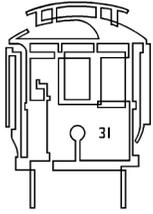


THE NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY
Seashore Trolley Museum & National Streetcar Museum at Lowell

VOL 63, NO 1
Jan-March
2020

DISPATCH





NEERHS

Seashore Trolley Museum
& National Streetcar Museum at Lowell

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The DISPATCH

The Dispatch is published by the New England Electric Railway Historical Society for its members and friends. Any opinions expressed herein are those of the writers, and do not necessarily represent the corporate position of the NEERHS.

Mission Statement

New England Electric Railway Historical Society shares powerful connections between the past and present. We preserve knowledge, context, and resources for future generations by collecting, restoring, operating, and exhibiting significant public transit vehicles and artifacts.

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Mark Weinberg

membership@trolleyuseum.org Membership Secretary

Dues for 2020:

Student, Military, Disabled, and Senior (60+)	\$30
Regular Membership	\$35
Family Membership	\$60
Regular Plus 1 (single guest admission)	\$55
Sustaining Membership	\$75
Contributing Membership	\$120
Museum Patron	\$600
Museum Benefactor	\$1,200
Life Membership	\$1,000

Address Changes: Please notify the Membership Secretary, or the Museum office at the address above.

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The next issue of *The Dispatch* will be published in June. The deadline for submissions is May 1st. Please send your articles or photography to director@trolleyuseum.org for consideration.

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From the
EXECUTIVE DIRECTOR
 Katie Orlando

DC

We have had quite the busy off-season at Seashore Trolley Museum! After coming off of a strong 2019 season, staff and volunteers have kicked it into high gear to get ready for an even more successful 2020.

Clean up efforts around campus continue in guest-visible areas. The main entrance has received a boost due to a brand new sign and completing a very long overdue tree cutting initiative on both sides of our main driveway. Construction on the first floor of Tower C is complete; we are turning it into a display area for guests this season. The next steps of this project are to replace the windows throughout with period-specific materials and to begin restoration efforts on the exterior of the Tower. The exterior of the Visitors Center will be receiving a fresh coat of paint in June; members have the opportunity to vote for the new color scheme on social media and in an upcoming Annual Fund Campaign mailing. The earliest Annual Fund Campaign contributions received will be used for much-needed repairs to the Visitors Center walkway that connects our parking lot.

An exciting arrival this month was the Mobilift, a device our staff and volunteers will use to assist guests in wheelchairs with riding on our operating fleet. The Mobilift is compatible with our rapid transit collection as well as trolleys including Manchester 38, Wheeling, WV 639, and Boston Elevated 5821. Thanks to all who contributed donations to help us purchase the Mobilift.

As Opening Day on May 2nd approaches, there is still much left to do to prep our campus for the season. Volunteer help is needed at this year's Museum Clean-Up Days, to be hosted on Saturday, April 4th through Friday, April 10th. Sign up to help with raking, painting, landscaping, gardening, and more at <https://trolleymuseum.org/event/museum-clean-up-days>

Thank you for supporting the Seashore Trolley Museum, and I look forward to seeing you on campus this season!



SS

The Museum's new Mobilift arrived on campus and is ready for guest use in 2020. Over 60 donors helped make this purchase possible.

Revenue Goals in 2020: Where will our General Fund Income come from?

General Admissions & Groups.....	27%
Museum Store Revenue.....	16%
Museum Fundraiser Events.....	18%
Annual Fund Campaign Donations.....	13%
Museum's Endowment.....	12%
Other Contributions.....	9%
Membership Dues.....	5%
Total 2020 Revenue Goal: \$634,855	

Railroad Hobby Show at the Big E



Seashore volunteers attended the Annual Amherst Railway Society Railroad Hobby Show to represent the Museum in Springfield, MA in January. The Museum has a booth at the show; volunteers set up on Friday afternoon and staffed the booth all weekend, handing out information to thousands of attendees and selling surplus book donations.

New Main Entrance Sign



Campus beautification efforts continue in 2020! Thanks to a generous donor, the Museum purchased a new main entrance sign, created and installed by Superior Sign Inc of Biddeford. The old sign served the Museum well, but when we put a fresh coat of paint on it before the 2019 season began, the brush poked through it more than once. It was time to retire it and start fresh.

NEATO's Annual Winterfest

STM Members attended the Northeast Association of Trolley Organizations' Annual Cabin Fever event in February; held at the Connecticut Trolley Museum. The location of the event rotates among trolley organizations each year—Seashore is slated to host the event in 2023.



Maine Museums Day

Museum volunteers Phil Morse & John Mercurio represented Seashore at Maine Museums Day. This event is held annually at the Maine State Archives and Maine State House in Augusta.

