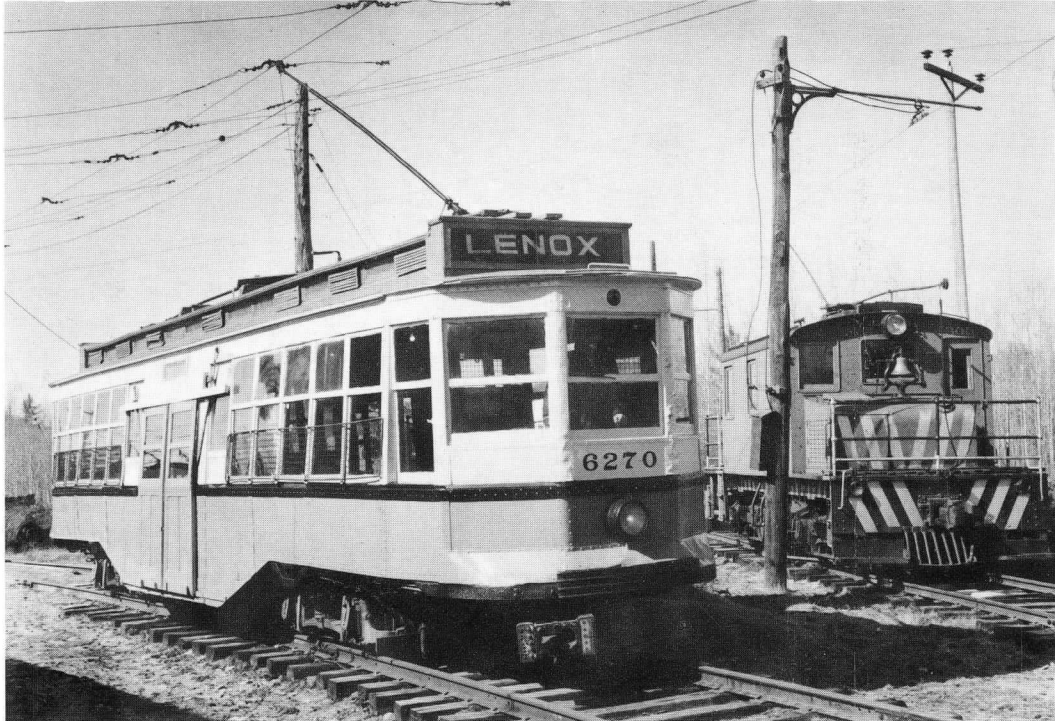


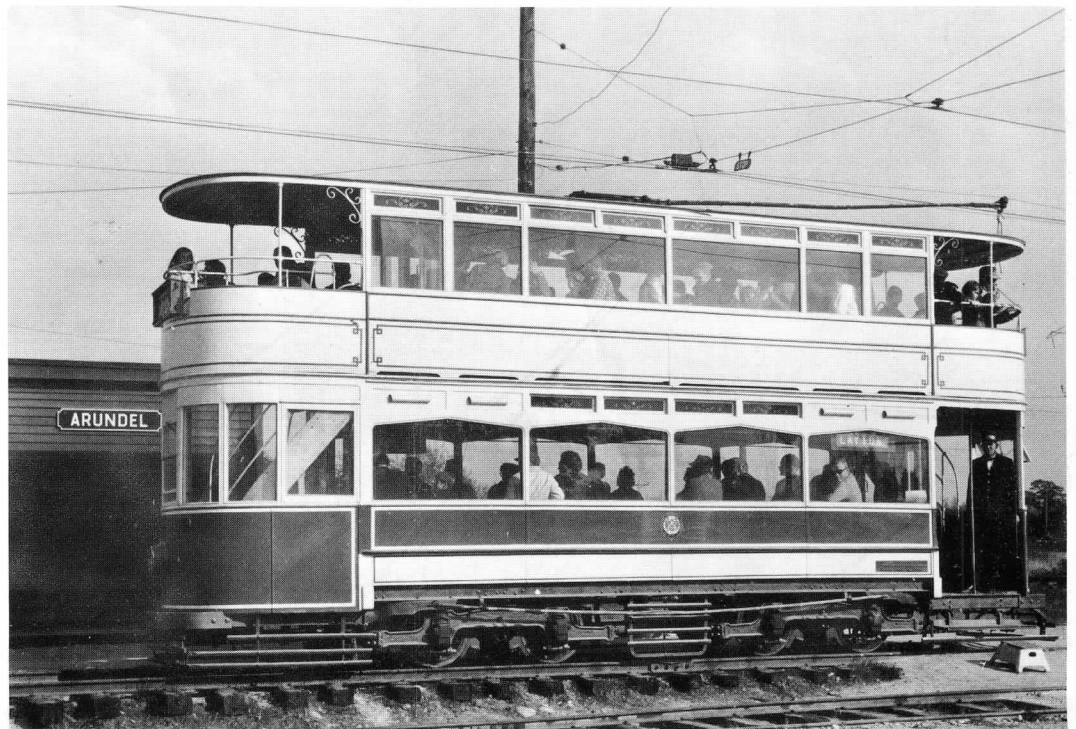
SEASHORE TROLLEY MUSEUM

Kennebunkport, Maine



*Annual
Report
for
1964*

NEW
ENGLAND
ELECTRIC
RAILWAY
HISTORICAL
SOCIETY
INC.



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

MTA #6270 re-emerges after many years of retirement with its exterior completely refurbished and control equipment once again fully functional. This remarkable transformation was the result of several months of concentrated effort on the part of several of our younger members and is typical of the professional results that can be obtained. (Doherty Photo)

Blackpool #144, Seashore's first double-decker, now in its tenth year at the Museum, is still a favorite with members and visitors alike. The car was repainted in its present red and cream livery by Museum forces several years ago following its donation by the Blackpool Corporation in 1955. (Boothby Photo)

ANNUAL REPORT 1964

Officially 1964 marked completion of Seashore's 25th year and was appropriately celebrated by a memorable weekend set aside to mark the attainment of this most important mile post. We were honored and privileged to have this event presided over by His Excellency, John Reed, Governor of the State of Maine. We are thankful for the congratulatory messages that reached us on that day and throughout the rest of the summer from our fellow museums at home and abroad.

The basic achievements of this past year were the continuation and successful completion of many projects initiated during the several years preceding. Outstanding of this year's accomplishments was the overall improvement of our appearance to visitors as well as the betterment of facilities for them. Likewise, the rolling stock rehabilitation program moved forward at an accelerated pace highlighted by the rebirth of the parlor car "City of Manchester", a deteriorating landmark of many years. The perfection of skills amongst our members and summer staff and the addition of more tools and equipment added greatly to this. Of no small consequence to our overall program was the stockpiling of materials and a well timed fund raising drive getting us off to an excellent start on our extensive Butler Grove Project.

