

SEASHORE TROLLEY MUSEUM

Kennebunkport, Maine



*Annual
Report
for
1966*

NEW
ENGLAND
ELECTRIC
RAILWAY
HISTORICAL
SOCIETY
INC.



Highlights of 1966



SEASHORE TROLLEY MUSEUM

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Cover Photos

Back in service after a comprehensive program of overhaul and restoration is former Manchester-Nashua and Manchester-Derry "Rapid Transit Line" car #38 built by Laconia in 1906. No effort was spared to make the car not only as fit for service as possible but at the same time refinish all interior woodwork and restore bulkhead doors, box roof signs and all other details so that it is once more possible to see what a wooden car looked like as it came from the car builders. With the reupholstering of the seats, this long term project will be complete. (photo—Russell Munroe)

Bottom—Chicago, North Shore and Milwaukee #755 refinished as a "Silverliner" pauses at the end of our Main Line shortly after arriving. One of the last stands of coaches to be built for the North Shore by Standard in 1930, it was later modernized with bulls eye lighting, new seating, and forced draft ventilation. At a later date its exterior was modernized by the removal of front sign boxes, the addition of skirting and the application of Silverliner paint scheme giving the lower sides the appearance of being sheathed in stainless steel. It is also one of the last coaches to receive a complete overhaul shortly before the abandonment of operation. It is shown here running multiple unit with North Shore coach #420, painted in the more conventional green and red paint scheme. (Munroe photo)

ANNUAL REPORT 1966

The past year was a good one for the Seashore Trolley Museum although it could not be characterized as a year in which many plans were both conceived and executed in their entirety, but rather as one seeing the completion of some and the furthering of others. A project started three years earlier was carried to completion with the arrival and placing in operation of the North Shore Line cars at the property. Another, started two years earlier was, appropriately enough, the Highwood Barn now sheltering a dozen or more cars. The main line extension, on the other hand, begun a year earlier with the relocation of a half mile of high tension line, was further developed by grading, filling, and drainage operations as well as the acquisition and placing of ties and rails. Not until the coming year, however, will any of this become operational.

Far more than affording protection to additional cars was achieved with full utilization of Highwood Barn, for with the availability of so much more storage track, the overcrowding of the lower end of the property came to an end. Not only was the Museum area proper tremendously enhanced from a visitor standpoint, but the operation of cars in and out of buildings was greatly facilitated. Even the view from the end of the line, though still from the same vantage point, had taken on an entirely different aspect with the preparations for the coming year's track building program. The reappearance of Manchester-Nashua #38, the second car acquired by the Society in its earliest days, added a final touch of optimism to the picture, emerging from the shop resplendent in Pullman Green and gold leaf after five summers' work.

All too clearly then could one see that within another five years there would be found in Seashore not only the fulfillment of many individuals' dreams but the gradual attainment of the goal so important to all museums, that of reaching a state of universal appeal. Much will always depend on the continued support of the members who through their devotion to the bygone days of the Traction era gave the necessary dedication and purpose to this non-profit project and who, through their tireless research and study, continue to bring to it the air of authenticity, so important an adjunct to any historical society. But if this is to continue undiminished it is equally important that the members' interest be sustained and bolstered by the continued growth of public interest and understanding of the project.

The financial results are indicative that such interest is still very much in evidence with 1966 proving the best year ever with visitor attendance up 13% and Gift Shop revenues reaching an all time high. More than ever is the Society going to be dependent on its growing strength as it faces up to recovering from the early 1967 setback of the loss of the Quonset Barn. It will certainly be a challenge to all involved to make 1967 as productive a year as 1966 despite the severe handicap inflicted on the Museum during the second month of the new year.

TRACK AND OVERHEAD LINE CONSTRUCTION

As the name Highwood implies, this yard and car barn were designed to accommodate the museum's heavier interurban cars with their long wheelbase trucks and 36" MCB wheels. Accordingly, railroad type switches of 80# and 85# rail were selected for the job and had been partially completed by snowfall of the previous year, when construction had to come to a halt about 150' short of the new building. As soon as possible, work was resumed on the trackwork headed for the building. A smooth, heavy-duty curve was built just into the south bay of the structure, designed to be as trouble free as possible, being laid with 80# rail and tie plates on ties set out the fall before.

