

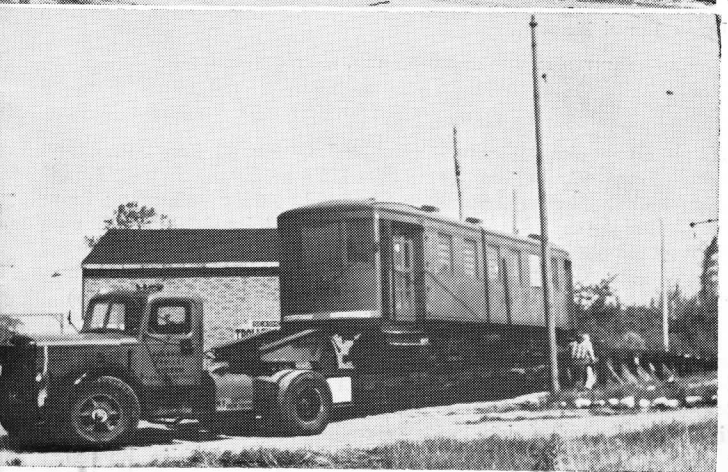
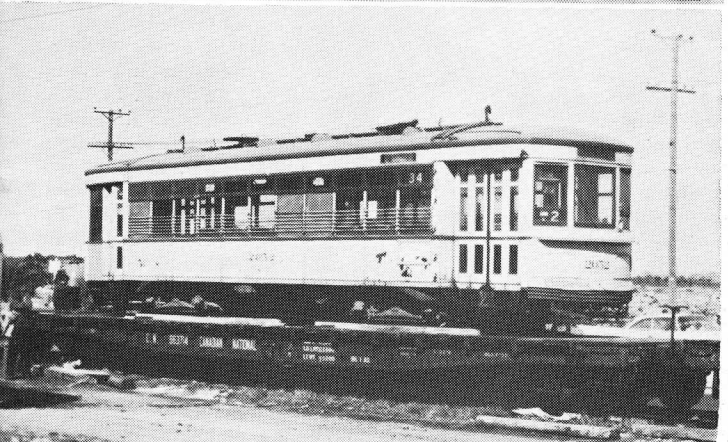
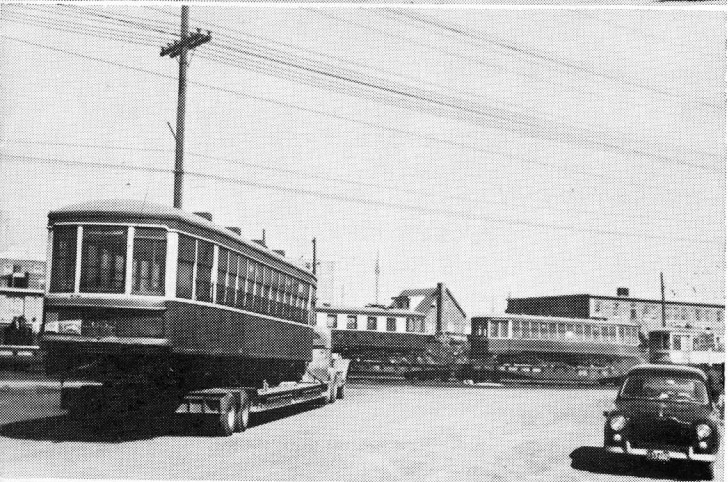
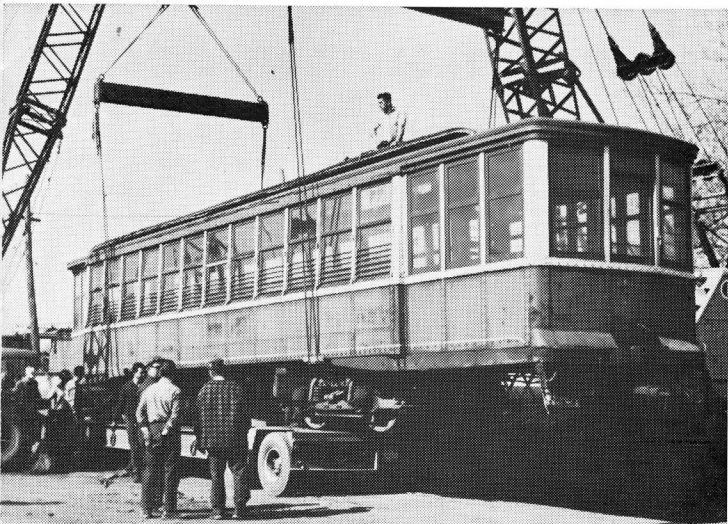
SEASHORE TROLLEY MUSEUM

Kennebunkport, Maine

*Annual Report
for 1963*



NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY



1963 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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COVER PHOTOS

British Overseas Airways Corp. and Order of Scottish Clans pose in front of Glasgow Tram No. 1274 at Logan International Airport on Sunday, September 22, 1963. After unloading from the United States Lines ship, American Scientist, BOAC was most gracious in permitting the Museum to take its newest arrival to their Boston freight terminal until Monday morning, when it continued its final journey to Maine. (BOAC Photo)

Arthur Morissett, in his Montreal Transportation Commission uniform, pilots Observation Car No. 2 through Doherty Switch. Such a scene was often repeated as this "crown jewel" of the Society's traction collection made special trips for guests to highlight the railway's 1963 operating season.

