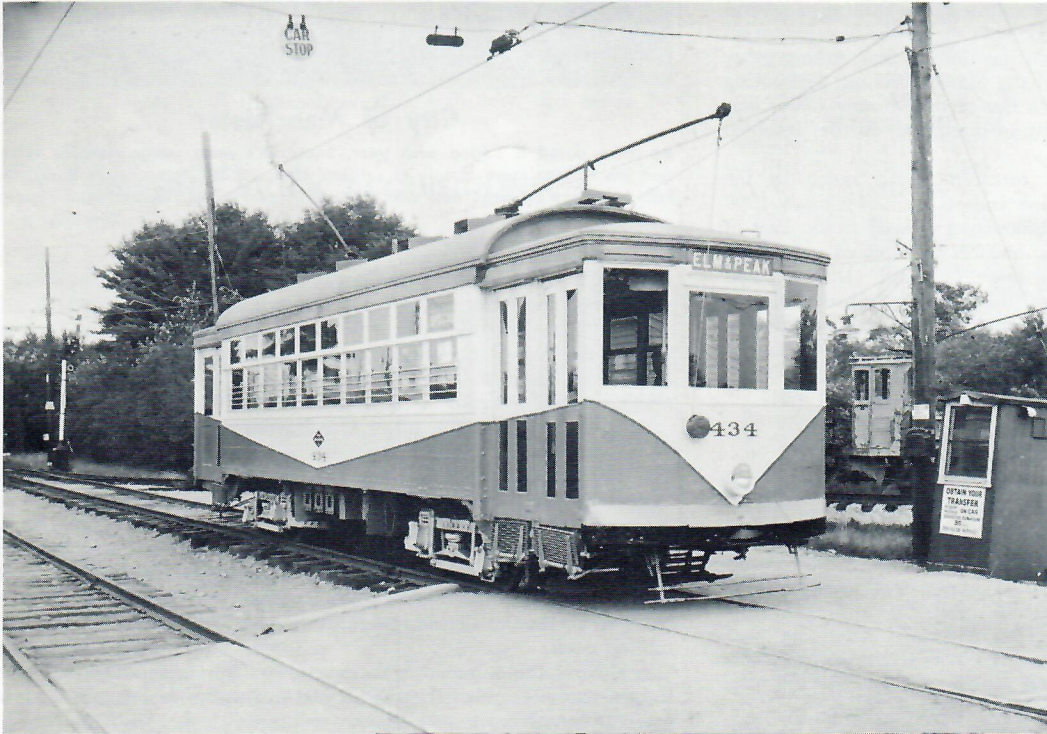


SEASHORE TROLLEY MUSEUM

Kennebunkport, Maine

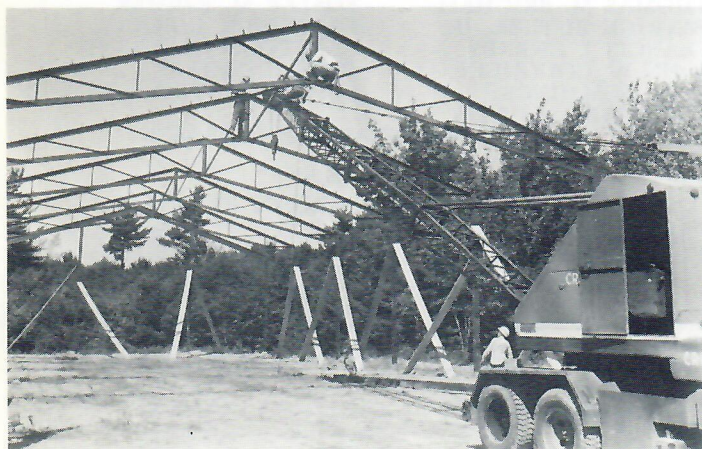
*Annual
Report
for
1968*



NEW
ENGLAND
ELECTRIC
RAILWAY
HISTORICAL
SOCIETY
INC.



Highlights of 1968



Upper two views show Butler Grove Car Barn #2 during the day and a half required for erection of steel. Of a Mercer Truss design, it is identical to the new shop building erected the year before. (Boothby photo)



#3 shows roof purlins being fastened in place over lean-to being added to shop where machinery will be housed. (Lennon photo)



#4 Highwood barn, now virtually complete, awaits only coming of warmer weather, when doors will be painted and project completed. (Clapp photo)

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

MANCHESTER #38 returns for display purposes to Laconia, N.H. where it had been built in 1907. The occasion was Laconia's Diamond Jubilee Celebration. Transportation costs were paid for by the city and the car excellently cared for during its stay. An almost identical 6-window car named the "Aqueductan" was operated for many years by the Laconia St. Ry. (Munroe photo)

Dallas Railway and Terminal #434 — just out of our repair shop after a thorough exterior and interior repainting. Always a good running car it has been the mainstay of our rainy and/or cooler weather passenger operations.