As the track and overhead work in the Highwood yard and barn progressed, barn crews kept pace with the application of aluminum sheeting on the barn roof. Then, during the winter months, when most other projects were at a standstill because of heavy snows, the aluminum siding was applied to both sides of the building. Only the sheathing of the rear end of the barn and the construction of the doors remain in order to complete Highwood Barn.

Whenever rainy weather restricted outdoor work, ties were placed within the building and finally on the 24th of April 56# rail, previously donated by the Savogran Company, was spiked down and the first five cars moved inside.

Work had been progressing concurrently toward getting the overhead line constructed from the rip track to the building. Only one



Looking ahead into the coming year track materials are stretched out as far as the eye can see. Project Engineer and Trustee Tolbert McKay pauses momentarily while lining ties for the Main Line extension, which is being carried out under his supervision. (photo by John Coughlin)

pole and a few back guy rods had been set for this project the year before. Locations were staked out and seven poles were set along with a half dozen back guy anchors. Four brackets and two spans were installed enabling the first wire to be run roughly in place to the south bay of the barn. Figure 8 or universal spacer bar was then installed a car length into the building in the trolley trough already provided. It was now possible to use the line cars to fill in the missing pulloffs and install the switch frogs for the other two barn leads.

As time permitted the center track was then laid almost up to the face of the building. The line crew, impatient to get the next wire up to the figure 8 bar anchorage point, took a weekend off from their work to turn their hand to trackwork, making up joints, gaging and spiking enough of the track to reach the building with their car. Finally, by the 4th of September, a large crew was assembled, the center track finished and an additional five cars moved into the building.

The northernmost and last track required the finishing of a switch and the building of 300 feet of track just to reach the building. Ties were dragged into place gradually but the actual setting in place of the 85# rails did not occur until August 21st and 22nd when the convention of the Family Motor Coach Association was held at Seashore. With the enthusiastic help of many of their members, short work was made of setting the necessary rails in place both outside and half way through the building. Once again as soon as the track was gaged and spiked to the front of Highwood Barn, the wire crew moved in and put up the last missing section. Track laying within the building was once again slowed up by the necessity of using up odd lots of lighter rail released a year before by the upgrading of a portion of the rip track. Shortly after Members' Day weekend all of the track had been spiked and in due course the last car was moved into Highwood Barn.

Immediately after all heavy traffic had ceased at the end of the operating season, no time was lost in carrying out the second stage of rip track rebuilding started a year and a half before. This time the crossover which had always been troublesome in operation and somewhat outmoded in purpose was completely removed. A new left hand switch was installed on the main line facing north with a long radius curve. Considerable vertical realignment of the track northward toward the loop was carried out with many truck loads of ballast added, and the overhead wire reconstructed to make this section operational. The present operation is proving to be far more satisfactory for the operation of cars with both MCB and street railway contour wheels. This change was motivated by the heavier use that the rip track will have as more buildings are added to the Butler Grove complex.

CAR RESTORATION

Over the years improvements have been made in the working conditions of Car Shop #1, but it had become increasingly evident that more covered working area was the only solution. This was accomplished in 1966 by a 16' by 32' extension on the north end of

the building. This involved moving Birney 615 a few feet to the north and removing a great deal of the original transite wall. A wood frame with shed type roof covered with aluminum and fiberglass panels and some old Quonset Hut windows completed the extension. This new area now provides space for some power tools and clearance around working areas. A much needed long steel work bench from the North Station was installed along one side. Adequate wiring is being installed and it is expected that 220-volt 3-phase power will be available this summer. One of the more important phases of the job was the installation of a 16' by 72' concrete floor covering the new area and the remainder of the unfinished shop floor.

Equipment added to the shop in 1966 was a large drill press, a 4' x 8' drafting table, a portable staging, three heavy low baggage trailers (from the Portland Terminal Co.), two pit jacks and miscellaneous tools (from the Mass. Northeastern). Over the years we have been building up a stock of small hardware (screws, bolts, etc.). This has now been largely completed.

Again thanks are due to Mr. and Mrs. Patrick Butler, Jr. for their donation which has enabled us to employ six full-time shop personnel.