(Coughlin Photo)

HIGHLIGHTS OF 1963

THE YEAR 1963 will long stand out as a year to remember with its fulfillment of so many long deferred and planned undertakings highlighted by several spectacular and hitherto unexpected bonuses. First came the consummation of the Montreal project climaxed a five-year stalemate with the successful purchase and removal to Seashore of the greater part of the collection.

Good engineering and careful installation work culminated in the successful conversion to all electric power bringing to the operation a degree of dependability and freedom from noise hitherto unknown with the Sterling engine.

Deferred for a year but definitely scheduled for fall arrival was the colorful Coronation Tram from Scotland, the gift of the Corporation of Glasgow and a welcome and handsome addition to our roster. Totally unexpected, however, was the donation by the Carling Brewing Company, Inc. and arrival at Seashore of the Montreal Observation Car, which took the spotlight for the summer season.

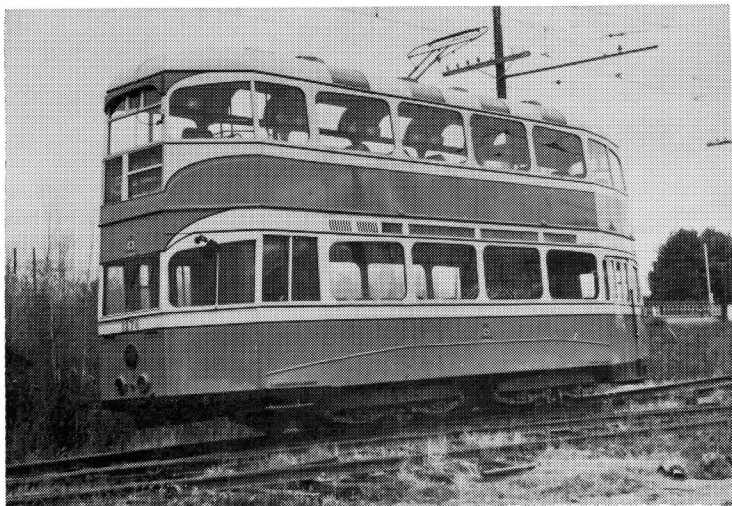
Biggest news of all, perhaps, was the inauguration of the new Butler Grove project which opens up the property to the west of our presently developed area and promises adequate land for the development of the several additional car barns that will be required for the preservation of our rolling stock.

Progress continued to be especially strong in areas where Seashore had lagged the most in bygone years. Great forward strides were made in 1963 in getting more of our cars under cover, in the restoration of cars, and in upgrading the general appearance of the property, and last but not least, extending the main line track as far as practicable for the present.

The figures, as well as the facts, make for anything but dull reading for 1963. With our total number of rides continuing to increase, this year bettered 1962's figure by 11%, and revenue from the Gift Shop showed a sharp increase of 19%. While both of these figures are indicative of increased visitor participation, it is encouraging therefore to note a like increase in the support of our membership. Receipts from dues were up 12% and cash contributions topped those of the previous year by 9%. As we approach our twenty-fifth year, indications are that we can look upon it not only as a significant milestone along the pathway of achievement but with the hope that with the continuing efforts of our members that it may well be the best year yet.

THE PRESIDENT'S REPORT

As described in last year's Report, 396's starring role in the motion picture *The Cardinal* provided a welcome diversion from



Glasgow Coronation Tram No. 1274, reassembled with the exception of lifeguards, rounds curve on way to Riverside Barn. Fischer Bow Collector takes power from catenary.

(Monroe Photo)

the usual hibernation that overtakes Seashore during the coldest weeks of February.

The late winter and early spring were largely devoted to the completion of the Quonset yard trackage and the addition of the third track into the building. A balance was achieved between inside and outside work, depending on the weather, so that hardly

a Saturday or Sunday was lost. Just as all was in readiness to move the last cars into the building, the frost came out of the ground. The general lack of fill and the softness of the ground, together with the differential effects of the thawing, allowed the walls to bulge slightly outward. This caused a momentary setback to the project necessitating the removal of some of the cars to permit stringing of cross cables and turnbuckles to restore the walls to plumb. Backfilling with heavy gravel throughout the summer and fall corrected the situation, permitting full storage of cars to be achieved before winter set in. Footings were poured to facilitate putting the back on the building.

The Montreal Story

Preparations were well under way during the same period for getting the new substation in readiness for Central Maine Power at the start of the operating season. But this project suddenly had to yield its priority in the face of the long awaited announcement by the Montreal Transportation Commission: all cars stored at Youville Shops for the various museum groups would have to be moved by May 31.

How this deadline was met was one of Seashore's greatest epics. Fortunately sporadic fund raising had resulted in converting what had amounted to a deposit on the cars into a significant portion of the entire amount due. A large single contribution from one member not only put the drive over the top, but improved our bargaining position for the transportation of these cars to Maine.