Although it was only in the eleventh hour that the new carbarn program began to take shape physically, in less than two weeks of heavy grading, the face of Seashore was once again mightily changed. But with the lateness of the season little follow up could be had from the standpoint of construction other than the laying of the first several hundred feet of track. Emphasis was placed by the carbarn committee throughout their work season on the achievement of a better design of building to be not only suitable for mass producing in the Butler Grove Project, but more adaptable to the employment of some outside labor. The economics of carbarn building dictate not only a minimum outlay of cash, but also a speeding up of the process to afford protection more quickly to our rolling stock and thus prevent further costly deterioration to them.

Although revenue-wise 1964 topped any previous year in Seashore's history, and this despite the generally poor August weather, nonetheless, the rate of growth has been tending to level off. Accordingly, the Trustees and Officers of the Society are studying ways and means of improving this with special emphasis on the use of more strategically located signs, thus making it easier for Seashore's intended visitors to locate the property and at the same time making it harder for the casual tourist to overlook a chance visit to our Museum. Additionally, the problem of increasing the length of ride is being restudied so that once there, our visitors will derive greater pleasure from their visit. Although 1965 will undoubtedly be a carbarn oriented year, no effort will be spared to increase our main line trackage somewhat this year and to pave the way for even greater extensions in the years to come.

CARBARNS

Since the new Butler Grove area provided an opportunity to construct several barns in rapid succession, it was desirable to devise a barn design which could be mass produced, using hired labor where necessary, and which would be sound in design and construction, economical in both time and money, and suitable for our specialized requirements.