Most of the work has now been completed on Manchester #38. The outside has been painted with Pullman Green with genuine gold leaf lettering and striping. Gold leafing was a new (to us) technique which we learned with the assistance of Mr. Louis Farber, a local sign painter. This gives a great deal of brilliance and an added professional touch to the job. Other work done included compressor overhauling, refinishing of the interior and the reinstallation of the many miscellaneous parts which had been removed over the years. We even had new brass door latch mechanisms made using the old ones as patterns. The reconstruction of illuminated box signs at each end helped return the car to its original appearance. The only remaining work is the reupholstering of the seats and replacement of side curtains.

The City of Manchester has now progressed through its third summer with one more projected for its completion. With the major structural work completed in previous summers, the project assumed a more decorative nature. This phase has involved some of the most painstaking and delicate and yet rewarding tasks ever undertaken by the restoration staff. The old headlining which had a very complex pattern of Victorian gold leaf flowers, balls and filigrees had almost entirely disintegrated but from the remaining fragments new patterns were drawn and these were then transferred onto the new white oak ceiling panels. Approximately one week of work went into each of the eight lower panels, but the completed job is quite striking. The center panels will be completed by this summer. Liberal use of gold leaf was made in reproducing the decoration on the outside of the body. Much of this was done by our staff again under the tutelage of Mr. Farber who also created the emblems and lettering. A finishing touch was affixing the brass rail around the top of the grillwork. A special thanks is due to a member, Mr. Peters, who made the gear cases, the draw bar hangers and repaired the steps. New bronze motor axle bearings have now been fitted.



Hamburg Tram #2710 after being resprayed in the standard red and cream livery of the Hamburger Hochbahn. (Santarelli photo)

Restoration work carried on by the week-enders continued throughout the summer season. Shortly after CNS&M #420 entered Highwood Barn a crash program was carried out with the repainting of the car in the green and red paint job it had worn for the last decade or so. Since the surface of the car was in good condition, it required only a coat of enamel. Hamburg tram #2710 also received a face-lifting being resprayed in its red and cream livery and the insignia of the Hamburger Hochbahn was reapplied to the center of the upper side panels. Montreal Transportation Commission #1177 received a coat of dark brown utility paint.

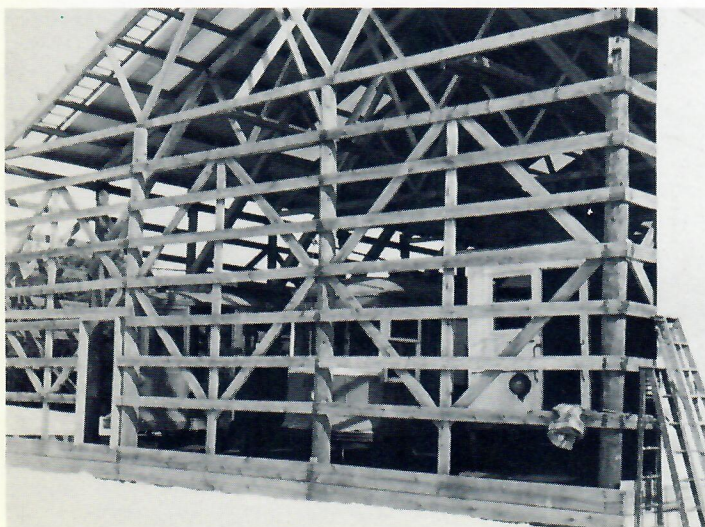
York Utilities locomotive #100, long badly in need of major repairs, received a new wooden side sill and the decking on one end was replaced. Liberty Bell #1030, in for a complete long range shopping, had the roof canvas, trolley boards, and wooden matings removed. Work has started on replacing the wooden carlines at the rear end of the vehicle smashed many years before in the wreck at Perkasio. IRT subway car #3352 was at long last sandblasted and given basic prime coats, and then canvassed over until work could begin again in 1967. Some years earlier an ambitious program had been undertaken by a member here in our area on temporary military duty. This was the complete removal of the old varnish and alligator paint on the interior of PTC #6618. He had completed a corner of the car before leaving. The work was resumed by another member this last summer and is approximately three quarters complete. The work is progressing this winter with the seat cushions and backs in Philadelphia for paint removal and they are being returned as completed.

