

1958

Seashore Electric Railway Pamphlets

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Seashore Electric Railway

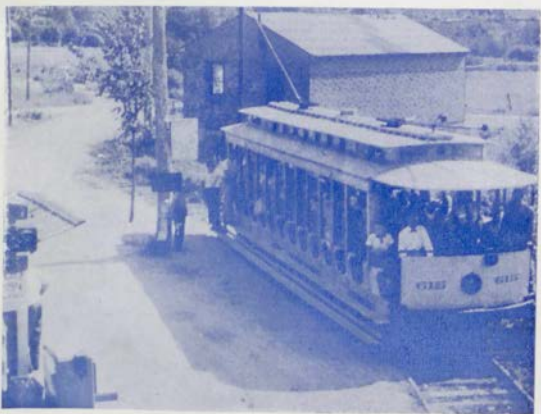


*Maine's International Museum
of Operating Trolley Cars*

The New England Electric Railway Historical Society is the world's oldest and largest organization devoted exclusively to the preservation of railway equipment.

Since the society's Seashore Electric Railway opened in Kennebunkport, Maine, in 1939 with a single streetcar, more than fifty cars have been obtained from all over the United States as well as from Canada and Great Britain. Many were gifts from transit companies and municipalities; others were purchased for scrap value by interested individuals who donated them to the society. With the exception of one lost in a fire, every car ever obtained by the society for exhibit is still on the property in as good or better condition than when received, and many have been extensively restored. Together with the operating railroad being built on the society's property, these cars comprise an historical electric railway, representing the various builders periods and systems of the fabulous traction era. Further to guarantee the permanent preservation of irreplaceable equipment, all cars, as well as the real estate in the main shop and storage area, are free of mortgages or encumbrances of any kind.

Most of the work of building the museum trackage



A trip to yesteryear on one of Seashore's cars recaptures youth for old timers and brings youngsters a new thrill.

and facilities and of gathering, restoring, and maintaining the cars has been done by society members who have volunteered their services on weekends and during vacations. While some have come only in quest of exercise and recreation, many, particularly the younger participants, have found their experience at Seashore extremely educational as well. It has been our experience that teen-agers who devote their excess energy and ingenuity to some challenging and worthwhile activity such as this are less apt to behave in a socially unacceptable fashion than those without creative diversions.

The principal financial support has also come in small contributions from society members, most of whom are people with ordinary incomes and financial standing. The annual regular membership dues of only two dollars a year barely pay for the publications members receive, but they are kept at this level because the directors wish that no interested person be excluded from participation for financial reasons.

As the railroad has grown, however, methods of this sort have proved increasingly inadequate for the needs of the institution. Not only has the total load become too great for volunteers, but many specific requirements have developed which they cannot meet. For example, state highway permits for moving oversize loads such as a streetcar are issued only for the daylight hours of weekdays, just when the volunteers are least available. It has therefore been necessary to engage paid help from time to time, and more will be needed in the future. For another thing, streetcars stored outdoors and maintained with hand tools cannot operate or even endure indefinitely. Thus the society must constantly seek funds not only to continue operating, but to make necessary capital improvements as well. The worthwhile character of the undertaking is attested by the fact that the society is classified as a charitable organization under the provisions of Par. 101 (6) of the Internal Revenue Act, so that any gifts or donations to it may properly be deducted from the federal income tax.

Each succeeding year has brought an increase in the number of visitors to the museum to inspect and ride the cars. The problem of automobile parking alone became so great that it was necessary to move the principal visitor accommodations to a new and more favorable location, away from the shop and storage area. The new site is on U. S. Route 1, a main high-



Carhouse construction is one of the many types of activity from which volunteer workers gain valuable field experience.

way. The society owns four miles of right-of-way between the two locations, most of which is on the old roadbed of the Atlantic Shoreline Railway. As it was necessary to borrow money for this expansion, and the operating costs are considerable, the policy of relying solely on the generosity of visitors has been regretfully abandoned, and a small charge is made for rides. Admission to the grounds remains free. The property is open to visitors daily during the principal summer season, and on weekends the rest of the year. Persons desiring to visit the museum or ride the cars at times other than those published in the schedules should make advance arrangements.

Anyone interested in membership in the society or in contributing to its work is urged to inquire at the property or write the Treasurer,

New England Electric Railway Historical Society, Inc.

21 Carver Rd.

Newton Highlands 61, Mass.

