

SEASHORE TROLLEY MUSEUM

Kennebunkport, Maine



*Annual
Report
for
1967*

NEW
ENGLAND
ELECTRIC
RAILWAY
HISTORICAL
SOCIETY
INC.



Highlights of 1967.



SEASHORE TROLLEY MUSEUM

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Cover Photos

Upper Photo — Crandic 118 photographed at recently erected Tower #1, which presently marks the end of the line but in the very near future should be the beginning of Seashore's ideal "section". Towers of this type built by Archibald-Brady of Syracuse around 1908 were first put to use on two of the Empire United Lines running out of that city, ours coming from the Rochester line at Warners, N.Y. on the last section of that line to be built. Towers of the same make were used on the Northern Ohio's Northfield cutoff and on the Boston & Maine RR's Hoosac Tunnel electrification. Similar somewhat sturdier models later supported catenary on the IRC's Niagara Falls High Speed line and on the 1928 electrification of the Boston, Revere Beach, and Lynn RR. Sufficient towers are on hand to span the Society's 4600' Tangent.

Lower Photo — Gleaming in the sun are three of the Society's more useful as well as good looking pieces of rolling stock all having been refurbished since acquisition. Left to right they are #838, J. M. Jones 14 bench open which has done the lion's share of passenger hauling for the past decade. Next is Montreal #2052 the only double ender of that collection due to enter passenger service this summer after a few finishing touches by the shop on the interior. And finally Oshawa Railway Baldwin Westinghouse 50-Ton Loco, not only an efficient engine but quite useful in the winter in keeping the main line open except for the heaviest snows. (Both photos Mike Lennon)

ANNUAL REPORT 1967

Past performance of our Society in more recent years has tended more often than not to fall short of a set goal rather than be subjected to major deviations from course. 1967 was somewhat of an exception to this with the year's course altered considerably by a more severe than usual winter climaxed by the heavy snow storm that collapsed our Quonset car barn.

Programwise almost all labor scheduled for other projects had to be diverted to this area to prevent further damage to cars stored in this area and shift those with roof damage into other buildings. Statistically it was a blow with nine cars less under cover. Moralewise it was a blow because it occurred at a time of year when shelter was needed the most and the least could be done to remedy the situation. Two years of "Good Housekeeping" effort were lost for the coming season as our property once again took on the aspect of overcrowdedness.

Most car restoration projects had to be shelved for the greater part of the summer in order that repairs could be made to the M. & S. C. express car that had borne the brunt of the damage. These repairs admittedly were more needed psychologically than practically or from a standpoint of priority, but because of this fairly oversized car having been stored almost exactly in the middle of the Quonset, damage to all the others was essentially superficial.

And finally summer revenues refused to follow along the predicted course of gradual improvement over the previous year but rather fell off due almost equally to the poor weather and the magnetic attraction of Expo '67 that drew so many visitors elsewhere.

Fortunately, however, we found ourselves still in a strong cash position from the previous several years' operations which together with generous response of our members enabled us to place the complete order for August delivery of a building not only as a replacement of the building lost, but of increased dimensions and of suitable quality to serve as our major shop building in the future. The decision to rebuild on the existing site permitted at least as a temporary expedient temporary reuse of trackwork in place. Thus work was able to proceed during the summer and fall both in upgrading existing portions of the main line and the extension which was shaping up rapidly by snowfall.

Out of this year finally came the Society's finest structure, accommodating six more cars than the building it replaced even if on a temporary basis, along with the firm determination to apply to the Butler Grove project the benefit of all the newer and speedier techniques learned. At the same time plans were formulated and already being augmented by action to put finishing touches on several other buildings.

The plans for the coming year are good, revenues should be better and we hope to grit our teeth and bear down on the tiller and hold to our course. Much remains to be accomplished before our operation can be upgraded to the point where an admission charge could be made. Certainly we are not ready for it for the coming year, but with some of the main objectives for 1968 accomplished, it won't be that much farther away. Not the least of our needs will be both areas and buildings not open to the public, where construction materials and non-exhibitible cars can be stored.

