



*Vol 16*

# *THE MAIN LINE*



*No 11*

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

January 2025

## **Goings On at Seashore —**

### **Seashore At The Big E -**

Seashore participated in the Amherst Railway Society Railroad Hobby Show on January 25 & 26, 2025 at the Eastern States Exposition in West Springfield, Massachusetts. Seashore volunteers had two tables for the Library's annual book sale, and additional tables supporting the museum's overall outreach efforts.

Eastern States Exposition is also the home of the BIG E Agricultural Fair - this year from September 12 - 28, 2025.

### **Model Railroad Building**

Seashore Trolley Museum's Model Railroad Building will be open all winter and spring long, every Thursday-Saturday from 10AM-4PM. If the week is a school vacation week in Maine or New Hampshire, it also will be open the Wednesday of that week from 10AM-4PM. Check out the museum's calendar to confirm the time we'll be open the date of your visit, <https://trolleymuseum.org/events/>

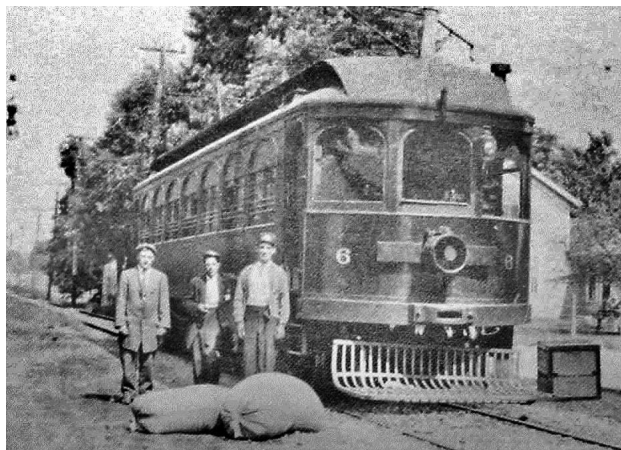
### **Additional Events**

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-



No. #6 - John Stephenson Company (1903)

receivership. and the Toledo and Indiana Railroad resulting from its sale, was to extend into Indiana. Several plans were put forth to extend from the 1905 terminus to that goal but none came to fruition.

Two of the plans would have resulted in the line ending in Ft. Wayne, IN

where the Maumee River originates and flows to Toledo. The Maumee flows in the opposite direction from the extensions of the interurban. The interurban roughly paralleled the river although the roadbed was



No. #54 - JG Brill (1915)

Last month's interurban railway was incorporated in 1901 and began service in 1903 with a 34 mile line from Toledo to Wauseon, OH and in 1905 another 22 miles was constructed from Wauseon to Bryan, Ohio. The ambition for the line as indicated by its original name, the Toledo and Indiana Railway, and the subsequent names of Toledo and Indiana Traction Company, occasioned by



Car No. #2 later in life

anywhere from adjacent to about 15 miles north of said river. Maumee is an anglicized spelling of the Odawa Indian name for the adjacent Miami tribe.

The line was parallel the Lake Shore and Michigan Southern (New York Central) Railroad and interchanged carload freight with the NYC System. While not major in the sense of tonnage the freight revenue was important

to the interurban's bottom line. The interurban cars provided more frequent

schedules, more passenger stops, and were less expensive than the steam road. Prior to the rise of the automotive era and improved roads the interurban was an attractive mode. In addition the company's generating station provided electricity to many of the communities served by the line.

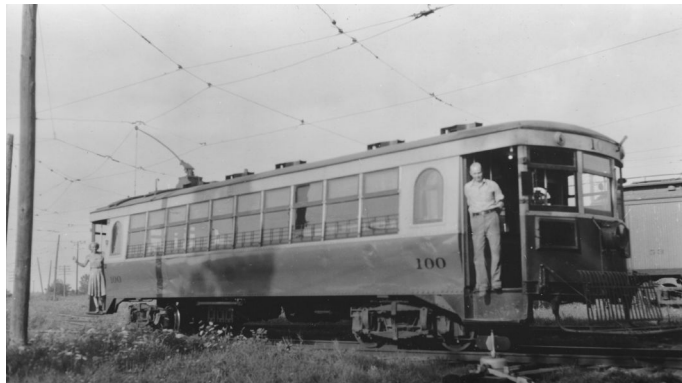
The Toledo and Indiana Railway was profitable but the owners managed to get into a squabble over stock ownership and this ultimately forced the line into receivership in 1907 and renamed as the Toledo and Indiana Traction Company. In 1910 it was sold to Henry L. Doherty of New York and yet again renamed as the Toledo and Indiana Railroad.



No. #80 - Baldwin-Westinghouse (1915)

By the mid-1930s the impact of the depression was in full swing and at the same time motor

vehicle competition was on the upswing. In 1935 the lines lost access over



No. #100 - Curved Side - single end - Cincinnati Car Co. - 1924

a local city line (abandoned) into Toledo and was forced to have its terminus on the outskirts. The line limped on for another four years with the end of service coming in October 1939. At the end there were only four trips a day operating over the line and it had experienced operating losses for 13 of its last 16 years.

