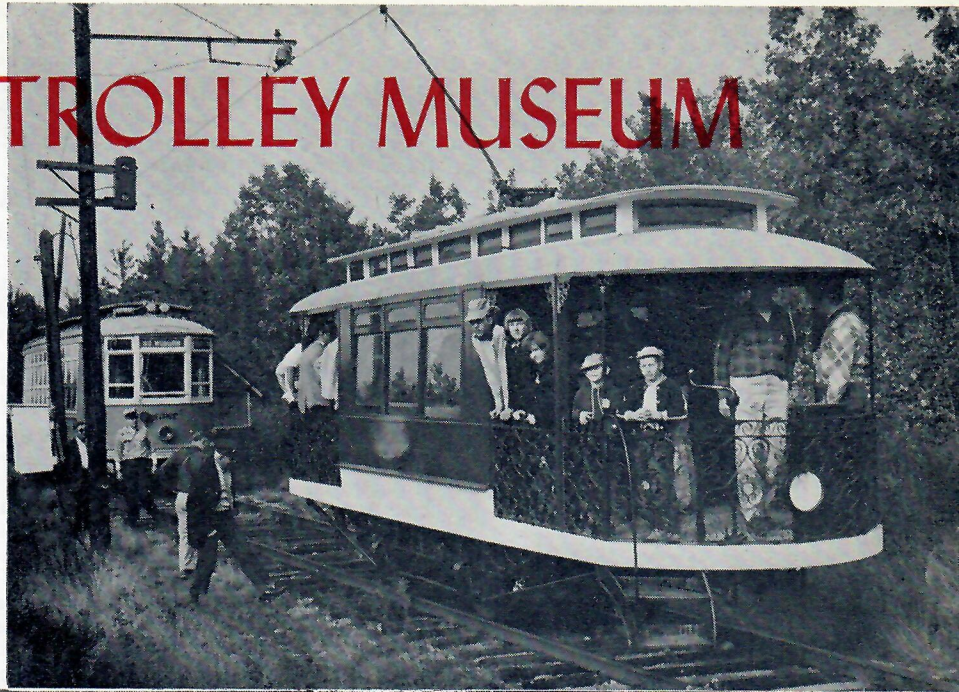


SEASHORE TROLLEY MUSEUM

Kennebunkport, Maine

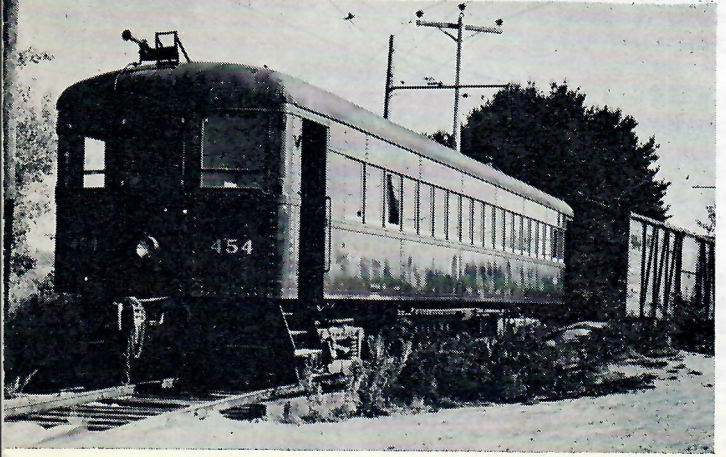
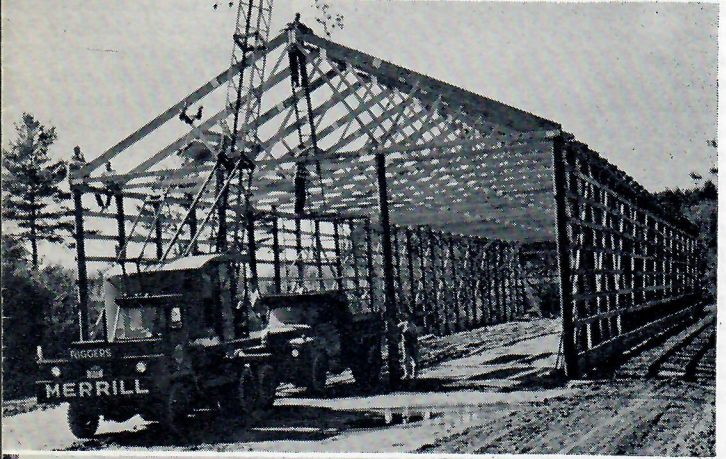
*Annual Report
for 1965*



NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY

Highlights of 1965

THE
SEASHORE
SCHOOL



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

TOP—The City of Manchester is an operating car again on Open House Day after an almost complete rebuilding. Only the ornate lettering and striping and brass railings are lacking to complete this remarkable restoration job. Car poses at Syracuse Station at present end of passenger line with Eastern Mass. No. 4387 in background. (Russell F. Munroe Photo)