TRACK WORK

Pre-opening work centered around complete relaying of the M. & S. C. Jct. Switch using a newer and more suitable frog, a #6 from South Portland. This entailed shortening the switch from points to frog and rearranging the ties. Switch timbers were used throughout the entire rebuilt switch, replacing the dovetailing of standard ties and thus producing a neater job. The primary objective was achieved with far more satisfactory operation obtained for all contours of wheels. Provisions were made for cutting in a switch into a gravel bank that can be converted ultimately into a passing siding with points, frog, and main line guard rail in place 200 yards north of Syracuse Station. Again, some of the switch parts from South Portland were used.

Throughout the Spring, the balance of track material that had not been set out on the right of way the previous Fall was loaded onto land flats and brought out to the gradually moving north end of the track. This was extended approximately 1000 feet, length by length over ties placed during the winter and early spring. All available 85 #ASCE and then some ex N.Y.N.H. & H. Rail of 100# weight brought the track just beyond Tower Site #3, where the supply of usable rail was finally exhausted.



Looking South to Syracuse station — siding to be put in for hauling out fill. (John Coughlin photo)

Passenger Service was extended some 450 feet to a point near the second Central Maine Power wire crossing which was as far as the rail had been completely spiked. Work trains were able to proceed an additional 450 feet to Tower #2. From time to time during the summer, a pneumatic paving breaker was rented, fitted with a special spiking head and used for completion of additional sections of track. Due to the alternately hot or wet weather, however, this project lagged until fall.

As cooler and dryer weather returned, activity began to pick up again in this area. A track improvement program patterned after Canadian National practice on lightly built sub-divisions such as the Montreal & Southern Counties had been planned for some time. It consisted of upgrading gravel ballasted trackage by replacing the gravel with crushed stone in the areas immediately adjacent to the rail joints and retamping.

With the setting up of a stone crusher within two miles of the Arundel area at Robert Brown's new Townhouse plant, and with the deterioration of the riding quality of our main line despite repeated efforts to retamp joints with gravel ballast, the time had come to give this system a test. The results, especially aided by our recently rebuilt Jackson Multiple Tie Tamper, were immediately so successful that the gravel ballasting operation in progress at the time was set aside in favor of applying this remedy to most of the main line trackage built during the Consolidation Era. The Differential Dump car 3608 and the more recently acquired ramp car provided Piggy Back service for our dump truck. By late fall much of the rock and roll effect had been removed with consequently improved riding characteristics of all types of rolling stock. Of equal importance will be the reduced wear and tear on the cars themselves, and the reduction in labor required in track maintenance.

Down from Canada had come not only the idea, but the man to get this program rolling, in the person of Arthur Morissette, who has devoted many vacation hours in the past to smoothing out bad spots in our track. Much credit goes of course, to the regular track crew who carried this on to completion.

While the aforementioned project was in progress on weekends repairs were being made to the access road over the old A.S.L. right of way, its rebuilding described fully in last year's Annual Report. The prolonged wet spell had not only put off these essential repairs, but would reduce the availability of the road with the approach of winter. Several culverts not functional for many years were dug out and replaced, yards of gravel brought in and the roadway regraded. By October all was in readiness again for several important projects requiring the use of this road.

The first of these involved the availability at a reasonable price of 450 track feet of 85 # ASCE rail at the A. R. Wright Coal wharf in Portland. Although it was contemplated to obtain only first quality lengths of rail and joint bars it became necessary to buy the entire lot including car barn quality rail and two excellent switches suitable for the wye.

At this point general fund cash was low, final payments having been made to Waghorne Brown for the new shop building. But because the rail offered to us from the Coal wharf represented the best available source of rail of the weight desired for completion of the balance of the current Main Line extension, one of our officers contributed the additional amount necessary for this purchase over and

above the Society's funds that could be allocated for this project and helped with transportation costs as well.

As the agreed upon purchase price called for the dismantling of this trackage with our own labor, the Society's unofficial but highly efficient Portland Division tackled the job with their characteristic vigor and had all in readiness for transportation within three weeks time.

Meanwhile back at Seashore work on a project equally relevant and timely to completion to the Main Line extension was resumed. In order to have concrete footing poured for six of the eight RS&E catenary towers the most efficient and most economical way possible, plans were formulated to have the forms set in place with return of dry weather. Any such work would have to be completed before the coming of winter which would once again make the roadway impassable for motor vehicles. Because of the prolonged wet weather in 1967 this period of time was limited to approximately two months. It was necessary to have this work absolutely complete and the forms' supports removed again on the side nearest the roadway to permit backing of the highway trailer with several loads of Portland rail. This phase of the Tower footing work accordingly got top priority with concrete poured at two different times a week apart, in the 1st weeks of October. Largely through the efforts of our project engineer, footing locations were resurveyed and forms and bolt templates made the year before were set in place. Approximately six cubic yards of concrete were supplied to the job by Lucien Bourke of Biddeford whose transit-mix truck was able to operate over the two miles of upgraded Atlantic Shoreline right of way. To permit reaching the southern most tower sites a few ties had to be moved out of the way and were borrowed for securing and leveling to forms.

