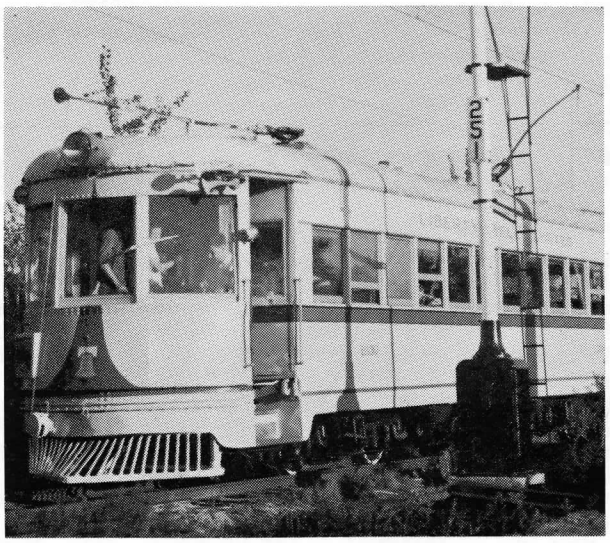
SEASHORE TROLLEY MUSEUM

Kennebunkport, Maine

Annual Report for 1962



New England
Electric Railway Historical Society

1962 ANNUAL REPORT

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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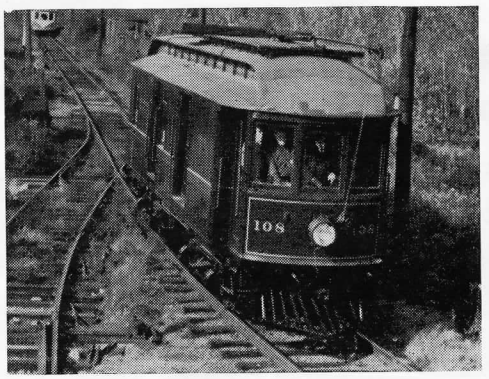
PRINTED BY THE CONCORD PRESS, WEST CONCORD, MASS.

The 1962 Report

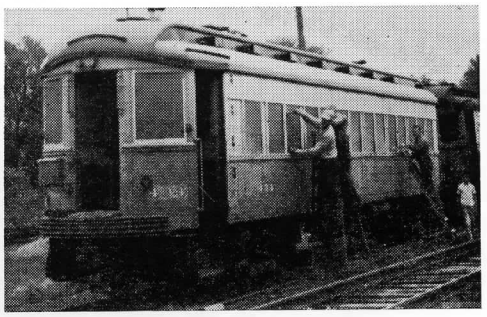
1962 was the long awaited year of transition for our Society. Two years of major effort had been directed at unifying our operating and museum functions at one location. This step had been indicated by the recognition of our inability to effect a rail connection between the two locations within the foreseeable future. The time-consuming effort and accompanying strain on our financial budget put a momentary halt to further gains such as had been noted for 1959 in the direction of rehabilitation of our rolling stock.

With the more difficult projects at last completed by mid-summer including the installation of the loop trackwork and overhead, the consolidation program was gradually phased out by the increased activity in car restoration work and an accelerated car housing program. The former was spurred on by the forthcoming Open House Day which served as a deadline, while the latter was intensified not only because of the obvious need for providing more protection for our cars but also because of the obligation felt by all concerned to those who had contributed so generously the year before in the fund raising drives for both the Quonset and the extension of Riverside. By late fall six passenger cars had been brought back to exhibitable standards, and by the end of winter indoor storage space had been increased by nearly 40%.

Considerable progress was made toward the day when Seashore would be able to purchase power. Negotiations with the power company continued as well as further preparation of the substation, acquisition of switch gear and power line construction. Likewise the fund raising for the Montreal collection forged ahead successfully with the target date set for both projects for late spring of 1963. Highlights of the year in other respects included the acquisition of an Aurora and Elgin steel motor car and the donation of a completely refurbished Glasgow Coronation tram. Other significant acquisitions there were, too, to be described in detail later in this report. Miss Rheingold's visit to the Museum certainly helped put Seashore in the public eye and 396's role in the motion picture, **The Cardinal,** will do much to keep it there.



