

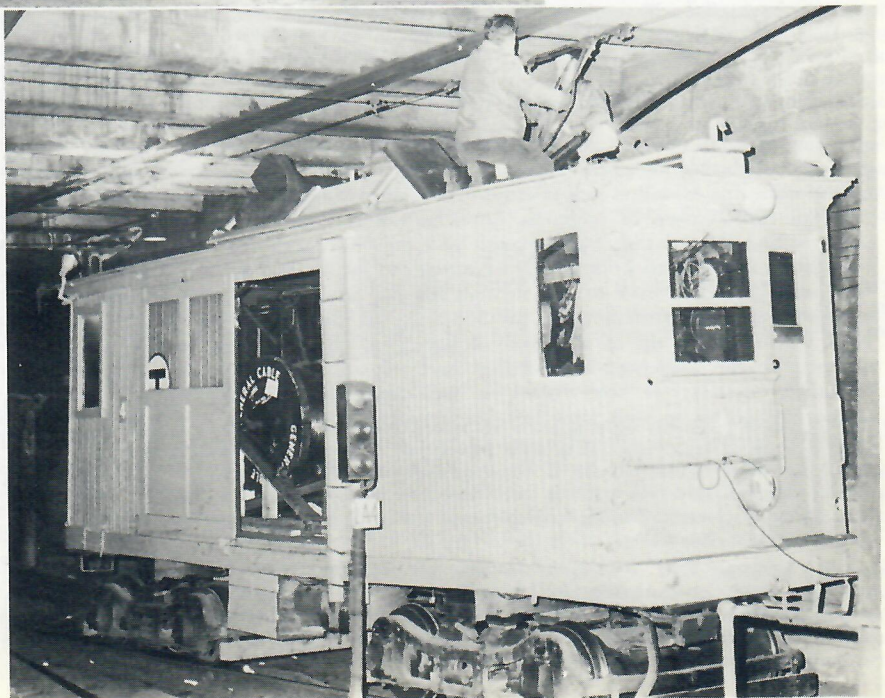
SEASHORE TROLLEY MUSEUM

Kennebunkport, Maine

*Annual
Report
for
1969*



NEW
ENGLAND
ELECTRIC
RAILWAY
HISTORICAL
SOCIETY
INC.



Highlights of 1969



Looking North on Main Line showing recently ballasted and aligned track.



View of Central Barn with yard tracks 1 and 2 completed. Note ties set out on track 2 for completion of remaining tracks in 1970. Both photos Gerald Boothby



North end of new car shop now completely closed in. Photo by James E. Tebbets



Another shot of Seashore's line car #4 (ex-Claremont, N.H.) working for Boston's MBTA on Boylston St. curve in subway. Photo — Paul Kehoe

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

Upper — An interesting study made at night following Member's Day 1969 showing Chicago, Aurora and Elgin #434 and Cedar Rapids and Iowa City Railway #118 on adjoining tracks at Arundel Station. Both cars resplendent in new paint jobs were latter day products of the Cincinnati Car Company's works. 118, of course, operated for the first ten years of its life as one of Cincinnati & Lake Erie's famed Hi-Speeds. A William D. Middleton Photo

Lower — Line Car #4 stole the spotlight in 1969 by being borrowed on short notice by Boston's MBTA for emergency service. After three weeks of intensive overhaul at the Authority's Everett Shops it has been in regular use by line crews in the streetcar subway at night. It is shown here at the point where inbound Commonwealth and Beacon St. lines converge after Kenmore Sta. Wire crew is taking up tension with Coffin Hoist. Photo by Paul White

ANNUAL REPORT—1970

With each successive year our museum moves closer to realization of its primary objectives. More adequate dispersion and protection of its rolling stock is provided and the goal of at least the minimum of one mile of operating main line for a passenger ride is more nearly achieved. Our twin programs of getting more cars under cover and of bettering our shop facilities for speeding restoration work as well as maintenance of our passenger fleet takes another step forward. Last but not least each year sees notable progress in improving our physical layout for the proper handling of visitors and the improvement therefore of our image in the public eye.

1969 was certainly no exception with substantial progress made along each of these lines, including construction of 60% of our biggest storage yard to date, roofing put on our latest car barn netting us a gain of seven more cars under cover and upping our ratio of cars under cover to 75%, not including railroad freight cars. In the current phase of passenger ride extension as each 300' of track is constructed another R.S. & E. tower can be erected. In 1969 we operated to Tower #3 and by year's end track was spiked beyond Tower site #4, the halfway point of the section currently being built.

When it was evident that plans for building sanitary facilities for the public had become stalemated for 1969, emphasis was shifted to another phase of the public improvements program, that of providing a more fitting approach to the museum. Thanks to the generous donation the year before by our Chairman of the Board of sufficient land to the East of our original triangle of land, it was possible to proceed with a new access road and a new parking lot not only adequate for present needs but expandable to meet projected visitor growth for many years to come. The facilities, constructed in record time, passed their first test with flying colors in accommodating the many vehicles of the Family Motor Coach Association's Annual outing in September.

There were three noteworthy developments in 1969 concerning the museum's rolling stock. These included the arrival, at long last, of the Portland Lewiston interurban, the Narcissus, the loan by our Society of ex-Claremont Line car #4 to the MBTA where it has seen more active duty than in its entire lifetime before, and the donation by the Canada Railway Historical Society of one of the long desired Ottawa city cars that had added so much color to Canada's capitol City for so long.

Revenue-wise, 1969 was only slightly better than the previous year. The dropping off of patronage as the weather deteriorated was fortunately enough slightly more than offset by an increase in the suggested visitor contribution for rides and by the higher sales per capita of the Gift Shop.

1970's program is an ambitious one focusing on three main target areas—the construction of long overdue sanitary facilities and washrooms for the public, extending the car barn currently under construction to provide more undercover protection for our rolling stock, and tackling another phase of the equipment of our shop. This program can be successful if it has the wholehearted support of our members and once achieved will result in increased benefits accruing to visitors and members alike.