Despite the inherent weakness of the situation, the large number of cars involved in the move, the scales were ultimately tipped in our favor at the last moment, when a special rate was negotiated with Canadian National Railways which brought the unit cost down to our budget level. We were even able to squeeze out a flat car load of trucks and motors.

In April, two officers of the Society went to Montreal to arrange for drayage, loading and transportation within the city, as well as completing arrangements with the Canadian National Railways for publishing a special tariff. Charges by the railroad were found to be within our budget and the bid of Brocklesby Company was accepted for loading, moving and placing the streetcars on railroad flatcars.

As previously suggested in our Montreal Appeal, we had decided to pare down from seven to five the number of cars that we would take and were most fortunate that the Branford Electric Railway Association of Connecticut was able to help us out by acquiring Nos. 1972 and 1403. These, in addition to their other four cars, brought the total shipment to thirteen loaded flat cars and gondolas. Also in our favor was the discovery of a siding suitable for loading at Ahuntsic, which provided a short truck route through the city with virtually no height restrictions. The Canadian National agreed to send their rigging crews to this location to "tie down" the streetcars and parts to the railroad's flatcars.

The move commenced the third week of May with Seashore and Branford personnel working jointly. Each car was lifted and placed on a "float" by two large mobile cranes which followed the cars across the city to the siding at Ahuntsic, where they were tied down by CNR crews. Considerable difficulty was encountered in staying within overhead clearance restrictions of the Grand Trunk Railroad west of Portland, Maine. All of this work was closely watched by Seashore members who spent a sleepless week coping with the many problems involved.

The shipment was accompanied by a member to deal with Canadian and American customs officials, car inspectors and any other problems which may have arisen. The streetcars arrived at Kennebunk on May 25 resembling a circus train in their varied paint schemes of red, green and yellow. To avoid paying demurrage on the flatcars, a massive effort on the part of our moving crews got the shipment unloaded and to the Museum in four long working days.

When it became apparent that funds were available for the purchase and transportation of the Society's fleet of five Montreal cars, and that they would soon be on their way, many began to wonder if a crown jewel could be added to this fleet. Down through the years, not only those familiar with the electric traction scene in Canada's Metropolis but even the most casual visitors were aware of Montreal's world famed sightseeing trolleys. From the beginning it was hoped that one of these unique cars could someday find its way down to Kennebunkport.

Accordingly, the well-known public relations firm of Newsome & Company in Boston was approached to see if assistance could



Seashore General Manager Lester H. Stephenson, Jr. officially accepts donation of Maine Central Railroad boxcar No. 35038 from Roy E. Baker, MEC Vice President Purchases and Stores. Scene is at B. & M. RR. station in Kennebunk with Thomas M. Brigham, Electrical Engineer, looking on.

(L. H. Stevenson, Jr. Photo)

be obtained for such a project. Nothing conclusive came of this until final word was received from the Montreal Transportation Commission advising our Society that, due to the subway construction, the Youville Shops were soon to be torn down. A change of thinking now conceded that one of the four observation cars would be allowed to leave Canada.

Consequently, the Carling Brewing Company, a Newsome & Company client, agreed to submit an offer in behalf of our Society for car number 2, the stipulation being that if successful, the Society would sponsor a tour of the car through the countryside. Such a tour would have to be over the highway to give maximum coverage.

Success, combined with good luck, favored the Seashore Trolley Museum and on June 11, No. 2 did in fact leave Montreal for its tour of Northern New England. Stops were made in various major municipalities while enroute mayors and other dignitaries were presented with motorman's caps and honorary passes. The car was officially presented to the Museum in special ceremonies at the Carling Brewing Plant in Natick, Mass. on June 13th.

The year 1963 marked a milestone for Seashore in the power department. On July 20, the day of the total eclipse of the sun in Maine, the Central Maine Power Company once again supplied the power to operate streetcars in the State of Maine after a lapse of twenty-three years. Thus, on that Saturday, one of the dreams of the founders of the Society came true, namely: "Throw the switch and have power to run the cars". Previous reports have detailed the acquisition of the motor-generator set and the control equipment for it.

When "all-electric" operation commenced, the power station wiring was far from being in its final form. Previous to July 15 there had been a great desire to get the M-G set in operation. About 5:35 that Monday afternoon it suddenly became urgent . . . the old Sterling engine had a major failure and stopped with a broken piston, broken valves and a cracked cylinder head, in a cloud of steam. All hands put in a feverish week completing the wiring so that we would again be able to operate the open cars before the big weekend. We just made it! Since then, as time and personnel have permitted, the jury-rigged wiring has been replaced and other refinements have been added to make the new power plant more reliable and convenient. Needless to say through many hours of operation under varying conditions much has been learned about how to operate the plant for best performance at minimum cost.

The capital fund requirements associated with any major project at the Museum frequently necessitated a general appeal to the membership. The total needed for this project was of the order of \$10,000, a sum not easily come by at Seashore without

extensive fund raising efforts. Of this, more than \$1500 was raised through the special gifts of a few interested members and from other sources within the regular operating budget. This money paid for the building to house the new conversion equipment and all the necessary wiring on the Museum premises. The balance, \$8500, represented the out-of-pocket capital costs to the power company to install the necessary poles, wire, transformers, etc., required to provide the service desired. We here acknowledge the gratitude of the Society to the Central Maine Power Company for granting us an arrangement whereby we could cover this capital outlay over a period of five years at an annual cost slightly less than we had previously been paying for fuel alone for the old power plant.

