



Vol 3



THE MAIN LINE



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The Monthly Bulletin

of the New England Electric Railway Historical Society Libraries

November 2011



One Holiday down - one to go!

Here we are with Thanksgiving already past and another holiday heading our way. Operations have wrapped up for the year other than Kennebunk's Christmas Prelude activities on December 2,3 & 4 and 9,10 7 11. Details are available at the Seashore website: <http://www.trolley museum.org/>

Earlier in the month I spent some time visiting a friend in Bethesda, MD whose house is very near the Glen Echo Park. Glen Echo started as a National Chautauqua Assembly in 1891. The land was purchased by The Washington Railway and Electric Company in 1903 and their number 20 line stopped at Glen Echo. The line began at Union Station in Washington, D.C., ran west along Pennsylvania Avenue and M Street to Georgetown, and then followed a private right-of-way parallel to the Potomac River. The line ended in Cabin John, MD at the one lane bridge. This trolley line offered a scenic ride from city to country. The park lasted until 1968 and in 1971 the federal government obtained the land and the National Park Service began managing the park. Today the park is managed by the nonprofit [Glen Echo Park Partnership for Arts and Culture, Inc.](http://www.glen-echo-park.org/) on behalf of Montgomery County, Maryland. The National Park Service continues its role in managing the grounds and providing historic interpretation, while the Partnership oversees facilities and programs. The park is now host to many resident arts and cultural organizations, artist studios, a thriving social dance program, a restored carousel, and numerous classes in visual and performing arts.

The beautiful neon entrance marquee was restored and illuminated again a few years ago. Directly in front of the entrance is a PCC similar to those that served the park in its latter years. Unfortunately, by the time that recognition of the park's trolley history became a priority all of the PCCs and other trolleys that had served the park were gone - note Seashore's beautifully restored DC Transit #1304 built by St. Louis Car Co. (1941).



Due to the unfortunate timing the PCC in front of Glen Echo is in reality Philadelphia Transportation Company #2732, built by the St. Louis Car Company in 1947 and had run



from South Philadelphia through Center City and North Philadelphia to Chestnut Hill. The car was brought to Glen Echo in 2006 and plans were announced to illuminate it and repaint it to DC Transit colors. This car is slightly longer than those that originally served Glen Echo and the track gauge is not compatible so although the double street track is still in place in the concrete pad in front of the park it is necessary to display it on its own length of rail until such time as it might be re-gauged.

Glen Echo is a very pretty and historic park and the nearby paths along the Potomac offer some beautiful vistas of the river. One last “travelogue” item is that just over the line into DC on MacArthur Blvd., the park is on MacArthur, is a really nice little Belgian-French restaurant called Et Voila at 5120 MacArthur Blvd., NW. The food is really outstanding and the prices are not bad for DC. Should you wonder, I didn’t even get a coffee for this mention nor does my friend own it, I just really like the place.

Seashore Goings On –

A significant piece of work is going on at the museum led by Tom Santarelli. A major effort has been underway during the summer and fall to repair the Fairview Barn. Conditions had become critical and a great deal of urgently needed work has been done with congratulations due all around to those involved. I have shamelessly copied a report sent out by Tom on 18 November as I could see no reason to reinvent the wheel and so Tom’s synopsis is included on the next two pages:

Fairview Project Update:

Attached is a photo compilation of Fairview progress to date. This week, the Phase III frost wall sections were excavated, formed and poured. Today the excavated area will be back filled, and much of the footings and frost wall will then disappear beneath the earth.

This event marks the final concrete pour of the current project, and leads us into the finishing items as we turn toward wrapping things up.

A Look at our Fairview footings reconstruction project to date:

West Side Phase I had taken us from this



To This



Next, over the summer months and into autumn we dug deep into **East Side Phase II and III**. Several additional site access issues were overcome. On Wednesday, November 16th we completed our final concrete pour.

We had this



and this



and this



by doing this



We can now turn the page....

To This



There is more to do: Finish the siding replacement, finish out the East Side drainage, and other clean up. Peter Wilson, Chuck Griffith, Jack Coyle and Charlie Publicover have realigned and leveled the track so that the several cars may be returned to their covered storage in time for winter.

Again - Congratulations all around!

Do You Recognize -

October's Answer -

October's challenge was submitted to *The Main Line* by Twiss Butler. She found this picture hung as part of a display of historic photos on the top floor of the State Capitol Building in Bismarck, ND. The state website mentions the trolley service and notes that in 1903 Bismarck contracted for a street car line to run from the business district to the State Capitol. The state-owned trolley line ran for one mile from Ninth Street along Main Avenue to Fourth Street and then North on Fourth to the old Capitol Building. The trolley continued to operate without a franchise until 1931. Micky O'Connor, its



one and only motorman, went to work as an elevator operator at the present Capitol when funds finally ran out. A Board of Administration Report report covering mid-1920 to mid-1921 showed a loss of \$4,666.62. The relaying of new ties on the track during the year which cost \$4,935.47, was considered an extraordinary expense and is not included in the loss report because it was taken care of by the depreciation. The car was not operated from September 25th to October 25, 1920, while the track was torn up and new ties were laid, and again from March 5th to May 15th, 1921, while the motor was out of repair - the car line lost about one-fourth of the annual income from fares during the year.