There remained now the problem of dealing with tower sites 1 and 2 where the track had already been fastened permanently in place. The line crew had been occupied for several week-ends and on members day doing final emplacing and leveling of the forms. A week-end was then required to make up track joints where rail had been cropped with at least one bolt per joint bar and spiked every fifth tie between towers two and three. The last Saturday in October the operation was carried out successfully with a cement bucket moved out to the end of track on a handcar and loaded by the ready-mix truck then hauled back to each of the two locations and poured with the use of crane car 3246. (This was once an everyday job for Boston El's crane cars as shown in a company photo of Field's Corner station under construction in the late 20's.)

The actual rail move was somewhat more dramatic and costly than anticipated when with little warning the deadline in Portland was moved up by a week. As a result all rail had to be loaded immediately on three rental trailers with actual moving not to take place for another four days. Since our new Mack tractor was not to have been ready for this job for another week Merrill Transport tractors brought the trailer down to Atlantic Shoreline Roadbed, the Old Mack being piggybacked out to the end of track to shuttle the three trailer loads down the private right of way. The final results were very impressive with rails set out in pairs end to end along the easterly side of the road bed as far as tower #7 with the balance along with switch parts unloaded at the wye location. The neatly stacked joint bars made the largest pile of one size ever seen at Seashore and give a proportionate measure of the size of this single rail acquisition.

The final chapter came with the purchase and transporting from the same coal wharf in Portland of two hundred ties of relay quality and four tons of tie plates for the 85# rail. Although it was already December the roadway was still sufficiently passable so that the ties could be set out between towers 3 and 5. Once again we were grateful to another one of our trustees for his generosity at this time.

In addition to the above, thirteen tons of assorted 85# rail and guard rail from the South Portland Shipyard was donated by the South Portland Redevelopment Commission to be added to the useful stock of switch parts acquired through them the year before. Of historic value were two lengths of rail donated by the town of Kennebunk during the recent rebuilding to Water Street.

A newer 1952 Model LF Mack tractor, five years newer than S-32 purchased by a group of Society members is planned as a long range replacement for the earlier Mack. More than likely the end product will be a combination of the best parts of the two along with a supply of spare parts.



Mid winter project — building committee at work putting back on high-wood barn. (John Coughlin photo)

CARS MOVED INTO NEW SHOP BUILDING

A last task to be undertaken by the track department was in fact an eleventh hour project. It consisted of laying two additional temporary tracks within the new shop building and rigging up a means of getting cars onto them for storage. Much of this work had to be carried out between snow storms. As often as not completion of the building itself took priority over this project.

The next step involved constructing a connection outside the building between the two using a leftover Kerwin portable crossover with a car length of track extending beyond. With this complete the easterly or #4 track was unspiked from the ties firmly frozen to the ground and was swung over and set on top of #3 track at a point where the new building joined the Quonset extending pole building. After these rails were sharply curved approach tips fabricated from scraps of rail were tack welded to the #3 track. Three cars, nos. 1160, 88 and 475 were moved over this temporary connection run through to the switchback outside the building one at a time and then brought back into #5 track. Three more cars also selected on the basis of being operable, having short vestibule overhang and probably scheduled to remain in storage for a while, were similarly run out to the switch out back. This time, however, the temporary connection was removed and the cars, 1468, 4400 and 1059 moved back onto track #4.

Much snow shoveling and operating under less than ideal conditions had been required to complete this move, but not only now were all cars back under cover that had been dispossessed but six more than ever before setting a new record for the Society.

CAR RESTORATION & REPAIR WORK

The shop crew consisted of 5 students and a foreman. Work done consisted of:

Car 38: This was the first car ever to receive a complete rebuilding both inside and out. This summer work was done on completely reupholstering the seats with mohair plush and foam rubber padding.

