

# New England Electric Railway Historical Society



## SEASHORE TROLLEY MUSEUM

KENNEBUNKPORT, MAINE

ANNUAL REPORT  
FOR 1959



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### SEASHORE TROLLEY MUSEUM

General Offices, Terminal & Shops:  
Kennebunkport, Maine

Owned and operated by the New England Electric Railway Historical Society, Inc. (Founded in 1939 as the Seashore Electric Railway and Incorporated in Maine as a non-profit educational foundation in 1941.) Contributions are tax deductible.

#### 1959 REPORT EDITORS

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## THE 1959 REPORT

In 1959, members began work on long deferred maintenance and improvements. The past few years have seen our collection grow rapidly to 66 cars by the end of 1958. This took most of our labor and funds with the result that all building construction, track work, car maintenance and general real estate improvement had to be postponed. Many of our acquisitions were on a 'now-or-never' basis as electric lines here and abroad were abandoned. Very few cars that we might want are left. MTA 5734 was the only car obtained from an operating company in 1959. As a result, during the past year we extended our main line at the Shops, installed a new yard, started construction of another carshop, and stepped up repairs to rolling stock.

#### TRACK AND OVERHEAD

The summer of 1959 was only the third season of operation for the Terminal Division, and since the track and overhead there were originally built to good standards, they needed only minor repairs. Track joints had to be raised, and the better part of one weekend was spent on the trolley wire.

At the Shops, one pole was removed to clear the switch at the Riverside yard. The dead end at the unloading ramp was transferred to the previous-

#### COVER PHOTOS

Upper—Former United Electric Railway (Providence) plow No. 16, sporting its new orange and black paint job, proves it can be useful as well as ornamental during the Seashore winters by keeping the tracks clear. (Munroe Photo)

Lower—Our new Central Yard—completed as the year ended—was immediately pressed into service for the storage of YU No. 88 and Philadelphia Nearside No. 6618. (Doherty Photo)

ly installed steel pole and the wooden pole removed to give greater clearance for maneuvering the streetcar trailer. A new bracket was installed near Car Shop No. 1, and trolley wire generally tightened, particularly at the entrance to the South Boston Barn.

Extension of the Shops Division main line along the former Atlantic Shore Line roadbed was the biggest track project of the year. Enough 85 pound and 95-pound rail for the entire 900 feet was bought from Boston's MTA. The grade has been prepared and the rail bolted up for the first 300 feet.

The Central Yard, paralleling the South Boston Barn, has one track and the switch for the second track in place. This will help relieve the shortage of storage track. Eventually a six car barn will be built over this yard.

The Transportation Department was kept busy obtaining the materials for the main line extension and yard construction. The Mack tractor and short semi-trailer made two trips to Boston to pick up rail involved, and three more to load ties from the former Exeter Street yards of the Boston and Albany Railroad.

