



New England Electric Railway Historical Society, Inc.

THE TROLLEY MUSEUM

ANNUAL REPORT



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New England Electric Railway Historical Society, Inc.
Owner and Operator of
THE TROLLEY MUSEUM
Kennebunkport, Maine

A Non-profit Educational Foundation Incorporated in Maine 1941
Founded 1939 as the Seashore Electric Railway

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OUR COVER. Sir Leslie Munro, K. C. M. G., United Nations President and New Zealand Ambassador, presents Dunedin Cable Car hook to A. Edward Langlois, General Manager of the Maine Port Authority, representing Governor Edmund S. Muskie. Rev. Alexander Hamilton, the Society's Board Chairman, looks on. On the car, top right, are Rear Admiral John H. Snackenber, Commander, First Naval District, Lady Munro, Sir Leslie, Lt. Gov. Robert F. Murphy of Massachusetts, Mr. Langlois, Rev. Hamilton, and Admiral Snackenber's aide, Lieut. W. T. Marin, who was in Dunedin and rode this car the last day it ran. Below, Gov. Muskie inspects the car at the Mechanics' Building in Boston. With him are Democratic Committeeman Richard Dubord and Fred A. Clough, Jr., Maine Commissioner of Economic Development. (Photos Courtesy Maine Dept. of Economic Development.)

GENERAL MANAGER'S REPORT

The year 1957 was one of momentous changes at our railroad. Even the name has had to be modified; memorable though the Seashore name remains to many of us, it has proven incomprehensible to those not intimately acquainted with our operation, since we are neither a common carrier, nor do we run to the seashore, as one might suppose. As the original institution of this kind, it was suggested that we become simply THE Trolley Museum, which is what many call us anyhow. During the summer season, we carried over 20,000 passengers on a brand new railroad, the first new trolley line built in over a decade. Finally, for the first time in our history, all our operations, rolling stock, and offices are completely consolidated on our own property in Maine.

CONSTRUCTION

The major construction this year was, of course, the building of the new facilities at Seashore Junction, on Route 1. This comprises nearly half a mile of new track, with all new roadbed and ties, plus a 400 foot exhibit siding, added in the fall for use in 1958. The terminal building was completely remodeled, with the first floor made into a waiting room and gift shop. The second floor houses the general offices, moved from Newton Highlands at the end of the year. This move was occasioned by the retirement of Mrs. C. R. Atwell, our chief clerk. All of us will long remember her faithful service and interest in our problems; it will be very difficult to find a replacement who can perform so effectively.

Arundel Shops, as our original property is now officially designated, was also improved in 1957. The main line track was extended northward some 300 feet, and trolley wire is in place over the South Boston yard. The first section of the South Boston carhouse is complete with roof, and the second half was nearly ready for aluminum at the end of the year. We obtained a new tract of land at the point where

the line from Seashore Junction will meet the old Atlantic Shore Line right of way. The old boarding house used by ASL employees still stands on this lot, and was used as overflow quarters this summer. The condition of the building is such that it is not worth repairing, and it will ultimately be torn down to make room for improvements in the area.