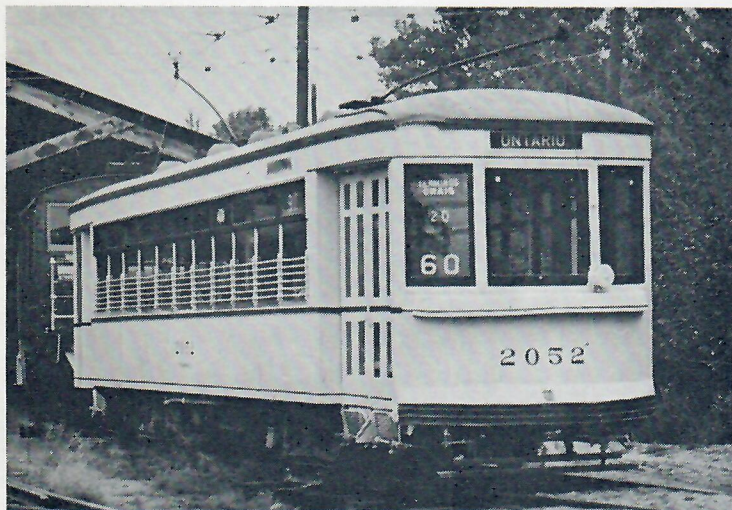
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Hamburg tram No. 2710 and our Mack tractor pose in front of Boston's famed Trinity Church. The tram, a gift from Hamburg Hochbahn, was the theme of a luncheon sponsored by the German Consulate and the Federation of German Agricultural Exporters and held at the Sheraton Plaza late last spring. No. 2710 then went on a tour of supermarkets sponsoring German food products before being turned over as a permanent exhibit to the Seashore Trolley Museum. (Michael C. Lennon Photo)

Annual Report for 1965

With each passing year we note with satisfaction the achievement of one or more of our Society's many goals along with the growing enthusiasm tendered our annual progress by the visiting public. The year 1965 will go down in Seashore's history as the year in which the greatest problem vexing the Society was solved, for an agreement was signed with the Central Maine Power Company culminating in the relocation of a section of transmission line that had barred our extension northward. Not only has the way been opened for the doubling of our passenger ride, but also for utilization of the existing Atlantic Shore Line roadbed, an essential economic factor in our growth program.

Of no small consequence in itself was the complete framing of the first Butler Grove car barn, Seashore's largest building to date. Much of the necessary track reconstruction and new trackwork that will lead into Highwood Barn and also form the link with future buildings in Butler Grove was in place before the heaviest snows in years blanketed the project until spring. By late spring a steady stream of cars should start moving into their long-awaited shelter.



Montreal double end lightweight No. 2052 emerges from the paint shop in the bright cream and red paint scheme of MTC front entrance one-man cars. Its original Springfield, Mass. colors were sandblasted off in order to prepare it for refinishing.

(Michael C. Lennon Photo)

Although as stated in previous years, the emphasis in museum activities has shifted away from acquiring and moving cars, the arrival of our Hamburg tram was the exception that proved the rule. Completely unsolicited by our staff, this veritable gem of our collection arrived as a gift from Hamburg through the efforts of an exchange student from Germany who had been enthusiastic about our project. More typical of the present trend was the large group of cars emerging from the paint shop on Open House Day. This vividly portrayed the increasing interest in the restoration and upgrading of the many and varied cars amassed by the hard work, persistence, and imagination characteristic of Seashore in the days of wholesale abandonments of many street railway and interurban operations.

None of the programs of the past year could have been successful without the physical effort and the ever increasing financial support provided by our loyal members and friends, together with the willingness with which the administrative work was tackled and the faithfulness of the Operating Department to the rules, safety regulations, and schedules. Of this latter group not enough can be said of the wholehearted way that they tackled their secondary role as a self-appointed public relations team. They constantly strove to acquaint the public of the Museum's objectives, problems and achievements.

The figures for 1965 were impressive also with operating revenues up 57.9% over the previous year. The slight increase in the suggested passenger contribution was readily accepted. Gift Shop revenue, so important to the Museum's growth, improved by 23%, the greatest increase in any one year to date.

It is our earnest hope that the construction program ahead of us for the next several years will continue to receive the excellent support thus far given so that the long hoped for day will arrive when all our rolling stock will be under cover protected from the elements and our rails will stretch out over the greater part of the right of way now open to us.

TRACK AND OVERHEAD LINE CONSTRUCTION

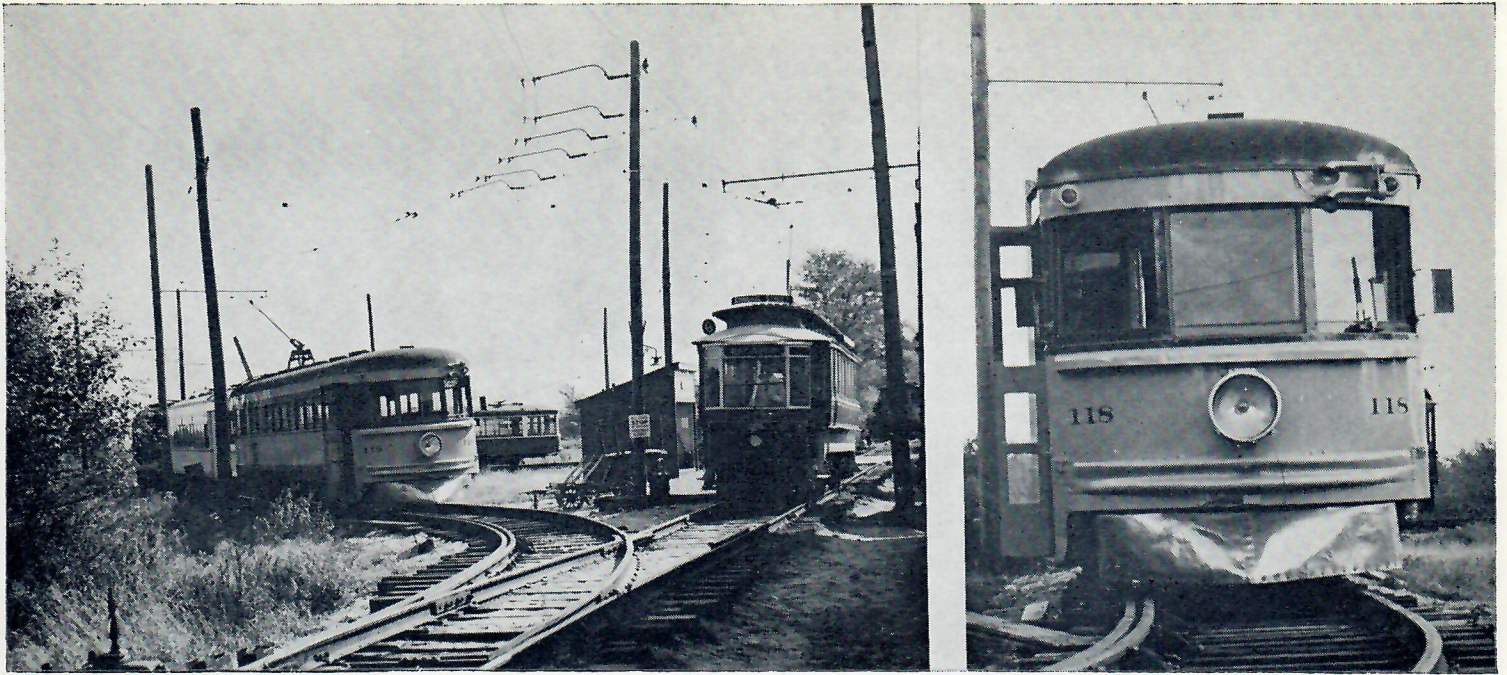
With the selection and partial grading of the sites for the several car barns planned for the new Butler Grove area, due thought was then given to the best approach to these new yard layouts. The most desirable access to the new areas seemed to lie in the use of a portion of the rip track and one of the tracks of Central Yard. During the previous year one of these tracks had been extended several hundred feet but work had then been halted until final location of the first building could be determined.