TRACK — MAIN LINE

Considerable research was done in an effort to resolve problems encountered during the previous year in making up smooth rail joints on the main line extension and because it developed that the Portland 85# rail was in need of cropping. Investigation into the Thermitic weld method showed that lowered costs and simplified techniques in installation made its adoption highly advantageous for us. The decision was made to switch over to this method for the final 1500' section currently under construction. To provide for expansion, every third joint will be made up as a regular bolted joint. Rails are to be cropped by the Oxy-Acetylene method and joints to be Thermitic welded have only one hole drilled in each rail. This will permit temporary bolting up with joint bars for temporary use until track is ballasted, tamped and aligned at which point the two out of three joints will be converted to welded joints. Riding qualities should be vastly improved and rail bonding problems reduced by two thirds. By late spring track work had been put together with temporary bolting through Tower Site #4.

Tower #3 was then erected and trolley in temporary direct suspension form erected over another 300' section providing a new "terminus" for 1969 passenger operations. With the summer heat setting in emphasis now shifted to the trackwork for Butler Grove #2 car barn.



Tank Car #12719, a donation to the Society by General American Transportation, was especially repainted and overhauled for the occasion, is shown arriving from the railroad yard at Kennebunk aboard the Highway Monster. Society's transport equipment still accounts for much of the over the road haulage. Russell F. Munroe

TRACK WORK — NEW YARD FOR BUTLER GROVE #2

During the previous winter shortage of materials and labor had made only a start possible in building the necessary trackwork both to connect this building to the rest of the system and to service it with four tracks that would be required. Approximately 1600' of track and three switches were called for to provide the tracks within the building and adequate layover tracks outside that would provide clearance for cars up to 60' in length. A fourth switch would be cut in to provide for a track connection to future barn sites, for use as part of a projected secondary passenger line and possible even as an inbound track for main line operation.

The ramp built during the previous year in front of and in line with track #2 of the building framed but not as yet sheathed served as a winter storage track for Liverpool #293, which had been brought over from the Terminal in December 1968. In the late spring track was laid ahead of the double deck tram into the building and #293 moved in off the ramp giving up its place there so that Lake Erie and Northern #797 could be trucked in and unloaded there. Although the structure was still roofless when #293 was set inside, the timely arrival of the aluminum sheets made it possible to finish enough of the roof to shelter Liverpool's Last Tram and to complete providing indoor storage for all of the double deck fleet from the British Isles.

By early in the summer sufficient materials had been assembled for most of the new yard. Several hundred feet of 85# rail, switch timbers, travelling crane timbers and standard ties, all of good quality, had been made available in the Portland area largely by the Greater Portland Redevelopment Corp. Much credit is due our members in this area for loading these materials on Seashore's trailer for the several trips required. Additional preparation, while switches were being laid out, consisted in setting of poles in areas that would be difficult to reach with track in place, and a regrading and topping off of the clay surface in this area with a thin layer of gravel thus extending the workable period considerably and providing better drainage to prolong tie life.

Despite intense heat considerable shade was afforded by the trees between Highwood and the Butler Grove II areas. Under the persevering guidance of our Mechanical Superintendent, Ernest Brigham, switch by switch and curve by curve the new layout began to bridge the gap between the edge of Highwood Yard and the new building. As fast as the new trackage became available it was pressed into service as a non-electrified storage track for the railroad freight cars including the new tank car serving as an extra water storage tank for local firefighters.

Shortly after Members Day the tangent portions of tracks #1 and #2 began to shape up. 5# rail was employed throughout in all construction outside the final limits of the building with tie plates used for all curves. The Lake Erie and Northern combine was moved off the ramp which was then lowered to ground level. Creosoted poles, too short for line department use were cut into 8' lengths and used for ties for any of the trackage that would be within the building when extended to the full length of 240'. This included a short portion of track #2, the rest having been built earlier as noted with standard ties



Freight train poses under R.S. & E. Towers on newest portion of Main Line. Baldwin Westinghouse #300 from Oshawa heads up freight that includes GATX Tank Car. Russell F. Munroe

as well as all of track #1. Rail weight was stepped down from 85# outside to 56# inside.

With the first two tracks nearly ready to bring cars into the building, impetus was given anew to completing the roof on the Southern half of the building. With this work carried to completion in early December a rejuggling of cars was carried out resulting in four additional cars joining nos. 293 and 797 in Central Barn as it has since become known.

Roof work on the Northern half of the building was now also quickly completed with the entire 50' x 140' area under cover. As winter snow closed in on the project most of the reject poles to be cut into ties for tracks nos. 3 and 4 had been brought into the other half of the building not yet occupied by cars. A new set of pole storage racks were built in a recently graded area to the northeast of Doherty's switch. Poles deemed useable for line work were moved there from several areas but principally from Butler Grove #3 site to clear it for grading. The new racks combine neat, off the ground storage with ready accessibility whenever the poles are needed.

If present plans are carried out and tracks 3 and 4 can be completed before the Operating Season starts, it is hoped to retrack almost all of the car bodies on the property now on blocking thus accomplishing a massive clean up job in itself and to store any of these retrucked cars not scheduled for immediate restoration work in this portion of Central Barn that could now be occupied.

With this accomplished the next logical step would be to capitalize on the new trackwork and to extend the building forward an additional 100' to its full projected length of 240'. The building, as mentioned in previous reports, is of a unit design that is readily extensible employing steel Mercer trusses and columns, wood purlins and aluminum sheathing. Concrete footings are already in place for extension to full length.

The building Department's ability to go ahead will be entirely contingent upon funds raised in answer to our spring appeal and in the response of the public to our operation this summer. If we are successful in obtaining funds for this we should be able by mid winter with eight additional car spaces available to accommodate almost all of Seashore's passenger fleet as well as the needier of work cars already under cover; an opportunity within the Society's grasp NOW that had never before been possible.