ROLLING STOCK ADDITIONS

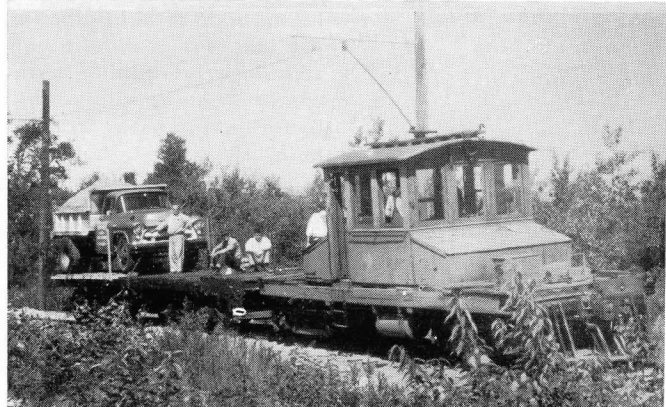
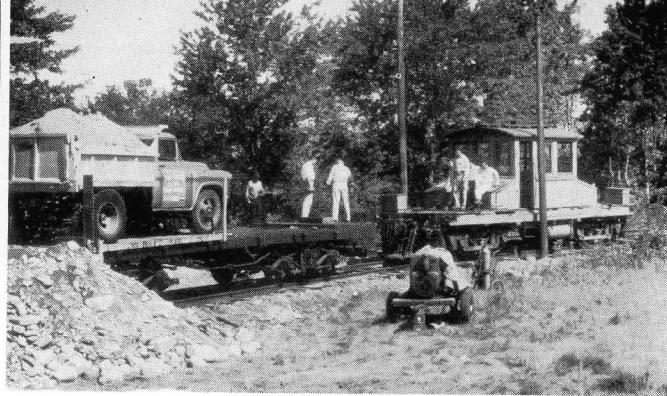
While the number of cars obtained this year was considerably greater than last, the ratio of complete cars to bodies and vehicles otherwise incomplete was even less favorable. Most spectacular and costly of the year's acquisitions was Chicago car 225. This was one of the last of the "Big Pullmans" for which the Surface Lines were celebrated. We felt justified in paying the highest price for any car in the history of the museum to get one of the most famous cars from the largest streetcar system ever to exist. An open platform elevated car that had been saved for us in the same city with a similar price tag, was regretfully let go for scrap.

This year's only other complete car was Cable Car 105, gift of the City of Dunedin, New Zealand. Dunedin's was the second oldest cable car line in the world, having been started in 1880; when it was abandoned in March, 1957, only San Francisco was left with this form of transport. In what must surely be the longest movement of this sort in history, the car came from Dunedin to Boston on the M. V. Whangaroa, arriving shortly after the end of the year. We wish especially to thank the Montreal Australia New Zealand Lines, Ltd., for making this acquisition possible. Flatcar 0357 was donated by the Warwick Railway early in the year, and was modified for use in a new and unique piggyback track ballasting system. (See pictures.)

Early in the spring, we learned that the Metropolitan Transit Authority was planning to retire the very last conventional car ever built for Boston, Line Car No. 3284. Originally No. 5970, it was the last Type 5 Semi-convertible, and the last car built by the Laconia Car Co. While our first thought had been to purchase the car



REFURBISHED OPEN CAR 838 stops to discharge passengers at the Seashore Junction Terminal on Route U. S. 1. Over 20,000 persons rode the new line in 1957. (Doherty Photo)



PIGGYBACK BALLASTING TECHNIQUE was used extensively in building the new line. (1) Truck drives on flatcar 0357 backed up to ramp. (2) Front of truck is chained down, locomotive 100 couples up. (3) Down the track. (4) Truck dumps as train moves along, spreading gravel in an even layer. (Doherty Photos)

for spare parts, its historical associations suggested that perhaps it should be saved, notwithstanding its rather poor condition, and the fact that the museum already had a car of this type. Because the roof had been so modified as to make it virtually unrestorable, it was decided to rebuild the car into an open top excursion vehicle of the type used in Cincinnati and elsewhere.

The six other cars acquired in 1957 were without trucks, and most were otherwise incomplete as well. Surely the most splendid of these is Open Horsecar No. 12, formerly of the Templeton, Mass., Street Railway, and donated by member C. David Perry. After purchasing the car from a neighbor who had used it as a grape arbor, Mr. Perry undertook a total rebuilding project, now nearly complete. From the same neighbor also came the remains of the last Briggs Duplex or "Barrel" Car, Templeton No. 24. This car will be fully restored when No. 12 has been completed.

