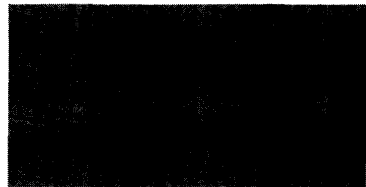


**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**



See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Maine Trolley Cars

and/or common

2. Location

street & number Seashore Trolley Museum ___ not for publication

city, town Kennebunkport *Me.* ___ vicinity of congressional district 1st

state Maine code 23 county York code 031

3. Classification

Category ___ district ___ building(s) ___ structure ___ site <input checked="" type="checkbox"/> objects	Ownership ___ public <input checked="" type="checkbox"/> private ___ both Public Acquisition ___ in process ___ being considered	Status ___ occupied ___ unoccupied <input checked="" type="checkbox"/> work in progress Accessible <input checked="" type="checkbox"/> yes: restricted ___ yes: unrestricted ___ no	Present Use ___ agriculture ___ commercial <input checked="" type="checkbox"/> educational ___ entertainment ___ government ___ industrial <input checked="" type="checkbox"/> military	___ museum ___ park ___ private residence ___ religious ___ scientific ___ transportation ___ other:
--	--	--	---	--

4. Owner of Property

name New England Electric Railway Historical Society

street & number Box 220

city, town Kennebunkport ___ vicinity of state Maine

5. Location of Legal Description

courthouse, registry of deeds, etc. York County Registry of Deeds

street & number

city, town Alfred state Maine

6. Representation in Existing Surveys

title has this property been determined eligible? ___ yes ___ no

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> N/A original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

1. Car 14, Portland - Lewiston Interurban

Portland - Lewiston Interurban Car Number 14, the "Narcissus" is an excellent unrestored example of the wooden interurban railway car builders art. The 46 foot car has a railroad style roof, interior of inlaid mahogany, and leaded stained glass transom windows. The Narcissus was operated from 1914 until 1933, the abandonment of the interurban.

Built: 1912	Control: WH HL15B
Builder: Laconia Car Co.	Length: 46'
Trucks: Baldwin AA	Weight: 68,000 lbs.
Motors: 4 GE 216	Seats: 52

2. Car 8, Mousam River RR

No. 8, a small four-wheel box trailer, was built in 1893 for the Mousam River Railroad, a predecessor of the Atlantic Shore Line Railway, by the Portland Company (Portland, ME). Towed behind a regular passenger car, it was used to carry baggage, express and mail between Sanford and Springvale, ME, until 1899, when combination cars carrying both passengers and express were substituted. After its retirement in 1899, No. 8 was retained by the Atlantic Shore Line and its successors, the Atlantic Shore Railway and the York Utilities Co., as a movable shed for the storage of small parts at the Sanford car house until 1947, when it was acquired by the museum. No. 8, having been both built and used within Maine, is the only car in the museum's collection which has never been outside of the State of Maine.

Built: 1893	Control: None
Builder: Portland Co.	Length: 12'4"
Truck: Portland	Weight: 4,000 lbs. (estimate)
Motors: None	Seats: None

3. Car 31, Biddeford & Saco RR

Biddeford & Saco Railroad no. 31, a double-truck open car with twelve benches, was built in 1900 by J. G. Brill, the "General Motors of the streetcar industry," for the Biddeford & Saco Railroad. This car, typical of many thousands of open cars operating on transit systems throughout the country in the early years of the twentieth century, has the distinction of being the first car acquired by the museum in 1939 following the the cessation of streetcar operation in the nearby cities of Biddeford and Saco. No. 31 has been carefully restored to its original appearance, complete with varnished woodwork and canvas side curtains, by the museum with the assistance of grants from the Maine Commission for the Arts and the Humanities. At the time of its restoration, no. 31 also received a complete mechanical and electrical overhaul and occasionally carries passengers at the museum. Its trucks are an early type of Brill maximum traction truck the "Eureka" centerless bearing type, and may be the only such pair of trucks still in operating condition.