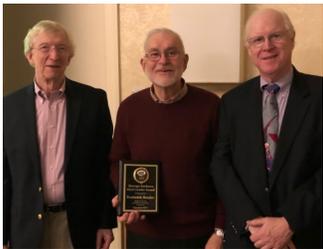


Donor and Volunteer Appreciation Dinner

Seashore's Annual Donor and Volunteer Appreciation Dinner was held on December 27th at the Doubletree by Hilton in Andover, MA. Over 60 members and donors attended the event, and presentations were given by our President/CEO, Executive Director, and Restoration Shop Director on the state of the Museum. Two awards were given in honor of two past Museum volunteers—Roger E. Somers and George Sanborn. The Somers family presented the award in Roger's memory.



George Sanborn Award



Fred Hessler is the 2019 recipient of the George Sanborn Award, which was presented by Seashore Trolley Museum President and CEO Jim Schantz and Chairman Tom LaRoche. This award is in honor of George Sanborn, who

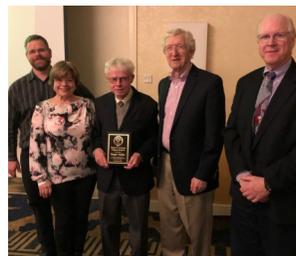
worked tirelessly and humbly behind the scenes to advance the Museum's Mission. Mr. Sanborn joined the museum in the 50's and passed away in 2008. While volunteering at the Museum he served as librarian and Trustee and is responsible for the acquisition of some significant exhibits for the museum.

Fred Hessler lives in Londonderry, NH. After joining Seashore in 2014, he signed up for the next Operating Class and the rest is history. He is currently at a Level III Operator on the Tuesday operating crew. He also operates New Orleans 966 at the Lowell National Historical Park and is currently the Superintendent of Operations in Lowell. Fred serves as a member of the Volunteer Annual Donor & Volunteer Appreciation Event Committee and a member of the Operations Committee.

Fred's most important take away from his experience at the Seashore Trolley Museum:

"Working as part of a team, being supportive of others, being able to react to different situations in a positive manner, always trying to provide our visitors with a positive experience and advancing the mission of the Museum. Most days we get a chance to practice and work on perfecting one or more of these attributes."

Roger E. Somers Award



Roger Tobin is the 2019 recipient of the Roger E. Somers Legacy Award, presented by Matthew and Eileen Somers, President and CEO Jim Schantz and Chairman Tom LaRoche. The award is given to a Operations volunteer who best exemplifies the qualities that Roger Somers

demonstrated during his work as a member and volunteer at the Museum for 33 years.

Roger Tobin was hired by the MBTA in 1968 and soon realized that quite a few of his work associates were members of Seashore. He visited several times, finally becoming a member and volunteer in January 1976.

At first, Roger could spend only a few hours volunteering during his weekend visits to the museum, but after retiring in 2003 he moved to Arundel and volunteering became like a full time job. He started in the Track Department, helping with the construction of Talbott Park. He then became involved with the Operating Department, putting his knowledge as an instructor with the 'T' to good use.

Roger has found great satisfaction in applying skills and learning new ones at the Museum. His experiences working in the Track Department and Restoration Shop have provided a depth of knowledge, which he has been able to apply to policies, procedures and situation resolution in his current role as Director of Railway Operations. He is truly a mentor to all those in Operations and all Museum departments.

Award articles were submitted by Steve Fontaine.

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Seashore Collection Spotlight:

THE CANADIAN COLLECTION

Photos and Article Written By Jim Schantz

On the occasion of our 80th Anniversary, our friends at Exporail outside of Montreal asked for an article about Seashore's Canadian fleet. Jim Schantz prepared the following and it ran in the July-August issue of Canadian Rail. (A French translation was included):

Seashore's founders' goal in 1939 was to preserve the vanishing New England country trolley, as they assumed that big cities, then buying new PCCs at a rapid pace, would always have streetcars. However, in the years immediately following the founders' and other early activists' return from their service in World War II, they noticed that the big city streetcar was threatened as well. This prompted a re-evaluation of their collection plans, and soon cars from cities such as Boston and New Haven were added to the fleet.

The historians among the group noted that streetcar collection efforts were being founded elsewhere, but each seemed to have a local focus, collecting only nearby equipment and none appeared to be taking a national perspective. The street railway industry had made a huge impact on the evolution of major cities and their industry, retail, and entertainment activities. The street railway technology was customized widely to meet local needs, and nowhere was this being addressed by collection efforts. So Seashore assumed the mantle and greatly broadened its perspective. The first car from outside New England, Liberty Bell Limited interurban parlor car from the Philadelphia region, came in 1950, soon to be followed by many others from afar.