Surely one of the most unique car designs of all time was the Cincinnati Curveside, also one of the few made exclusively by a single builder. Unfortunately, Birmingham, Alabama, last of the many systems using these cars, was motorized several years ago, before we or anyone else could preserve a Curveside Car. We had always hoped, however, that we might somewhere find one that had been kept for a shed or other such use. We were rewarded in this when one of our members reported seeing the body of Car 39 of the Cooperative Transportation System (Wheeling, W. Va.) in Little Hocking, Ohio. This car had been used as an office by the local doctor, now retired and willing to sell. The car was taken to Maine by a devious and mountainous thousand mile highway route. A short trip by private car, it took nearly two weeks by highway monster, complete with blizzards and freezups to complicate matters further. Over a weekend, when such moving is forbidden, the car was

parked in Pennsylvania and given a quick paint job. Fortunately this particular car did not have the unusual and now non-existent Cincinnati trucks, but was mounted instead on a pair of Standard C-35P's, still used in Boston, so the restoration problem should not be a serious one.

Similarly unusual was car No. 8 of the Twin State Gas and Electric Company's Brattleboro, Vermont, Street Railroad. One of three single truck cars built for the company by Wason during World War I, it was among the last cars built with only hand brakes, and anticipates many of the features of the Birney Safety Car. It was the gift of Maud and Charles Taft, on whose property it had rested since streetcar service ended in Brattleboro in 1923. The addition of a car from Vermont gives the museum a representation of every state in New England. Massachusetts Northeastern No. 50, acquired in the fall, is our first from this famous system. It is of an interesting early Laconia design, one of the first with a railroad roof.

Although the museum contained two Brill Semi-convertible Cars, both were specialized modifications for Boston and Philadelphia. We lacked an example of the standard or classic model, familiar on so many systems. When the Baltimore Transit Company, which had operated the largest fleet of this type of car, scrapped the last ones in 1955, we were unable to obtain one, since Car 5748 had already been saved for local preservation. Subsequently, it became evident that no suitable site could be found, so the Baltimore Chapter of the National Railway Historical Society presented the car to our Museum, complete except for trucks, which, being wide gauge and worn out, were scrapped. It is hoped that funds will be available to procure suitable running gear from Montreal before it becomes unavailable. This car was moved to Maine by the now familiar Pocono - Catskill - Berkshire Mountain highway route. Because our new cata-

log, just off the press, contains an up to date roster, as well as pictures of all the recent acquisitions, we are omitting these from this report in order to save space. The catalog is available from the office for one dollar, postpaid.

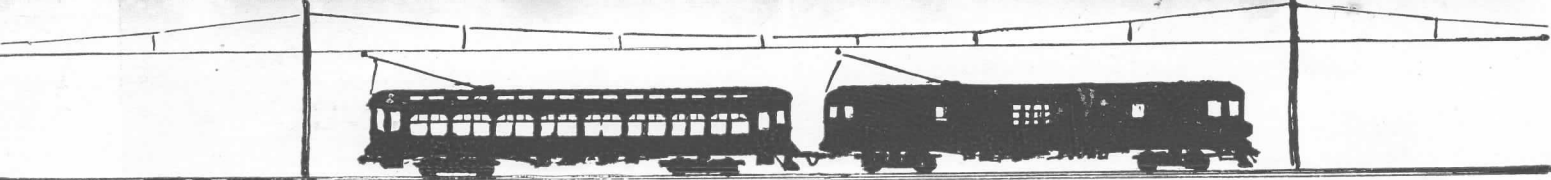
CAR MOVING

Except for cars 12 and 24, undergoing repairs at Mr. Perry's shop in Charlton, Mass., and No. 105, en route from New Zealand, all cars acquired in 1957 were moved to Maine before the end of year. All other cars in temporary storage were also moved, except Horsecar No. 10, on loan to the Princeton, Mass., Auto Museum. Cars 40 and 42 from South Casco, No. 396 from Boston, and No. 70 from Billerica, were among those moved in 1957. For the first time in many years, we found ourselves at year-end with no car moving jobs pending, quite an accomplishment in itself.

ROLLING STOCK REPAIRS

The rather poor condition of many recent acquisitions has, unfortunately, tended to depress the overall aspect of the equipment, both directly, and by demanding immediate stopgap repairs that detracted somewhat from what might otherwise have been done to maintain the quality of other exhibits. Even so, we were able to accomplish total restoration, including roof replacement, of open car 838. The car ran in Portland's Millionth Visitor Parade, where it was a prime attraction, though mechanical difficulties prevented its subsequent use in regular service at Seashore Junction.