ANNUAL REPORT 1968

By all previous years' standards, 1968 was an extremely successful one for the Trolley Museum. The falling off in visitor attendance experienced the previous year had been rightly considered to be the result of the poor weather and Expo '67. With the return to normal conditions car rides swung back from a low of 29,500 in 1967 to the previously projected growth level for '68, setting a new record with 36,000 passengers carried during this past season. As Sales per person in the Gift Shop, always on the increase, were multiplied by the greater number of people a substantial contribution was made to the museum principally toward the cost of the framework of the new car barn under construction in Butler Grove.

Although no serious setbacks were suffered, the failure of several promising situations to materialize deprived the main line extension of specific materials at critical times during the summer, taking away from it much of the momentum gained the year before and preventing all but a start in track laying toward the second Butler Grove car barn. This coupled with less availability of manpower further lessened the year's output.

But as always, other gains not foreseen added much to the museum's potential for the years to come and on their own made 1968 an outstanding year. Donation of the large tract of land to the East of the central museum area by one of our trustees was indeed one of the highlights as was the "discovery" by our "Portland" Division and subsequent funding and acquisition of the Libby woodworking machinery. Another very great and yet intangible asset was provided in the broadened thinking about where the museum IS going and as where it SHOULD be going. The first effects of this can be noted in the much revised planning in the 1969 program that reflects this.

TRACK CONSTRUCTION

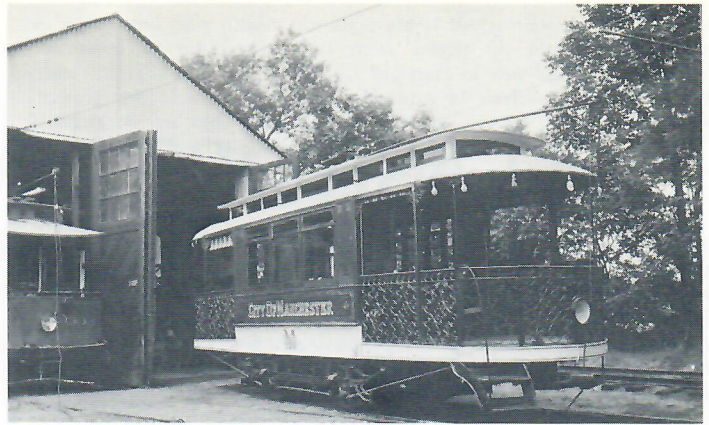
Primary effort for last year in this department was readying new extension of main line for passenger service. Although the actual additional footage made available was limited to approximately 500', from the original wire dead end under the new Central Maine Power crossing to tower #1, the psychological effect was good with a marked drop in visitor comments citing need for a longer ride. Without any doubt the new vista of ties and rails extending over half way up the long tangent made it fairly obvious that not only was such work in progress but that on each return visit another year the "end of the line" would be at some point further North.

While the track had been spiked to gauge through tower site #2, the finished spiking to permit passenger service proved to be especially tedious with the return of warmer and more seasonable weather. The track crew had never fully recovered from the loss of the use of the rented gasoline tie spiker that had to be returned to the railroad several years before. However, experiments were made with a modified head installed on a compressed air paving breaker that we were able to borrow on a semi-permanent arrangement during the summer from our local contractor for week-end use. Locomotive #300 served as compressor car for this operation. Our Montreal contingent brought an available one down from Canada on a trial basis. Later, arrangements for purchase of a somewhat heavier model for permanent use was made possible by a donation of one of our track engineers.

A source of major delay, of course, was the failure for the second and third time of the efforts that had been made to secure relay ties for use with the previously acquired Portland. The situation became so long drawn out and serious that it eventually forced a reversal of previous policy regarding the Terminal, and approximately 500' of track was dismantled, releasing 250 ties necessary to bridge the gap in our main line extension to reach the point where Portland ties had been set out the previous year. The 56# rail released from this operation was set aside for use inside Butler Grove car barn #2.