No. 108, ex-P. D. & Y. mail car pounds the rail in what was once familiar territory — the Atlantic Shore Line right of way. A restoration job completed after eight years. (Munro Photo)



Seashore crew readies C. A. & E. 434 for its cross-country trip to Kennebunk at Wheaton, Ill. (E. Barstow Photo)

Financially, 1962 was a year of solidification rather than of pacesetting. Income from passengers and visitors remained practically on a par with last year's, showing but a scant 10% improvement. Despite adverse weather conditions again Gift Shop gross was 40% ahead of 1961 which had been a record year in itself. A significant reduction could be made in long term debt as a result of this. Capital contributions reflecting response to special appeals and availability of various items, rolling stock and other, fell somewhat from the previous

COVER PHOTOS

Boston Elevated Railway No. 396 on location for the filming of THE CARDINAL. Otto Preminger nods his approval in the background. (Photograph courtesy of Josh Weiner, Gamma Productions)

Kathy Kersh, Miss Rheingold, 1962 clears the track during her June 15th visit. (Photograph courtesy of C. E. H. & L. Advertising)

No. 1030, on first trip over Seashore's main line, passes by an old friend, LVT block signal No. 521, also recovered from the Philadelphia-Allentown line. (Kostka Photo)

year. 1961 had been unusually high, however, with two building fund drives and a car shipped from Australia. The continued support being given the current Montreal campaign is indicative of the long range viewpoint adopted by our members toward our society's future. We can hopefully look forward to a good year in 1963 and an even better one if the weather becomes more favorable during our short summer season.

Late Winter and Early Spring — 1962

Last year's carefully planned construction year shortly found itself thrown off schedule chiefly by the unexpected availability of many items of so much potential value to the Society's future, that top priority had to be given them. Before the series of interruptions occurred the Quonset Hut reassembly program had gotten off to a good start in January and February with the fastening of the wood sills to the foundation walls and the successful erection of the first twenty feet of framework. Track work slowly but surely progressed with the complete rebuilding of the Cogswell switch where tracks two and three divide.

As the next section of the Quonset was preassembled on the ground and all ready to go up, the small winter work force had to be diverted from this project to the problem of rigging — first the GE motor generator set and then the various components of the Columbus and Southern Ohio rectifier unit into position on the recently poured concrete floor of the new substation. The generator set had proven itself to be too heavy to be lifted directly into place by crane car No. 3246. Heavy snow accumulation and inadequate highway plowing service within our own property further hampered operations. With the equipment finally installed, work forces could then be divided to complete the assembly of the Butler Building substation and return to making further repairs to the Sterling engine. Shortly thereafter, the plow was reinstalled on Q. R. L & P. interurban No. 454 and the main line was reopened.

With winter officially over, the Quonset Hut reassembly operation was deferred still further for the many other operations that had to be resumed with the snow off the ground. First of these was the removal of the former Sanford & Eastern siding at the Wasco plant. Several weekends were devoted to the disassembly of the switch and some 400 feet of track. Before this project could be completed, however, the Town of Sanford began to remove the former York Utilities track work on River Street. It soon became a case of now or never and the greater part of the 70 lb. rail and switches were purchased by one of our trustees for Seashore's future needs.

With much of the rail in 60 foot lengths, the use of our long trailer became essential. Transportation was very tight indeed for the next few weeks with the trailer also needed for hauling the remaining parts of the Quonset from Lynnfield. Many manhours of work went into the organization of several new rail piles to make it possible to select proper rails and parts as required.

A second project getting underway with the advent of spring was that of conducting the annual spring clean-up drive. The removal of many large stumps involved the use of the crane car in conjunction with the dump truck. Walkways were constructed, lined with ties, and surfaced with gravel especially suited to this purpose. The loading platform was lengthened, new connecting paths installed at strategic points and the area in front of the South Boston Barn graded up to the top of the rails, making it readily accessible for the visitors soon to come. Before completion of the loop was undertaken, a last few days of work completed the center track in the new Quonset Yard permitting the storage of four cars there during the summer season.

Loop Trackwork Completed

Unquestionably, the most difficult part of the trackwork in this area had been saved to the last. It had been decided to construct the inner rail first and gauge the outer one to it as the last step. Accordingly, the 85 lb. running rails were connected, the 95 lb. guard rail secured to it with the chairs and shims being bolted up and all finally fastened down to the ties with screw spikes. The outer rail was then gauged and fastened down on conventional tieplates with standard cut spikes. All new bolts were used and the entire loop was then ballasted with crushed stone, the latter project being carried out with our piggyback system throughout the summer.