Other Car Acquisitions and Arrivals

Early in the spring Chicago, Aurora & Elgin car No. 434 was readied for the trip from the railroad siding to Seashore. Because of the low clearance between the control equipment and the track, the car body had to be raised higher than usual by jacking and blocking. This permitted the motor trucks to be rolled out and the trailer carefully set under. Once on the trailer, the move was made without incident until one of the trailer wheels sank in a soft spot in our parking lot, where the rig was being turned. With the help of the crane car the trailer was pulled out. The following weekend, in a two-day operation, the car was reassembled. Power was applied to the car for the first time in five years on the next weekend and No. 434 provided deluxe rides for the many members assembled at the Museum on the occasion of the annual meeting. This splendid survivor of the former Great Third Rail Route has become the semi-official meeting place for the Board of Trustees.

Maine Central box car No. 35038 was presented a short time afterwards to our Museum in a brief ceremony at the Kennebunk station by Mr. Roy E. Baker, then General Manager of the Maine Central Railroad. We are provided with both a colorful addition to our roster and a very practical storage areas for our growing supply of control and motor spare parts.

Boston & Maine inspection car No. 500 arrived at the Museum in a fairly spectacular manner. Coming down from Boston over the B. & M. on special orders, 500 was promptly loaded aboard our high trailer, moved to our property, and was in service on our line at the end of the same day. Later in the summer its powerful Waukesha engine proved its worth pulling Nagasaki No. 134 as the "Tokyo Express" during the week that the power failed.

Glasgow Tram Arrives

Glasgow, following the pattern set several years before by Sheffield, was planning a last tram day procession of historic and current trams, especially restored and repainted for the occasion. Through the efforts of one of our members formerly from Glasgow, one of the Coronation trams slated for reconditioning was presented officially by the city to Seashore. Several years of fruitless effort seeking out a commercial sponsor for the "caur" finally struck a responsive cord amongst our own membership, enabling it to be transported overseas. We are greatly indebted to Mr. E. R. Fitzpayne and his staff at Glasgow's Department of Transport for their cooperation in retaining the tram at their car works and for the donation of many items of spare equipment to keep it operable for many years to come.

On September 22, 1963, No. 1274 arrived aboard the United States Lines freighter *American Scientist*, resplendent in its green, orange and cream livery, despite its 2000-mile journey as deck cargo. Due to Sunday moving restrictions, British Overseas Airways Corporation volunteered the use of their freight terminal at Logan International Airport for overnight storage. Here it was met by a delegation of the Order of Scottish Clans decked out in kilts and tartans. An unexpected detour around all of the airline terminals, dodging the many aircraft taxiing about, provided a fitting finish for 1274's arrival from overseas, suggesting that it had been flown in by air! As with all our double-deck trams a slow and laborious trip was necessary to move it to Kennebunkport, but this was accomplished with no perceptible damage to the tram. Several weekends' work were required to reassemble it before it could be moved to Riverside Barn, where it is now stored.

The only non-rail addition to the roster in 1963 was MTA trolley bus No. 8361, built by Pullman-Standard in 1948. The reason for this acquisition at this time was that the trolley bus, once an important segment of the transit industry, is heading for

virtual extinction in the United States. This particular vehicle, which is in better-than-average condition, was acquired completely equipped through the cooperation of the MTA, the Alan Salvage Company, and the Goodyear Tire and Rubber Company. From time to time overhead line materials will be obtained so that the vehicle can be operated — possibly in our expanding parking area. Number 8361 will then acquire the distinction of being the State of Maine's only trolley bus ever.

Although not unexpected, the greatest blow of all befell the waning traction industry with the final abandonment of the Chicago, North Shore & Milwaukee Railroad in January, 1963. Upgraded to a super interurban in the twenties by the Insull interests, the North Shore boasted everything from operation into the heart of Chicago over the "L" to the famed Skokie Valley cutoff with its high tension towers and catenary as well as the older and more typically interurban stretches through Kenosha and Racine and finally street running within Milwaukee city limits.



Using front vestibule as a rostrum, official presentation of Montreal Observation Car No. 2 is made by Roger Williams, Vice President of the Carling Brewing Company, Inc. at their Natick, Massachusetts plant. Proudly displaying plaque is Seashore President Theodore Santarelli deBrasch.

(Suburban Free Press Photo)

Equally famous with the line was its finely styled 85-mile-an-hour equipment including coaches, combines, diners, and in the twenties, open platform observation cars. When this equipment was put up for sale in the mid-summer of 1963, rolling stock was made available by the North Shore Line at scrap prices to museum groups through the efforts and intercession of former North Shore employee and Illinois Railway Museum member John Horachek. The cars selected by Seashore for preservation were both latter day cars and included No. 420, built by Pullman in 1928 as a parlor-observation car and later converted to a coach during World War II. The second car, No. 755, built by Standard Car Company in 1930, was not only one of the last coaches built for the North Shore line but was twice modernized and one of the last Silverliners to undergo thorough shopping only two years before. Delivery of the cars to Seashore is scheduled for 1964.

