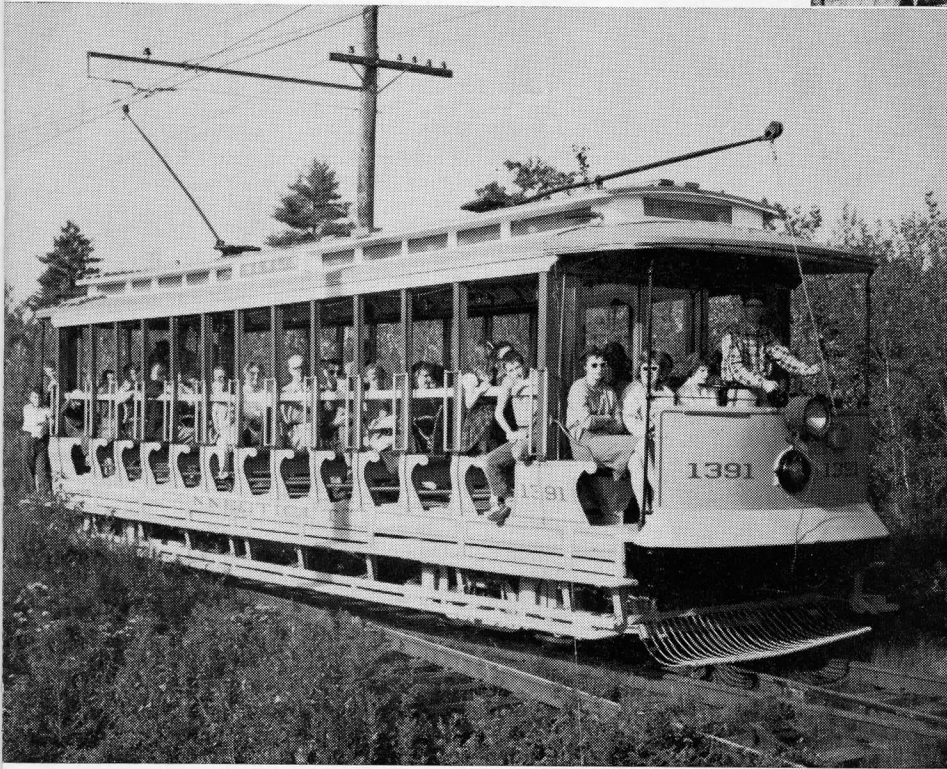
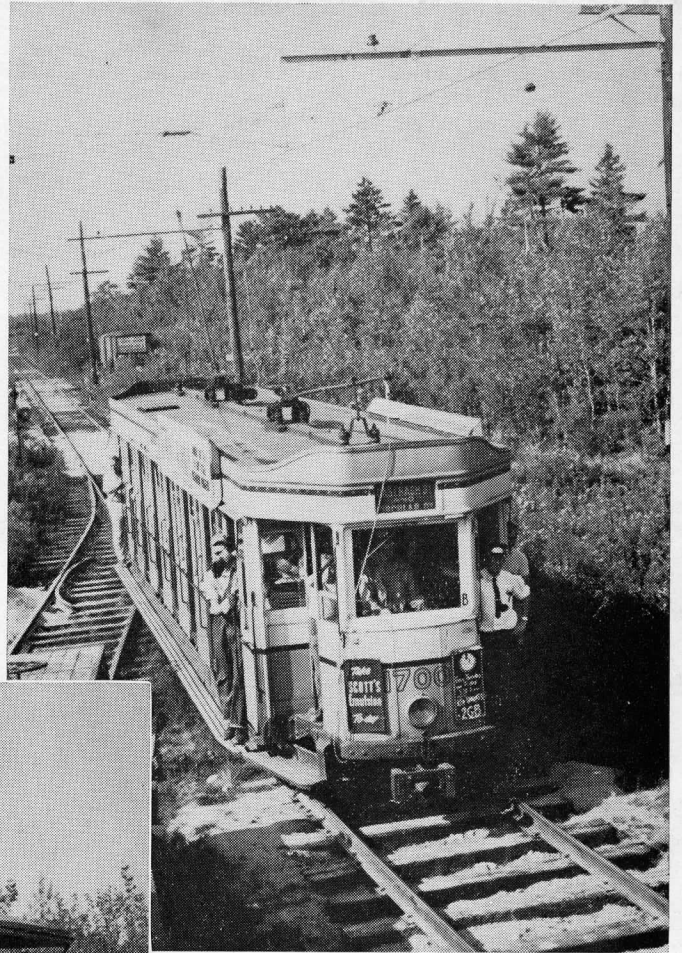