With the final cutting in of the double point throw street type switch, all was in readiness for a trial run on June 10. As movie cameras cranked, and stills clicked, No. 504, powered by one of the longest "bugs" in Seashore history, groaned around the Arlington Heights Loop. Subsequent tests revealed that all of our cars except interurbans with long wheel base trucks and railroad wheels can negotiate the loop. Even the M. & S. C. train, No. 504 coupled to No. 610 with their short wheel base Taylor "Empire" trucks and radial Tomlinson couplers, had no difficulty operating through the 50-foot-radius loop. Minimum operating curves on the M. & S. C. had been no less than a 75-foot radius.

Loop Wire Construction

Overhead wire construction on the loop was delayed until the last in order to permit clearance runs with the larger cars to select optimum pole locations.

Pole setting was slow and tedious as the surrounding fields were low and consequently too wet to permit the use of our truck-mounted pole digging equipment until the very last of the operation. Bracket construction was selected with the poles set on the outside of the loop, not only to simplify back guying but also to provide an unrestricted area for picture taking.

Thirteen foot, six inch galvanized arms were made up into standard flexible pipe brackets with long threaded rods as upper supports. Six poles were spaced on 45-foot centers with five pull-offs between brackets to provide a smooth wire curve. Regalvanized pull-offs from Leeds in England were employed to permit the occasional use of a bow collector.

Before each end of the loop overhead could be tied into the existing main line overhead wire, a considerable amount of redesign was necessary. Four additional poles were set to transfer the support of the main and rip track wires from double bracket to span construction. To date, three of the four center poles have been replaced, easing clearance restrictions, making for safer operating conditions, and generally improving the station area from the standpoint of photographers. Balance for the new layout, as well as additional convenience, called for the stringing of trolley wire over the last lead track into the South Boston building. With the return of cold weather, and the necessity of transferring line work to the Quonset area, activity finally came to a halt on this six-month project. Installation of an electric trolley frog recently purchased from Milwaukee will complete the connection at M. & S. C. Junction at the end of the loop. Worthy of note is the fact that the greater part of this work was done during the operating season between passenger trips, and that all three of Seashore's line cars eventually participated in this project.

Car Shop Activity

It was decided to shift car restoration work from the center track of the South Boston Barn to the original car shop. The first logical step called for completion of York Utilities No. 108 which had been in the process of almost complete rebuilding over a period of years.

In a little over two weeks the platform knees, crown piece and flooring of the vestibule on the north end were rebuilt with new material. Repiping of air brakes, reconnection of the controller and the addition of draw-bar assemblies on both ends in place of the heavy knuckle couplers restored the car to operating condition. A few days' more work on the roof canvas and doors plus a complete paint job returned No. 108 to the active roster again.

As soon as the west track of the shop was emptied the gravel flooring was removed and piggybacked out to the main line for ballast. A new concrete floor was poured with cement from a ready-mix truck and floated with a rented gasoline-powered screeding machine. The results were quite professional, adding greatly to the cleanliness and efficiency of the main working track.

Manchester "Rapid Transit Line" car No. 38 had been selected as the next passenger car for general overhaul and restoration. The results achieved in the one remaining month of the summer season that could be devoted to this car demonstrated the improvement in skills and techniques of our shop force. Basic areas requiring almost complete rebuilding seemed confined to the vestibules at either end of the car. The major tearing down and rebuilding of the north end of the car was completed by Labor Day. Much of the additional stock for the other end was also milled and partially assembled.

In need of complete replacement were the steel platform knees and wooden fillers. A mixture of salt as well as sand in the sand boxes had caused early deterioration in these, resulting in the vestibules sagging. In addition, the front posts had new sections spliced in where needed, the crown pieces, flooring, bumper fillers, roof sheathing and vestibule carlines were replaced along with the wooden exterior sections above the windows and below the roof. The

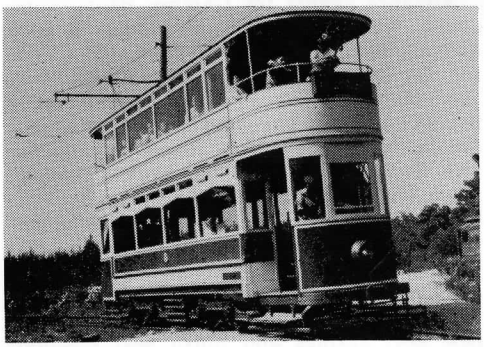
vestibule is level once again. Reinstallation of control equipment and a similar rebuilding of the other vestibule must follow. The work required on the main part of the body can be confined mainly to roof canvas and window sash work. Mechanical and electrical work needed won't have to go much beyond rebuilding of the grid resistors and replacement of a few truck springs. The foresight of two of our officers in providing spare body parts from ex-Manchester No. 40 has been of great help. One looks forward to the day when the Society's second car acquired and New Hampshire's only surviving interurban will come out of virtual retirement.

