

M.T.A. 1059. Restoration progresses on box car of 1895, preserved as a rail grinder. Doherty photo.

NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

# SEASHORE ELECTRIC RAILWAY

1958 ANNUAL REPORT

*The Original Trolley Car Museum*

KENNEBUNKPORT, MAINE

New Bedford horse car 10, oldest passenger car in the Seashore collection, shown before it left its original home. Borden photo.



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New England Electric Railway Historical Society, Inc.  
SEASHORE ELECTRIC RAILWAY  
The Trolley Car Museum at Kennebunkport, Maine

## GENERAL OFFICERS

*Chairman	Alexander Hamilton
*President	Theodore Santarelli de Brasch
*Executive Vice-President	Henry Bowen Brainerd
*Treasurer	John E. Amlaw
*Comptroller	George M. Blake
Vice-President	Arthur G. Duncan
General Counsel	Leroy T. Snowdon
General Manager	H. Stephen Spacil
*Executive Committee	

## TRUSTEES 1958-1959

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John H. Gannett	Eliot M. Sterling
Peter A. Garland	

The Society is incorporated in Maine as a non-profit educational and scientific organization. It is recognized by the U. S. Internal Revenue Service for tax exemptions on all funds given or bequeathed to it.

The museum of street cars is located in the towns of Kennebunkport and Arundel, Maine. All mail is addressed through the post office at Kennebunkport.

The telephone at the Chairman's residence is YUkon 5-2016. The one at the Bunkhouse is WORTH 7-2712. When the Terminal is in use the number there is ATLantic 4-8234. Long distance operators can reach these through Biddeford.

The Annual Meeting of the members is held in the spring of each year in a hall near the property

Qualifications for membership are an interest in the work of the Society and payment of nominal dues.

The calendar year 1958 was a period of continued growth and change in most aspects of the Society's work. New memberships during the year were double the number of drop-outs, so that the year closed with about 700 members in good standing.

Four more cars were received in Maine, to bring the number to seventy. This is about half of all the cars car museums in the U.S.A. and abroad.

Modifications of the name of the organization have not been generally accepted and are falling into disuse. Our original name, Seashore Electric Railway was patented, and it proved to be the name widely known and used. "Trolley Museum" is often used locally for convenience much the same as "grocery store".

The tourist season of 1958 was slowed by the general business recession and by consistently poor weather in



Liverpool 293 under the catenary overhead of the new line. This shows the standard construction of our main line, much of which awaits funds. Doherty photo.

July. In spite of these factors, we had an increase of about 10% in the number of paid rides over the previous year. Daily service began late in June and continued through Labor Day. Weekend rides made many early and late season friends. There were several visitations of large and small organized groups, which we are always glad to welcome

The effects of changes of personnel were kept to a minimum through the cooperation of the officers and members. Ben Minnich left for warmer climes in June, with the thanks of all for his 25 hours a day labors. His work has been divided between the full time Chairman (the office) and the part time General Manager (the operations and maintenance). The latter post was held temporarily by Eliot Sterling until Dr. Spacil took over. Times being what they were, it was a great help to the