New England
Electric Railway
Historical Society



*Annual Report
for 1961*

**SEASHORE
TROLLEY MUSEUM**

Kennebunkport, Maine

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). *Contributions are tax deductible.*

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THE 1961 REPORT

Scrupulously careful planning, dedicated hard work, enthusiastic support and the proverbial little bit of luck all combined to make 1961 one of Seashore's greatest years. In committing itself to the Unification project, no small challenge had been undertaken by the Society. Despite predictions to the contrary, Seashore's working forces were eminently successful in converting the long dormant Shops into an operating railway, an interesting and workable museum, and a generally attractive area for the reception of the public. With the coming of fall and the pressures and demands of summer operation at an end, attention was then focused on the Quonset Hut operation as a major step toward getting our collection of cars under cover and on the study that is now bringing about a complete revision of our electric power supply.

The encouraging reaction of the visitors and members alike to last year's accomplishments can be measured statistically by this brief analysis of the Comptroller's Reports for the years 1960 and 1961. Revenue accruing from ride contributions and fare box donations by our visitors during 1961 exceeded that of the previous year by 16.6%, while the Gift Shop gross showed a gain of 46.3% over the year before. These measures of public acceptance are doubly significant especially when viewed in the light of the change in the location of the rides from the Terminal to Arundel Shops and when recalling that 1961 was an abnormally poor year, tourist-wise, for Maine.

Most reassuring of all is the rise in member Contributions, our most accurate measure of the endorsement of our program by the Society's own members. Not counting the Butler Consolidation figure, the year 1961 shows an increase of 32.4% over 1960. It is noteworthy that the Quonset Hut appeal accounted for 25.6%, or \$4,220 of this, the largest response to any of the Society's fund raising appeals ever.

Readying New Line and Facilities For the 1961 Season

Construction work in 1961 was actually the unbroken continuation of the 1960 program, initially handicapped by the complete loss of power for moving cars as both the Sterling and welder engines developed failures promptly on the New Year's weekend. As a result of this, for several months following it was necessary to tow, bar, and even push line car S-71 out to each pole for the installation

COVER PHOTOS

A record number of visitors turned out to ride on the Arundel Shops' main line, justifying the weekends of preparation through the winter. (Williams photo)

Sidney's 1700 clears Doherty switch on the ASL right of way, heading in from a special trip. (Munroe photo)

of bracket arms. Trolley and messenger wire had to be reeled out by a simple, yet ingenious method employing two small loops of chain and many strong hands.

An additional section of 4/0 trolley wire, purchased from the MTA, had brought the overhead to the end of tangency and a convenient point of anchorage. The restoration of power through the extensive rebuilding of the Sterling made the moving of cars possible again. This permitted clearing of the main line so that the line car could be used to put the finishing touches to the overhead already up, principally the installation of the catenary hangers at the required ten-foot intervals. By now it was April, only weeks away from our operational deadline. As approximately half of the trolley wire at the Terminal would be needed, it was removed from the catenary section by substituting rope ties at each pole for the individual hangers. These were then progressively removed with the Claremont line car (No. 4) towed by Locomotive 100. As a last preparatory step, the strain on the remaining overhead was tightened, and the wire was cut and lowered to the ground. The copper was reeled up and transferred to the Shops area where it was laid out along the ground from Point "C" to the end of the currently funded main line extension. By the end of the weekend the trolley wire was temporarily supported throughout its 900 feet and dead ended by the same assembly removed from the Terminal the day before. This operation was not only the turning point of the Consolidation project but one of the best examples of the detailed planning and careful execution that is required in utilizing our typical two-day construction week.