The next problem encountered came from the loss of a siding purchased by us at a location in one of the Bay State's more historic towns. The town officials proved to be less historically minded than they would have their visitors believe and forced the original owner to refund our money after our crews had broken the joint and removed spikes. The unexpected loss of the few lengths of 100# rail involved, made further extension of our track project come to a momentary standstill. A few more sections of rail of this weight were necessary to piece out this section of track before going back into the 85# rail from Portland which had been laid out the balance of the #way.

During the summer spiking and making up the joints had progressed to a point midway between tower sites 2 and 3. Fairly serious problems were then encountered with rather poor matching of rails,



City of Manchester

As more detail is added each year, Seashore's most comprehensive restoration job returns more closely to original state. #303 open car in background left, has since received new roof bonnet as part of its rehabilitation program. (Boothby photo)

a situation not experienced by us much in the past. Much work was done in the late winter months to remedy this situation, refitting of joint bars, swapping out a badly worn section of rail, and building up rail ends by welding. Additional problems were encountered with a large amount of spikes that still had to be pulled and spike holes plugged in the reuse of the Terminal ties. But finally by early spring ('69) the major problems had been successfully dealt with.

Early in December an initial ballasting operation was carried out for about 300' in the vicinity of the new Central Maine Power crossing. The ballast train was hauled by Baldwin-Westinghouse #300. Preparatory to this work the track was jacked up here and there and proper tie spacing restored. Heavy stone ballast now available at Bob Brown's crusher only 2½ miles from the property was employed. The combination of heavy rail, stone ballast and the tower construction in progress proved to be quite impressive as well as bringing our roadbed up to the better standards required by some of our heavier rolling stock.

During the summer with extra help from our Montreal group the turnout portion of the switch just below the new C. M. P. crossing was completed and a one-car siding finished. Additional spiking and making up of joints put most of the track together through tower #2 location. Having run into problems on the main line extension attention was next turned to getting the track extended toward the new car barn. This entailed building the right-hand turnout portion of a switch that leads into Highwood Barn. The paving breaker thus far used for track spiking was now the right tool for breaking out the hard packed gravel covering the tie ends. The first curve was completed using more sections of the 100# Perini curves. Beyond this one more switch must be built to lead into the new barn area.

OVERHEAD LINE WORK

Emphasis was shifted from the usual work on the roof of the tower car to refurbishing of RS&E tower sections. Car #70 served as a compressor car for operation of a pneumatic tool fitted with a wire brush. Most of the rusty surfaces were prepared for painting by use of this tool with some sandblasting of more difficult areas. Any foot plates bent in dismantling of towers were heated and straightened. A first coat of Rustoleum damp proof primer was followed by two coats of a gray bridge paint sprayed on with each section supported during the painting operation by the crane so that both sides could be painted simultaneously. As a result the towers thus far refinished are quite new looking in appearance for their 61 years of age.

Approximately one-half of the sections needed, or four towers, were completed but only two erected due to delays in track construction in the vicinity of tower site #3. Tower #2 itself was a little more difficult to set in place as the concrete bases had been made an extra twelve inches high to allow for raising the track back to grade at some future date. This one location pushed the limits of the crane in hoisting the bridge section up to the tops of the previously erected "A" frames. All other locations should be comfortably within reach of the boom, however.

Most line work of the usual sort was involved in adding a section of wire over the main line and readjusting overhead to provide temporary support to the trolley wire by each tower as it is set

until messenger wire can be installed and catenary completed. Trolley wire was strung over the piggyback track, and section breakers and cutout switches were installed at various strategic points to kill the power except when moves are scheduled.

CARBARN AND BUILDING CONSTRUCTION

Early in the spring plans were formulated for both the construction of the first 140' section of Butler Grove carbarn #2 and the addition of a lean-to for installation of shop machinery in the new car shop. The latter decision meant that the new building had to go without its siding on the side facing the main line for the entire season. But in the light of the unexpected availability of the Libby machinery in the fall this turned out to have been a most fortunate decision.

As soon as sufficient funds were available orders were placed with Waghorne-Brown for steel framework and wood purlins for a 140' x 50' section of building, of identical design to the new shop building of the year before, employing Mercer steel trusses. It is, however, several feet lower in height and 10' narrow in cross section. Plans call for temporary use of four tracks within this structure, later to be reduced to three when other buildings can be constructed. Included in the same order was the steel and the purlins for the shop lean-to.

Footings were installed at both locations in July and steel erection took place early in August. Since sufficient aluminum came with the order for the lean-to roof and the more urgent need developed for this building to house shop machinery by spring of 1969, work was concentrated on this project with the roof completed by January.