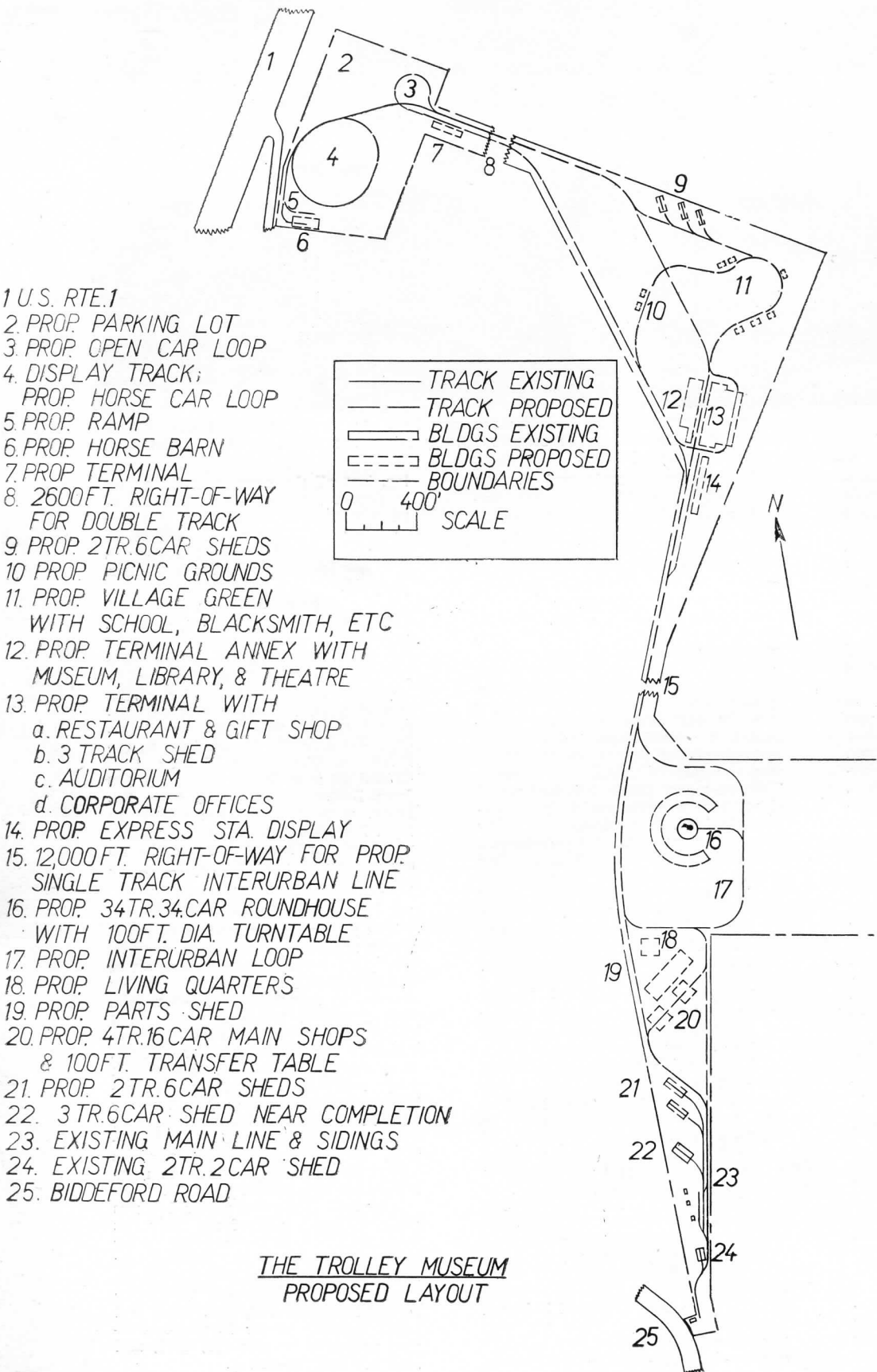
The roof of double decker 144 was replaced, and much of the body has been repainted, in the hope of having the job complete for the 1958 summer season. Cars 396 and 1030 have been completely repainted, and roofs were repaired on cars 396, 621, 3246, and 4387. Painting of car 70 and restoration programs on cars 475, 4547, and 5060 are well underway.