A long awaited load of 60-foot rails was now brought over from Sanford and track construction resumed so that by opening time the new line offered a ride comparable in length to that of the Terminal. A new problem, that of manhandling the unwieldy lengths of rail to construction points beyond the end of the service road, was solved by the use of two second-hand roller bearing hand cars recently purchased. The rails were loaded by truck crane onto these cars in tandem, pushed out to the end of track, and on planks for the last 60 feet to their ultimate position. The continuous work of loading, transporting and placing of ties must not go unmentioned, nor the steady filling in of all missing tie plates and spikes.

Concurrently with the above mentioned construction, there was a race against time in readying the parking lot, a project often bogged down by mud because of the wet, prolonged spring. Major tasks faced here were the sorting and stacking of track and switch parts and the removal to new sites of the several carboodies in storage there.

The Gift Shop began to emerge from the old carpenter shop built six years earlier by Charles Chase. First came the difficult job of removing the "City of Manchester" with rollers, planks and tackle. The doorway at the south end,

enlarged to accommodate the car, was restored to its former size to permit interior work during the cold spring weather. Carl Clough's professional services were secured for several weeks. During this time he put in new window frames, lowered the rafter ties to support the ceiling, set in the studding for wall panels, added a new doorway at the rear leading out to the parking lot, and during better days added vertical batten strips to the outside of the building.

Members gradually took over the wiring, putting up of ceiling panels, filling in the wall sections and finally putting down the floor tiling. Pastel blue paint along with the white trim and ceiling completed the interior transformation. The exterior became resplendent in a coat of dark red paint, the beginning of a painting program directed toward the trimming up of all buildings and of those carboodies not scheduled for work in the foreseeable future. In addition to this a replacement carpenter shop took shape in the vicinity of Riverside Barn, and a well was dug to provide water for the Power Station.

Riverside Barn by this time had become quite an impressive and presentable structure with the sides completed, providing shelter for several more cars. A general brush cutting program combined with a thorough clean-up drive kept our International Dump Truck shuttling continuously to the Town Dump.

The last serious obstacles in the way of starting a passenger operation on the appointed day were hurdled. The new roads were graded and No. 303 (open car) was brought over from the Terminal for the opening day, with Milwaukee No. 861 filling in on the all-too-many rainy days. Our Plymouth gasoline locomotive was pressed into service hauling the newly rebuilt welder on a flat car and rail bonding was accomplished on the few remaining Saturday evenings. With the renting of the Donnelly billboard, with our turn-off at

Route 1 now clearly marked by a new blinker light, and, in the eleventh hour, with a field telephone system and several call boxes installed, the stage was now set for the summer's operation.

Summer Passenger Operation and Further Accomplishments

Fortunately the season got off to a very slow start, giving ample time to realign track, smooth up the Sterling power plant and complete enough additional storage track to accommodate a second open car. By July the season was in full swing. Passenger trips were put on a definite half-hour schedule with organized "Cady" tours taking visitors over new walkways in the twenty-minute periods between passenger runs. It was a gratifying sight, indeed, for those who only months before had shovelled away snow to extend the track, now to stand back and watch the open cars, doubleheaded on some weekend trips, carrying capacity loads. The new gift shop was well accepted by our visitors and became a source of pride for members. The parking area was reorganized with white lines to provide for the many automobiles. Frequent oiling of the roads with old crankcase oil materially reduced the dust.

Volunteer labor was organized to help on the thorough reconditioning of open car No. 1391, to provide the necessary operating personnel to maintain a daily passenger operation and to assist in the constant job of aligning and maintaining track joints in the new line. Both the South Boston and the Riverside Barns were wired for lighting and equipped with electrical outlets for tools. Street lighting was installed throughout the rip track area.

New construction continued all summer with the piggyback track being built during July to permit ballasting operations.

Other track work during the balance of the summer months included the com-



Long Island Caboose 29 arrives at the Shops and is moved over Clough's Crossing by Montreal 504, in May. (F. J. Perry photo)

pletion of the rather difficult switch South of the Riverside yard, and the gradual extension of the main line so that by summer's end, passenger cars were terminating at a point just beyond Meserve's Crossing.