By this time, streetcars had disappeared from all of New England except Boston. But north of the border richly diversified streetcar and interurban operations were still very active. In the 1950s Seashore volunteers frequently would pile into a car for the four-hour-plus journey to the Province of Quebec to either Montreal or Quebec City. Knowing these operations would not last forever, acquisition plans evolved with each trip. First to come in 1955 was lightweight interurban Montreal & Southern Counties 621, (photo 1), one of four such cars acquired second hand from the Windsor, Essex, & Lake Shore Railway. (Interestingly, after 621 was offered to Seashore, but before it was moved, the Niagara, St. Catherines & Toronto requested the four cars, including 621 for further service. Seashore demurred guaranteeing that one of these unique cars was saved, as the NS&T refused to sell any of the other three to museums when it closed several years later).

Soon to follow in 1959 were M&SC 610 and 504, a classic wooden railroad-roof passenger car and a companion arch-roof baggage and freight motor, pictured below. These two cars would later be the first trolley train ever to operate in multiple-unit in a trolley museum. From further east in 1959 came Quebec Railway Light & Power 454, (pictured above), a later-generation large, steel interurban car which not only represented the Quebec-Montmorency Falls-St. Anne de Beaupré route, but was also quite similar to steel interurbans that had run in the U.S. Midwest.



Meanwhile, plans were made to acquire representatives of Montreal's very diverse fleet of conventional streetcars, as the system contracted leading to closure in 1959. Seashore had requested and the Tramways had set aside at Youville shops a total of seven streetcars. Fundraising efforts were launched to move the cars but alas Metro construction required the Youville site in 1963 before enough money was in hand. Seashore made the difficult decision of releasing cars 1972 and 1403, but both were picked up by the Branford museum. Seashore did take 1911 prepayment car 957, (photo 4), 1930 advanced lightweight 2652, (photo 2, right) and ex-Springfield, Mass. double ender 2052 (photo 2, left). Also taken were two war-time "Masonite" cars (Brine car 1176 and training car 1177) to provide trucks and equipment to re-equip bodies in Seashore's collection. These five cars plus several more spare trucks were loaded on six flatcars and sent south. Seeing the Boston & Maine diesel shunt that six-car consist into the siding at Kennebunk Station was unforgettable.

Through this all, an additional negotiation was underway. Seashore's collection planners very much wanted to acquire one of the famed Montreal observation cars. Leaders in Montreal wanted all four of the cars to remain in Canada, but the only qualified bidder was the group that is now Exporail, which took two of them. In the end, car no. 2 was released to Seashore and later in the year was shipped to Seashore with major costs underwritten by the Carling Brewery of Massachusetts! (Photo 7).

All four of the Montreal streetcars have been the subject of considerable restoration work since they have arrived. Most recently Golden Chariot 2 received both mechanical and body work and is again very popular with Museum visitors.

The museum wanted to represent Toronto with a classic car but the heavy costs of moving the Montreal cars at the same time as the last of the Toronto Peter Witts were being retired left Seashore unable to acquire one. What did come later from Toronto was snow sweeper S-31 which had begun its life as P-601 of the Eastern Massachusetts Street Railway. To complement the other Eastern MA cars in the collection the car has been restored as P-601 (photos 5 & 6).

However, the Peter Witt saga was not over. In 1969 as a favor to some upstate New York collectors, Seashore gave a home to Lake Erie & Northern interurban 797, even though the car did not readily match Seashore's collection goals. But it would fit in Halton County Radial Railway's collection as it operated nearby, and in 1999 a trade was agreed to that sent 797 to Halton County and Small Witt 2890 to Seashore. Since then 2890 has been regauged to operate on Seashore's stand gauge track, has received considerable body and mechanical work, and is anticipated to be carrying passengers again in 2020 (photo 8).

Seashore planners very much wanted to represent Ottawa in the collection, but alas no complete cars were available. But after pursuing a number of options that did not pan out, the body of car 825 was rescued from a scrapyard in Hull in 1988. The car body is badly deteriorated but could guide a reconstruction effort. In much better condition is Ottawa single truck snow sweeper B-2 which came to Seashore in 1972, was extensively restored, and is now on display in one of the Museum's exhibit buildings.

Another Ontario city represented in the collection is Oshawa, from which Baldwin-Westinghouse steeple cab locomotive 300 came in 1964. This classic model has been a workhorse at Seashore ever since (photo 3).

Seashore's transit collection also features trolley buses and internal combustion buses. The first to come from Canada was Halifax CCF-Brill model T-44A (photo 10). This classic design operated in almost every mid to large sized Canadian city from the late 1940s into the early 1970s. Accompanying this is the unique-to-Edmonton trolley bus version of the ubiquitous GM New Look design. No. 125 came to Seashore in 2010 (photo 12).