CITY OF MANCHESTER: The center ceiling panels were completed including gold leaf work and are ready for installation. Lighting was installed and is operative. Moulding was made to replace some destroyed or lost. Interior finish work was done.

Car 303: Extensive reinforcement of one end for installation of van Dorn couplers was done.

Car 504: This car received considerable damage to its roof in the collapse of the Quonset Hut. Almost the entire roof had to be removed. New ash ribs were made and the old steel carlines were straightened. About 75% of the sheathing was replaced by specially milled white-wood stock. One new roof hood was bent in and an entire new canvas was applied. New trolley boards were made. Extensive rebuilding was done to the sills under two doors where rotting had occurred. The compressor motor was overhauled and is now functional. While the car is not yet presentable on the outside, it is quite acceptable in appearance on the inside, and complete again.

Car 3352: Under the fanatic devotion of Member Jim Tebbitts the steel I.R.T. Subway car has begun to take on new life. One half of the roof was completely gone over including many new boards, ribs and canvas. All new sash has been made, the controller completely overhauled, the exterior primed and painted after complete sand blasting. Many other small details are being restored.

Car 5060: Gradually this car, acquired as a compressor car, is returning to passenger car status. The completion of the main floor this year has completely transformed the interior making it possible to proceed with installation of seats in '68.

Car 5734: Complete exterior repainting of the former B.E.Ry/MTA Type 5 in latter day orange and cream carried out under leadership of Fred Maloney.

Trigs: After a collision involving car 38, it was decided that all cars should be equipped with trigs (wheel chocks) for safety. The car shop crew made many of these and has chained them to each car where they should be used whenever a car is left.

The Shop: Extension of the shop compressed air system has made spray painting and use of pneumatic tools far more convenient. The concrete floor was completed after several years. A large drill press acquired in 1966 was put into operation and used several times. An extensive stock of wood screws and plumbing fittings was obtained, thereby lessening the number of trips needed to the hardware store.

OVERHEAD LINE WORK

The greatest problem facing the Line department at the outset of 1967 was that of finding a source of trolley wire for the new extension. The general scarcity of copper coupled to the reluctance of manufacturers approached to make a run of trolley wire finally made it mandatory to remove most of the remaining wire from our inactivated Terminal Division, yielding enough 000 grooved to extend operation from Syracuse Station some 450' to a point midway between Towers 1 and 2. Gradually sources of new and second hand wire were found, enough 000 grooved purchased second hand from the Milwaukee Transport for better than half of the Main Line Extension and a reel of new 00 grooved representing an order generously turned over to us by the McGee Transportation Museum.

Four new T Bracket arms were installed between the old end of

the line and the 1st tower site to finish out the 150' ten point Catenary suspension. The brackets were set up for direct suspension temporarily and the trolley wire from the Terminal erected. Line car S-71 was used towing a small flat with the welder mounted on it both powering the car and permitting the use of the power drill.

The next phase involved converting the balance of the Consolidation direct suspension to Catenary. The first step was to modify the suspension at each bracket arm to a compromise setup used by the South Shore line on sidings making use of the messenger insulator and catenary steady. After the messenger wire itself was in place, the hangers were installed with many halts to let passenger cars operate and of greater inconvenience, to remove turns between suspension points so that the upper lobe of the wire would always be on top.

An annual overhauling of the area near the parking lot included a general simplifying of the overhead where mechanical frogs and portions of double wire gave way to more conventional construction as rigid frogs of S-R design had proven their reliability. Additional backguys were added where need had developed, and improved anchorage made to two important switch frogs that should help hold Butler Grove and South Boston yard wires tighter.

Wire construction was modified between the Bunkhouse and the old Power Sta. both to add a long missing span wire and to permit removal of a pole in the way of the extension of the Bunkhouse. An older pole and bracket arm were replaced alongside car shop #1. On rainy days figure "8" bar was extended in trolley troughs in Highwood car barn. Addition of two new section breakers make it possible to isolate both the Butler Grove Subdivision and the main line north of Syracuse.

And finally installation of a new distribution pole line was gotten underway involving the setting of six poles and installation of cross-arms to carry the 2300V to secondary step down transformers at each principal building, a major step in improving the A.C. power system. On the section nearest the entrance to the property, the new poles were approximately ten feet farther west as part of a road widening program to complete the dual roadway between the gate and the parking lot. Replacement of the older poles should also do much to improve the appearance of the lower end.