While fairly short work was made of putting up the roof purlins on the carbarn itself work slowed down considerably with the painstaking installation of "X" bracing required between each purlin. Since sufficient funds were not on hand for the roof material at this time and the prospects nil of any track work into the building by spring, the loss in time in "X" bracing was not so serious a problem.

Considerable progress was made in putting finishing touches on Highwood Barn, with ridge cap completed and all front doors fabricated and installed. Green ornamental trim is almost complete.

POWER STATION CONVERSION

In 1961 when we received the motor-generator set that has provided the electric power for the operation of the cars since 1962, we also received the donation from the Columbus and Southern Ohio Power Company of an Ignitron rectifier set of the same 300 KW capacity. At the time it was decided that it would be more reliable to install the M-G set until such time as the conversion of the Ignitron set to Solid State silicon rectifiers could be undertaken. For several years now the major locomotive manufacturers have provided alternators on their larger diesels. The alternating current output from these alternators has been converted to DC through the use of silicon rectifiers. During the time since 1962 the cost of silicon rectifiers has been gradually reduced to the point where the Seashore Trolley Museum finds that it is economically feasible to complete the conversion and installation of the rectifier set. Toward this end the main transformer has been moved over next to the sub-station building, placed on a foundation of stone, ties and rails and the wiring has been started. It is expected the rectifier will be in operation in time for the summer passenger operations.

CAR RESTORATION WORK DONE BY VOLUNTEER LABOR

This was quite impressive with work being done in Riverside Barn and in the former Quonset with major work involving these cars:

#434 — Chicago Aurora and Elgin, a complete exterior paint job returning it to a two-tone Blue paint scheme standard in the '40's. This project carried out under supervision of Ass't Gen. Mgr., F. J. Perry. Final heavy gloss coat of enamel "hot" sprayed on followed a tip from a visitor who specializes in auto body restoration. This technique also employed on Pittsburgh P.C.C. results in greater durability of paint jobs on metal cars and reduces incidence of runs.

Baltimore Peter Witt #6144 — Showing effects of too thin canvas and too many years exposure to weather, has been recanvassed and is in process of new paint job to restore it to original paint scheme. Under supervision of Frank Cheney, Trustee.

I.R.T. Subway car #3352 — The rebuilding of the roof that was started by member James Tebbets in 1967 is now virtually finished.



1440 — Pittsburgh P.C.C. built by St. Louis was only new street car to be added to Seashore collection in 1968. It is shown here receiving finishing touches of vermilion and cream restoring it to an earlier paint scheme. Still on shop trucks, regauging must wait until standard gauge Clark B-2 truck frames can be obtained. (Santarelli photo)

This is only a part of one of the most extensive rebuilds ever undertaken outside of the carshop. The roof required replacement of every rib and all matchboard sheathing on the lower roof, plus the replacement of much of the upper deck. New canvas was applied, and trolley boards and poles installed. This departure from authenticity was necessary to remove this interesting car from the "white elephant" class. A start has also been made on working out various mechanical and electrical problems resulting from years of non-use.

Bangor and Aroostook Refrigerator car #6582 — The sheathing and doors on one side were found to be in bad repair. New sheathing was made to match the old and approximately one-half of the car was resheathed with one door eliminated entirely.

L.V.T. #1030 (ex-I.R.R. #55) — With an undercover area once more provided by the new shop building, work was resumed in earnest by the Allentown contingent under leadership of Tom Ruddle to tackle thorough repairs to wooden roof. With use of the car shop's machinery, many wood carlines were made up, much of the tongue and groove sheathing replaced and the roof generally readied for new canvas, which will be applied during the next working session. Long range plans include new carpeting and reupholstering of the parlor car seats.

Pittsburgh P.C.C. #1440 — The fine body work and repaint job in Vermilion and cream under supervision of Fred Maloney are described in greater detail under "1968 Acquisitions." Both this car and C.A. & E. #434 received much of Arthur Duncan's skillful relettering.

WORK DONE BY THE SIX-MAN SUMMER CREW IN THE CAR SHOP

The "City of Manchester" received more attention to its gold leaf on the exterior and the remaining ceiling panels and moulding were installed.