In the diesel bus field, 1962 Brantford, Ontario TGH-3102 features the "old look" design manufactured by GM for decades and came to the Museum in 1990 (photo 9). The bus has been the recipient of considerable mechanical and body work and has often represented Seashore on the road in southern Maine. More recent arrivals include a TTC Flyer D-700 (photo 11) and one of Hamilton's unique fleet of GM New Look articulated buses, No. 518203 of 1982 (photo 13).

The result of decades of collecting is that Seashore has a very diverse and geographically widespread collection of Canadian vehicles, which illustrate the key role transit played in cities across the nation.





The Way We Were 50 Years Ago: SEASHORE IN 1970

Photo from the Russ Munroe Collection

By Dann Chamberlin

It has been said that Seashore is a classic case of the dilemma of the glass being half empty or half full, depending on one's perspective. It's only natural that we become frustrated at times because progress happens more slowly than we might like. Looking back provides perspective on how far we've come. So in that spirit, here is a snapshot on where we were a half century ago.

Infrastructure - The main line was extended to between towers 5 and 6 (there are 8 towers).

The cement block restroom building (now closed) near Highwood was completed a vast improvement over any and all preceding "facilities."

The "machinery lean-to" at the shop (present day west side) was completed and machinery was moved in. The present shop building was constructed in 1967 (for \$12,000!) after the collapse of its predecessor under heavy wet snow. Its original roof was only recently replaced.

Acquisitions- Cambridge Tunnel Car 0719 was sold to us for \$1 by the T, moved to the property, and was found to be "especially useful for trustees meetings." (No Visitors Center in 1970.) When its mates were scrapped many spare parts were obtained, some of which would be used for the re-equipping of the Portland-Lewiston Car *Narcissus*.

Philadelphia and West Chester Traction Center Entrance Car 62 was donated to the Museum. It arrived on the property in 1971, the wheel and axle sets were re-gauged and it operated regularly for many years thereafter.

San Francisco Cable Car body #48 was purchased from a private party in Canada who appreciated its historic value to the transit industry, and offered it to us after declining offers from several commercial interests.

Restoration Work - Connecticut Company Open Car 303 had the top deck of its roof completely rebuilt. Seat backs were removed, repaired as needed and stripped of all old paint and varnish.

Montreal 2052 had more rust in its side panels than had been anticipated, so completion had to be postponed until 1971 when additional funding would be available. This car also became a "regular" in our operating fleet for many years thereafter.

In 1970, Pittsburgh Railways 1440 was our only PCC car. Its trucks were re-gauged and it was otherwise made operational.

Other projects that advanced during the year were work on NYC Subway Car 3352. Montreal 2652. Denver & S. Platte Ry. Birney 1. Oshawa Locomotive 300, Boston Type 5's 5821 and 5734, Montreal & Southern Counties 621. Boston Type 2 5060, and Trackless Trolleys 8361 (Boston), 376 (Dayton Ohio) and 713 (Johnstown, Pa.).

Finally, it was noted in the 1970 Annual Report that "most of the unsightly car bodies on rotten row were re-trucked and moved elsewhere." One of these was Wheeling 639 which is now in our operating fleet, thanks to about thirty years of effort on the part of an extremely dedicated project sponsor, Jim Schantz, and the expenditure of about a quarter of a million dollars. It is a powerful reminder that at Seashore, nothing is impossible!

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Seashore in the 1970s



First row, from left to right: Nagasaki 134 makes its way down our main line. New Haven 303 and Montreal Standard 2052 are sheltered under South Boston carhouse. North Shore Interurban 420 on the main line.

Second row, from left to right: The campus' first Visitors Center, in its glory, housed the Museum Store and Library. Today the building sits in the same location in a dilapidated state—the building will be demolished in 2020 and a picnic area will go in its place. Newly constructed Fairview carhouse and its yard filled with streetcars. Philadelphia Center Entrance 62 passes by Arundel Station.

Below: An Aerial view of Seashore from the north in the 1970s, from the Leo Sullivan Collection.



No. 293 operates in Liverpool before arriving at Seashore in 1958.