The balance of the year was spent by the wire department in assisting with the tower footing work and a start was made in wire brushing and priming sections of the first tower.



City of Manchester operating near Doherty's switch on members day. (Fred Maloney photo)



Coming soon — Lake Erie Northern combine — a gift from Syracuse chapter, N. R. H. S. (John Coughlin photo)

BUNKHOUSE EXTENSION

Long overdue, this much used of buildings underwent a complete transformation that began with a 20' x 30' extension. This was carried out under the supervision of I. W. Walker at a total cost of just under \$1500 for materials. Sleeping quarters are now divided into four separate rooms each sleeping four. An additional investment was made to provide each room, the hallway and the kitchen with individual Electromode baseboard heaters with thermostats in each room. A modern combination refrigerator and freezer and Fedders air-conditioner were "willed" to Seashore by a member moving away from New England. Much help was contributed to the interior finishing of the new section by those rained out of their regular projects. Complete repainting inside and out of old and new sections continues at this writing.

NEW SHOP BUILDING ERECTED AS REPLACEMENT FOR QUONSET

Biggest news of the year involved the program undertaken to replace the collapsed Quonset. The clean up job alone all but replaced the usual spring clean up drive. By June specifications had been drawn up for a new building, initially to be a storage barn but convertible to General Shop usage at a later date. It was decided to ask for bids on a steel frame building because of the desirability of the wide clear spans associated with this type of building as well as the necessity of limiting labor required rather than curtail the much needed extension of the passenger ride.

Waghorne Brown of Merrimac, New Hampshire was the low bidder with a \$12,000 bid for a steel frame, Mercer Truss building, with wood purlins and girts, and outer covering of Aluminum, the sides to be of plastic coating "Rainlock" sheeting in blue coloring trimmed in white and the roof of our standard corrugated aluminum. The order was placed in July with delivery and erection of steel the latter part of August. New footings were required for the West Side side as the width was increased from 40' to 60', but the old Quonset footings modified were reused on the East Side. As soon as the steel work was erected, a joint operation of the riggers and our own building committee, voluntary labor alone was used completing the roof

and East Side by the anniversary date of the loss of the predecessor building. Further work halted because of more urgent need of closing in the ends of Highwood barn and pending a trustees' decision (later made in the affirmative) in regard to immediate installation of a 20' leanto. That so much could be accomplished in such a short period of time is a tribute to both the building committee for their efforts and to the Society's members whose generosity made this possible.

In November the Trustees adopted a five year program for the completion of two larger and one somewhat smaller carbarns in the Butler Grove project. As this program progresses it is expected that first the Society's entire collection can be housed and then the building just erected can be converted to the General Shops. The steel frame building of somewhat narrower design has been adopted as the basic unit for carrying this out, with plans for the first building to have an additional track initially for hi-density storage which can be removed later to facilitate exhibiting of cars to the public.



Line crew with ex Eastern Mass St. Ry tower car converting last of consolidation section to catenary. Ex Atlantic shore 108 in right foreground. (John Coughlin photo)



Italian tram 279 and Oshawa railway 300 resplendent in new paint jobs laying over in "Quonset Yard." (Michael Lennon photo)

It must further be stressed that the selection of this type of building wasn't made for purely technical reasons but very much with the object in mind of improving the Society's image in the public eye. It is earnestly hoped that by improving the appearance of the property as a whole the public will be more attracted to the museum and eventually support almost entirely additions and improvements to our building program. 1968 will be a critical year in this endeavor and every conceivable effort must be made to hold on to the momentum gained last year.

ROLLING STOCK ACQUISITIONS

The Museum acquired five cars during 1967; included are two from Boston, two interurbans donated by the Rochester and Syracuse chapters of the National Railway Historical Society, and the Museum's first P.C.C. car from Pittsburgh.

Both of the Boston cars, numbered 724 and 235, are single truck 20' box cars. They finished out their active life as rail grinders, and it is hoped to eventually restore them to their original passenger condition. Car 724, the older of the two, started out as a 16' horse car on the Metropolitan Railroad in Boston. She was built along Brill lines either by Brill or in the shops of the Metropolitan. After the West End Street Railway acquired and electrified the horse car lines in Boston 724 was converted to an electric. During the process of conversion the car was cut in half and a four foot section was spliced into the middle, becoming a 20' spliced car. From 1892 till the early 1900's it served the lines in South Boston, when it was built into a rail grinder. In March of 1967 the car was turned over to the Museum on a permanent loan basis by the Massachusetts Bay Transportation Authority. In return the Museum has agreed to restore 724 and make the Museum's cars available for display and operation in Boston for publicity and historical purposes, at the Museum's discretion.

