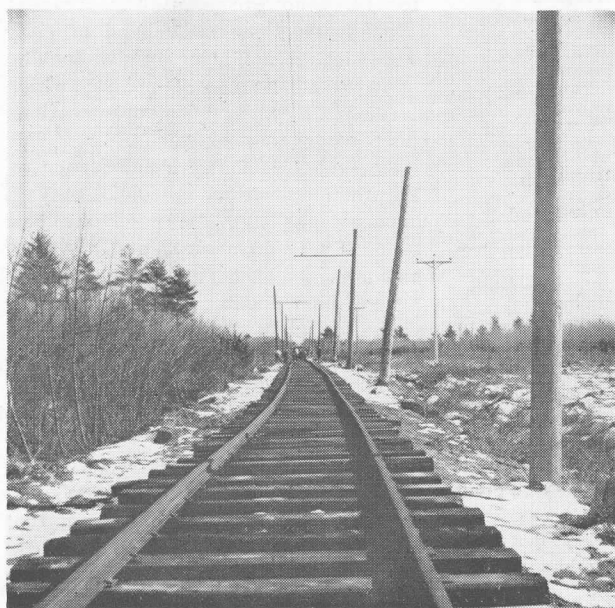


# New England Electric Railway Historical Society

## SEASHORE TROLLEY MUSEUM

KENNEBUNKPORT, MAINE



## ANNUAL REPORT FOR 1960

# SEASHORE TROLLEY MUSEUM

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.

## SHOPS AND MUSEUM

KENNEBUNKPORT, MAINE

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## COVER PHOTOS

Upper—Interurban 610 of the Montreal and Southern Counties poses for her portrait on the new main line at Arundel Shops. Note the overhead construction. (Munroe photo.)

Lower—All that is necessary is the ballast in this view of the main line taken at Point "C" looking south. (O. R. Cummings photo.)

## THE 1960 REPORT

The year 1960 was most productive for the society. Visitor attendance increased by 10% over the previous year. Contributions, frequently earmarked for special purposes, reached an all time high, membership climbed near the 1000 mark, and last but not least, work hours contributed rose to a gratifying level as evidenced by this year's many accomplishments. Publicity re-

leases, largely stemming from the arrival of new rolling stock from all four corners of the earth, kept us in the public eye.

## REUNIFICATION PROGRAM

The project of greatest significance to the society's future, the subject of most discussion, and the object of most of our efforts was the Reunification Program. To understand thoroughly the purpose of this program, we must go back to 1956. Up to that time, your trustees had been charged principally with the safeguarding of the society's policies and property and looking after the best interests of its members. With the advent of power, and shortly thereafter of passenger operation, new responsibilities were assumed with respect to the public. During the first summer of operations some 7,000 passengers were carried on our cars over a relatively short stretch of track at the Shops. The lack of proper parking facilities and a good entrance road combined with inadequate storage tracks for our non-operating cars were among the many problems facing the trustees. It was at this point that the Butler Foundation offered us a new passenger line, completely separated from the Arundel Shops, that could produce the revenue, through contributions, needed for the overall improvement of the museum.

The plan called for the new line to be located on Route 1. Its success was to depend largely on impulse appeal to motorists as they drove by and on the premise that the public's interest in the museum was chiefly concerned with the mere taking of a ride on an open trolley. The trustees, weighing this offer against the task of effecting necessary improvements at Arundel Shops within a short period of time and without sufficient funds, decided in favor of the new Terminal, which then took over all passenger operations for the next four years.

By the end of the second year of Terminal operation, certain disadvantages of the new arrangements had become very apparent. Total earnings had not increased sufficiently to meet agreed-upon sinking fund charges, nor were sufficient funds being provided from it for the obviously needed extension of the passenger ride and for a significantly worthwhile contribution to the Museum as a whole.

The problems associated with handling the public have become even more burdensome as it became evident that their interest in the society extended to the entire collection of cars, most of which were still at the Shops, and in the work being performed by the members, who were gradually drifting back to the Shops.