Built: 1900	Control: K-36J
Builders: J.G. Brill	Length: 36' 6"
Trucks: Brill 22E maximum traction	Weight: 30,000 lbs.
Motors: 2 GE 200	Seats: 60

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4. Car 52, Aroostook Valley RR

Aroostook Valley Railroad no. 52 - Interurban Express Car and Freight Motor, designed for use as both a freight locomotive and an express car, was built in 1909 by J.G. Brill for the Aroostook Valley Railroad in northern Maine. Strictly utilitarian in appearance, no. 52 was equipped with railroad couplers for moving freight cars received by the Aroostook Valley Railroad in interchange from the steam railroads, its roomy interior could handle plenty of baggage and express, and it also saw service as a snow plow. The car is much heavier than its appearance would suggest, since the car body, which is primarily of wood construction, has a substantial steel underframe to give it the strength and weight necessary for serving as a locomotive. No. 52 was acquired by the museum in 1946 following the conversion of the Aroostook Valley Railroad from electric to diesel power.

Built: 1909

Builder: J.G. Brill

Trucks: Brill 27E1 1/1

Motors: 4 GE 205

Control: GE M C-71

Length: 44' 6"

Weight: 80,000 lbs.

5. Car 70, Aroostook Valley RR

Aroostook Valley Railroad, No. 70, a railroad roof interurban car with the arch style, transom windows typical of the era, was built in 1912 by Wason for the Aroostook Valley Railroad in northern Maine. The car was built as a combine, with a large passenger compartment divided into smoking and non-smoking sections and a small baggage and express compartment at one end. A small coal stove located in the passenger compartment was used to fend off the chills of northern Maine winters. No. 70 was designed for operation on 1200 volts direct current rather than the customary 600 volts, and was acquired by the museum in 1946 following the conversion of the Aroostook Valley Railroad from electric to diesel power.

Built: 1912

Builder: Wason

Trucks: Brill 27 MCB 2

Motors: 4 GE 217

Control: K-42-A

Length: 55' 6"

Weight: 60,000 lbs.

Seats: 44

6. Car 82, York Utilities Co.

York Utilities Co. no. 82, a Birney safety car, was built in 1919 by the American Car Co., as no. 2 of the Denver and South Platte Railway in Colorado, and was sold second-hand to the York Utilities Co. in Sanford, Maine, in 1927, requiring its conversion from narrow gauge to standard gauge. The Birney car was a lightweight four-wheel car designed in 1916 by an engineer, Charles O. Birney, on the staff of the firm

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of Stone and Webster and featured "stressed skin" construction in which the outer steel panels furnish much of the structural strength of the body. Various safety features, such as deadman control and doors interlocked with brakes, enabled the car to be run safely by one man instead of the crew of two, motorman and conductor, generally used on older cars. Birney cars were popular with economy-minded traction companies which had thousands of them in service in the years immediately following World War I, but not as popular with the riding public because of their tendency to gallop on anything but the smoothest track. Unlike most Birney cars, which were equipped with wooden seats and no headlining or other frills, no.82 has been modernized with deluxe leather seats, headlining and dome-style lighting fixtures. The car was acquired by the museum in 1946 shortly before the end of streetcar operation in Sanford, Maine.

Built: 1919	Control: K-10A
Builder: American Car Co.	Length: 28'
Truck: Brill 78M	Weight: 15,980 lbs.
Motors: None at present, originally 2 GE 264A	Seats: 32

7. Car 88, York Utilities Co.

No. 88 a typical lightweight city car of the 1920's, was built in 1926 by Wason as no. 12 of the East Taunton (Mass.) Street Railway. York Utilities Co. of Sanford, ME, purchased it second hand from East Taunton in 1934. The need for economy experienced by most traction companies following World War I led to the introduction of cars of lightweight steel construction with arch roofs suitable for operation by one man which contrasted with the heavier wood and steel cars with monitor or railroad style roofs operated by a two-man crew which were common prior to World War I. Generally the lightweight cars were less ornate than their predecessors, with plain wooden or rattan seating. No. 88 remained in service in Sanford until 1947, when it gained the distinction of being the last streetcar to operate in regular passenger service in the State of Maine.

Built: 1926	Control: K-35JLB
Builder: Wason	Length: 37'
Trucks: Brill 177E1X	Weight: 28,000 lbs.
Motors: 4 GE 258C	Seats: 40
Date Acquired: 1947	

8. Car 100, Atlantic Shore Railway

No. 100, a steeple cab locomotive, was built in 1906 by the Laconia Car Co. for the Atlantic Shore Railway. Designed to handle standard freight cars received in interchange from the steam railroads, no. 100 is of wood construction, with its so-called "steeple" cab centrally mounted on a flat deck. The underframe of no. 100 is constructed of large wood beams. No. 100 was used to haul coal trains between Cape Porpoise and

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and Sanford and logs between Harris Siding (the present site of this museum) and the Boston & Maine RR at Kennebunk.