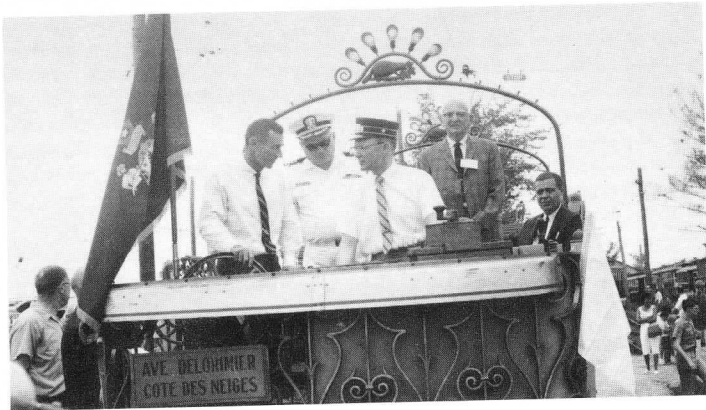
The barn projects of 1964 were designed, therefore, not only to shelter cars but also to work out solutions to problems before mass producing a barn design. Considerable experience has been obtained in construction of the presently existing barns but new problems have arisen as well. The problem of having small city cars, double deck British cars and interurban equipment of steam railroad proportions housed in the Maine climate with our present equipment, finances and personnel is not easy of solution.

A possible design for the Butler Grove area involved reproducing the Riverside Barn but adding a "lean-to" bay on one side to obtain the desirable three track layout. To test this method as well as occupy our barn forces while awaiting preparations in Butler Grove, a 45 by 14 foot lean-to addition was placed on the Riverside Barn. This addition was completed in 1964 and now houses the New Bedford horse car and the Dunedin cable car as well as a number of spare parts.

A more spectacular building completed also in 1964 was the 45 by 41 foot pole barn addition to the Quonset Barn, adding three more car spaces for the winter of 1964-65. This building was a

modification of the South Boston Barn, using the same basic outline but making such dimensional and structural changes as experience had shown to be desirable. After our crews had completed the rafters, a local contractor was called in to complete the building, working along with our crews. Much valuable building experience has been obtained while providing space for five more cars.

Considerable planning and experience have already gone into the two above mentioned carbarn designs and yet still a third type of construction employing trusses spanning three tracks may yet be adopted as most suited to the skills of our own members and those of outside contractors where they can be most effective.



President Santarelli explains the controls of Montreal Observation Car #2 to Governor Reed. Looking on left to right are Capt. Philip W. Anderson, USNR-R, the Governor's naval aide; Henry Twombly, executive secretary, Kennebunk-Kennebunkport Chamber of Commerce and Jean A. Deschenes, III, Asst. Public Relations Officer of the Trolley Museum.

(Photo by John Coughlin)

BUTLER GROVE PROJECT

Work finally commenced on the Butler Grove Project during the first week of October when the contractor arrived with his D-10 bulldozer. The immediate objectives were the lowering of the original Atlantic Shore Line roadbed, the leveling of the old supply dump area to permit one of the tracks of Central Yard to become the main lead track for the entire project, and finally clearing and leveling to proper grade as many of the carbarn sites as time and ground conditions would permit. The clay on the actual building sites proved to be very slow going permitting the completion of only one building site, the leveling for the roadbed leading to the second, and the rough grading of the second site itself. Additional space was provided for a temporary second track extension in the former supply dump area and a general leveling and clearing was carried out in the area to the north of the South Boston Carbarn. Several new culverts were installed to replace the former stone culvert surviving from the ASL days. The grading accomplished in such a short period of time and the several hundred feet of track starting out into this area have greatly changed the whole perspective of Seashore. The second phase of the project was the launching of the fund raising campaign for the first of the buildings which is scheduled for the 1965 program. A late December contribution from one of our West Coast members brought the fund well over the top for the initial stages of the planning and materials ordering for this first building. The decision will be forthcoming shortly both as to the final design of the building and as to what phases of the construction should best be done by outside contractors.

BUILDING AND GROUNDS

The most noticeable change in this area was the removal of the barber shop from the center of the loop area to a new location adjacent to the gift shop where it was "grafted" onto the original gift shop building making a great improvement both in the general exterior appearance of the building and adding a tremendous amount of badly needed floor space to the shop as well as giving our visitors an excellent vantage point for watching the cars coming around the loop. The top honors for this project go to Trustee McKay for planning the operation, the General Manager and his crew for moving the building, and I. W. Walker and crew for the heavy carpentry work.