My apologies for the mislabeling of No. #100 in last month's edition. I fell into the "cut and paste trap" and dragged the label for #80 into the info for #100.



### This Month's Do You Recognize-

Our interurban this month is somewhat interesting in that it, somewhat typically for its region, ran between quite minor, in terms of population, endpoints and served no communities of over 15,000 anywhere along its 77 mile route. The attraction for its promoters being developing oil fields along portions of the line. Also one endpoint was a major rail hub in the





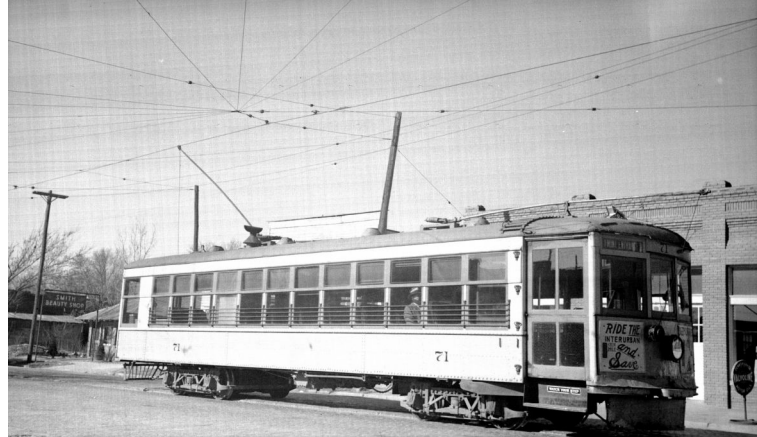
Box Motor #62

“Old West” and also had a munitions plant while the other was a train stop for Native Americans from the East being

resettled by the government under the Indian Removal Act of 1830. Purportedly the name of this community originated from a

word for friendly in the Delaware language. Trolley service was also provided in two of its intermediate communities.

The line was promoted by two brothers from Pennsylvania. The Traction Company was incorporated in 1907, uniting together two little street railways somewhat midway in the ultimate system with service beginning in July of



No.# 71 - American Car Co. (1925)

1907. A 10 mile extension was added in March of 1910, an extension to the northern endpoint in 1914 and finally south to the other end in 1915.



No's.#72 & # 71 - American Car Co. (1925)

A somewhat typical interurban for the area and time this system operated lightweight equipment and over track work of probably

not the highest quality. The through trip between endpoints was scheduled at slightly less than four hours. It is purported that effectively no one ever road the entire length of the system except on the first day the route opened and on the last day it operated. There were typically nine trips a day each way over the system and a couple of scheduled freights. In the late 1920's the service was altered with eleven round-trips on the north end of the system and seven on the south, again the breakpoint being roughly

midway, plus the two freight runs. The freight business was constrained by competing steam railroad service to towns of any size. Early on the little road earned enough to make its interest payments but by the early twenties economic problems were surfacing. Through no fault of the interurban the center of the



No. #80 - Baldwin-Westinghouse (1917)

country began experiencing economic difficulties a decade earlier than the stock market crash. During World War One there had been government



Box Motor #62

price supports for various commodities. At the end of the war price supports were abandoned and supply and demand was allowed to regulate the marketplace. Production of commodities remained at the levels when price supports existed. Surpluses quickly appeared and drove prices down while the response of producers was to keep producing as much as

possible to maximize earnings which led to further price declines. By 1921 the road was in financial trouble and in 1927 it entered bankruptcy, reemerging in 1937 reorganized under the name of "Electric Railway". From 1921 until its demise in 1947 it was able to cover operating expenses in only two years.



No. # 84 - Box Motor - Kuhlman Car Co, (1927)

On the positive side the system was amazingly resilient, perhaps impervious to change is a better description. The milage and operation at the end of service in 1947 was





No.# 74 - American Car Co. (1925) and No. 15 an 18' Birney in one of the city operations - probably part of a 25 car order originally built by Osgood Bradley for a Rhode Island line.

were also extremely protective of the interurban and effectively barred bus competition until the very end. The local trolley service in the two intermediate cities qualify as some the last survivors of small city streetcar operations.



No. #82 - Baldwin-Westinghouse (1914), no. #603 - Prior Company Shops (1929)



No. #603 - Prior Company Shops (1929)

not much different than the day the total route was completed in 1915 and practically identical to that of the mid-1920s. This can partially be attributed to a very gradual decline in revenues rather than some precipitous drop that triggered abandonment or retrenchment of many systems across the country. The state regulatory commissions

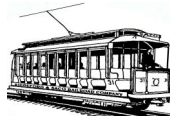
The bus service that was initiated at the end of rail service survived some number of years. By the early 1950s the route was still in operation although as two separate operations from the midpoint that did not operate synchronized service so making through trips from one end to the other impractical. By 1960 the firm was still serving the points of the old interurban

but the route was now scattered over several longer distance routes serving more populated areas and travel over the old route would have

taken parts of two or even effectively no public although some service that crosses the call-on-demand service in



three days. Currently there is transportation over the route intermediate points still have old interurban and there is a former endpoint community.