Other Car Restoration and Repairs

Early in the summer rebuilding of Leeds No. 526 (ex-London 2085) started in earnest. While damage sustained in ocean transit was severe enough per se, tearing down this area of the car revealed the need of the complete renewal of many small angle iron framing members and stiffeners as well as wood fillers. We were fortunate in having the help of a professional auto body man at our service in carrying out the basic repairs. The central side panel had to be replaced completely as were all window post covers in the damaged area. Other panels were removed, straightened, built up by welding and reinstalled with new felt cushioning. No traces of the pushed-in side now remain. Final body work consists of reglazing of the five windows with heavy plate glass and then the Feltham will be ready for painting. It is planned to restore the tram to London Transport red with trolley poles replacing the Fischer bow for current collection.

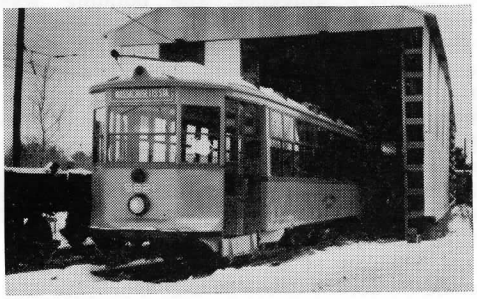
General Repainting and Restoration

Great strides were made in this direction. The overall program was greatly delayed at the outset by the damage inflicted to the paint jobs of certain cars by the extreme cold of the previous winter, causing paint to snap on cars not otherwise needing immediate attention. Australian "P" class No. 1700 suffered the most, and by spring, even though under cover, was far from being an exhibitable car. Preliminary work in June consisted of discing,

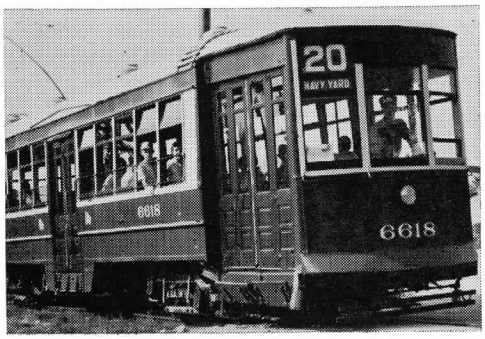


No. 144, Blackpool, England, crosses Quonset Road on October 13th. One of the many brought out for members and guests during Open House. (Munro Photo)

scraping and chipping all metal areas affected, and applying a spray coat of Rustoleum as the work progressed. It wasn't until the early fall that general repainting got under way. Paint "chips" were sent from Sydney by the General Manager of the South Pacific Electric Railway Association. The car was completely resprayed and the large plastic sign repaired. No. 1700 emerged on Open House day with one of the most professional paint jobs turned out to date, far better looking than on its arrival from "down under" a year and a half before.



No. 5821, posed at Riverside Barn, joins the growing number of restored Boston cars. Paint scheme utilized is that of the early 1930's. (Coughlin Photo)



Standard gauged and repainted Philadelphia No. 6618 operating on Open House Day. Last survivor of the Mitten Management's Nearside fleet, once numbering over 1,000. (Munro Photo)

Similarly many other cars, including Nagasaki 134, Dallas 434, MTA 5821, followed the same tedious pattern that is noted where work proceeds only on weekends — and in the case of painting — only on good weekends at that. There is a long, drawn-out period when old paint is being stripped and the car being camouflaged in nondescript primers. Somewhat of an exception to this, however, was No. 5821. During the weekend the above described pattern was followed, but because of the diligence of the member doing the work, spare sash were trundled down to Boston weekly, refinished in the evenings during the week and returned to the car on the weekend. This permitted greater continuity in the repainting operation and permitted more thorough work to be done on the sash. Thus they were refinished inside and out at the rate of several a week, all receiving a three-coat paint job with glazing compound applied where needed. With the window sash of the first car thus completed, the same procedure is now being applied to the other Type 5 (semi), 5734. Once the painstaking painting has been completed from the roof down to the belt rail as was the case with No. 5821, then mass production methods can be employed to complete the large areas very quickly and professionally. The sides and dashers of the car were sand-blasted, primed, knifed and enamel coats sprayed in a matter of two weeks — at least one water sanding operation was employed. While the window guards were similarly refinished, the car body itself was lettered and trim paint applied.