With this project completed there still remained the problem of providing an adequate, authentic, and yet unobtrusive shelter. Ac-

cordingly one of our members located, purchased, and prepared for moving the former Tapleyville shelter on the Boston and Maine Railroad near Danvers, Massachusetts. In order to provide our visitors with a more unobstructed view of the cars coming around the loop the station platform was lengthened another car length to the north and a new site for this building provided alongside. The finishing touch was supplied in a professionally lettered sign entitled ARUNDEL presented by another one of our members of a design soon to become standard for all of the Trolley Museum's passenger stops.

Another project that has added to the passenger terminal area was the installation of a large sidewalk clock. A donation by the R. M. Bradley Company and Lilly Construction Company both of Boston, this clock was a landmark for many years at the junction of Boylston Street and Huntington Avenue where it originally served to advertise Metcalf's Drug Store. By day and night it serves as an accurate timepiece clearly seen from a great distance, expediting the "on-time" departure of our half-hourly passenger car.

Postponed for several years, a definite weed-killing and brush control program was instituted during the summer, greatly improving the visibility along the right-of-way, as well as adding to the appearance and quality of the roadbed. A granular "kill all" type of weed killer was used in the area around the ties while the shoulders of the roadbed were sprayed with a liquid type retarding only the growth of brush and trees. The net result was not only a more professional looking roadbed, but one greatly facilitating the work of aligning and leveling the track throughout the operating season. In the fall and spring the roadbed serves as a more adequate firebreak against the spreading of grass fires.

CAR RESTORATION

Car shop forces accomplished more this year than in any of the several past years put together due to several factors. Foremost was the generous underwriting of the wages of three additional fulltime employees by the Butler family. Second was the acquisition by the Museum and by members of precision power woodworking tools which both raised standards of quality and accelerated progress. Third was the great amount of assistance offered by volunteers who would spend from a few hours to several weeks as part of the crew. Last, much refinishing of trim and sash as well as ordering materials in advance during the previous winter speeded the work.

The first month was spent on completing the 1957 restoration of Connecticut Company open car #838. This car had been in continuous outdoor storage since that time and needed rather extensive refinishing in order to be made presentable to the summer riders. Repainting was completed on the eve of the 25th anniversary celebration and it was on prominent display the next day.

The remainder of the summer was spent on two concurrent restoration jobs, appropriately enough on two cars from the same predecessor company. Work on Manchester car #38 was continued, the major project being to restore it to operating condition. This involved disassembling motors and trucks. Motor armature bearings were replaced or re-babbitted, field coils were rewrapped, dipped and baked, armatures cleaned and painted, motor frames cleaned and painted. Many parts of the trucks were very loose or worn almost completely away, thus requiring replacement or building up by welding and grinding. The old controllers were badly worn and pitted, and would have required considerable repair. A pair of the same type which we already had and which were in excellent condition were installed to replace them. All of the complicated and inoperative emergency brake piping was removed and brakes were returned to their original simple straight-air piping. This is one of the few instances of two-manning a one-man streetcar. When all of the reassembly of electrical and brake equipment was completed, a trial trip was run, giving the car a chance to show its former spirit. All window frames have been rebuilt, stripped and refinished preparatory to reinstallation in the future.

The major project of the season and perhaps the major restoration job that the car shop forces have yet undertaken was the restoration of the parlor car "City of Manchester." It had long been the victim of weather and inept workmanship and had been thought by many to be beyond hope. Thanks to the foresight and generosity of Mr. and Mrs. Patrick Butler, this car will soon again regain its former elegance. Restoration work involved replacement of most of the structural members of the body and platforms, side roof ribs and sheathing. One of the greatest challenges was building from scratch two roof bonnets with almost no pattern to follow. The roof has now been canvassed, painted, new trolley stand and base installed. All interior woodwork was thoroughly refinished. A new floor of tongue



Oshawa Locomotive #300 hauling Seashore's first official freight train. Train includes our Maine Central RR boxcar #35038, one of our more valuable and portable storage areas, and our Long Island RR caboose #29 which normally serves as living quarters for some of our weekend members.

(Michael C. Lennon Photo)

and groove oak is nearly complete and the six pieces of broken beveled edge plate glass are presently being replaced. No effort is being spared to make this job the finest which we have ever done, either in materials or in effort.