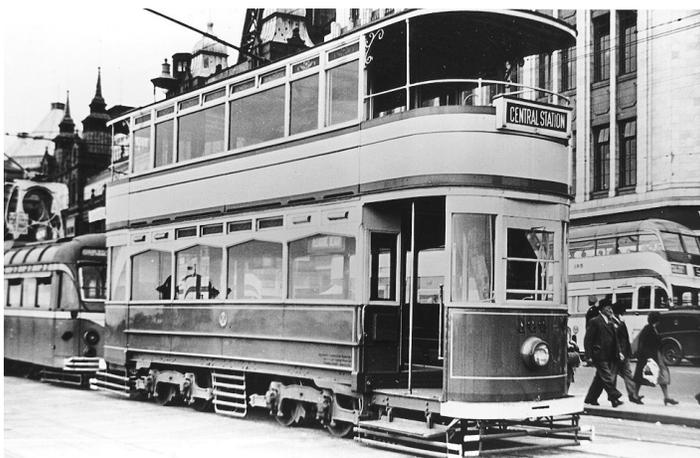


A Collection Unmatched in this Hemisphere: **OUR DOUBLE-DECK TRAMS** By Dann Chamberlin

One of the many unique features of our one-of-a-kind collection of historic electric railway vehicles is the quartet of double-deck trolley cars — or trams in British parlance — that have been at Seashore for over half a century. As these cars are the subject of considerable public interest, this article attempts to set forth at least some of the basic facts concerning how, when and why these distinctive vehicles were brought here from across the ocean. Of all the Museum's "Founding Fathers," it was Ted Santarelli who by far remained the most involved with Seashore right up to his sudden and untimely passing in 1987. His career was in international banking, and every time he went to Europe on business, he came back with another tram!

In 1954, Santarelli found himself in the British Isles, where the seaside resort city of Blackpool was beginning to retire its 1925 fleet of cars known simply as "standards". His inquiries resulted in Blackpool Transport's offer to donate one of their cars, and it wound up getting here in the hold of the freighter *S.S. American Press*. Its unloading at East Boston and carefully planned trip to Maine (clearances were a problem) received extensive coverage in the press. It was our first foreign car, as well as the first Blackpool tram preserved anywhere.

No. 144 ran intermittently for some time at Seashore. It had two problems, however, one of which was narrow wheel treads configured, for British streetcar rails. If our track gauge was wide, it had the tendency to drop down between our rails. The other related to its wiring; it seems that the rubber used to insulate its wires became



No. 144 operating in Blackpool, July 21, 1949.

increasingly brittle over time, and cracked. This resulted in short circuits, and so over the years, lighting circuits and regenerative braking became disabled. Finally, a major short circuit in 1980 completely disabled the car and relegated it to static display at the back of Riverside.

There it remained, until I decided to take it on as a restoration project. The car was repainted, including the four vestibules. The "outside" (upstairs) compartment and seats were stripped and revarnished. The wiring was all replaced, the motors overhauled at AC Electric, new pinion gears made and the wheels re-profiled. Remaining to be done are controller and resistance grid repair/overhaul, roof repainting, and the installation of a new trolley pole.

Most of our overhead was constructed with an awareness that there are double-deck cars in our collection, but the overhead in the vicinity of Arundel Station has sagged and will have to be rebuilt before Car No.144 or any of our "tall trolleys" can operate again.

One of the factors leading to the decision to work on the Blackpool car as opposed to another of our double-deckers was its unique design, featuring the open ends up top and the unique tudor-style windows "downstairs." Another distinctive feature is the quarter panels, upstairs and down, of ruby-red glass with a fleur-de-lis in each one.

Our second double-decker, Liverpool No. 293, built in 1939, made the last trips over Liverpool's remaining tram lines in 1957, and was specially painted for those occasions. Apparently, we were the only ones interested in saving it, so it came here in 1958. Interestingly, it is a four-wheel single truck car. It came at a time when we had a "North Terminal" operation on Rt. 1 just north of the Boston and Maine RR overpass. The thinking was that a visible presence right on Rt. 1 would result in increased business – Liverpool 293 was taken directly there and was on display at North Terminal over the next several years. Unfortunately, the logistics of trucking cars up there and back, and maintaining them, proved to outweigh the benefits of any increase in patronage. Today No. 293 is undercover, needing only a thorough cleaning inside and out, and some fresh paint, to become exhibitable.

A year later, our third double-decker arrived, with a notable history. The car was built in 1931 as No. 2085 for service in London. There, it and its mates became known as "Felthams," after their place of construction in Feltham, Middlesex. The car survived the blitz and the rest of World War II. In 1950, as London was phasing out its last tram lines, the car was sold to Leeds, where it ran as Number. 526 until 1959. It came to us in 1960, chained to the deck of the same ship that had carried Car No. 144 several years before.

The first three weekends of May the car was progressively moved into position over the bunkhouse track, jacked up off the trailer and lowered down to a point where it was now ready for installation of the underneath equipment after which it will be retrucked. While damage sustained in ocean transit was severe enough, tearing down this area of the car revealed the need of a complete renewal of many small angle iron framing members and stiffeners as well as wood fillers. The central side panel had to be replaced completely as were all window post covers in the damaged area. Other panels were removed, straightened, built up by welding and reinstalled with new felt cushioning. No traces of the pushed in side now remain.