The only salvageable portion of all the older trackage from the cross over at the old power station to this new trackage laid late in the fall of the previous year was the 85 pound railroad-type switch leading from the rip track into Central Yard. It was decided to start at the cross over and re-lay a section of tangent track up to the switch leading to the South Boston area, rebuild this switch completely, and then re-lay from this switch to the Central Yard switch with 85 pound rail. Accordingly switch castings temporarily used during the reconstruction of the MBTA's Riverside Terminal were acquired from a salvage yard and during the mid-spring week-ends were incorporated in the new lead switch for South Boston Yard. The track level was then raised several inches in the area where passengers cross from the parking lot to the loading zone. Planking, ballast, and a topping of stone dust were in place just in time for the opening of the new season's passenger operation.

During the winter a fairly sizeable amount of trackage consisting of pre-curved running rails and standard Boston Elevated guard rail sections was donated to our Museum by the Perini Corporation pending completion of the new Boston University Bridge project. This trackage consisted of six double track pre-bent curves forming a long shoo-fly around the Massachusetts Turnpike, then under construction. Some of this material was available in time to help complete the new South Boston lead switch. The balance came somewhat later in the spring and plans were made to use it for a new, longer radius coupled-car curve to tie in the Central Yard switch with the new approach to Butler Grove. This latter project had to be deferred until late summer and early fall. On occasional cooler week-ends during the summer the old short radius street railway type switch and curve of Central Yard were dismantled, ties moved out of the way, and back guys and a pole set in preparation for the new curve. The poorer ties from the old curve were then replaced and the new curve, some 200 feet in length, began to shape up, finally being tied in with the tangent built the previous fall. Due to the extreme shortage of space it was decided not to remove the cars on the abandoned southern track of Central Yard but simply to leave several cars there on this temporarily disconnected siding. At a later date, with more space available, these cars could then be moved out by a temporary "S" curve connection and this track dismantled and reused as a car house track. The new curve is now basically complete except for the fastening of the guard rail and tamping of the ballast. It is estimated to be of 207-foot radius and capable of handling any cars equipped with conventional MCB railroad couplers. The running rails are of 100 pound section.

One other job long planned was carried out on the main line track before the beginning of passenger service. This involved replacement of a self-guarded frog at M. & S. C. Junction with a semi-spring frog of approximately the same number acquired several years before from the Sanford and Eastern Railroad near Waterboro, Maine. This was done basically to provide smoother operation of cars equipped with street car wheels and to prevent chipping of cast iron flanges.

During the hottest part of the summer virtually no track work was done save power tamping with the Jackson multiple tie tamper which in one pass over the main line more effectively maintained the rail joints than had been possible in an entire season's work by the section crew with manual and individual power tampers as had been done in prior years. The spring track construction force broke up into several different crews for the summer, one tackling overhead line work, another switching to sandblasting and re-



LEFT—Crandic No. 118, freshly repainted in canary yellow and brown, waits at the north loop switch for No. 396. (Lewis L. Hoy Photo)
 RIGHT—Close-up of No. 118 shows lustre of one of our best spray paint jobs yet. (Michael C. Lennon Photo)

painting of rolling stock, and a third devoting its efforts to weed and brush control and general area clean-up.

Overhead wire work for last season consisted primarily of modifying the overhead between the cross over and South Boston Barn. Not only was it necessary to raise the height of the wire due to problems encountered with double deck cars, but also to redesign completely the overhead in connection with the newly completed South Boston lead. This new overhead now presents a much neater appearance and employs hanger types permitting the use of trolley pole or bow collectors.