Other projects were carried on throughout the year by our volunteers. The usual high standard of workmanship has been continued on car #454 by patching and then recanvassing #454's immense roof, finishing sandblasting and priming the exterior, installing a Pennsylvania Railroad MU car air bell and replacement of trolley boards. Rome car #279, long badly in need of attention, received it in the form of complete sandblasting and repriming of exterior surfaces and replacement of all canvas and many wooden pieces on the roof. This job should be completed in 1965. Work has continued on cars #6618 and #2016. Control wiring difficulties have been corrected in both #621 and crane car #3246, the latter also having been spruced up with orange and black paint for its part in the July 4th celebration. It also proved its usefulness by acting as the car shop crane during the rebuilding of #38's trucks. Considerable structural repairs were made on the underframe of York Utilities #88, which had a collapsed bolster.

The Museum is still in great need of an adequate car shop, the need being most clearly pointed out when car #838 tried to poke its nose within the rather small confines thereof. The Society also must seek to acquire still more power woodworking machinery of suitable size for heavy jobs.

Painstaking work involved in the restoration work on former London double-decker, Leeds #526 continued this year. All window sash in the car have been completely reglazed and much of the interior wooden trim that had been badly weather-stained has been bleached, re-varnished, and re-installed in the car. New wainscot panels are being fabricated and painted and will be installed in the car soon.

Additional electrical work accomplished on cars during the summer included modification of the wiring of #70's compressor to convert from 1200 volt to 600 volt operation, control resistance replacement on #610 to permit it to MU with #504 and re-connecting the motor leads of Claremont line car #4 to correct a bucking condition of the motors; at the same time the compressor was replaced and the hand brakes were made functional. Additional mechanical repairs included the replacement of one piston and a valve job on Plymouth locomotive #3.

One of the most complete transformations in years was the work completed on Boston Elevated center entrance car #6270. Although it was not possible at this time to undertake structural replacements that must be made eventually, it was decided that with minor repairs not only could the car be closed in and made presentable but with a really first class paint job it could add greatly to our collection. Although it missed out by one week of being ready for Members' Day celebration, it has since become both operational and highly photogenic. One last similar miracle was wrought with the paint brush on Wheeling car body #39 giving one a preview of what this sole remaining example of the early standard Cincinnati Curved Side will be one day. Not only was the colorful Wheeling orange and yellow paint scheme restored but the replacement of the car's missing

dasher roll signs added greatly to its appearance. Plans are underway to have new window sash made during the coming year.

The first complete repainting job of the season was that of Boston and Maine inspection car #500. A major reconstruction job performed away from the property was the rebuilding of our short highway trailer. As soon as the rotted decking had been removed major repairs were made to the steel framework and a new oak decking was applied and treated with preservative. Both the air piping and electric wiring were completely renewed. With repainting the trailer has been restored to almost new condition. Throughout the year work has continued on installing shelving and methodically storing much of our stock of equipment spare parts until the Maine Central box car is nearly filled to capacity.

TRACK WORK

With the extension of the Quonset Hut on the south end of the building underway, it became necessary to transfer sandblasting facilities to a new area. In order to keep this work as far away as possible from visitors the new location chosen was at the northern end of the Quonset Hut. Accordingly the center track, formerly terminating at the back of the building, was extended approximately 100 feet and built so that it curves to the west. This was done immediately to avoid a rock formation but ultimately to be connected by a switch to a run-around track planned for the future that will come directly up along the east side of the building to give access to this area without the need of switching cars out of the building. Simultaneously, work was started by a second crew on re-aligning the main line track before the start of passenger service for the summer season. Several hundred feet of track was skeletonized with all ballast and several inches of roadbed removed from underneath the ties to lower a high section of track. The track was then resurfaced, and ballasted and leveled. No new track construction was carried out throughout the summer but instead a continuous program was carried out raising track joints, replacing missing track bonds, ballasting and tamping ties. This project has been nearly completed throughout the entire main line track. During the spring still a third crew dismantled the 400 feet of track donated during the prior year by the Halliday Lithograph Corporation of Hanover, Mass. During the summer, in a one-day move with a leased trailer suitable for this operation, the rails from the Savogran siding in Norwood, stored from the previous year, and the Hanover rail were loaded and transported to Maine.

With the single tracking of the portion of the Boston and Maine Railroad adjacent to our property, the opportunity came to obtain, transport, and stockpile nearly 500 cross ties, a project requiring six weekends of hard work. All of this material was then in readiness for the beginning of the Butler Grove Project. During two weekends in November immediately following completion of the grading, both tracks of Central Yard were extended, one to provide additional temporary storage and the other to become the main lead track for the several new carbarns. The job was halted at this point both because of early snowfall followed by very early freezing of the ground as well as lack of materials to build the first switch that will

split carbarn #1's lead from the rest of the project. It was encouraging to note that when all was in readiness this portion of track went together very quickly with the aid of the mechanical spiking machine, giving promise of a rapid expansion of our yard trackage early in the spring that should alleviate our present acute storage problem.