Other highlights of the summer's painting program included nearly complete exterior repainting of the Chicago Surface Lines' Pullman by a Chicago member on weekends while here in the service and the further advancement of LVT No. 1030's exterior and interior painting and repairing sparked by several trips to Seashore by an Allentown member. Nagasaki No. 134 and the Goldschmidt grinder were both completely repainted inside and out.

A long-range project is being tackled on Q. R. L & P. interurban No. 454. So much physical damage had been inflicted on the car's interior while the car was stored in Canada, in addition to rather severe weathering while waiting to be moved, that it was deemed advisable to refinish the interior of the car with replacement seats from B. & M. 4500-class coaches. One of the greatest problems to be solved was that of finding adequate replacement for the window sash as all of the original brass sash and slides had been stolen. Fortunately along with the acquisition of C. A. & E. car No. 434 came the opportunity to purchase four crates of brand new aluminum sash and slides of suitable size. Preparatory work to date has consisted of removing old seat frames, rusted metal anti-skid floor stripping, and relocating all air and electrical fittings to clear newer seating. Interior Masonite wainscot panels and post covers have been removed to facilitate sand blasting and priming. Many additional replacement items were secured at Wheaton, Ill. from the C. A. & E. cars, including doors, light fixtures, door hardware, etc.

Many equipment repair jobs were made during the summer. Open car No. 838 received a new brake lever in one truck. Crane car No. 3246 was converted from train air to straight air and completely repiped with copper tubing. Defective brush holders were replaced on open car No. 303. Regenerative braking was restored to Blackpool double-decker No. 144. Braking and PC-5 control alike benefitted from a brake cylinder replacement on Eastern Mass. 4387. Power was finally applied to Feltham No. 526 for its move to the South Boston building. All of this work and other light repairs performed are all a credit to Seashore's volunteer work force in the light of relatively primitive facilities and tools available for these tasks.

The fitting climax to much of the season's work came on Open House Day when it was possible to operate a wide selection of presentable cars for our many guests. All told, thirteen different cars, ranging from M. & S. C. Nos. 610 and 504 running MU to Blackpool No. 144 were seen on the line, the open cars taking a back seat for the day. Paint shop crews literally burned the midnight oil to get Sydney No. 1700 and Dallas No. 434 in readiness for the day.

Signalling Department Makes Progress

Initial efforts of the 1962 season were concentrated on relocating the Nachod grade crossing signal to protect the road crossing leading to the Quonset area. It will be recalled that this unit was salvaged in 1951 from a crossing in Coopersburg, Pa. on the famed Liberty Bell Route. Major work involved was complete replacement of

many units on the control panel, repainting of the signal and installation of three contactors in the trolley wire to control operation of the unit. The warning bell proved very helpful in cautioning visitors and work gangs alike of the approach of a car.

Initial steps in providing block signal protection came with the relocation of the first LVT semaphore from its original location at Clough's Crossing to M. & S. C. Junction. A second concrete base was cast and the other semaphore, after sand blasting and priming, was erected at a point north of Doherty's switch. By late fall both signal heads were made operative again, a satisfactory source of AC being found. Many additional units, dwarf signals and G. R. S. signal heads and blades were acquired through the cooperation of the Boston & Albany RR. Yet to be done before the first block can function is the installation of impedance coils, insulated joints and the stringing of additional wires on the cross-arms.

Building Department

It was without doubt that the greatest gains of all were made during the last year in this area, first on Riverside and then on the Quonset. With the sharp increase already outlined in car restoration work, the challenge had become all the greater to hold on to all gains made and to encourage more of such work in the future. Even the simplest of shelters had begun to prove their worth in protecting cars and preserving the members' investment in time and materials.