From Top to Bottom:

Blackpool 144 is unloaded from the SS American Press, East Boston, 1955.

No. 144 being transported by the "Highway Monster" on its way to Seashore, 1955.

No. 144 coming out of the Town House Shop after significant restoration work was completed in 2015.



No. 1274 operates in Glasgow, Scotland

For several summers in the late '60s and early '70s, Car No. 2085/526 was worked on by one of our British members. At least one Annual Report from that era indicates that the car operated briefly. Unfortunately, one end was left disassembled, and cosmetically the car is in great need of lots of TLC. But the potential is great, and in the meantime, there is a beautifully restored "Feltham" in London's Museum of Transport at Covent Garden.

The last of our quartet of double-deckers from the British Isles is Glasgow No. 1274, familiar to most because it has been on display in Highwood for many years. This car was built in 1940, our first car built after the

founding of Seashore in 1939. When member and Scotsman James Donald heard that the trams were to be abandoned in Glasgow, he started a one-man campaign to have one of them preserved and shipped to Seashore. The Glasgow Corporation Transport agreed to donate one of the double-deck Coronation series cars, and was agreeable to the condition that, should we be unable to take it, the car could be given to some other museum in America. With the donation assured, Jim tried time and time again, regretfully without success, to interest various commercial firms in the idea of sponsoring shipment of the car in return for the advertising value. Success seemed close a couple of times, but in the end all lead fizzled out.

When the last tram ran in Glasgow on September 4, 1962, the transport people agreed to store the car until 1963, pending fundraising for shipping costs. When the time arrived to move the car, Seashore President Santarelli very generously agreed to underwrite the extensive shipping costs. Car No. 1274 was finally loaded aboard the U.S. Lines *'American Scientist'* on September 13, 1963 and started her long journey to Seashore.

At first the car wouldn't run but our electrical expert finally diagnosed the trouble; a finger on the reverse drum was not making contact. On the weekend of November 2-3, the car was run up the main line and finally put into the Riverside barn at the north end through Doherty switch. This entailed some doing as the car, being the narrow Scottish gauge of 4' 7.75" (4' 8.5" is standard), and having wheels with narrow tread, it tended to drop down between our rails whenever our track gauge was a little wide. This resulted in about 15 derailments in one day! On the second lap of the journey Sunday, the car was preceded by a track gauge and many new spikes and gauge rods were installed in the track to facilitate its passage.

It remained on display at the back of Riverside until about twenty-five years ago, when it was moved (arduously!) to the back of the center track in Highwood. When the contractor installed the pole reinforcements in Highwood in the early years of this century, he was asked to work around the car, which he was able to do. The gauge problem can be corrected, and the wheels re-profiled, but almost certainly at considerable cost. However, if we want to get a second double-decker back to operating condition, the Glasgow car might be the logical choice.

The general public is intrigued and fascinated with these cars, and the more we restore them, display them and operate them, the more Seashore is likely to benefit in terms of good will, positive public relations and the sale of more admission tickets. One of my primary motivations in taking on Car No.144 was the belief that our double-deckers represent a significantly underutilized asset. If this article serves as a gentle reminder that there are several more underutilized assets on the property, it will have more than served its purpose.

In the meantime, one cannot help but be mightily impressed with what Seashore's leaders and volunteers accomplished in roughly the twenty-five years after World War II. The core of the collection was brought here during that time, and Shaw/South Boston, Highwood, Central, and the Curry/Town House Shop buildings were constructed. All this was done with extremely limited finances, compensated for in part by near-heroic commitments of time and efforts on the part of many.



From the **TOWN HOUSE SHOP** By Randy Leclair

Prelude Support and Maintenance Work

Shop staff and volunteers battled the snow this year before Prelude began and ran **MBTA Plow 5106** numerous times up the line in an attempt to keep the line clear. We found ourselves hand-shoveling switch points and using the weed burner to melt out ice before and during events. Between storms, we went through **Dallas 434's** heat system and repaired two broken heater coils. Almost none of the original heating system is still in the car, as the 100+ year-old coils seem to be failing at a rate of one every year or so (or faster). Making the proper coils of nichrome wire on the lathe is a fascinating but time-consuming job.