POWER PLANTS

The "All Electric" power plant provided convenient and reliable power for the operation of the railway. Very little progress was made toward putting the ignitron rectifier set in operation. One of two most significant changes in the new power station was the putting into service of an automatic reclosing device which automatically restores the main DC circuit breaker about a minute after a fault or overload out on the line somewhere has tripped it out. This has saved much time and many steps. The other addition was a General Electric AC Voltage Regulator to control the excitation of the synchronous motor of the motor-generator set. This unit automatically makes the necessary adjustments to keep our power factor within acceptable limits. Without it whenever the m-g set was started it was necessary to manually readjust it several times in the first hour or two of operation. If not adjusted when required we could be subject to a heavy penalty in the electric power bill for that month. In the first year of operation, this happened a couple of times to the great dismay of both the individual who did not make the adjustment when he got absorbed in a project and our controller who had to pay the bill. Other minor improvements have also occurred in the new power station.

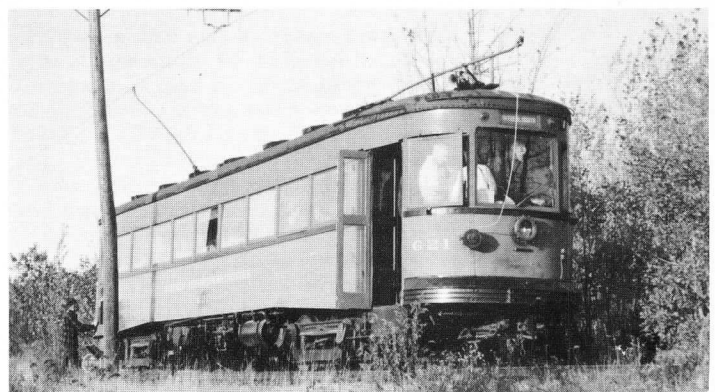
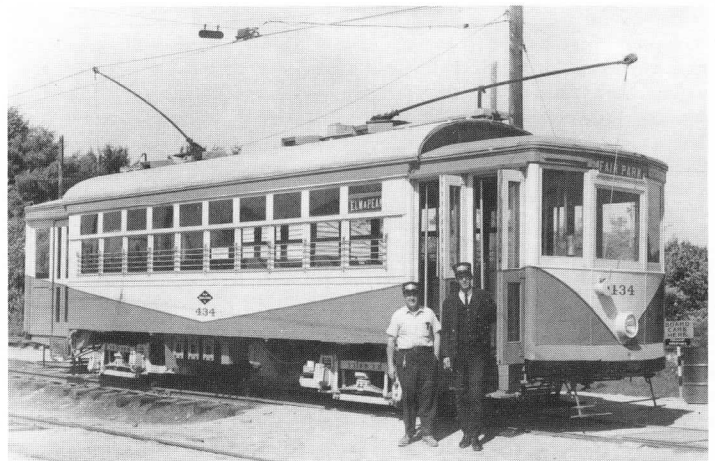
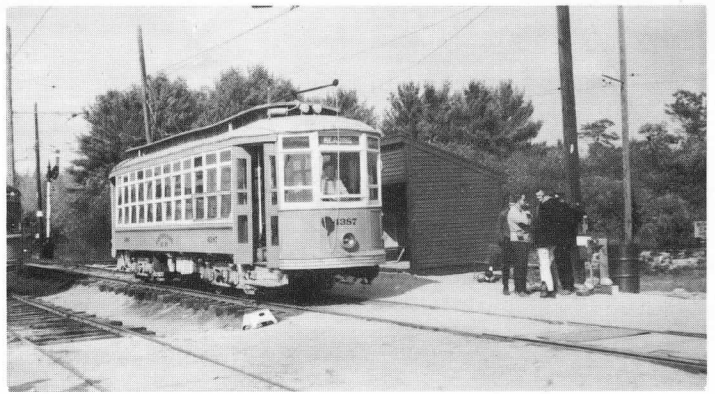
With the advent of the "All Electric" power plant, the old Sterling engine has not been abandoned. As a rainy day project its restoration has been slowly proceeding. It is expected that it will be again operational before the winter is over. That it has been possible, without great expense, to make repairs to the engine from the really serious failure sustained is a real tribute to the Society's mechanics, and to the foresight of Eliot Sterling who stockpiled spare parts for the engine in years past.