FUTURE PLANS

The phenomenal growth of the museum, accompanied by growing public interest and acceptance, made it evident that considerable thought should be given to long term development, beyond what could be expected within the next year or so. Much effort was accordingly expended in surveying all our landholdings with a view to the nature and possible location of all ultimately desirable features.

Notably, reliable estimates suggest that we may, in the not too distant future, be called upon to handle as many as 1,000 passengers per hour at peak periods. This led to considerable apprehension as to just how this could be managed over the projected four mile line without the huge expense of double track, or under any circumstances with the six open cars we now own. Further, we learned this summer that most of our visitors would have liked to get off and look at something at the end of the line. It accordingly appeared that the newly acquired property at the junction of the line to Seashore Junction and the Atlantic Shore Line would be the ideal place to locate a typical streetcar era village. This could feature street running of cars, with buildings on either side containing a library, small exhibits, offices, and visitor facilities. The one mile ride from Seashore Junction could end in an interurban terminal; for that distance, double track might ultimately be possible, and the traffic could be handled with our present fleet of open cars. Many of our visitors would not wish to ride further, but those who did could be offered the thrill of an interurban ride on a less frequent schedule over the single iron to Arundel Shops. A possible layout is shown on the accompanying map. Needless to say, the funds that will be required to consummate a program such as this will amount to many times what we have already invested. However, with the number of visitors approximately doubling annually, the experience of other museums indicates that we can also expect a widening of general interest and support. It is vital that we have a coherent program ready to present to anyone who is able to help and expresses interest. Having set up this overall plan, it is our intent to break it up into as many small projects as possible, with the most accurate possible cost estimates. We propose to do likewise with our equipment program, for we have never lost sight of the fact that, desirable as facilities may be, the most important thing in any museum is the material on exhibit.



1. U.S. RTE. 1
2. PROP. PARKING LOT
3. PROP. OPEN CAR LOOP
4. DISPLAY TRACK;
PROP. HORSE CAR LOOP
5. PROP. RAMP
6. PROP. HORSE BARN
7. PROP. TERMINAL
8. 2600 FT. RIGHT-OF-WAY
FOR DOUBLE TRACK
9. PROP. 2 TR. 6 CAR SHEDS
10. PROP. PICNIC GROUNDS
11. PROP. VILLAGE GREEN
WITH SCHOOL, BLACKSMITH, ETC
12. PROP. TERMINAL ANNEX WITH
MUSEUM, LIBRARY, & THEATRE
13. PROP. TERMINAL WITH
 - a. RESTAURANT & GIFT SHOP
 - b. 3 TRACK SHED
 - c. AUDITORIUM
 - d. CORPORATE OFFICES
14. PROP. EXPRESS STA. DISPLAY
15. 12,000 FT. RIGHT-OF-WAY FOR PROP.
SINGLE TRACK INTERURBAN LINE
16. PROP. 34 TR. 34 CAR ROUNDHOUSE
WITH 100 FT. DIA. TURNTABLE
17. PROP. INTERURBAN LOOP
18. PROP. LIVING QUARTERS
19. PROP. PARTS SHED
20. PROP. 4 TR. 16 CAR MAIN SHOPS
& 100 FT. TRANSFER TABLE
21. PROP. 2 TR. 6 CAR SHEDS
22. 3 TR. 6 CAR SHED NEAR COMPLETION
23. EXISTING MAIN LINE & SIDINGS
24. EXISTING 2 TR. 2 CAR SHED
25. BIDDEFORD ROAD

THE TROLLEY MUSEUM
PROPOSED LAYOUT