Late in the fall, with Highwood Barn finally located and fairly completely framed and with the return of cooler weather, full attention was then given to the construction of the new yard leading into this building and provision for the switch branching off to the north leading to future building sites. At this writing all three of the switches are approximately in place with most of the spiking complete on the first two. The ties are completely laid out for the southernmost of the three tracks within the 215-foot building. It is hoped that in the early spring the first of these tracks will be tied into the approach from Central Yard and that approximately once a month for the next three months there will be a moving day when a string of cars will be shifted into the new building one track at a time. Needless to say, when the last car has been moved into Highwood much of the overcrowding of existing yard layouts and the rip track will be gone forever, so that by the opening of the summer season the loop will once again be available when needed and the entire Museum from then on will present for the first time in its history an uncluttered appearance.

The signal department was concerned primarily with the installation of another signal block from Doherty Switch out to Syracuse Station. This involved the stringing of signal wires an additional $\frac{1}{4}$ mile. The temporary installation at the end of the line of a former Eastern Massachusetts Street Railway Anderson signal completed the job. The addition of this last block serves as an additional safety factor for the operation of our cars even though all cars operate under the control of a dispatcher. In addition the signal department was busy maintaining and modifying the existing signal and telephone service on the property, as well as equipping and improving the signal repair depot now located in one of the former Westgate houses near Riverside Barn.

During 1965, Seashore's motor vehicles were kept busy moving several loads of materials to the Museum. A brief summary of loads moved would include, in addition to the Hamburg car and the Iowa trucks, four loads of rail from the Boston University Bridge, Marblehead, and East Weymouth, plus switch castings and a frog from Brookline and Worcester, three loads of switch ties

from Boston and Marblehead, three loads of telephone poles from Worcester, two loads of poles from Wellesley and Boston, and, last, but not least, two spare trolley bus motors from Amesbury, Mass.

CAR RESTORATION

Car restoration work has gradually become separated into two divisions. Major and complete overhauling of cars requiring large amounts of reconstruction work on the body has tended to be assigned to the original car shop nearest the entrance of the property. The car shop work force, while generally made up of our own members, is not purely of a voluntary nature since the nucleus of the work force receive a minimum but guaranteed wage for their services for the eight to ten week period that the shop operates. During the course of each summer season many additional members volunteer their services to aid the car shop force by giving freely of their own time and skills either on week-ends or during a week or two of a summer vacation. Car Shop No. 1, because of the continuity of its work force during this intensive summer period, can therefore tackle "total" restoration projects such as the "City of Manchester". On the other hand much of the traditional warmer season sprucing up and repainting of their favorite cars by regular members seems to have gradually become concentrated in the area of the Quonset hut. This traction-terminal-like building provides a reasonably cool area in even the hottest days of summer as well as the opportunity to pull cars out for spray painting. In addition the new sandblasting track and associated facilities completed previously have greatly spurred on the repainting of metal cars whose exteriors are fairly sound and which can be moved readily under their own power.

Significant progress was made in Car Shop No. 1 in 1965, thanks again to the generous donation of Mr. and Mrs. Patrick Butler, Jr. towards the hiring of labor. There were six people employed for most of the summer.

Work commenced with the long-needed overhaul of tower car S-71. It received a rebuilt tower, a new roof, roof platform and trolley stand, as well as other minor repairs.

The continuation of work on car No. 38 occupied considerable attention. While this car's restoration is not yet complete, the majority of the work is done. In 1965 the headlining was replaced and repainted, wiring overhauled, most woodwork, sash and doors were refinished, and a new floor was installed. The journal bearings are presently being rebabbitted.

The greatest attention was centered upon the City of Manchester. With sufficient labor it was possible to carry on several facets of the project at once. In order to make the car operative,

parts from widely scattered areas were assembled, reworked and then installed. A truck from Portland, a pinion gear from Minneapolis, another from Presque Isle, motors from the Connecticut Company, controllers from the Boston Elevated, wiring donated by Simplex Wire and Cable Company, circuit breakers from an unknown source, and resistors from Dallas and the Crandic were all needed to complete the project. Late in the evening after a frantic day's work and with many people gathered to watch, member Seth Pratt, performing a first for a trolley museum, turned the controller on and the car leaped ahead — in the right direction — just as it was supposed to. After some changes it was operated on the line the next day, on temporary wooden bearings. Brass bearings have since been obtained.

Other work on the City of Manchester included installing the side panelling, cleaning and installing the grillwork, fitting the new beveled glass, and then painting the body a royal blue. New handbrake goosenecks were cast and machined and brass ornamental corner brackets were cast from a pattern made by a member.

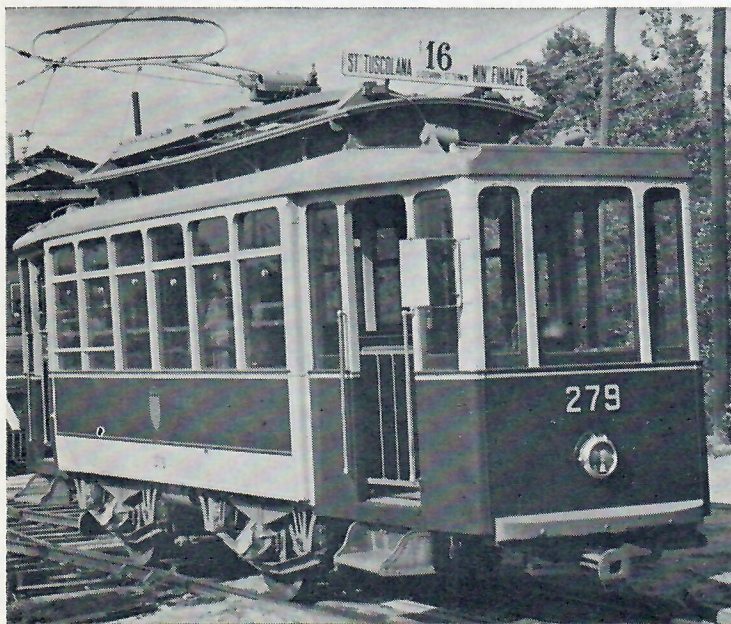
Many new methods and techniques were tried throughout the summer including the use of a flexible headlining material for the sharply curved portion of car ceilings and a way of filling exterior wood surfaces to make them smooth.