MAIN LINE BALLASTING OPERATIONS CONTINUE

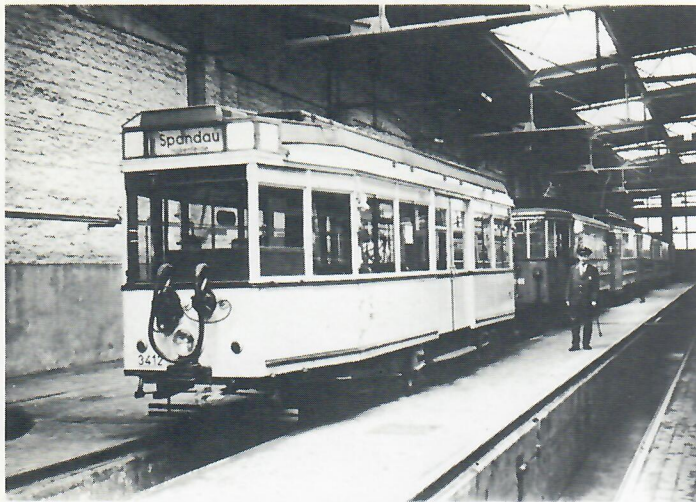
As noted last year all new ballasting of the main line is being done with crushed rock because of the ready availability now of this material at a yard only two miles below us at Brown's. This had been a serious problem for us in years past as gravel in our area tended to be too sandy to hold up under continuous service. Prior to the new yard the nearest supply of stone had been approximately twenty-five miles north of us and too costly to bring in for regular ballasting. With the introduction of the Jackson multiple tie tamper and a ready nearby supply at far more reasonable cost the quality of our roadbed has improved immeasurably.

During the previous year stone ballast had been set out from the switch north of Syracuse to a point midway between towers 1 and 2, but no raising or tamping of the track had been done. The operation was started up again during the summer of '69 with stone ballast put out beyond tower #3 and the entire section of track ballasted both years raised and tamped with the Jackson multiple tie tamper. The curve and tangent below Doherty's and adjacent to Riverside barn was also resurfaced with stone ballast taking quite a dip out of the track. A large section of the curve beyond Point "C" and near the cattle underpass has been ballasted with stone preparatory to lifting. The banking of this curve has been increased and made more uniform. Needless to say both the appearance and quality of the ride has been advanced considerably by this operation which combined with the judicious use of weed killer by our section foreman Dwight Winkley have made our operation far less suggestive of the seldom used freight branch and more the main line that we intend it to be.

Ballasting operations are carried out currently with the use of Baldwin-Westinghouse loco #300, the Connecticut Co. flat #0357 and our dump truck making heavy use of the piggy back loading ramp. Approximately 50 loads of stone were brought in this year.

CENTRAL YARD PHASED OUT

This yard had been built during the Consolidation era both as a step toward clearing the main line for resumption of passenger service in Arundel and as the first step toward building an additional car barn. Fortunately it had never been developed beyond the open



Berlin TM-36 Center Entrance Tram #3412 posed in car house at Hamburg. The Hamburger Hochbahn has kindly provided interim storage before car comes to America. A Seashore delegation found the car to be in excellent condition. Photo by Kevin T. Farrell

storage phase when the donation of Butler Grove obsoleted this location as a building site and shortly made removal of one of its tracks necessary in 1966 to provide a track approach capable of handling MCB coupled cars for the Butler Grove barns.

The second track remained as a disconnected storage track until the past summer when it too had to be removed as it interfered with redevelopment of the area. The basic problem was of course that of the removal of the cars. In a crash program to release Birney #80 for restoration work the whole problem was solved with construction of a temporary "S" curve and approach tips landing on the new curve track to Butler Grove. York Utilities #80 and M.T.C. # posed no particular problem but AVR #71 proved too heavy for the set up and broke the approach tip in an operation reminiscent of the many car unloadings and hastily built unloading tracks of the '50s. A week later all signs of Central yard had vanished completely with rails, useable ties and the old name transferred to the new Central Barn.

REDEVELOPMENT OF ENTRANCE ROAD AND PARKING AREAS

During the previous year we had announced the donation to the Society by our Chairman of the Board, John G. Smith, of enough land to the East of our original triangle to permit upgrading of our "front door approach". This had called for construction of a long needed entrance road bypassing the original area to lead to the present parking lot and to a new and better parking lot to be built to the east of the "Arlington Heights" loop.

One of the more important advantages for the development of a new parking lot in this area was that it would provide a sufficiently large area not just for immediate need but for gradual and unrestricted expansion to the East and to the North for all needs conservatively predictable up to the year 2000 as set forth by Trustee and long range planner, Bert MacKay.

With an unforeseen stalemate developing by early summer on the construction of sanitary facilities and of the beginnings of a "Main Street" project, cost estimates for a new entrance road and construction of a 300 car portion of the new parking lot seemed both attractive and within the Society's capability. With the "Go ahead" given for this project, the lower end Seashore underwent a tremendous face lifting. The new access road takes off from the original entrance road at a point beyond the gate but approximately 100 yards before the grade crossing and runs outside our original eastern boundary, separated by bushes and trees from car shop #1, the bunk house and lower yard area to a point just south of the "Arlington Heights" loop. Here it provides a connection to the left coming into the original parking area and to the right with the new Smith's field parking lot already as large as the original one.

Topsoil was removed from the areas to be graded and moved to several other locations for landscaping, principally the center of the turning loop, the area between the South Boston Barn and the old Central Yard. A new grade crossing was built to tie in the new access road with the Gift Shop and passenger loading areas at a point near the old power station crossover. Two additional acres of land were

donated by the Butlers to provide a more attractive entrance at Log Cabin Road. This will involve relocation of the garage and the combined pit and loading ramp and will lead directly into the new access road. Future plans will call for enlarging the Smith's field parking lot and hot topping the entrance road as funds permit, and growing of a hedgerow to separate the road from our neighbor's land. Liberal applications of calcium chloride during the summer months kept down the road dust and made for vastly improved conditions for visitors, neighbors and members. Bert MacKay was project engineer and actual construction work carried out by Bob Brown of Kennebunkport.