Dallas #434: It became more and more evident that our rainy weather passenger car fleet was in rather unrepresentable shape, so the decision was made to refinish the Dallas car since it was fairly sound to begin with. Approximately one month was spent in one of the most complete repaint jobs we have ever done, including burning and repainting the ceiling, revarnishing seats, painting the roof, exterior, sash, etc. Much was done to make it as weather-tight as possible, this not having been done on the previous repaint and was the major reason for the poor condition of the sash and doors.

Horsecar 10 and Union St. Ry., Boston Elevated #724: Since these cars represented essential links in the progression of electric traction history, it was decided to prepare them for the "What's New" T.V. filming. The horsecar was remounted on its original truck which was thoroughly scraped and painted. Some confusion resulted from the mixing of the various parts from the old wooden wagon on which it formerly rested with the truck and, because absolutely no



Shown is the TM/36 leaving Berlin, by way of canal boat to temporary storage in Hamburg until additional funds can be raised for its shipment to Maine. Built in 1927 this well known center entrance type tram ran until final abandonment of service last year. (Photograph courtesy Karl Weiland)

labels or clues as to proper assembly were left by those who took it apart originally. Car 724 provided a source of joy to the restorers in the finding of the ornate gold lettering and fancy striping with which it was originally covered. By carefully burning layers of successive paint off it was possible to obtain good tracings of this invaluable decoration. (Incidentally, it was a brilliant vermilion and labeled "SOUTH BOSTON".) Only one side and one end were painted because of time limitations; it is hoped that more work can be done in the near future.

Winchester Av., R.R. #303 (Conn. Co. #615): Open Car occupied the major portion of time of the shop crew. This car is to be completely overhauled to make it a workhorse of the operating fleet. In 1968 both vestibules were completely renewed including new bonnets, crownpieces and floors. One truck and its motors was overhauled but bearings and pinions should be replaced. A great accomplishment was the successful installation and operation of equipment suitable for multiple-unit operation. This necessitated changing both control and brake systems. The new control system is the *P-K type consisting of one of the old K-35 controllers mounted under the center of the car actuated by a pneumatic head. All current is broken in a separate line breaker. Small master controllers are used for actual control and modified sockets are installed for jumper cables. Low voltage current is furnished by Edison cells charged through the compressor. It is hoped to incorporate automatic acceleration into this control. In order to provide for quicker brake operation in trains and for application in case of a breakaway, a truck-type relay-emergency valve was used. The brakes are now quite sensitive. Both systems have been tried and found to be quite satisfactory, 303 carrying a large crowd on members day. Minor refinements will be incorporated in 1969.

Improvements to Shop I and its equipment were the making operational the power hack saw, building a new work bench and

* Most notable use of P-K control in equipment other than Montreal 1500-1600 class were New York Railway's famous Broadway Battle-ships or hobble skirt cars.

the conversion of the band saw from 600v. d.c. to 220v. a.c. operation making it far more useful and reliable as well as safer.

It has become very evident that Shop I is highly unsuitable for housing all that is necessary for adequate car maintenance and that it must soon be replaced. With the construction of the new steel and aluminum building to replace the former Quonset Hut this has been started. This (60 ft. by 120 ft.) structure is only large enough to house cars being restored and not any machinery; thus in August 1968 an extension 20 ft. by 120 ft. was added to the west side of the main structure. In this will soon be placed the machinery of the car shop. Plans call for closing it in and installing a concrete floor in 1969. Adding the concrete pits in 1970, modifying the track arrangement and concreting the floor of the main building, and in 1971 concreting the floor areas in the Quonset extension bldg.

The opportunity to obtain a complete operative woodworking shop presented itself in September of 1968. Thanks to generous pledge and donations from members, it was possible to purchase a large portion of the machinery. With this it will be possible to make almost any wooden part for our cars. This machinery was all of the large and rugged production type. Included were: a surface planer, jointer, large wood lathe, mortiser, moulders (4-side straight and irregular), tenoning machine, knife grinder, surface sander, horizontal drill press, sawdust blower and large band saw. Many machines also have motors and switch gear. It is hoped to have this machinery on the property in the spring of 1969 and in operation as soon as possible.

GRADING, DRAINAGE AND ROADWAY DEVELOPMENT IN NEW SHOP AREA

One of the most important steps toward beginning the redevelopment of this area as a general shop area called for an almost complete revision of the topography of the area to the North and West of this area. Heretofore the clearing and highway system ended at what had been the back end of the Quonset Barn. A modest amount of additional grading was done three years ago to provide an area for sandblasting and for spray painting of cars. Under the supervision of Tolbert McKay a large area was cleared, fill brought down from above for the widening of the shop area to accommodate the lean-to and to provide for further expansion. Drainage systems were set up to divert the greater part of the water from the new shop area and a large curving roadway built to provide a loop for turning the long trailer by connecting the dead end roadway at the back of the Quonset by means of a new grade crossing over the main line to the Butler Grove service road. The new roadway is amply wide to provide a new access by rail to the north end of the shop and may ultimately be part of a new passenger belt line. The massiveness of this improvement is so great that it has become our Route 128.