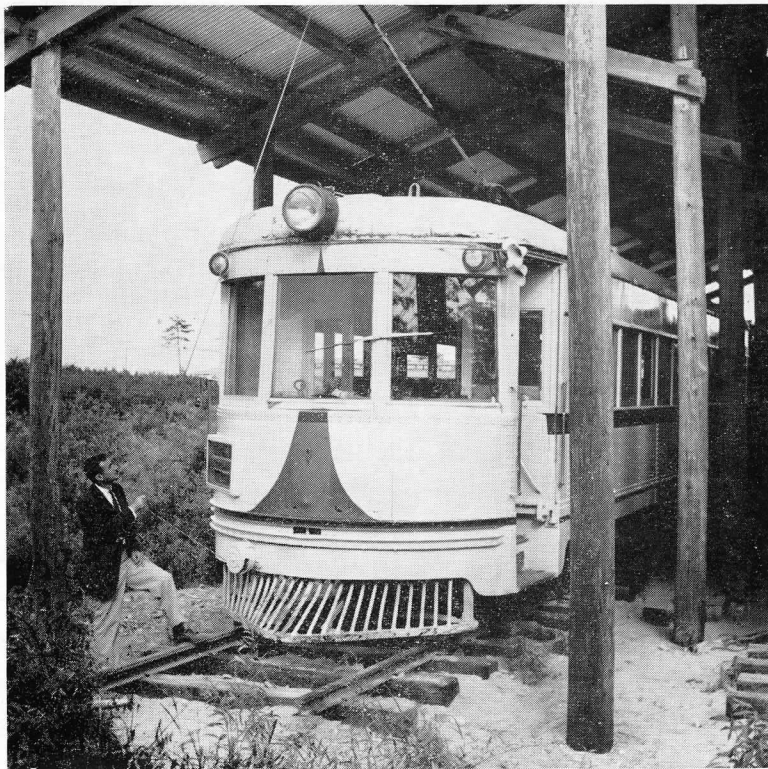
finances not to pay any salaries for the balance of the year. Except for the summer Gift Shoppe, it is not anticipated that salaried help will be employed until we can better afford it.

Improvement of Seashore's collection and facilities has continued through the past year. The steady decline in operating street railway properties has maintained pressure on the Society to obtain choice cars before too late. In some instances we have not been able to raise the funds necessary for obtaining desirable cars, mainly a matter of high freight rates over distances too far for our own moving equipment. This situation is expected to continue through the next few years until there are no more cars. Only 18 systems were operating in the U.S.A. and Canada at the end of 1958, and it is expected that 5 of these will close during 1959, plus parts of others. Therefore, building projects have been delayed lest we have fewer cars than we anticipate. Our aim is to have as representative a collection as possible when the street car industry is history.

Work progresses continually at Seashore on the track, the preservation of the cars, the trolley wire, the buildings, the premises generally. Nearly every weekend of the year there are members coming to Maine to work. Many give part or all of their vacations to the work mentioned, or to running the cars for the tourists. Still more will be needed in 1959.

With the end of supplies of street cars in sight in North America, we have directed some of our interest to systems on other continents, as have the admirers of trams. We keep up our contacts with similar organizations overseas, and with individuals, so that we are able to obtain desirable cars when we can afford them.

In the spring of 1959 Seashore received tram 293 from being preserved in the free world, in the several trolley the Liverpool Corporation Transport. It was the tram embellished with suitable lettering for the final trip in September 1957 when busses took over. Our newest car in point of age, it is our finest in construction and maintenance. It is the doubledeck equivalent of our streamliners, and a most welcome addition to our collection. We were fortunate to obtain ocean shipment at a gen-



Ted Santarelli and his ward, Indiana RR high speed interurban that last worked on the L.V.T. Photo by Allentown Call.

erous rate by American Express and the United States Lines. Our highway trailer met the ship in Boston, and brought the tram to Maine in time for Memorial Day display in Kennebunkport and the colorful presentation ceremonies at our Terminal. The British Consul in Boston, Mr. R. H. K. Marett, formally presented the tram to our Executive Vice-President, Mr. Brainerd, who did much of the arranging for the gift and shipment.

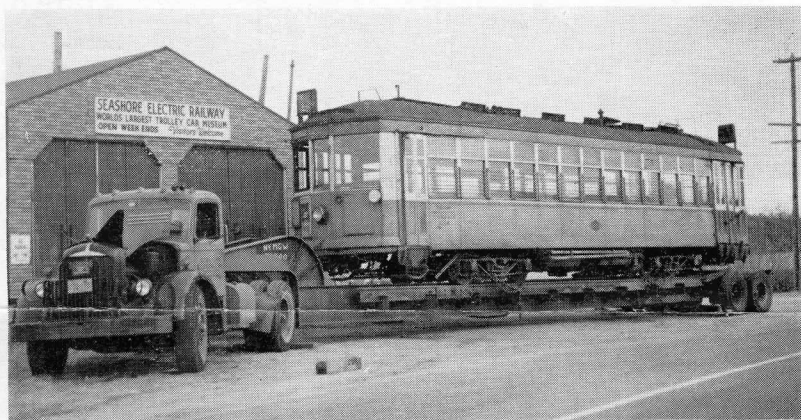
Through the kindness of the Dragon Cement Company of Thomaston, Maine, and of state officials who got us together, we were given Dragon's ten ton Plymouth switching locomotive. It is a small gasoline powered unit that is very useful at the Terminal for work trains and to rescue passenger cars caught in power failures. Naturally, we named it "The Dragon".

