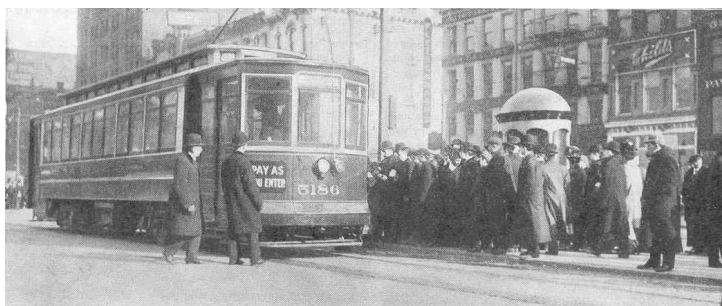
inherited from a predecessor line with a new line constructed to bypass congestion on the original line after the 1902 mergers. A second interurban, made up of two predecessor lines, ran from the headquarters city to a resort on a major lake. A somewhat interesting feature of this second interurban was the fact that, when ultimately it was double-tracked, one track was owned by our line and the other by paralleling railroad that leased to our line for interurban operation. By 1904 the system

had 373 miles of trackage and operated over 950 cars of various ancestry.

In 1923 the parent Traction Company formed a subsidiary Bus Company, again with a very similar name, and beginning that year an ongoing gradual shift to buses and with some bus routes



No. #3032 - Light Duty City Car
G. C. Kuhlman Car Company - 1903



No. #5186 - PAYE Car
G. C. Kuhlman Car Company - 1907

established paralleling the company's existing rail routes. In 1926 two interurban bus routes were established the company's two principle cities although, in this case, interurban rail on the route didn't end until 1937. In 1937 all interurban rail service was discontinued and much of the service replaced with buses of

the bus subsidiary that the parent transit company had formed in 1923. Freight service continued on a portion of the interurban trackage leased from the above-mentioned railroad with 3 steeple cab locomotives until 1950, when the lease was terminated and the operation returned to the lessor railroad.

In 1947 a public transit commission was created to reorganize our declining company. Finally in 1950 our company reorganized and transferred its assets to the public transit system. At the time of the transfer the public entity continued operation of three streetcar routes.



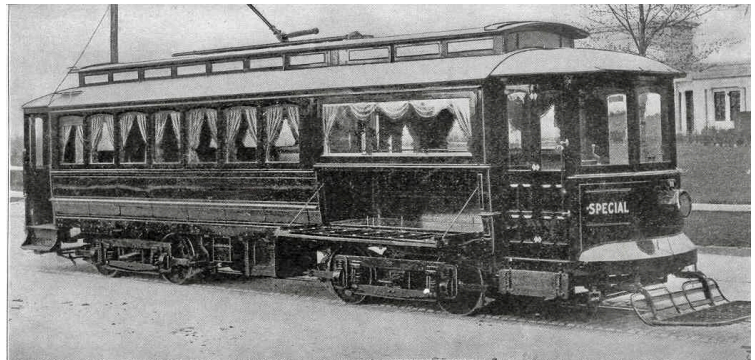
No. #6037 - Nearside Car
J.G. Brill Company - 1911



No. #6074 - Nearside Car
G. C. Kuhlman Car Company - 1912

Our company's fleet was initially made up of a diverse collection of equipment inherited from the many merged lines. Some of the first cars had been constructed by Patterson & Corbin Carriage Makers - aka Patterson & Corbin. The company moved towards

some level of standardization as it became necessary to add to and replace the initially inherited fleet. Beginning in 1911 through 1913 the company purchased over 350 Nearside cars from J.G. Brill on the advice of our company's management firm - some of the Nearside cars



Funeral Car
J.G. Brill Company - 1916



No. #149 - Peter Witt Car
G. C. Kuhlman Car Company - 1917

were built by Kuhlman, a Brill subsidiary beginning in 1904. The management firm had designed the Nearside in-house for use by our company and two other firms for which they provided management services. Between

1917 and 1919 the company also ordered 130 Peter Witt cars from Kuhlman to supplement the larger Nearside cars. These two types became the mainstay of the operation. Various other cars including special purpose and work cars were also acquired over the years as well as rebuilds of portions of the inherited fleet.



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

Meeting Dates for 2025 with Business Meeting followed by workshop:
Jan 11; Mar 8; May 10; July 12; Sept 13; Nov 8

Scheduled workshop dates for 2024: Dec 14

Workshop Dates for 2025: Feb 8; Apr 12; June 10; Aug 9 ; Oct 11; Dec 13



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 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_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://trolley-museum.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

<http://www.trolley-museum.org>

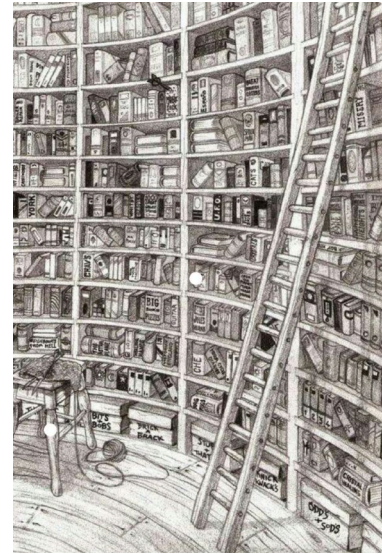


For additional event information and ongoing museum information throughout the year be sure to check: <https://trolleymuseum.org/events/>



Wandering through the collection -

In looking through the Street Railway Journal for 1900 there was some discussion and advertising for Traction Telephones, Portable Car Telephones, Portable Telephones, or whatever they might be called. This was obviously before the cell phone or other form of portable radio. Some railway systems used what might be considered call boxes but others used portable instruments that plugged into a connector wired to every tenth pole or so and connected to an overhead "phone line".