PUBLIC RELATIONS

National coverage highlighted Seashore's 1968 public relations activity. In June, the NATIONAL GEOGRAPHIC MAGAZINE featuring, "Character Marks the Coast of Maine" gave prominent mention to the museum. Thanks to the untiring efforts of Assistant Public Relations Officer Jean A. Deschenes III, National Educational Television crewman from WENH, Channel 11 in Durham, N. H. visited Seashore on July 26th and 27th to shoot a documentary on streetcars in America. Since the official showing on Channel 11 and 2 in Boston, National Educational Television outlets throughout the nation have depicted the museum and many of its activities.

In the state of New Hampshire fully restored Manchester Street Railway #38 reigned supreme when it traveled, by truck, to Laconia to participate in the Diamond Jubilee. That city's chief industry at the end of the century was the Laconia Car Company which built #38 in 1907. For three weeks, June 17 - July 7 this prime exhibit of the museum brought the message of Seashore to the many thousands who came to the Lake City's mammoth celebration.

In Maine, New Hampshire and in the Boston area metropolitan dailies continued to feature the museum in their travel, museum and historical sections. The society continued to receive many favorable comments on its advertising carcards and travel posters. It is planned to publish these carcards and posters with a new format this year in view of the fact that the same theme or motif has been utilized these past three years. Another phase of expanded public relations activity this past year has been public window displays. The most notable one being set up in the State of Maine Publicity Bureau at Rockefeller Center in New York City.

This project has been largely under the aegis of Executive Vice President Henry Brainerd.

As 1968 has drawn to a close, museum officials began to look ahead with the realization that in 1969, Seashore as the world's first and largest electric traction preservation society will be thirty years old. Consequently a committee to plan the railway's 30th Anniversary is currently active formulating plans for a three day celebration scheduled for October 11-13. Various government officials, transit executives, friends of the museum and members will all actively participate in special programs citing the museum's past progress, its present sphere of activity and future development courses.

* * * * *

Regular weekenders and summer volunteers alike will share a deep loss in the passing of both William and Eleanor Kehoe. Bill with his vast accumulated knowledge in street car technology who managed to keep our cars running no matter what and Mrs. Kehoe whose help in keeping the gift shop running was invaluable will both leave a great void in Seashore that somehow can never be replaced.

ROLLING STOCK ACQUISITIONS

PITTSBURGH CAR 1440

With the arrival of Pittsburgh's Port Authority of Allegheny County (PAT) car #1440, Seashore finally entered the PCC car era. The 1942 St. Louis Car Co. product was unloaded on June 24, 1968, some 32 years after the first new PCC cars were built.

Because neither of our Mack tractors were available for the trip to Pittsburgh the car was moved by Hallamore Motor Transp., Inc. Moving PCC cars is a regular procedure for them since they handle all movements of Boston MBTA streetcars between Lechmere Terminal and the Everett Shops. Their special rail-equipped trailer was used, with the rails moved out 6" to Pittsburgh's 5' 2 1/2" wide gage.

This car was procured after 18 months of difficult negotiations with PAT. In assisting with this, special thanks are due the Pennsylvania Railway Museum Assn., of Arden, Penna. Several of our officers and members spent considerable time working on the Pittsburgh end, including the actual loading of the car as well as in prior negotiations with the Port Authority.

A special wide gauge ramp was constructed and an extra rail added to Uncanoonuc siding in the parking lot to permit unloading the car. A few runs on this "test track" found the car in good working order before getting started on the problems of converting the car to standard gauge.

Very shortly after its arrival the car was re-trucked onto standard gauge shop trucks expertly adapted to a PCC car by our Ass't. Supt. Car Maintenance, Daniel Cohen. For this project he utilized two stripped trucks purchased from Montreal several years ago.

By the time 1440 finally arrived it required repainting, so the exterior was completely re-done in an earlier Pittsburgh Rys. Co. scheme. Currently the interior is being similarly re-done, and in addition, a metal roof will replace existing canvas. Also most sections of underbody skirting will be replaced with professional quality sections recently made by our Asst. General Manager.