Operation Quonset

With the unification project gradually narrowing down to the completion of the loop, the trustees were now asked to underwrite a challenging new project. It was proposed that a 120-foot long Quonset "forty" Hut, being retired from use as a bowling alley in Lynnfield, Mass., be acquired, dismantled, and re-assembled in Maine to provide indoor storage for an additional nine cars at Seashore. Negotiations were conducted with Carl Colucci, owner of the building. The appeal that was launched amongst the membership topped all previous fund raising efforts with results so overwhelmingly in favor that over \$4,000 was raised to buy the building, grade the site and approaches, and have the foundation installed. The work of dismantling the Quonset, accomplished during the summer evenings, was two thirds complete by Labor Day. The last third remained temporarily as storage space for the bowling alley apparatus until the new building was in readiness. An all-out drive later in the fall completed this phase of the project.

No small problem was that of selecting a suitable site for this large three-track car barn with space adequate for the necessary switches and track leads. Aerial photographs, old surveys, and a new and thorough topographical study resulted in the selection of an area just north of M. & S. C. Junction suitable for this building and providing two other sites, equally large, for future expansion.

To the track department, however, here was a new problem, as it meant the temporary abandonment of the Central Yard site already complete with switches and guard rails, but not adaptable to the three-track requirements of the Quonset. The problem was partially solved early in October with the donation of the trackage within the Seamloc plant in Sanford, as well as the purchase from the recently abandoned Sanford & Eastern Railroad of the 900-foot siding installed two years before within the Wasco Chemical plant. At the year's end, the rails, ties, and a switch from Seamloc had been removed, transported, and largely installed to a point within 80 feet of the entrance of the Quonset, no simple feat considering the lateness of the year and the fact that the frost was already in the ground. Our thanks to the officials of both the Seamloc and Wasco plants, as well as to Mr. Pinsky of the S. & E. for their cooperation in helping us to obtain these vitally needed track items.

Simultaneously with the track work and the final dismantling of the Quonset hut, bids were accepted for the concrete block foundation of the building. This work was completed by the contractor in spite of the very wet weather, in ample time to permit a start on the re-erection of the building during the winter.



CRANDIC 118 pauses on the main line with a load of visitors during a special run. (Munroe photo)

1700 Arrives from Australia

Although scheduled for a first appearance on the Fourth of July weekend, our newest rolling stock addition from Sydney, Australia, arrived at Boston aboard the U. S. Line's Pioneer Gem just in time to be impounded by the shipping strike. One of Sydney's famous "P" Class trams, it was made available to our museum and retained in storage for us by Sydney's Department of Government Transport. Arrangements were made with the Transport officials for obtaining spare parts and moving the tram to the dockside by the South Pacific Electric Railway Co-operative Society, who are setting up an excellent collection of former Sydney trams at their National Park site. Re-assembly of the car took place at the pier in East Boston, with the trucks first being set in place on our trailer, followed by the skillful lowering of the body into place on its trucks by the Pioneer Gem's own tackle. A one-day trip on our highway trailer brought 1700 to the Shops, where it was displayed and operated for limited passenger service on special occasions.

Rolling Stock Moves and Reconditioning Program

During the summer as more space became available all remaining cars at the Terminal, save the Liverpool car, were brought back to the Shops. As track work progressed on the loop, the tangent section was completed and pressed into service for storage. No. 3284, acquired some years before, mainly for its trucks and parts, was finally dismantled and Baltimore Peter Witt (No. 6144) was lifted over sideways, one end at a time by the crane car onto No. 3284's standard gauge trucks, thus removing a close clearance hazard to our main line. Line construction was aimed during this period primarily at the installation of cross-arms on the new main line patterned after a Stone & Webster standard to carry the telephone wires and to pro-

vide pins for the signal wires to follow. Our catenary construction is serving its primary purpose well, and is fast winning us the same praise that its prototype had won for the LVT on their Philadelphia-Allentown interurban line.

Painting and restoration of rolling stock continued with much good work done on the exteriors of cars 621, 5821, 70, 80 and 1030. To the discriminating eye, encouraging new developments were apparent. A greater interest in the restoration of our car interiors was evidenced by the work done on 5821, on 6618 (with nearly a fourth of its alligator surface removed inside and its exterior finished), the thoroughness of the repairs to interurban No. 621 (with all of its headlining replaced and vestibules retiled), and of course the almost "new-from-the-carbuilder" interior of No. 1391. Less apparent but increasingly more evident is the new pattern of sponsorship being adopted by many of the members toward a particular car. They will return faithfully each year to that job, tackling the exterior on good days and automatically shifting to interior restoration on rainy days. Improved areas for them to work, perfection of the sandblasting installation, and the continuous demonstration of professional techniques by the main overhaul program in progress at the South Boston Barn added much to their productivity and skill. Never ending is the job of repairing and painting car roofs, with special attention given to the roofs of cars that are destined for indefinite outdoor storage, including Nos. 6270, 861, 925, 610, 454, 5821, 6144 and 4387.