Built: 1906

Control: K 35G2

Builder: Laconia Car Co.

Weight: 45,000 Lbs.

Trucks: ALCO

Length: 34'

Motors: 4 GE 80

9. Car 108, Portsmouth, Dover & York St. Railway

No. 108, a railway post office and express car, was built in 1904 by the Laconia Car Co. for the Portsmouth, Dover & York Street Railway, later the Atlantic Shore Railway and lastly the York Utilities Co. No.108 carried the mail as a railway post office car from 1904 to 1918. From 1918 to 1947 it was operated for express or overhead line maintenance.

Built: 1904

Control: K28D

Builder: Laconia Car Co.

Length: 36'

Trucks: Standard C50

Motors: 4 GE 70

10. Car 615, Portland Railroad Co.

No. 615, a Birney safety car, was built by Wason Manufacturing Co. for the Portland Railroad Co. in 1920. The Birney car was a lightweight four-wheel car popular with traction companies following World War I. Featuring unit body stressed skin construction and full safety equipment for one man operation, this type of car had a deadweight per passenger seat of under 500 pounds, a very considerable achievement. Sold to the Biddeford & Saco Railroad in 1936, it was used there until 1939. It is the last surviving Portland Railroad passenger car and while incomplete and in poor condition is restorable.

Built: 1920

Control: K-63-BR

Builder: Wason Manufacturing Co. Length: 28'

Weight: 15,980 lbs.

Seats: 32

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates various Builder/Architect various

Statement of Significance (in one paragraph)

The street car is fast disappearing from the American scene. Trolleys still operate in less than a dozen cities in the United States and Canada and even these few remnants may be gone before many years have elapsed.

It is difficult to realize that as recently as 1921 the electric railway business was America's fifth largest industry. The trolley, in its heyday, had a tremendous impact on the American way of life. In providing transportation that was fast, comfortable and priced within the reach of everybody it promoted urban development and opened up suburban living to a large segment of the population. Trolley excursions to the beach, lake, park and countryside were a part of everyday living in the pre-automobile age. Many electric railways, in addition to carrying passengers, engaged in express and freight business and thus contributed to the growth and flow of commerce.

Beginning in the 1890's a vast trolley network began to spread across the State of Maine as it did elsewhere. By 1910 there were dozens of electric railway companies in the state operating over more than 2000 miles of track. These lines in most cases linked up with one another so that it was possible, for example, to travel the entire distance from Boston to Portland on the trolley with several changes. Trolley guides were published for those who made a practice of long excursions on the electric cars. In Maine, the trolley played an important role in the development of the very significant resort industry. It also resulted in the development of numerous suburban parks specifically built to promote travel on the newly developed lines.

By the late 1920's, the trolley had almost entirely disappeared in Maine except for some urban lines. The rural and interurban routes had been put out of business by the impact of the automobile.

The ten trolley cars presented in this nomination represent the only survivors of this once great transportation system. Their preservation is vital to maintaining a link with an important era in Maine's history.

9. Major Bibliographical References

Cummings, O.R., ed., Historic Cars of the Seashore Trolley Museum. 1970.

Cummings, O.R., Atlantic Shore Trolleys. 1966

ACREAGE NOT VERIFIED

10. Geographical Data

UTM NOT VERIFIED

Acreeage of nominated property 1

Quadrangle name Biddeford

Quadrangle scale 1:24000

UMT References

A

1	9	3	7	9	4	0	0	4	8	0	6	9	5	1	0
Zone		Easting				Northing									

B

Zone		Easting				Northing									

C

Zone		Easting				Northing									

D

Zone		Easting				Northing									

E

Zone		Easting				Northing									

F

Zone		Easting				Northing									

G

Zone		Easting				Northing									

H

Zone		Easting				Northing									

Verbal boundary description and justification

Assessors Map R24, Lots 28, 29. - *this is incomplete - see telephone report of 11/14/80*

JED

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
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11. Form Prepared By

name/title Frank A. Beard, Historian

organization Maine Historic Preservation Commission date July, 1980

street & number 242 State Street telephone 207/289-2133

city or town Augusta state Maine

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature *Lucas S. Fittsworth Jr.*

title S.H.P.O.

date 8/29/80

For HCRS use only

I hereby certify that this property is included in the National Register

John W. Dwyer
Keeper of the National Register

date 11/14/80

Attest: *Patrick Andrews*
Chief of Registration

date 11/14/80