Other equipment acquired included a maintenance of way gang car, used to haul work trains for track extension and maintenance. A portable motor-alternator set was acquired from Montreal for the operation of the electric tie tampers and a spiking machine has been leased from the Boston & Maine Railroad.

Car Barns

Early in the summer our public trustee and neighbor, Patrick Butler, announced plans to turn over to Seashore an entirely new area of several acres to the west side of the original Atlantic Shore Line right of way running from Central Yard 1200 feet northward to the point where the great curve begins. Sufficient depth of land will be provided to permit construction of approach track layouts and three track buildings of 200 feet in length. Four car house layouts have been sited with provision for a minimum of 110 feet between buildings.

Once surveys were complete, the balance of the summer and

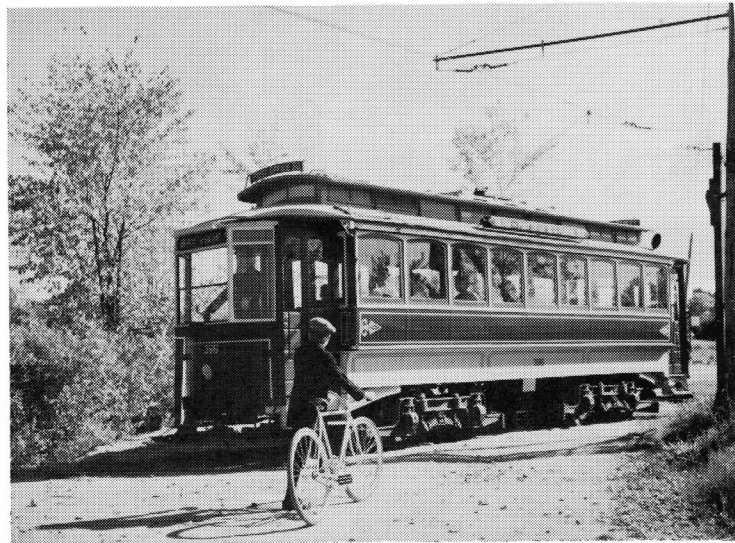
much of the fall were devoted to clearing brush and cutting down trees in preparation for bulldozing, scheduled to begin in 1964.

Since the Butler Grove carbarn program would not provide any additional covered storage for the winter of 1963-1964, the building department made plans for a 46½-foot extension on the Riverside Barn. This extension is in addition to the 93-foot extension to this building constructed in 1962. The three trusses for this extension were put together early in the fall and were set by the crane car in October. The framing and sheathing work then was done by the weekenders, providing a much needed two additional car spaces for most of the winter. Glasgow No. 1274 and York Utilities No. 88 were moved into the Riverside Barn, increasing its complement of cars to nine.

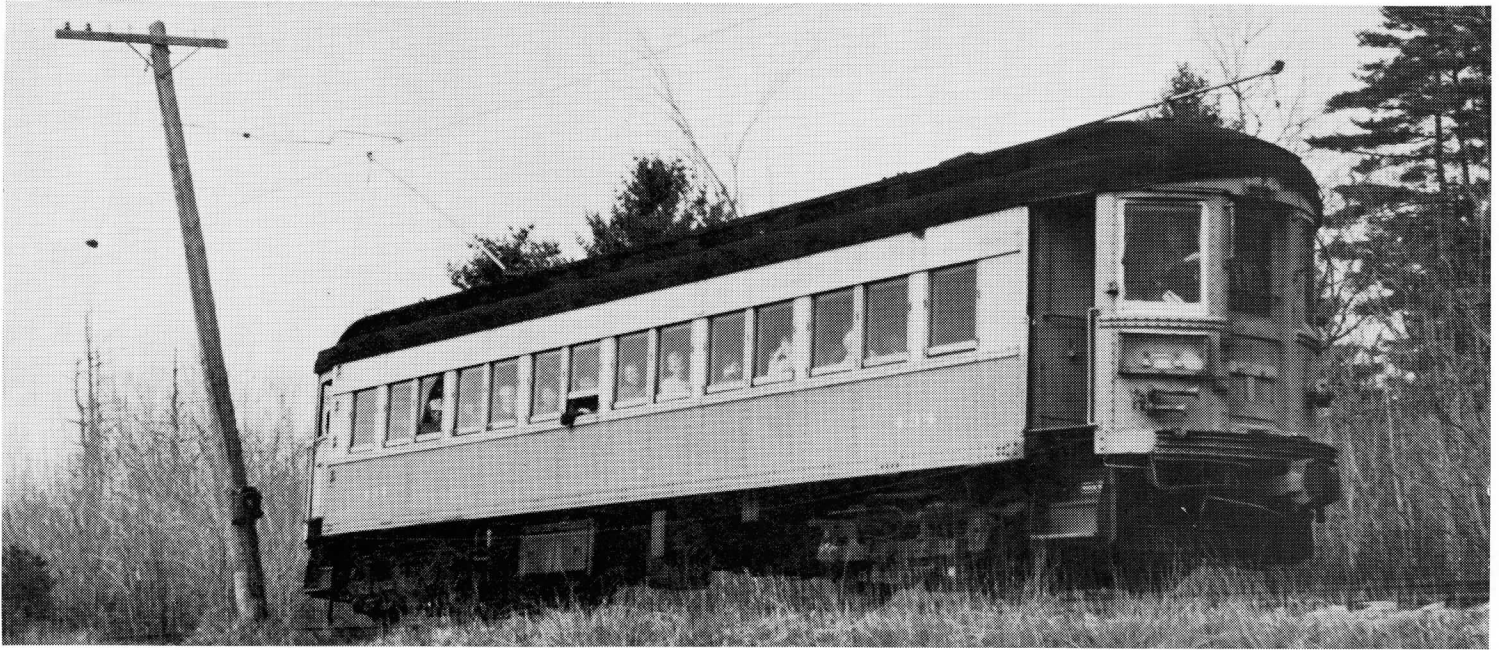
At the close of the year, yet another addition to the Riverside Barn was being planned. A generous donation by a West Coast member enabled us to undertake two more building extension projects. The southwest wall was left off the most recent extension so that a 46½ by 14-foot lean-to addition could be built onto the structure. This addition is intended eventually to provide covered storage for the New Zealand cable car and the open horse car body now stored in a shed at the Terminal, and may also be used for interim storage of the City of Manchester. Work began on this addition early in 1964.