ROLLING STOCK REPAIRS AND RESTORATION WORK BY SEVEN-MAN SUMMER CREW IN CAR SHOP

Heretofore major overhaul work done by our full time shop force during the summer seasons have been pretty much restricted to wooden cars. These have included ASL 108, Manchester-Nashua 38, Connecticut Co. 1391, Blackpool 144, the City of Manchester, M & S C express car 504, and most recently and still in progress, Winchester Ave R.R. 303. Dallas 434, although a steel car, was in for an extensive exterior and interior repainting, but required almost no body work.

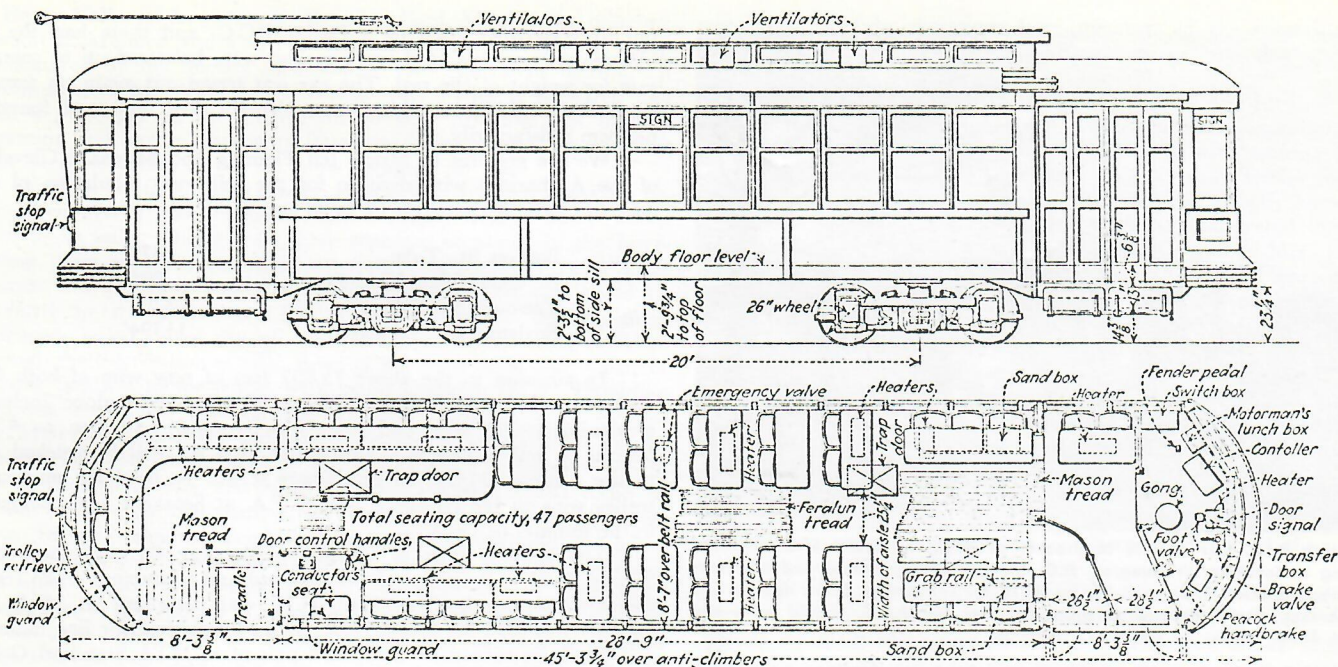
In our search for another car to revamp and add to our regular passenger carrying fleet, MTC 2052, ex Springfield, Mass. deluxe lightweight was chosen both because it would represent a fairly standard car a decade and a half later in design than those we were regularly running and because it had received a thorough sand blasting and spray paint job several summers before. Further it was full of materials obtained over the years to replace items that were taken from the car when it had been on the scrap track at Youville Shops. Lastly it seemed to require relatively little work.

After work was begun on the car last summer, it was found, after closer inspection that the car had many defects, some of them serious and time-consuming because of the amount of tearing down that would be required. The vestibule roof on the end of the car that had been lengthened out when the car had been restored to double end service was found to be in need of complete rebuilding, and therefore received new carlins, sheathing and canvas. The car had developed bulges at the belt rail near the bolster areas and this led to the discovery that virtually all "T" posts would need rotted sections in this area cut out and replaced with new stock welded in. Although replacement steel was available, the order took many precious weeks to fill. In order to keep the job moving alternate posts were removed to provide material for the one foot splices needed by the others, and only in late August was the new stock delivered so that at least one side could be completed this year and the other side postponed until 1970. In order to repair these posts, it was necessary to remove seats, lower sash, continuous upper sash, interior wood panels and miscellaneous moulding strips. The continuous sash proved to be in such poor shape that it required replacement and thus this car was the first to receive new mill work from our own new machinery. When layers of old varnish, paint and dirt were removed from the lower panels, they were found to be of Mahogany and responded well to the refinishing.

Other jobs included installing and painting of new headlining, new mahogany frieze panels, and salvaged dome lights that had to be completely rewired, along with missing destination signs and stanchions. Examination of air piping showed much of it in bad condition and it was accordingly replaced. As a part of the new program hydro-testing air tanks, the reservoirs on the car were tried, found quite wanting, and replaced. Mechanical work included some new brush-holders and a repaired line switch. After some work on the compressor it was decided to replace it. The car was put back together again and made quite a good showing on Members' Day when it ran many trips. With the second side repaired this summer and painting gone over 2052 should make a worthwhile addition to our passenger fleet.

Open car 303 continued to be worked on, as it has been for the past several summers. A new dasher was installed and both repainted in Connecticut yellow. Additional refinements were made on the braking and control systems which have been converted for M.U. operation.