The increasing tendency of our visitors to stop at both of our properties soon doubled our requirements for summer staffing and for adequate parking facilities. As a means of better catering to the tourists at the Shops, a guide service was established under the direction of George Cady, and some thought given to the restoration of limited passenger service there.

Fund raising was attempted for both locations, and the response from members, though gratifying, was not sufficient to overcome the various major obstacles peculiar to each of the two locations. Restoration of passenger service at the Shops also meant construction of additional storage tracks to clear the existing mainline as well as expanded parking facilities, while further track expansion at the Terminal carried with it the additional problem of crossing under an intersection of two major utility lines and the investment of a large amount of money for roadbed construction.

Financing of a scale above and beyond the means of our membership was indicated in either case. After a thorough study of the situation, a further offer was made to the Trustees by

Patrick Butler, Jr. in the form of a grant, carrying no debt obligation, to provide funds for uniting all of the society's activities at the Shops and placing the Terminal on an inactive status until means and funds are found to complete the rail connection between it and the Shops.

After careful consideration the Trustees decided to accept Patrick Butler's most generous and well-timed offer. Plans were made for the consolidation of all the Society's operations at the Shops by the summer of 1961. The Trustees felt that this program, when completed, would not only provide superior service to the visiting public, but also would serve the best interests of the membership, with the following principal advantages:

1. Visitors at the Shops could view the many cars in the Seashore collection, be given a more interesting ride and be able to get a glimpse of the varied activities that go into the construction and maintenance of an electric railway.

2. Achievement after many years of a more satisfactory entrance road and parking facility would fill a year-round need.

3. A standby power plant and a variety of cars, together with better repair facilities and tools, would result in more reliable and interesting operation.

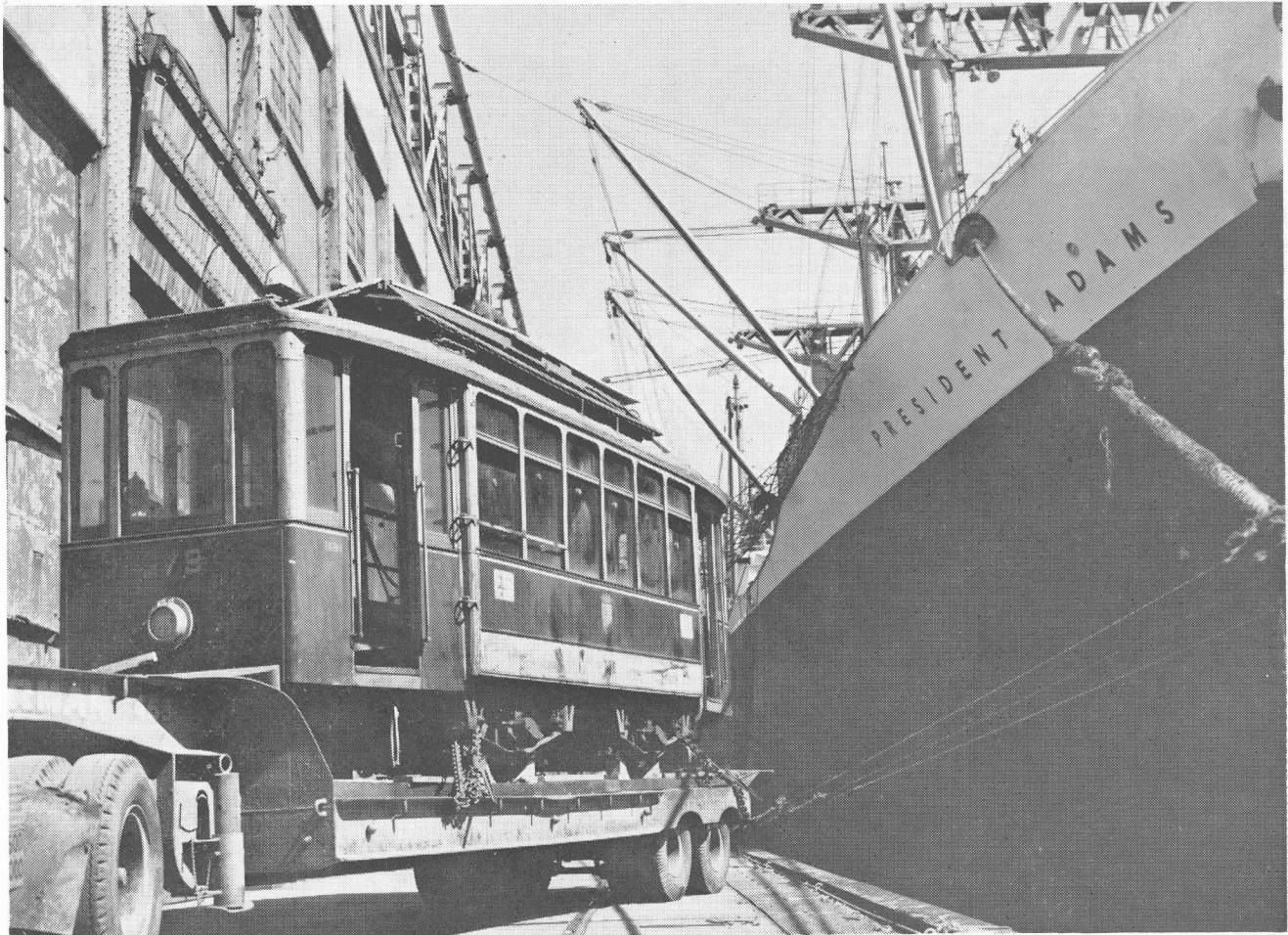
4. The opportunity to make use of the existing Atlantic Shore Line roadbed would greatly facilitate the extension of the passenger ride each year in proportion to available funds.