Our only new type of United States trolley car received in 1958 was car 861 from The Milwaukee & Suburban Transport Company. It is a lightweight, double truck city car, built for a two man crew and converted to one man operation with safety appliances similar to those on Birney cars. It was shipped by rail over the Canadian National (and subsidiaries) and the

Boston & Maine railroads. Our crews unloaded the car at Kennebunk station and delivered it on our "Highway Monster".

Former Aroostook Valley Railway car 71, a mate to #70, was signed over to us by a member. It had been shipped and stored with the other AVR cars. We brought it from the B&M siding at North Billerica, Mass., on our trailer in November.

To complete certain of our cars obtained as bodies, we have purchased a pair of 27-MCB trucks from the Springfield Terminal RR for Baltimore 5748, and two pairs of C-35P's from the MTA for Claremont 4 and Wheeling 39. For 5748 and 4 this is duplication of original equipment.



Milwaukee 861 arrives at Seashore. The receiving ramp is behind our motor vehicle shop. Backing accurately to the ramp is very difficult with the rig 70 feet long. Santarelli photo.

Two small cars came together on our short trailer. Open horsecar 12, which is nearly restored from grape arbor duty, and the part of duplex 24 were brought from Charlemont, Mass. after loading by hand.

A special moving job was accomplished for horsecar 10, which is in original condition except for the wheels. It had been stored in recent years at the Antique Auto Museum at Princeton, Massachusetts, to whom we are grateful. The MTA borrowed the car for a promotion. It was to be brought to Maine early in 1959.

Preservation and restoration go on without letup, as the weather permits. The exterior of cars 303 (ex-615), 1059, and 4387 were done over, and much of the interior of 80. The roofs of 621 and several others received major repairs. Temporary tarpaper roofing was applied to 1468, 1160, 615 (Birney), and 71.

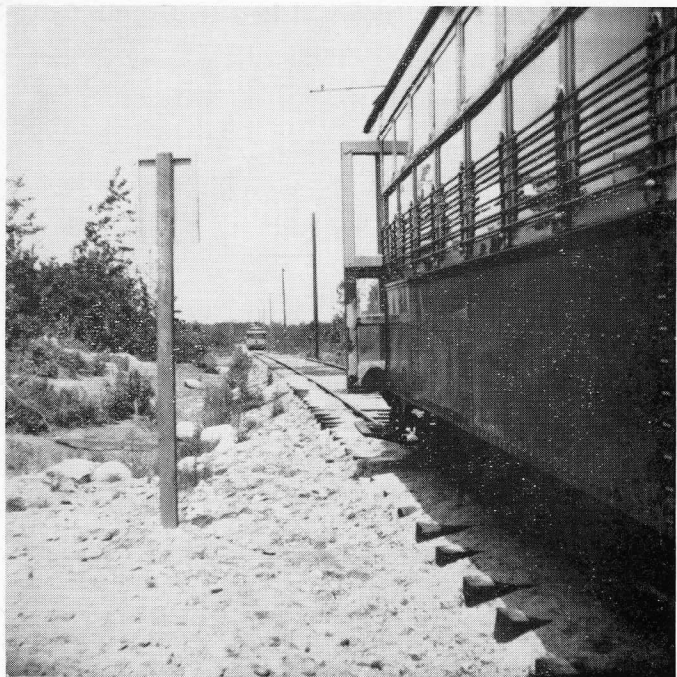
The rebuilding of an end of 4400, damaged in a collision, is under way. The floor frame of 5060, which had been raised with reinforcements while a work car, has been restored with the removal of large and useful I-beams. The gauge of Philadelphia 6618 has been made standard and the car put in good working order. It is limited in its usefulness until we can build a place to turn it around.