Work on 303 had to be interrupted once again when motor trouble developed on open car 838. This required removal of the truck. The motor was disassembled, fields rewrapped with glass tape, the motor cleaned, painted and reassembled. The main gear was found to be in extremely worn condition. The car was put back together again but restricted to minimal operation. A new gear is being made, no spares



The Electric Railway Journal's August 20, 1927 issue published plans of Ottawa's newest cars. #854, one of these, has been leased in perpetuity to our Society by the Canadian Railroad Historical Association and should arrive in Kennebunkport during the summer of 1970.

being found, and it is planned to install the replacement gear as soon as possible in the next operating season.

Los Angeles 521, the much rebuilt Huntington Standard, despite repainting once after arrival at Seashore, has been running down in appearance and condition especially due to its long exposure to the weather. Several weeks work were put into the car in replacing side panels, fabricating and installing new gutter strips and seeing to miscellaneous other body repairs before repainting. Because of its non-standard gauge (3'6") and therefore being stored on an isolated track it presents a problem that must be solved soon of getting it into a car barn.

Crane car 3608 has had improved methods of lubrication worked out and installed on its hoisting apparatus.

The City of Manchester acquired more gold leaf, more period furniture and is currently having velvet drapes made.

ROLLING STOCK MAINTENANCE AND REPAIRS BY VOLUNTEER FORCE

Car maintenance and restoration work by our volunteer members continued on an accelerated rate during the past year, affecting a larger number of cars and in some cases involving increasingly complex work, indicating that with additional machinery on the property we are becoming better able to maintain our collection of cars. A rundown of the more notable body and mechanical projects follows:

New York Subway Car No. 3352, York Utilities Birney Car No. 80 and Pittsburgh Rys. PCC Car No. 1440. Major body work was accomplished.

On Car 3352, much of the rusted-out letterboard has been replaced with new steel, and a new buffer was constructed on the motor end, completing major work on this end of the car. Also, many refurbished windows have been installed, improving its appearance. 1970 will see an earnest beginning on heavy restoration of the trailer end.

York Utilities No. 80, which long-suffered from major floorline side-panel deterioration, has been largely repaired. Following a progressive program of cutting out rusted areas, new sections of steel plate were welded into position entirely around the car. In addition these sections were bolted to the frame at the bottom for extra strength and to preserve proper appearances. When this work is completed during the coming year, and the car re-painted in its original Denver & South Platte Ry. Co. colors of red and white, these repairs will be largely un-noticeable. In addition to repainting the exterior, the interior will be re-done, and the roof rebuilt and re-canvassed, finally giving us a good operable Birney Car. Restoration to Denver colors will help to widen our geographical representation.

Pittsburgh Rys. PCC Car No. 1440 received a new sheet metal roof to replace its original canvas and plywood roof, a program that several

properties operating PCC cars also follow. Other body work consisted of installation of new sections of underbody skirting previously manufactured by our Assistant General Manager, and some floorline panel repairs. Such repairs are easily made by cutting out the rusted areas and welding in new pieces, and such a process can be continued around the car if needed. Lastly, the car's interior was completely re-painted in standard PRCo colors of ivory ceiling; beige window area; and tan lower sidewalls. Remaining little body work will be completed in early 1970.

Eastern Mass. St. Ry. No. 4387 and Lehigh Valley Transit No. 1030 both received major roof rebuilding and re-canvassing. Continuing restoration of both of these cars will proceed in 1970.

Philadelphia Transportation Co. No. 6618, the exterior was repainted, following near completion of interior restoration work accomplished over the past few years. Other repainting work included the near completion of interior work in **Boston Elevated Type 5 No. 5821.** Also, one end of this car, which was somewhat deteriorated, was fully repaired and painted, greatly improving the car's appearance. **Baltimore Peter Witt Car No. 6144** has received more preparation work prior to application of enamel paints.

Mechanical accomplishments over the year are as follows:

Seashore will have an operational PCC car by mid-1970 following solution of the much-complicated problem of regaging PRCo 1440's wide-gage trucks. Boston's MBTA sold us 4 sets of Clark B-2 wheel & axle sets from spare DC Transit trucks obtained by them several years ago. This acquisition was vital as it had been found prohibitively expensive to regage the car's own 5'2 1/2" gage wheel & axle sets. Therefore, this move by the MBTA was most welcome and appreciated.

The trucks have since been completely dis-assembled and then put back together using these parts. Tread and track brakes were cut down by 6" to conform to standard gage. As the DC Transit wheels are very worn we anticipate eventual re-use of the Pittsburgh wheels, which are little worn and have a wider tread.

In 1969 Subway Car 3352 became operable on a practical basis when trolley poles installed the previous year were connected. Previously, the only movements this car had ever made under its own power had been short switching moves with a "bug" extension. Also accomplished was a hydro-hammer test of the 3 air reservoirs and rebuilding of most of the heretofore untouched control and braking equipment.

With an operable PCC car on the horizon another long unuseable car has received renewed concern. Baltimore Peter Witt Car No. 6144, built in 1930, is one of the strongest links in existence between the conventional streetcar and the PCC car. Because of the refinements in its 5'4 1/2" gage trucks (Baltimore had the widest track gage in the US) they have never been re-gaged. However, our mechanical department has studied the problem further and we now believe it to be an



Pittsburgh P.C.C. car #1440 in process of being retrucked after standard gauging at Seashore, Washington, D.C. Standard gauge wheel and axle sets and housings were made available by MBTA for conversion. Brake rigging and track brakes were regauged on property. Our first P.C.C. should enter service in 1970. Photo by Gerald O. Boothby

easier project than was previously determined. We hope to be able to enlist the aid of a railroad or transit property in re-gaging this car's trucks, in conjunction with presently-underway body restoration, so that we may better illustrate the evolution of the streetcar "from horse car to streamliner".

Continuing a gradual upgrading program on Boston MTA Type 5 No. 5734, its air compressor was completely rebuilt. This follows replacement of all axle bearings the previous year. In 1970 the grids will be rebuilt and the existing roof canvas rehabilitated. A new set of pinions has been purchased for later installation.