5. Concentration of effort in one location would make more effective the preservation, display, and use of our prized possessions, which constitute one of the world's most diversified electric railway rolling stock collections.

#### ACCOMPLISHMENTS OF 1960

##### Purchase of Additional Land

Now let us examine the results obtained in our consolidation program during 1960. The first major problem was that of locating a suitable area for a terminus and parking lot. Ample space was found between the "South Boston" Car Barn and the Carpenter Shop, which, together with a two acre tract of land to the east of our main line purchased from our neighbors, the Cloughs, will permit building our "Arlington Heights" loop, constructing



Our representative from the Eternal City, No. 279 arrived at Commonwealth Pier, Boston early in April aboard the SS President Adams of the American President Lines. It was lowered onto a trailer rented from the Roger Sherman Co. for the journey to Maine. (Photo by JET Commercial Photographers, 465 Stuart St., Boston.)



View, looking south on main line at "Doherty" switch, with M&SC 610 in the foreground. Note the Lehigh Valley switch stand controlling lead to Riverside barn. (Munroe photo.)

a station, and, eventually adding an additional spur for interurban trains. The land also includes a most attractive picnic grove.

#### TRACK AND GRADING

By June the main line had been extended onto the old Atlantic Shore right of way and a switch installed. It was at this point that the Shops received its greatest face lifting. Both the loop and parking lot areas were graded, special areas filled and leveled for the car bodies soon to be moved from a corner of the new parking lot, and the service road extended alongside the old roadbed to the Warwick car body. More grading was done preparatory to the construction of a track connection which was planned to link the new main line switch with the "Riverside" yard, in itself a development of the northernmost end of the rip track. Certain modifications were then made in the plans to provide for the construction of still another spur from this siding for use as a ballast loading or "Piggy-Back" track. Finally initial bulldozing was completed on a new section of roadway to provide better access to the parking lot.

Thus far materials being used were those purchased during the previous

year by the Twentieth Anniversary Fund, consisting of 500 feet of MTA 85 lb. rail and B&A 95 lb. rail. Additional track materials began to flow in. Rail from the last several hundred feet of the B&M's Marblehead Branch arrived, followed by specialwork previously set aside for us by the MTA from their North Cambridge yard. Additional switch parts were located in Sanford and promptly purchased from the Sanford & Eastern Railroad. As work commenced on the rather complex job of assembling all of this material to form the new "Riverside" Shop lead, Patrick Butler, Jr. decided to enlarge the grant to insure that the new ride would initially be longer than that presently offered at the Terminal. Accordingly, the budget was nearly doubled to permit the purchase of 1500 track feet of excellent 70 lb. rail recently removed from a portion of the old Sanford-Springvale trolley line.