Accordingly top priority was given with the return of good weather in getting the Riverside extension under way. The project seemed unduly ambitious to lengthen this 60-foot building to a size two and one-half times its original length. Yet with practice the skill had been developed so that a truss a day could be turned out. In a few weeks the required number were stockpiled. Shortly thereafter, with all poles set, topped, aligned and vertical plates fastened and all in readiness, all six trusses were put up in one very long working day. Such a project, of course, required the cooperation of other working forces — many cars had to be shifted to bring in the crane, a section of trolley wire removed, and steady operation of the power plant throughout the whole procedure to insure uninterrupted performance of the crane car. The limiting factor in the setting of trusses was the time required to secure each one by purlins before proceeding to the next. With this operation complete, the project could then return to routine work of two or three weekenders. Riverside is now Seashore's most impressive building.

Although judging by hindsight the pole building has become the most ideally suited type of building for Seashore because it makes use of readily available creosoted poles, the crane car and the pole digger, nonetheless the officers of the Society were under a deep obligation to resume work on the Quonset and secure the sought-after return on the investment, the protection of nine cars. To carry on work on Riverside and the Quonset simultaneously was unworkable. The only solution to meet the deadline before all of the Quonset materials would have been lost for the winter under the snow, was to call in professional help. Fortunately a local contractor, Stillman Gilbert, who had built the foundations and walls for the building the year before, was able to estimate his costs at a figure acceptable to several of the Society's officers. Thanks to their generosity and the contractor's diligence, the building was erected in its entirety in three working weeks in the late fall. Claremont No. 4 line car, fitted with a staging, and operating on the hastily-completed center track, contributed materially toward the success of the project. With the ground frozen hard and snow already there, it was no simple task to build a second lead and barn track, move six cars into the building and then undertake the construction of the last switch and 200 feet of track. Much of the work could be done indoors so that a balance was effected between the good and bad working days and the entire job sufficiently completed to get all nine cars in before the spring rains. It will be a great challenge another year to equal this past winter's achievement of providing undercover space for an additional thirteen cars.

Projects Away From Seashore

Two non-scheduled projects that arose during 1962 requiring many man-hours of work in distant areas involved securing items that will one day enrich Seashore's representation of the interurban field. The first of these involved the acquisition, loading and shipping of sixteen Rochester, Syracuse & Eastern catenary towers. Built in 1908 by Archibald Brady of Syracuse they had served as the trademark of the R. S. & E. Placed on 300-foot centers, they had stretched out for the last eighteen miles of the interurban as it approached Syracuse. With the abandonment of the electric railroad they had continued to serve their new owner, the New York State Gas and Electric Company, until finally reaching obsolescence this year. Mindful of our request of several years ago, the power company made them available to us late in May. Two very difficult weekends of work were spent by our crew partially dismantling the towers, moving the sections into Warners, N. Y. and loading them onto a NYC gondola. The 112 separate pieces had to be scientifically loaded into the car as there could be no left-overs for another trip. We are grateful to the utility company for their cooperation and to our Syracuse members who lent their enthusiastic support. It is planned that these towers will one day span the 4,300-foot tangent from Meserve's to Gregoire's.

C. A. & E. car No. 434 was the second such project. With the final sale of the Aurora and Elgin to a salvage company consummated, tentative five-year planning was resolved into the purchase of a steel car in preference to one of wood. This decision was helped along by the relatively poor condition of the wooden cars still available and the potential savings in freight rates, since the steel car could be shipped on its own wheels. The 55-ton car, No. 434, outshopped by Cincinnati in 1927, represents one of the handsomest of the Insull era cars in the Chicago area. Mounted on Baldwin trucks of the classic design and powered by four 140-horsepower motors, it will be a worthy representative of the long-to-be-remembered Great Third Rail interurban.

Three trips to the Midwest were required to get the car to Maine. Nearly a week's work was required to qualify No. 434 for shipment in a freight train. Tomlinson couplers had to be replaced with ARA knuckle type, glass areas were covered over with Masonite, and the roof was given another coat of paint. Trolley poles and third rail shoe beams were removed, essential parts obtained and all made secure within the car. A second trip was required to supply spare parts to the Indiana Harbor Belt for replacement of a coupler damaged in a hump yard move. Still a third was required when our Electrical Engineer went to Michigan City to work out final details for the greater part of the haul and to accompany the car back as messenger. The courtesy and assistance rendered us by the Chicago, South Shore & South Bend Railroad in this move is gratefully acknowledged. Less than a week was required for the trip from the Michigan City shops of the South Shore via the Grand Trunk and Canadian National through Canada and the last few miles by Boston & Maine to Kennebunk.