Another addition to the rolling stock roster was caboose No. 29, donated by the Long Island Railroad. It was quickly put to good use as extra living quarters for our regular weekenders shortly after its arrival from the Kennebunk Station on the long trailer. It is frequently seen out on the line during weekends, borrowed by the line crew for hasty repair jobs on the overhead wire.

Q. R. L. & P. No. 454 is Moved

With the end of daily operation after the Labor Day weekend the time had come to tackle one of the most difficult car-moving operations. Q. R. L. & P. No. 454, with an overall length of 62 feet, presented an unusual problem in that it was far too long to carry in a level position on the trailer, but rather had to be tilted so that one vestibule of the car sat up over the gooseneck, giving a higher-than-normal center of gravity to the load. The body was jacked up off its trucks at the railroad siding at Kennebunk Depot, slid sideways onto the trailer and lowered onto blocking. The trucks were loaded onto the highbed trailer by connecting their electric motors to the welder in parallel, so that in effect the truck loaded itself. These were then moved over to the property, one at a time and placed on a side track in readiness.

The Highway Monster, appropriately escorted by two State troopers, made the trip with the body in just under two hours, and was parked over the unloading track at the bunkhouse. The lower end to the North was raised by jacks and supported by blocking. The high end was raised by the crane car with a double hook arrangement and held. The trailer, thus freed, was driven out around the crane car, the trucks run under by welder power and the south end, still supported by the crane, lowered directly onto its truck. With the other end then lowered by jacks, Seashore's largest car was finally re-assembled. After considerable mechanical and electrical work, 454 is operational again. Efforts are now being made to restore the missing windows and body parts.

Decision to Purchase Power Reached

Throughout the entire summer season the Sterling gasoline power plant performed adequately although requiring constant attention on the part of our electrical engineers to keep the controls functioning. It is a great credit to them that the Winton engine, brought over from the Terminal as a spare, never had to be called upon to supply operating power. But with the prospect of the complete overhaul of the Winton facing the engineering staff, the time had come once again to review the "make or buy" power problem. Much thought had been given during previous years to the purchasing of power from the Central Maine Power Company. Not only would this have been none too feasible under our former bi-divisional set-up, with the cost of an electrical hook-up between the two locations prohibitive, but then, too, the power company had expressed an unwillingness to cut on to their Hi Line at the Terminal area. With this situation now altered, a renewed search was undertaken, bringing to light a motor generator set on the General Electric Company's disposal list which is perfectly suited to our requirements.

While the possibility of acquiring this unit from GE as a donation was being

explored, talks with the power company were then resumed. These led to an offer by Central Maine to reactivate their Hi Line between Town House and the Shops and to supply the necessary transformer when an agreement on rates would be reached. At about this time a visit by one of our officers to the

years to come, rather than on the maintenance of the venerable Sterling.

It is only fair that a few words be said about the administrative work being done behind the lines—a task that has been growing with the Society and which puts increasingly heavy demands on our volunteer administrative staff.