**Library Committee**



**Library Committee**

At the time of this writing an extra Library Committee meeting followed by a workshop is scheduled on February 8, 2025 from 10AM -2PM. However there are some uncertainties (individual schedules and possible weather). See below concerning further information

The next Library Committee meeting and workshop is scheduled on March 8, 2025 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).

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

Workshop Dates for 2025: Apr 12; June14; Aug 9 ; Oct 11; Dec 13

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://trolleymuseum.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*

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<http://www.trolleymuseum.org>

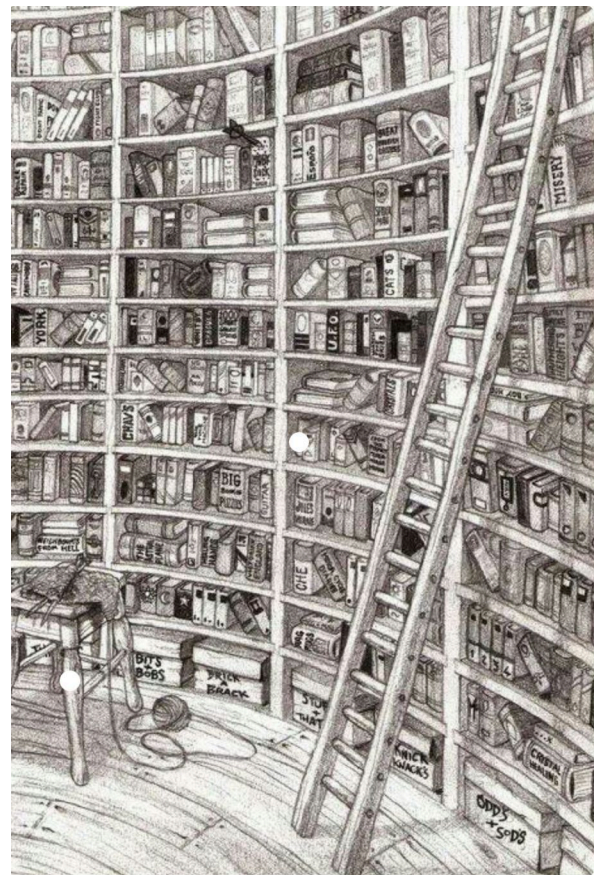




## Wandering through the collection -

Readers of *The Main Line* have undoubtedly noticed that I have a fascination with reading directories and guides of years ago. I find them very entertaining and a great window into the day-to-day goings on of a few decades to well over a century ago.

The particular rabbit hole that I jumped down this time was *The Official Guide of the Railways for October 1961*. The cover notes that in addition to the railways (steam, diesel, and limited electric) it includes Steam Navigation Lines of The United States, Puerto Rico, Canada, Mexico and Cuba - Also time-tables of railroads in Central America - and various air line schedules.



The October 1961 Guide is a doorway to a very different world in terms of both regulation and technology than the one we live in today. The railroads were still considered public utilities that required Certificates of Public Convenience from state and federal regulators to operate and having significant Common Carrier Obligations as to what the carrier owed the public in terms of maintaining service, and regulation of schedules and fares. When this guide was published Amtrak and the Rail Passenger Service Act were a decade in the future. Some 700 transportation entities (I estimated, not an exact count) are listed. Listings run from many pages, schedules, and maps of major carriers to small listings of company name, route, and contact listed in a space the size of a half-business card. By 1961 the vast majority of railroad listings were noted as “freight only” or “freight and express only”.

In addition to numbers of major carriers not yet merged, and perhaps only vaguely remembered, the small notations open up a whole past world.

- A series of pages detailed which states or city and county subdivisions recognized some form of daylight savings time. Only Arizona uniformly had not observed daylight time except for during the two world wars and a brief flirtation after the Federal Uniform Time Act was enacted in 1966. The Navajo Nation does observe daylight savings. Hawaii also had not basically observed daylight time. Prior the the 1966 act there was no uniform federal regulation of when the time period started and ended.

- Another now pretty much forgotten item from the airline section was the imposition of “Jet Surcharges” for travel on Boeing 707s and 720s.
- Some rail carriers continuing to show relatively extensive passenger service, the Bangor & Aroostook for example, provided the service totally by motor coach (aka bus) rather than rail.
- Numbers of carriers vigorously promoted the comfort and luxury of their long distance name-trains such as the various Zephyrs with their speed, diner service, pullmans with drawing rooms, bedrooms, and roomettes. However the future lurked in the airline pages with the new 707s and turboprop-powered Viscounts - competition traveling at ten times the speed of their service was tough to compete with, no matter how nice your train. The arrival of the financial sharks who saw value in railroad real estate rather than in railroad operation.

Anyway, not to rattle on forever, the guides are great research sources and for those of a particular mindset, quite entertaining. If you don't have some guides sitting on your bookshelf you can usually find them at various transportation book sales and also online. There are a few available to peruse for free online and many more can be purchased for download.