MTA trolley bus #8361 had suffered some damage to its front panel before the Museum acquired it. Proper repairs were made, dents were filled in with epoxy, and the panel disked, primed, and re-enamelled. The modernization of QRL&P #454 continued with the fabrication and installation of new aluminum end windows and installation of a new train door on the rear vestibule. Late in the year the snow plow was straightened and installed for winter service. Using #454 it was possible to keep the Main Line open and useable during the severe winter months. B&M inspection car #500 received repairs to its universal joint to make it operational once more.

NORTH SHORE CARS

Several years elapsed between the time that the two North Shore cars, 755 and 420, left Highwood Shops of the North Shore Line and finally reached Seashore's newly completed Highwood yard. The first portion of the move had been relatively easy, having them towed by Hyman-Michael's 4 wheel diesel switch engine to North Chicago, where they could be stored temporarily while further plans were being formulated. The long move east would have to be made in a freight train and this posed a problem because of the low height of the North Shore cars' MCB couplers. Special adaptor knuckles were required for such a move and of the few of these in existence, all were spoken for months in advance for moves of other North Shore cars being shipped to various museum locations.

The best solution to this problem was to team up with another move east and share the use of the couplers and a messenger. We were fortunate indeed in being able to ship our cars east along with



View of the back end of Highwood Barn showing framing complete with sheathing still to be applied. Cars appearing from left to right are Brooklyn convertible, Eastern Mass. 7005 (4400) and Claremont #4. (Michael Lennon photo)



North Shore Line #420 shown on one of its first trips out on Seashore's Main Line after arrival. To the right is Syracuse Sta. marking temporary end of line and sporting sign from old NYC station in Syracuse, N.Y. This end of #420 was originally the observation end with brass railing and canvas awning when outshopped by Pullman in 1928. It was converted to coach and motorized with two motors salvaged from Merchandise Dispatch cars during World War II. (Munroe photo)

four other cars making a six-car train to Binghamton, N.Y. via the Erie-Lackawanna Railroad. This had been arranged for us through the American Museum of Electricity whose own two cars were headed that way en route to the shops of the Delaware & Hudson Railroad. The D&H very generously extended us the same privilege of storage at their shops for a year. All six North Shore cars could never have reached their ultimate destinations had it not been for the tireless efforts of John D. Horachek, former North Shore employee acting as messenger. Later through the cooperation of the Delaware and Hudson and the Boston and Maine RR's the cars reached Kennebunk Depot on May 7, 1966.

Considerable planning had been done as to the best ways of moving these cars the final leg of their journey from the railroad yard to our own property. Much had been learned two years before in the joint operation of Seashore and an outside rigger in having the disassembly and reassembly of Locomotive #300 done with the use of a rented mobile crane. A modification of this was then decided upon and this move was planned to be completed in two working days.

Initial preparation consisted of going over both the loading and unloading sites with Merrill Transportation's foreman. Brake rigging and motor leads were disconnected, the cars moved to a point near a paved over grade crossing, and a complete check of the route was made to locate any and all low wires of less than 17 foot clearance. Wherever found, the adjacent poles were marked. Cars were shifted at the Museum to clear the Bunkhouse track and to place AVR #70 nearby to be used as a locomotive to pull the cars out as soon as they were trucked. Drivers were assigned to each of our vehicles to be used in the move and a plan of operations was drawn up by project manager E. Brigham and distributed to all concerned.

The earliest date that all could be in readiness was Friday, June 24th, with Saturday the 25th as the second day needed to complete the job. However, the crane scheduled for the job was not available so the operation was postponed for one day. The crane was set up to be able to lift 755 off its trucks, turned through 60 degrees over the roadway so that the Highway Monster could be backed up under the car body. The car body was then lowered onto the blocking previously set in place and the body chained securely to the trailer. In about 1½ hours, approximately 9:00 a.m., the Highway Monster departed. The crane then proceeded to load the first Baldwin motor truck on a rented trailer and the second Baldwin truck on our own high trailer pulled with a rented tractor. The crane was then broken down for travel to the Museum.