Lastly, the drum mechanism on Boston MTA 3608 has been repaired so that this car is now useable.

LINE CAR NO. 4 ON LOAN TO MBTA

In the early hours of the morning on Oct. , 1969 an unfortunate head on collision involved two work cars of the MBTA on the Highland Branch just west of Brookline Village. The surface lines or "Green Lines" line car #3284 was knocked out of commission for an estimated six months period. In approximately one week's time our museum had been contacted regarding temporary loan of a line car, which turned out to be our #4 Claremont, N.H., the car loaded on a trailer and inside the Authority's Everett Shops, ready to be worked on.

Work at Everett was aimed not only at restoring the car to good running order but to modify the car sufficiently so that a wire reel could be mounted inside of it and so that it could be used by the night crews in the subway and reservation lines when all such work is normally done. As a matter of course it therefore received a new trolley pole mounted on new trolley planking (the roof canvas had just been renewed at Seashore a matter of weeks before), new side doors, partial reflooring and controllers, compressor, air governor and even the brake cylinder rebuilt. New brake rods were made in the blacksmith shop to replace the span wire and clamp set up that had sufficed at Seashore.

Modifications included flood lights installed on roof, a small low clearance platform built in the center of the roof, new electric heaters and switches as well as complete rewiring of all auxiliary circuits and installation of interior ballast lights to give proper voltage for roof mounted headlights. Defective piping was replaced and air connectors installed at convenient points for pneumatic tools. Rotted crown pieces supporting the bumpers and draw bars had to be replaced. Finally sporting Highland Branch pneumatic air horns, a handsome new paint job in gray with "T" symbols attached, but still retaining its number as "4" at the Society's behest, it was ready to be tried out.

Thus after three weeks of intensive work it was trucked over to Lechmere Sq., and run under its own power, while MBTA and Society officials had their fingers crossed, all the way through the subway and out to its new temporary headquarters at Reservoir Carhouse. At first there was much spinning of wheels as the car running with two motors not connected, and carrying a much heavier reel than ever before, spun its wheels a great deal. The car was towed

out to Watertown barn by a Dallas P.C.C. and there had the two idle motors removed, and truck springs were bolstered up to compensate for weight of the reel. The car was tested out again on some of the steepest grades on the Commonwealth Ave. line and found to perform satisfactorily.

We are grateful to Msrs. Jeff Fleming and Maynard Cleveland of the Authority's wire division for the following tabulation of new wire run in by #4 between 12/5/68 and 3/20/70.

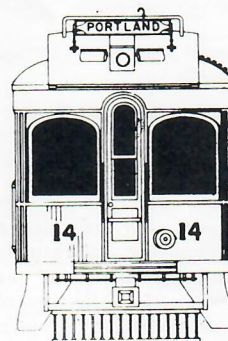
Beacon St. Tube	675'
E. Cambridge Viaduct	395'
Tremont St. Subway	3203'
Boylston St. Subway	11394'

In addition to the above 15,667 feet of new wire of both #2-0 and #4-0 size, there has been a lot of other work done including tensioning trolley wire and span wire renewals. As soon as #3284 returns to active duty it is anticipated that #4 will be trucked over to the Ashmont-Mattapan line where it will be used for renewal of trolley wire on the Hi-Speed line. E.T.A. at Seashore again sometime in the summer of 1970.

The carbody only of Claremont line car #4 was donated by Samuel Pinsley, President of the Concord and Claremont when freight switching service in Claremont, N.H. was dieselized in 1954. The carbody was used for several years as a storage shed for line materials and finally retrucked in 1959 on a pair of ex-MTA Standard G-35-P trucks obtained from a type five scrapped at Mattapan. The car was then trucked over to the Terminal Division as its line car and S-71 returned for construction work on the main line.

Much favorable publicity has resulted for the Society in this, thus far unique, reversal of a trend, that of making a museum owned car available to an operating transit system. Articles appeared in local papers, the MBTA's "Commuter," and the A.T.A.'s "Passenger Transport". Seashore will not only welcome #4 back as a better line car, but will long be thankful that it gave our Society at long last the opportunity to be useful in return to the MBTA which has long been sympathetic to our cause in preserving the history of the electric transit industry.

PORTLAND-LEWISTON NARCISSUS ARRIVES



Interest in this carbody which has finally arrived at Seashore is as old as the Society itself. Starting in 1937 there were annual trips run on the Androscoggin and Kennebec Railway system operating out of Lewiston on the 19th of April. One of the highlights of the Sabattus line was the once a year inspection of the beautifully preserved body of Laconia #14 that had been better known by its name the Narcissus. It was during such a trip on April 19, 1939, that three of Seashore's pioneers were making the first plans to acquire a Biddeford and Saco open car in June or July, whenever the busses would arrive to take over New England's last regular open trolley operation.

Later on when two of these founders were getting initiated into the street railway business the "hard way" in the back yard of the Saco car barn getting the first car of the first trolley museum rigged to make its over the road journey to a small piece of land in Kennebunkport, there was little need to recall the Narcissus slumbering away in Sabattus because only eight miles away at Bay View reposed the sister car #10 the Arbutus, far more famous as running the first and last trip over the PLI and appropriately preserved in fully operating condition on a section of rails and ties from the line, the property of Mrs. Gertrude Libbey Anthony daughter of the famed interurban's builder, W. Scott Libbey. There was every reason to hope that if the fledgling Society became successful, this handsome and complete interurban might be donated to this new Seashore Electric Railway. But this was not to be the case as the car was broken up during World War II at a time when many of our members were overseas.

Over the years rumors continued to persist that the Narcissus was still remarkably well preserved and the Society by now was sufficiently well equipped with transportation equipment and willing to gamble on acquiring a carbody of merit that might be re-equipped at a later date. Accordingly contact was made with the owner, Mr.