QUONSET YARD ELECTRIFICATION

One of the largest jobs undertaken by the overhead wire department has been the electrification of the Quonset Yard. Because of the proximity of this Yard to the main line, reachable directly from M&SC Junction Switch, and the growing need for more electrified storage trackage to reduce the hazards and time delays involved by the moving of cars by "bugs," work was started in earnest on this project last winter. The span and guy wire work was very complex because of the relatively sharp radius of the three tracks making up the approach to the building. Techniques in drilling post holes during the winter months already employed for both the Quonset and Riverside building extensions made this a logical follow-up operation in the late winter. Because of the ledge crossing diagonally through the approach to the yard, the final design of the layout was dependant largely upon drilling through trial and error to locate poles. Once this was accomplished the design could be finalized. A long double bracket was substituted for a span where an outcropping of rock prevented setting a pole. Over 1200 feet of span wire was employed in this project and approximately 50 hangers. Several noteworthy deviations from standard practice included the use of bronze hanger bodies cast in a local foundry but made from a pattern obtained from Liverpool, England, providing a cone and cap curved hanger suitable for all types of collectors, (Bow, Trolley Pole, etc.) and the use of heavy single strand span wire for intermediate pull offs and lacings. Trolley wire and trolley ears (H-S clamps) were salvaged from abandoned trackless trolley lines from the Boston area. By the end of the year the wire work had been completed up to the face of the Quonset extension then under construction. A single cut-off switch has been located with a section breaker at a point 100 feet north of M&SC Junction. As a further safety precaution a brand new 150 foot section of neoprene covered flexible cable was purchased for use in areas where cars must be moved without trolley wire. Many hundred feet of figure eight bar were acquired for future use in car barns. Practically no maintenance was required on the rest of the overhead.

ROLLING STOCK ADDITIONS

In sharp contrast with 1963 only one new piece of rolling stock was acquired during the past year and even it had been requested



Top to Bottom: Typical Open House scenes include Eastern Massachusetts Street Railway #4387 at ARUNDEL Station, Chicago Surface Lines Pullman built #225 speeding along the main line, Dallas #434, a favorite rainy day car, posing with its crew, and Montreal and Southern Counties #621 at Meserve's Crossing.

(Photographers, top to bottom: Coughlin, Munroe, Doherty, Munroe)

by the Society during the previous year. This was Baldwin-Westinghouse electric locomotive #300 from the Oshawa Railway subdivision of the Canadian National Railway. So standard had the design of this class B engine become that until quite recently they could be found working in over a dozen locations. They served, for example, in the not too distant past on three different CNR properties alone.

But with their gradual disappearance from the scene coupled with the necessity of temporarily withdrawing our wooden steeple cab locomotive #100 from service, it became advisable to be on the lookout for the best example of this type of engine. The announcement by the Canadian National of the dieselization of the Oshawa operation led to our investigation of the situation and to the selection of #300 as the most suitable for our purposes, truly typical of the Baldwin-Westinghouse design, and in excellent condition. Negotiations with the Canadian National led to our being given an option on the engine contingent upon its release from active service. Nearly a year elapsed before electric service stopped and we were then given the opportunity to purchase it. Plans to move the locomotive part way in the fall gave way to making the entire move at once due to the favorable through freight rates.

Accordingly #300 left Oshawa on its own wheels in a freight train traveling via Montreal, White River Jct., Concord, Rockingham Jct., and finally Biddeford, Maine. Little difficulty was encountered in loading #300 on the highway monster but it was then found to exceed reasonable load limitations of our equipment for an over-the-road move.

Desirous of setting up prototype operation for the future mass production handling of the North Shore cars, this presented the best opportunity to experiment with crane service and a joint operation with a commercial rigger. A favorable quote was accepted and the operation carried out about three days before the end of the year. The engine body was lifted up from its trucks and placed on the contractor's flat bed trailer with the motor trucks remaining on our own trailer. The vehicles then proceeded from Biddeford making the steep climb up Elm Street and arrived at our property without incident. As soon as the crane was set up the trucks were removed from the "monster" and placed on the "Bunkhouse" track. Afterwards the body was lowered onto the trucks and the locomotive ready for service within a few hours.