The crane and the semi-trailers took the more direct route to Seashore via Route #1 and reached our property at least a half hour before the Highway Monster which came through Kennebunkport. As soon as the crane was set up adjacent to the bunkhouse

siding, the motor trucks were set on the rails and towed out of the way. At this point the trailer and car body arrived and were positioned over the track. As soon as the crane had picked the car body up, the trailer was removed and the Baldwin trucks were dragged into position by the dump truck. The body was then lowered onto the trucks and 755 was towed away by AVR 70. Thus far only four hours had been needed to carry out half of the move. The same operation was then applied to the moving of car #420 which because of the experience gained earlier in the day took only three hours from start to finish. By 3:30 p.m. the crane was ready to leave Seashore for Portland. Late that afternoon #755 became operational and on the following day #420 was able to make its first trip out on our Main Line. No problem was found coupling the two cars and the grand finale to this most successful week-end was a trip run with the two cars in MU. We are most grateful to all concerned for their assisting us in the preservation of these cars so representative of the "Golden Era" in interurban electric rail travel.

The only other rolling stock added during the year was ramp car #3603 from the MBTA. This car is especially useful to us now in solving the awkward problem of transporting automotive vehicles out beyond the end of track in connection with the Main Line extension.

ACQUISITION AND TRANSPORTATION OF MATERIALS

Seashore crews and motor vehicles were kept busy this year moving more material than ever before. Several loads of telephone poles were moved from the Boston and Worcester areas representing donations from both the Boston Edison and the New England Telephone Companies. A great boost was given our projected main line expansion program with two sizeable donations of heavier weight rail and other track materials. The first was an 850 ft. siding from the old New England Brick Co. yard donated by the Wasserman Development Corp. in West Cambridge. Shortly afterwards came an additional 300 ft. of rail and ties donated by S. Volpe & Co. from part of the Suburban Loop under the South Station. And finally from the South Portland Area Redevelopment Authority came the donation of six truckloads of rail, switch points, frogs, guard rails and ties which will speed construction of several more yards.

Additional rail was purchased in the South Berwick area because the sizes available matched sections already on hand. Because there were four sixty footers, the use of the Highway Monster was required.

Not only were countless numbers of man hours required for dismantling and haulage of much of this material, but an increasing

amount of maintenance work was required to keep the vehicles up to required standards of operation. Heavier than usual repairs were made to the Mack involving installation of a new heavier duty front axle along with new brake shoes, grease seals, and the remounting of the fifth wheel—amounting to over \$300.00 in cash expenditures to say nothing of labor donated by members.

ADDITION TO GIFT SHOP

Increased activity in this area had for some time pointed to the need for an enlargement of this building. Accordingly a new 12' x 16' storage area was added to the building filling in an ell on the south-east corner, and the area formerly used as storage was opened up into more space for the shop itself. A new concrete block chimney was added along with a coal burning stove. This increased space has not only enhanced the shop itself but provides a convenient and badly needed meeting place for members, Trustees and committees, especially in the late fall and early spring. Materials were purchased but all labor was contributed.

PROGRESS ON MAIN LINE EXTENSION

The Society owns that portion of the former Atlantic Shore Line right of way that stretches four and one half miles from the museum site at Log Cabin Rd. in Kennebunkport to the southern end of Granite St. in Biddeford near the airport. The single track embankment on it is in generally good condition with no grades over two percent and no curves sharper than five degrees.

A mile and a quarter from the museum proper, access to the Boston and Maine Railroad, which passes only a quarter of a mile to the west from the ASL right of way, is obtainable over a forty acre tract of land owned by a museum trustee. A mile and three quarters farther north is the only grade crossing at Proctor Road, an unpaved country lane, rarely used. Another quarter of a mile to the north and there is a piece of property stretching 3200 ft. west to connect with the partially dismantled Terminal Division of the museum. Only this 3200 ft. section of roadbed would have to be built if it were ever to become feasible to extend the present ride to Route 1 at this point just below the Biddeford line.

At least one of the obstacles in effecting this connection was removed with the relocation of the Central Maine Power Company's transmission line. Until recently the 38KV line starting at a point where our present passenger ride ends, and extending north for 4500 ft. was located just east of the center line of the roadbed. Then in 1965 at the Museum's expense more than half of this

section was relocated to provide the necessary clearance.