Barn #1, known as "South Boston" now protects six cars. Its roofing was completed in the summer of 1958, but siding is still lacking. Our double deck cars will fit in the center bay. Before winter set in, we obtained the lumber for Shop #2. The grading was done, and so was the engineering. Incapacity of the GMC with post hole digger held up work so that frost stopped it. A generous donation enabled us to buy the materials for the frame and for the switch to get the cars in. Completion will await further help.

The permanent ramp at the south end of the Shops trackage for loading and unloading the big trailer was completed in the spring, and was used for all moves of cars to and from Shops. It also provided a place to get at trucks and brake rigging, and for greasing. The overhead wire was raised and realigned to provide proper clearance.

Our intramural telephone system, partly torn down by the storms of March 1958, was restored to service. It connects the Bunkhouse and the various other buildings at Shops, and saves much time and walking for the workers. Trackside phones were installed at the Terminal end of our system, for the use of work parties and of passenger crews. When the power plant was balky, the telephones were especially valuable.

Our public relations were improved significantly this year. As soon as we obtained a mimeograph we initiated a monthly house organ, The Trolley Museum DISPATCH, that has had a warm reception. It has an editorial policy of reporting whatever is of current importance, and also serves to make special mailings unnecessary.



Looking back toward the Terminal from temporary end of track in the woods. Taken along side of York Utilities (Former East Taunton) 88, with C&LE-Crandic 118 in the distance. AH photo.

The general public in the greater Boston area has been enlightened by window displays in bank windows, for which we thank our hosts. Large roadside signs were erected on approach roads in Maine. Local advertising as well as various writeups added to our publicity. At the end of the year, we received much free publicity when cars at the Terminal shed their plastic covers in high winds. Our neighbors in Maine apparently spent much of their time all through the summer in directing tourists to Seashore, for which we thank them, and assure them that many directional signs will be placed in 1959.

Our motor vehicle staff had a particularly difficult year. Balky motors held up important work, and stopped

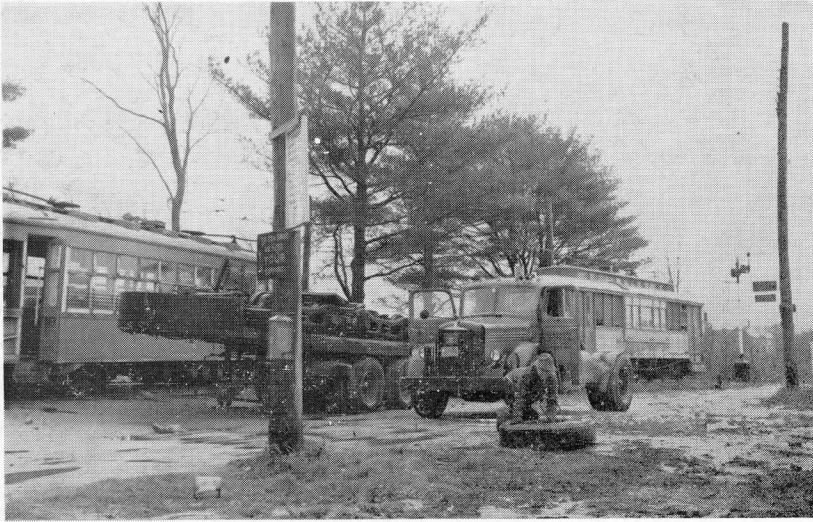
work on the #2 shop building. The small pickup trucks reached the end of the road and were retired. We now have to depend entirely on members for errands of all sorts. The Mack truck tractor had to have new brakes to pass the State of Maine inspection and to continue to haul our heavy trailers with cars, poles, buildings, ties, etc. The GMC has been repaired enough for off-highway use as a post hole digger, tow car, etc. Obviously, the Society needs generous gifts of vehicles.