The state owned Trolley Line began in 1906 and was discontinued in 1931.



I found another image of the car line on the State Historical Site including a picture of the operator on the last day of service. While Motorman O'Connor is cited as the only motorman it appears that his equipment was downsized between opening day and the end of service.

The streetcar operator stands inside the car, while two men and a boy stand outside. A sign reading "Last day Feb. 28 1931 for me" hangs on the front of the streetcar. An advertisement reading "Capitol Theatre the latest and best in motion pictures" is affixed to the front of the car. People are identified as left to right: C.J. Herbert, J. Hanson, Lawrence Kasitsky and Micky O'Connor.

It appears that the body of the single truck car was found abandoned years afterwards after serving one of the usual purposes of abandoned car bodies, in this case a dog house is rumored. The body was supposedly mounted on the remnants of a Fairbanks Morse M-3 motor car frame and an internal combustion engine installed. It is operated over track between Mandan, ND and Ft. Lincoln by the Ft. Lincoln Trolley Co. The car was originally built by the American Car Company in 1911. At this time I have not been able to identify the double-truck clerestory roof car with which service was started.

Twiss - thanks so much for a wonderful photo and a great lead that was a lot of fun exploring!

This Month's Do You Recognize -

Wayne Koch sent in several interesting photos - I thought this one would make a good "do you recognize"

and I have included several others in the Just Interesting Section later in this bulletin and, no, I haven't included any others from the same railway as this one - I'll include them next month. This month's image is of a pretty interurban #6 at



the end of service in 1939 at a village that was very hard hit by the loss of electric railway transportation. As you would probably guess by the car and the late date this location is in the midwest.

The Collection -

The several levels of inventorying of the overall New England Electric Railway Historical Society (NEERHS) collection are continuing. Specific materials such as albums and individual photos continue to be transported to York County Community College (YCCC) for individual identification, inventory, scanning and packing in protective sleeves, etc. as needed.

Funding-

As part of the Strategic Plan initiated in 2009 the NEERHS is developing a Capital Fundraising Program to support the library's construction and operation. The ongoing Feasibility Study is part of that process. The NEERHS Grants Committee is looking into other near and longer term grant possibilities for the Library. Library Committee member Herb Pence is a member of the Grants Committee which also includes Phil Morse and NEERHS VP Development Steve MacIssac.

Please remember when sending donations for the library to note that it is for Library Development – Fund 951.

Just Interesting-

As I had mentioned earlier Wayne Koch was so kind as to send a series of images from his collection.

We have probably all seen pictures of Monument Square in Portland, ME but the following is a great one that reflects the level of activity in the square when electric railway systems were in full bloom.



Portland Railroad
Monument Square - Portland, ME 1910



Unfortunately the days of intense traffic didn't last forever and in 1933 Cleveland, Ohio the body of Northern Ohio Traction & Light #1515 was serving as a coal company office.

Lastly, for now, it is San Francisco's famed Market Street Railway in pre-war 1940. Traffic was starting to increase as the military buildup began. However in four years through a series of problems including labor strife and poor relations with the city government the assets of the company will be sold to the San Francisco Municipal Railway (MUNI).



Market Street Railway # 751



Market Street Railway # 946



Market Street Railway # 951

Library Committee Meetings –

The next Library Committee meeting will be held on 10 December in the library of the York County Community College in Wells, ME. A working session is scheduled after this meeting.

Seashore Library Calendar

<u>Month</u>	<u>Day</u>	<u>Time</u>	<u>Activity</u>	<u>Location</u>	<u>Comment</u>
December	10	10AM-2PM	Meeting & Wrk Group	YCCC	

Initial Committee meetings in 2012 are tentatively scheduled for:

January	28	10AM-2PM	Meeting & Wrk Group	YCCC	
February	24	10AM-2PM	Meeting & Wrk Group	YCCC	
March	24	10AM-2PM	Meeting & Wrk Group	YCCC	

Please come and join us at the Library Committee meetings, we all look forward to seeing you and hearing your thoughts and needs. Can't make the meeting – please drop an email to the library SeashoreLibrary@ramsdell.com or use the contact link on the Museum's Internet site.

Working Group Meeting-

There are working groups currently scheduled after each committee meeting. There are no full-day working groups scheduled for December. Initial scheduling of full-day sessions for 2012 will be discussed at the December 10 committee meeting. Please come join us at any of our working group sessions - a nice climate controlled environment and interesting work.

Please let me know your thoughts, suggestions, criticisms, etc. The Main Line exists to share and exchange information and ideas about your NEERHS Library.

Enjoy your holiday season.

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