The problem of re-gaging the car is proving to be more involved than originally anticipated because spare Washington, D.C. trucks were scrapped by their owners without warning, after we had agreed to purchase a pair. However, alternatives are presently being negotiated and we hope that satisfactory arrangements can soon be made. Present thoughts center on obtaining sufficient parts to re-gage the car's own wide-gage trucks.

In spite of this complication the end result should prove to be worth the effort. We will have represented the system that showed greatest faith in modern streetcar operation by sinking most of its capital into purchase of PCC cars and in other aspects of its large railway system until recent times.

It is interesting to observe that this is the first streetcar we have obtained that was built after the Society was formed. By 1942 we already had 75-100 members preserving 4 cars.

FREIGHT CARS

Seashore acquired through donation three freight cars in 1968. The Delaware and Hudson gave us a 40' wood sheathed metal roof box car #17309. This car was put to immediate use for storage of motors, compressors and lumber for use of the car shop. With the sole exception of 2 GE-80 motors, all motors and compressors are now stored inside under cover.



We are privileged in having the Honorable Kenneth M. Curtis, Governor of Maine, serve as Public Trustee for our museum. His visit this coming fall is being looked forward to not only as representing the State of Maine but also in his capacity as honorary chairman of the Trolley Museum's 30th Anniversary Celebration. (State of Maine photo)

The Bangor and Aroostook donated two cars, the last of their wood sheathed refrigerator car fleet, #6582. This car was part of their potato hauling fleet for over forty years. It is currently having steel shelving installed for storage of small parts and equipment, having undergone considerable repairs as described earlier.

A further contribution by the B.A.R. was their 40' truss rod flat car #1332 scheduled to replace Claremont flat #1 which has been declared unsafe for further use because of lack of automatic couplers and air brakes. Its trucks (Laconias) will be used for restoration of passenger car #50.

MBTA WHITE GASOLINE BUS 2824

1968 also saw the arrival of another motor bus. No. 2824, a Boston MBTA Model 788 White bus was purchased by a considerable group of Seashore weekenders who saw this as an expedient means of helping to represent all forms of Boston transit vehicles. This type of White bus was among the last of the Authority's gasoline buses. It is expected that it will be quite useful in shuttle service about the Museum as it continues to develop.

CURRENT PROGRESS OF ACQUISITIONS OF PREVIOUS YEAR NOT AT SEASHORE

797 — Grand River R.R. en route to Seashore on own wheels in freight train — at last report had reached Woodsville, N.H.

3412 — Berlin — Arrangements have been completed to move tram to Hamburg by ship. Our thanks to the Berliner Verkher's Betriebe for their generosity in donating the tram and for their patience in storing it for longer than planned. And our thanks to the Hamburger



Portland Lewiston, Laconia type at Monument Square. Plans for obtaining Narcissus, sole remaining body of this class of P.L.I. car are proceeding well, with all materials donated and work about to commence on house that will release car body to Society. It should arrive at the museum by late spring. (Young photo)

Hochbahn for their kindness in offering a haven for this car until arrangements can be made for the last and longest leg of the journey overseas.

60 — New York State Railways — At last report due to high cost in transporting this car, it was scheduled to go to a New York State museum instead.

293 — Liverpool finally moved from Terminal and is now on a section of track just outside Butler Grove #2 and as soon as roof is on should be first car inside.

1968 ACQUISITIONS DUE TO ARRIVE IN 1969

Dayton Trackless Trolley 376 — The first vehicle to arrive on the property in 1969 was (Dayton) City Transit Company No. 376, a 1942 Pullman trackless trolley. Now that earlier vintage trackless trolleys are virtually extinct this coach will be especially valuable when we eventually establish a trolley coach operation at the Museum. This will probably not be built for at least several years because roadways must be developed and paved prior to their operation. By the time we are ready to utilize this type of vehicle there will probably be no appropriate types left for preservation operating in the U.S.

Johnstown Traction 713, another trackless trolley is also slated to arrive in 1969. The Company very generously donated their No. 713, a 1941 ex-Wilmington, Delaware Brill. In connection with this coach we obtained over a ton of extremely useful streetcar and overhead line parts at much less than scrap prices, which have been shipped inside the coach at virtually no added expense.