Car Overhaul and Maintenance Program

In June work resumed on the restoration of car No. 38 with final touches applied to the first vestibule. (See Annual Report for 1962). Upon completion of the first end, the car was turned on the loop and reconstruction of the second vestibule undertaken. Many members, following the car's progress from week to week, were amazed at the speed and efficiency apparent in the rebuilding of the second end. Prior to recanvassing the roof, boards of the main roof section were completely renailed. A difficult job performed at this time was the removal of all the old paint around the monitor windows. With the canvas installed and completely painted and the new trolley boards in place, work then shifted to the sides of the car. All of the old matchboard sheathing was removed, exposing many rotted sections in the backing pieces. With adequate repairs made, all areas were treated with wood preservative and new matchboard sheathing applied. A few of the upper panels were found to be in need of replacement and when this was completed a coat of primer was applied to the entire car body. Refinishing the interior woodwork of the vestibules in red maple stain was the final work for the season. Concurrently with the body work, one truck was pulled out from under the car, leaving the car on a shop truck, and preventive maintenance work was performed on the motors. The bearings in particular ranged from badly worn to cracked and broken and were replaced with such spares as were available. As soon as the truck is reassembled and replaced under the car a similar job will be performed on the other one.



No. 396 is shown crossing road at Seashore in filming sequence being made for Encyclopedia Britannica Films. This car can currently be seen in "The Cardinal." (Britannica Films Photo)



Former Chicago, Aurora & Elgin Railroad No. 434, built by Cincinnati Car Company in 1927, lays over at temporary end of main line at Seashore. The car is still equipped with railroad couplers required for its trip last year from Chicago on its own wheels in railroad freight trains. (Monroe Photo)

Late in the spring one of our members, in search of a several-month project, undertook the rehabilitation of Aroostook Valley Railroad No. 71's exterior. This involved a considerable amount of carpenter work, reglazing of windows, and replacement of elliptical cover pieces over the upper windows. Refinished in a Canadian Pacific maroon and relettered, No. 71 now adds as much to the overall scene as it formerly detracted. Similarly No. 70 was in the process of refinishing at the end of the season and should join No. 71 in the same paint scheme.

Next biggest transformation of the year came with the completion of repairs and painting to the exterior of No. 5060, an ex Boston El Type 2 semi-convertible. The same green and white paint scheme applied to No. 396 earlier in the year for its part in The Cardinal restored No. 5060 to its appearance in the early days of East Boston tunnel service.

Biggest work-in-process project in terms of number of man hours is 62-foot Quebec interurban No. 454. All the steel in the interior and all but the vestibules of the exterior have been sandblasted and primed. Many sections of the interior woodwork have either been renewed or restored to natural finish but must await installation of new metal sash before being put back.

Leeds No. 526, ex London Transport No. 2085, now has most of its lower saloon glass in place along with the refinished wooden retainer pieces. Sandblasting is the next step indicated.

Work is well along in rebuilding one of the cabs of the derrick car (ex MTA No. 2016). Rotten posts and belt rail sections have been replaced, and metal dasher panels reapplied, with only repairs to sash left to complete the job.

Other work included painting on Nos. 100, 4387, 838, S-71, and 29 (ex Long Island Railroad caboose), and lettering and striping work was done on Nos. 5060, 71 and Dallas 434.

Other Projects

In the late spring finishing touches were put on the trolley wire work at the north end of the loop to ready it for passenger service. To insure positive operation an electrically operated trolley frog was installed that had been supplied by the Milwaukee and Suburban Transport Corporation. To facilitate throwing the switches, Bethlehem ground throws were installed at both the Lever Brothers switch and the M. & S. C. Junction switch. In normal operation cars left the station, went around the loop, on to the end of the main line, and returned by the same route. This operation avoided the necessity of changing running boards. As soon as gravel could be trucked in, several of the switches in the Quonset Yard were raised to new grade, ballasted and tamped.