#### BUILDING CONSTRUCTION

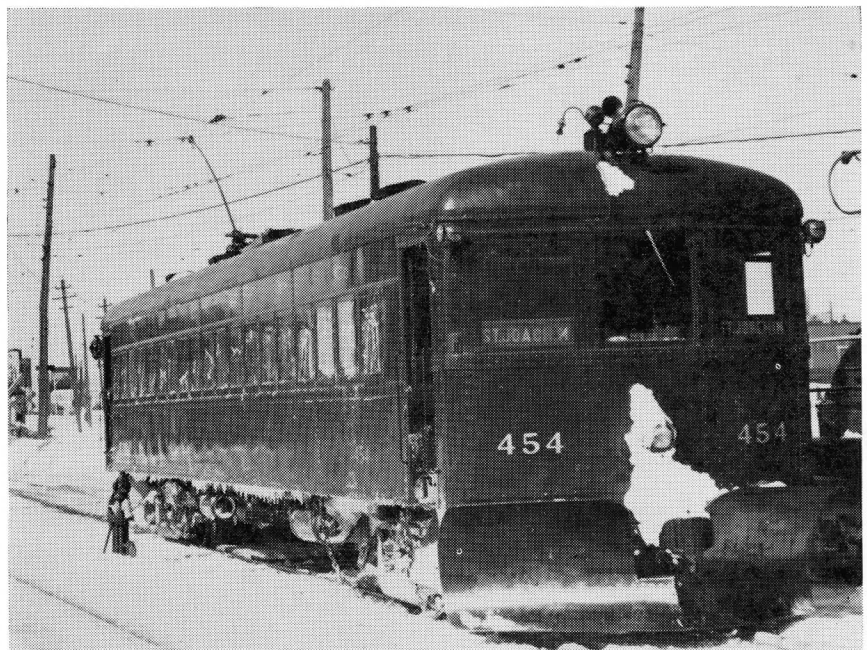
During the spring and summer, substantial improvement to the appearance and functioning of the Terminal station building took place. The station platform was paved with brick to make it more attractive and solid than the former gravel surface. Grading of the rear side of the platform

also helped make it more presentable, as did seeding of grass alongside. The exterior of the station was painted red. Inside, about half of the back room was partitioned off for public lavatories and two new doors were cut into the building to allow entrance to same from a new outside porch.

At the Shops, we had hoped to frame the new Riverside Carshop, using lumber obtained late last year and poles brought up from Boston in January. Various other work demanded the attention of our members, however, with the result that the first pole for the building was not set until the last week of November. In succeeding weeks, four more were set to complete one side. Since the building will span existing track, trusses are being assembled on the ground and when completed will be hoisted into position with our crane car.

Among minor projects completed during the year to increase our operating efficiency were the patching of the power station roof with roofing paper; relocating of gas and oil storage tanks to a safer area away from existing buildings; and establishing of a pole storage yard.

Several members worked setting up "Seashore Acres" housing project, which, although not strictly a part of Seashore by virtue of being privately owned, provides necessary low-rent housing for married couples working at Seashore during the summer. It



The acquisition of Quebec Railway, Light and Power Co. car No. 454 represents the culmination of many attempts, previously unsuccessful, to fill a gap in the Seashore collection. This 60-foot steel interurban, purchased from the Canadian National Railway, represents the very last of its type that could be obtained. (Munroe Photo)



consists of three small, but complete, houses which were moved from Boston with the Mack and long trailer, and is located about one mile from the Shops.

#### ROLLING STOCK ADDITIONS and CAR MOVEMENTS

Horse car No. 10, which was mounted on a rubber-tired trailer in the fall of 1958 when loaned to the MTA for promotional purposes, was moved to Maine in February. Rather than load this car on either of our trailers, it was towed from Everett, Mass. behind our International pickup truck. It is being left on the trailer and stored in the automotive garage to allow possible future use in similar advertising junkets.

The last surviving Boston and Worcester car, No. 149, was donated to Seashore early in the year. This car, less trucks and controllers, had first served as a diner and then as a house in Wayland, Mass. Its conversion from a trolley had been accomplished mainly by sheathing the exterior with simulated brick siding and by applying wallboard to the interior and as a result the body is in good condition. The car was moved to Maine on the long trailer in May and placed alongside the former ASL roadbed, near the power station. The siding and wallboard have been left intact, and the car now serves as an engineering office and repository for files from several other locations.

When the MTA retired its last nine Type-5 lightweight cars in the spring, we were invited to bid and as a result purchased No. 5734, a car in exceptionally good condition. It was

## Meet Our New Public Trustees



**EDWARD DANA**, retired General Manager of Boston's Metropolitan Transit Authority and past president of the Boston Elevated Railway. Also a past President of the American Transit Association.