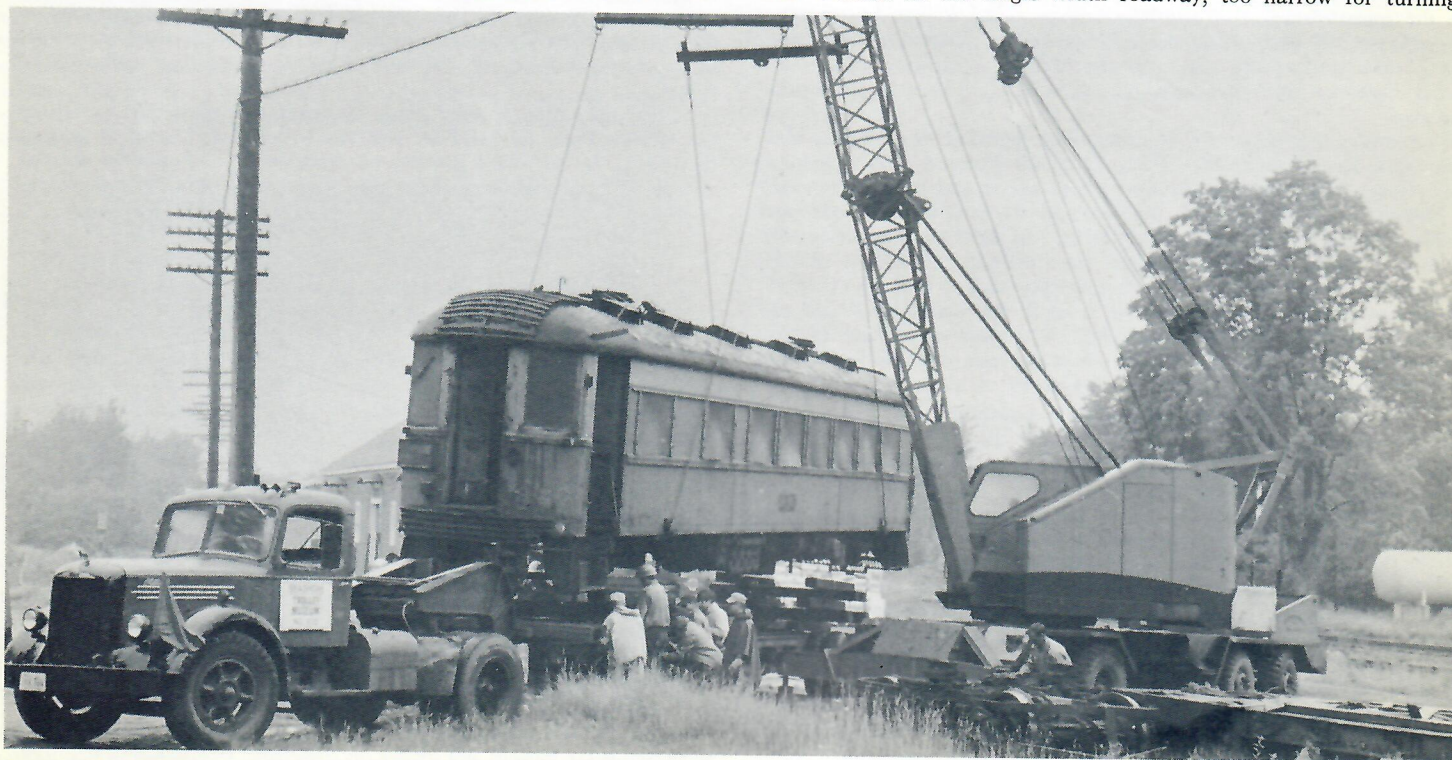
The cutover to the new transmission line was made in the early morning hours of the last Sunday in April, 1966. This line is the sole source of power supply for the towns of Kennebunk and Kennebunkport, and it was necessary to accomplish the transfer to the new wires as quickly as possible at a time of minimum usage. The work was done in a heavy downpour, and the line trucks had great difficulty in getting back to Proctor Road over the two and one half miles of soggy roadbed. The changeover lengthened the right of way available for use from 3524' to 6164' and permitted the museum's crews to begin construction of a half mile extension.

A rough road for heavy duty vehicles had been cut and bulldozed the year before to make it possible for the power company to bring in the new poles. But it was much in need of improvement before heavy loads of rails and ties could be brought in with the Mack and trailer. Accordingly stumps were removed and underbrush cut back. A single roadway was then graded and the dip at the washout at Four Mile Brook was partially filled.