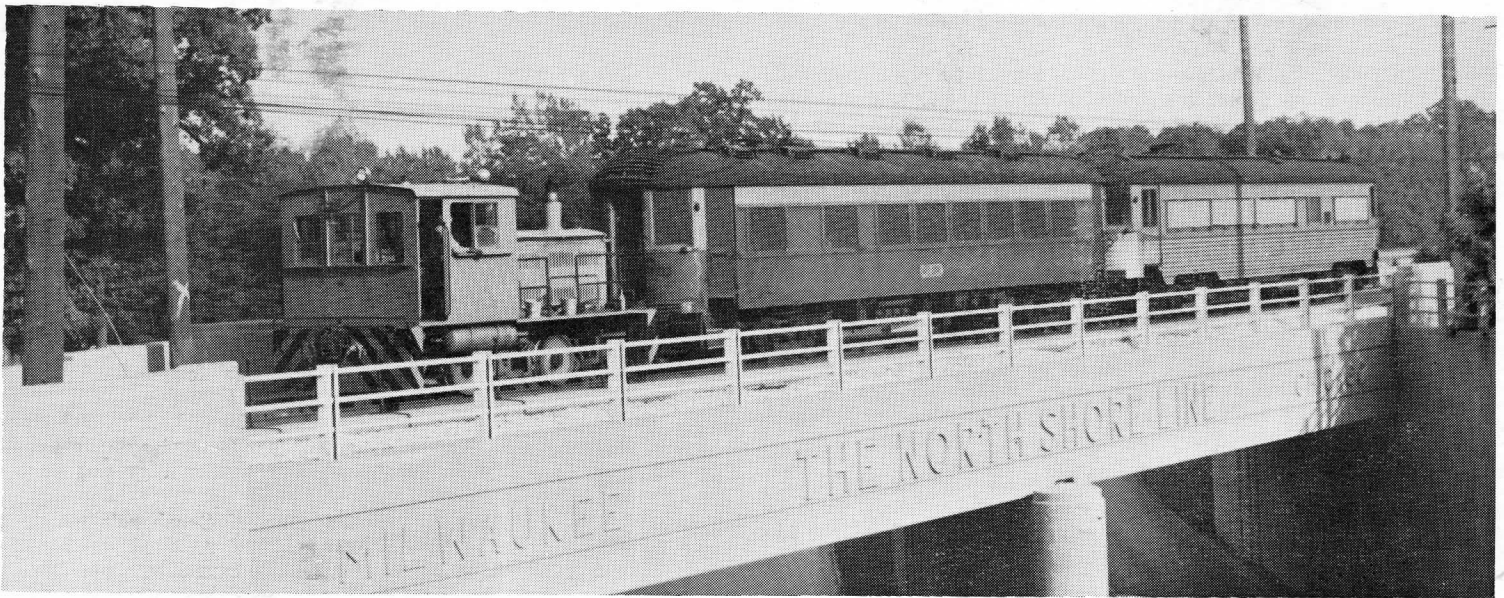
In mid-summer work began in earnest again to install the balance of the 60-foot rails along the northern end of the main line track so as to complete that portion of the passenger line provided for by the consolidation grant. Ties were brought over weekly from Sanford and at least two rails per weekend were moved out on the roller-bearing flat cars. All rails installed during the past year had the battered joints on each end cropped and re-drilled for joint bars, thus providing a much smoother ride. By early fall, the track was finally completed around the long curve and was starting to head up the 4600-foot tangent. The trolley wire was made operable throughout its entire length at about the end of passenger service for the season. Track work continued beyond this point, however, the last few lengths being of 85-pound rail as the power crossing was reached. Extensive ditching work has functioned successfully to prevent any further washouts in this area.

Throughout this entire period much additional ballast was placed, low joints raised and power tamped, missing tie plates and spikes installed. Of great assistance in this work were the several new power tools added to the track construction and maintenance division. Most spectacular in performance was the gasoline-powered spiking machine rented from the Boston & Maine Railroad. Of almost equal help was the portable motor-alternator purchased from Montreal that provided "off track" power for the electric tie tampers.

Throughout the summer, fall and early winter, a great deal of energy was devoted toward the acquisition of reusable spare parts and items of nostalgic resale value from the many Cambridge and Main Line elevated cars as well as trolley busses being scrapped in the Boston area. Defective compressors and component parts were traded in for newly rebuilt units. Order of station signs, roll sign boxes, and whistles helped to swell the volume of gift shop sales. By mid-winter this program had become so all inclusive as to include a pair of motor trucks with GE 247 motors from a differential dump car and Boston's only pair of world famous Brill 39E maximum traction trucks. Countless hours went into this operation — negotiating with scrap dealers, rounding up scrap sections of rail to trade for parts, and transporting these items to Maine.