Car 235 is a standard 20' box car, built for the West End by Laconia in 1895, and kindly donated by Mr. George King of Walpole, Mass. when he moved elsewhere. It served as a passenger car until the early 1920's when it was also converted to rail grinding service.

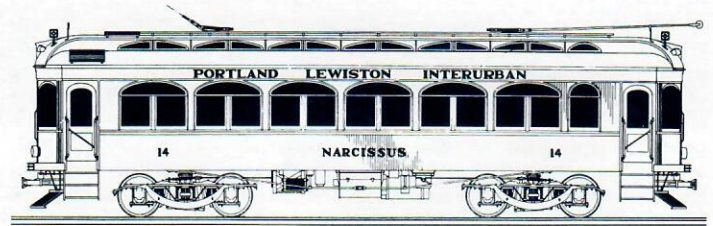
The two interurban cars are 797 from the Grand River (Lake Erie and Northern) system and 60 from the New York State Railways Co. The Grand River car is a railroad roof, steel underframe, wooden combine built by Preston in 1915. Car 60 is a single end arch roof steel car, a product of the Cincinnati Car Co. in 1916. It was built for service on the Mohawk Valley Division of the NYS Rys., running from Little Falls to Utica to Rome, and later transferred to Rochester for operation in the Subway.

When these cars became available they were acquired by the National Railway Historical Society for preservation and display. The Rochester Chapter bought number 60 while 797 was saved by the Syracuse chapter. Both cars were moved to Rail City near Watertown, N.Y. where they remained until 1967. There was a possibility when Rail City closed that the cars would be scrapped unless they were removed from the property. Due to the efforts of Mr. Larry Meloling Sr. and Mr. Norman Kistner, members of the Syracuse and Rochester chapters of the N.R.H.S. respectively and both

active members of Seashore, both of the cars were saved and turned over to the Museum. Number 60 will be stored temporarily in New York.

The Museum's first P.C.C. car is 1440 from Port Authority Transit in Pittsburgh. The car was built in 1942 by the St. Louis Car Co. and was retired early in 1967 with the abandonment of PAT's east end lines.

And A RECENT PRESS RELEASE: The Berliner Vekkers Betrieb of West Berlin has very generously donated to our Society their #3412. Of the TM-36 Center Entrance Series, West Berlin's last standard tram car, it was built in 1929, but did not enter service until 1935-1936 due to technical problems. #3412, when shown to a Seashore representative recently by the BVG, was found to be in mint condition, having been painted and overhauled in January 1967. It is hoped that it will arrive in the summer of 1968.



NARCISSUS PROJECT

Late in 1967 renewed efforts were made to acquire the body of Portland Lewiston car Number 14, the "Narcissus" owned by Henry Vallee and located at Sabattus, Maine since 1933. Mr. Vallee has agreed to turn the car over to the Society under certain conditions.

Some of the necessary funds for this project have been donated and all profits from the sale of MAINE FAST ELECTRIC RAILROAD will be applied toward the cost of acquiring, moving and restoring the car. Truck and various items of electrical equipment for the Narcissus are on hand and it is hoped to have the body on the property before the end of the year. . . .



Looking North at tower #1 — Montreal 2052 ex Springfield, Mass. light weight poses. Track complete to tower site #3, Alexander Hamilton, 900' north. (John Coughlin photo)

PLANS FOR 1968

- 1) Paint and erect 7 additional RS&E Towers & extend catenary
- 2) Complete main line track extension
- 3) Complete unfinished portions of existing car barns
- 4) Widen and improve Entrance Road
- 5) Frame and roof first section Butler Grove #2
- 6) Build trackwork into new car barn

Flap Photos

- 1) Crane ready to unload steel framing at job site. (Michael Lennon photo)
- 2) Building committee member & engineer on project, John Fancy, swings from "sky" hook to bolt end frame together. (Michael Lennon photo)
- 3) Initial framing complete and some wood purlins in place only car #60 remains where it was stored in Quonset. All others moved out. (Michael Lennon photo)
- 4) Roof and one side complete and tracks loaded!