**JOHN G. SMITH** a real estate and insurance executive in Kennebunkport, President of the Kennebunkport Chamber of Commerce, who has been extremely helpful in promoting our progress in the area.

moved in August from the Everett Shops of the MTA direct to the Terminal where it is used for inclement weather service. We also bought many spare parts and now have a stockpile sufficient to keep the car in operation for many years.

The body of an Express motor car

from Warwick, R.I. was moved to the Shops in October and placed near the former ASL Roadbed at the northerly end of track. The car had been offered to us more than a year previous, free of charge, if we would take it away. Like No. 149, the exterior is covered with sheathing which will be left intact for added protection against the weather. It will be utilized for storage at present.

Also moved to Seashore were the pair of Brill trucks which we purchased from the Springfield Terminal Rwy., Springfield, Vt., in 1958. They may be used under the body of the Baltimore car No. 5748.

In December, a member purchased interurban car No. 454 from the Quebec Railway, Light and Power Co., a subsidiary of the Canadian National Railway. The 450 class cars, of steel construction, were used both singly and as motor cars with trailers on the QRL&P and are one of the largest and heaviest types of traction equipment ever built. When this car is brought to Maine, it will round out our collection of interurban equipment so it will comprise typical cars of all major types.

Shortly before the end of the year, a substantial down payment was made to the Montreal Transportation Commission enabling them to reserve up to five cars for Seashore. This group



Leeds No. 526 was one of the last remaining former London double-deck trams in service until November, 1959. It was the last type built and survived the Blitz in London, being sold to Leeds in 1950. (R. B. Parr Photo)

will be our only examples of Canadian cars designed specifically for street operation. Necessary transportation arrangements will ultimately determine which of these cars we obtain.

#### CAR REPAIR AND MAINTENANCE

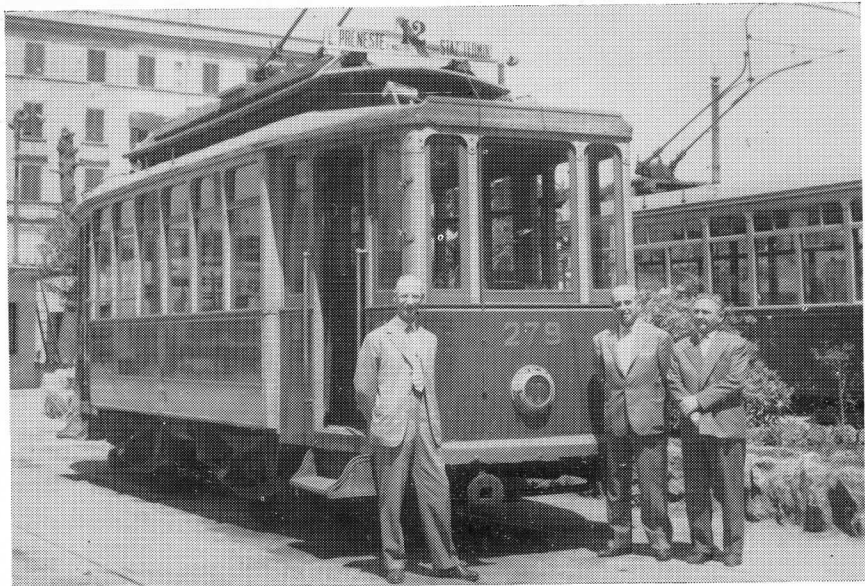
Many small repair jobs and several major ones were carried out in the past year. Among the less complex were the rebuilding of the radiators from the Dragon gasoline locomotive by a competent firm (owned by one of our members); installation of a new air compressor under open 838, completion of interior wiring and headlining on open 303; and installation of tarpaper roofs on cars No. 71, 621, and 88. Open 838 was also covered with a tarpaulin for the winter.

Much of the major repair and maintenance was concerned with painting. The Blackpool tram, No. 144, was restored to its original red and cream "livery." Repainting of Car No. 1059, which commenced in 1958, has been substantially completed. Nos. 621 and 504, two of our cars from the Montreal & Southern Counties (Quebec) have been refinished in Canadian National green. Aroostook Valley combine No. 71 has been largely restored to its original red from utility gray and the replacement of storm sash and relettering have added greatly to its appearance.