In the Quonset shop, the exterior repainting of five cars was completed by late fall. Two of the cars had been started during the previous year, the heavy 62-foot steel interurban ex-Quebec Railway Light & Power No. 454 and the rather diminutive tram from Rome, A.T.A.C. No. 279. While most of the exterior paint had been removed from No. 454 and it had been given an initial coat of zinc chromate primer, this had only served to reveal many pieces of patch work on the body that needed redoing. A 20-foot gash on the right hand side of the car had been filled in with lead and body putty. This was all cleaned out and a strip of steel was welded in as a filler and sanded to provide a new and more durable smooth surface. A plate had been set over a rotted panel on the rear vestibule. This was removed and a new piece welded in flush with the original dasher and also sanded smooth. Then any spots where traces of rust had appeared through the previous year's coat of primer were carefully sandblasted again and the entire exterior of the car given another coat of zinc chromate. This was followed by the touching up of rough spots with body putty, a coat of surfacer, and a complete water sanding. The letters and numbers were then applied to the car by a reverse stencil process. This was done by the following technique: areas to be lettered were sprayed with chrome yellow enamel, and exact reproductions of the original letters and numerals made out of contact paper were then carefully applied in their precise locations. Then the car was given the final two spray coats of maroon enamel and the car set inside the Quonset to dry. Later in the afternoon, the con-

tact numerals and letters were then removed with tweezers, producing a completely painted and trimmed car. Under the supervision of the chief engineer of this project, Ernest Brigham, work was started on installing the new window sash procured from the Chicago, Aurora & Elgin several years before. In one day, because of pre-drilling done the previous year, one whole side of the car was completely equipped with new aluminum sash presenting the appearance of a car just emerging from the car builders. The second side of the car proceeded somewhat more slowly since most of the sash for this side required glazing. At the end of the season No. 454's exterior was virtually complete except for end sash which must be specially fitted.

The restoration work on car No. 279 had been slowed up considerably during the previous summer by the complexities of renewing the roof canvas. This operation was largely complicated by the European practice of mounting all the control resistors and associated wiring on the roof. Although work continued throughout the summer, progress on this car seemed slow because both the interior and exterior were being done simultaneously. It was not until Open House Day that this gem emerged from the Quonset hut resplendent in its two-tone green paint job, completely trimmed, striped, and once again sporting the City of Rome's S.F.Q.K. coat of arms on the sides and authentic destination sign boards on the roof. No detail was overlooked in the refinishing of the car's interior from the headlining to the floor including restaining and revarnishing of all interior woodwork, re-enameling of all the metal parts, and the replacement of many molding strips and brass screws. The entire restoration was completed largely through the efforts of Russ Munroe and other willing workers who donated their time applying roof canvas, sandblasting, and priming and preparing surfaces for spray painting. Last but not least was the painstaking work of restriping and numbering the car.

As both of the above cars represented projects carried over from the previous year, we can point with special pride to two more cars that emerged from the Quonset as complete exterior repaint jobs in time for Open House Day. Both of these cars were in fairly sound condition bodywise but were sadly in need of repainting. The first, Montreal Transportation Commission No. 2052, was selected because it is the only double end car of the Montreal collection and could see regular service another summer on our present line which lacks a turn-around facility at the present end of track. In addition this car presented an extremely poor appearance with its neglected cream paint applied over a heavy layer of original Springfield, Mass. paint which had proven vulnerable to the cold Maine winters, requiring many patches of Rustoleum. The other car selected for a complete repainting was the ex-Cincinnati & Lake Erie car No. 118 which was acquired from the Crandic. This car needed repainting largely because the new stainless steel sides had proven to be a little too smooth to permit an erective bond for the paint. Sandblasting by Fred Perry provided a sufficient roughness of the surface that should cure this problem in the future. Accordingly, both cars were worked on almost simultaneously by first the sandblasting crew and then the painting department. As was done with No. 454, both cars were prepared for their final enamel coat by the application of several primer coats, water sanding between coats, and the application of several coats of knifing, particularly to No. 2052's side panels and to No. 118's steel skirting and doors. Attention was given to the paint scheme on both cars, No. 2052 being kept in the traditional one-man car paint scheme for Montreal consisting of cream body with three red stripes, upper continuous sash in dark brown, and numbers and the word "Tramways" in red. In the case of No. 118, which we had decided to keep as a Cedar Rapids and Iowa City car, there were two Crandic paint schemes to choose from. The car's last repainting in canary yellow with red-brown trim and lettering was the easiest for us to reproduce since no decals were required. Almost as fast as the enamel dried on No. 118 our expert at relettering, Arthur Duncan, was hard at work restoring the car's look of authenticity utilizing stencils that he had carefully made beforehand. A thorough cleaning of the car's window sash inside and out was the final touch which brought back to life the classic lines of this former Ohio speedster.



Rome's No. 279, gift of the A. T. A. C., is once again resplendent in the two-tone green livery standard in Italy for city trams. The interior has been entirely refinished and the roof canvas renewed as well. (Russell F. Munroe Photo)

The fifth car completely refinished, thanks to the week-end efforts of Jean Deschenes, was Baldwin-Westinghouse locomotive No. 300 acquired the previous year from the Oshawa Railway, a sub-division of the Canadian National. By Open House Day it appeared resplendent in its coat of Canadian National green with orange and black trim and black enamel roof.