J. Henry Vallee of Lewiston, by the then Genl. Mgr. of the museum, Dwight B. Minnich and a verbal agreement made that the car could be acquired by the Society in exchange for "equivalent housing" if so done before Mr. Vallee's retirement. Mr. Vallee it appeared had been a passenger on the Interurban on both first and last days of operation and had a sentimental attachment for it, and the excellent state of preservation of the car bore testimony to this.

Various portable houses were looked into but fell short of expectations and it was concluded that a simply framed house would have to be built. On at least three separate occasions in the intervening years museum personnel attempted valiantly to enlist local interest and get some sort of a project going so that title could be obtained to the Narcissus. For a multiplicity of reasons these endeavors failed. One ray of hope came, however, in 1965 when through the intercession of Gov. Reed of the State of Maine, a pair of suitable Baldwin motor trucks were made available by the Canadian National from their Oshawa Railway subdivision.

More enthusiasm for the project began to be generated by our growing Portland group many of whom had worked their way up in our summer shop force and could visualize the results that could be obtained with the Narcissus if once gotten to the museum's own shop. In 1967 Museum member William Dox of Portland was asked by Trustees of Seashore to contact Mr. Vallee and see if the offer was still open. Once Confirmed, Society Historian and Trustee O.R. Cummings, in the process of rewriting his history of the PLI decided to turn over a fund that he had built up for another but less pressing project to the Narcissus fund and to make available all over cost of the proceeds from the publication and sale of "Maine's Fast Electric Railway". This generous offer of O.R. Cummings' gave the project the impetus that was needed for not only was time running out on the offer but deterioration was setting in on the car. The Trustees appointed a committee composed of O.R. Cummings, Donald Curry, John Coughlin, William Dox, Jr., and John H. Fancy until he became too occupied in other areas.

Basic work accomplished by the Committee was the building up of a fund to pay for the labor involved and locating a builder who would undertake to complete the exterior of the building within these limits. And then through interest generated in the project to secure donations of the actual building materials needed. A necessary adjunct was, of course, selection of a basic house design in order that a Bill of Materials could be drawn up. A USDA extension Service Dwelling was selected as prototype. Also, a legal agreement had to be drawn up for signature by both parties, which enabled the Museum to erect a dwelling structure on Mr. Vallee's premises as well as assure the donation of the car body to the Museum when the new structure had been closed in and become weather tight.

As soon as the history was published every effort was made to concentrate its sale, promotion and distribution in the areas formerly served by the Interurban. Newspapers in the Portland and Lewiston areas were cooperative in relating all newsworthy developments in the campaign. By the fall of 1968 sufficient funds were on hand to get the project underway. As soon as commitments of donations for 80% of the materials required for the building had been received as a result of some forty solicitations, a search was instituted for a builder willing to undertake the erection of a building satisfactory to Mr. Vallee's needs and within the means of this special fund.

Due to extremely bad weather setting in by late October the first builder found himself bowing out because of other commitments but recommended Mr. Joseph R. Blais of the Lewiston area as one of the few other builders able to construct such a dwelling within the limitations set forth. Museum forces then came up and working in two of the nastiest weekends on record in alternate pouring rain and heavy snow, moved the body of the "Narcissus" off of its footings onto temporary blocking and separated and removed other appendages as necessary. But despite their valiant efforts to get the operation back on schedule, even worse weather followed. The project had to be called off until late May of '69. From this point on all progressed smoothly, the builder following the letter of authorization to within a margin of some \$24. On July 30th, 1969 Mr. Vallee signed and delivered the transfer of title to the "Narcissus" to the committee members, closing what was probably the longest, most arduous and expensive acquisition project ever undertaken by the Society.

The story doesn't end here, however, as in the course of acquisition of the building materials commitments were made to try to give the donors a certain amount of advertising publicity in return for their donations some of which ran to well over \$300 in value. This was to be done by affixing a side banner on each side of the car under the windows indicating names of donors of materials. For this and various other reasons a small deficit was incurred in the project which has

since been met by donations from members of the committee and members of the Libbey family who have shown a great deal of interest in the project.

Preparations for the trip were being made but because of the general activity of the summer at the Museum and nonavailability of transport equipment, the car sat in its prior location waiting for the next step. Finally in early October a large crew of twelve members of the Society in a solid weekend's work moved the body aboard the "Highway Monster" which had been skilfully maneuvered into position alongside the body a month before. Meanwhile Mrs. Eleanor Libbey Awalt of Auburn, who had consented to, and started work with the acquisition committee a year before in the raising of funds, provision of publicity in the Lewiston-Auburn-New Gloucester area, acted as clearing house for that purpose, alerted news media and historical groups along the route on the impending move.

A certain amount of showmanship and ingenuity came into play to make the "Narcissus" look the part a little more. The weathered letterboards were covered over with masonite strips painted in Pullman Green and authentically relettered "Portland Lewiston Interurban" and corrugated aluminum was fitted on lower side sections missing matchboard and also hastily painted Pullman Green. The illusion was quite good and the excellent condition of the stained glass windows did much to help this.

The long awaited move took place on Halloween of 1969. Despite delays with last-minute requirements for a house moving permit, excellent planning and skillful maneuvering of the Mack and Highway Monster aided by an alert escort party made it possible not only to retrace as closely as possible the Interurban's old route through Lewiston, Auburn, New Gloucester, Gray and West Cumberland but even to its street run in Portland via Forest Ave., Congress St. and Monument Sq. Finally after its 35-year lonely vigil at Sabattus, the "Narcissus" rejoined its own kind at the Trolley Museum. A costly acquisition indeed, but the car is basically sound, most of the needed equipment now on hand, and its restoration is scheduled to get underway this summer with an enthusiastic crew.