Two additional problems had to be solved both requiring large amounts of fill. First of all turnaround points had to be provided at several places to permit the Mack and the forty foot high bed rented trailer to be turned as they brought in each 15 ton load of rail. Backing on the narrow roadway would have to be held to a minimum and at least three such points were deemed necessary for turning the vehicles.

Secondly there was the problem of the Rochester, Syracuse and Eastern catenary towers to be used on this section of line. Sixteen of these were acquired by the Society in 1962. These towers, enough for a mile, had survived the abandonment of the R.S.&E. for thirty years and of late had been a familiar sight to motorists driving along the New York Thruway west of Syracuse, owing their survival to their continued use as part of a high tension line. Designed to span a double track roadway, they posed a problem to Seashore with its single track roadway. It was decided to set them up so that an eventual double track could be laid on the westerly side and at this time to provide the additional fill only at the tower locations.

About five hundred yards of fill were required for these two projects. Fortunately a good supply of fill was available in a bank just to the east of the present end of track. The land was acquired from Aldo Drown and a pit opened. A siding is currently being built into this area for ballasting the new track. Widening the embankment, accomplished during the summer months, was a complicated job, requiring a two cubic yard loader, two seven yard dump trucks, and a small bulldozer. One truck backed up the right of way, dumped its load in the center of the embankment at the proper tower site, and returned on the single width roadway, too narrow for turning,



Crane lowers #420 onto carefully arranged blocking in readiness for move to museum property, after long trip east on own wheels in freight trains, with Seashore's Mack Tractor about to make one of its many trips during the past year. #420 was repainted in the latter part of the summer in preparation for Members' Day. (Munroe photo)

while the other truck was loading. The small bulldozer pushed material off of the embankment, levelled the right of way for ties and excavated culverts needed to restore drainage patterns interrupted many years ago as culverts had failed.

When this had been done it was possible to bring track materials to the construction site from the several salvage operations where members had been dismantling the high quality track materials needed in a main line. Typically a section of track would be torn up during the long summer evenings and the ties loaded by hand on our 22-ft. trailer. The next evening the loaded trailer would be taken down to Maine by the Mack. Arriving late in the evening the Mack would rumble along Proctor Road and then head down the right of way in the inky darkness of night or in the moonlight. The ties would then be tossed off along the roadbed approximately where needed, the tractor and trailer turned and the long trip back to Boston made with a few hours left for sleep for the driver before going to work the next day.

Rails were accumulated and sorted. A crane and 40' trailer would be hired and the loads of better quality rail set out on the roadbed for the extension, the poorer being reserved for yard work and deposited near the car barns. This operation continued along until wet weather set in in the fall, and after one very difficult trip down the right of way from Proctor Road, it was necessary to resort to storing rail in the parking lot to be brought on flat cars when needed. One more load of ties was brought in over frozen ground before snow-fall, and set off at the construction site.

At the end of the year, ties for sixteen hundred feet of line, and high quality rail for twelve hundred feet were on hand at the property. Approximately two thirds of this material was spotted along the right of way ready for assembly in the spring, along with several dump truck loads of tie plates and joint bars.

As no contractor could be found willing to put in the concrete bases for the towers at a price that we could afford, holes were dug by a back hoe and forms built but not installed. Winter set in before the right of way had improved sufficiently to bring in a transit mix concrete truck to the tower locations, so temporary poles were set to get trolley wire up for work equipment in the spring. Most of the trolley wire still in place at the Terminal was removed to reuse for the extension, as attempts to order new wire were meeting with little success with copper in such great demand.

PUBLIC RELATIONS ASPECT OF THE PAST YEAR

In 1966, the fame of the Seashore Trolley Museum on several occasions spread to the national level. *Time Magazine*, in its Modern Living Section of June 24th, cited the museum as being the nation's oldest and largest. The magazine feature also credits the society's founders as having started a revival. In other national publications the railway was featured. *My Weekly Reader* for September 28th, a publication distributed to grade school children on a nationwide basis, carried a short but interesting article on the museum. *Model Railroader* for October featured the museum's AVR cars and carried background information about Seashore.