Test runs made with #300 proved that it performs as Westinghouse had advertised, lacking power in no way, rugged in construction, and economical to operate with its specially designed slow speed motors. No difficulty was found during the winter in keeping our main line open even with four and five inches of snow accumulated over the rails. Thus not only has a useful piece of equipment been added to our roster, but also a splendid example of the ultimate in a manufacturer's design of a combination industrial switching and interurban electric railway freight haulage locomotive. We are grateful to both the Canadian National Railways and the Oshawa Railway for their cooperation in making this engine available to us and to the various railroads for their careful handling of it.

Although the two cars #755 and #420 acquired from the Chicago, North Shore and Milwaukee Railroad the year before have not arrived at Seashore as yet, nonetheless, they did complete the greater part of their move eastward in the spring of 1964. Through the efforts of the American Museum of Electricity located at Niskayuna, New York, also bringing two North Shore cars east, a special rate was quoted by the Erie-Lackawanna Railroad and the privilege extended to our Museum as well as to Branford and the Trolley Museum of New York. The six North Shore cars were brought to their various destinations at a difficult time of year through the efforts of former North Shore Line employee and active member of the Illinois Railway Museum, John D. Horachek. We wish to express our appreciation for the generosity of the Delaware and Hudson Railroad for the excellent storage facilities provided there during this interim period. Pressure of other projects needing more immediate attention and the lack of additional storage track at the moment made it desirable to postpone the final move to Kennebunkport. A short 25 mile move will get them to the Boston and Maine Railroad over which they will complete the last 230 mile leg of their journey to Kennebunkport.

PUBLIC RELATIONS

From a public relations point of view, the Seashore Trolley Museum continued to take great strides towards a long desired goal of public recognition and interest. Two significant events highlighted 1964. Throughout the year, and during these two celebrations, television and newspaper coverage reached an all time high. Local

community interest as well as participation became more noticeable. Appropriately, on Saturday, July 4th, the Museum celebrated the 25th anniversary of its founding. And to wind up a highly successful tourist season, Members' Day on Saturday, October 10th served to break all previously set records.

On hand to help us celebrate the first 25 years of our progress was Maine's Governor John H. Reed, York County Officials and many New England business and transportation executives. Members and guests toured the property and a ground breaking ceremony inaugurated the start of the 25th Anniversary-Butler Grove Project. A special trolley car picnic culminated that day's events. Many of our sister museums both here and abroad sent their congratulations.

On Saturday, October 10th, some 37 motormen were on the scene to operate 29 trolley cars on Members' Day making a total of 46 trips on the line and breaking all previous one-day records. Again, members and their guests served to make this annual event one of the most memorable. An interesting sidelight to the day's program was the appearance of two cameramen from the Jack Douglas Organization of Hollywood, California. They had made previous arrangements to be present to record the activity for future telecasts of the "Today" show.

PERSONNEL CHANGES

We are sorry indeed to accept the resignation of Treasurer Tolbert McKay, who felt forced to resign because of the pressure of family affairs. We are fortunate indeed, however, that he is remaining active as a Trustee and as a consultant in the civil engineering department. Trustee Arthur G. Duncan was elected to fill the remaining term of office and is working closely with Colonel McKay who is assisting the new Treasurer in the assumption of his new duties.



Mr. Richard A. Berenson, a leading Boston businessman, member of the Chamber of Commerce and World Trade Center, joined the ranks of our Public Trustees early last summer. During his few months as a Trustee, he has rendered to the Museum many valuable services with his sound and impartial counseling.

PLANS FOR 1965

1. Upgrading of portions of the rip track leading to Central Yard Switch and replacement of original Central Yard special work and light rail with a long, "coupled car" radius of heavier rail.
2. Construction of three switches and approximately 1000 feet of track for the first Butler Grove Carbarn.
3. Construction of Butler Grove Carbarn #1 in two phases, framing during the summer and aluminum sheathing to be applied during the fall.
4. Pending completion of negotiations with power company an extension of the main line track of 300 to 400 feet during the summer.
5. Further negotiations with Central Maine Power Company to have poles moved to permit at least doubling the present length of the main line.
6. Miscellaneous repairs to and replacement of improperly operating switches.
7. Electrification of main line extension and the first Butler Grove Carbarn.
8. Final move to Seashore of North Shore Line Cars #755 and #420.