PLANNING IMMEDIATE AND FUTURE

Re-assessing our accomplishments to date, in the nearly thirty years since The Seashore Trolley Museum's founding, we note that we have been unquestionably successful in assembling materials for reconstruction of an electric railway, so well equipped that it would have rivalled many a small town trolley system back in the heyday of street and interurban cars. The railway plant, as such, is sufficiently well advanced that barring any serious setbacks, should be virtually complete within another five years. This would include undercover storage and partial display areas for all passenger and most work cars, new shop facilities capable of handling a half-dozen cars at a time, a one mile plus main line ride and a start on a belt line local for visitors. Plans are under way for gradual conversion of a short stretch of track into a typical small town main street. Talents and skills are growing and the almost lost art of wooden and semi-steel car building is fast being won back. Basically then, Seashore, despite an occasional setback, is so sufficiently well along in its growth curve that just over the horizon is the realization of many a railfan's dream.

Making our museum more completely acceptable to the average visitor is a very different matter. Typically such a person, less

expertise and only mildly nostalgic about the trolley car therefore less motivated by enthusiasm but more intent on planning an enjoyable week for self and family. A big part of this has come to be the "taking in" of all manner of museums of early American History. Visitors of this type constitute by far the greater segment of current and potential revenue for all museums, ours included.

For the accommodation of such a person we have thus far barely scratched the surface in the areas that have held more significance for him. The typical visitor though not intentionally unappreciative is rather more unaware of the great effort that has gone into not only putting together a museum like Seashore and in creating an operating street car system with virtually no capitalization. In seeking an enjoyable weekend for self and family he is bound to be impressed by what we would consider the trivial and take the many areas in which we excel more or less for granted. If not turned away by the dusty and cluttered entrance road that bears a greater resemblance to a secondary approach, he and his family may form a first and lasting unfavorable impression of the entire museum because of the antediluvian and long outmoded sanitary facilities. And now particularly in light of the distinguished guests invited to this coming fall's thirtieth anniversary celebration, the Trustees are firmly convinced that the TIME is NOW to take bold steps to rectify the situation.

Pressure for improvements along these lines have been coming from a different direction also. During the past year principally because of the donation of land adjacent to the museum, considerable interest has been generated in formulating future guidelines and plans for the physical development and further growth of Seashore. Attempted more than once in the past, the future had been all too nebulous and detailed planning of earlier days had shown a tendency to become crossed with castles in the sky. But now with the establishing of the main line on the C. M. P. right of way, the generous and previously unexpected donation of the Butler Grove area, and more recently of a large amount of land bordering us on the East, and finally with the location of the new Car Shop that will fairly permanently locate the work area, the time was right for reassessing the Master Plan. Thus the need for a MAIN STREET with period type buildings, has long been recognized but only now has it been possible to determine a location for it that will meet all requirements. Thus a new facilities building, extendable later into a new gift shop, is now scheduled to be the first permanent structure on this street.

Funding of this project has already gotten off to a good start through the generosity of two members with one-third of the estimated cost already on hand. It is hoped that the response to the spring appeal will be sufficiently spontaneous to insure that the installation will be serviceable by mid-season. It is only reasonable to assume that Seashore's members not only recognizing the need of these facilities for the visiting public, especially if we are to continue to enjoy their patronage but will also be quick to see the other side of the coin, that is how advantageous these improvements will be for themselves, their family members, friends and occasional V.I.P.'s.

The curtailment of work on other projects should be minimal as the greater part of the labor for this work would be furnished by the contractor. Labor rather than further cash outlay is at the moment more in demand at the museum for completion of the main line, putting the roof on the present 140' section of Butler Grove car barn #2, and readying the new car shop lean-to for the shop machinery expected late this spring.

Problems to be solved in the not too distant future must include the creation of a more interesting passenger operation involving the use of other rolling stock in addition to the open car not only over the present route but over a belt line offering a city car ride. This would provide frequent short distance transportation for visitors making a more intensive tour of the various outlying buildings and exhibits. Eventually both our international trams and trolley buses would be brought out of hibernation to add to the complexity and completeness of the picture of electric transit afforded the visitor.

MAJOR PROJECTS FOR 1969

- 1) Additional work on Main Line extension.
- 2) The setting up of sanitary facilities which will include construction of the building, installation of a water supply and sewage treatment plant. It is hoped that the slight increase in recommended passenger contribution for rides will help defray at least a portion of the new facilities cost.
- 3) Continued work on both the new car shop and Butler Grove #2 car barn.
- 4) Further development of roadways. Detailed plans of these will be published soon. We look forward to the continued support of our members on whom so much depends.