In preparation for a complete overhaul, Liberty Bell No. 1030, the former luxury liner of the Allentown-Philadelphia run, was moved into the Quonset hut late in the summer. Since the car has not been operable for several years, the first project was to remove the front truck and take out the defective motor to permit changing of the bad armature. Preliminary tests showed that the commutator ring is grounded, which will not entail complete rewinding of the armature. While the truck was completely dismantled it was sandblasted and spray painted. Both motors will receive a complete preventive maintenance overhaul before the car is permitted to run again under its own power. Although the roof canvas and much of the woodwork under it must be replaced, together with the steel skirting on the front dasher panels as well, it is gratifying to note that our efforts of some eight or ten years ago in repainting this car were not in vain as the surface is still sound and can be resprayed and lettered with a few days' work.

Several parts acquisition projects, important for future car maintenance and restoration work, were completed in 1965. A pair of Brill 177E trucks with GE 80 motors, important as spares for our revenue cars, purchased from the Iowa Terminal Railroad, Mason City, Iowa, in 1964 was moved to Maine in 1965. This moving project was a joint effort between the Connecticut Electric Railway at Warehouse Point and Seashore. The Connecticut Electric museum had purchased a pair of Peckham trucks from the Iowa Terminal and succeeded in obtaining a rate reduction for a rail move to Springfield, Mass. A Seashore crew arranged for and assisted in the loading of the trucks for both museums into a gondola car at Mason City. Connecticut Electric arranged for the unloading at Springfield, and the Mack and short trailer were used for the final movement of Seashore's trucks to Maine. By sharing the costs of this move, both museums received substantial savings over the cost of moving the trucks in separate moves.

Also moved during 1965 were 69 walkover and longitudinal cane seats purchased by interested members from the Chicago Transit Authority. These seats were obtained from elevated cars being scrapped and will be used to replace missing seats in cars 8, 39, 41, 50, 71 and 4547. These seats were moved from the CTA's Skokie Shops to Maine in a rented U-Haul truck by a Seashore crew. This is the first time such an arrangement was used and it proved to be very satisfactory.

With an assist from Governor John H. Reed of Maine, a pair of Baldwin trucks with motors was obtained from Oshawa, Ontario, as a gift from the Canadian National Railways. It is planned to use these trucks for the restoration of the Portland-Lewiston Interurban car "Narcissus". Negotiations for the acquisition of the body of the "Narcissus" are still underway at this writing.

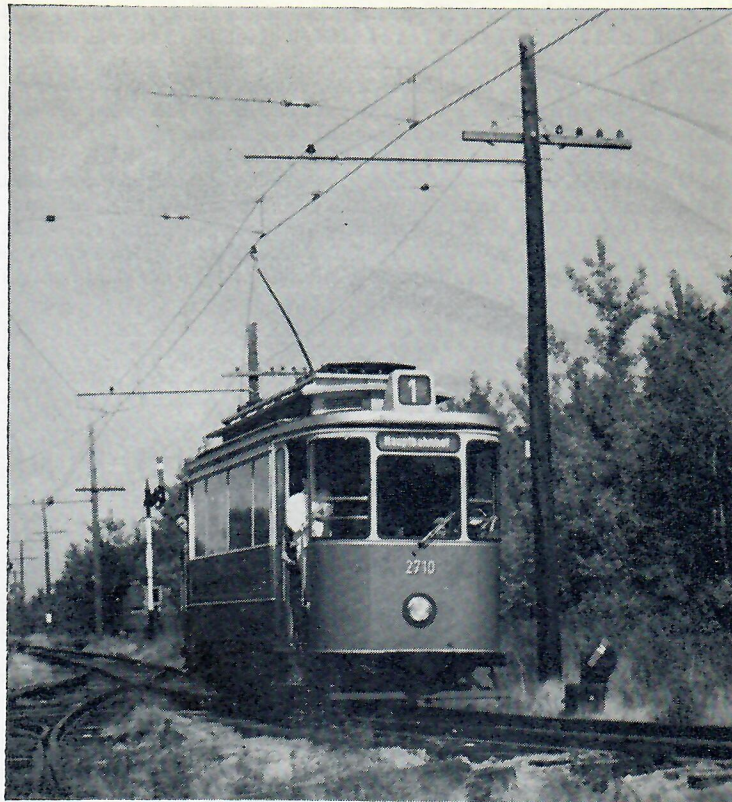
Also obtained in 1965 were a number of body parts for car No. 118 from the Crandic.

ROLLING STOCK ADDITIONS

A highlight of the 1965 summer tourist season was the arrival of Hamburg tram No. 2710. In 1963, a German exchange student, Karl Leimbach, visited Seashore. After viewing our international fleet, he felt that Germany should be represented in the Museum's collection. Returning home, Karl immediately approached the Hamburg transit and city officials with the result that No. 2710, a 1921 "St. Pauli" single end tram, was a gift from the people of Hamburg to the Museum. This donation tied in with a Boston promotion of German foods and beverages planned by the Federation of German Agricultural Exporters and representatives of the various importers of German wines, beers and foodstuffs.

Arriving in Boston aboard the United States Lines ship *Pioneer Glen* on June 10th, No. 2710 was transported to member Irving Walker's home in Reading, Mass. and spruced up for special appearances. On June 14th, No. 2710 was taken to Boston's famed Copley Square and publicly displayed in conjunction with a special German foods and beverages luncheon for various dignitaries, public officials, and members of the press and diplomatic corps at the Sheraton Plaza Hotel. The following days, on June 15, 16 and 17, the trolley was displayed at the Elm Farm Food Stores in Dedham, Newton Highlands and Natick. A bevy of German girls were on hand each day, and these frauleins provided samples of German foods to surprised shoppers.