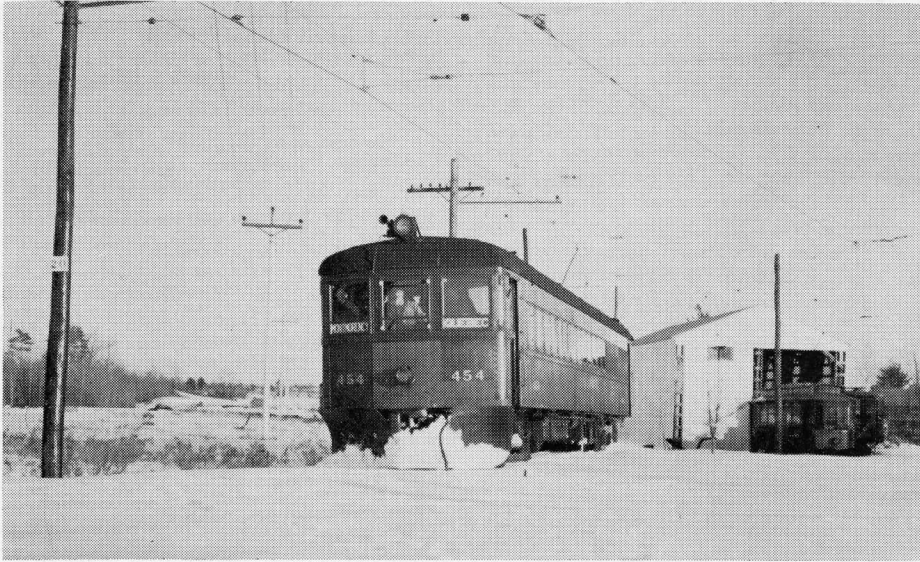


Sixty-two-foot car body is suspended by crane as Highway Monster is driven out and trucks placed before lowering. (F. J. Perry photo)

Ohio Railway Museum, located at Worthington, Ohio, led to the discovery of another highly suitable unit, an Ignitron (mercury arc) rectifier-type substation built in 1947. The Columbus and Southern Ohio Electric Company, owners of the equipment, were then queried as to its specifications and availability. Almost simultaneously both units were offered as donations, gratefully accepted by Seashore and the scales had been tipped in favor of the purchase of power. We are thankful not only for the donation of these two units but also for the recommendation given us by the Ohio Railway Museum.

As the year drew to a close, negotiations were being continued in earnest with the Central Maine as well as discussions with officials of the Maine Public Utilities Commission. A suitable location was found for the station, and the contract let for the foundation and a Butler-type pre-fabricated building ordered. Which of the two units will go into service first depends largely on the cost situation, but one thing is certain: the first major steps have been taken toward securing cheaper and far more dependable power. Of equal importance, we look forward to putting our engineering talent to far better use in the

Routine but extremely essential tasks include the publishing and mailing of **The Dispatch**, answering correspondence, maintaining name and address files of members, setting up and regulating the budget, giving lectures to interested groups, preparation of detailed electric railway histories and rolling stock drawings, supervision of our motor vehicle fleet to insure its dependability, safe operation and compliance with all regulations, functioning of a Safety and of a By-Laws Committee and the work of the new Public Relations Department in preparing and coordinating press releases about significant events. To this we might add the functions directly connected with the Treasurer and Comptroller's offices that include the book-keeping, filing of tax reports and applying for tax refunds, the administration of the bank accounts, special funds, members' share accounts, issuing of share certificates, control of purchasing and prompt payment of bills to obtain all discounts. It is little wonder that such an administrative task has outgrown the one or two pioneers of these systems and equally remarkable that those doing the administrative work are still to be found on the property tirelessly tackling the construction, mainte-



Q. R. L. & P. 454 clears the main line after repair and installation of plow damaged during storage at Kennebunk station. Note new doors on Riverside Barn.
(Sisson photo)

nance, and transportation problems involved in this tremendous task.

With the close of the year 1961, we can take just pride in the fact that not only were our major goals achieved but that the results, as substantiated by the statistics, were well received by the public and by our members. Our efforts to centralize all of our activities at the one location have helped our visitors to look around and photograph the many cars in between scheduled open car rides, and certainly gave our engineers more unbroken time in servicing and keeping operational the gradually depreciating power plant. Special occasions such as the visit by the Boston Model Railroaders were made more memorable for all concerned by the greatly increased number of cars available for repeat trips over the still rather short passenger line. Most encouraging of all was the wonderful response to the Quonset appeal of last summer, and the present building up of the Riverside extension fund to near the \$2,000 mark. All this is evidence of the increasing sense of responsibility being taken by our members toward our irreplaceable collection of rolling stock. We can turn toward the new year with confidence that it will be as interesting and productive again as last year, although we'll regret not being able to share our future successes with our long-time friends and helpers, Walter Clough and George Cady who have since been called to the beyond.