Nonprofit Educational Foundation

SEASHORE

ELECTRIC RAILWAY

NOW TWO LOCATIONS



SUMMER SEASON

July 1 to Labor Day Both Locations
OPEN DAILY 10 TO 6

Out of Season Arundel Shops Only
Saturday and Sunday 12 to 5

60 ANTIQUE TROLLEYS

IN RESPONSE TO PUBLIC DEMAND

The Seashore Electric Railway, World's Oldest and Largest Railway Museum, again expands. In 1954 we opened our Museum daily through the summer. In 1955 we built a souvenir shop. In 1956 we had rides in open trolleys every week end, carrying 7000 passengers. Now for the 1957 season we are building a brand new line at a convenient location on U.S. 1. There you can ride an open trolley every day from the 1st of July to Labor Day.

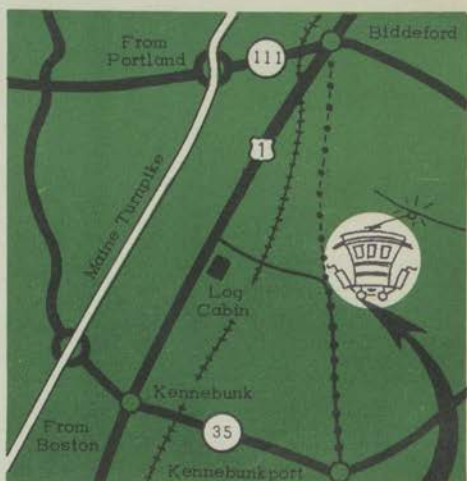
Our new location, *Seashore Junction*, has ample parking space and a larger souvenir shop.



The Seashore collection now totals sixty cars from England, Canada, and seventeen states of this country, from a former horsecar built in 1879 to an all-aluminum 1931 streamliner. Some of these will be exhibited at Seashore Junction. The rest will be at the old location, Arundel Shops, which will also be open daily this summer.

This Museum is owned and operated by the New England Electric Railway Historical Society, a non-profit, educational foundation, incorporated in Maine with its business office at 21 Carver Road, Newton Highlands 61, Mass. Contributions are tax-deductible. We urgently need your support to build up our collection and enlarge our plant.

SEE THE ANTIQUE TROLLEY CARS



The Seashore Electric Railway

OPEN DAILY
10-6 JULY 4 TO
LABOR DAY
SATURDAYS AND SUNDAYS
12-5 THE REST OF THE YEAR

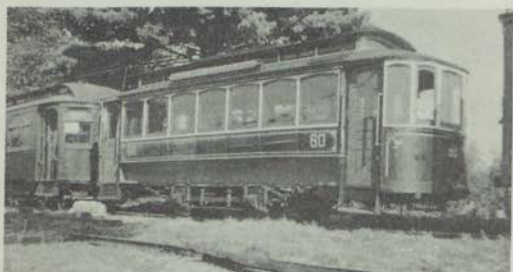
Owned and operated by the New England Electric Railway Historical Society, Inc., a non-profit educational foundation founded in 1939, incorporated in 1941.

Business office: 21 Carver Road, Newton Highlands 61, Mass.

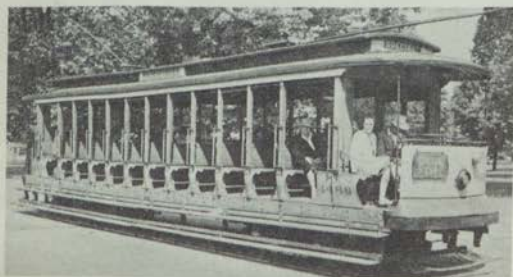
ADMISSION:
VOLUNTARY CONTRIBUTION



Former Horse Car



Toonerville



For Summer Sunshine



For Winter Snows

HISTORY THAT IS ENJOYABLE

The *Seashore Electric Railway* got its start in 1939 when a dozen men brought an open summer trolley car from nearby Saco. Now it owns 45 cars from 23 railway systems in 14 states and England. These cars represent the entire development of street and interurban railway transportation from the horse car to the dawn of streamlining. They include a former horse car dating back to the 1870's, an all-aluminum interurban car capable of speeds up to 85 miles per hour, the last passenger trolley and the last electric locomotive to operate in the state of Maine, a double-deck tram car from England, a car carrying the famous destination sign *Desire*, a car peculiar to Los Angeles but known to movie-goers the world over and a sequence of a dozen cars from Boston.