Further national publicity was afforded Seashore when on August 16th President Santarelli appeared on the nationally televised show, *To Tell The Truth*. Viewers all over the country were shown excellent movies of our public operation.

October 22-23 saw the Seashore Trolley Museum the host museum for the annual national convention of the Association of Railway Museums. Approximately 46 delegates from all over the country were on hand for car rides, demonstrations, workshop classes and a banquet.

On August 19-21, the Family Motor Coach Association converged on the Kennebunkport property. Some 39 busses of all sorts and sizes and recently converted to family campers (some of which came from as far as Pennsylvania and Canada) spent a highly successful and enjoyable weekend. This was the first time in the history of the society that such a large group of people (235) had been entertained en masse. It is hoped that the FMCA will visit with us in 1967.

Another significant aspect of the museum's publicity was the debut of its standard advertising carcards. In 1965 the official SERV 18" x 11" travel poster had been produced and it suddenly began to appear in all places imaginable. Success of this poster led to thoughts of an accompanying carcard utilizing the same theme (gold Barnum-type letters on a bright red background proclaiming that "It's Time To Visit The Seashore Trolley Museum," along with a replica of #838, complete with waving conductor and outlined by an old fashioned railway watch). The office of O'Ryan & Batchelder in Boston was visited to see if these carcards could be displayed on various vehicles of the Massachusetts Bay Transportation Authority. Mr. John W. Waitekus, Operations Manager at O&B, was most

helpful and encouraging. As a public service gesture, the Museum's carcards were carried on the P.C.C. trolleys in Boston during the months of August and September. It is planned to expand this phase of the museum's publicity during the coming 1967 season.

Continuous questionnaires, interviews and other public relations surveys all indicate a steady increase in the number of visitors who are coming into Kennebunkport specifically to visit the Seashore Trolley Museum and who would not have come into the area had it not been for the Museum.

LOSS OF THE QUONSET HUT

On Saturday, February 25, 1967, a Seashore crew plowing out the Main Line glanced over toward the side of the Quonset Hut some 200 yards away and were dismayed to discover that the building had collapsed, probably during a fall of heavy wet snow on February 23rd. The group trudged through the deep snow to check up on the condition of the cars inside and found that the only serious damage had been inflicted on M&SC express car #504. Because of the car's excessive height it bore the brunt of the collapse which resulted in breaking many of the roof carlines and pushing down the roof sheathing.

The loss of the Quonset Hut poses a serious problem for several reasons. First, the loss of the indoor storage space is a serious setback to the program of getting cars under cover. Secondly, the Quonset Hut had served as a shop for week-end restoration work during the warmer months of the year, greatly increasing the output of work. And lastly because it exposed to the weather cars not ready for it due to the nature of the long range overhaul work being carried out on them.

An exhaustive study is being made by the Trustees and Building Committee to determine the most satisfactory plan for recouping the space lost as well as ways and means for funding it. This would, of necessity, involve a design suitable for use as a shop and one that will put as little demand as possible on the available manpower that must be devoted to the main line extension already begun.

PROGRAM FOR 1967

1. To build and electrify approximately 1250 feet of main line trackage.
2. To replace Quonset structure over existing trackage.
3. To continue restoration work in Car Shop #1.
4. To construct curve and first switch toward the second Butler Grove site.
5. To set the poles for the second Butler Grove building.
6. To enlarge the Bunk House.



New Public Trustee

Our newest Public Trustee is Foster Palmer, long a Member Trustee of the Society. He is Associate University Librarian of Harvard University and Editor of the Proceedings of the Cambridge Historical Society, and his enthusiasm for the Society's many projects and his wise counsel over many years have been most helpful and greatly appreciated.

Flap Photos

- 1) Interior view of Highwood Barn just before cars were moved into the northernmost track. Visible are center entrance car 6270, P.T.C. Nearside #6618, Boston "El" 1059 and Connecticut Company 303. (Michael Lennon photo)
- 2) Front view of Highwood showing detail of railroad type switches used for building track layout. (John Coughlin photo)
- 3) Chicago, North Shore and Milwaukee #755 being lowered onto Seashore's Highway Monster by a crane from the Merrill Transportation Co. of Portland. Entire move involving both North Shore cars to museum tracks was accomplished in less than an eight hour day. (Munroe photo)