In July, when need for overhead work at the Terminal became apparent, we decided to retruck Claremont Railway line car No. 4 rather than move line car S-71 over again. One pair of the MTA type-5 trucks obtained in 1958 were used, with only slight modification of the bolsters necessary. The car had originally been equipped with short wheelbase homemade trucks but we had not been able to purchase these when the car was obtained. While the re trucking was being done, the entire car was painted both inside and out, including the roof. As the car originally had only two motors, only two of the four motors in the type-5 trucks were connected and with temporary brake rigging installed, the car was run under its own power. When completed, the car was moved to the Terminal and used there, becoming the first Seashore car body to be re trucked and run with other than its original type of trucks.

#### MOTOR VEHICLES

Despite the devotion most Seashore members have to trolleys, we have to use the automotive equipment to get various jobs done. Our 1948 Mack tractor, along with its two semi trailers, heads our list of trucks. This equipment was used to transport trolleys, trucks, houses, ties, rail, poles, etc. during the past year. The



The first car to be added to our collection from Continental Europe and the oldest in the fleet of the A.T.A.C., Rome's municipally-owned transit system, No. 279 was donated by the Mayor of Rome in February of 1958.

engine of the Mack was replaced about 20,000 miles ago. This year it was necessary to replace the differential and have the frame strengthened. These repairs are not excessive in view of the heavy loads hauled by this vehicle.

Our 1951 GMC truck carries a crane and post hole digger, both driven by power taken off the engine. With dual tires and two rear axles it is our best towing vehicle. Since a rebuilt engine was installed in 1958, we expect considerable service before any further major overhaul is necessary.

In 1959 we agreed to buy the 4-wheel drive 1957 International pickup truck which had previously been on loan to us. This truck has already been used to haul countless loads of tools, equipment, parts and supplies for Seashore. It runs well over our unpaved roads or even off the road entirely as necessary. Operation at Seashore is not gentle for any vehicle, however, and we have had to have the transmission and part of the front wheel drive on this truck rebuilt.

#### SUMMER OPERATION

About 16,000 visitors contributed 25 cents apiece to ride one or another of our revenue cars at the Terminal in 1959. Opens 838 and 1391 carried the lions share with 5734 joining the fleet late in the season. For the first time, in addition to our volunteer crews, we had a full time employee to operate the cars as needed and another to staff the station store. Unfortunately, the Winton power plant at the Terminal broke down, causing a loss of five days revenue. Luckily, we have found spare parts and can now make prompt repairs. Open 303 will relieve

1391 next summer, giving us a top condition fleet at the Terminal.

#### PLANS FOR 1960

The primary project for 1960 will be a reunification program. The Trustees have voted to accept an offer of funds from the Butler Foundation for the purpose of consolidating all of Seashore's operations in the Arundel Shop's area by 1961. Highlights of this program include installation of a loop for turning cars on land to be purchased from our neighbors, the Cloughs, additional yard storage for cars now on the mainline, extension of the mainline northward to provide a longer and more interesting ride, and the provision of adequate tourist parking areas.

To allow for increased yard space and better access roads, car bodies and parts in storage will have to be relocated. We also expect to set up an electrical shop where storage of motors, compressors, and their parts can be centralized. Plans are drawn for a pole-type car barn to be built over Central and other new yard areas.

Reunification is expected to result in reduction of the cost of operating two locations, provide a standby power station, eliminate moving cars between divisions, as well as making all rolling stock available in one central area.

It appears that extension of the mainline at the Shops over the existing ASL roadbed will be more economically advantageous in light of estimated costs of filling and grading a new right of way at the Terminal. The Terminal Division will be mothballed when the Shops area is ready for passenger operation.