With the end of Glasgow's famed tramway operation in sight a request was made several years ago that one of their Coronation double deck trams be made available to Seashore. Not only was our request acceded to, but No. 1274, the car selected for this purpose, was thoroughly overhauled and repainted inside and out. It operated just once more on the evening of September 4th in a procession marking the end not only of Glasgow's "caurs" but the last in all Scotland and to all intents and purposes the last heavy city operation in the British Isles. Extensive coverage of this significant tram's arrival will be reserved for a later date.

The 396 Story

Another car receiving a tremendous facelifting both inside and out away from our property in Maine was our ex-Boston 25-foot box car built by St. Louis in 1900 and acquired from the MTA when retired by them from rail bond testing service.

Advance agents for Gamma Productions, about to shoot movie sequences in and around Boston for **The Cardinal**, were looking for an old Boston trolley of the 1915 era. Nothing like this being available on the MTA, they were referred to us. No. 396, among others, was looked at and finally decided upon. As the project became more expensive in scope, we agreed to forego the rental fee if the studio would pay for the reconditioning.

The work was carried out by the MTA at Everett Shops and included electrical work, reinstallation of grids under the car, new seat frames and plush seat cushions and new main flooring and steps. The car was completely repainted and striped on the exterior, the interior painstakingly restored to natural finish and metal work buffed. Missing signs, brackets, fenders and other hardware were sought out, both by ourselves and the MTA, and, in eight days, all was in readiness.

In the meantime, Boston had been searched for the proper neighborhood with

respect to scenery, available trolley tracks and usable trolley bus wire. Such a location was found in Belmont, the car equipped with a trolley bus pole and shoe and a Sunday selected for the shooting. While none of our own members were actually in the picture, some, including public trustee Edward Dana, former MTA head, were on hand for what will probably be Belmont's last streetcar ride. Although the motion picture company employed the services of regular movers for the six moves involved, loading and unloading help was rendered by our members and a special ramp, very useful on several of these occasions, was designed and built by our Electrical Engineer who served as coordinator for the entire operation. Not only will we look forward to the release of the movie this coming December, but we have a wonderfully well-restored car to show for it — living proof of Director Otto Preminger's appreciation of authentic detail.

Power Department Readies Substation

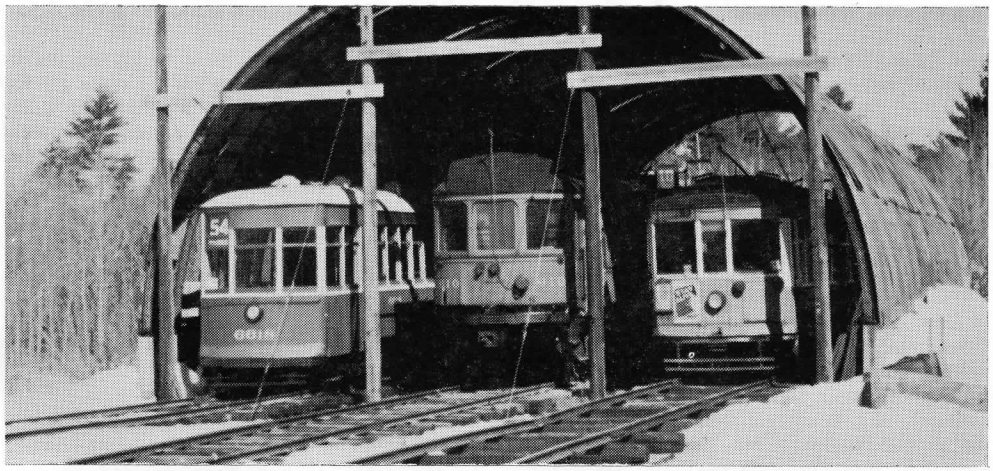
When it became apparent that extensive repairs would be needed on the Columbus and Southern Ohio rectifier equipment, it was decided to defer this installation until some time in the future in favor of making the M-G set operational first. It was not until fall, however, that the General Electric Company could release as a donation the slate switch panel and controls to complete the installation. It contained the necessary instruments, relays, hand-operated oil circuit breakers and auto transformers to start and control the 435-horsepower 2300 V synchronous motor driving the 300 KW generator (the M-G set itself was donated by General Electric Company in 1961). Internal wiring of the substation then began in earnest. AC breakers for the station were acquired through the cooperation of the New England Electric System.