A load of creosoted poles arrived. This prompted a program of setting them with the GMC and mechanical pole digger before the ground could freeze and before track construction would make it difficult to maneuver the truck along the ASL roadbed. Track work was concentrated mainly on com-

pleting the "Riverside" layout and providing for a switch leading into the two tracks for the building, by then well under construction. Top priority was given this section not only because it would furnish extra storage track so badly needed, but upon completion, would serve as a bypass around the blocked main line. It would also speed up construction of the new carshop by permitting use of the crane car and line car on parallel tracks for the setting of prefabricated trusses.

By mid fall the impossible had been accomplished—"Riverside" and Central yards were double-tracked, and a heavy duty switch had been cut in for one side of the loop. This switch was obtained from the former Lever Brothers plant in Cambridge and was installed at this time to minimize interruptions to next summer's passenger operation. With the setting of the last pole on the main line, the track crew was given the go-ahead and the race was on to get the track built to Point "C". Although some snow shovelling had to be done, the goal was reached on schedule so that the line car could now be used effectively.

#### LINE CONSTRUCTION

For the greater part of the year principal accomplishments in this area were the transporting and setting of poles, the placing of the associated back guy rods, and the lining up of the needed overhead material. While most of the catenary bracket arms required for the extension were available (salvaged from LVT's abandoned Liberty Bell Route with the help of the Pennsylvania Power and Light) the balance required were provided as a most welcome donation by the Chicago, South Shore & South Bend Railroad. We are likewise indebted to the Ohio Brass Company for their cooperation in making up the many special hangers and parts required. With most of the bracket arms and spans in place on the main line and trolley wire strung from the former end of the rip track through the new building to the junction with the main line, the completion of the overhead to Point "C" is readily assured by early spring.

#### RESULTS TO DATE

Summarizing 1960's progress we can take pride in the fact that 1600 feet of new track was built, three complete switches and part of a fourth installed, a total of 19 poles set, and the parking lot nearly readied. In addition, the following three benefits of our program soon became evident:

- 1) Greatly improved flexibility in the shifting of cars resulting in a drastic reduction in the waste of time and excessive power plant operation, as well as lessening the hazards associated with complex moves.

2) The organization of a well-trained volunteer construction crew capable of carrying the consolidation project to completion and able to undertake further extensions.

3) Greater dispersion of rolling stock making a significant contribution to the appearance and safety of Arundel Shops.

#### CAR REPAIR AND MAINTENANCE

Realizing that our most important assets are our trolley cars, greater emphasis has been placed on restoration and maintenance. Member Donald Curry, employed for this purpose during the summer season, accomplished a great deal. After completing the paint job on Blackpool doubledecker 144, he concentrated on Los Angeles 521. This car got a new roof of roofing paper, and then was completely painted on the exterior, including installation of false windows in the open section to keep the weather out. Next he went on to strip down Conn. open 1391, rebuilding both platforms and nearly completing the reassembly before the season ended.

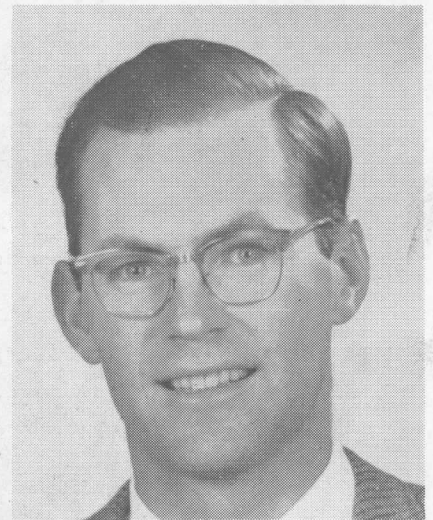
In addition, many other members spent considerable time in various car maintenance projects. Notable among these were the roofing of cars 5748, 70, 4547, 610, and 454 with roofing paper, this being a temporary expedient in lieu of more expensive canvas.