Following are a few samples of advertising for such devices:

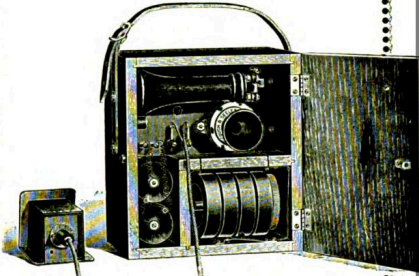
TELEPHONES

FINEST AND MOST COMPLETE EQUIPMENT FOR ELECTRIC RAILWAYS . .



TELEPHONE SET FOR OUTSIDE WORK.

Suitable wherever telephones are required for outside purposes. Enclosed in an iron box, and practically damage proof in construction. Is not injured by exposure to the weather.



PORTABLE TELEPHONE SET.

Suitable for carrying on cars, together with pole connector or jack box. The connectors are usually placed on every tenth pole, and when desirable to communicate with the central office, the telephone connection is made by hanging this box on a hook provided for the purpose on each of these poles, and by plugging the terminals into this jack, as shown.

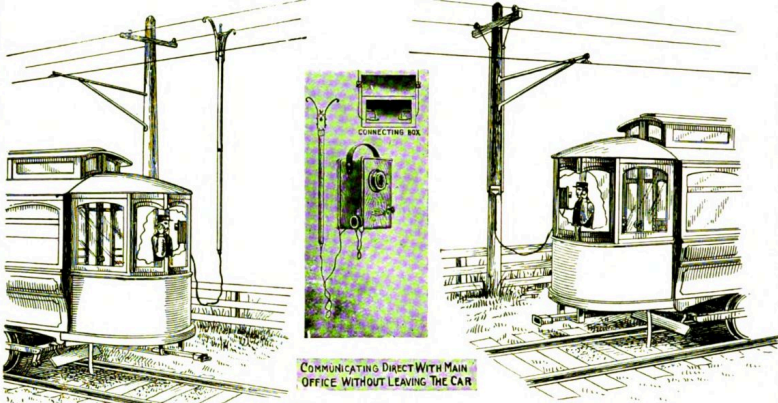
SEND FOR CATALOGUE

COUCH & SEELEY Co.

212 SUMMER ST., BOSTON, MASS.

Our Patents Absolutely Control, and We Manufacture the Only

PORTABLE CAR TELEPHONE



COMMUNICATING DIRECT WITH MAIN OFFICE WITHOUT LEAVING THE CAR

❁ ❁ ❁

The illustrations on this page show the various methods of using the **Garl Portable Car Telephone**. This system is in use on many of the largest and most important interurban railways in this country. It is the only method by which accidents or other trouble can be reported immediately to the main office

❁ ❁ ❁

❁ ❁ ❁

from any point on the route, and the time thus saved will often pay the entire cost of equipping the road. The outfits for each car can be packed into an exceedingly small space.

As shown, the conductor or motorman can in several different ways and without the loss of a moment call up and report to the manager.

❁ ❁ ❁

INFORMATION AND QUOTATIONS PROMPTLY FURNISHED

GARL ELECTRIC COMPANY, AKRON, OHIO

Including the following advertisement from General Electric Co. Ltd. (UK) including listings of Agents for "the Australian Colonies". What a difference a century and a quarter makes in many aspects.

MANUFACTURERS AND PATENTEES OF TRACTION TELEPHONES AND CAR ACCESSORIES.




INSTRUCTIONS FOR USE
PLACE TELEPHONE TO THE EAR
PUSH LEVER IN HANDLE AND KEEP PRESSED WHILE SPEAKING
PATENTED

REC'D NO. 339640

No. K 201

The complete instrument consisting of "Hunningscone Deckert" Hand Combination with water tight transmitter; Switch Key, water tight, containing case with induction coil, for fitting into Feeder Pillars.

Price, £3. 15s.



TELEPHONE
INSERT PLUG IN HOLES BELOW

REC'D

No. K 202

The complete plug box consisting of containing case with induction coil; 4-way plug socket and connecting terminals for fitting in Feeder Pillars, for use in system where Hand Combination is carried on the cars.


Price, £1. 17s. 6d.



No. L 94

New Improved Pattern Circular Bell Single Stroke, especially designed for traction use. This Bell is not affected by car vibration. Specification movement in drawn iron tube. Bell metal, Gong Plated. Polished Teak base.

Price, 9s.



New improved pattern water tight push for fixing on car roof.

Dimensions, 18 inches high, 3/4 inches Iron Barrel, 3/8 inches diameter filling plate.

Price, 7s.

Central Station Instruments fitted with "Hunningscone Deckert" Transmitter Induction Coil, Automatic Switch Hook, Receiver, Bell and Relay. PRICE, £5.

Write for pamphlet giving full particulars and diagrams of complete system.

The General Electric Co. Ltd.

Head Offices, Warehouses and Showrooms:

69, 71, 88 and 92 QUEEN VICTORIA ST., LONDON, E. C.



Works: { Peel Works, ADELPHI, SALFORD.
Sherlock Street, BIRMINGHAM.
Brook Green, HAMMERSMITH.
Union Street, SOUTHWARK.
CLERKENWELL.

Branches: { Victoria Bridge, MANCHESTER.
71 Waterloo Street, GLASGOW.
56 Barwick Street, BIRMINGHAM.
13 Westgate Road, NEWCASTLE-ON-TYNE.
16 St. Andrew Street, DUBLIN.



Agents for the Australian Colonies: LAWRENCE & HANSON, 3 Wynyard Street, Sydney, and 167 Queen Street, Melbourne.



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 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!

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