Restoration Work

Portland-Lewiston Interurban *Narcissus*: We have just removed the transom/center bearing/spring carriers/swing mounts from the center of one of the trucks, so we're nearing the end of disassembly of this truck. Once this is completely disassembled, we'll pull the parts out and send them to be sandblasted and primed, and then we start all over again with the second one. We've located most everything we need to make the control system work – the HL system consists of two cab controls, an under-floor reverser, and an under-floor controller. We'll be testing and wiring these together over the next few weeks. Seth Reed is approaching the end of the removal of finishes on the interior, a project he has been working on for nine months. One great, reclaimed sill arrived on the 28th of December. Support our work on *The Narcissus* by donating to Fund 816A.

Nagasaki 134's northern platform has now "rounded the corner" and is back together, with new wainscoting on the nose and several new pieces of flooring installed. The wooden headlight support bezel is also in place and solid. Work has turned to the southern platform, where the motorman's side door post will be replaced during a warmer day. Support 134 by donating to Fund 773.

DC Transit 1304's voltage regulator circuitry has been throwing us several curves. We've relied heavily on a number of volunteers (special shout-outs to Karl Johnson of the Memphis Area Transportation Authority (MATA) and John Shriver for continued help and copious scans and copies). We've built a test rack for these circuits and this one now performs "as advertised." We'll need to install the board into the car for final testing.

Similarly, the batteries have been out of commission for several years (as the motor-generator charges them) and may need further help.

There's still an unresolved issue under the car – something originally started this chain of events of things breaking and we haven't located it yet. We're going to have to go through the circuitry again to make sure we've caught and tamed all the gremlins. Posthumous thanks must be given again to Gerry O'Regan for mapping out things under the car as he saw them. Support 1304 by donating to Fund 870.

Bay State Street Railway 4175 has had continuing work done on its fenders as time and space allow. Most of the hot riveting is done, and now we're adjusting fit and finish. Support 4175 by donating to Fund 528.



THE BIDDEFORD & SACO RAILROAD

By Phil Morse

The car that started the worldwide streetcar preservation movement, Biddeford & Saco Car 31, on Main Street in Biddeford, Maine circa 1935. Photo from the O.R. Cummings Collection

Incorporated by a special act of the Maine Legislature on February 24, 1885, the Biddeford and Saco Horse Railroad Company was formally organized on February 19, 1887. Construction began in the spring of 1888. The route began at King's Corner at the junction of South and Elm Streets in Biddeford. It continued along Elm Street and then down Main Street and across the bridge over the Saco River onto Main Street, Saco. Then it ran on Main and Beach Streets and along Old Orchard Road to the Old Orchard Beach town line. In Old Orchard Beach it ran down Saco Avenue and turned right on Union Avenue and then left on to Washington Avenue/Street where it went back on to Saco Avenue and then took a right down Old Orchard Street, with tracks ending at Depot Square, just a stone's throw from the B & M Western Division Railroad crossing, 5.728 miles from King's Corner.

Initial equipment was four, 16-foot closed cars and four, 8-bench open cars purchased from J. M. Jones and Sons in West Troy, NY. A wooden carhouse, including the stable building, was erected on Beach Street in Saco. There was also a horse-drawn snowplow. Sixty horses were used. Operations began on July 4, 1888, with regular service commencing on July 15. Service to Old Orchard Beach was offered only during the later spring, summer, and early fall on a half-hourly schedule with two 5-cent fare zones; one from the beginning to Old Orchard Beach town line, and the second beyond to the railroad crossing at the bottom of Old Orchard Street.

In the 1891 fiscal year, the Biddeford and Saco Railroad (B&SRR) carried 226,200 passengers gross earnings totaled \$16,371.01. Operating expenses were \$13,448 and other deductions aggregated \$3,880.46, producing a deficit of \$957.45 for this period. The total accrued deficit as of this date was \$5,952.97.



Car 31 in 1939, shortly before retiring to Seashore Trolley Museum, just squeezing under the B&M Railroad overpass at Beach Street in Saco. Image from O.R. Cummings' 1989 book, Street Cars to Old Orchard Beach.

Electrification was authorized and announced in February of 1890. Four ten-bench open cars were ordered from J. M. Jones Company. Thompson-Houston Company of Lynn, MA supplied the generators for the brick power station that was built adjacent to the carhouse.

Electric trolley operations began on May 30, 1892. Fifteen-minute service was introduced, still with two fare zones. The only extension ever built by the B&SRR was in 1900 when rails were laid from King's Corner south along Elm Street to Five Points. The Elm and Alfred Street loop was placed in service on September 8th, and with its opening, the Biddeford and Saco Railroad owned 7.61 miles main track. Service to Old Orchard Beach was now year-round.