* Volunteers have done almost all the work of bringing these cars to Kennebunkport; painting, repairing and restoring them; building track, stringing wire, setting up a power station; and many other jobs that go toward creating a trolley museum.

Here is an exhibit of living history both enjoyable and worth while. Here the youngsters can see what the trolleys were like and the old timers can recall their youth.

NOSTALGIC AND FASCINATING



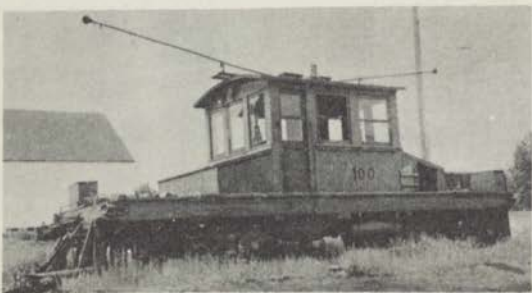
Wrap-Around Windshields



Picture Windows



Eighty-Five Miles An Hour



For Heavy Freight

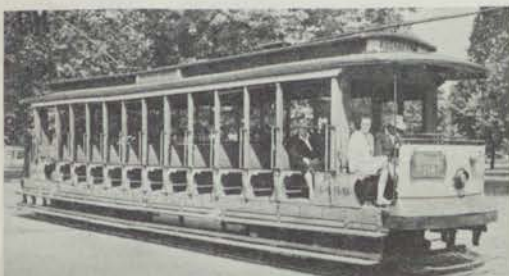
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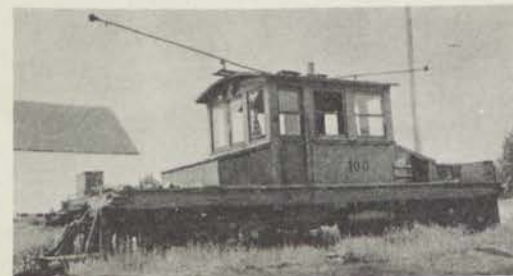
Wrap-Around Windshields



Picture Windows



Eighty-Five Miles An Hour



For Heavy Freight

T.A.R. New England Electric Railway Historical Society Inc.

DID YOU KNOW?

TROLLEY CARS HAD

FOUR WHEEL BRAKES

BEFORE 1890

WRAP-AROUND WINDSHIELDS

IN 1906

PICTURE WINDOWS

IN 1907

STRESSED SKIN CONSTRUCTION

IN 1910

OUTRACED AN AIRPLANE

IN 1930

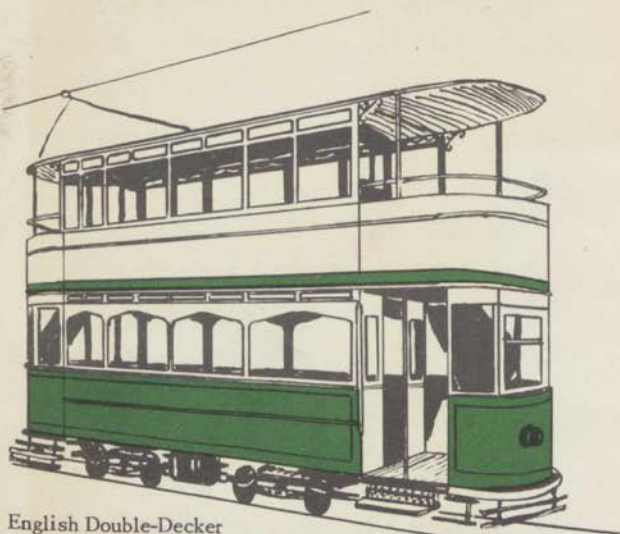
At one time you could travel by trolley from Waterville, Me., to Lancaster, Pa., or from Little Falls, N. Y. to Waukesha, Wis. Either trip took about a week.

In Massachusetts there were 2233 miles of trolley track and only 2109 miles of steam railroads!

Trolleys started in 1888, grew rapidly until 1910, declined from 1924 to 1950, and, are now rare outside large cities. Few industries have grown and disappeared so quickly!

ALL ABOARD!

MUSEUM OF TROLLEY CARS



English Double-Decker

DISTRIBUTED AS A SERVICE
TO ITS MEMBERS BY
SEASHORE THE ELEC. RR ASSN. INC.
145 Greenwich St.
New York 6, N.Y.

ELECTRIC

RAILWAY

KENNEBUNKPORT, ME.

WORLD'S OLDEST AND
LARGEST RAILWAY MUSEUM