More was yet in store for No. 2710. The Society for the Preservation and Encouragement of Barber Shop Quartet Singing in America was planning to hold its 1965 International Convention in Boston, and on Saturday, June 26th, the tram figured rather



Hamburg tram No. 2710 is shown operating on Seashore's main line during Open House. The car arrived at the Museum in excellent operating condition. (Lewis L. Hoy Photo)

prominently in a special parade up Commonwealth Avenue conveying singing barber shop quartets. The next day, Sunday, June 27th, No. 2710 paraded in Haverhill, Mass. as part of Haverhill's 325th Anniversary Parade. This appearance was sponsored by the Haverhill Chapter of the SPEBSQSA and again, the car carried singing barbershoppers. Following these parades, the car was moved to the Museum property, arriving on June 28th.

Many individuals, corporations, and museum members all contributed to make Hamburg No. 2710's arrival and exhibition an outstanding success. However special mention should be given to the German Consulate in Boston, member Irving Walker who allowed No. 2710 to remain in his yard between trips, Ruff, Kiek & McAuliffe, Inc. of New York City, Elm Farm Foods, United States Lines, The Atlantik-Bruecke, Lufthansa and a host of others without whose help the tram would never have made it to Kennebunkport.

Also arriving on the property in 1965 was Boston & Maine Railroad caboose No. 103002. Purchased by several interested members, it is a weather-tight, well-insulated wooden caboose in good condition and is used for additional living quarters for members staying at the property.

CAR BARNS

Our efforts in this area were concentrated on construction of the first large barn in the Butler Grove area, Highwood Barn. After careful consideration, a three-track clear span design requiring professional building and setting of the roof trusses was decided upon. The necessary sixty poles were obtained and were set by a contractor during the driest part of the summer. We found that it was well worth the cost of having this done since it saved several week-ends of work by our own crews. Local contractor Val Cliche and his crew were hired to work on the side framing and, largely through their efforts, the building was made ready to receive the roof trusses, which were set by a hired crane early in the fall. Our own crews then completed the roof framing and started on sheathing the building during the fall and winter months, sometimes working under the handicap of two feet of snow on the ground. Although work on Highwood has been put behind schedule by the severest winter seen at Seashore in several years, we expect that it will be sheltering cars before long.

PREPARATION FOR MAIN LINE EXTENSION

For the last two seasons Seashore's passenger cars have come to a stop at Syracuse Station, just short of the point where the Central Maine Power Company's 33 KV power line recrosses the abandoned Atlantic Shore Line right of way. Seashore's trustees and officers have been faced with the paradoxical situation of having the roadbed deeded over to the Trolley Museum but of not being able to use it because of the proximity of the power line after this crossing. This condition exists for approximately 4,300 feet until the new pole line and the old roadbed diverge at a point formerly known in Atlantic Shore Line days as Gregoire's. From this point on up through the Summit and down toward Proctor Road, a section thus far not accessible to Museum trackage, some of the most scenic portions of the entire roadbed are to be found.

Negotiations were started with the Central Maine Power Company late in 1964 and finally brought to a successful conclusion during the following year to have the power line relocated for a little over half of this distance. This would provide for doubling the length of the existing main line and for reaching a point with sufficiently high ground to provide for a wye or loop for turning single end cars. Upon receiving a reasonable quotation for the relocation of this pole line an appeal for funds went out to the membership late in the spring. The response was very gratifying and enabled the Society to give the power company the go-ahead on the project. During the summer nine of the ten poles required were set and back guyed as necessary and late in the fall the new wires were strung and temporarily dead-ended. The actual cut-over is planned for late in the spring of 1966 in order to cause the least inconvenience to the power company's customers. In addition to providing the more generous lateral clearance required for the right of way, higher poles are also being set at each side of the crossing to provide better clearance over the trolley wire. Presently a search is being made for adequate track materials, most of the overhead materials having been ordered and received. Hopefully full use can be made of this newly available section of roadbed within the next three or four years.

LESTER STEPHENSON, SR. (1911 - 1966)

A great loss to the Seashore Trolley Museum was the sudden passing of Lester Stephenson, Sr. on January 12th, 1966. "Les", as he was known to countless museum members, was the father of General Manager Lester Stephenson, Jr. He was a street railway man all his life and one of Seashore's earliest members. The Museum owes a considerable debt to "Stevie", for during the World War II years, it was Stevie and his gang who kept the nucleus of Seashore functioning.

Of course, his pride and joy was Eastern Massachusetts Street Railway's semi-convertible No. 4387. In memory of this illustrious Seashore member, a special memorial restoration fund has been set up for this car. All of us will miss Les and his many contributions to Seashore's progress.

PERSONNEL CHANGES

After many long years of faithful and meticulous service to the Society Clayton D. Sargent felt that he had no alternative but to seek a successor in his post as Comptroller because of the mounting demands of his work and personal life. Not only will the Museum be forever grateful to him for his prudent and judicious efforts in safeguarding the financial interests of the Society but also in getting the most out of every dollar by his "Yankee shrewdness" in seeking the lowest prices obtainable and in putting idle cash to work in savings accounts. At the same time it must be pointed out that as much credit again must go to Mrs. Sargent for the tremendous amount of work that she has done both in assisting him in his duties and in doing much of the office work despite the handicaps that she has suffered due to ill health.

Fortunately, however, we were able to secure the part time services during the week of our former Assistant Treasurer, Miss Cecilia Clapp, who has now succeeded to the office of Comptroller. She has been able both because of her familiarity with accounting methods and the greater amount of time that she can devote to the task to assume almost all of the work formerly handled by the Sargents, except in the purchasing area where Mr. Sargent still operates, and except for the duties of the Membership Secretary, now being handled by Joseph Doherty.