Plans for 1962

1. Power Station: With both of the new power units already on the property at Arundel Shops, top priority will be given to placing one of these in operation by the Fourth of July. Present plans call for the construction of the connecting portion of the Hi Line, involving the setting of poles, possibly by Seashore's own line crew to reduce installation charges. As soon as the units are placed on the concrete footing, the Butler

building, recently delivered, will be assembled around them.

2. Wentworth Car House: Work on the re-erection of the Quonset Hut is now in full swing. Closely allied with this project is that of constructing the track work and switches leading into the building. This is scheduled to proceed during the winter months. With permission now obtained, additional trackage purchased from the S. & E. R. R. will be removed from the Wasco plant, and reinstalled within the building.

3. Completion of Arlington Heights Loop: With only 120 feet to go, this project will be given a high priority by the track department for completion during the month of July. Because of the fairly critical location of poles in relation to track, wire work is being held off until the curve has been completed.

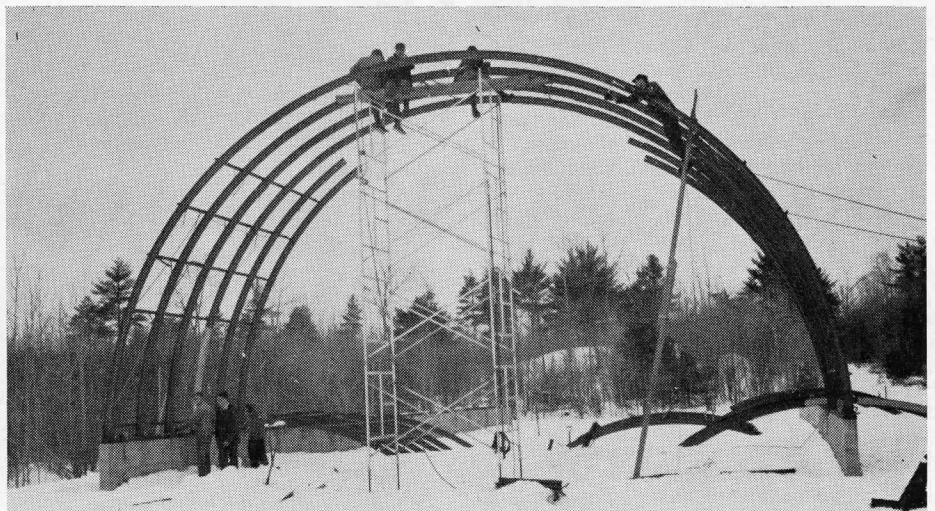
4. Extension of Main Line: Well combined with passenger operation during the summer season, this project will get underway after some preliminary realignment of existing main line trackage. Materials for completion of the

600-foot remainder of the Butler grant extension are on hand. Also planned is the inclusion of a right-hand switch, to be removed from the Wasco plant, which together with a short spur, will serve as the first leg of a projected wye. It is hoped that this may be at least useable as a passing siding before the end of summer.

5. Addition to Riverside Shop. Now assured of adequate financing, and with sufficient creosoted poles on hand, this project awaits only the return of more ideal weather and the removal of five or six cars to the Wentworth Barn area before pole setting can properly begin. When the present addition is complete, four to six more cars, depending on their length, can be accommodated. It is planned to use the crane car once again to set the trusses. Greater use will be made of plastic translucent panels to provide for better daylight illumination of cars stored there.

6. Rolling Stock Rehabilitation Program: Projects to be undertaken at the South Boston barn temporarily serving as a shop is that portion of the work sponsored by the General Fund. This is planned to include completion of York Utilities No. 108, repairs to and repainting of open car No. 838, and the balance of time to be spent on a general overhaul of Manchester No. 38, the Society's second car. Quebec interurban No. 454, in addition to having new front sash installed, is slated to receive a replacement set of brass sash from the Aurora & Elgin cars now being scrapped. Repairs to Leeds No. 526 (ex London Transport No. 2085) partially sponsored by British Overseas Airways Corporation should get underway this summer. Painting, always predicated on the weather, should be completed on the Long Island caboose, Type Five No. 5821 and miscellaneous other cars.

7. Signalling System: Work is planned on the installation of the semaphores along the new main line as the second phase of this project. Lehigh Valley Transit, Maine Central, and New York Central semaphores are available for this installation.



First ribs of Quonset hut shell are completed during winter months. Note additional sections in background.
(Sisson photo)