Car 5748, which came to us from Baltimore sans trucks, was slid sideways onto the set of trucks previously

## Meet Our New Public Trustees



**E. SPENCER MILLER**, President and Director of the Maine Central Railroad Co. and Portland Terminal Co. since 1952. Director of the Great Northern Paper Co. and The First National Bank of Boston.



**PATRICK BUTLER, JR.**, active in most of the Society's major projects for the past twelve years and sponsor of Seashore's present heavy highway equipment, as well as the Terminal and Reunification projects.

obtained from the Springfield Terminal Railway, Springfield, Vermont. While not exactly identical to the original ones, they are very similar and serve the purpose quite well.

MTA 925 was quite thoroughly stripped of all paint on one side during a demonstration sponsored by the

Savogran Co. in November. It was subsequently given a coat of primer to protect the surface. Other cars partly painted were 5821, the "paint" car, 621 and 610. Open 838 had a section of running board replaced and new coil springs installed in the trucks. M&SC 621 got new head lining along with repairs to the floor tile. MTA 4400's damaged end was repaired and painted. New tarpaulins purchased made it possible to cover cars 838, 303, 1468, 279, 60 and the City of Manchester for the winter season.

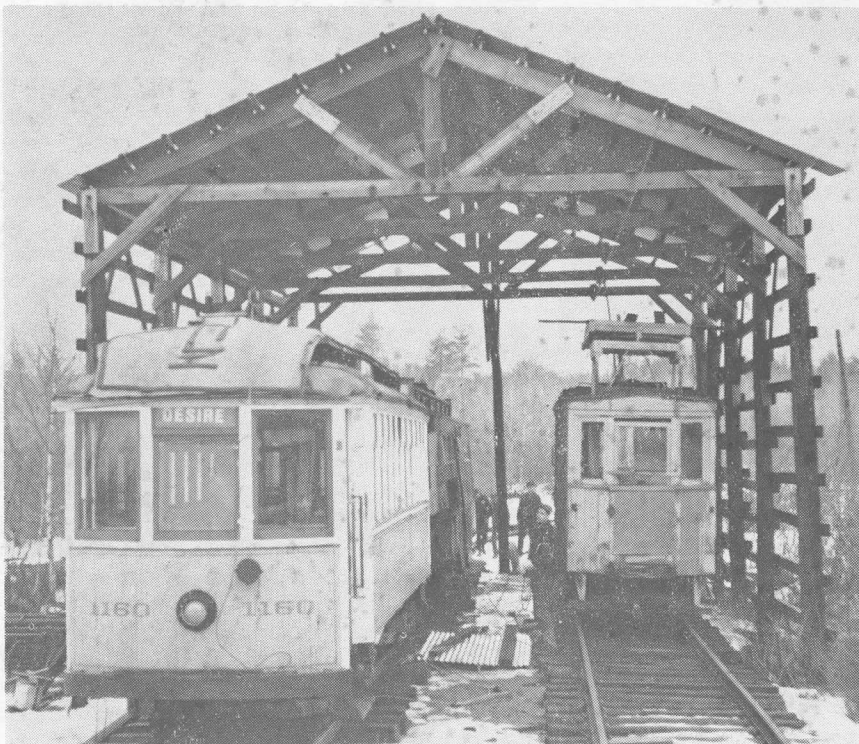
#### MOTOR VEHICLES

Acquisition of a 2½ ton dump truck, gift of member E. MacDougall Palmer at years end, provides us with means of hauling and distributing gravel ballast, as well as relieving the pickup truck for other material hauling duties. Another important acquisition was a Hobart gasoline driven electric welder. Formerly No. 912 of the B&M, it has proven quite handy on various welding jobs, and is also adequate for propelling a small single truck street car when the occasion warrants.

Maintenance to vehicles included replacing the fifth wheel pin on the high bed trailer, rebuilding of the front drive shaft of the International pickup, and repairing and painting the fenders on the Mack.