No season would be complete without its usual number of track removal programs off the property, for this has been the source of much of Seashore's present trackage during the past fifteen years. One such project was the removal of the remaining trackage at the Wasco plant in Sanford. Another was the removal of a siding in Norwood, Mass., donated by the Savogran Company. Still a third source of rail came from the donation of a coal siding in Rockland, Mass., by the Rockland Coal and Grain Company.

The celebration of Colonial Days in the Kennebunk-Kennebunkport area for a week in mid-summer resulted in a considerable amount of valuable publicity for the Museum and contributed to the substantial increase in the number of visitors to the prop-



Two ex-Chicago, North Shore & Milwaukee Railroad cars acquired by Seashore head north near Sacred Heart Station on old Shoreline Route for last time, being towed by Hyman-Michael's Plymouth locomotive. First car is No. 420 (built in 1928 by Pullman Car Co.), until World War II a parlor-observation car; second car is No. 755, a Silverliner built in 1930 by the Standard Car Company. (Monroe Photo)

erty last season. In anticipation of this week, which was one of the busiest of the summer, Patrick Butler generously allowed the Museum access to a portion of his field lying immediately to the west of the main parking lot for overflow parking. This extra space was most welcome, both during Colonial Days and on busy days throughout the remainder of the season.

Future Extension of the Main Line

The question most frequently asked by visitors and members alike concerns the length of our passenger ride at present and plans for its extension in the future. The last addition to our trackage this past fall brings our line to the most northerly point presently permissible. The restriction imposed on further track laying is the proximity of the Central Maine Power Company's 38kv power line, beginning at the point where it recrosses to the east just beyond the present end of track. The requirements of a 50-foot guying easement on either side of the poles prohibit the use of the roadbed for the next 4500 feet, as it falls within this 50-foot limit. The power company has expressed a willingness not only to move the poles, but to tackle the job in several phases, and we would, of course, have to bear the cost of the operation. Beyond this 4500-foot tangent we hold title to enough additional roadbed free and clear of any restrictions to be adequate for all foreseeable future needs.

The problem then is largely a matter of fund raising and well within our ability from past experience if spread over several years. Because, however, of greater priority that must be given to our Butler Grove car housing project, fund raising drives for the next several years will have to be directed primarily toward this endeavor at the expense of future main line extension. Unless funds specifically allocated for moving the poles are made available we must reluctantly plan on deferring this worthwhile project for several years.

Each year finds Seashore increasingly grateful for the services performed in the many facets of its operation by so many of its members who donate their time purely on a voluntary basis. Glamorous at first, the work performed by the crews on our operating cars can become monotonous. This work is our greatest revenue producer and is our chief contact with the visitors through the informative talks presented at the end of the line while the car is changing ends. Equally important in upholding the interest of our members are the many man hours spent in preparation of the *Dispatch*, in sending out various reports and acknowledging contributions received, not to mention the periodic issuance of share certificates and the answering of correspondence. Countless hours are also put in by volunteers who do the many tasks neces-

sary to the day-to-day maintenance and operation of the Museum property.

The year was not without its store of sadness, too. In mid-July, scarcely a week apart, Seashore suffered the loss of two persons well known to the Society. Mrs. Fred Clough had held a unique position as our next door neighbor and friend as well as self-appointed guardian throughout the early, formative years. Those attempting to enter the property without having made themselves previously known will long remember her challenging call and their subsequent failure to proceed any farther on their first visit.

The loss of our Gift Shop Manager, C. David Perry, was an equally sad blow. His craftsmanship, business acumen and many other skills will long be missed. His friendliness to all and enthusiasm for all things pertaining to Seashore will never be forgotten. A Library Fund has been started in his memory and all contributions will be most welcome.

Program for 1964

1. Work on extension to existing buildings, the Quonset hut to have a 46½-foot pole building addition on the front end to accommodate three cars, and Riverside Barn to have a 46½-foot side bay added on the southwest corner for the ultimate housing of the cable and open horse cars. Work is in progress on both projects.
2. Erect trolley wire in Quonset Yard. Pole setting is now in progress. Wire will then be put up in Central Yard.
3. Build a storage track on the east side of the Quonset hut.
4. Lengthen the trolley wire 200 feet to the end of existing track on the main line and erect first Rochester, Syracuse & Eastern tower.
5. Work on the Butler Grove project. Upon completion of grading, extend the north track of Central Yard to the first car house site. Commence construction of the first car barn.
6. Step up the car rehabilitation program by the addition of three more shop men on a summer schedule through a grant made for this purpose. The City of Manchester to be shopped.
7. Continue to upgrade the existing main line. An additional signal block to be added and more stone ballast put in.

FLAP PHOTOS

TOP TO BOTTOM: Car No. 957 is swung aboard "float" or trailer by two of Brocklesby's cranes at Youville Shops of Montreal Transportation Commission.

Shown arriving at Ahuntsic siding is Canadian Car & Foundry-built No. 2652. In background is No. 1177, already loaded on Canadian National Railroad flatcar.

Ready to roll in freight train is No. 2052, ex-Springfield, Mass. double-ender. Blocking down work was performed by CN crews. First car to arrive at Seashore's unloading ramp is No. 1176, shown on Highway Monster. (L. H. Stephenson, Jr. Photos)