Poles were set between the substation and probable connection with the CMP line. We are indeed fortunate that the land to the west of us at this point became the property of public trustee Patrick Butler who immediately granted us permission to have the Central Maine's pole line constructed on the edge of his land, thus simplifying the problem of pole locations. External disconnect switches for our juncture with the CMP were acquired by our Electrical Engineer from surplus stores in New Jersey.

Other Acquisitions and Accomplishments

Included in this category is No. 478, a model H-9 ACF bus donated by the Eastern Massachusetts Street Railway, which was driven to Maine under its own power and a box car (MC 35038), in excellent condition, donated by the Maine Central RR. Donated by members were other items including No. 41, a Middlesex and Boston Street Railway single truck box car body, and a Jackson multiple tamper from the B. & M. (No. MT 2), together with extra electric tamping heads. The latter equipment should be a big boost to track maintenance, especially with our gravel ballast.

Realizing the importance of safety at Seashore, both for the protection of our members and visitors and for the preservation of our irreplaceable exhibits, our Safety Officer and Safety Committee continued their efforts during the year to correct hazards existing on the property and to instill in the active membership a respect for safe practices while working on the property or operating cars. Several basic safety rules and regulations suggested by the Safety Committee were incorporated into official timetables Nos. 1 and 2 which were published during the year. These timetables continued the half-hourly passenger schedules which had been successfully inaugurated during the 1961 season. Car clearance cards were made up and installed in each of the cars. At the end of the year an operating rule book, based on standard railroad rules, was in the process of preparation, and should be ready in time for the 1963 season. Since good maintenance is also a prerequisite of safe operation, our Superintendent of Car Maintenance has published an excellent manual which has been well received.



Our newest major building addition to the Seashore scene — the Quonset Hut, providing storage and protection to nine streetcars. (Munro Photo)

Plans For 1963

1. Montreal Cars: Final payment will be made shortly on cars 957, 1177, 2052 and 2652. Salt car No. 1176 is also being purchased to provide Brill 27F trucks for use on Baltimore semi No. 5748. Official notice has been received by us from the Montreal Transportation Commission that their Youville Shops must be vacated by this coming May 31, after a much appreciated three and a half year period during which the cars were stored there. Last minute negotiations are being made for the shipment of cars. All indications point to the cars arriving at Seashore late in May or early in June. All hands will be put to work to spruce up ex-Springfield No. 2052 for passenger service in 1963 as it is the only double end car of the group.

2. Power Supply: Negotiations are now complete with the Central Maine Power Company and the formal request has been made to supply power for our motor generator set by May 30. As soon as this equipment has been placed in operation a study will be made of the Columbus and Southern Ohio ignitron rectifier unit which would be put in service as soon as resources permit. Having two independent power conversion units operatable will give Seashore's power department reliability heretofore not possible.

3. Riverside and Quonset Buildings: As soon as ground conditions permit work will begin lengthening our Riverside Barn two or three trusses more. The Quonset will need additional work — probably in the form of setting additional poles between center tracks — both to alleviate outward thrust on foundation walls and to provide support for trolley troughs.

4. Overhead Line Work: Major new work will be the erection of overhead wire leading to the Quonset and installation of universal spacer bar in troughwork within the building. It is also planned to complete catenary construction on the main line out to the end and to install the first R. S. & E. tower to dead-end the present wire.

5. New Car Barn: The major financial campaign and construction project for the year will be that of a new pole type car barn. The Project Committee has adopted a design similar to Riverside but with the addition of a third track in a lean-to section. The location is to be fixed shortly. The timetable calls for grading and track laying to the building site in the summer and fall, pole setting by our own crew, and possible framing by an outside contractor with the sheathing of the building and track laying inside the structure to be completed in the winter.

6. Track Work: In addition to that outlined above, trackwork will encompass completion of track removal at the Wasco plant in Sanford. Negotiations are currently being made for two additional sidings. It is also projected to construct an additional storage track alongside the Quonset and complete the laying of the last 200 feet of main line as provided for in the Consolidation Grant.

7. Rolling Stock Rehabilitation: As soon as Manchester No. 38 is complete it is planned to resume work on our first car, Biddeford & Saco No. 31 to insure its readiness for our 25th anniversary, July 4, 1964. It is hoped to complete Q. R. L. & P. No. 454 exterior refinishing by fall. Another six cars are similarly scheduled for repainting by the members with mid-October the usual target date for completion.

8. Signalling: The first LVT block will operate initially as trolley contact signals. As soon as possible track circuit operation will take over and then a second block will be added.