#### POWER PLANTS

Another complete Winton gasoline engine and generator was obtained from B&M gas car 196 in February. It provides replacement parts to keep



Our new Riverside car barn with installation of roof in progress. Shown inside the barn are Eastern Mass. line car S-71 and Connecticut Company 1160, with Boston center entrance 6270 behind it. (Munroe photo.)

our other Winton going. At the Terminal, the Winton performed well after a poor start caused by trouble with the gravity feed gas line. A gasoline pump was installed to fill the overhead feed tank from a new 1,000 gallon underground storage tank.

#### BUILDING CONSTRUCTION

Emphasis in this line was almost entirely on our new Riverside Barn. Gathering momentum during late summer, the project was on in earnest and by years end the whole building was framed in and most of the aluminum roof installed. (See photo.)

#### CAR MOVEMENTS

During 1960 four new exhibits were added to our expanding collection of trolley cars. From Leeds, England, No. 526 arrived at East Boston during the latter part of March aboard the S.S. American Press. Moved to Maine on our Highway Monster, it was later unloaded and retracked in May. Despite body damage from heavy seas, it is in

good mechanical condition and represents a maximum traction double-deck tram not previously in our collection. It also gives us a car which formerly ran in London, England.

Our gift from the Mayor of Rome, Italy, No. 279 arrived at Commonwealth Pier in Boston early in April. As our large trailer was still tied up with car 526, this car was moved to Seashore on a rented low bed trailer. It provides an example of the older type of single truck car used in the Eternal City.

From the Nagasaki (Japan) tramway came the crated street car, No. 134. Arriving in East Boston aboard the SS Pioneer Minx, it required considerable work to remove the bottom of the crate so the car could be lowered onto the rails of our trailer for movement to Maine. An impressive and well attended presentation ceremony was held on June 25th at the Shops. Among those participating were Mitsuo Tanaka, Japanese Consul General in New York,

and Capt. Phillip Anderson, Naval Aide to Maine's Governor Reed.

Quebec Railway Light and Power No. 454, our large steel interurban, was very impressive arriving on its own wheels in the local freight train at Kennebunk station in July. A large delegation of members was on hand to view and photograph the event. Since its arrival, the roof has been covered with roofing paper and the interior has been cleaned out. Seats obtained from railroad coaches being scrapped will be installed to replace those damaged before the car came to Kennebunk depot. Movement of 454 to the Shops, deferred by other projects, is now scheduled for summer, 1961.

Another addition to our fleet, which has proved very useful, is former B&M section motor car No. 288. Of the small inspection type, it has four wheels and is gasoline operated. Its need was felt as the scene of our track and wire construction moved to points over ½ mile from the Bunk House. It has also proved useful for hauling tools and track materials.

Other moves during the year included taking open 303 to the Terminal and returning 1391 to the Shops for repairs, this being accomplished in July. Also Wheeling body 39 was relocated from South Boston yard to a new spot on the other side of the old ASL right of way.

#### PLANS FOR 1961

It is planned to complete the trolley wire and track to Point "C" by May 30 for the opening of our passenger operating season. Shortly afterward, grading of the dual roadway from the property entrance to the parking area and several walkways for visitors should be completed.

Construction work is scheduled to start early in the spring to convert the existing carpenter shop to a new gift shop entailing complete refurbishing inside and out. A passenger shelter or umbrella may be built at the point where the loop rejoins the mainline.

The main line will be pushed through to Meserves crossing, an additional 600 feet by July 1, with the remainder of the construction allowed by the present budget, the last 600 feet, to be added by August 1. Last on the schedule will be the installation of the loop.

On completion of the Reunification Project, emphasis will then be placed on securing more undercover storage for our rolling stock. Fund raising will be directed toward the purchase of a Quonset Hut to provide storage for nine cars.

Continued support from the membership of the kind experienced during 1960 will go far to make the coming year a successful one for your railway museum and a worthwhile one for all participating.



Nagasaki (Japan) Street Car No. 134 was being demonstrated to some of the many guests that attended the presentation ceremony when this photo was taken on June 25th. Scene is just north of Clough's Crossing on the main line. Note the bow trolley. The car was shipped via the United States Lines aboard the Pioneer Minx. (Shelvey Photo.)