PROGRESS ON NEW CAR SHOP

Various events have occurred over the past years which have brought our long-dreamed-of car shop far closer to reality. The first was the collapse of the Quonset Hut making a re-evaluation of this site possible for the ultimate location of the Society's general repair shop. With this in mind the immediate requirement of replacing lost car barn space was met by designing a clear span structure of extra width and ample height to serve first as a replacement barn, later convertible into a shop. The new building constructed in 1967 was 60' x 120' and of steel truss and frame design with wood purlins and sheathing of plastic coated aluminum with fibreglass light panels. Although the east side was sheathed immediately, winter of '67-'68, the west side was left unsheathed, pending a decision to add a lean-to as a future shop machinery bay. This turned out to be a wise decision in retrospect. Footings and grading prepared the way for the steel framework that was erected in August of 1968. Within a few weeks' time the discovery of the Libbey woodworking machinery that would fill most of this bay became the next step toward our car shop to be.

The machinery had been discovered by our Superintendent of Car Maintenance, Donald Curry, who had long hoped for the professional equipment of the same calibre that had been used to build and maintain and here he found just such equipment in the combined blacksmith machine shop, sawmill and garage run by Carl C. Libby of South Portland. After extensive negotiations, the woodworking machinery was made available to the Society for \$2200. After an impassioned plea by Mr. Curry to the Trustees and others attending a meeting, the campaign was opened and the funds were raised through donations and pledges from a number of members with over \$1700 already paid to date to Mr. Libby. The Society is grateful to Mr. Libby for accepting our terms and for the sound advice being given for the setting up and operation of this machinery in our new shop.

In the midwinter of '68-'69 roof sheets were applied to the lean-to and busses and a trolley coach were given winter storage on the recently gravelled roadway within. But with the moving of the Libby machinery scheduled for late spring or early summer no further incentive was needed to get a start on closing in the sides of this new section of the car shop, as it was highly desirable to get the machinery in under cover immediately. To obtain both maximum daylight and ventilation it was decided to use the many steel windows that had come with the Quonset but never been used in that structure when re-erected. After ten years of outdoor storage they



#838, 15-bench open built by Jones Car Co., poses at end of passenger run on a quiet summer's day. This ex-Connecticut Co. car continues to be one of the mainstays of the Society's passenger fleet since it went into service for us in 1957. Trustee Cecilia Clapp is shown at controls.
Photo by Ernest A. Barstow

were in need of complete reworking, reglazing, wire brushing, priming and painting to make them suitable for the brand new shop. These were bolted together in strips of five and set into the horizontal girts. The rest of the siding was made up of blue corrugated aluminum and white trim with fibreglass above the steel sash to give additional light. Three doors were put in the side: one for personnel, a larger one for material and tourist observation and a still larger door for motor vehicles. This work, begun by volunteer labor, continued into the early summer by the shop forces — largely the same people in both cases. The ends of the lean-to were finished as well as some of the south end of the main structure. A door was also cut into the north end to allow long boards to be run through machines and for loading material in shop.

It was decided to be well worth the \$600 cost to have the concrete floor professionally laid. Beforehand air lines were installed along both sides of the lean-to portion of the shop with a riser pipe coming up at each column. This gave 14 outlets for spraying, blowing out machines, etc. It was felt that there should be drainage provided for this area so a transite pipe with drain castings was buried along the center line of this bay. By late July all was in readiness for the machinery itself. It had been partly dismantled and moved about in readiness for the move, having provided a practice session for the rigging job ahead. Three trips were required by our shop crew using a rented 18' stakebody truck with hydraulic tail gate along with Charlie Seaward and his pick up truck and other able assistance from Tom Brigham our Electrical Engineer and Bill Brice the Museum's unofficial Master Mechanic for many years. Most of the job went as planned but the planer and 4-sided moulder were too heavy for the hydraulic tail gate without some skillful assistance. With the addition to the Libby machinery listed in last year's Annual Report of two metal working lathes and a surface grinder all squeezed onto the portion of the floor that had been concreted, the whole presented a rewarding but cluttered sight at first.

During the summer and fall various people had been cleaning up, painting, lubricating and rewiring the machinery so that soon a number of pieces were set up and ready for use. Thanks to a 3-phase power supply installed on a temporary basis enough current was available to operate some of the lighter machines. By means of this new equipment new continuous upper sash was made up for Montreal 2052 and a new steel shaft turned out for crane car #3608. By the summer of 1970, the new shop bay should be almost fully operational.

ACQUISITIONS

As mentioned in last year's Annual Report, 3 vehicles that had been obtained arrived on the property in 1969: Lake Erie and Northern interurban combine No. 797, built in 1915 by Preston Car Co. was the only complete electric car received in 1969. Portland-Lewiston Interurban #14, "The Narcissus" was also delivered (see covering story elsewhere in Report).

GATX Tank Car #12719 — Interest in the museum's freight train operation, always a very special event, was highlighted by the arrival on the property of GATX tank car 12719. Previously the society had acquired various boxcars, flatbed, or cabooses, but lacked a tank car.

General American Transportation Corporation, after being approached, readily donated completely refurbished aluminum GATX #12719 to the museum to depict this ever important aspect of freight transportation.

Not only does this tank car add much interest to our freight trains, but has its practical aspect as well. Five thousand gallons of water are stored inside in warmer weather as an emergency reservoir for the Fire Departments of Kennebunkport and Arundel, and the car has been fitted with proper hose connections.

Ottawa Transportation Commission Cars #854 and A-2 — As a gesture of friendship, and in recognition of the work that the Seashore Trolley Museum has done in the preservation of significant Canadian electric traction, the Canadian Railroad Historical Association is leasing in perpetuity to Seashore, standard Ottawa tram #854 and single truck sweeper A-2.

Plans to acquire one of these cars at the demise of rail operations in 1959 hit a snag when it developed that the rolling stock had been sold to scrap dealers six months ahead of abandonment — seemingly endless negotiations and telephone calls eventually came to naught until the C.H.R.A. came to our rescue.

Ottawa lightweight cars represented a departure in latter day conventional car design by retaining their monitor roofs. Washington, D.C. and Cincinnati, Lawrenceberg and Aurora cars fitted into this same pattern.

In interior appointments these cars were deluxe with leather seats, dome lights, etc., brass sash and largely equipped with herringbone gears. They represented one of the best maintained fleet of conventional street cars on the continent in the 1950's.