#### FUTURE GROWTH

Seashore looks to the day when the tracks from the two ends will be connected. Meanwhile, there are barns to build and improvements to be made at the tourist center at U. S. 1 highway. The former depends on our attracting the interest of a source of major funds. Until we can give a longer ride, we cannot charge more. Increased advertising will be used to increase the number of tourists who will ride on what we have. The Terminal building will be upgraded with indoor plumbing and a new floor. A wider variety of souvenirs will be offered.



Autumn at our northern Terminal at U.S. 1. Taken from the overpass of the B&M RR toward the city of Biddeford. From left to right: 838, 1391 shows a corner behind 293, the terminal building and gifte shoppe, line car S-71 on the loading ramp which also serves as grease pit, in rear the storage barn for 105 and 12 and the annexe, the Winton power station (inside the box trailer). The poles of the main line cross the rear of the picture. AH photo.



Lester Stephenson Jr. had to work in the rain to make our superannuated Mack pass the state inspection. Typical of vacations at Seashore. AH photo.

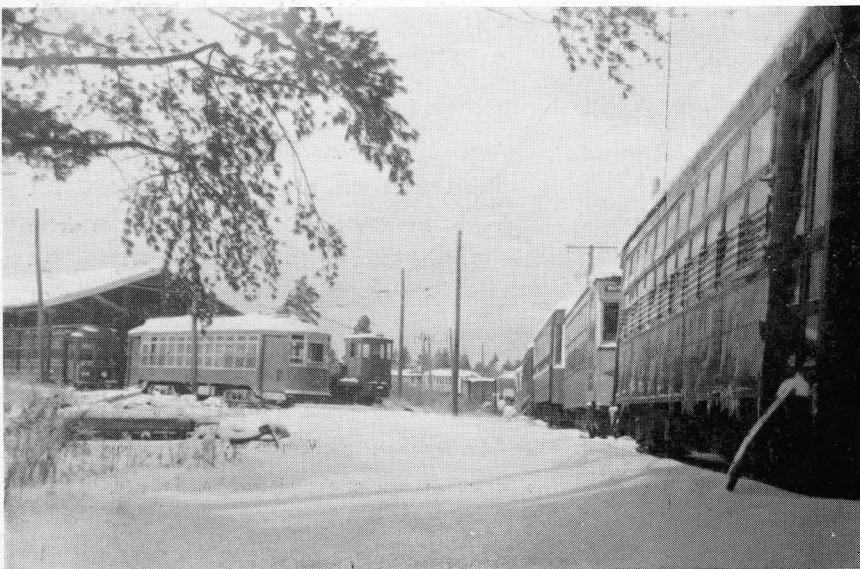
There are proposals under consideration to resume passenger service at Shops with a doubledeck car on Sunday afternoons. This will be primarily a guided tour of the area to replace the casual wanderings that are so hard to control. In preparation for this, the cars now south of the Bunkhouse will be moved away to provide increased parking space. Badly needed additional track-age at Shops will be installed in order to give a better view of the projects, and a place to turn equipment around. This increased utilization of our plant on a set schedule is expected to increase interest among both tourists and connoisseurs, and augment the revenues so much needed.

At Shops, another yard will be started near the #1 barn to get cars off the through tracks. Completion of #2 Shop and winter-proofing of #1 Shop will allow an extended season of indoor work, which has been long awaited. With the retracking of certain car bodies, mentioned above, and a modest amount of landscaping, the Shops area will be vastly improved.

The Terminal site will receive a face lifting outdoors, with an enlarged station canopy and a solid platform. Depending on funds becoming available, off street parking will be increased. The main building will probably be painted a suitable color. The track of the main line will be maintained at the high standard of excellence on which it was built. The Gifte Shoppe will be staffed with adults, in order to improve the merchandising. It is planned to have a member in residence in the building through the summer.

This Report is issued not only for the members who have made it possible by their work and their donations, but also for the information of any new friends we may make. In addition to money, there are many useful materials that the museum can use. Membership is open to all who are interested, at nominal rates. We desire to share as widely as possible our interesting and educational contribution to American History.

A. H. & H. S. S.



Winter at Shops. For at least four months each year the weekend workers have problems when they work on rail, overhead, or unsheltered cars. Exposure increases the deterioration of the cars. AH photo.