Governor John H. Reed of Maine, who attended our 25th Anniversary celebration in 1964 and who on several other occasions has expressed an interest in the Museum, has most graciously accepted a public trusteeship. His advice and assistance is most gratefully appreciated. (Photo courtesy of New England Council)

PLANS FOR 1966

1. Completion of the sheathing of Highwood Barn and the trackage to and within this building.
2. Work on the extension of the main line north of Syracuse Station.
3. Construction of a small addition to Car Shop No. 1 to increase the available working area.
4. Setting and aligning the poles for the second Butler Grove car barn.
5. Final move to Seashore of North Shore Line cars No. 755 and No. 420.

FLAP PHOTOS

TOP TO BOTTOM — The rip track was upgraded and the switch leading into the South Boston Barn was replaced as the first step toward building the approach tracks to the Butler Grove project. (Michael C. Lennon Photo)

Three Central Maine Power Company transmission lines appear in this view of the old Atlantic Shore Line right of way; past, present and, furthest to the right, the future pole line now under construction which will permit extension of our passenger ride. (Michael C. Lennon Photo)

The last roof truss for Seashore's newest and largest car barn, Highwood Barn, had just been set when this photo was taken early last fall. (Michael C. Lennon Photo)

No. 454, former Quebec interurban, emerges from the Quonset shop resplendent in its new paint job, roof canvas, and aluminum sash. This work was done during week-ends in warmer weather over the last two years. (Michael C. Lennon Photo)

THE NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

COMPARATIVE BALANCE SHEET - 1964-1965

ASSETS	December 31,	
	1964	1965
Cash	\$ 11,976.22	\$ 9,974.14
Inventories	6,066.32	9,082.29
Investments	9.00	9.00
Land and Improvements	9,840.25	10,935.82
Exhibits	81,329.98	83,595.85
Track and Wire	44,032.92	45,034.02
Buildings	21,435.14	31,147.42
Power Plants	22,696.83	22,696.83
Equipment	13,985.58	14,552.68
TOTAL	<u>\$211,372.74</u>	<u>\$230,034.05</u>
LIABILITIES		
Notes Payable	\$ 2,701.83	\$ 1,201.83
Net Worth	208,670.91	228,832.22
TOTAL	<u>\$211,372.74</u>	<u>\$230,034.05</u>

COMPARISON OF INCOME - 1964-1965

	1964	1965
DONATIONS:		
UNRESTRICTED DONATIONS:		
Trolley Rides	\$ 5,878.19	\$ 9,282.48
Fare Boxes	2,181.07	2,739.07
Gifts and Grants	6,062.07	11,991.57
TOTAL	<u>\$14,121.33</u>	<u>\$24,013.12</u>
RESTRICTED DONATIONS:		
Museum Construction	\$13,282.16	\$ 2,134.83
Exhibits	5,821.02	1,581.37
Other	13.39	76.14
TOTAL	<u>19,117.07</u>	<u>3,792.34</u>
TOTAL DONATIONS	<u>\$33,238.40</u>	<u>\$27,805.46</u>
GIFT SHOP:		
Sales	\$10,401.27	\$12,497.95
Less Cost of Operation	7,894.87	9,136.34
NET INCOME	<u>2,506.40</u>	<u>3,361.61</u>
OTHER INCOME:		
Dues	\$ 3,511.00	\$ 3,486.50
Reimbursements and refunds	483.99	613.66
Interest and Dividends	197.31	259.39
Sale of Scrap	678.24	147.65
TOTAL	<u>4,870.54</u>	<u>4,507.20</u>
TOTAL INCOME FOR YEAR	<u>\$40,615.34</u>	<u>\$35,674.27</u>

THE NEW ENGLAND ELECTRIC RAILWAY HISTORICAL SOCIETY, INC.

UTILIZATION OF INCOME

1964-1965

	1964	1965
OPERATION OF MUSEUM:		
Electricity	\$ 2,028.80	\$ 1,798.51
Utilities	467.58	520.25
Power Plant Gas and Oil	142.00	476.63
Motor Vehicle Gas and Oil	230.49	232.84
Office Supplies	557.09	557.91
Publications	689.94	958.05
Advertising	844.22	1,083.66
Insurance	400.40	385.00
Interest	255.59	149.90
Motor Vehicle Registration, Insurance, and Taxes	1,074.80	1,046.00
Taxes	231.76	221.37
Building and Track Maintenance	781.60	668.46
Power Plant Maintenance	83.58	709.33
Car Maintenance	1,474.26	1,631.64
Motor Vehicle Maintenance	377.04	446.44
Wages	1,454.26	2,983.22
Miscellaneous	49.05	657.51
TOTAL	\$11,157.27	\$14,526.72
DEVELOPMENT OF MUSEUM:		
Exhibits	\$ 9,021.61	\$ 5,265.87
Land and Property Improvements	1,633.70	1,095.57
Track and Wire	870.25	1,001.10
Buildings	2,490.95	9,712.28
Power Plants	400.00
Equipment	442.50	573.10
TOTAL	14,859.01	17,647.92
RETIREMENT OF DEBT:		
Exhibits (Bank Loan)	\$ 2,000.00	\$ 1,500.00
Track and Overhead (Mortgage)	9,600.00
TOTAL	11,600.00	1,500.00
INCREASE IN WORKING CAPITAL AND FUNDS AVAILABLE FOR MUSEUM CONSTRUCTION		
	<u>2,999.06</u>	<u>1,999.63</u>
TOTAL INCOME FOR YEAR	<u>\$40,615.34</u>	<u>\$35,674.27</u>