In March 1900, the B&SRR placed an order with the J. G. Brill Company of Philadelphia, PA for four 12-bench double-truck open cars ("Breezers"). Car 31 was one of those four open cars, along with sister cars Nos. 29, 33, & 35. Twelve-bench cars, seating 60, were the largest open cars that could be operated on the B&SRR line because of the restricted clearance at the Boston & Maine's bridge crossing over Beach Street. Pictures show that these open cars could barely squeeze under the span, which is still in existence today. Car 31 is one of ten railway vehicles among Seashore Trolley Museum's collection of Maine railway vehicles that are listed in the National Register of Historic Places. Car 31 was recognized as a Save America's Treasures Project in 2000. "Breezer" is the term used to describe the early open trolley cars due to the breeze one experienced while traveling aboard an open trolley during the hot summer months.

Service later in 1900 was half-hourly in the fall, winter, and spring to Old Orchard Beach, with 15-minute local service in Biddeford and Saco. The through fares were still 10 cents, there being two five-cent zones, until 1927 when a third five-cent zone was added.

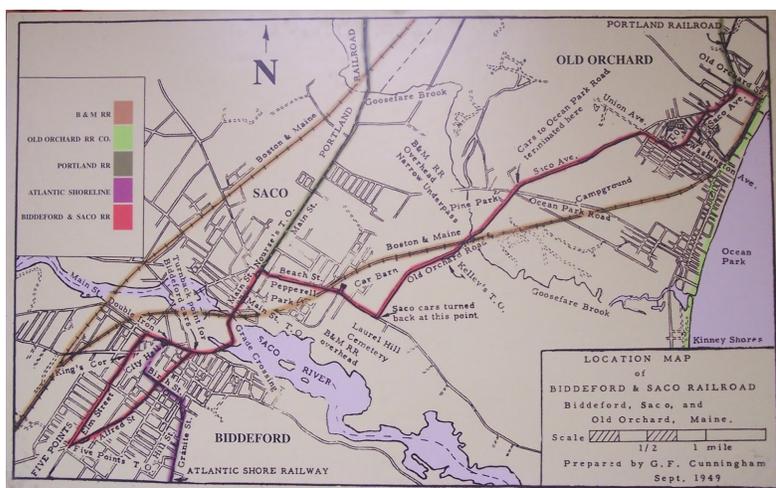
Portland Railroad trolley cars traveled south to Pepperell Square at Main Street, Saco starting on July 27, 1902. This caused service delays for the B&SRR cars, so in 1924, a siding was installed on Main Street in Saco from Beach Street to the Saco Post Office. A similar situation developed and resulted in a siding being installed in Old Orchard Beach with the Portland Railroad's Old Orchard Beach branch from West Scarborough to Depot Square in Old Orchard Beach.

On August 8, 1904, the Atlantic Shore Line Railway began operation over a route extending from the Town House in Kennebunkport to Biddeford. The line entered the city of Biddeford through Granite Street Extension, Granite Street, to Hill Street, to Birch Street, to Graham Street, onto South Street, and to Adams Street to the intersection of Adams and Main Streets.

It must be pointed out that the B&SRR possibly was the last in New England to maintain a basic five-cent fare, and it was the very last to operate open trolleys in regular service in the summer. No fewer than fifteen 12-bench opens were owned by the company over the years. Despite being a smaller railway, the B&SRR was one of Maine's most profitable trolley lines for a long time and the company did pay regular annual dividends to its stockholders from 1903 through 1930.

With increasing automobile competition, patronage began decreasing during the 1920s. In 1931 the passenger count was only slightly more than half of that for 1921, an all-time company high of 1,871,154 passengers. The decline continued during the Great Depression of the 1930s. By the beginning of 1939, the decision was made to convert to motorized bus operations. The last day of full trolley operation on the Biddeford and Saco Railroad was on July 5, 1939. At that time, only eight cars were still in service. Five ACF-Brill buses were used as replacement public transportation. Seashore acquired Biddeford and Saco ACF-Brill Bus No. 31 in 1977.

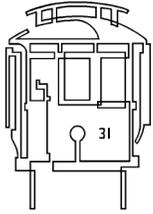
The early members of Seashore Trolley Museum made the deposit to purchase Car 31 on that final day of full trolley operations. July 5, 2020, marks the 81st anniversary of Car 31 being saved, and thus the start of the trolley preservation movement began in earnest in Kennebunkport, Maine. Seashore Trolley Museum's Car 31 is the "mother" trolley car of all trolley museums in the world. It was the first car saved by a group of private individuals for the purpose of starting a collection that would become a trolley museum.



Colorized map of the Biddeford & Saco Railroad shows the Atlantic Shore Line tracks entering from the bottom left.



An Atlantic Shore Line car awaits orders in front of Biddeford City Hall at the intersection of Adams Street and Main Street, Biddeford. Circa 1909



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Photo By Randy Leclair